Encyclopedia of Newfoundland and Labrador

Volume Five

BRIG. THOMAS RIDLEY. CAPT. WILLIAM TAYLOR. IN COMMAND 1875.

Encyclopedia of Newfoundland and Labrador

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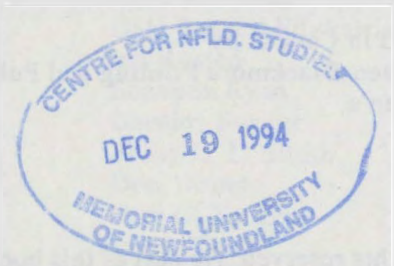
Cyril F. Poole

C.M., Ph.D., LL.D., D.Litt.

Managing Editor

Robert H. Cuff

B.A. (Hons.), B.Ed., M.A.



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Foreword

When Mr. Smallwood retired from public life after 23 years as Premier of Newfoundland (1949-1972) he embarked upon a renewed publishing career, including one project as ambitious perhaps as any he had ever set his hand to: the compiling of an encyclopedia about his beloved Newfoundland and Labrador. It was, he remarked, to be a complete record. "Every theme belongs in the *Encyclopedia*. Every person, every event, every location, every institution, every development, every industry, every intellectual activity, every religious movement in Newfoundland belongs there."

Into this enterprise Mr. Smallwood put his prodigious energy, his wide-ranging knowledge, and his life-savings. In 1981 he published volume one (A-E), and in 1984 this was followed by volume two (Fac-Hoy). Three more volumes were to complete the work. Two months after volume two was published, when he had begun the editing of volume three, a sudden and drastic stroke brought his work to a halt and eventually put his publishing company into bankruptcy.

A group of friends and admirers decided that the time had come to honour Mr. Smallwood for his sustained and remarkable contributions to his native Province and to the nation. The Joseph R. Smallwood Heritage Foundation was established with a two-fold mandate: to see that the *Encyclopedia* was completed, and to endow the J.R. Smallwood Centre for Newfoundland Studies at the Memorial University of Newfoundland. This Centre had already been created by the University when in 1981 Mr. Smallwood, by legal instrument, committed his papers, his Newfoundland library, and his rich and varied collection of Newfoundlandia to the University.

The Smallwood Heritage Foundation launched a financial campaign across the nation to raise the $2.5 million estimated to be needed to fulfil its mandate. Harry Cuff Publications was contracted to produce the remaining three volumes. The Foundation appointed an Editorial Board, under the chairmanship of Dr. George M. Story, a distinguished scholar and author. Dr. Cyril F. Poole, sometime Vice-President of Mount Allison University and most recently Principal of the Sir Wilfred Grenfell College, was appointed Editor in Chief.

The Foundation is deeply gratified to have been able to present a copy of volume three to Mr. Smallwood before his death in December 1991 and to have been in a position to assure him that the remaining two volumes would be published. The publication of the final volume marks the realization of his dream. That realization has been made possible by the generous financial support given by all sectors of society. The Foundation is indebted to the Government of Newfoundland and Labrador, which not only contributed matching grants but also acquired copies of the *Encyclopedia* for all the schools and public libraries in the Province. Equally generous was the Government of Canada in the support given for the publication of volumes four and five through the Department of Communications and the Secretary of State. The contributions from businesses in the Province and on the mainland ranged from $75,000 to $3,000; and from individuals from $3,000 to the $5 contributed by a schoolchild in Bonavista Bay. The three city councils, 16 community councils from St. Shotts to Makkovik and 58 town councils from Trepassey to Wabush and Labrador City gave support, as did organizations such as the Knights of Columbus, Lions and Rotary clubs. To all of them the Foundation is deeply grateful.

The Foundation acknowledges its debt to Harry Cuff Publications, to the late Dr. George M. Story and his colleagues on the Editorial Board and to Dr. C.F. Poole, Editor in Chief, for the quality of the last three volumes.

Our first mandate accomplished with the publication of the final volume in the series, the Foundation will pass over all its remaining assets to the J.R. Smallwood Centre for Newfoundland Studies, which will carry on Mr. Smallwood's theme of "making Newfoundland better known to Newfoundlanders".

Paul J. Johnson
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Introduction

With the publication of the final volume of the *Encyclopedia* comes the fulfilment of Mr. Smallwood's dream of accomplishing "more carefully and completely, and in more enduring form" what his *Barrelman* radio broadcasts began more than half a century ago. On questions of fact in Newfoundland history, as Dr. George M. Story observed, the *Encyclopedia* will long be "the court of first appeal". Along with the thousands of short entries on events, people, ships and tiny abandoned communities, the many lengthy articles on such topics as fisheries, government, Labrador, literature and medicine, together constitute a kind of history of Newfoundland and Labrador.

The 35-page article on the fisheries, for example, is not just a record of the cod fishery; with numerous other entries, such as those on Poole and Waterford, it illuminates our origins in England's West Country and Ireland, and explains the patterns of settlement around our shores. The article on France is not an account only of its disputes and wars with England; it shows how distant events directly affected the lives of settlers or would-be settlers even in our remotest bays and coves. Many of the gaps in Labrador history are filled in by substantial articles, such as "Labrador", "Labrador Boundary Dispute" and "Moravian Church". While there is no prophecy in the pages of the *Encyclopedia* the article on resettlement can perhaps be read as a chapter of a book yet to be completed. And the entry on smuggling gives proof of our ingenuity if not of our saintliness. But the *Encyclopedia* is not just a source of ready information; for scholars and general readers alike it is a guide to further study. At the end of most entries is a list of sources, while the final volume contains a bibliography of about 6000 titles.

Of course none of this is to say that the *Encyclopedia* is for serious reading only; those who enjoy browsing will find answers to intriguing little questions. What is the origin of the place names Kitchuses, Mother IXX's, New Melbourne and Zealot? Where did Mummichog Provincial Park get its name and what was the original name of Harricott, St. Mary's Bay? Where was the charming community of Inglewood Forest? On which St. John's street was Moses Harvey living at the time of his death? What peculiar mutilation did Henry Winton suffer at the hands of a mob? Who, with reference to the abundance of fish in our waters, referred to our cod grounds as a "piscatorial El Dorado" (see "Fisheries")?

This volume, like its predecessors, is the work of many people. I should like to thank members of the Editorial Board of the *Encyclopedia* for their advice and practical assistance. The Board's Chairman, Dr. George M. Story, cheerfully accepted our numerous telephone calls on a variety of questions. For his wise counsel and inspiration no thanks can be adequate. His death just weeks before the completion of this volume was a severe loss to his beloved Newfoundland. Dale Russell FitzPatrick, who co-ordinated the production of the first two volumes, again provided information and assistance. We also acknowledge our debt to contributing writers, who wrote most of the major entries; to the archivists and librarians, whose assistance was virtually indispensable; and to numerous consultants, some of whom have died since the first volume was published. The work of Robert H. Cuff as Managing Editor everywhere reflects his wide experience both as an editor and as a writer. To Jeff Cuff fell again the demanding task of design and layout. I thank, finally, the writers and secretarial staff of Harry Cuff Publications not only for their commitment but for courtesies beyond the call of duty.

Cyril F. Poole

Key

When a topic is mentioned in an entry and is pertinent to that entry "*qv*" (for *quod vide*, "which see") will follow the first mention of that topic to indicate that it can be found in the *Encyclopedia*. Where there is the possibility of some doubt about the word with which the entry will begin, an asterisk (*) immediately precedes that word: *eg* "Pierre *Le Moyne d'Iberville *qv* will be found as LE MOYNE D'IBERVILLE, PIERRE.

A.D.	*Anno Domini*
AM	*ante meridiem*
App.	Appendix
B.C.	Before Christ; British Columbia
B.P.	Before Present
c.	*circa* ("about") indicates an approximate date.
C	Celsius
C.A.	Chartered Accountant
Capt.	Captain
C.B.E.	Commander of the Order of The British Empire
C.C.	Companion of the Order of Canada
cm	centimetres
C.M.	Member of the Order of Canada
C.M.G.	Companion of the Order of St. Michael and St. George
cwt.	hundredweight
d	penny
D.C.L.	Doctor of Civil Law
D.D.	Doctor of Divinity
D.Litt.	Doctor of Letters; Doctor of Literature
eg	*exempli gracia* ("for example")
f.;ff.	"and the following pages"
F	Fahrenheit
fl.	*floruit* ("flourished") indicates a period of activity where precise dates are not known
g	grams
G.C.M.G.	Knight Grand Cross St. Michael and St. George
Gen.	General
ha	hectares
Hon.	Honourable
ie	*id est* ("that is"); specifically
inc.	incorporated
K.B.E.	Knight Commander, British Empire
K.C.	King's Counsel
K.C.B.	Knight Commander of the Bath
K.C.M.G.	Knight Commander of the Order of St. Michael and St. George
K.C.S.G.	Knight Commander of the Order of St. Gregory
L	litres
lb	pounds
LL.B.	Bachelor of Laws
LL.D.	Doctor of Laws
m	metres
M.A.	Master of Arts
M.B.E.	Member of the Order of the British Empire
M.C.	Military Cross
mg	milligrams
MHA	Member of the House of Assembly
mi	miles
MLC	Member of the Legislative Council
MP	Member of Parliament
mph	miles per hour
M.Sc.	Master of Science
Msgr.	Monsignor
n.d.	no date
O.B.E.	Officer of the Order of the British Empire
O.C.	Officer of the Order of Canada
passim	throughout the work (or works) cited
P.C.	Privy Councillor
Ph.D.	Doctor of Philosophy
PM	*post meridiem*
pop.	population
Pte.	private
Q.C.	Queen's Counsel
qtl	quintal
qv; qqv	*quod vide* ("which see") indicates that there is an entry in the Encyclopedia on this subject or subjects (see note above)
Rev.	Reverend
s	shilling
sic	"thus": inserted in a quotation indicates an error occurring in the original
Sr.	Senior; Sister
t	tonnes
T	tons
vol.	volume
vs	*versus* ("against")
yd	yards

Authors' Abbreviations

ACB	Allison C. Bates	RHC	Robert H. Cuff
ILB	Iona L. Bulgin	LBM	Laura B. Morgan

Sources

A full bibliography of the sources referred to at the end of the entries will be found at the back of this volume. To facilitate the use of the sources cited, a key to the abbreviation used and a description of some common sources follow.

Many published sources cited by the author's name (or by title in the case of sources for which the author is not known) may be found from that information alone at libraries, particularly the Centre for Newfoundland Studies at the Memorial University of Newfoundland. Articles from collections or periodicals cited in this manner may not always be thus found. The Centre for Newfoundland Studies is engaged in ongoing compilation of a Newfoundland periodical articles bibliography. Unpublished material, cited by author's name, may come from the Centre for Newfoundland Studies, the Department of Anthropology and/or Sociology, the Maritime History Archive, or the Memorial University of Newfoundland Folklore and Language Archive (MUNFLA), all at the Memorial University of Newfoundland.

Archdiocesan Archives	Archives of the Archdiocese of St. John's of the Roman Catholic Church. Letter and number sequences following this reference are the cataloguing codes used by the Archives.
Archives	The Provincial Archives of Newfoundland and Labrador, Colonial Building, St. John's. Letter and number sequences following this reference are the cataloguing codes used by the Archives. A name following this reference is the name of a file at the Archives.
Census	*Census Returns* for Newfoundland 1836-1945, and Dominion Bureau of Statistics and Statistics Canada Newfoundland census information 1951 to date.
Centre for Newfoundland Studies	Centre for Newfoundland Studies at Memorial University of Newfoundland, St. John's: the name following this reference is the name of a file at the Centre.
C.O.	Colonial Office papers (microfilm at the Public Archives of Newfoundland and Labrador, St. John's).
CNS Archives	The archives of the Centre for Newfoundland Studies at the Memorial University of Newfoundland. Letter and number sequences following this reference are the cataloguing codes used by the archives.
DA	The periodical *Decks Awash*.
DCB	*Dictionary of Canadian Biography;* volume number is given after the title. Where the *DCB* article cited does not correspond to the title of the Encyclopedia entry, the subject of the *DCB* article is given as well.
DN	The St. John's *Daily News*.
DNB	The *Dictionary of National Biography*: volume number or supplement years are given after the title.
DNE	*Dictionary of Newfoundland English* (1982; 1990).
DNLB	*Dictionary of Newfoundland and Labrador Biography* (1990).
EC	*Encyclopedia Canadiana* (1957-1958)
E of C	*Encyclopedia of Canada* (1948)
E of C:N	*Encyclopedia of Canada Newfoundland Supplement* (1949).
ET	The St. John's *Evening Telegram*
JHA	*Journal of the House of Assembly*: year is given after the title
JLC	*Journal of the Legislative Council*: year is given after the title
MHG	The Maritime History Archive at the Memorial University of Newfoundland: number sequences following this reference are the cataloguing codes used by the Archive.
Newfoundland Historical Society	The Newfoundland Historical Society at the Colonial Building, St. John's: the name following this reference is the name of a file at the Society.
NQ	The periodical *Newfoundland Quarterly*: the issue is given after the title.
OED	*Oxford English Dictionary*
PHA	*Proceedings of the House of Assembly*: year is given after the title.
PLC	*Proceedings of the Legislative Council.*
PRO	Public Record Office, London: the abbreviation or cataloguing code which follows refers to a publication of the Public Records Office or to documentary material housed there. The cataloguing codes are those used by the PRO.
Smallwood files	The series of vertical files compiled by Mr. Smallwood for production of the *Encyclopedia*.
TCE	*The Canadian Encyclopedia* (1985; 1989).
Them Days Labrador Archive	A collection located at the offices of *Them Days* magazine, Happy Valley, Labrador: letter and number sequences are the cataloguing codes used by the Archive.
WS	The Corner Brook *Western Star*
Yearbook	This series begins as the *Newfoundland Almanac* in 1840, but changes to *Year Book and Almanac of Newfoundland* in later issues.

SABINE, JAMES (1774-1845). Congregational minister. Born England? Sabine was pastor of the First Congregational Church in St. John's by 1816. In that year, Church of England clergyman David Rowland lodged a complaint which resulted in Sabine's and Methodist minister George Cubit's *qv* being summoned before Governor Francis Pickmore and charged with unlawfully performing marriages. Sabine and Cubit protested, taking their complaints to the local press, but the matter was not resolved to their satisfaction. Tensions with the government persisted to the point where Sabine and other dissenting ministers were barred from the governor's funeral procession. For Sabine, who expressed strong anti-Catholic prejudice, this was especially galling. In 1818 he published "Views of the Moral State of Newfoundland" in which he recounted his difficulties in St. John's. James Sabine (1818), *DCB VII* (George Cubit). ACB

SABLE ISLAND. Lying near the edge of the continental shelf, southeast of Halifax, Sable Island is one of many places claiming the title "graveyard of the Atlantic". The narrow, crescent-shaped island is almost continually shrouded in dense fog from May to July, as the warm water of the Gulf Stream mixes with the cold Labrador Current south of Newfoundland. The island is essentially a sandbar, its shape and exact position constantly altered by wind and water. This characteristic has posed problems for mariners, especially before radar and other modern navigation techniques were commonly available.

Sable Island was mapped in 1505 by cartographer Pedro Reinel, and by 1544 migratory European fishermen were conducting a thriving hook and line cod fishery in the area. Humphrey Gilbert *qv* referred to an attempt to settle the island *c.*1550 and there in 1583 lost one of his own ships, the *Delight*. There were attempts to establish a French colony on the island in the late 1500s but without lasting success. An observer in the early 1600s noted that the waters around Sable Island had "bigger and larger fyshe than that wch comes from the bancke of the New Found land" and crews from New England went there to engage in the walrus and seal fisheries (Innis).

By 1788, a man named Jesse Lawrence was living on Sable Island hunting fur seals and salvaging the numerous wrecks which piled up on the shores. In 1801, James Morris was stationed there to assist shipwrecked crews. As Sable Island lay along the route from Newfoundland to New England, many cargo and trading vessels were lost there in the 1800s. Between 1845 and 1865, for example, the Newfoundland vessels *Eagle*, *Growler*, *Science*, *Vampire*, *Ottoman*, *Nisbis*, *Lark*, *Dash* and *Triumph* were all wrecked on Sable Island. In an effort to reduce the number of wrecks two lighthouses were built on the island in 1873 and a Marconi station was established by 1905. These measures helped dramatically to decrease the number of shipwrecks in the 1900s.

By the 1950s and 1960s there were as many as 30 temporary residents on Sable Island, employed as

The crew of the George A. Wood, *run aground on Sable Island in 1929. Captain George Winsor* qv *in "quiff" hat*

radio operators, weather observers and wildlife biologists. Significant as the breeding ground of the Ipswich sparrow, the island was also populated by groups of feral horses known as Sable Island ponies. Denuded of trees since early efforts at colonization, soil erosion has become a major concern. Since 1975 sand fences have been built and marram grass planted in an effort to slow the process. Shifting sands occasionally reveal the remains of shipwrecks scattered around the island. Bruce Armstrong (1981), Harold Innis (1940), Jack Zinck (1979). ACB

SADDLE HILL. Saddle Hill is located between Carbonear and Harbour Grace. As early as 1842 there was a public transport system (horse-drawn carriages) carrying travellers between the two towns over Saddle Hill. It was the site of two interesting events in Newfoundland history in the 1830s.

On January 9, 1832 between 2000 and 3000 fishermen and sealers marched to Saddle Hill, preceded by fife and drum. The open air meeting was called in opposition to the truck system, i.e. the credit structure which placed many fishermen in permanent debt to the merchants. The meeting led to the formation of what has been called the first fishermen's union in Newfoundland, the *Fishermen of Harbour Grace and Carbonear *qv*, and a sealers' strike in February. When another march was called, the government declared the Saddle Hill gatherings illegal and the Fishermen of Harbour Grace and Carbonear an illegal combination in restraint of trade. A few years later, in May of 1835, Saddle Hill was the site of an attack on Henry Winton *qv*, editor of the *Public Ledger*. While descending the Hill on his way to Harbour Grace, Winton was knocked from his horse and had his ears mutilated by unidentified assailants. (Winton's assistant, Herman Lott, was similarly attacked at virtually the same place in 1840). Bill Gillespie (1986), *DCB VIII* (Henry Winton), *ET* (Jan. 11, 1986), *JHA* (1842). ACB

SADDLE ISLAND (pop. 1935, 41). An abandoned fishing community about 1500 metres south of Pushthrough *qv*, Saddle Island was named for its two conical hills. The island was settled in the 1850s, as

usable shore space became scarce at Pushthrough. The earliest known settler was Thomas Garland, followed by the Lilly family in about 1857. These were still the only two resident families in 1872. Other Pushthrough families also settled there later, however, notably the Nashes, and by 1891 the community appeared in the *Census* for the first time, with a population of 49. The seven or eight families of Saddle Island (by 1900 almost all with the surname Lilly) attended church at Pushthrough and traded their catches of cod, lobster and salmon there. The community supported a one-room Church of England school from about 1912 and had its own post office by 1910. In the late 1930s, however, the school was closed and the five remaining families relocated to Pushthrough. Wayne Kendall (1973), *Census* (1891-1935), *JHA* (1872), *McAlpine's Newfoundland Directory* (1894), Archives (VS 102). RHC

SAFE HARBOUR (pop. 1951, 155). A resettled fishing community, Safe Harbour was located around a well-sheltered harbour on the north side of Bonavista Bay, about 7 km southwest of Wesleyville *qv*. Originally known as Puddingbag Cove, the harbour is just across the mouth of Valleyfield Harbour from Main Pool's Island and was settled largely by people from Pool's Island and Greenspond.

In the 1860s and 1870s there was generally a movement to more sheltered mainland locations by fishermen from the islands on the north side of Bonavista Bay, associated with the expansion of the Labrador fishery. The older settlements on the islands were becoming overcrowded, while their advantages for the inshore fishery were becoming less relevant. Several of the harbours where new settlements were established had been in use for some years for "freezing in" Labrador schooners during the winter months. This was the case for Safe Harbour, which had the advantages of being sheltered from the northern ice by Attwood's Island and being just over a mile's walk across the ice from Pool's Island and Badger's Quay in the winter months.

Safe Harbour first appears in the *Census* in 1874, with a population of 98, but grew to more than 300 people by 1901. Tradition has it that the first settlers were the Sturge family. Other common family names included Attwood, Blackwood, Burry, Davis, Dyke, Jeans (Janes), Gillingham, King, Knee, Stratton and Wakeley. Jacob Attwood had established a general business by 1894, while a church and school were built between Safe Harbour and nearby Southwest Arm *qv* to serve both communities. The peak recorded population of Safe Harbour (326) was in 1921, by which time the community was already past its glory days. A downturn in the Labrador fishery became a virtual collapse in the late 1920s and 1930s, and by 1945 the population had declined to 181. Many of those who left went to work in the lumberwoods in Newfoundland, while others went to Canada. By the time of Confederation the Labrador schooner fishery was no more. But the remaining inhabitants of Safe Harbour were still absent from the community for much of the year, as loggers or mariners (several Safe Harbour families, perhaps most notably the Blackwoods, had developed a wide reputation as seamen during the years when the Labrador fishery was at its peak). Safe Harbour was one of the first communities to be abandoned during the first resettlement program, with most of the people moving across Valleyfield Harbour in 1954 and 1955 to the municipality of Badger's Quay-Valleyfield-Pool's Island *qqv*. John Feltham (1992), E.R. Seary (1977), *Census* (1874-1951), *List of Electors* (1955), *McAlpine's Newfoundland Directory* (1894). RHC

Safe Harbour, with Attwood's Island at right. Looking north towards Badger's Quay and Pool's Island

SAFETY COUNCIL, NEWFOUNDLAND. A voluntary, non-profit organization, the Newfoundland Safety Council promotes public safety through education. Founded in 1957 by Arthur Johnson *qv* and a group of service clubs in St. John's, the Council was formally established in 1970. Incorporated as an independent limited company in 1972, by 1974 the Council had branch offices throughout the Province. Members include volunteers from government agencies, safety organizations and local police forces.

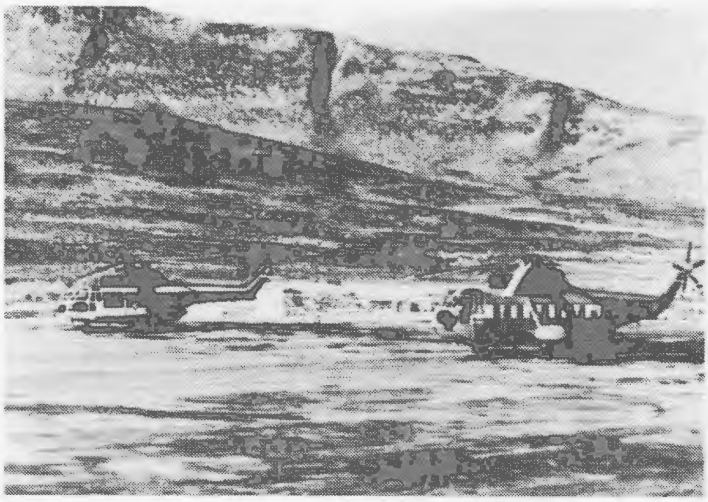
The Newfoundland Safety Council offers a variety of courses dealing with accident prevention on the highway, in the workplace and in the home. One of the best known of these is driver education for high school students. Others deal with professional driving, motorcycle and bicycle safety, babysitting, first aid and fire prevention. The Council also provides independent consultation services and organizes a variety of public information campaigns, including Child Safety Week, Safe Driving and Safe Boating weeks, Halloween Safety and the Red Ball Program (developed to assist firefighters in locating children's bedrooms). As part of the children's education campaign, the Council sponsors school safety talks, featuring its mascot, Elmer the Safety Elephant. The Council places emphasis on highway safety, and was influential in having seat belt legislation and the drivers' demerit points system enacted. In 1993 the executive director was Ray O'Neill *qv*. *Newfoundland Safety Council Annual Meeting 1975*, *Newfoundland Safety Council Catalogue*, Centre for Newfoundland Studies (Newfoundland Safety Council). LBM

SAGLEK BAY. Saglek Bay is the largest bay on the north coast of Labrador, located approximately 240 km north of Nain. From Cape Uivuk (the southern headland of the Bay) to the bottom of Saglek Fiord the Bay runs approximately 80 km inland. The north side of the Bay marks the beginning of the Torngat Mountains *qv*. Prehistoric occupation of Saglek Bay, about 5000 years ago by people of the *Maritime Archaic tradition, is well documented, most especially at Upernavik and Rose islands, in the middle of the Bay. Saglek has also had a significant number of Inuit occupants in historic times and contains several archaeologically significant sites of the *Thule tradition *qv*. In 1993 it was frequented by char fishermen from Nain in the early summer, and was also the site of a manned long-range radar installation.

There were probably 50-100 Inuit living at Saglek Bay in the eighteenth century, with some moving south to the Moravian mission at Okak after 1775. In 1830 a mission station was established at Hebron *qv*, to the south of Saglek, and the population of the area increased once more. It is likely that many of the Inuit recorded as communicants of the Hebron mission thereafter were in fact living at Saglek Bay for much of the year. In 1865 the Moravians began to build a mission house and store at Saglek, but abandoned the project the following year on learning of a planned *Hudson's Bay Company *qv* outpost, Fort Lampson. (Fort Lampson did not prove profitable for the H.B.C. and was closed in 1874). By the 1880s Newfoundland "floater" fishermen were beginning to venture as far north as Saglek, which developed a reputation as a "splendid fishing centre" for the few skippers willing to venture that far north.

In the early 1900s the Moravians closed the Ramah and Killinek missions, to the north of Saglek Bay, and it soon began to be noted that some Canadian Inuit were beginning to frequent the north coast. In 1945 (the only year in which Saglek appears in the Newfoundland *Census*), 34 Inuit, all of them born in Canada, were recorded as living there. These hunters and fishermen (family names Jararuse and Okkuatsiak) were in other years recorded as "resident" at Hebron.

The mouth of Saglek Bay

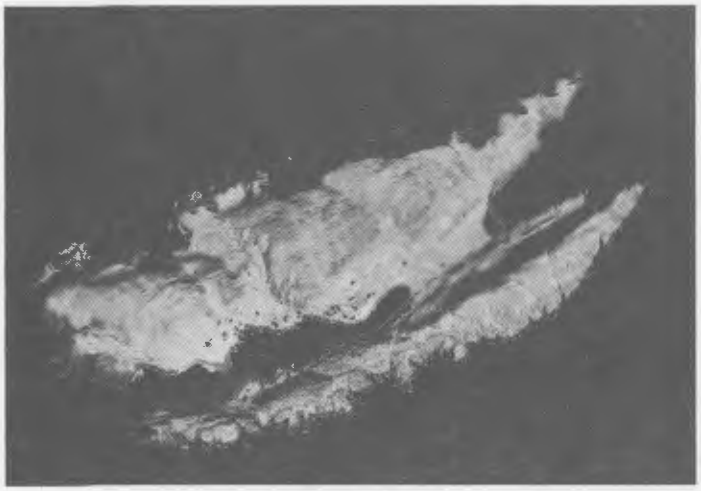


Helicopters on the runway at Saglek

In the early 1950s a large radar installation was built at Saglek Bay, just west of Cape Uivuk, as part of the Distant Early Warning (DEW) Line. Complete with massive reflectors, a huge (paved) airstrip and as many as 100 U.S. Air Force personnel, the Saglek radar site was the only site on the Labrador coast north of Nain occupied year-round after the resettlement of Hebron in 1959. However, Inuit families formerly of Hebron returned to Saglek each year for the char fishery, and in 1965 it was noted that 36 residents of Nain were living seasonally at scattered sites in the Bay. From the early 1960s the Saglek installation was being scaled down, as the development of satellite and intercontinental ballistic missile technology made such sites obsolete, and the facility was abandoned in the early 1970s. In the late 1980s, however, the Canadian Department of National Defense began construction of a new long-range radar site, using some of the facilities built in the 1950s. In 1993 Saglek was manned year-round by a crew of only 5-10 people — consisting of maintenance and repair personnel — as the site was largely automated and operated from North Bay, Ontario. P.W. Browne (1909), Brian C. Bursey (1991), A.P. Dyke (1969), W.G. Gosling (1910), Nicholas Smith (1936), Derek Wilton (interview, Sept. 1993), *Sailing Directions Labrador and Hudson Bay* (1974), Archives (A-7-5/13). RHC

SAGONA (pop. 1966, 97). A resettled fishing community, Sagona was located on an island in Fortune Bay, about 12 km south of Harbour Breton *qv*. Sagona Island is only about a mile long, with a narrow harbour at its western end. The origin of the name is unknown, although Howley suggests that it is from an archaic Spanish or Basque word for a fishing bank, *seccagna*. Sagona Island is indeed little more than a tiny harbour moored in the middle of the fishing banks of northern Fortune Bay.

Sagona was probably first settled in the early 1800s by fishing servants brought there by English firms headquartered at Harbour Breton. Early family names include Bungay, Keeping, Skinner and Snook. The community appears in the first *Census* (1836), with a population of 59 people in nine families. Twenty years



Sagona Island

later there were 158 and in 1874 there was a population of 289, engaged in the cod and herring fisheries. Of these, 15 had been born in England and 75 were Roman Catholics. Shortly thereafter the population of Sagona declined, remaining at about 200 people until the 1930s. This decline coincided with the heyday of the Fortune Bay bank fishery, for which Sagona harbour was poorly suited, its narrow entrance effectively blocked to larger vessels by a sunker. In addition to those listed above, family names of Sagona include Drake, Hackett, Mullins, Quann and (in later years) Bennett, Prior and Fiander.

There was a further exodus from the island during World War II. By 1945 the population had dropped to 117, remaining at about this level until resettlement. The remaining inhabitants (the Snooks being in the majority) were resettled over three years in the late 1960s, with most moving to Harbour Breton and others to St. Jacques-Coomb's Cove. A reunion of former residents was held in the summer of 1988. E.R. Seary (1977), *Census* (1836-1966), *Lovell's Newfoundland Directory* (1871), *Welcome to Harbour Breton Newfoundland* (1989), Archives (A-7-1/J), Newfoundland Historical Society (Sagona). RHC

***SAGONA*, S.S.** Built in Scotland in 1912 by the Dundee Ship Building Company, the 175-foot *Sagona* could accommodate 50 saloon and 40 steerage passengers. With a hull of steel strengthened by double rows of pitch pine, it was one of the better icebreakers of its time. It arrived in St. John's on March 14, 1912 under the command of Captain Marshall, and was owned by the Newfoundland Produce Co. Making its first trip to the ice as a sealer on March 15, 1912, under the command of S.R. Winsor, the *Sagona* continued in the seal fishery until 1938 — under captains Job Knee, Jack Randell, Lewis Little and Jacob Kean *qqv* — bringing in 165,599 seals. In 1923 the *Sagona* was acquired by the Newfoundland government, as part of the arrangement that saw the Colony acquire the railway. It was used for many years on the northern coastal routes. The *Sagona* helped in the rescue of survivors of the *Viking* *qv* disaster in 1931. On April 4, 1931 it went aground on Green Island, near the Wadham Islands, but was refloated. In 1941 the Newfoundland Railway sold the storied ship to Colliford Clarke Company of London. Harry Bruce (1977), H.M. Mosdell (1923), Shannon Ryan (1987), Shannon Ryan ed. (1989), *ET* (September 12, 1941), Centre for Newfoundland Studies Ship File (S.S. *Sagona*). ILB

SAILOR'S ISLAND (pop. 1921, 31). The site of an abandoned fishing community, Sailor's Island is located 2 km west of Salvage *qv*, around Cow Head. Together with another small low-lying island, Sailor's Island and Cow Head form Sailors Harbour, which was probably so named because it served as an alternative anchorage for large ships unable to manoeuvre in the confines of Salvage harbour. Settlement was concentrated on a small peninsula on the south side of the island.

Sailor's Island was probably settled in the 1860s, as pressure increased on usable shore space at Salvage. The community first appears in the *Census* in 1869, with a population of 52. At that time heads of households included George Babstock, James Lane and John Henry Moss. These three families — all early family names of Salvage — along with the Ralph family made up the greater part of the population of the island throughout the 70 or so years that it was inhabited. The population increased slowly, through natural growth among the founding families, reaching a recorded peak of 80 in 1891. However, as the twentieth century progressed and the advent of marine engines made close access to fishing grounds less of a priority, some people moved further in the Bay, to Eastport *qv* and area. It would appear that the island was all but abandoned by 1928 (the year that the post office was closed). Although local tradition has it that Sailor's Island was not completely abandoned until the winter of 1947-48, no population was recorded there in either the 1935 or 1945 *Census*. John Feltham (1986), E.R. Seary (1977), Harold Squire (1974), *Census* (1869-1945), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894), Salvage Museum. RHC

SAINSBURY, RHODA (1887-1961). Salvation Army officer; social worker. Born Wesleyville, daughter of Japhet and Maria Sainsbury. After her commissioning as an officer she served in Harbour Grace, Twillingate, Exploits, Greenspond and Gambo, as well as in other communities. In 1913 she was appointed to the Number 2 corps in St. John's, and played a leading role in the building of a new citadel on Adelaide Street. Sainsbury is perhaps best known for her work in social services. After serving as principal of the St. John's Salvation Army College for Officers she became responsible for the Cook Street Home for Girls ("the

Rhoda Sainsbury

Anchorage''). In 1917 she founded the League of Mercy in Newfoundland, a Salvation Army program to provide comfort, cheer and encouragement to hospital patients. She was appointed the first government social worker in 1933. *DNLB* (1990), *Remarkable Women of Newfoundland and Labrador* (1976). ILB

ST. ALBAN'S (inc. 1953; pop. 1991, 1586). St. Alban's is the major service centre for the Bay d'Espoir area. Formerly known as Ship Cove, the community's name was changed in about 1915 at the suggestion of parish priest Father Stanislaus St. Croix *qv*, to avoid confusion with numerous other Ship Coves and facilitate the operation of a post office. The present name of the community honours an English martyr and was chosen to reflect the fact that St. Alban's is one of few predominantly Roman Catholic communities in Newfoundland where the majority are of English (rather than Irish or French) origin.

In the 1830s Newman and Co. of Gaultois had winter crews there, while Nicolle and Co. of Jersey Harbour had crews at Swanger's Cove (just to the north of Ship Cove and since 1971 a part of the municipality of St. Alban's). In the mid-1800s the area was being frequented in winter by a number of fishing families from communities at the mouth of the Bay, and a few eventually settled. Tradition has it that the Collier and Hoskins families settled in 1851, followed by the Organ family in 1853. Ship Cove first appears in the *Census* in 1869, with a population of 39. It was described in 1872 as a community of 45 souls, with two schooners trading such items as barrel hoops, rinds, game and beef to Gaultois and St. Pierre. "They appear to be contented and thriving, and not much troubled by too much learning" (*JHA* 1872). There was also a modest fishery for salmon, turbot and herring. It is said that the name Ship Cove originated with the practice of American banking vessels mooring offshore in order to purchase bait, for the cove is quite shallow.

St. Alban's

Roman Catholic church at St. Alban's

In the 1880s and 1890s other families settled, many from Great Jervais *qv*, a predominantly Catholic community at the mouth of the Bay. These included Crants (at Swanger's Cove), Farrells, Howses, McDonalds, Morrises and Willcotts. There were 117 people in 1884 and the next year the first Roman Catholic school/chapel was built. By 1901 there were 202 people — enough to warrant the opening of a branch store of Thomas Garland Ltd. of Gaultois and the building of a new Roman Catholic church (St. Ignatius, begun in 1902). The community also received its first resident priest, while in 1911 Father St. Croix began 35 years of service to the parish. The population doubled between 1901 and 1921 (pop. 437), and again between 1921 and 1945 (pop. 860).

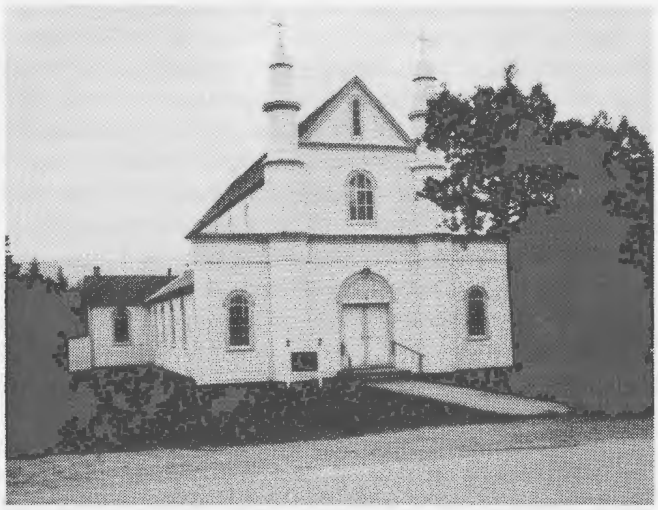
To a great extent this increase in population was based on a thriving logging industry. The first sizable sawmill in the area was begun at Milltown in 1895, while from about 1920 there was also some pulpwood cutting. Proposals to establish a deep water paper port and/or a pulp mill at nearby Roti Bay did not materialize. After 1937 pulpwood cutting by contractors increased and in 1943 Bowater's established a major pulpwood operation above Conne River, drawing much of its work force from St. Alban's. Families continued to move into the town from the outer reaches of the Bay, and by 1956 there were 1368 people. The community suffered a blow when Bowater's shut down its pulpwood operation in 1958, but in 1964 construction began on the Bay d'Espoir hydro-electric project. With continuing resettlement and an influx of construction workers there were more than 2000 inhabitants by the mid-1960s. Construction of the Bay d'Espoir highway and roads to Hermitage, Harbour Breton and St. Jacques-Coomb's Cove provided additional employment in the late 1960s and early 1970s, while solidifying the town's status as a regional centre.

Since the end of the construction boom, St. Alban's has experienced periods of high unemployment — alleviated by further hydro construction in 1975-77 and 1981-82. Many of the younger people left the area, while others have travelled to work at other construction sites. In 1994 the major local employers were

service industries, sawmills and Newfoundland Hydro. St. Alban's has also begun to emerge as the service centre for a growing aquaculture industry (at Roti Bay and elsewhere), while some residents have continued to fish the largely depopulated outer Bay d'Espoir from a base at St. Alban's. John Dollimont (1968), Edward Wix (1836), *Census* (1869-1991), *DA* (Dec. 1978), *JHA* (1872), *McAlpine's Newfoundland Directory* (1894), *Report of the South Coast Commission 1957* (1957), *Sailing Directions Newfoundland 1931* (1931), Archives (A-7-1/J), Newfoundland Historical Society (St. Alban's). RHC

ST. ANDREW'S (pop. 1991, 229). A farming community situated at the mouth of the Little Codroy River, about 25 km north of Channel-Port aux Basques, St. Andrew's was named for the patron saint of Scotland, as some early settlers were highland Scots who emigrated to the fertile river valley from Cape Breton Island in the nineteenth century. In the nineteenth century the settlement was known as Little River, the name by which the area is still known by residents of the Codroy Valley *qv*.

Although in 1994 the people of St. Andrew's were virtually all of Scottish or Acadian descent, emigration to the Codroy Valley from Nova Scotia did not occur until the 1840s. (In 1822 W.E. Cormack visited and wrote that on the west coast of Newfoundland "there is neither Scotchman, Irishman nor rat to be met with".) Thus the two families noted by Cormack as living at Little River in 1822 may have been using the River mouth as an outpost of the major fishing station in the area, at Codroy Island. "There are two resident families only," Cormack wrote, "amounting, with servants, to seventeen souls. They exist by furring and a small cod-fishery". One of these two families was likely the Carters, for there were a number of children of that name baptized at Little River in 1835 by Archdeacon Edward Wix, who noted that the inhabitants "enjoy the produce of the land as well as the sea in abundance. They have numerous flocks of fine cattle and grow various kinds of corn with little labour, and a large return."



Roman Catholic Church of the Precious Blood, at St. Andrew's

The first Nova Scotian Scots are said to have arrived in the area in 1844, including branches of the McNeill and MsIsaac families, still two of the most common family names in St. Andrew's in 1994. However, it would seem that the earliest settlers in the Valley took up farms at Grand River and that Little River was for the most part settled by the second generation of McNeills and McIsaacs (in about 1860) and by the McDonald family, who arrived from Nova Scotia in 1862. By 1874 there were 147 people at Little River, and there was a further influx from Nova Scotia in the 1880s: Acadian families such as the Aucoins (O'Quinns) and LeBlancs (Whites), as well as the Doyles and Topkinses. By 1901 there were 301 people, some of these living further upriver, at Tompkins *qv*. St. Andrew's does not appear separately in the *Census* until 1935, with a population of 210.

Vegetable and livestock farming received a boost in the 1890s, when the railway was built through St. Andrew's, providing an alternative means of transporting produce — the river mouth at St. Andrew's having become blocked by sand bars which precluded access by schooners. By affording better access to the country the railway also facilitated the development of small sawmills and tourism (catering to visiting salmon anglers). In 1994 the recreational and scenic attractions of St. Andrew's were still of economic significance, as service industries catering to tourists employed many residents. Farming was still the major resource industry, while some people commuted to work in the Port aux Basques area. Margaret Bennett (1989), Michael Brosnan (1948), W.E. Cormack (1929), J.J. Mannion (1977), E.R. Seary (1977), Donald P. Tompkins (interviews, May-June 1994), Monsignor R.T. White (interview, May 1994), Edward Wix (1838), *Carpe Diem: Tempus Fugit* (1977-78), *Census* (1874-1991). RHC/BARRY MOORES

ST. ANDREW'S PRESBYTERIAN CHURCH (THE KIRK). The original St. Andrew's Presbyterian Church was opened in 1843 on the site of the present building. The parcel of land was at the time bounded on the south side by a Roman Catholic burial ground, and the Catholic church gave the Kirk free use of this space sometime after 1860, when Long's Hill was widened and gravestones removed on the condition that no building should ever be erected on the site. Due to a split within the Church of Scotland in 1845, a second St. Andrew's Church (the Free Kirk) was built on the corner of Duckworth and Cathedral streets. When both churches burned down in 1876 the two congregations reunited to build a church on the Duckworth Street site. This church also burned 13 years later, during the Great Fire of 1892 (see PRESBYTERIAN CHURCH).

The cornerstone for a new Kirk was laid on August 24, 1894, on the site of the original St. Andrew's on Long's Hill. The new St. Andrew's was designed by A.J. Wells and Co., in the Gothic revival style, using Accrington brick and Scotch freestone trim. The main (south side) porch was built of stones taken from the

1876 church on Duckworth Street. Another memento of the 1876 Kirk is a stonework relief "Burning Bush", set in the spire above the porch, an emblem of the Presbyterian Church which once appeared above the front door of the Duckworth Street Kirk. The stained glass in the sanctuary was created by James Ballentane of Scotland. Completed between 1903 and 1926, it depicts the life of Christ. Other stained glass includes four windows depicting the apostles, created by Sunhound Glassworks of St. John's in the 1980s. Another interesting feature of the church is the Conacher Pipe organ, built in 1896 and fully restored in 1987. Paul O'Neill (1976). ELIZABETH GRAHAM

ST. ANDREW'S SOCIETY. This society is among the oldest of the benefit societies in Newfoundland, having been officially incorporated in 1837 in Carbonear. Originally, all members were Scottish or of Scots descent. The benevolent fund's object was to help its indigent and distressed members, to foster and encourage the love of Scotland and Scottish culture and to promote good relations among members. Social functions included a St. Andrew's Day Ball, held November 30, which was the most public of the functions of the St. John's branch of the Society during the nineteenth century. The first Sunday after this date was designated St. Andrew's Sunday, when a delegation from the Society visited Government House and the Governor attended service at St. Andrew's church. The Society also sponsored one of the city's first organized football clubs, the "Saints", and at the turn of the century held annual Highland Games.

In 1994 the Society was still in theory a benevolent organization, although no application for relief had been made in many years. Instead the Society raises funds for charity, including the provision of equipment for children with special needs, most often through holding *ceilidhs* featuring Scottish songs and dancing. While membership is open, most Society functions still emphasize the celebration of Scottish culture, including the annual "Burns Night". The Scottish Country Dancers and the City of St. John's Pipe Band (which includes nine pipers and seven drummers) are two offshoots of the St. Andrew's Society. Mrs. G. Ash (interview, Jan. 1994), *ET* (Oct. 14, 1937), *Times* (Feb. 15, 1837). ELIZABETH GRAHAM

ST. ANNES (pop. 1961, 31). The resettled fishing community of St. Annes was located within Presque Harbour, on the western side of Placentia Bay. The settlement consisted of two small coves, the more easterly known locally as Green's Cove, with Swaddler's Cove in the west. Father William Doutney, parish priest of St. Kyran's from the 1870s, advised Archbishop M.F. Howley that he had, "changed those names and put the beautiful one of St. Ann's in their place." For the remainder of the nineteenth century, however, the settlement usually appears as Ann's Cove or Southeast Arm o' Presque.

Family traditions have it that the first settler was a man named Flyn, who came from Ireland in 1837. When the community first appeared in the *Census*, in 1874, there were 96 Roman Catholics living there (one of whom had been born in Ireland). The population dropped to 71 in 1884 and to 43 in 1891, but a church and school had been built in the community. The number of people rose again with the establishment of three lobster factories at the turn of the century and the population would remain stable at about 75 people until resettlement. Family names in 1921 were Sullivan, Fitzgerald, Collins, McQue, Flyn and Lyman. The cod and salmon fisheries supported most people in St. Annes while some men also found seasonal employment at the Rosiru *qv* whaling station until its closure in 1944. With no roads and less than one hundred residents, St. Annes was one of many communities in western Placentia Bay to be resettled and by 1966 it had been completely deserted. H.C. Brown (1985), M.F. Howley (*NQ*, Christmas 1911), Robert Wells (1960), *Census* (1874-1961). ACB

ST. ANTHONY (inc. 1945; pop. 1991, 3164). The major service centre for the Great Northern Peninsula *qv*, the town of St. Anthony is ranged about a well-protected harbour. It is best known as having been the headquarters of the International *Grenfell Association *qv*.

St. Anthony was visited by explorer Jacques Cartier *qv* in 1534. At that time the harbour was already being used for the summer fishery by crews from the Breton port of Saint-Mâlo *qv*, providing the best shelter for large ships fishing the grounds from the Straits of Belle Isle to the Grey Island banks. The harbour remained principally a French station up until the mid-1800s, when a few Newfoundland fishermen settled, being tolerated by the French so long as they undertook to oversee the French fishing rooms during the winter and fish only by hook-and-line. Local tradition has it that the first settlers of St. Anthony were the Patey and Simms families, the Pateys on the southwest side near the harbour entrance (known as Pateyville) and the Simmses on the opposite shore, at St. Anthony East. The Simms family is said to have moved to the harbour from nearby St. Anthony Bight. In 1994 several of the most common family names of St. Anthony also have earlier associations with smaller communities to the northeast, where English settlement is said to have been tolerated at an earlier date than at St. Anthony harbour. Some of the more common family names are Cull, Richards and Pilgrim — from Great Brehat, St. Carol's and St. Anthony Bight *qqv* respectively. St. Anthony first appears in the *Census* in 1857, with a population of 71 in 10 families (including St. Anthony Bight). By 1874 the population had increased to 110 (not including the Bight) and the community had its first resident merchants, Joseph Boyd and James Moore, with premises on the southwest side of the harbour. Families eventually settled from Conception Bay and all over the northeast coast, as the harbour was much frequented by crews engaged in the migratory fishery to the French Shore and the Grey Islands. St. Anthony remained the largest year-round

Looking out St. Anthony Harbour

The Charles S. Curtis Memorial Hospital, with the second (1927) Grenfell Hospitial to the left

community in the area and a frequent port of call, but its population had grown only to 139 people by 1891.

In 1900 Dr. Wilfred Grenfell *qv* chose St. Anthony as the site for a hospital to serve northern Newfoundland. Construction was begun the next year and St. Anthony soon became headquarters for Mission work in Labrador as well. In 1905 the Mission began building an orphanage and the community soon had a variety of other regional services, either established by Grenfell or located in the town because of the Grenfell Mission. An advocate of self-sufficiency and what has been termed "muscular Christianity", Grenfell encouraged the establishment of a cooperative, a Mission farm and an interdenominational school (opened

in 1909). By 1911 there were 462 people at St. Anthony, many of whom had moved there from nearby communities or from the Labrador coast. A new hospital was constructed in 1927, as well as a marine railway and drydock.

Although many people found employment in the various Grenfell enterprises or in the growing number of commercial and regional services located in town, Pateyville and St. Anthony East remained essentially fishing communities. A salt fish plant was built at St. Anthony East by A.H. Murray and Co. in the 1930s, and in the 1940s Job Brothers established nearby one of the first "cold storage" frozen fish plants in Newfoundland. The cold storage at first concentrated on freezing salmon, but in the 1950s began packing cod and other species. It burnt in the late 1950s but was rebuilt, and remained one of the largest employers in the area. In 1951 an American radar site was built on a hill southwest of the harbour. Up to 1962 as many as 250 American servicemen were stationed there. Harbour facilities were upgraded and construction ensured virtually full employment in the area for the next few years.

The influx of people from outlying communities continued through the 1950s and 1960s, including virtually the entire population of several fishing villages in Hare Bay. In the mid-1960s St. Anthony was linked to the Province's highway system. In the late 1960s and early 1970s side roads were completed to several nearby villages, which helped to affirm the town's status as a regional service centre. Many services, including a shopping mall, have been built in the previously unoccupied "bottom" of St. Anthony Harbour, and as a result the east and west sides of the town have "grown together". A modern hospital was opened in 1967, named in memory of Dr. Charles S. Curtis *qv*, chief medical officer at St. Anthony from 1915 to 1959. St. Anthony has also played host to an increasing number of tourists since the upgrading of the Great Northern Peninsula Highway, many attracted to the Norse site at L'Anse aux Meadows. In 1977 citizens of St. Anthony founded the Sir Wilfred Thomason Grenfell Historical Society, which has since restored Grenfell's home as a museum. Roy C. Coffin (MHG 36-B-1-55), Patricia O'Brien ed. (1992), Joseph Ollerhead (MHG 41-D-1-45), Francis Patey (1992), E.R. Seary (1960; 1977), *Census* (1836-1991), *JHA* (1872; 1873), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894). RHC

ST. ANTHONY BIGHT (pop. 1991, 236). An unincorporated fishing community, St. Anthony Bight is located just northeast of the town of St. Anthony, across a 2 km-wide bay which is also known as St. Anthony Bight. It was an early station for migratory French fishing crews, who knew the Bight as St. Mein Bay, although it was less favoured for this purpose than St. Anthony Harbour itself. By the mid-1800s it would appear that a declining French fishery brought some tolerance of English settlement at all but the most sheltered harbours. In 1849 Bishop Edward Feild noted a single English inhabitant at St. Anthony Bight, one J. Macey, who was likely *gardien* of the French fishing premises. The first permanent English settlers came to the area as migratory fishermen out of Conception Bay ports, prior to putting down their roots in the 1850s or 1860s.

In 1993 the majority of the inhabitants of St. Anthony Bight were descendants of Henry Pilgrim, who, along with his large family, is said to have come there from the Carbonear area in the 1850s. The other family name particularly associated with St. Anthony Bight is Simms. In 1873 there were 41 inhabitants in eight families: Henry Pilgrim, six other Pilgrim families and the family of Alfred Simms. By 1891 (pop. 56) other family names included Fennemore, Patey and Rowbottam. The community grew slowly thereafter, to 111 by 1921, always losing a portion of its young people to nearby St. Anthony. While St. Anthony

St. Anthony Bight, with the village in the foreground, looking towards St. Anthony Harbour

proper grew rapidly after Dr. Wilfred Grenfell established his mission headquarters there in 1901 and had a harbour capable of sustaining its growing status as a regional centre, St. Anthony Bight remained the province of the hook-and-line or trap fishermen. Although there was no road connection to St. Anthony until the 1970s, most residents of the Bight relied on the nearby town for most services. Francis Patey (1992), E.R. Seary (1960; 1977), *Census* (1874-1991), *JHA* (1872; 1873). RHC

ST. AUGUSTINE. See JULIE'S HARBOUR.

ST. BARBE (pop. 1991, 101). The community of St. Barbe is located on the west coast of the *Great Northern Peninsula *qv*, around a small cove on the south side of St. Barbe Bay — which is identified on maps as Traitant (Treaty) Cove and locally as St. Barbe Harbour. Historically, the community of St. Barbe has been quite small, consisting of one or two families until the 1960s. However, Anchor Point *qv*, on the north side of St. Barbe Bay, is the oldest English settlement in the area and was for many years the major mercantile centre. This accounts for the name St. Barbe having been applied to the whole west coast of the Peninsula and, more recently, to the electoral districts of the coast.

The name St. Barbe Bay, after a second century Breton martyr, was applied by French migratory fishermen, who used St. Barbe Harbour as an anchorage while following the fish north from their stations at Port au Choix and St. John Island. From the early 1800s, when the Genge family became established at Anchor Point, various sites in St. Barbe Bay were used as fishing stations or winter quarters, while two families settled at Black Duck Cove *qv* (just outside the southern headland of St. Barbe Bay). The East Arm of the Bay became the primary "winterhouse" of Anchor Point, at Deep Cove (identified on maps as Winter Cove). In the 1850s Thomas Genge operated a salmon

St. Barbe Bay

The Northern Princess *docking at St. Barbe*

fishery on Western Brook, with a summer cod fishing station at "Ship Cove" (probably St. Barbe Harbour). In the wintertime the Genges were joined at West Arm by some of the residents of Black Duck Cove.

St. Barbe first appears in the *Census* in 1857, when there was a population of 30 recorded for the area from Anchor Point to St. Barbe. It first appears separately in 1874, as St. Barbe Harbour, with a population of 4 (the widower Genge and three of his children). The Genges continued to live there until at least 1894. St. Barbe does not appear in the 1901 *Census*, but in 1911 had a population of 5, the family of James Doyle, who had recently moved there from Flower's Cove. The Doyle family remained the only inhabitants until the 1940s, when a family of Toopes moved to St. Barbe from Current Island. In 1945 St. Barbe had a population of 11.

In the 1960s, after the Northern Peninsula highway was completed, families began to move to St. Barbe from Current Island, the population increasing to 59 by 1966. In that year St. Barbe also became the Newfoundland terminus for an interprovincial ferry service to Blanc Sablon, Quebec, and the Labrador Straits coast. In 1994 the ferry terminal provided some local employment, but most of the people of St. Barbe were employed in other service industries — including a motel, service stations, general store and distributing to both the Newfoundland and Labrador sides of the Strait — most operated by the Doyle family. In the early 1980s footings were poured and a frame erected for a fish plant on the south side of St. Barbe Harbour, but the enterprise was abandoned before completion. Laura Doyle (interview, Oct. 1993), E.R. Seary (1960), P.A. Thornton (1981), *Census* (1857-1991), *JHA* (1872; 1873), Archives (A-7-2/P). RHC

ST. BARBE ISLANDS. See HORSE ISLANDS.

ST. BERNARD'S (inc. 1967; pop. 1991, 652). A fishing community in Fortune Bay, St. Bernard's is located about 5 km southwest of Bay L'Argent. Until 1915 it was known as Fox Cove. Although somewhat open to westerly winds, Fox Cove offers a good landing beach at its bottom. The Cove was likely settled in the early

1810s, although the beach may well have been used by migratory fishermen to dry fish at an earlier date, as nearby Langue de Cerf *qv* is known to have been so used by both the French and English in the 1700s.

The beach at St. Bernard's is backed by an area of swampy ground, dividing the settlement into two. Northeast of the beach is the area originally settled by the Johnson family, backed by a broad valley leading towards Jacques Fontaine *qv*. To the southeast (originally the homestead of the Stewart family) is a smaller valley. Both valleys once were extensive gardens and pasture for livestock, but by 1993 had been given over to new home construction. On the south side of the harbour there is little usable land, but this part of the Cove offers the best anchorage and in 1993 was the location of several individual fishing premises and the community wharf. This area was settled by the third of the founding families of the community, the Whelans. The community appears in the first *Census*, in 1836, with a population of 28. Of these six were Roman Catholics, presumably the Whelans, for the Stewarts and Johnsons are said to have been of English origin. The Whelans were soon joined by another Irish family, the Powers, who moved to the community after being brought out to Harbour Breton as fishing servants. Eventually, through intermarriage and conversion, the community became entirely Roman Catholic. The community grew slowly through the nineteenth century (pop. 1874, 53), based on a moderately prosperous cod fishery and supplying herring to bank fishing vessels. This was supplemented by producing surplus meat and vegetables to trade to nearby communities and to St. Pierre. Originally, fish was traded to Harbour Breton, later through vessels out of St. Jacques (also the centre for the Roman Catholic parish covering Fortune Bay).

As St. Jacques and Grand Bank emerged as bases for the bank fishery in late 1800s, men of St. Bernard's often made up crews for banking vessels, as well as a few local schooners. Increasingly, the fishery was prosecuted away from the community, in "three-sailed punts" on grounds farther out Fortune Bay and on bankers. From about 1890, however, a lobster fishery assumed increasing importance, with a merchant named Mackenzie opening a cannery at Langue de Cerf. Mackenzie also established the first local mercantile establishment (purchasing the premises previously occupied by the Whelans, which family name disappeared from the community by 1900). The local agent for Mackenzie was George Power, who eventually established a business in the community on his own account. Other families began to arrive — such as the Hodders, Hacketts, Banfields and Parrotts. In the early 1900s several moved in to St. Bernard's from Langue de Cerf (notably the Hynes family) and by 1921 the population had reached 161.

St. Bernard's did not have a church until about 1890, with the first school being built in 1909. In 1931, with the population grown to more than 200, a new church was begun under the direction of Father Curran, a long-serving parish priest of St. Jacques.

St. Bernard's

Before Curran's incumbency ended the community was assigned its first resident priest, in 1954. By this time there were more than 400 residents, the community having absorbed the remaining population of Langue de Cerf (mostly Whittles) in the 1940s. St. Bernard's continued to be supported by a small-boat inshore fishery, with growing numbers employed outside the community, particularly at Marystown or on draggers out of Grand Bank. Work outside the community was facilitated after 1955 by a road connection to the Burin Peninsula highway (since upgraded several times). The road has also increased ties with other Roman Catholic communities on the Burin Peninsula, with common family names in 1993 including Synard (from Parker's Cove), McCarthy and Myles (Terrenceville). Charles G. Sampson (MHG 36-B-1-56), E.R. Seary (1977), *Census* (1836-1991), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894), Archives (A-7-1/I). RHC

ST. BONAVENTURE'S COLLEGE. St. Bonaventure's College (more usually known as St. Bon's) began under Bishop J.T. Mullock *qv* as Newfoundland's first Roman Catholic college. This school for boys was designed to be a leading educational institution and a seminary which would promote interest in the priesthood. A member of the Franciscan Order, the Bishop named the new school after a noted Franciscan scholar. The College opened on December 1, 1856 at the old Palace on Henry Street, St. John's, under its first dean and president, Father Henry Carfagnini *qv*, but soon relocated to the site adjacent to the newly-built Roman Catholic Cathedral, which still housed the school in 1994. The school building, designed by architect James Purcell and built by Patrick Kough *qqv*, was opened in March 1858 and included accommodations for boarding students. Although intended as a seminary, the school accepted other students and, beginning in 1865, admissions regulations were changed. As the College's reputation grew, it soon became the school for the city's Catholic elite as well as for students from all over the Island.

The school ran into some difficulties following the death of Bishop Mullock in 1869, and was closed for

St. Bon's, soon after the opening of the new wing (to the left)

a short period in the mid-1870s. A turning point for St. Bon's came in 1889 when Bishop Thomas Power requested that the *Irish Christian Brothers *qv*, who had been teaching in St. John's since 1876, take over the running of the school. Brother John Luke Slattery *qv*, formerly a teacher at St. Patrick's Hall, was appointed the first president under the new administration. Slattery, already prominent as an educator and scholar when he took the post, did much to enhance the College's reputation and attract outstanding scholars. One of its early students, Sydney Herbert *qv*, became Newfoundland's first Rhodes scholar in 1904. Also in that year the *Adelphian*, a literary magazine, was founded and published essays and College news. This period was one of growth and expansion for the College. In 1906 the president, Brother P.J. Culhane, proposed that a new wing be added, and Mullock Hall (or the "New College"), designed by Jonas Barter, was opened in September 1908.

St. Bon's always took pride in its athletic achievements. Besides intercollegiate activities, the school held an annual Sports Day or Field Day. The Sports Day, complete with "Figure Marches", dates back to the early days of the College, and became a popular event in the city. Plans were announced in 1922 to add an ice rink to the campus. Funds were quickly raised, and the rink, which became known as The Forum, was opened in January 1923. In 1930, a horticultural club was formed at the College under the supervision of Brother M.F. Ryan. The president, Brother J.V. Birmingham, soon began to incorporate the club's activities into plans to beautify the College grounds. The work, carried on by faculty, staff and students, continued for several years.

In 1958, the Centennial year, there was another expansion of the College under Brother J.B. Darcy. Eight new classrooms were added, and there were plans for further construction. With the introduction of a system of regional and central high schools, however, it was felt that there was no longer a need for the denominational colleges with the facilities for boarding students. Under the new system a fairly standardized level of education was accessible to most students, regardless of geographic location or financial status. As a result of these changes, in 1962 St. Bon's became a boys' grammar school, a feeder school for the new St. John's Catholic high schools. Part of the old campus was lost on March 27, 1979 when fire destroyed the Forum. A new, larger Forum was erected on the same site within a year.

On May 15, 1989, the school was recognized by the Heritage Foundation of Newfoundland and Labrador for the original structure of 1858 and in recognition of the centennial of the Brothers' running the College. But, with a declining school age population and a move away from the city's centre, the future of St. Bon's was in doubt by this time. In the early 1990s, however, the situation changed, largely due to the 1992 closure of the neighbouring girls' school operated by the Sisters of Mercy. Most of the students affected by the closure moved to St. Bon's, which admitted girls for the first time in the 1992-93 school year. As of that year, St. Bon's had approximately 400 students from kindergarten to grade eight. The school offered the full range of educational facilities, including extensive music programs. See also SCHOOLS; SPORTS. Ralph Andrews (1982), George Chalker (interview, June 1993), Wallace Furlong (*Adelphian*, 1982), Patrick Hogan (interview, June 1993), *Journey Into a New Century* (1958). PAUL F. KENNEY

ST. BRENDAN (*c*.486-575). Abbot of Clonfert. Born Munster, Ireland. St. Brendan became a monk and later an abbot, establishing several monasteries in western Ireland. He is said to have travelled widely, visiting St. Columba at Argyll, founding a monastery at Llancarvan, Wales and to have visited Brittany with Saint-Mâlo.

In the ninth century a cult began to arise in Ireland, Wales, Scotland and Brittany around "Brendan the Navigator". The cult owed much to the *Voyage of St. Brendan* (the *Navigatio*), a fascinating mixture of fact, fantasy and literary borrowing written by an expatriate Irish monk. The theme of the *Navigatio* is a quest for paradise on earth. It tells of a sea voyage by a band of monks in a leather boat to an island of promise in the Atlantic Ocean. Some people have identified this island with Newfoundland. The *Navigatio* was quite popular, as evidenced by the survival of over 100 medieval manuscripts in Latin, as well as versions in Middle English, French, German, Flemish, Italian and Norse. In 1977 adventurer Tim Severin attempted to duplicate the voyage by crossing the Atlantic in a *curragh*, visiting the Faeroes, Iceland and Greenland before reaching Newfoundland at Peckford's Island in June, 1977. Severin later wrote *The Brendan Voyage*, describing the adventure. D.H. Farmer ed. (1987; 1988), Tim Severin (1978). JAMES WADE

ST. BRENDAN'S (inc. 1953; pop. 1991, 378). Located on Cottel's Island in central Bonavista Bay, St. Brendan's is the only one of the formerly numerous island communities in the Bay to have survived the resettlement *qv* programs of the 1950s and 1960s (with the exception of Greenspond, which was connected to the mainland by a causeway in the 1980s). St. Brendan's is also one of few communities on the northeast coast of Newfoundland to have been settled predominantly by people of Irish descent. Before the name St. Brendan's was adopted early in the twentieth century the settled coves on the island were considered separate communities. Historically, about half the population have lived at what is known locally as Shoal's Cove — which appears on most maps in 1994 as either St. Brendan's, Shoal Cove or Mole Cove.

The island was first settled by fishing servants and their families who moved to Dock Cove from King's Cove and Keels in the 1840s (family names Aylward, Broomfield, Brown, Connors and Smith). Shortly thereafter Hayward's Cove was settled by families from Great Black Island, southeast of St. Brendan's (family names Casey, Broderick and Turner). Meanwhile, Shoal's Cove was settled in part by new arrivals from communities in the Keels area and also by Irish Roman Catholics who moved there from nearby Gooseberry Islands *qv* in the 1850s and 1860s in order to be able to supplement the fishery with woods work and small farms (family names Beresford, Bridgeman, Hynes, Mackey, O'Reilly and White). By 1857 there were 139 people living in the three coves at the northeast corner of Cottel's Island: 60 at "Sholes" Cove, 37 at "Highmores" Cove and 42 at "Dog" Cove. A school/chapel was built along the road connecting the three communities in the 1860s, and in 1881 a new church was constructed. The church was originally served by the priest at King's Cove, but in 1892 the first resident priest was appointed. The first generation of settlers for the most part continued to be engaged in the fishery on the major inshore grounds of

Shalloway Cove, St. Brendan's

Dock Cove, St. Brendan's

central Bonavista Bay — towards Offer Gooseberry Island. However, by the 1870s more and more St. Brendan's fishermen turned to the migratory fishery to the Labrador coast and the community soon was known as one which relied almost exclusively on the *Labrador fishery *qv* — as both floaters *qv* and stationers *qv* (the latter particularly in the Domino-Spotted Islands area).

Although Shoal's, Hayward's and Dock coves are somewhat sheltered from the northeast wind by Gooseberry Island, Labrador fishermen began to use coves on the southeast side of the island as "winter harbours" for their schooners. Sheltered by numerous islets, Shalloway Cove, Clay Cove and Penny's Cove were soon settled as well (in the *Census* these three were most often enumerated as Shalloway Cove). Family names of Shalloway and Clay coves (Furlong, Kean, Mesh, Ryan and Walsh) have earlier associations with communities such as Plate Cove, Keels, Burnt Island Tickle and Tickle Cove. The last cove to be settled, Penney's Cove, was home to only a few families (Fitzgeralds and Knoxes) and was abandoned in the 1950s. In 1994 the ferry between Burnside and St. Brendan's landed at Penney's Cove. Other familiar family names of St. Brendan's (including Byrne, Colbert and Croke) have their local origins with fishermen from St. John's or Conception Bay, who became familiar with St. Brendan's and its women while engaged in the Labrador fishery.

By 1911 the population of St. Brendan's was 577, and there were 22 schooners sailing to the Labrador — so many that crews were often recruited from the other Roman Catholic community nearby, Burnt Island Tickle. However, the Labrador fishery declined during the early years of the twentieth century and during the 1940s many people found jobs elsewhere, notably in carpentry and construction work. Although the Labrador fishery out of St. Brendan's collapsed in the early 1950s, in 1956 the peak population of 829 was recorded — with most heads of households working off the island.

Meanwhile, the other island communities in the Bay were rapidly being abandoned or resettled. Most observers at the time agreed that the strong sense of community on the island, which enabled it to resist the trend, was rooted in its religious and ethnic identity. In the mid-1960s services on the island were upgraded — an acknowledgement by the provincial government that this was one island where "the moment [had] not yet arrived" for resettlement (Wells). A diesel generator was erected in 1963, a central school in 1965 and a ferry service to the mainland begun in 1966. But in the 25 years between 1966 (pop. 763) and 1991 the population of St. Brendan's was approximately halved, as many of those working in construction trades off the island relocated and the majority of young people also left. Michael J. Croke (1991), John Feltham (1986), Brian Furlong (MHG 41-D-1-52), Maurice Furlong (MHG 41-D-1-18), Shirley Furlong (MHG 41-D-1-51), C.G. Head (1964), Aidan F. Ryan (MHG 102-B-1-1), Alice Walsh (MHG 41-D-1-54), Robert Wells (1960), *Census* (1857-1991), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894). RHC

St. Bride's

ST. BRIDE'S (inc. 1972; pop. 1991, 586). The fishing community of St. Bride's is located on the Cape Shore *qv* (the eastern side of Placentia Bay) on the shores of Distress Cove, north of Cape St. Mary's *qv*. The settlement appeared on early maps as Distress, perhaps a reference to the dangerous nature of the Cape Shore, which is bordered by rocks and shoals, although M.F. Howley believed the name to have been derived from a French appellation, *La Stresse*. The name was changed in about 1870 to honour St. Bridget, one of the patron saints of Ireland. Distress Cove, lying near the prime fishing grounds of Cape St. Mary's, was probably known to Portuguese and French fishermen.

At the time of the first *Census*, in 1836, there were 39 people at St. Bride's, all of them Irish, who had presumably been brought out from Ireland by Placentia merchants. Primarily a fishing settlement, St. Bride's also has a long tradition of small farming, particularly the raising of sheep. By 1845 it had a chapel and school for its 80 inhabitants. The population continued to grow as new settlers were attracted to the rich cod fishery. Others chose to concentrate on agriculture, and by 1869 there were 17 farmers. There were two planters in the settlement in 1871: Richard Cummins and John Murphy. Other family names were Bedford, Connors, Conway, Doyle, Dohey, English, Foley and Lundrigan. There was a resident clergyman by the 1880s, with St. Bride's serving as the parish centre for the Cape Shore.

During World War II many of the people of St. Bride's found work at the Argentia naval base, which continued to be a significant employer for the community until the 1960s. A designated "growth centre" during the resettlement program of the 1960s, St. Bride's became the new home of 11 families resettled from Branch, Point Lance, Oderin, Little Paradise and John's Pond. Earlier, the community had become the new home of many of the Young family from nearby Lears Cove *qv*. A nursing station and Fatima Central High School served the local region from St. Bride's. In 1962 a frozen-fish plant was built, employing up to 180 people. Products of the plant were sold in New England, primarily as fish sticks. Employment in St.

Bride's in the late 1980s and early 1990s has been largely in the fishing and fish processing industries, as well as in construction and general labour elsewhere. The community has a motel, catering to a tourist trade which consists largely of visitors to the nearby Cape St. Mary's bird sanctuary. C. Grant Head (1963), E.R. Seary (1971), *Census* (1836-1991), *DA* (May-June, 1990), *List of Electors* (1988), *Lovell's Newfoundland Directory* (1871), *Statistics: Federal Provincial Resettlement Program* (1975?). ACB

ST. BRIDE'S COLLEGE. St. Bride's College, commonly known as Littledale, was founded in 1884 as a Catholic girls' boarding school run by the *Sisters of Mercy *qv*. Prior to its establishment Catholic girls were often sent outside Newfoundland for their education. Sister Mary Bernard Clune, the Superior of the Mercy Order in St. John's, felt there was a need for a local institution and set about to establish such a school with the approval of Bishop Thomas Power.

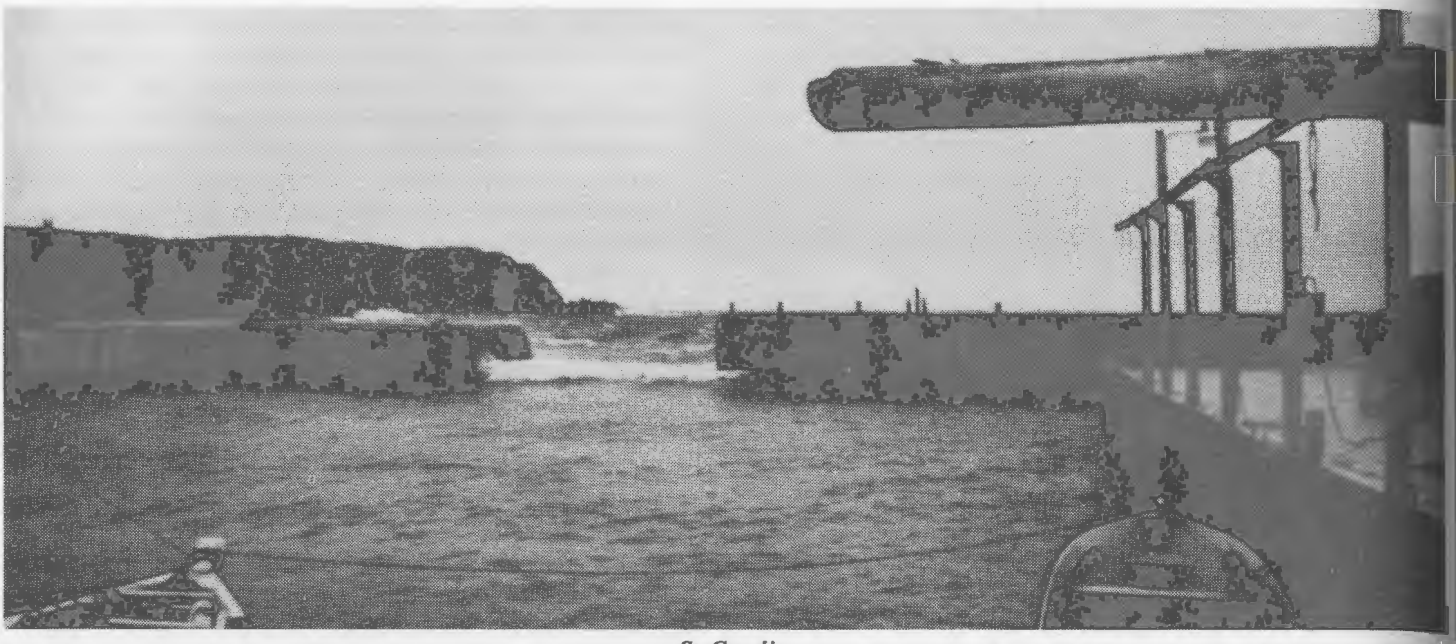
In 1883 the Sisters purchased Littledale, the former estate of Philip Francis Little on Waterford Bridge Road. The Sisters converted the three-storey house and, with the addition of a classroom and dormitory, the school opened as St. Bride's Academy on August 20, 1884. At the beginning of the school year there were four sisters (Srs. M. Ita Glynn, M. Teresa O'Halleran, M. Mercedes Lyons and M. Genevieve Farrell) and four students. The regular syllabus included French, Music, Domestic Economy, Drawing and Painting. By the end of the year enrolment had risen to 13 students.

In 1895 the school began training Catholic female teachers. St. Joseph's, the adjacent elementary school administered by St. Bride's, was frequently used as a site for training teachers. At the same time St. Bride's, which had previously been run by the Mother House in St. John's, was established as an independent House with Sr. M. Xaverius Dowsley as its first superior.

At the end of the nineteenth century the school had outgrown its facilities, with 56 students by 1900. In 1901 Archbishop Michael Howley approved the construction of a new wing. Completed in 1902 at a cost of $30,000, the new structure was located to the east of the original building and included a classroom, hall, chapel and music room. Howley named it the Talbot Memorial Wing in memory of Thomas Talbot *qv*, an Irish native who became a prominent educator and politician in St. John's. A bequest in Talbot's will had been instrumental in funding the construction.

In 1909 construction began on a five-storey west wing which was opened in 1912 at a cost of $60,000. Further construction was planned for a new centre building to replace the old residence and to connect the two wings. By the time this building was completed in 1919, the initial plans for a six-storey tower had been modified to three storeys because of wartime difficulties and increased expenses. It was also during this period that St. Bride's underwent changes in status. In 1916 the Mercy Sisters established their novitiate at St. Bride's, and in 1917 the school was raised to the status of a college with an expanded curriculum and facilities, new departments and more specialty (or subject) teachers. The following year the school opened a new Commercial Department to teach stenography and business education to young women. In 1938 Littledale instituted a new program: the "Professional Grade 12", an additional year of school designed to provide teacher training. Intended as preparatory for further post-secondary education, the courses emphasized religious, professional and cultural studies. In its first three years the program produced 80 graduates. This training program led to an arrangement with Memorial University College in 1942 on St. Bride's role in training female Catholic teachers. During World War II there was further expansion on the campus. St. Augustine's Hall was built as an elementary school. Officially opened in 1944, the Hall was named in honour of Sr. M. Augustine O'Connor, a former student at Littledale who had joined the Mercy Sisters and spent most of her career at the school, serving as headmistress for nearly 20 years before her death in 1942. The connection with the University continued to grow and, after Confederation, the University made provision for a representative of St. Bride's to sit on its Senate. In 1952 St. Bride's was accredited as a two-year junior college formally affiliated with the University. To accommodate the increasing number of vocations to the Mercy Order a new building was added to the Littledale campus in 1958 as a novitiate. But only a few years after the new Our Lady of Mercy Novitiate was opened the number of novices entering the Order began to decline markedly.

In 1964 plans were unveiled for a new St. Bride's Junior College on the grounds of Littledale. The complex would serve to train female teachers and would also house the Order's Generalate. Construction began the following year, and although the facility was not yet completed it was opened for classes in October, 1966, with Sister M. Nolasco Mulcahy *qv* as principal. The official opening took place on April 12, 1967. In its first year there was an enrolment of 160 students, 150 of whom were in residence. Enrolment continued to rise until 1971 when there were 261 students, but thereafter enrolment declined rapidly to a low of 102 in 1974. As a result in May, 1974 Sister Nellie Pomroy *qv*, principal, requested that the University suspend St. Bride's affiliation with it as a junior college. In the same year some of the school's classrooms were leased to the local Catholic school board for use by St. Augustine's Elementary School. Some of the facilities were used as well in providing private music lessons for students. The complex soon became popular as a site for spiritual retreats and renewal programs, as the Littledale Conference Centre. Since 1980 the site has also been used as a residence for nursing students from St. Clare's Mercy Hospital (and, for a time, the Grace General Hospital). Roberta Hallett (interview, Nov. 1993), M. Williamina Hogan (1986), Paul O'Neill (1976), *St. Bride's College Prospectus* (1942). PAUL KENNEY



St. Carol's

ST. CAROL'S (pop. 1991, 100). A fishing community, St. Carol's is located near the tip of the Great Northern Peninsula, about 6 km northeast of St. Anthony *qv*. It is ranged above a small cove in the northeast corner of French Bay, a steep-sided indentation in the coast north of Cape St. Anthony. Although the community (also known at various times as French Cove, or St. Charles) is barely sheltered from the open ocean and has little level land for homes, it offers the closest access to fishing grounds to the north. St. Carol's would appear to have been a minor French fishing station for some years prior to being settled by one John Ireland. By tradition one of the first settlers in the St. Anthony area, Ireland is said to have lived at St. Carol's for some years prior to his death, in about 1860.

The earliest written record of settlement dates from 1864, when there were two fishermen: David Hopkins and George Richards. While Hopkins was not recorded subsequently, Richards remained the most common family name in the community in 1993. The community first appears in the *Census* in 1874, with a population of 18 in six families. It is likely that most of these people had arrived only recently, for a list of inhabitants from 1873 notes that, apart from the family of George Richards, the inhabitants consisted of four childless households, headed by Andrew Colbourne, William Curlew, William Ireland and Frank White. Ten years later the community had a population of 48.

St. Carol's remained a small community, exclusively reliant on the cod fishery, with its population increasing slowly, to 86 by 1935. Catches were traded to merchants at nearby St. Anthony, where residents of St. Carol's typically went in their small boats to conduct most of their business. There was no road connection until the early 1970s and since that time most of the people of St. Carol's have relied to an even greater extent on St. Anthony. Ease of access to the larger centre has insured the survival of St. Carol's, after having been reduced to just five families in the 1970s. E.R. Seary (1977), *Census* (1874-1991), *JHA* (1873). RHC

ST. CATHERINE'S. See MOUNT CARMEL-MITCHELL'S BROOK-ST. CATHERINE'S.

ST. CHADS (pop. 1991, 77). St. Chads is a fishing community in central Bonavista Bay, approximately 5 km northwest of Eastport *qv*. The community is ranged around the bottom of a well-sheltered inlet, Damnable Bay, and was itself known as Damnable until the late 1890s. The unusual name had its origins in the intricacies of the shallow harbour, which made it difficult either to find the entrance, or to raise the wind to sail out. The community does not appear in the *Census* until 1901 (as St. Chads, with a population of 33), although previously the area's road board had been noted as including "Dam the Bell" and in 1894 Thomas, George and William Hunter were recorded as heads of households there.

Damnable Bay had been a site for winter woods work, shipbuilding and "freezing in" schooners by Labrador fishermen out of Salvage and the Flat Islands from the mid-nineteenth century, and it was from Salvage that the Hunter family originally came to St. Chads. Although the site was located too far

St. Chads, showing the entrance to Damnable Bay

from headland fishing grounds to be a viable inshore fishing community, most of the area's fishermen were involved in the Labrador fishery (supplemented by shipbuilding and winter woods work). The population had increased to 87 by 1921, the Hunters being joined by families such as the Hiscocks, Lanes, Rogerses and Trokes, from Salvage and Flat Islands. A few found work as loggers locally, or in cutting pulpwood and pitprops further up the Bay, but the Labrador fishery remained the backbone of the community until that fishery all but disappeared in the 1930s.

St. Chads received an influx of new people in the mid-1950s, as a few families from Flat Island chose to resettle close to some of their former fishing grounds or near relatives. By 1956 the population had increased to 141. However, the following year the establishment of Terra Nova National Park cut off an important source of timber for local loggers. Although some people continued to fish out of the community in longliners, the population of St. Chads has generally been in decline ever since. While year-round residents have declined in numbers, however, proximity to the National Park and the Eastport area has encouraged a growing number of seasonal residents. John Feltham (1986; 1992), E.R. Seary (1977), Harold Squire (1974), *Census* (1884-1991), *McAlpine's Newfoundland Directory* (1894). RHC

SAINT, CHARLES (1764-1840). Methodist lay-preacher and class leader. Born in England, Saint emigrated to Newfoundland as a young man, settling in Bonavista. Converted to Methodism in 1795 by Rev. George Smith *qv*, whom he befriended and housed during Smith's first itinerancy in the area, Saint assumed the leadership of the small Methodist society that Smith had formed. Not only did he act as its class-leader and exhorter, but performed most of the duties of preacher-pastor during the 15 years that Bonavista lacked a regular minister after Smith's departure. When Rev. William Ward *qv* arrived in 1810, he found that though British Methodism had neglected Bonavista for so long, Charles Saint, assisted by his wife Hannah (probably the first female class leader in Newfoundland) and one or two others, had kept the cause there alive. When Ward drowned in 1812, Saint again assumed the role of pastor until the arrival of Rev. William Ellis *qv* in 1813. Even then, because Ellis was ill during his first year at Bonavista, Saint found himself frequently serving as both pastor and preacher, and, at times, a stout "defender of the faith." T.W. Smith records that when, in 1815, the local authorities attempted to have the customary flagstaff (used to signal religious services) removed from the grounds of the new Methodist chapel, a stern word of "advice" from Saint soon reversed the demolition order. Though from 1815 on Bonavista had a regular minister, Saint and his descendants continued to fill leading roles in the Methodist Church at Bonavista and environs. He died on August 8, 1840, greatly revered by the community and commemorated by an imposing tombstone. D.W. Johnson [1925], Charles Lench (1919), T.W. Smith (1877; 1890), William Wilson (1866), Naboth Winsor (1982). DAVID G. PITT

ST. CROIX, STANISLAUS (1882-1968). Roman Catholic priest. Born St. Vincent's. St. Croix entered the priesthood in about 1908 and spent most of his working life in the diocese of St. George's, becoming particularly well known in Bay d'Espoir. He first arrived in St. Alban's in January of 1911, and soon made his first visit to the Micmac of Conne River, "rather timid of the Micmacs, but [having] to face the ordeal of going amongst them" (*BN I*, 1937).

A promoter of the co-operative movement, he was instrumental in having a sawmill built at Conne River, the assets and operation of which were taken over by the St. Alban's Co-operative Society in 1922. When Governor William MacGregor visited the area, he noted that none of the Micmac of Conne River were employed by the sawmill, and generally regarded it as an eyesore. Father St. Croix's relations with the Micmac were at times strained. A dispute with chief Noel Jeddore *qv* in 1918 resulted in Jeddore's relocation to Nova Scotia, and St. Croix abolished the office of chief in 1924. The priest discouraged the promotion of traditional Micmac culture and the use of the Micmac language, especially in the schools. St. Croix left St. Alban's in 1946. By 1960 he had moved to Colliers and four years later he entered St. Patrick's Mercy Home in St. John's, where he died. Dorothy Anger (1983), Stanley St. Croix (*BN I*, 1937), *ET* (Mar. 11, 1968). ACB

ST. DAVID'S (pop. 1991, 266). A farming and fishing community (formerly known as South Barrisway, First Barrisway or Crabbes West), St. David's is located at the mouth of Crabbes River, on the southeast side of *St. George's Bay *qv*. Crabbes was the most southerly of three river mouths in the area that were settled in the late 1700s and early 1800s and collectively known as the Barrisways. One early settler is said to have been John Hulan, a son of Ann Hulan *qv*, whose family settled at Middle or Second Barrisway (now McKay's *qv*) in the 1760s. In 1836 Edward Wix described the three families at South Barrisway as "most industrious,

St. David's

moral and cleanly people. They are of Jersey extraction." Other early settlers included Thomas Legge (a native of Milton Abbass, Dorsetshire) and families named Alley, Chaffey, Gillam, Harvey, Morris, Renouf and Shears.

The first settlers were farmers, who did some fishing and made herring barrels and hoops. By 1874 there were 121 people at Crabbes (including Crabbes East, later Jeffery's *qv*). When Bishop J.B.K. Kelly visited in 1870 he noted that a Church of England church was under construction and that the people had "very fine farms. . . [and] more sheep and cattle than any other place along the coast." This first church was lost into the sea when the bank on which it was built was undermined during a severe storm, and a second was burnt in 1933.

In the late 1800s the importance of the fishery increased, as lobsters became a profitable catch, while a rail connection (through nearby St. Fintan's *qv*) provided a means of transporting produce both to traditional markets on the southwest coast and later to the pulp and paper towns. A lobster cannery was established by a Nova Scotia firm at Jeffrey's, and in about 1900 John Albert Renouf established the first business at St. David's. From the mid-1920s some of the younger people of St. David's left farming and the fishery for wage labour in construction of the Corner Brook paper mill, while others continued to live in the community but were employed in lumber camps. The traditional industries also lost ground to employment at Harmon Field in Stephenville after 1941. Since the 1960s and the closure of Harmon Field the major source of employment has been pulpwood cutting, supplemented by farming and the lobster fishery. Michael Brosnan (1948), Maude Gosse (interview, June 1994), J.B. Jukes (1842), J.B.K. Kelly [1870], John R. MacPherson (interview, June 1994), Monsignor R.T. White (interview, June 1994), Edward Wix (1838), *Census* (1869-1991), *Newfoundland Directory 1936* (1936), Archives (A-7-2/Q). BARRY MOORES/RHC

ST. FINTAN'S (pop. 1991, 136). Formerly a railway siding and farming community located on Crabbes River on the west coast, St. Fintan's had its beginnings as Crabbes Station in the early 1900s, when railway employee Bill Quilty settled. Before the station was built mail and passengers for Highlands *qv* and Crabbes (now St. David's *qv*) were dropped at Quilty's home. Crabbes Station first appears in the *Census* in 1911, with a population of 45. In addition to railway employees, other early settlers included the families of telegraph operators and surveyors, a few farmers and Joseph Halbot, who moved there from Sandy Point in 1917 to open a general store. Many of these settlers were Roman Catholic and in 1931 the station became the seat of St. Columcille's parish and the community was renamed to honour the former Bishop of St. George's, Michael Fintan Power *qv*. From the 1960s the major source of employment at St. Fintan's was cutting pulpwood. By 1971 the population had increased to 183. In 1994 Cassidy Elementary school at

Roman Catholic church and rectory at St. Fintan's

St. Fintan's, originally established as a Roman Catholic school, served all denominations in the area, while high school students were bused to McKay's. John R. MacPherson (interview, June 1994), J.R. Smallwood (1941), Monsignor R.T. White (interview, May 1994), *Census* (1911-1991). BARRY MOORES

ST. FRANCIS HARBOUR (pop. 1884, 6). St. Francis Harbour is a Labrador fishing station, located on the eastern end of Granby Island, about 40 km east of Port Hope Simpson. The harbour, which is sheltered from the open sea only by Pigeon Island, lies just to the south of Cape St. Francis, from which it takes its name.

One of the earliest records of St. Francis Harbour dates from 1784, noting the existence of a sealing post, manned by nine men employed by the English firm of Dean and Co. When the English fishery on the Labrador coast began to expand in the 1790s and early 1800s "Francis Harbour" quickly became one of major mercantile centres on the coast and a cod and salmon fishing headquarters for the firm of Hunt & Co. (later Hunt and Henley). At this time there were also several Inuit families living there, a remnant of what had once been a substantial population of Inuit on the coast of southeastern Labrador. By the 1850s St. Francis Harbour and nearby St. Francis Harbour Bight *qv* were also a major focus for the "stationer" fishery, prosecuted by people from Conception Bay. After a Church of England mission was begun at Battle Harbour in 1850 to serve the Labrador coast, St. Francis Harbour was the first outpost of the mission to be established. A small church (begun by the Hunt firm, along with a school) was consecrated by Bishop Edward Feild in 1853. In the winter of 1863 the population of 18 included five employees of Hunt and Henley as well as the families of Peter Sheppard and William Russell (of Williams Harbour *qv*). The "room" at St. Francis Harbour was overseen by Carbonear natives named Saunders and (later) Reynolds, while visitors to the harbour also made note of Inuit families named Paulo and Elishoc in Hunt's employ. In 1872 the Hunt firm sold out to John Rorke *qv* of Carbonear, who was already involved in the Labrador fishery at St. Francis Harbour Bight, and his firm

The "big room" at St. Francis Harbour

established a large salmon-preserving establishment and used the harbour as the major base for supplying stationers from Carbonear. Although the stationer fishery began a decline in the 1890s, St. Francis Harbour remained one of the most frequented "post harbours" on the Labrador coast, particularly by the Carbonear people, up until the Rorke firm abandoned the Labrador fishery in the 1930s. Thereafter, St. Francis Harbour has been used as a summer station only occasionally, by a few fishing families of Carbonear or Port Hope Simpson. A.P. Dyke (1969), Edward Feild (1849; 1851), J.B.K. Kelly [1870], John Parsons (1970), *Census* (1857-1888), *Them Days* (Jan. 1991), Archives (VS 113). RHC

ST. FRANCIS HARBOUR BIGHT (pop. 1911, 7). A Labrador fishing station, St. Francis Harbour Bight was once one of the largest fishing settlements on the Labrador coast. Located on the north side of Granby Island, approximately 40 km east of Port Hope Simpson, the 1500 metre-wide Bight is sheltered by several islands, is close to headland fishing grounds and encompasses several coves suitable for small boats (including Kerry Cove, Melton Cove and Fish Cove). Just to the west is Georges Cove *qv*, or Back Harbour.

Shortly after the English firm of Hunt and Co. (later Hunt and Henley) established trading premises at nearby St. Francis Harbour *qv* in the early 1800s, several of their fishing servants decided to settle at the Bight, most notably the family of James Newman. By 1850 resident families included Newman and two of his sons, as well as Clarks, Jeffreys, Georges, Russells and Powles (at Fish Cove). In the first Labrador census, in 1856, the population of St. Francis Harbour Bight and Fish Cove was recorded at 110 — the largest concentration of resident non-native people on the coast apart from Battle Harbour and Cartwright. Estimates at the time put the summer population of the Bight at more than 500, with most of the summer "stationers" coming from the Carbonear area. Later in the 1800s the summer population may even have increased, after the Carbonear firm of John Rorke and Co. purchased the St. Francis Harbour "room" from Hunt and Henley. However, the *Census* indicates a resident population that declined and soon all but disappeared. By 1891 the population recorded was only eight. Some former residents had begun to winter in Carbonear, adding to the number of stationers.

The stationer fishery in turn began to decline after 1920, and by the late 1930s there were only a few families from the Carbonear area returning for summer fishing. But the beginning of lumbering at Port Hope Simpson at this time helped to revive St. Francis Harbour Bight and Georges Cove — as summer fishing stations for Labrador "liveyers", including the Burden, Butt, Langer, Penney and Russell families. By the mid-1960s, with the end of pulpwood operations, the Bight was being used as a summer station by six or seven families of Port Hope Simpson, the summer population increasing to 63 by 1971. In 1990 St. Francis Harbour Bight was still one of the major summer stations of Port Hope Simpson, and was frequented by a few stationers from Conception Bay, for a total of seven crews. A.P. Dyke (1969), Edward Feild (1849; 1851), J.B.K. Kelly [1870], *Census* (1857-1891), *Obituary on the Labrador Coast Fishery* (1992), *Them Days* (Jan. 1991), Archives (A-7-4/36; VS 113). RHC

ST. GENEVIEVE BAY. (pop. 1966, 19). St. Genevieve Bay is a 7 km-wide bay on the west coast of the Great Northern Peninsula, approximately halfway between Port au Choix and Cape Norman. In 1994 there were two communities within the Bay: Forrester's Point *qv*, near its northern headland at Cape St. Genevieve; and Pond Cove *qv*, on the south side. Historically, the majority of the Bay's population lived on the islands which shelter it, most notably Current Island and Gooseberry Island *qqv*, which have been abandoned since the 1960s.

In the bottom of the Bay, the St. Genevieve River was noted for its run of salmon, and from the 1830s the two English inhabitants of the area (Dredge and Coombs, living to the north at Black Duck Cove *qv*) fished the river in alternate years. Eventually, the Coombs family moved into St. Genevieve Bay and St. Margaret's Bay, to the south, to concentrate on the salmon fishery, making their summer fishing station at Pond Cove and building homes at the mouth of the River. In winter they were joined by many of the people of the islands, who used the River valley and Ten Mile Lake for access to fuel and trapping grounds in the interior. St. Genevieve Bay first appears in the *Census* in 1874, with a population of 45, in four families, but the number had dropped to 24 by 1884. Eventually, the Coombs family settled at Pond Cove and, although the inner Bay continued to be used as a winter site, there were no inhabitants recorded. However, early in the twentieth century the Gibbons family of Current Island established a sawmill and eventually a small settlement at "Genevieve River", which appears in the 1935 *Census* with a population of 9. One or two families of Gibbonses continued to live there through the 1970s, although the community of St. Genevieve does not appear in the *Census* after 1966. In the early 1970s St. Genevieve Elementary School was built on the highway near the former community, serving communities between St. Barbe and Brig Bay. Oswald Gould (interview, Oct. 1993), P.A. Thornton (1981), *Census* (1874-1966). RHC

ST. GEORGE'S (inc. 1965; pop. 1991, 1678). The town of St. George's, located on the southeast side of St. George's Bay *qv*, was originally known as South Side or Little Bay. It began to grow rapidly when the railway went through in 1898 and government services, settlers and businesses began to relocate along the railway line from Sandy Point *qv* (historically the major population centre in the Bay). The incorporated community of St. George's includes South Side (or St. George's proper), Seal Rocks (to the northeast, towards St. George's River) and Shallop Cove (to the southwest).

The first settlers would appear to have been Micmac, who had a major encampment in the vicinity of Seal Rocks. Fishermen from Sandy Point often wintered at South Side and Shallop Cove, while some planted gardens in the area and eventually moved. By tradition one of the earliest European settlers was Joe Delaney, who came from Bras D'Or, Nova Scotia in the 1850s. Seal Rocks first appears in the *Census* in 1869, with a population of 190 — including 52 Micmac. Shallop Cove first appears in the *Census* in 1874, with a population of 39, while in that year there were 215 recorded for "Shallop Cove to Main Gut". Like the earlier listing for Seal Rocks, this 1874 figure apparently included South Side and Seal Rocks — as well as Barachois Brook and Mattis Point *qqv*, which are beyond the municipal boundary of St. George's. The component parts of the town do not appear separately in the *Census* until 1884, when there were 165 at South Side, 185 at Seal Rocks (only two of whom were Micmac) and 37 at Shallop Cove. In that year 25 inhabitants of South Side were listed as farmers, with most others earning their living from the herring and cod fisheries. The community also had a school and a Methodist church.

The building of the railway attracted many new settlers from Sandy Point to work in cutting railway ties, and after the line went through many people from that community began to settle around "The Tank", as the railway station was called. The population of Shallop Cove also expanded. In 1904 Bishop Neil McNeil *qv* moved the seat of the Roman Catholic diocese of St. George's to South Side (which was soon thereafter officially renamed St. George's) and a convent and boarding school were opened. St. Michael's Convent and St. Michael's Academy, often termed the first seats of learning and culture on Newfoundland's west coast, were established by the Sisters of Mercy through an arrangement with Mrs. Henrietta Brownell of Providence, Rhode Island. St. George's remained the seat for the west coast diocese until 1947, when the seat was moved to Corner Brook. St. Michael's

St. George's from the air, c. 1950

Convent and Academy were closed in the 1970s. A courthouse was built at the turn of the century, which also housed the customs office for the Bay.

The position of St. George's as a central community was enhanced by the St. George's Steamship Company, which shipped supplies to communities around the Port au Port Peninsula. The St. George's Lumber Company and Captain Sam Butt's cooperage operation were strong local businesses. Fishing, lumbering and farming were the primary occupations, and lobster factories also operated there. A brewery/distillery operated at Man O'War Brook for a short time at the turn of the century. By 1911, with a population of 864, St. George's was the largest centre in the Bay and it maintained this position until World War II, when the growing towns of Stephenville and Stephenville Crossing *qqv* drew much of their work force from St. George's. From the 1940s to the 1960s the Stephenville air base was the main employer.

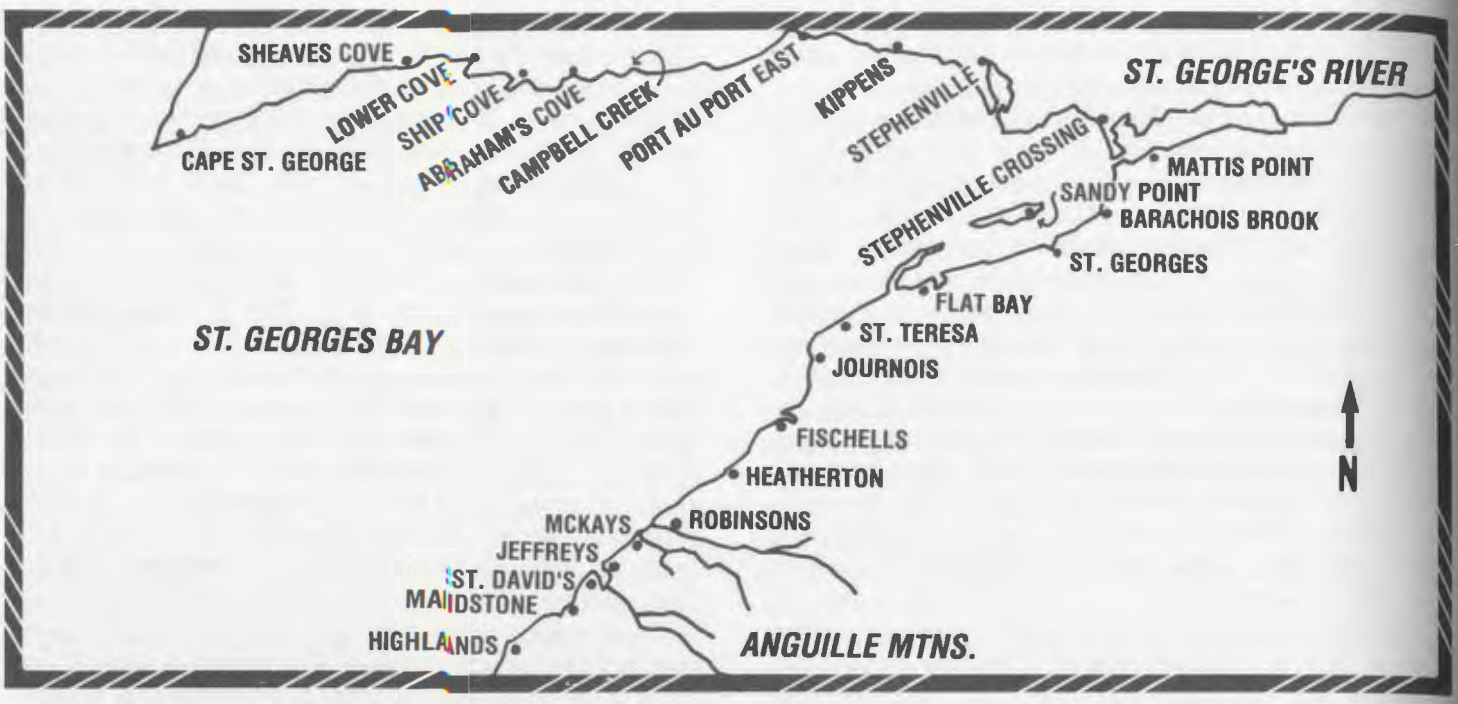
Stephenville gradually replaced St. George's as the market centre, and Stephenville Crossing became the railhead and transshipment point for goods going to Stephenville and to communities on the Port au Port Peninsula. The lack of an adequate road bridge across the St. George's River "Gut" at Stephenville Crossing was also an obstacle to the development of St. George's as a major centre. Eventually, the Trans-Canada Highway passed considerably inland from the town. In 1994 the major employers of St. George's people were the Stephenville pulp and paper mill, the Flat Bay gypsum quarry (which shipped its product from St. George's until it was closed in that year), service industries and logging. Gilbert Higgins (interview, Sept. 1993), J.J. Mannion (1977), Wayne Watton (1969), *Census* (1869-1991), *Carpe Diem Tempus Fugit* (1976; 1977; 1978). BARRY MOORES

ST. GEORGE'S BAY. St. George's Bay, on the Island's west coast, is approximately 65 km wide at its mouth, from Cape St. George *qv* in the north to Cape Anguille *qv* in the south. Throughout its history the northeast corner of the Bay has been the major focus of settlement, first at Sandy Point *qv* and then — after the railway was built on the adjacent mainland in the 1890s — at St. George's and Stephenville Crossing *qqv*. After the outbreak of World War II Stephenville *qv* became the Bay's major centre, more than half of the Bay's population of 20,000 people living in the Stephenville area in 1994.

The first known inhabitants of St. George's Bay were Micmac *qv*. By the mid-1700s St. George's Bay was a major centre of Micmac activity in Newfoundland, with the largest encampment being at Seal Rocks (now a part of the town of St. George's). As late as the latter part of the nineteenth century, there are references to sizeable Micmac communities retaining a distinctive economy and culture, while there was regular movement of the Micmac population between St. George's Bay and Nova Scotia. As European settlement increased in the late nineteenth century, the Micmac communities were squeezed into smaller and smaller areas, with much of the Micmac population being assimilated. At the turn of the century, as a large number of residents of Sandy Point moved to the St. George's area, much of the Micmac population left Seal Rocks and moved south towards St. Teresa and Flat Bay *qqv*. The first European visitors to St. George's Bay may have been Jacques Cartier's crew, who probably landed in the Port au Port area before sailing across the Bay in 1534. The Basques were fishing in the area by 1591. In 1594 Sylvester Wyet *qv* explored the Bay, noting an abandoned Indian encampment and salvaging material from wrecked Basque ships. The French were fishing in the area by the mid-1700s, their major stations being at L'Isle Rouge *qv* (just north of Cape St. George) and at the Port au Port isthmus. From 1783 to 1904 St. George's Bay was included in the area of "exclusive" French fishing rights, the French Shore *qv*.

By 1783, however, there were a few settlers of Jersey extraction, fishing, trapping and farming at the "Barrasways" — the mouths of three rivers, now

Sandy Point, looking towards St. George's



known as Robinsons River, Middle Barachois River and Crabbes River. When, shortly after the Treaty of Versailles established the new boundary of the French Shore in 1783, the French were preoccupied by the Revolutionary and Napoleonic Wars *qv* the first few Jersey settlers established themselves at Sandy Point. By 1800 there were about 100 settlers in the Bay. In 1820 W.E. Cormack reported 20 families and 100 people at Sandy Point, with a further seven or eight families and about 60 people at the Barrasways. The chief occupations were salmon fishing and trapping, with some cattle and vegetable farming. There were four schooners engaged in trading with St. John's and Halifax. There were no roads, no clergymen and no schools. The French were "friendly-disposed", Cormack said, but treated British settlers as people there on sufferance.

A herring fishery developed in St. George's Bay, beginning in the 1820s, and the Bay became the most important herring fishing area in Newfoundland by the 1850s, when the spring catch reached annual amounts of 20,000 barrels. By 1827 the firm of A.C. Freer and Co. and C.A. Holt had an agent in St. George's Bay, whereas most settlers had earlier taken their products to market themselves or traded with fishery vessels on the coast. There was also some trade with the French, who sold some merchandise and liquor to the settlers. While a number of new English settlers arrived to prosecute the herring fishery, from the 1840s most new arrivals were from Nova Scotia, especially French-speaking Acadians from Cape Breton Island, who settled the north shore of the Bay from Stephenville to Cape St. George. By 1850 French people (including Cape Breton Acadians and deserters from the French fishery) made up approximately half of the Bay's population of an estimated 900, more than half of the total living at Sandy Point.

By this time the Bay had many of the services of a settled area. One survey ship captain said of Sandy Point that the community was "in possession of more comfort" than any place of similar size around the shores of Newfoundland. The Church of England sent its first resident minister in the early 1840s, and a church was consecrated at Sandy Point in 1845. The first Roman Catholic clergyman, Father Alexis Belanger *qv*, arrived in 1850. But the exercise of civil authority was complicated by the "illegality" of settlement on the French Shore. The British and Newfoundland governments were trying to use the trade in bait between local fishermen and French vessels to force a favourable settlement of the French Shore issue. An Anglo-French Convention of 1857 collapsed because of opposition from Newfoundland, and the French thereafter began to press their claims more rigorously. A magistrate had been appointed by the Newfoundland government in 1850 for a brief time, but attempts to renew the position in the 1860s ran into French opposition. An attempt in 1878 by the House of Assembly to give the Bay representation in the House was blocked by the British government, as were several other efforts to exert civil authority on the west coast. The Newfoundland government began to take a harder line, however, in response to petitions from the inhabitants of Sandy Point, who were being subjected to increased "harassment" by the French as diplomatic negotiations stalled. The Roman Catholic prefect of St. George's, Father Thomas Sears *qv*, was perhaps the most influential individual in lobbying for recognition of settlement. The first MHA for St. George's, Michael Carty *qv*, was elected in 1882, while the Newfoundland government also began the granting of land to settlers.

The late nineteenth century saw the issue coming to a head, as the Newfoundland government sought to apply economic pressure on France through the Bait Act *qv*. Meanwhile a substantial lobster fishery and lobster-canning industry developed among the residents of the Treaty Shore — by 1891 there were 25

The north side of St. George's Bay, near Campbell Creek

lobster factories at Sandy Point alone. The drive to diversify Newfoundland's economy sparked further interest in west coast mineral resources, while any attempt to build a railway across the Island necessitated building a line to St. George's Bay. Meanwhile, a diminishing French fishery and increasing exercise of Newfoundland's civil authority in the area put settlement on a firmer basis. In 1904 exclusive French rights in St. George's Bay were officially terminated.

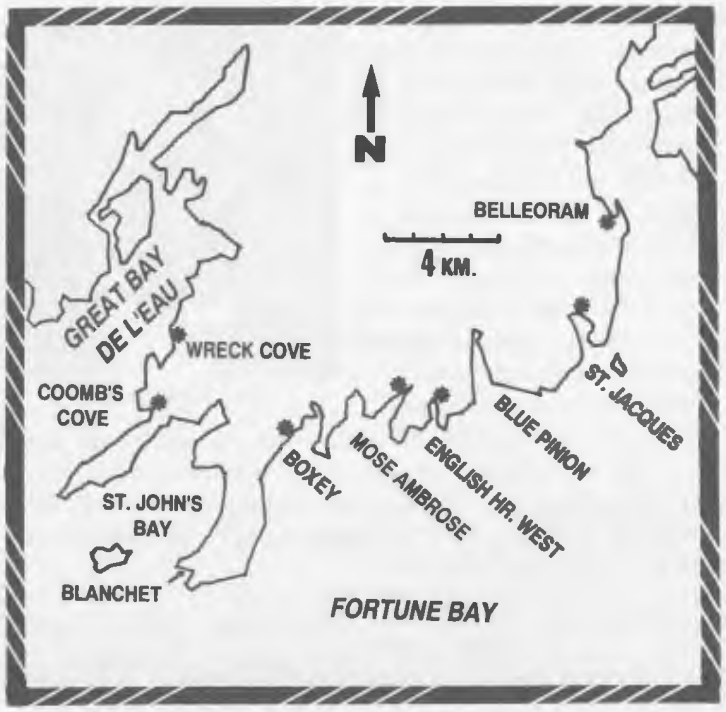
The completion of the railway in 1897 improved the prospects for farming in St. George's Bay, while the lumber industry also began to develop from the 1920s. But it was the choice of Stephenville as the site for a major United States air base in 1940 that dramatically changed the area. Stephenville became the area's major centre, first because of employment at the base and later, after the base closure in 1966, because the town had practically all of the region's infrastructure and services, including a world-class airport. In 1994 most large employers in St. George's Bay were located in the Stephenville area, including the Abitibi-Price pulp and paper mill (see PULP AND PAPER MANUFACTURE) and services such as the region's hospital and community college. There were quarries for gypsum and limestone at Flat Bay and Lower Cove respectively. The Bay's fishery centred around herring and lobster, while logging and farming remained the other primary resource occupations. Dorothy Anger (1989), Howard C. Brown (1973), Gilbert Higgins (interview, Sept. 1993), J.J. Mannion (1977), Victor Muise Jr. (interview, Nov. 1993), Wayne Watton (1969), *Carpe Diem Tempus Fugit* (1976; 1977; 1978), *Census* (1857-1991). BARRY MOORES/RHC

SAINT, JABEZ R. (1874-1932). Clergyman. Born Bonavista, son of Jabez Saint. Educated Bonavista; Mount Allison University; Wesleyan Theological College (McGill). Saint entered the Methodist ministry in 1898 and served his probationship at Glovertown. Ordained in 1903, he was posted to the Channel circuit. He subsequently held pastorates at Fogo, Wesleyville (where he saw completion of a handsome new church), Trinity, Blackhead, and Heart's Content, before being transferred in 1922 to the Nova Scotia Methodist Conference. Under its aegis he served two years in Bermuda, moving thence to Prince Edward Island, where he served until his death on September 6, 1932. While a member of the Newfoundland Conference, Saint was secretary in 1915-17, and president in 1917-18. A highly effective mentor and supervisor of young ministerial candidates, he was recognized mainly for this aspect of his ministry in being honoured with a Doctorate of Divinity from Wesleyan Theological College in 1919. D.W. Johnson ([1925]), Charles Lench (1919), Naboth Winsor (1976). DAVID G. PITT

Rev. Jabez Saint

ST. JACQUES-COOMB'S COVE (inc. 1971; pop. 1991, 701). Located on the north side of Fortune Bay, the municipality of St. Jacques-Coomb's Cove encompasses six distinct communities, "United but Unique". From east to west the communities are: St. Jacques, English Harbour West, Mose Ambrose, Boxey, Coomb's Cove and Wreck Cove. The boundaries of the incorporated community also include the harbours of Blue Pinion (between St. Jacques and English Harbour West, abandoned in about 1870) and St. John's Bay *qv* (resettled in the 1950s).

From the 1600s the French were fishing the north side of Fortune Bay and probably had shore premises at sites such as St. Jacques, Blue Pinion (from *Pignon Bleu*, loosely translated as blue roof), Mose Ambrose (*Ma Jambe Rose*) and Blanchard *qv* (*Blanchette*, just inside St. John's Bay from Boxey Point). The French were excluded from the south coast fishery in 1713 and by the mid-1700s there were probably a handful of English settlers. In 1763 Captain James Cook mapped stages at St. Jacques and Boxey, noting that some of the people of Grand Bank travelled to these harbours for the winter fishery. At that time there was also a Poole firm with a room at Harbour Breton *qv*. This firm and its successors (Waldron, Clarke & Young; Spurrier's and after 1816 Newman and Company *qv*) made the Harbour the mercantile centre of western Fortune Bay. Fishing servants brought to Harbour Breton from the West Country of England and the Channel Islands were the earliest settlers of most of the harbours in St. Jacques-Coomb's Cove. By 1836 there were 200 people living in the various communities — half of them at Coomb's Cove and Wreck Cove, which face Great Bay de l'Eau and are the handiest to Harbour Breton. Early family names of this part of St. Jacques-Coomb's Cove include Bird, Cox, Dollimount, Fiander and Vallis. In the mid-1800s the Fortune Bay herring fishery was booming, supplying bait to French and American schooners fishing the Grand Banks. Families moved to St. Jacques, Blue Pinion and English Harbour West from Grand Bank (family names such as Evans and Thornhill), while



others moved from inner Fortune Bay (such as the Burkes, who came to St. Jacques from Terrenceville, and the Blagdons who came to Boxey from Bay L'Argent).

In 1853 Thomas R. Bennett *qv* established a herring fishery and general business at English Harbour West, which soon became the largest of the communities (pop. 1869, 211), absorbing most of the people from Blue Pinion and Blanchard. Soon after this the firm of Burke Brothers began trading out of St. Jacques. By 1891 the Burkes and Youngs had prosperous bank fishing firms at St. Jacques, while Richard Marshall was engaged in the bank fishery out of English Harbour West. Jerry and Henry Petite ran smaller firms out of Mose Ambrose, but in 1902 J. Petite and Sons bought the Marshall premises at English Harbour West. This firm, purchased by Gordon Petite *qv* (Henry's son) in 1953, continued to operate out of English Harbour West in 1994. Another local firm which owned a banking schooner and traded throughout inner Fortune Bay, was that of Clifford Shirley, at English Harbour West.

By 1911 there were approximately 1200 people living in St. Jacques-Coomb's Cove, about half of these at the main bank fishing centres of St. Jacques and English Harbour West. At St. Jacques the prominence of the Burke firm helped to make the community a major trading centre for the Roman Catholic communities of inner Fortune Bay, for which St. Jacques was the parish seat from about 1892. In 1894 a convent and school were established there by the Presentation Order and was soon taking students from as far away as Harbour Breton and Terrenceville. After 1901 St. Jacques was also home to the inner Bay's only resident doctor, Conrad FitzGerald *qv*.

The smaller communities, whose harbours were less suited to schooners, were no less involved in the bank fishery, providing many of the skippers and crew for vessels which ranged from St. Pierre to the Western (Rose Blanche) Banks. At Boxey, for instance, families such as the Skinners and Mileses produced several skippers who sailed for Burke's and Petite's. This tradition was not without its costs, such as in 1915 when Burke's *Marion* was lost with all hands under mysterious circumstances. Most of the 16-man crew serving under Captain Isaac Skinner were from Boxey. (This unusual place name probably comes from a dialect term for close-grained wood, descriptive of the geology of Boxey Point).

Locally, the decline in the bank fishery out of St. Jacques is traced to the loss of several vessels belonging to the Youngs and Burke Brothers, beginning with the *Marion*. Other factors which came into play include the disruption of some fishing grounds by the 1929 tidal wave, the aging of the firms' principals, a general decline of the bank fishery during the 1920s and 1930s and the expansion of Harvey and Co.'s

St. Jacques

Boxey

business at nearby Belleoram. At English Harbour West the Petite firm continued in the bank fishery, bolstered by its trade in lobsters throughout Fortune Bay and a diversity of other business interests. By the 1950s the introduction of draggers spelled the end to the old bank fishery. Some experienced deep-sea fishermen of St. Jacques-Coomb's Cove found work on draggers out of Harbour Breton and Belleoram, but others left the area — many to work on the "lake boats" or Great Lakes freighters.

In the late 1960s and early 1970s the building of roads connecting the area to Harbour Breton and Bay d'Espoir provided some work locally but, apart from an inshore fishery for cod and lobster, many people were working away from their home communities. The resettlement program brought a few new settlers from communities in Great Bay de l'Eau, but others chose to leave St. Jacques-Coomb's Cove for Harbour Breton. In 1992 the community held a "come home year", reflecting a desire to attract more tourists. One legacy of this event was the signposting of numerous local place names. In 1994 the largest of the communities was English Harbour West, close to the geographic centre of the community and the site of a central elementary school and FitzGerald Regional High School. Maurice Burke (1985), Allen Evans (1981), C. Grant Head (1976), E.R. Seary (1977), *Census* (1836-1991), *Oh How I Long for Those Bright Days*. . . (1992?). RHC

SAINT, JAMES (1833?-1913). Merchant; politician. Born Bonavista, son of James Saint. Married (1) Sarah ?; (2) Annie Hibditch. The son of a prominent merchant at Bonavista, Saint became involved in the family business and took over management of the firm some time prior to his father's death, in 1873. In 1878 he was elected MHA for Bonavista Bay, as a supporter of William V. Whiteway, but he was defeated in a bid for re-election in 1882. Further, Saint was soon experiencing financial difficulties and in 1887 the firm's prominent harbour premises at Bonavista were sold to a former clerk, Philip Templeman *qv*. Saint left Newfoundland shortly thereafter and settled in British Columbia. Charles Lench (1919), *NQ* (July 1926). RHC

ST. JOHN AMBULANCE ASSOCIATION. See AMBULANCE ASSOCIATION, ST. JOHN.

ST. JOHN, CHARLES HENRY (1830?-1925). Poet; newspaper writer. Born Carbonear, son of Elizabeth Susanna (Comer) and William Charles St. John *qv*. St. John is the author of two volumes of narrative poems in ballad form. *Poems* (1859) was published after his family moved to Boston, but includes a number of poems related to Newfoundland or seafaring life, as well as two poems contributed by his father ("The Feathered Eremite" and "The Last of the Red Indian Warriors"). A second volume, *Country Life and City Life*, was published in 1880. Charles Henry St. John (1859; 1880), *Newfoundlanders Who Held. . . High Positions*. . . (1923), Smallwood files (Charles Henry St. John). ILB

ST. JOHN ISLAND (pop. 1935, 25). St. John Island is the largest of the islands in St. John Bay, located approximately 15 km northeast of Port au Choix *qv*. Once an important French fishing station, from 1850 the island also had a small resident population for about 100 years. In 1994 the island continued to be a summer station of Port au Choix, chiefly for the lobster fishery.

The major focus for the French fishery was near a well-sheltered anchorage known as The Haven in St. John Harbour (a 2 km-long inlet on the southeast side of the island), while there were also fishing premises at Turret Bay on the north side of the island and at Barr'd or Well Bay (identified on modern maps as Good Bay) on the southwest side. As at Port au Choix, archaeologists have uncovered on St. John Island sites of people of the Maritime Archaic tradition *qv*. From the early 1700s the French were frequenting the island, as an outpost of Port au Choix. In 1838, 23

inhabitants were noted on the island, possibly acting as *gardiens* for the French fishing rooms, whereas upwards of 100 French were employed there during the fishing season. By 1874 there were five French fishing rooms, employing 260 men and boys. The largest of the French establishments at St. John Harbour was owned by one Anatole Lemoine. In the 1880s Lemoine's local agent, a Captain Dameron, also established a lobster factory at Well Bay, at the time the only sizable French-owned cannery in Newfoundland. The French continued to fish from St. John Island until the time of the French Shore *qv* settlement in 1904.

Little is known regarding the English inhabitants of St. John Island, as they settled at the tolerance of the French and, being dependent upon the whims of French naval officers and the state of diplomatic negotiations concerning the Treaty Shore, were several times removed. One of the first English inhabitants was John Caines, who apparently moved to the island from Shoal Cove East *qv* in about 1850. Other early English residents were William Young and Michael Organ, from the south coast of Newfoundland. These three English families crossed over to the mainland in the winter to live in the woods and were apparently tolerated by the French, so long as they fished only by hook and line. However, in 1863 all were ordered by the French to remove their homes and abandon their shore space. Also evicted were two fishermen (Lewis and Harding) and their families from Bonne Bay, who were on the island for the summer fishery.

When St. John Island first appears in the *Census*, in 1869 (pop. 23), the Caines family were again among the residents, as were the family of Henry Tatchell. In 1871 Celestine Genneaux, a Frenchman from Saint-Mâlo, settled. The population was recorded as 38 in 1874 and remained at that level until 1901, when there were only two families and 12 people (Genneaux, his son and their families). While some of the Caineses and Tatchells continued to frequent the islands in St. John Bay for the summer fishery, by this time they had settled on the mainland, at Bartlett's Harbour and Castor River respectively. The Genneaux family also moved, to Port au Choix, in the 1940s. Hutchings and Buehler (1984), J.J. Mannion (1977), D.W. Prowse (1895), E.R. Seary (1960; 1977), F.F. Thompson (1961), *Census* (1857-1935), *JHA* (1872; 1873), *Northern Pen* (Oct. 21, 1987), Archives (A-7-2/P). RHC

ST. JOHN, JOHN J. (1857-1930). Businessman; politician. Born Conception Harbour, son of James and Mary (Hunt) St. John. Educated at Avondale; Brigus; St. Bonaventure's College. Married Margaret Hackett. From a family of master-mariners, St. John entered St. Bonaventure's College as a boarding student in the early 1870s. After graduation in 1873 he entered the firm of Sellars and Cairns, dry goods merchants. He established his own provision and grocery business on Duckworth Street in 1888, later opening a branch store on LeMarchant Road. In 1897 St. John entered politics, winning election for Harbour Main as a supporter of the Conservative party of James S. Winter. He was re-elected in 1900, this time as a Liberal. After serving his term he retired from politics to devote his time to his growing grocery trade. *Who's Who in and from Newfoundland 1927* (1927), Smallwood files (John J. St. John). ILB

ST. JOHN, WILLIAM CHARLES (1807-1873). Writer; publisher. Born Harbour Grace, son of Olive and Charlotte (Garland) St. John. Married Elizabeth Susanna Comer. As a clerk in the firm of Slade, Elson and Co., St. John associated with Philip Tocque and Philip Henry Gosse *qqv*. He next became a school teacher at Harbour Grace and, already locally known as a writer of light satiric verse, turned to journalism. In 1842 St. John established a newspaper, the *Weekly Herald and Conception-Bay General Advertiser qv*. He left the teaching profession in 1845. In 1848 he was appointed consular agent in Newfoundland for the United States. St. John wrote *A Catechism on the History of Newfoundland* for school use, one of the first books to be printed in Newfoundland.


W.C. St. John

After the *Weekly Herald* ceased publication in 1854 St. John and his family moved to Boston, where he became an assistant editor of the Methodist tract *Zion's Herald*. In 1855 he founded another newspaper, the *International Journal*, and in that year also produced a new edition of the *Catechism*. He founded a third paper, the *Anglo-Saxon Weekly*, in 1857. St. John died in Boston in 1873. H.M. Mosdell (1923), William Charles St. John (1855), *EC*, Centre for Newfoundland Studies (William Charles St. John), Smallwood files (William Charles St. John). ILB

ST. JOHN'S (inc. 1888; pop. 1991, 95,551). According to popular legend, the city of St. John's takes its name from the discovery of the harbour by John Cabot *qv* on June 24, 1497, the feast day of St. John the Baptist. Where Cabot actually landed in North America remains, of course, a matter of some debate, while few scholars consider it likely that he ever visited St. John's. In any case, by the early 1500s "St. John's harbour" was well-known to European fishermen and was identified on various European maps. In August 1527 John Rut *qv* noted that there were eleven "Saile of Normans and one Brittaine and two Portuguese Barks all a fishing" in the harbour, while in 1542, when Jean François la Rocque de *Roberval *qv* visited, there were 17 ships. As Harold Horwood has observed, St. John's has always been "a trading city. . . . The true St. Johnsman never thinks of making something he can use, but only of buying something he can sell. Being in 'business' means being in trade." For much of Newfoundland history the major link between the outports and the outside world, St. John's has been

either loved or reviled, depending on whether one considered oneself a "townie" or a "bayman", stricture ranging from William F. Coaker's *qv* comment that the grass should be allowed to grow on Water Street to the contemporary ascription of an "overpass mentality" to the political and business elite of St. John's.

HARBOUR AND CITYSCAPE. "The first view of the harbour of St. John's is very striking", observed English geologist Joseph Jukes in 1839; its "lofty precipitous cliffs, of hard dark red sandstone and conglomerate, range along the coast, with deep water close at their feet." Deep and landlocked, the harbour opens to the Atlantic through a channel, known as the Narrows *qv*, nearly half a mile long and bounded on the north side by Signal Hill and on the south by the South Side Hill *qqv*. Inside the Narrows the harbour opens westward, towards the mouth of the Waterford River *qv*.

The lofty South Side Hill provides protection from wind and storm, but makes for little shore space or room for residential development. On the north side, the land rises slightly less precipitously from the shore, to a height of about 200 feet above sea level. As the city has grown it has spread out, fan-like, from the north side of the harbour up the hills and over what was once a barren plateau into the Kenmount Valley — an area of summer residences and farms prior to the 1940s. Beginning in the 1940s the city's boundaries have been extended to allow for suburban residential growth, along Torbay, Portugal Cove, Allandale, Kenmount/Freshwater, Topsail and Waterford Bridge roads.

From the early 1500s St. John's has been a haven and supply base for European fishermen, because of its close proximity to the rich cod fisheries on the Grand Banks. The town later became the hub of the international trade in Newfoundland salt fish, while the business premises and finger piers which once lined both sides of the harbour served the coasting trade of schooners which brought salt fish and carried general cargo to and from the outports.

Since Confederation the harbour's commercial functions have greatly changed. As the salt fish export trade declined in the 1950s, St. John's increasingly became the centre of the Province's import trade with Canadian suppliers of manufactured goods, while some of the larger mercantile establishments became major retailers and wholesalers. From 1959 to 1964 the federal government undertook a major facelift of harbour facilities. The Canadian naval dockyard (built during World War II and later used for the moorage of naval, fishery and other federal vessels) and about 40 finger piers were removed and a 3000-foot quay was built along the north side of the harbour to replace the numerous private piers, along with an access road, Harbour Drive. On the south side, many mercantile premises were removed, as well as a century-old church constructed of native stone, and a residential area. (The south side prior to the harbour's renovation has been captured eloquently in Helen Fogwill Porter's *qv Below the Bridge*).

From the 1960s a number of industrial parks have been developed within and outside city boundaries to house both manufacturing and wholesaling services. In 1994 much of the freight traffic through the port was domestic, consisting mainly of the importation of fuel oil and gasoline and the containerized traffic between St. John's and Halifax. Historically St. John's harbour has also had a sizable number of inshore fishermen, who operated both from Southside and from the Battery (a neighbourhood just within the harbour, below Signal Hill). Another fishing village within city boundaries, east of Signal Hill, is Quidi Vidi *qv*. In the late 1980s the provincial government further extended the city's boundaries to include areas such as Goulds and Kilbride *qqv*, formerly farming communities, but increasingly suburban residential areas. Another former farming community to

St. John's Harbour

the west of the city, Mount Pearl *qv*, has become a major residential area, incorporated as a town in 1955 and as a city in 1988. Despite suburban growth, St. John's harbour remains a central focal point, with all major road arteries still leading to it.

SETTLEMENT AND POPULATION TO 1815. By the early 1500s the harbour was already being visited by European fishing vessels. For almost three hundred years after the European "discovery" of Newfoundland, the growth of permanent settlement was slow, as the Island remained in essence the base for a migratory fishery carried on from European ports. By 1583, when Newfoundland was formally claimed for England by Humphrey Gilbert *qv*, at a site on the north side of St. John's harbour, English fishermen had asserted some administrative or quasi-judicial control over activities in the harbour. But the first systematic attempt at English settlement was not made until 1610, in Cupids, while St. John's remained the base for an international fishery off Newfoundland — an enterprise which drew ships from France, Portugal, Spain and, in fewer numbers, England. St. John's was important strategically as a rendezvous for the convoys returning to Europe in the early fall of each year. Such "permanent" population as existed there was generally associated with the winter crews of English fishing vessels.

During the late seventeenth and the eighteenth centuries St. John's was embroiled in various wars between the English and French. In 1674 the harbour was attacked by a Dutch squadron led by Admiral De Ruyter *qv*. Consequently, residents repeatedly petitioned the English government for the fortifications necessary for defence. From the 1680s the English built fortifications to protect the town from sea attacks. In 1696 St. John's again fell to invading forces, this time to a French force led by Pierre *Le Moyne d'Iberville *qv*, which travelled overland from the French colony at Placentia. After 1700 the English improved their fortifications, but their presence did not save St. John's from further French attacks during times of war. The last attack was in 1762, when French forces landed at Bay Bulls and moved overland to St. John's (which they reached seven days later). The English garrison, offering no resistance, surrendered unconditionally in June. St. John's was occupied by French troops, who improved existing fortifications, but in turn surrendered in September to an English naval convoy, led by Colonel William Amherst *qv* (See also MILITARY GARRISONS).

By the early 1700s St. John's was probably the largest settlement in Newfoundland, with about 700 permanent inhabitants. By 1728 it had its first church and at least a dozen major mercantile premises. The inhabitants were mainly English in origin, and consisted primarily of mercantile agents, artisans, labourers and fishermen. Early each summer more than 40 English vessels called, bringing with them supplies and about 1000 men to work in the migratory fishery. Behind the 50 or so stages which lined the waterfront were stores and cook-rooms, flakes and fish piles, and small cabins (some with tiny meadows fenced as pasture). The commercial centre of the harbour consisted of a row of two-storey buildings. By the early 1700s some planters had already turned from the fishery to petty trade through "letting out their stages, flakes etc. and keeping public houses" (cited in Crowley). Much of the supply trade was carried on by the agents of New England merchants, whose trading encompassed not only New England and Newfoundland, but also the West Indies and the Maritime provinces.

Each autumn, with the departure of the fishing admirals and naval governors for England, the residents of St. John's were left without any organized system of justice to protect lives and property. The consequences were often grave: in 1718 a leading outport planter was murdered by a servant, who went unpunished because nobody had the power of arrest. Not surprisingly, such incidents spurred the residents to direct action in their own defence. In the winter of 1723-24, concerned by attacks on both individuals and property, the main property owners established a rudimentary civil government. The leading figure in this venture was William Keen *qv*, who had resided in St. John's since 1705. Concerned over attacks against life and property by servants, Keen and his fellow proprietors signed a document affirming their right to establish a popular representative governing body. Three magistrates were appointed to hold weekly court sessions. Among other things these "officials" ordered the destruction of dangerous chimneys, sentenced to whipping a servant who had spat upon his mistress and settled disputes about property.

Its lack of legal footing soon caught up with this nascent judicature, though Keen was requested by the naval governor to record disorders during the winter. That some form of winter justice was necessary was finally acknowledged by the imperial government in 1729. In that year, by Order-in-Council, the naval commander of the Newfoundland station received a commission as governor of Newfoundland, with both civil and military jurisdiction. Along with its military role in protecting the English fishery, St. John's became the administrative and judicial centre for the Island. The first governor appointed under this system, Captain Henry Osborn *qv*, permitted the magistrates to hear civil cases year-round. From 1729 to 1818 local governance of the town during the winter was exercised by the justices of the peace, who promulgated regulations concerning building, adjudicated land titles and claims, and generally administered law and order. The first resident governor, Francis Pickmore *qv*, who did not survive the winter, was not appointed until 1817.

The American War of Independence (1776-83) disrupted Newfoundland's trade with New England, and this void was filled by merchants from Scotland, England and Ireland. These merchants were primarily interested in trade, taking the products of the fishery to international markets. The subsequent French Revolutionary and Napoleonic wars brought major structural

changes to the Newfoundland fishery between 1790 and 1815, leading eventually to the displacement of the migratory fishery by a resident one that required a larger permanent population. During this period there was substantial immigration to St. John's from both Ireland and the West of England (see also NAPOLEONIC WARS).

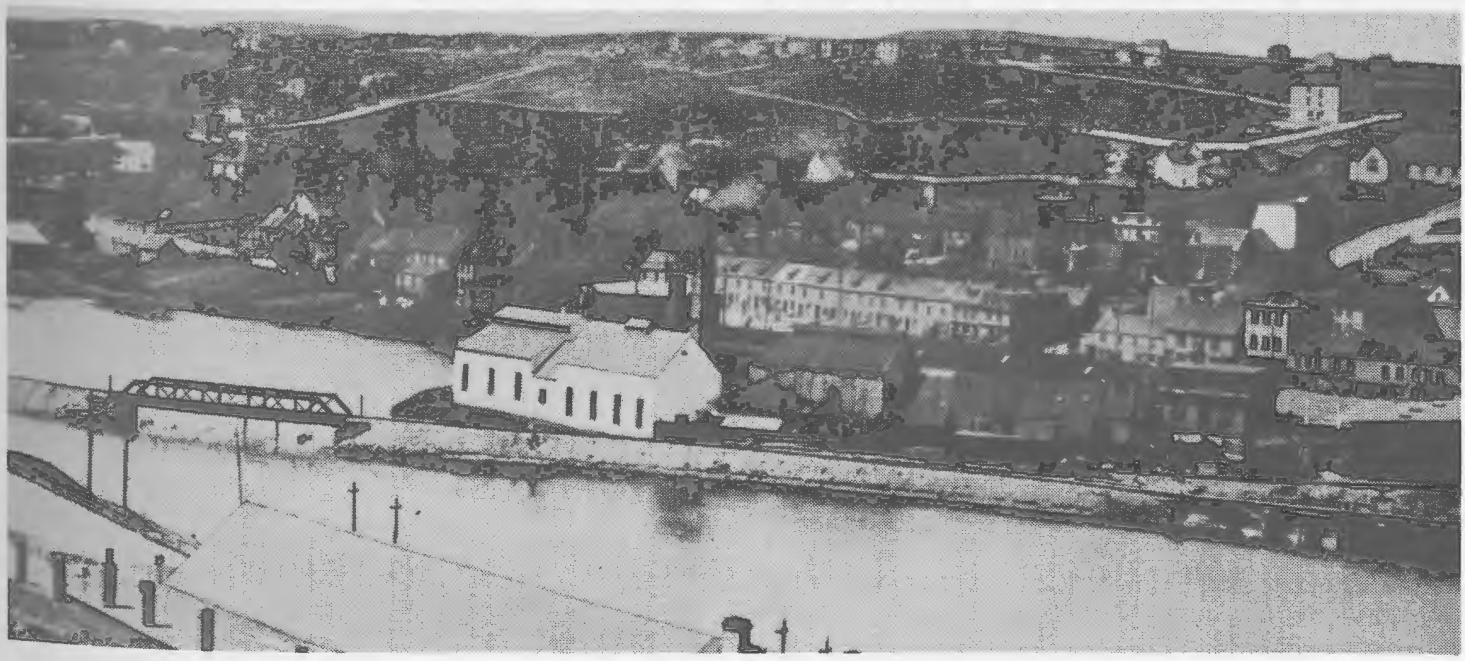
By 1795 the town's permanent population stood at over 3000, two-thirds of whom were Irish. Within a decade its winter population was over 5000, occupying over 700 wooden houses, scattered in numerous lanes and paths off the two principal thoroughfares: the Lower Path (Water Street *qv*) and the Upper Path (Duckworth Street). The Lower Path was crowded on the water side with wharves and merchant premises, while retail shops and public houses predominated on its north side. The extent to which St. John's changed during the late 1700s can be seen in a description written in 1804 by Governor Erasmus Gower *qv*, who had been previously posted to the Newfoundland station, in the 1780s:

> this Harbour is no longer a mere fishing station, built round with temporary Flakes, Stages, and Huts of trifling value, but. . . is a port of extensive Commerce. . . importing nearly two thirds of the supplies for the whole Island, and furnished with extensive Store-Houses and Wharfs for trade, containing a quantity of Provisions, Stores for the Fishery, British Manufactures and West Indian Produce, as well as Fish and Oil ready for exportation, which together with the Buildings is computed to be worth more than half a million Sterling.

From approximately 43% of shipping trade to Newfoundland in 1790, the town's share had increased to 63% in 1805 and to 78% by 1811. With commercial development there went population growth, so that by 1815 St. John's had a permanent population of over 10,000. While the merchant class was mainly from England or Scotland, the Irish dominated trades and crafts, such as tailoring, coopering and shoemaking, and made up the majority of publicans and shopkeepers. With Irish outnumbering the English by nearly two to one, St. John's was not without its ethnic tensions. In 1800 there was a brief uprising by Irish elements of the local garrison, quieted with the assistance of the first Roman Catholic bishop, James Louis O'Donel *qv*, who informed on the rebels. Irish factionalism was also a worry for the authorities, as Wexford "yallow bellies" and "Doones" from Kilkenny "fought with one another 'out of pure devilment and divarsion' " (Prowse).

In the early 1800s St. John's residents were at the forefront of political reform, seeking an elected local government for the town and/or a colonial legislature for the Island. Through an increasingly lively local press (see JOURNALISM), pamphlets and organizations such as the Society of Merchants, together with reformers such as William Carson, James Macbraire and Patrick Morris *qqv* agitated for the removal of imperial restrictions to local trade (which included a ban on the building of private homes), which were intended to preserve the migratory fishery. It had been imperial policy not to encourage the holding of private land in the town, but in practice the granting of land titles to members of the garrison had circumvented this obstacle, as merchants purchased or leased title from officers departing the Island. The right to hold title for building purposes was finally recognized by the British government in 1819.

In the eighteenth century most of the larger merchants of St. John's eventually retired to Britain. Consequently, by the mid-nineteenth century, much of the most valuable land near the harbour was controlled by their heirs. These absentee landlords were a thorn in the side of St. John's residents wishing to improve rented properties. This situation had serious implications



The old industrial West End

for the civic and economic development of St. John's. For example, it was nearly impossible — despite the "opportunities" for civic planning created by three fires which destroyed much of the commercial heart of the city in 1817, 1846 and 1892 (see FIRES) — for authorities to acquire enough land to straighten and widen streets. Instead, St. John's retained a series of winding and narrow streets and lanes.

FROM 1815 TO THE 1894 BANK CRASH. With the end of the Napoleonic Wars in 1815 a boom period in the fishery came to an end, followed by two years of low production from the cod fishery and the increasingly important seal hunt. As the town attempted to cope with haphazard growth and the onset of lean times it experienced a number of fires. The most severe was in November of 1817, leaving 2000 people homeless and destroying stores containing the winter's provisions. The following winter, remembered as the *Winter of the Rals *qv* (or rowdies), saw "gangs of half-famished, lawless men everywhere threaten the destruction of life and property" (Prowse).

In 1824 the town's pre-eminence in Newfoundland was once more enhanced, with the establishment of the Supreme Court (see JUDICIARY), followed in 1832 by the first colonial legislature. While dealing with broad issues affecting all of the Island, the legislature to a large extent served as a form of municipal government for the city. Among the earliest legislation were several acts concerning local governance, such as firefighting (provided on a voluntary basis by residents), street building, night soil collection and roads. On June 8, 1846 St. John's was again destroyed by fire. The 1846 conflagration left 12,000 people homeless and property losses estimated at £888,356. Overcrowding in the city produced public health problems. In 1854, for instance, a cholera epidemic claimed 500 victims, while between 1888 and 1892 a diphtheria epidemic resulted in over 700 deaths (see HEALTH). Within a decade of the 1846 fire several substantial public buildings were constructed, including a market house and the Colonial Building *qv* (which housed the legislature). And the major denominations erected churches, with the Roman Catholic and Church of England cathedrals being the most imposing stone edifices (the former crowning the hill overlooking the city and the latter built on the slope of the hill — see BASILICA OF ST. JOHN THE BAPTIST; CATHEDRAL OF ST. JOHN THE BAPTIST).

Private utility companies were established. In 1844 the St. John's *Gas Light Company *qv* was formed by local merchants to light Water Street and the surrounding area. (This service by 1900 included commercial, domestic and industrial sales). In 1846 the St. John's Water Company was established. Using water from George's Pond on Signal Hill, this water supply was limited and provided mainly for the Water Street area. In 1859 a group of merchants led by Ambrose Shea *qv* formed the General Water Company, which by 1862 provided water from Windsor Lake *qv*, about 7 km from the city centre. The water utility was given authority in 1877 for fire protection through the maintenance of a voluntary fire brigade. The government also enacted legislation in 1864 providing for the imposition of a property tax to pay for a sewerage system.

By the 1880s St. John's was a compact, homogeneous community of approximately 30,000 people mainly of English and Irish origin. Of these, about 60% were Irish, who gave the city a distinctive Hibernian accent still evident in 1994. In 1888 the city had about 20 miles of streets, concentrated mostly in the east end, where much of the city's wealth and most of the public buildings were clustered. A visitor in 1886 observed that the streets were "narrow, rugged and wind about in a tortuous manner. . . . The town abounds in hills. I noticed that pedestrians, with few exceptions, walk, even on level ground, as though going up hill. This may possibly be accounted for by the fact that if you do go out it must be either up hill or down" (*The Week*, July 1886). Although there was little housing north of LeMarchant Road and west of Patrick Street, about 180 new houses were being built annually. Among the new civic buildings were the General Post Office on Water Street, the Star of the Sea and Total Abstinence halls, the Athenaeum, the Masonic Temple and the Methodist Academy.

From the 1860s successive colonial governments had sought ways to diversify the economy by lessening its reliance on the fishery, for a succession of bad fisheries invariably meant economic depression in the city. In 1867, for instance, 20% of the population was receiving relief from public and private charities. Such depression, in turn, frequently resulted in bankruptcies among the merchants, and emigration to the mainland for fishermen and labourers alike. Work on a trans-island railway was started in the early 1880s to connect St. John's to the interior and the west coast, where optimistic government surveys indicated considerable mineral and timber resources (see RAILWAYS). In the mid-1850s the merchants had established the Union and Commercial banks, while insurance companies were branches of American, Canadian and British companies (see INSURANCE). Through the efforts of merchants such as James Baird, Augustus Harvey and Moses Monroe *qqv*, St. John's

One of the old downtown residential areas, cleared in the 1950s

had a number of industrial concerns: a large boot and shoe factory that employed about 150 people, four iron foundries and machine shops which employed over 300 workers, three furniture factories with a total of 200 workers, and four large biscuit bakeries employing perhaps 100 more. The pride of local industry was the Ropewalk, location of the Colonial Cordage Co. factory, which employed nearly 200 workers (see MANUFACTURING AND REFINING). In 1884 a dry dock was opened to service both local and foreign vessels, including the largest British warships.

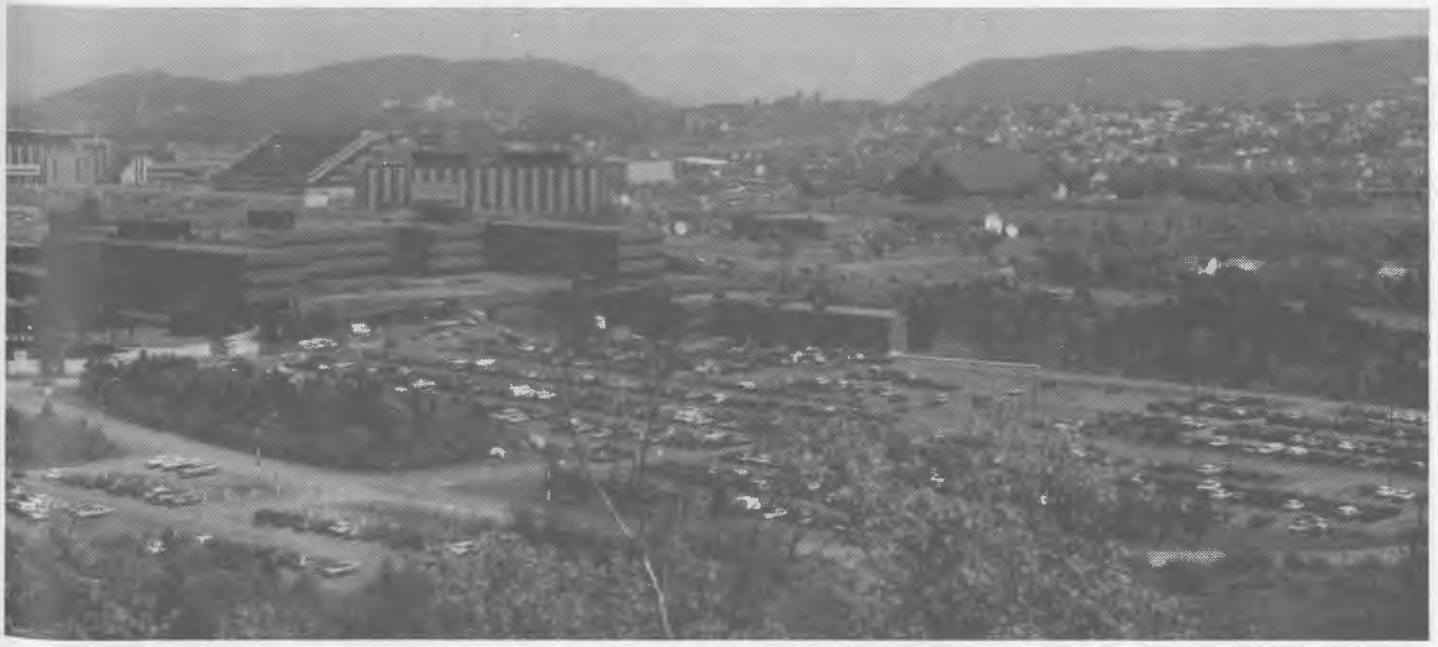
Social life in the summer revolved around the annual regatta, a rowing event believed to have first been held in 1826 (see REGATTAS), and outings to the cottages of the elite at the Conception Bay "resorts" of Topsail and Manuels *qqv*. Cultural and literary interests were pursued in a number of denominational organizations; and in the non-denominational Athenaeum *qv*, described in 1882 as being devoted to "lectures on the arts and sciences, and on subjects of general literature. Concerts are held in this hall, as is also the annual exhibition of drawings and paintings. It has a large and varied library also, as well as a well-furnished reading-room" (Talbot).

In 1888 the city achieved elected local government, so that the burden of civic improvements could be borne by residents themselves rather than by the colonial treasury (see GOVERNMENT). The city council assumed control of the water, sewer, and fire protection services, street lighting, streets and parks. Two municipal parks were opened by City Council in 1890 and 1891: Victoria (at the west end of Water Street) and Bannerman (in the city's residential centre). In 1914 the city opened its largest civic park. Bowring Park *qv*, in the Waterford Valley, was a gift to the city from the prominent firm of Bowring Brothers. It has since been expanded by acquiring adjacent lands.

In July of 1892 St. John's residents were preparing to celebrate the holding of an industrial exhibition when fire once more destroyed much of the city core, leaving 11,000 people homeless and destroying property estimated at about $13 million (see FIRES). Just two years later, the city's two commercial banks collapsed, wiping out the savings of many (see BANK CRASH). Financial stability was eventually restored with the establishment of branches of three major Canadian banks.

FROM 1894 TO 1949. Structural changes in the fishery and in the banking system strengthened the economic hold the city held over the outports, while during the 1890s Canada began to replace Britain as Newfoundland's most important trading partner as a supplier of foodstuffs, coal and other general trade. In the century which followed, the United States increasingly became the second-ranked supplier. After 1901 the *Reid Newfoundland Company *qv* operated the city's street car service and electrical company, in addition to the railway across the Island. The "biggest paymaster in the Island, bigger even than the government itself" (McGrath), the Reid company had constructed a new railway terminus in the city's west end and had earlier taken over the dry dock. In addition to directly employing over 500 city workers, there were also many hundreds in service industries who indirectly depended on the Company.

By the early 1900s a strong labour movement had emerged. The *Longshoremen's Protective Union (L.S.P.U.) *qv* was formed in 1903 after a strike of dock workers and provided leadership and support to city labourers in general. Unions among various trades had existed since the late nineteenth century and in the 1890s labour leaders had attempted to unite all city unions under one administrative structure through the Mechanics Society *qv*. In 1918 the newly-formed Newfoundland *Industrial Workers Association (N.I.W.A.) struck against the Reid Newfoundland Company.



Memorial University and the northern part of St. John's, 1993

A strong social reform pulse was felt in St. John's during World War I. Its most obvious manifestation was a civic reform movement, launched in 1913 by businessman W. Gilbert Gosling *qv* and the Board of Trade to upgrade services. This civic agitation culminated the following year in the temporary suspension of elected local government, and its replacement by a government-appointed commission, chaired by Gosling. In 1916 Gosling won election as mayor and over the next four years helped to draft new civic legislation, known as "the Charter", subsequently enacted by the House of Assembly. The local churches were also active in social reform. In 1917 church, civic and labour leaders were prominent in a social congress held in St. John's. The Salvation Army, first established in the city in 1886, was active ministering among the city's labouring population in the west end, and in 1921 opened a maternity hospital. While Gilbert Gosling took an active interest in general civic reform, his wife, Armine Gosling *qv*, was a prominent suffragist. City women received the right to vote in municipal elections under the 1921 Charter, and in the 1925 municipal elections three women ran (unsuccessfully) for election to city council. The 1920s also saw a movement to reform education, one result of which was the opening of Memorial University College in 1925 (see MEMORIAL UNIVERSITY OF NEWFOUNDLAND).

During the 1920s, as the colonial and municipal governments struggled to alleviate the city's high unemployment, there were increased expenditures on relief and public works, including $2 million to modernize the dry dock. While city council provided work on street improvements (such as the Road de Luxe, built in the early 1920s), the demand for work could not be satisfied by either level of government. On April 5, 1932, the frustration of the unemployed reached its peak during a political demonstration, which soon turned into a riot, at the Colonial Building. The Depression led, by 1934, to the British government's replacing the legislature by an appointed commission. For the next 10 years the St. John's city council was virtually the only elected representative body in Newfoundland, its mayor, Andrew Carnell *qv*, being popularly referred to as the "Mayor of Newfoundland".

Prosperity did not return to St. John's until 1939, when World War II changed the face and character of the small port forever. St. John's became, in the words of the Canadian navy's official historian, "the principal western base and turn-around port for ships flying the white ensign" (cited in Bridle). After 1940 Canada established major military facilities, including a naval base, two naval hospitals, a naval barracks at Buckmaster's Field, a military barracks at Lester's Field and an airport near Torbay. Canada also maintained artillery batteries at the mouth of the harbour. After 1941 the United States built a large army base on the north shore of Quidi Vidi Lake (Fort Pepperrell *qv*), anti-aircraft batteries at Signal Hill, and a loading dock in the east end of the harbour. The number of American and Canadian military personnel stationed in St. John's reached over 10,000 by 1944. "Newfyjohn", as the city became known to military people, was also visited by thousands of Allied seamen in Atlantic convoys. One Canadian official reported in April 1944 that there were 8000 Canadian sailors in port, their presence often marked by excessive drinking and rowdiness. Other obvious manifestations of the War's impact on the civilian population were to be found in food rationing, blackouts, air raid sirens and strict security (see WAR MEASURES). When 99 people, including many servicemen, lost their lives on Dec. 12, 1941, in a fire at the Knights of Columbus hostel, many believed the conflagration to have been the work of German saboteurs. The military presence made for an infusion of cash into the local economy, while base construction attracted many men and women from the outports. Until its closure in 1960 the Pepperrell base continued to contribute substantially to the city's economy, while the North American military personnel greatly influenced the city's social and sporting life.

The War's end in 1945 soon brought on a resumption of the political debate over Newfoundland's constitutional future. From 1946 to 1948 a National Convention *qv* sat in the former legislative chamber of the Colonial Building. In the 1948 referenda, which eventually saw a majority of voters favour confederation with Canada, St. John's voted for a return to responsible government by a margin of more than two to one. Following Confederation, in 1949, the city remained for over two decades a bastion of anti-confederate sentiment expressed as support for the Progressive Conservative party.

POST-1949 — THE NEW CITY. Newfoundland's entry into Confederation had a devastating effect on secondary industries, while greatly enhancing the city's position as a service centre. The removal of protective tariffs and the subsequent introduction of cheaper Canadian goods resulted in the collapse of many long-established industries. The city also lost its traditional role as the export centre for Newfoundland. As the major merchant houses withdrew from the salt fish trade, St. John's became an import-service centre with emphasis on Canadian goods and the servicing of

The Battery

local and international fishing fleets. Indeed, many of the old established firms, such as Bowring Brothers *qv*, turned their attention to the growing consumer retail trade. Following the completion of a paved highway across the Island in the mid-1960s, goods and supplies for many parts of the Province were imported either through the port of Corner Brook or by truck through the marine terminal at Port aux Basques. Since 1949 St. John's has owed its economic and physical growth to public sector employment and to the establishment of major post-secondary institutions and other provincial facilities. In 1994 the provincial government was the largest employer in the city, followed by Memorial University. The growth of the University has also played a large role in the city's becoming more culturally and ethnically diverse.

Between 1951 and 1971 the city's population grew rapidly, from 52,873 residents to 88,100, but since that time growth has slowed in favour of Mount Pearl and other residential communities outside city boundaries. Population growth during the 1980s was achieved by the incorporation into the city of some of these surrounding communities. Still, in 1994 a large part of the labour force of St. John's resided outside the city limits — in Mount Pearl, Torbay, Portugal Cove, St. Phillip's, Paradise and Conception Bay South *qqv*. The older areas of the city have seen a population decline since the 1970s, as working class families have moved to the suburbs and beyond. Since the opening in the late 1960s of the Avalon Mall — at the time the largest suburban shopping complex in Atlantic Canada — there has been a loss to the city's downtown retail sector. In 1994 the downtown consisted largely of financial and commercial offices, small speciality boutiques, hotels, restaurants and bars.

Since the 1950s new sources of public funding (through the federal government) and increasing civic revenues have enabled the city to undertake some long-needed improvements. In 1958 it assumed control of the private bus system. During the 1950s and 1960s new public housing initiatives in the city's historic centre were taken, while in the 1970s urban renewal programs were developed in the Shea Heights and Mundy Pond *qqv* areas. In 1958 the federal government established a national park incorporating Signal Hill and surrounding area, and in 1966 Chesley A. Pippy *qv* provided initial funding for a park in the northwestern section of the city (see PIPPY PARK). The 1960s also witnessed the beginnings of new high-rise office and hotel buildings along the harbourfront. In the 1970s the emergence of citizens' heritage groups greatly slowed such construction, leading the council to enact heritage regulations in 1977. A new City Hall was opened on New Gower Street in 1970, replacing the 1911 City Hall on Duckworth Street. In the early 1980s an office-hotel complex was constructed next to City Hall, in the neighbourhood formerly known as Brazil Square (from the 1940s an area given over largely to boarding houses for transient visitors from the outports).

The discovery of offshore oil on the Grand Banks in 1979 at the Hibernia oil field spurred a frenzy of optimism among city businessmen and residents. In the early 1980s, land and housing prices rose sharply because of speculation, but the optimism was soon seriously qualified. But despite a recession, both locally and nationally, the economy of St. John's has remained generally strong, thanks largely to public sector employment. Fred Adams (1988), Melvin Baker (1980; 1981; 1982; 1984; 1985), Baker *et al* (1990), G.P. Bassler (1986), Paul Bridle ed. (1974), James Candow (1979), John N. Cardoulis (1990; 1993), Jessie Chisholm (1990), Parzival Copes (1961), John E. Crowley (1989), Rhoda Dawson (1992), Margot Duley (1993), E.B. Foran (*BN II*, 1937), C.N. Forward (1967), Bill Gillespie (1986), C. Grant Head (1976), Hiller and Neary eds. (1994), Harold Horwood (1969), Linda Kealey ed. (1993), Raymond J. Lahey (1993), Robert Mackinnon (1991), John J. Mannion (1977; 1986; *Newfoundland Studies* (Fall 1989), Ged Martin (*NQ*, Feb. 1974), Peter McInnis (1990), H.M. Mosdell (1923), R.G. Moyles (1975; 1977), George A. Nader (1976), Shane O'Dea (1974), Patrick O'Flaherty (1988), Paul O'Neill (1975; 1976), G.L. Pocius (1988), Pope and Carter (1988), Helen Porter (1979), Jean-Pierre Proulx (1978), D.W. Prowse (1895), D.B. Quinn (1982), Shannon Ryan (1983), M.J. Scarlett (1985), Seary *et al* (1968), Christopher A. Sharpe (1986), Thomas Talbot (1882), Michael Wilkshire ed. (1993), Alan Williams (1987), *The Week* (July 29, 1886). MELVIN BAKER

Population of St. John's

1613	62
1674	246
1700	256
1753	849
1815	10,018
1845	20,941
1891	29,007
1911	32,242
1935	39,886
1945	44,603
1961	63,633
1971	88,100
1981	83,700
1991	95,770

ST. JOHN'S BAY (pop. 1956, 16). A resettled fishing community on the north side of Fortune Bay, St. John's Bay was located near the head of an inlet of the same name. Since 1972 it has been within the boundary of the municipality of St. Jacques-Coomb's Cove *qv*.

The *Census* indicates that the first settled site in St. John's Bay was Blanchard *qv* (or Blanchet, located in a cove indenting the eastern headland of the Bay). It is likely that Blanchard was an early fishing station of nearby Harbour Breton, as was St. John's Island (first

recorded in the *Census* in 1845, with a population of seven). St. John's Island does not appear in the *Census* after 1874 (pop. 25), but continued to be a summer fishing station for families living further in the Bay. However, population counts for St. John's Bay thereafter (the high being 41, in 1901) may well include families living on the Island or at Blanchard. Common family names of St. John's Bay were Lambert and Martin (two Roman Catholic families), as well as Skinner (from Sagona *qv*) and Blagdon (at Blanchard). Most of these people made a living from the inshore cod fishery and in later years from lobster, but a few men also went to the banks fishery on vessels sailing out of English Harbour West. St. John's Bay was never large enough to support a school, having fewer than 20 people after 1935, and it was by-passed in 1948 when a road was built connecting Coomb's Cove to English Harbour West. In 1993 the former site of the few homes and gardens of St. John's Bay was barely visible, across from the point where the road to Coomb's Cove touches the head of the Bay. Just off the road, an old Church of England cemetery was still being used by residents of Coomb's Cove. *Census* (1836-1956), *List of Electors* (1955), *McAlpine's Newfoundland Directory* (1894), *Oh, How I Long for Those Bright Days. . .* [1992]. *Sailing Directions for Newfoundland 1931* (1931), Archives (A-7-1/I). RHC

ST. JOHN'S DAILY NEWS AND NEWFOUNDLAND JOURNAL OF COMMERCE. Published by brothers Robert and Francis Winton *qv*, this paper, which began publication on August 27, 1860, appeared daily (except Sunday) until January 1867, and three times a week from February 1867 until its demise in July 1870. (Publication was suspended from August 28 to November 11, 1867). Sometimes titled *St. John's Daily News*, it contained foreign and domestic news, agricultural and shipping news, legislative reports, fiction, poetry and advertisements. Because of political differences with his brother, Francis Winton left the paper to found a rival, *Day Book qv*, in 1861. The *St. John's Daily News* was suspended for two years, appearing in 1872 as *St. John's News*, and later as *North Star qv*. Suzanne Ellison (1988), *St. John's Daily News* (Aug.-Dec. 1860 *passim*). ILB

ST. JOHN'S METROPOLITAN AREA BOARD. In 1963 the St. John's Metropolitan Area Board was formed to control development in otherwise unorganized parts of the city's environs. Members of the board were appointed by the Lieutenant-Governor-in-Council and included a chairperson, five members at large, two people representing the St. John's municipal council and one person representing the Mount Pearl municipal council. The board was given all the powers of a municipality and was primarily engaged in planning and administering land use and development. Over the years the St. John's area has undergone numerous boundary alterations and the role of the board also changed. It was eventually replaced with the Northeast Avalon Regional Authority.

Urban property and business taxes were first levied by the board to help cover expenses in 1975. Rural property taxes were first introduced in 1986. By the early 1980s an increasing number of subdivisions and housing developments in St. John's and Mount Pearl, as well as the community of Shea Heights *qv*, came under the group's jurisdiction. Proposed boundary changes in 1981 placed most of these areas under city or municipal council control and as a result the board lost much of its taxable commercial property. Provincial grants to the board were being phased out at the same time. Responsibility for the Windsor Lake-Broad Cove River and Petty Harbour-Long Pond watersheds came in 1982. In 1987 the board had a permanent staff of 37 with 17 being engaged in local government functions and the remainder in operating the regional water supply system. In addition to building inspection, fire protection, garbage collection and street lighting to most areas, full urban services were being provided to the subdivisions of Elizabeth Park and Evergreen Village involving road maintenance and piped water and sewer services. A commission of inquiry, chaired by R.A. Fagan, was appointed to review the board's mandate and released its report to the public in January, 1988.

The commission recommended replacing the board with a regional authority consisting of a chairperson and eight municipal representatives chosen from elected council members. Implementation and the formation of the Northeast Avalon Regional Authority were recommended by April 1, 1988. Further boundary changes announced as part of the Provincial government's amalgamation scheme in May, 1991 reduced from 17 to 11 the number of municipalities within the Northeast Avalon Region. *Commission of Inquiry St. John's Metropolitan Area* (1987), *ET* (Jan. 20, 1988), *Report of the St. John's Metropolitan Area Board* (1964). ACB

ST. JOHNSWORTS. St. Johnsworts are plants of the genus *Hypericum* and the family *Guttiferae*. They are usually yellow-flowered, with blossoms possessing five petals and growing in clusters. Species in Newfoundland include common St. Johnswort (*Hyperium perforatum*), Canada St. Johnswort (*H. canadense*) and pale St. Johnswort (*H. ellipticum*). In Labrador a wetland variety called marsh St. Johnswort (*H. virginicum*) bears pink flower clusters. The common St. Johnswort contains a number of biologically active compounds, and from 1988 has been studied for possible use in the treatment of acquired immune deficiency syndrome (AIDS). The plant has a long history of folk medicine use, its leaves and flowers containing known sedative and anti-bacterial properties. Herbalists caution that ingestion may cause some people to burn easily when exposed to sunlight. Foster and Duke (1900), William A. Niering (1979), Peterson and McKenny (1968), Ernest Rouleau (1978), Frank D. Venning (1984). KATHLEEN WINTER

ST. JONES WITHIN (pop. 1991, 154). A Trinity Bay fishing community, St. Jones Within is located on the

St. Jones Within

north side of Southwest Arm, approximately 25 km southeast of Clarenville. "Jones Harbour" is noted as having been used for winter woods work by people from the opposite side of the Bay as early as the 1830s. It is not known why "saint" was added to the community name (which appears in all records as St. Jones rather than St. Joan's), while the "within" distinguishes the harbour from the other St. Jones, just outside Southwest Arm. St. Jones Within was settled in the 1860s and 1870s, like other communities within Southwest Arm largely by people from the Grates Cove area or from Bishop's Cove, Conception Bay. The community first appears in the *Census* in 1869, with a population of 14 people. There were 65 people by 1874. Virtually all the early settlers were Methodists, including Simeon King, Hezekiah Benson and Benjamin Squires, who were all resident by 1884. The well-protected harbour offered close access to inshore fishing grounds on the north side of the Arm and was used as a winter harbour for Labrador schooners. There have been several small sawmills at St. Jones Within.

By 1945 the population of the community had increased to 142, but soon began to tail off, with only 93 people being recorded there in 1966. In 1965 a road was completed connecting the community to the Trans-Canada Highway, ensuring its survival, as well as some growth. Over the next few years several families were resettled to St. Jones Within from nearby Loreburn *qv*. In 1994 common family names of the community included Meadus and Price (from Loreburn), as well as Brown, Holloway, King, Robbins and Tucker. Keith King (MHG 41-D-1-59), *Census* (1869-1991), *List of Electors* (1884), Archives (A-7-2/M/21). RHC

ST. JONES WITHOUT (pop. 1951, 81). St. Jones Without, an abandoned fishing community, was located on the south side of a long and narrow inlet, also known as Jones (or St. Joan's) Harbour, on the west side of Trinity Bay. This sheltered harbour was used for winter work by fishing families from Winterton *qv*, directly across the Bay, and had been settled by Levi and John Green by 1870. It first appears in the *Census* in 1884 (pop. 33), all of them Greens. (It appears that they were joined by other Winterton families during the winter months). Throughout its history the overwhelming majority of the inhabitants of St. Jones Without were Greens — 10 of 16 households in 1901, when the population was 76. One of this family, Leander Green, was the first Newfoundlander decorated for heroism during World War I, receiving a Distinguished Service Medal while serving in the Royal Navy. The other family names of St. Jones Without also had associations with Winterton: Banton, George, Hiscock and Pitcher. The Seawards, a family name associated with Gooseberry Cove, appear in some records, but other records seem to indicate that they lived at nearby Garrett's Cove (pop. 1901, 21). Several St. Jones Without families made much of their living from cutting lumber and cooperage or making barrels, while others engaged in the Labrador and shore fisheries. There were two school/chapels (Church of England and Methodist) by 1891, and clergy visited periodically from Winterton. The population peaked at 140 people in 1935, but during World War II many left for jobs elsewhere. In the early 1950s the remaining inhabitants moved across the Bay to Winterton, where they still had family ties. In 1993 there were two aquaculture sites in the western end of St. Jones Harbour, but the only evidence of the former community was a graveyard which was foundering into the sea. Rob Mills (1993), Otto Tucker (interview, May 1993), *Census* (1884-1951), *NQ* (Apr. 1917), Archives (MG 276/5). RHC

ST. JOSEPH'S, PLACENTIA BAY (pop. 1966, 293). The resettled communities of Great and Little St. Joseph's were situated on the west side of Placentia Bay, behind the bent "knee" of the Burin Peninsula. The twin harbours are separated by a small tidal island that rises to a height of some 100m. The passage between the two harbours, navigable by small boats at high tide, is called Pushthrough and the island itself Pushthrough Head.

While the "bottom" and "basin" of Little St. Joseph's (locally called the lower harbour) is a snug haven for small vessels that can pass over a shallow outer bar, Great St. Joseph's (the upper harbour) is deep, commodious, and rock-free with excellent holding ground for the anchorage of vessels of any size. Since it was also a ready source of wood, water, ice, and, in season, supplies of herring, capelin and squid, it was a favourite rendezvous for western boats and bankers. The thickly forested surrounding hills rise steeply to a height of some 200m but here and there are broken through by brawling brooks in narrow u-shaped valleys. Winter slide paths paralleling those brooks give convenient access to firewood supplies and to timber for domestic purposes and for all the uses of a fishing room.

It was undoubtedly wood, water and shelter that brought the first winter resident to occupy the site still known as Brown's winter house on the eastern side of Pushthrough Head. At that time the harbours were called Great and Little Gallows Harbour in recognition,

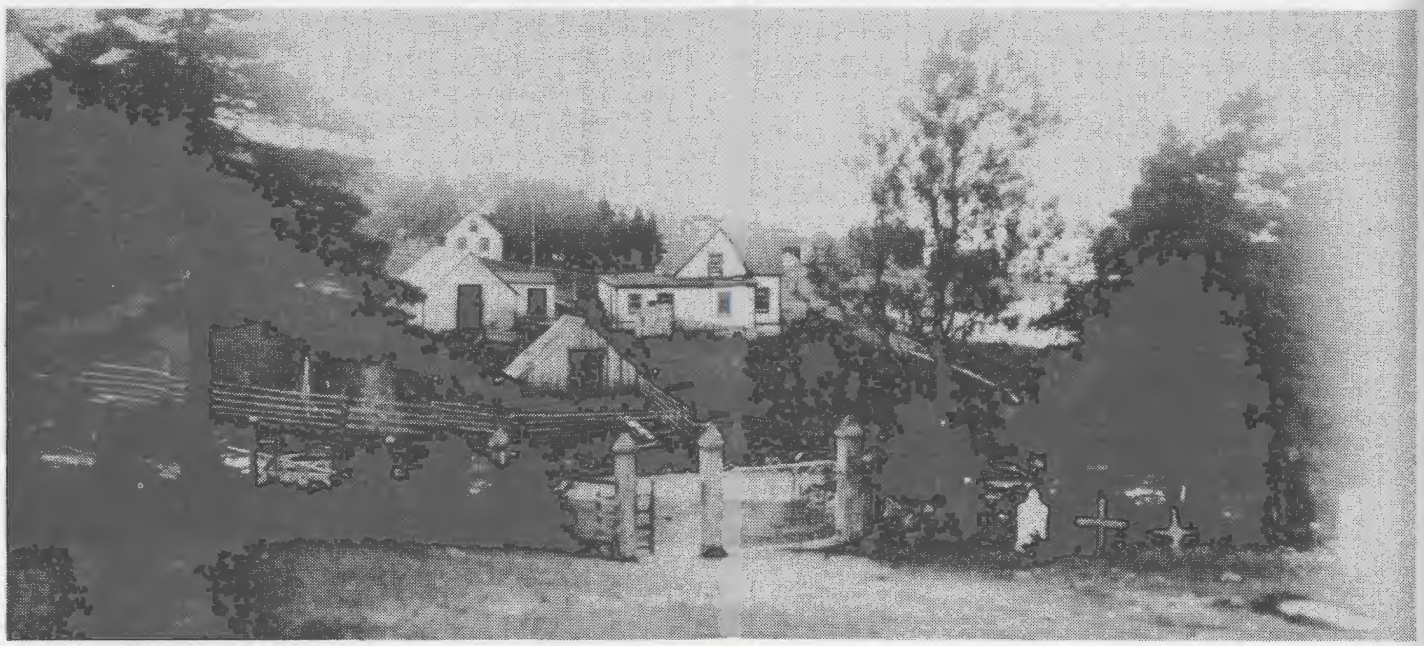
so local tradition maintains, of a hanging that had been carried out on the north shore of Barron's Cove just inside Sam's Head. We do not know when Brown built his winter tilt nor whence he came, although the early years of the nineteenth century and Oderin are likely guesses. Nor do we have firm evidence of when the first permanent residence was established; but the *Census of 1836* records four dwellings in Gallows Harbour and Holloway's Passage (2 km to the northwest) with a combined population of 22 Roman Catholic souls.

After 100 years the numbers had grown by slow degrees to 212 (census of 1935). Heterogenous in point of origin, settlers had come from Oderin, Petit Fort and Rushoon, South East Bight, Fox Harbour, and Isle Valen, from Fortune Bay, Port au Port Bay and Bonavista Bay. The lower harbour began and continued as an exclusively Roman Catholic settlement; in the upper harbour, clustered together in the cove inside the western entrance, were some 10 Church of England families. The Roman Catholic families included Browns and Barrons; Carrols and Costellos; Hanrahans, Hawcos, Hunts and Hynes; Kings and Lakes; Malays, Millers, Murphys and Mulrooneys; Piccos and Ryans and Stewarts. The Protestants were Browns, Clarkes, Harrises, Keatings and Pevies.

The economic progress of the community had been not much more rapid than its population growth. By 1935, there were 38 dwelling houses for 41 families; 42 fishing boats of various types including six small schooner-rigged "jacks"; seven cod traps; about 40 acres of land under cultivation producing a variety of root and leafy vegetables and hay to support a few cattle and 100 head or so of sheep; and a few hundred hens and chickens and a pig or two. For a brief period the lobster fishery flourished. There were, for example, 11 individually owned and operated lobster canning factories in operation in 1921. As well, there were from time to time, and particularly in the mid years of the nineteenth century, windfall profits from substantial sales of bait to French and American bankers, and from similar, but less profitable transactions with Newfoundland vessels.

Spiritual sustenance for the Roman Catholic people was provided by the parish priest at Oderin. Indeed, it was Father Michael Morris *qv*, appointed to that office in 1863, who had the community name changed to St. Joseph's. Subsequently, a school chapel was built and a modestly qualified teacher annually appointed. It was about 1920 before the Church of England people, members of a widely scattered mission based originally at Harbour Buffett, then at Tack's Beach and latterly at Bay L'Argent, acquired the same facilities. Even then, the number of children was usually too few to justify a teacher for more than five months of the year. Fortunately, community relations were not notably strained by religious differences and the few Protestant children were always welcomed at the Catholic school. From the 1930s onward, lifestyles and economic prospects among the Protestant community of Great St. Joseph's changed dramatically. For that small group produced four master mariners and banking skippers who together took to sea some 60 men, comprising virtually the entire adult male population together with a substantial number drawn from the Lower Harbour and neighbouring communities. The economic and social transformation was completed by the employment opportunities offered by the Americans at Argentia, by the boom conditions of World War II, and by the cash flows that came with Confederation. In the end St. Joseph's was a victim of the resettlement program. Its people were widely scattered: to Southern Harbour, Placentia, Burin, Fortune, Rushoon, Baine Harbour, Marystown and St. John's. LESLIE HARRIS

ST. JOSEPH'S, ST. MARY'S BAY (inc. 1970; pop. 1991, 205). A fishing community, St. Joseph's is in northeastern St. Mary's Bay, on the south side of Salmonier Arm. It was first settled, probably in the first two decades of the nineteenth century, by Irish



St. Joseph's, St. Mary's Bay

families and their descendants who came to the community via St. Mary's or Trepassey. These settlers included the Daleys, Goffs (Goughs), Powers, Ryans, Cormacks, Whites and Norrises.

Noted in the *Census* of 1836 as Black Duck Gullies, the community had a population of 24. A Roman Catholic chapel was built in about 1840. In the mid-1870s the parish of St. Joseph's was separated from St. Mary's, the community becoming the parish centre of northern St. Mary's Bay. From 1857 to 1884, St. Joseph's was not listed separately in the *Census*; it was included with the figures for Salmonier. A business directory of 1877 lists the planters of Salmonier South (St. Joseph's) as John Daley, John Gough, J. and P. McCormack and Michael Peddle.

Situated well into St. Mary's Bay, the community was not a major centre for the inshore cod fishery. The prosperous vessel owners and skippers of St. Joseph's, who built substantial homes and gardens on the banks above Salmonier Arm, were engaged in the schooner fishery off Cape St. Mary's or on the Grand Banks. The shore fishery was originally based on catches of squid and herring for the bankers, supplemented in the late 1800s by four lobster canneries. Winter logging along the Salmonier River provided seasonal employment, with many families moving to tilts along the Salmonier Line *qv* each winter. St. Joseph's was renowned for its boat builders. By 1901 there was a population of 373, but the bank fishery soon began to decline, and the bank fishery out of St. Joseph's had virtually ended by the mid-1940s. Employment was found at Argentia and St. John's, largely in clerical and construction work. The local fishery was revived to some degree in the late 1970s with the opening of a fish processing plant operated by Daley Brothers Ltd. and the increased use of longliners. Processing groundfish, tuna, herring, mackerel, capelin, scallops and squid, the Daley Brothers plant was the major local employer in 1993. There were also a number of people commuting to work in St. John's or elsewhere, and the community had a large number of summer homes. The regional high school for the area, Enright Memorial Academy, was opened in 1968 and was named for Father John Enright, who served the parish from 1919 until his death in 1966. Gerald Daley (1973), John Rochfort (1877), *DA* (May-June, 1987), *Census* (1836-1991). ACB

ST. JOSEPH'S COVE, BAY D'ESPOIR (pop. 1991, 122). St. Joseph's Cove is located on the west side of Bay d'Espoir, approximately halfway between St. Alban's *qv* and Head of Bay. The community is ranged about a large, shallow cove originally known as Cock and Hen Cove. In the nineteenth century the cove was the site of winter houses used by families from Long Island, at the mouth of the Bay, engaged in winter woods work, and was also frequented by fishermen digging cocks and hens (clams) for bait. St. Joseph's Cove was first settled by the Organ family of Harbour Gallett *qv*, probably in about 1880. By 1894 there were three Organ families, as well as a family named

St. Joseph's Cove, Bay d'Espoir

Dollimont. St. Joseph's Cove first appears in the *Census* in 1901, with a population of 26, having previously been recorded together with other scattered homesteads in the area as Head of Bay.

The Organs and Dollimonts engaged in winter logging, supplemented by some small farming and summer fishing at stations on Long Island, with surplus produce being sold to Gaultois. In the early 1900s, as several sawmills were established in nearby communities, other families moved in from harbours out the Bay, including the McDonalds and Lerouxs. By 1935 there were 103 people. From the late 1930s to 1958 most of the work force was employed in cutting pulpwood, while in the 1960s most were employed in construction — on the Bay d'Espoir hydro-electric project or highways. While construction proceeded on the hydro project many workers were housed in St. Joseph's Cove, which recorded a population of 298 in 1966. Since that time many have continued working away from the community, in service industries at St. Alban's or elsewhere. The major local employer in recent years has been a sawmill and general business established by Abraham Collier in 1952. *Census* (1901-1991), *McAlpine's Newfoundland Directory* (1894), Archives (A-7-1/J), Newfoundland Historical Society (St. Alban's). RHC

ST. JOSEPH'S COVE, BONNE BAY (pop. 1945, 35). An abandoned fishing community, St. Joseph's Cove was located in the South Arm of Bonne Bay, south of Woody Point *qv*. The community was settled in the 1870s by people from Carbonear (family names Houlihan, Marshall, Keough and Kennedy), who had become familiar with Bonne Bay while engaged in the Labrador fishery. Another family name of St. Joseph's Cove is Willett (originally Ouellette), from the Quebec Lower North Shore. The community first appeared in the *Census* in 1891, with a population of 44.

St. Joseph's Cove was also known locally as Hell Cove, reputedly because of long standing acrimony between two of the families. It was unique in Bonne Bay in that virtually all the inhabitants were Roman Catholic. After moving to the cove most people continued to be involved in the Labrador fishery, as well

as in the Bonne Bay herring fishery, trading their catches to James Houlihan, a merchant at Woody Point who had family connections with many of the settlers. The people began to leave St. Joseph's Cove in the 1920s, to work at Deer Lake and Corner Brook, while in the 1940s others moved to Stephenville. Shortly after World War II most of those remaining moved their homes to nearby Winterhouse Brook. The last family, the Willetts, left in the 1950s. Mrs. Jack Hann (interview, Apr. 1994), Mrs. Samuel Willett (interview, Apr. 1994), *Census* (1891-1945), Archives (A-7-2/P). RHC

ST. JUDE'S (pop. 1991, 236). The community of St. Jude's is located along the Trans-Canada Highway southwest of the town of Deer Lake *qv*. It is probably best known locally for the number of residents offering such items as live bait, rabbits and berries for sale on the roadside. The community may be said to have had its beginnings in 1923, when a railway siding was built at Little Harbour *qv* to accommodate logging operations beginning in the area in anticipation of the completion of the Corner Brook pulp and paper mill. A site was chosen near Little Harbour for the watering of steam engines, through the damming of a brook and the construction of a chute to carry the water to the railway line. As people began flocking into the Deer Lake area to work as loggers and in construction of the powerhouse, several families from St. George's Bay built homes in this area, known as Waterchute. Common family names of St. Jude's include Alexander, Barker, Bennett, Hynes, Leroux, Rubia and Young — most of French descent.

Waterchute was first recorded in the *Census* in 1945, with a population of 160, having previously been considered a part of Little Harbour. The name of the community was later changed to St. Jude's at the suggestion of the local priest. In the late 1930s a road was built to connect Deer Lake with Corner Brook, south of the railway line, after which the highway increasingly became the centre of the settlement rather than the area between the railway and lakeside. Most of the work force of St. Jude's was employed in logging until the 1960s, when mechanization began to reduce the number of loggers required to supply the Corner Brook mill. Since that time most have worked away from the community. *Census* (1935-1991), *List of Electors* (1961; 1975), *When I Was Young* (1986). RHC

ST. JULIEN'S (pop. 1966, 25). Located off the eastern side of the Great Northern Peninsula, about 35 km south-southwest of St. Anthony, St. Julien's Island shelters the harbours of Grandois, Little St. Julien's and Great St. Julien's. These harbours and the offlying islands were fishing stations of the French from the 1500s to the mid-1800s (see GRANDOIS), being just to the north of the major French station at Croque *qv*. Since that time they have continued to be summer fishing stations for Newfoundlanders out of Conception and Notre Dame bays, as well as home to a small year-round population. Since the 1950s the names Grandois and St. Julien's have been used more or less

French fishing premises at St. Julien's

interchangeably. St. Julien's "proper" (Great St. Julien's) was resettled to Grandois in the 1960s, but the name St. Julien's is perpetuated as a "post office name" for Grandois. Some modern maps also show Pointe l'Aurore at Little St. Julien's.

The earliest known settler was George McGrath, at Grandois, a *gardien* for the French premises who was living there by 1822. Although the McGraths were of Irish descent (as were most of the year-round settlers who came later) the "mainland" part of the Grandois station often appears thereafter as English Harbour. The first settlers of St. Julien's were probably the Keough family, who were living at St. Julien's by 1857, when it appears in the *Census* with a population of 13. By the 1870s there were Haggertys and McGraths at Grandois as well as the Keoughs, Davises, Whelans and Whiteways at Great and Little St. Julien's. In the 1874 *Census* there were 25 people recorded at St. Julien's and 17 at English Harbour. Thereafter the population recorded at St. Julien's remained at about 20-25 people, except in those years when Grandois was also included. There were also eight people recorded at Waterman's Harbour (just north of Grandois) from 1874 to 1911.

In 1980 a road was built connecting Grandois to Croque and the Main Brook highway. In 1991 the community name St. Julien's was employed in the *Census* for the first time since 1966, but the listed population of 105 considered themselves to be residents of Grandois. The area was also frequented by summer people from Long Island and Sunday Cove Island in Notre Dame Bay, as well from Carbonear and Perry's Cove, Conception Bay. William Davis (interview, Apr. 1994), E.R. Seary (1960), *Census* (1857-1991), *JHA* (1873), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894). RHC

ST. KYRAN'S (pop. 1966, 37). A resettled fishing settlement in Placentia Bay, St. Kyran's lies at the northern end of Presque Harbour, on the west side of the Bay. The name was chosen by Father William Doutney *qv* in about 1872. Previously known as Northeast Arm of Presque, the community may have been renamed to honour a prominent priest, Father Kyran Walsh *qv*,

who had recently died. Doutney oversaw the erection of a stone church at St. Kyran's, the ruins of which could still be seen in 1994.

Although the population of St. Kyran's was only 12 people in 1857, the community already had a Roman Catholic church and school. Most families relied on the shore fishery supplemented by gardens, but there was at least one full-time farmer in the early years of the community, on the neck of land between St. Kyran's and St. Leonard's. The *Census* of 1857 also noted that two carriages and 40 pounds of candles had been manufactured in the settlement. Residents in 1864 included the families of Charles Crawley, James and William Hickey, Patrick Leake (Lake), Edward Leonard, Edward Power and Martin Tileo. By 1871 the number of inhabitants had reached 30, but the community remained quite small until the turn of the century, when the growth of the lobster fishery encouraged new settlers. In 1911 the number of residents peaked at 116 and then began to decline. The last families to live at St. Kyran's were the Billings, Connorses, Fitzgeralds and Lakes, who relocated to Dunville, Freshwater and Southern Harbour in the late 1960s. Brown and Hollett (1992), Robert Wells (1960), *Census* (1836-1966), *Hutchinson's Newfoundland Directory for 1864-65* (1864), *Lovell's Newfoundland Directory* (1871), *List of Electors* (1966), *Sailing Directions Newfoundland* (1986), *Statistics Federal-Provincial Resettlement Program* (1975).
ACB

ST. LAURENT, LOUIS STEPHEN (1882-1973). Prime Minister of Canada. Born Compton, Quebec; son of J.B. Moise and Mary (Broderick) St. Laurent. Educated St. Charles College, Sherbrooke; Laval University. Married Jeanne Renault. A corporate lawyer, St. Laurent pleaded several important cases before the Supreme Court and was president of the Canadian Bar Association from 1930 to 1932. In 1941 he was appointed Attorney General and Minister of Justice by Prime Minister Mackenzie King. He was elected to the House of Commons in a 1942 by-election.

Premier Smallwood and Prime Minister St. Laurent

As acting Prime Minister he met with J.R. Smallwood *qv* prior to the National Convention, and as Secretary of State for External Affairs in 1947 and 1948 he met with other Newfoundland delegates to discuss the possibility of Newfoundland's entry into Confederation. Late in 1948 St. Laurent replaced Mackenzie King as Liberal party leader and Prime Minister, and in that capacity was a signatory to the Terms of Union. St. Laurent's government was defeated in 1957. Having retained his own seat in the district of Quebec East, he sat in the House as Leader of the Opposition for a time, retiring from politics in 1958. St. John Chadwick (1967), S.J.R. Noel (1971), *Canadian Who's Who X*. ACB

ST. LAWRENCE (inc. 1949; pop. 1991, 1743). Great and Little St. Lawrence harbours are inlets of Placentia Bay *qv*. The community of St. Lawrence is located around Great St. Lawrence Harbour. Tradition has it that it was named by mariner Richard Clarke *qv*, who accompanied Sir Humphrey Gilbert on his voyage to Newfoundland in 1583. After being shipwrecked off Sable Island, Clarke and other survivors drifted in an open boat until they reached land. Some researchers believe that St. Lawrence was their landfall, which the men named for the St. Lawrence River — ". . .wee named the place St. Lawrence because it was a goodly river like the St. Lawrence in Canada and we found it very full of Salmons" (Hakluyt, cited in Edwards). Other evidence, including John Dee's map of 1578-80 showing a place called S. Laurens, suggests that it was named by Channel Islands fishermen, for St. Lawrence was one of the twelve parishes of Jersey Island.

Great St. Lawrence was known to Basque and French fishermen in the 1600s: there were an estimated 150 French inhabitants in 1640. In 1702, during Queen Anne's War, British forces attacked and destroyed houses, boats and stages belonging to French fishermen, but permanent English settlement appears to have been delayed until the latter part of the 1700s. Captain James Cook, who visited in about 1762, reported, ". . .severall inhabitants employ'd in the Fishery and likewise severall Stages and Fishing Rooms and convenient places for severall more" (cited in Head). The firm of Robert Newman and Co. was established in the area by 1784. Among other early settlers were Henry Beck (who captured a French banking vessel in 1814), William Tulk (who taught school to 30 pupils in 1817) and David Slaney (granted land at Great St. Lawrence in 1844). An unofficial census of 1827-28 recorded a population of 553 (probably a summer figure which included the immediate surrounding area). The official *Census* of 1836 showed a total of 232 people at Great St. Lawrence. The majority of the population were Roman Catholic and a chapel had been built by 1845. Father Cullen was the first parish priest, in 1849. St. Matthew's Church of England chapel was completed by 1857. In 1870 the

St. Lawrence

Sisters of Mercy Sacred Heart Convent was opened. In the early years the Sisters had the use of a fish shed from which they ran a school for girls, and boys were also admitted when no male teacher was available. A proper school and chapel were eventually built by the Convent when one of the sisters inherited a large sum of money.

Gregory and Celestine Giovannini, originally from Italy, were merchants in St. Lawrence in the 1860s. Other local firms were those of Thomas Farrell and Sons and the partnership of Pike and Bradley. Planters in the shore fishery in 1871 were William Fitzpatrick, George Pike and James Reeves. Farrell was the first merchant in St. Lawrence to build a banking schooner, in about 1885. By 1891, 26 men from the community were fishing on the banks, but after 1900 the shore fishery was again the dominant activity. Whaling was encouraged after a processing factory began operation in Little St. Lawrence in 1898. At the turn of the century there were 799 people, including seven merchants, in Great St. Lawrence. General stores were run by Victor and Thomas Turpin in the 1920s and liver factories were owned by F. Thorne and Patrick Aylward.

On November 18, 1929 an earthquake and tidal wave hit St. Lawrence and other communities along the Burin Peninsula. Nearly all fishing property, including flakes, stores and provisions on both sides of the harbour, was lost. The cod fishery was disrupted for some years afterward. In the wake of the disaster, interest in St. Lawrence's mineral deposits was revived. Geologist J.B. Jukes had noted the fluorspar *qv* deposit as early as 1843, but it was not until 1933 that commercial mining began. The St. Lawrence Corporation of Newfoundland (known locally as 'the Corporation') sold the ore to Dominion Steel and Coal Corporation for use as a flux in iron refining. A second company, the American Newfoundland Fluorspar Co., operated from 1936 to 1940. In 1964 this company was sold to Newfoundland Fluorspar Ltd., a subsidiary of the Aluminum Company of Canada (ALCAN). The mines had a profound effect on the community of St. Lawrence, providing jobs for area residents in the midst of an economic depression. In 1941 the St. Lawrence Workers and Labourers Protective Union was formed to lobby for better wages and working conditions. By the late 1940s a growing number of miners had become seriously ill from silicosis, lung cancer and other respiratory diseases. The practice of dry drilling, which released particles of silica into the air, was held largely responsible. Ventilation was installed in the mines in 1960. In 1959, radon gas was also discovered in the mines, the product of a large, low-grade uranium deposit. A Royal Commission was appointed in 1967 to investigate illnesses among the miners.

A major disaster occurred near St. Lawrence on February 18, 1942 when the American destroyers *Truxtun qv* and *Wilkes* and the supply ship *Pollux qv* went aground during a storm. When the news reached St. Lawrence, the mine was closed and, along with men from Lawn, the miners went to the scene, and 186 people were rescued. But 203 men were lost. A week later, President Franklin D. Roosevelt sent a telegram to the people of St. Lawrence, thanking them for their heroic action. In appreciation, the government of the United States also built a memorial hospital in St. Lawrence, which opened in 1954.

St. Lawrence was connected to Marystown by road in 1951. Water and sewer utilities were installed a few years after the incorporation of the town. Marian High School opened in 1954 for the Roman Catholic students of St. Lawrence, Little St. Lawrence and Lawn. The Catholic and Church of England schools in the community were integrated in 1969. St. Lawrence became a designated growth centre during resettlement, receiving people from Allan's Island, Corbin, Lord's Cove, Point au Gaul, Lamaline and Point May. From a

Loading a ship at St. Lawrence

figure of 1251 in 1945, the population grew to 2130 in 1966. The relative prosperity of St. Lawrence came to an end in 1977 when ALCAN closed the fluorspar mines. The mines were reactivated with government assistance in 1985 and run by a subsidiary of the St. Lawrence Corporation, Minworth Ltd. By 1991, however, the company was in receivership. Fishery Products International was encouraged by town officials to open a processing plant in St. Lawrence in 1979. Operating seasonally, the plant employed up to 200 people processing groundfish, squid, mackerel and capelin. Sold seven years later, the plant continued to experience financial difficulties.

In 1988 St. Lawrence held a Home Coming year, which included a public ceremony to mark the loss of the American ships. A monument was erected in the town in 1992 to commemorate the 50th anniversary of the disaster. The town also maintains a miners' museum. St. Lawrence considers itself the soccer capital of Canada, having supported a series of championship teams from the early 1900s. Cassie Brown (1979), Ena Farrell Edwards (1983), C. Grant Head (1976), Williamina Hogan (1986), Elliott Leyton (1975), E.R. Seary (1977), *Carbonear Star* (May 1, 1833), *Census* (1836-1991), *Lovell's Newfoundland Directory* (1871), *NQ* (Jan., 1975), *Sailing Directions Newfoundland* (1986), *Statistics: Federal-Provincial Resettlement Program* (1975?), *Sunday Express* (June 1, 1988), Centre for Newfoundland Studies (St. Lawrence). ACB

ST. LEONARD'S (pop. 1966, 20). A resettled fishing community in western Placentia Bay, St. Leonard's was originally known as Oliver's Cove. The community was renamed in about 1876 by Father William Doutney *qv*, parish priest at St. Kyran's *qv* (which is separated from St. Leonard's by a narrow neck of land). Father Doutney apparently objected to the name's association with the arch Protestant, Oliver Cromwell. "Looking about for a suitable name and having the name St. Leonard's by the Sea in my mind and believing it would be a compliment to the old folk, then living there, and the first settlers in the place, I gave it the name, sinking forever in oblivion both Oliver and 'Crummle' " (cited in Howley).

The cove was settled by 1803 and by 1836 there were a total of 65 residents in Oliver's Cove and nearby Mahoney's Cove, all of them Roman Catholic. Settlement was encouraged by the establishment of premises belonging to Spurrier and Company on Isle Valen *qv* in the early 1800s. Forty-five people made a living fishing and farming in the community in 1845, and a small chapel had been built. Children attended school in St. Kyran's. The settlement reached a peak population of 101 in 1857 and then began to decline. Family names recorded by Lovell in 1871 were Leonard, McCue, Penny and Sullivan. People began the movement "out from St. Leonard's" in the 1920s, as the cod and lobster fisheries slumped, and by the early 1960s most remaining inhabitants had left. By 1966 only the Leonard and Roger families remained, and they left soon thereafter. Brown and Hollett (1992), M.F. Howley (*NQ*, Christmas 1911), *Census* (1836-1966), *Lovell's Newfoundland Directory* (1871), *List of Electors* (1966), *Sailing Directions Newfoundland* (1986). ACB

ST. LEWIS. See FOX HARBOUR (ST. LEWIS).

ST. LUNAIRE-GRIQUET (inc. 1958; pop. 1991, 1020). A municipality located near the northern tip of the Great Northern Peninsula, St. Lunaire-Griquet is about 20 km northeast of St. Anthony. The community is ranged around two large, island-strewn harbours, St. Lunaire Bay and Griquet Harbour. Both harbours were being used by Breton fishermen as early 1534, when they were visited by Jacques Cartier *qv*, and were French fishing stations up until the mid-nineteenth century.

St. Lunaire, from bottom: Garden Cove, Sleepy Cove and Joe's Cove

The community is divided into several settled areas, although in more recent times the main road through the area has become built up and the community has "run together" somewhat. St. Lunaire (locally, St. Leonard's) is comprised of three settled coves on the north side of St. Lunaire Bay, from east to west: Garden Cove, Sleepy Cove and Joe's Cove. To the north of St. Lunaire around White Cape is White Cape Harbour (or Upper Griquet), which is sheltered by Four Ears Island. The well-sheltered harbour of Griquet "proper" (Lower Griquet) is formed by Camel Island, while to the north of this is Gunners Cove. The northern arm of Griquet Harbour, known as Fortune, has been resettled.

The first English settlers at St. Lunaire-Griquet, as elsewhere on the French Shore, were likely *gardiens*, who oversaw the French fishing premises during the winter months and were in return permitted to fish grounds which were normally reserved for the migratory French fleet. From the mid-1800s, however, the French Shore was being frequented by a number of Newfoundland fishing crews, particularly from Conception Bay. The first settlers are said to have arrived by 1849: the Patey family at St. Lunaire and the Hills at Griquet. The first *Census* records, from 1857, show 22 people at St. Lunaire, 18 at Griquet and 10 at Fortune. In the 1860s and 1870s other families settled, many of them from the Port de Grave-Cupids area of Conception Bay. By 1872 it was noted that the French had not been in the Griquet area in some years and their old rooms were being occupied by about 10 fishing families. By this time family names at St. Lunaire included Patey, LeDrew, Bussey, Joy and Cumberland; at White Cape Harbour there were Adamses, Earls, Hilliers, Snows and Comptons; and Hills, Hilliers, Manuels, Elmses and Smiths at Griquet. Common family names of Fortune included Snow, Quinton, Head and Bartlett. In 1874 there were 174 people living in the area. Gunners Cove (Griquet Bay) does not appear in the *Census* until 1891 (pop. 33), with family names Alcock, Bartlett, Mercer and Hill.

The first public building in the area was a Church of England school/chapel, built by the Rev. J.J. Curling *qv* in about 1885 in gratitude for a narrow escape he had had at sea while serving as rural dean in the area. Soon there was a Methodist school/chapel at White Cape Harbour, which also served St. Lunaire. By the turn of the century Griquet was the residence of the magistrate for the area, Mark Alcock. The first Pentecostal church was built in 1935 and that denomination has since made converts of a significant portion of the population. By 1935 there were about 500 people living in St. Lunaire-Griquet, making it in size second only to St. Anthony among the area's communities. It has since become the service centre for several smaller communities to the north: Quirpon, Noddy Bay, Straitsview, Hay Cove and L'Anse aux Meadows *qqv*. Since the late 1960s and the establishment of a National Historic Park at L'Anse aux Meadows, tourism has become an important supplement to the fishery. Stephen Ashley (letter, Oct. 1991), Maxwell Bussey (MHG 102-B-1-6), Edward Feild (1850), Winnie Heath (MHG 36-B-1-32), *Census* (1857-1991), *JHA* (1872; 1873), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1904), *Sailing Directions Newfoundland 1931* (1931). RHC

SAINT-MÂLO. One of France's major seaports, Saint-Mâlo is on the Brittany coast opposite the Channel Islands. In the sixteenth century it became an important centre for the North Atlantic fishery. In both 1534 and 1535, Saint-Mâlo native Jacques Cartier *qv* found it necessary to secure an order forbidding fishermen to leave Saint-Mâlo before he had hired a crew. By 1565 the town had 25 ships engaged in the Newfoundland fishery, and from the late 1500s to the early 1600s vessels from Saint-Mâlo were fishing along the Petit Nord *qv*, the coast of Labrador and the south coast of Newfoundland. Chiefly a "green" fishery, the cod was sold to the markets of Paris, Marseilles and the Levant.

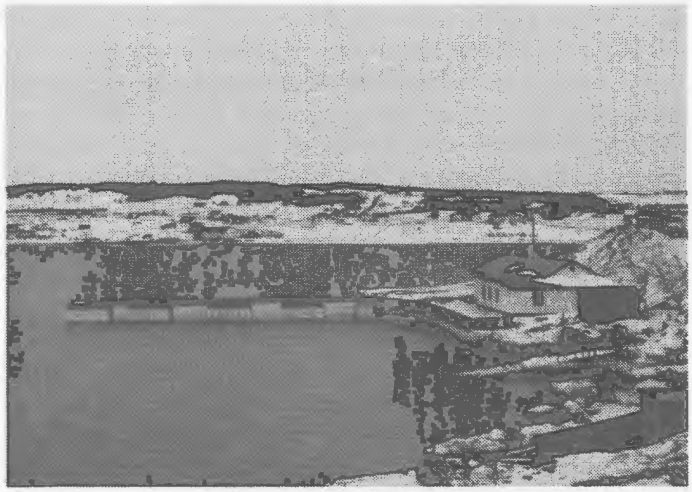
In the late 1600s, merchants from Saint-Mâlo were among those who held lots at Placentia. Some of the 80 or so settlers at Placentia in 1662 had also come from the town. The French fishery in the North Atlantic was at its peak from about 1675 to 1690. Saint-Mâlo fishermen had a virtual monopoly in the area from Quirpon to Cape St. John and were also stationed at Trepassey and St. Pierre. The fishery declined after 1793, but was resumed in earnest in 1816, after the end of the Napoleonic Wars *qv*, when the French government instituted a system of bounties to be paid to fishing vessels. French cod began to offer competition to Newfoundland products in the markets of Italy, Spain and the French West Indies. As late as the 1880s, Saint-Mâlo merchants such as Guilbert et fils, Auguste Lemoine and Anatole Lemoine were also establishing lobster factories along the Petit Nord.

The migratory French fishery was concentrated at St. Pierre at the turn of the century. W.A. Christian (1969) described the workings of the *pêche*

metropolitaine: "Every year, on the first Monday in December, a fair was held in a village called Vieux-Bourg on the outskirts of Saint-Mâlo. The numerous men seeking employment in the fishing trade met and signed up with the captains at this fair. Many of them came from the surrounding countryside: Chateauneuf, Plergeur, Saint-Pierre de Plesguen, Plesder, Saint-Domineuc. They were called *terriens* (landlubbers). Most of these farmer-sailors ended up on the St. Pierre boats." Emile Houdouce, a shipowner of Saint-Mâlo and St. Pierre, became part of the mammoth company *Morue Française* in 1905 along with merchants of Marseilles and Bayonne. With headquarters in Paris, the company dominated the French fishery at St. Pierre until the beginning of World War II. The post-war fishery was marked by disputes with Canada over jurisdiction and fish quotas. In 1972 an agreement was reached banning the metropolitan fleet from the Gulf of St. Lawrence, though trawlers from Saint-Mâlo continued to visit the Grand Banks and the disputed 3PS zone to the south of Newfoundland. Many of France's fishing trawlers were manned by Bretons and the port of Saint-Mâlo continued to be linked with the Newfoundland fishery into the 1990s. See FRANCE; FRENCH SHORE; ST. PIERRE. J.P. Andrieux (1987), William A. Christian, Jr. (1969), Harold Innis (1940), D.W. Prowse (1895), Shannon Ryan (1986). ACB

ST. MARY'S (inc. 1966; pop. 1991, 637). The community of St. Mary's is situated on the east side of St. Mary's Bay *qv*. The western headlands of the Bay, and especially the area off Cape St. Mary's *qv*, have historically been some of Newfoundland's most productive fishing grounds. While the Bay has no suitable ship harbour on its western side, St. Mary's Harbour is a 10 km-long inlet which offers shelter from all but southwest winds. St. Mary's is ranged around a broad cove just inside Double Road Point, the southern headland of the Harbour, and was a base for French fishermen since the sixteenth century. English captain Charles Leigh reported finding several vessels from the French towns of Belle Isle and Rochelle fishing there in 1597. When in 1662 John Matthews of Ferryland was sent to St. Mary's to arrest a man named Russell he was unable to serve his warrant as he was turned back by the French. English forces raided French premises and boats at St. Mary's in 1702, but the French presence remained strong until the 1713, when the Treaty of Utrecht excluded France from the southern Newfoundland fishery. Soon thereafter English merchant houses established premises at St. Mary's, bringing with them Irish fishing servants.

In 1720 one John Morgan had a house at St. Mary's. Planter John Rose and Robert Brooks, master of a fishing vessel, were also living there. A court case of 1762 reveals that John Ryan was living in St. Mary's, while other early settlers were planter John Richards and a woman named Mary Brian. Edmund Ryan and Patrick Burgess were in the community in 1792. Residents in 1797 included John Travers, William Tilsed, John Miller and Benjamin Lidford. Of these family names, only Ryan was common at St. Mary's in 1994.



St. Mary's

The inhabitants were forced to organize the defense of St. Mary's in 1782 when an American privateer threatened the settlement, and, with a sloop belonging to merchants Penney & Frampton, local fishermen managed to capture it. Governor John Campbell *qv* praised the action and allowed the men to keep the ship as a prize. The important merchants of the community in 1782 were Penney & Frampton, and Spurrier & Keats. A substantial trade was being carried on between St. Mary's and Trepassey as well as between St. Mary's and European fish markets. In 1819 William Phippard *qv* was noted as St. Mary's chief merchant. The firm of Slade, Elson and Co. also purchased an establishment there. It was as an agent of this business that Philip H. Gosse *qv* went to the settlement. Gosse was unimpressed with St. Mary's, which he described as, "a dreary, desolate place of about three or four hundred people" and, "an obscure, semi-barbarous settlement" (cited in McCarthy). There were 454 residents in 1819, the vast majority of whom were Irish. In 1834 Father James Duffy *qv* was appointed the first resident priest of the parish of which St. Mary's was the centre. In 1836 the population was 441. (Until 1884 population figures for St. Mary's included Riverhead *qv* and Coote's Pond, in the northern arm of St. Mary's Harbour).

Most fishing supplies were shipped from St. John's, and other goods, such as rum, were available from St. Pierre. In 1840 a visit by geologist J.B. Jukes coincided with the arrival of a shipment from St. Pierre, which must have contributed to his impression of St. Mary's as "the most rough and disorderly place I had yet seen". Though perhaps "disorderly", at that time St. Mary's was a large and thriving town by Newfoundland standards. There was a church and school and regular contact with St. John's and Poole, Dorset (through the merchant houses which supplied the whole of St. Mary's Bay through the town), while St. Mary's was also a frequent port of call for American and Nova Scotia bankers taking on local herring for bait. In 1851 a new "commercial" school was opened, offering instruction in grammar, geography, navigation and needle work. The Presentation Sisters began a school in 1859. Meanwhile, in the 1850s roads were

constructed south from St. Mary's to Point La Haye and Holyrood Pond (St. Vincent's) and north from the parish centre to Salmonier Arm (from whence there were roads to Colinet, Placentia and Holyrood). From 1860 St. Mary's was a regular port of call for the supply steamer *Victoria*, and by 1870 a courthouse and jail had been built. Through the nineteenth century the beach at St. Mary's was crowded with the premises of shore fishermen. The slopes above were dotted with the solid homes, with extensive gardens and sheep pastures, of the skippers of the larger vessels fishing the grounds off the Cape or on the Grand Banks. Planters in 1871 were Maurice Daley, John Devine, James Ryan, John Walsh, John Whelan and John Yetman. There were also two full-time farmers, Edward and Thomas Lee.

In the late 1800s St. John's firms with branches at St. Mary's were among those affected by a general decline in the bank fishery and ultimately by the Bank Crash of 1894. No local entrepreneurs arose to take their place and as the twentieth century wore on St. Mary's increasingly became a community of inshore fishermen. Between 1900 and 1920 many families moved away from the community to find work in the fishery at Gloucester, Massachusetts or elsewhere in the United States, where many had family connections of long standing. The population of St. Mary's remained around 400 people until World War II, when many of the younger people found work at Argentia and St. Mary's was gradually transformed into something of a dormitory town. Since the 1980s a few crews have continued in the fishery, but the main local employers have been the fish plants at Trepassey and St. Joseph's, as well as a Universal Fisheries processing facility in St. Mary's itself. Although St. Mary's has lost ground as a regional centre to both Mount Carmel-St. Catherine's and Trepassey, a regional high school, Dunne Memorial Academy, has served the St. Mary's area since 1969. In 1994 the community also had a district nurse, a pharmacy and a building supply store. J.B. Jukes (1842), E.R. Seary (1977), Michael McCarthy (1971; 1982), *DA* (May-June 1987), *Lovell's Newfoundland Directory* (1871), *Sailing Directions Newfoundland* (1986), *Census* (1836-1991). ACB

ST. MARY'S BAY. A large bay on the southern Avalon Peninsula, St. Mary's Bay runs approximately 65 km north-northeast from its western headland, Cape St. Mary's *qv*, to its head at Colinet *qv*. Cape Pine *qv* may be regarded as the eastern headland of the Bay, although in local usage both capes and the communities of Point Lance *qv* (in the west) and St. Shotts *qv* (in the east) lie just outside the Bay.

In the northeast, St. Mary's Bay branches into four long inlets: North Harbour, Colinet Harbour, Harricott Bay and Salmonier Arm. The major islands are the Colinet Islands *qv*, with Great Colinet Island, 8 km long, being conspicuous at the centre of the Bay. The only other large island is Pinchgut Island, in Colinet Harbour (see TICKLES). The major rivers draining into the Bay are the Salmonier (outlet for waters of the eastern Avalon Peninsula), and the Colinet, Rocky and North Harbour rivers (which drain most of the central Avalon). These rivers are surrounded by stands of forest, as is Holyrood Pond, but other parts of the surrounding interior are dominated by barrens. South and southwest winds occasionally block the Bay with ice, but its outer reaches are generally ice-free.

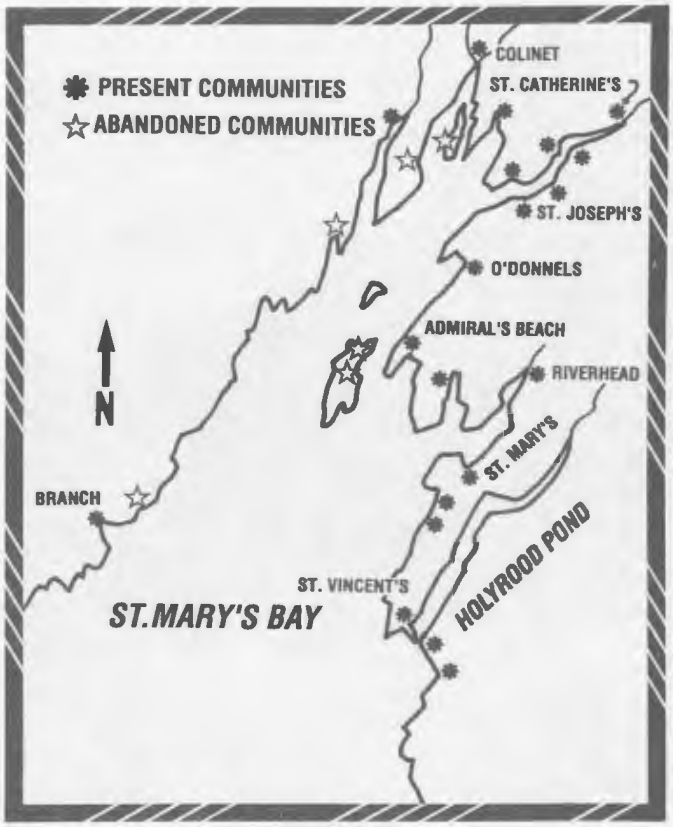
The headlands of St. Mary's Bay have historically been noted for rich cod fisheries, while salmon and herring have been abundant in the inner Bay. In particular, the waters off Cape St. Mary's have been renowned as some of Newfoundland's most productive fishing grounds (see WESTERN BOAT FISHERY). Although Cape St. Mary's and the western shore of the Bay have been the major fishing grounds, the eastern shore is favoured with better harbours. In 1991 there were approximately 5000 people living in St. Mary's Bay, but the western shore was uninhabited apart from Branch *qv*. Approximately half of the year-round inhabitants lived in the southeastern communities of St. Vincent's, Gaskiers-Point La Haye, St. Mary's and

Gaskiers and Point La Haye

Riverhead *qqv*. The other major concentration of population was on the shores of Salmonier Arm, where the 1000 year-round residents are augmented in summer by many cottagers from St. John's and area.

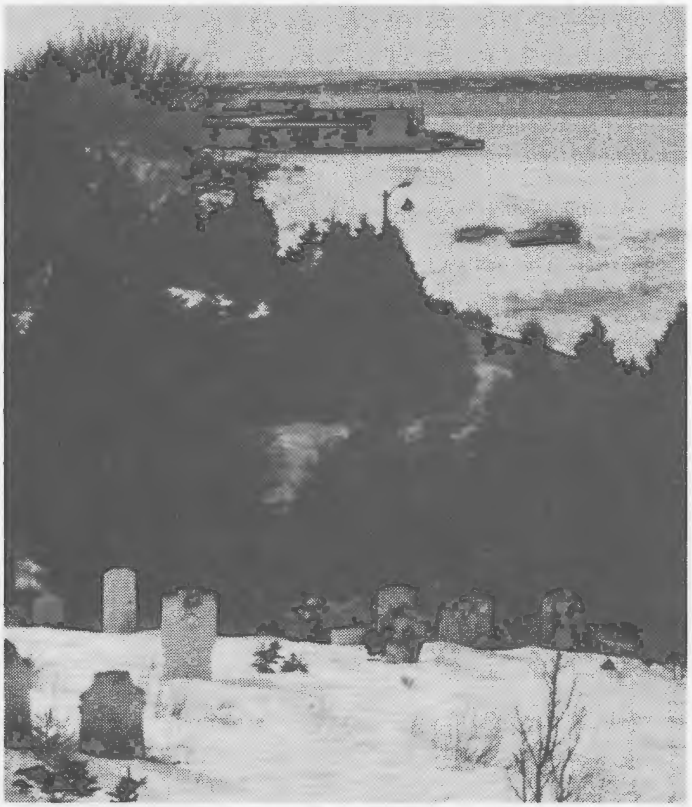
St. Mary's Bay has been known to European mariners since the earliest days of the Newfoundland fishery. It appeared on Viegus' map of 1534 as *S. maria* and, in its modern English form of St. Mary's, on Herman Moll's map of 1709. French fishermen frequented St. Mary's Harbour in the late 1500s, and the Bay remained within the French sphere of influence until after the *Treaty of Utrecht *qv* in 1713 (reflected in such place names as Colinet, Gaskiers, Harricott, Point La Haye and Salmonier). With a substantial migratory French fishery centred on St. Mary's Harbour and Great Colinet Island, early English fishing ships tended to avoid the Bay. However, individual English fishermen sometimes acted independently, as in 1680 when several from Caplin Bay (now Calvert) destroyed boats and property left behind by French fishermen at Colinet Island. French fishing premises also occasionally became an official target during periods of French-English conflict, as was the case during an English raid in 1702.

When the French were excluded from the south coast fishery in 1713 their place was taken by a migratory fishery out of the West Country of England, often employing fishing servants from southern Ireland. St. Mary's *qv* had a small year-round population by 1720. By 1723 John Masters *qv* and a partner had established a salmon fishery on the Salmonier and Colinet rivers, employing 16 men. Over the next several decades the English migratory fishery continued to grow. By the 1760s an average of 12 to 18 banking vessels were operating from St. Mary's Harbour and as many as 80 small boats engaged in the shore fishery throughout the Bay. Ten years later the total summer population was estimated at 1100, with some 300 winter residents. The English merchant firms of Penney &



Frampton and Spurrier & Keats were established at St. Mary's by 1782. By 1800 there were considerable fishing premises and a growing village at St. Mary's. There were also establishments at Colinet, Salmonier and Riverhead for such seasonal pursuits as the salmon fishery and boat-building; and there were settlers at Mall Bay and Branch. The year-round population of the Bay was already overwhelmingly Irish and Roman Catholic. While in the early 1800s there were some English traders and their families at St. Mary's, and individual families of English, French or Scottish descent at Salmonier, these were soon absorbed into

Colinet



St. Joseph's

the Irish culture of the area. The largest number of Irish immigrants arrived between 1810 and 1820. A few, at Point Lance and Branch, had been employees of Saunders and Sweetman (an Irish-based firm which operated largely in Placentia Bay), and some families moved from Trepassey or elsewhere on the Southern Shore to settle in the St. Vincent's area. Most, however, were brought to Newfoundland by Poole merchants fishing out of St. Mary's, such as William Spurrier, William Phippard *qv* and Slade & Elson.

At the time of the first government *Census*, in 1836, just over half the population of the Bay were living at St. Mary's and Riverhead (with a combined population of 441). There were two or three families at the sites with best access to the headland fishing grounds (St. Shotts, Mall Bay, Great Colinet Island, Admiral's Beach, Branch and Point Lance), whereas Point La Haye, Black Duck Gullies (St. Joseph's), Little Harbour (New Bridge), Harry Cove (Harricott), Tickles, Colinet and North Harbour were each occupied by a single fisherman or fishing family. Except for 15 Protestants living at St. Mary's, the population was entirely Roman Catholic. St. Mary's continued to be the "capital" of the Bay, with the first church, resident priest (Father James Duffy *qv* in 1834) and school. In the 1850s a road was constructed from St. Mary's to a ferry at St. Joseph's, from whence there was a road connection to St. Catherine's, the Salmonier Line *qv* and to the path to Placentia via Colinet. In the early 1870s the Colinet and St. Mary's roads were upgraded and several bridges constructed, and a courthouse and jail were built at St. Mary's.

In time the English firms fishing out of St. Mary's were taken over by Newfoundland firms based in St. John's or Conception Bay; no local merchant class developed. By the late 1800s the Cape St. Mary's and Cape Pine fisheries were being largely conducted out of Placentia Bay ports, although some of the bankers and western boats were crewed or captained by St. Mary's Bay men. Others fished local waters for cod, and gained a large part of their income from the winter herring fishery, supplying bait to American, and later Nova Scotian, bankers. In the late 1800s and early 1900s other new industries included lobster canneries, sawmills (at Colinet, Harricott and Salmonier) and a whaling station at Riverhead. By 1884 there were 2831 people living in St. Mary's Bay. Over the next several decades, the natural increase in population would be partly offset by emigration, particularly to the northeastern United States.

Several St. Mary's Bay communities developed a reputation for extensive gardens, and there always were a few substantial farms. During the Depression a site near Harricott was chosen for a land development program sponsored by the Commission of Government (see LAND SETTLEMENT) but, as in the case of other attempts to encourage agricultural development near Colinet, potential farmland was found to be interspersed with large sections of peaty soil. Later, experimental farming near Colinet conducted by the provincial government concentrated on demonstrating that a variety of crops and livestock could be successfully raised on peatlands. There has also been peat fuel harvesting, near St. Shotts.

With the construction of a military base at Argentia during World War II, many people of St. Mary's Bay left the fishery in favour of wage employment. While some commuted to work, others moved with their families to the Placentia area. This shift toward wage labour also contributed to a further decline in the fisheries. By the late 1970s, the herring fishery in St. Mary's Bay was at an all-time low, while inshore landings of cod had also fallen. A marine service centre at Admiral's Beach and a new fish processing plant at St. Joseph's helped to encourage a longliner fishery — in many cases on the Grand Banks and concentrating on non-traditional species such as capelin, mackerel and tuna. A general decline in the fishery throughout the 1980s and into the 1990s obliged many residents of St. Mary's Bay to commute to jobs outside the area, while services catering to local residents as well as to the increasing numbers of tourists, retirees and cottagers have increased in the St. Catherine's area and inland along the Salmonier Line. C. Grant Head (1976), Harold Innis (1940), John Mannion (1974), Michael McCarthy (1971), Murray and Howley (1881), E.R. Seary (1971), Philip Tocque (1878), *Sailing Directions Newfoundland* (1986), *Census* (1836-1991). ACB

ST. MICHAELS (pop. 1991, 53). The fishing community of St. Michaels is situated on the Southern Shore of the Avalon Peninsula, just south of Tors Cove *qv*, around two small coves known as Caplin Cove and Seal Cove. The name St. Michaels was adopted in 1904, when a Roman Catholic church by that name was

St. Michael's church and most of the community's population

St. Patrick's

built. Irish fishermen frequented St. Michaels in the eighteenth century: in 1775 fishing servant William O'Keefe was tried for the murder of Caplin Cove planter James Walsh. At the time of the 1836 *Census* there were a handful of Roman Catholic settlers in Caplin Cove and 10 people in nearby "Soil's Cove". As early as 1844 a school was established in Caplin Cove by Father Dean Cleary.

The inhabitants, virtually all of Irish descent, depended on the shore fishery and kept livestock, usually cattle. Garret Colbert and his sons were planters in the community in 1864, while toward the end of the century a few men were employed in the bank fishery out of Tors Cove. The population stayed between 40 and 60 people, except for a drop to 27 in 1901. There were 44 residents in 1911, 11 of them at Seal Cove. Family names in 1921 were Colbert and Keyse, and the Melvin family of La Manche *qv* were in St. Michaels by the 1940s. In the mid-1970s the Colbert, Melvin, O'Driscoll and Power families were living in Caplin Cove, while families in Seal Cove included the Caseys, Doyles, Frizzells, Hawkinses and Slaneys. In 1974 the old school house was taken over by Memorial University's Extension Services and operated as St. Michaels Printshop by artist Don Wright *qv*. The Printshop, later run by an incorporated association of artists, was moved to St. John's in 1986, but the original name was retained. Frank Galgay (1983), *DA* (Dec. 1990), *Hutchinson's Newfoundland Directory for 1864-65* (1864), *List of Electors* (1948, 1975), *Census* (1836-1991). ACB

ST. PATRICK'S (pop. 1991, 131). Historically a farming and fishing community, St. Patrick's is located on Little Bay Arm in western Notre Dame Bay, approximately 10 km northeast of Springdale. The community was settled during the late 1800s, by families from Conception Bay attracted to the area by prospects of employment at Little Bay *qv*, where there was a major copper mine from 1878 to 1899.

The earliest settlers of St. Patrick's included the Bouzanes, who moved from Western Bay in Conception Bay to Little Bay in 1878. Accustomed to supplementing the family income with growing crops and keeping livestock, by 1890 the Bouzanes had moved to Little Bay Arm, previously a site for winter woods work. There they found partially cleared land and a sheltered arm, more suitable for gardens than the steep, bald hills near Little Bay proper. Other early settlers of St. Patrick's included families from Western Bay (the McDonalds and Nevilles), Harbour Main (Joys), Brigus (Walkers and Clearys) and Bay Roberts (Delaneys and Mercers). One of few Roman Catholic communities in Notre Dame Bay, St. Patrick's also developed ties of marriage with several Roman Catholic families of the French Shore, such as the Powers of St. Julien's; and with the Terrys of Coachman's Cove. Another common family name of St. Patrick's is Curran (from Ireland via the United States).

As St. Patrick's developed, its miners, labourers and artisans began to rely more and more on farming, selling surplus produce to the mining town. Once the Little Bay mine closed, farming became the primary means of making a living, while many of the younger men fished on the French Shore in the summers and worked in the lumberwoods in the winters. St. Patrick's first appears in the *Census* in 1911, with a population of 140, having previously been enumerated as a part of Little Bay. By 1921 the population had increased to 160 (which figure probably included the Colbourne family at Coffee Cove *qv*). Subsequently, many of the people left to work in construction of the Corner Brook paper mill, staying to work at the mill or in the lumberwoods after 1925. By 1945 there were only 102 people. Since that time St. Patrick's has been largely a residential area for people working at Little Bay mine (which was back in operation during the 1960s) or Springdale. During the 1970s a ferry service to Little Bay Island and Long Island had its mainland terminus at St. Patrick's, but it was subsequently moved to nearby Shoal Arm *qv*. Brian Baker (interview, Nov. 1993), E.R. Seary (1977), *Census* (1911-1991), Archives (A-7-1/K). RHC

ST. PATRICK'S HALL SCHOOL. St. Patrick's Hall School (usually known as St. Pat's) had its beginnings with the arrival of the *Irish Christian Brothers *qv* in St. John's in 1876. The Brothers began their first

A reunion of St. Pat's "old boys"

school for boys in temporary facilities at the *Benevolent Irish Society *qv* Orphan Asylum on January 31, 1876 with 200 students. On July 22, 1876 the cornerstone for St. Pat's was laid on Queen's Road. After the official opening on August 15, 1880, the school had an enrolment of 300 boys under its first principal, Brother F.L. Holland *qv*.

As early as 1882 overcrowding was becoming a problem and in 1890 the Brothers opened Holy Cross — a branch school in the west end of St. John's. In 1892 St. Pat's, like much of the city, was gutted in the Great Fire, but the building was repaired and reopened in 1894. The O'Donel wing, which featured a manual training centre, was opened in 1906 as part of the centenary of the Benevolent Irish Society, which had originally campaigned to have the Brothers come to St. John's. In 1929 St. Pat's principal Brother M.O. O'Hehir *qv*, together with alumnus James Clancy, formed the Patricians Association, a literary and debating society for pupils and alumni, which became a strong financial backer for the school. After years of overcrowding, in 1944 a new St. Patrick's Hall was opened on Merrymeeting Road.

By the early 1960s the school had an enrolment of over 2000, and had erected a new building on the west end of its grounds to serve as a primary school. After the introduction of regional high schools in 1962 St. Pat's became responsible for only primary, elementary and junior high school grades. In 1977 the Brother M. O. O'Hehir Arena was opened at the rear of the school property. With restructuring in the 1980s the primary building became a French immersion school, École St. Patrick. In 1988 St. Pat's became co-educational, with responsibility for Grades 4 to 8. In 1993, under principal Brother Cecil Critch, St. Pat's had an enrolment of just over 300 students. Br. Cecil Critch (interview, Dec. 1993), H.M. Mosdell (1923), Br. E.B. Wakeham (interview, Dec. 1993), *St. Patrick's Hall School Reunion 1987* (1987?). PAUL F. KENNEY

ST. PAUL'S (inc. 1968; pop. 1991, 448). St. Paul's is a fishing community on the Great Northern Peninsula, about 35 km north of Rocky Harbour, forming, with nearby Cow Head *qv*, an "enclave" within Gros Morne National Park. The earliest area of settlement was a sandy point projecting from the south side of St. Pauls Bay, about 3 km northwest of the present bridge, but in 1994 the community of St. Paul's was clustered about the highway on the southwest side of the bridge spanning the passage between St. Pauls Bay and St. Pauls Inlet.

By tradition the first settler of St. Pauls Bay was a trapper, Elias Gifford, who hunted in the area around St. Pauls Inlet and had a fishing place on the south side of the Tickle. Gifford reportedly lived there by himself for some years before others settled: it was he who was recorded in the 1874 *Census* for St. Paul's (pop. 1). In the early 1880s a Halifax firm, Payzant and Fraser, began a lobster factory on the point, and by 1888 it was considered the most successful factory on the west coast, employing 30 people seasonally and sending surplus lobsters to the firm's main factory at Woody Point. Most of those employed came from Cow Head, as did many of the 21 fishermen supplying the St. Paul's factory. Soon a few families had settled on the point. These included Charles Benoit (who had come to Cow Head from St. George's Bay and had married one Rebecca Hutchings, by tradition the natural daughter of Gifford) and families named Hutchings, Payne and Pittman. The *Census* records a population of 11 in 1884, rising to 52 by 1901. These founding families all fished and had their gardens on the point, though it would seem that most also had winter houses, several near the present site of the community, on the wooded shores of St. Pauls Inlet for

St. Paul's, seen from the old site of the community

hunting, trapping and cutting fuel. The majority of the community were Church of England, with most of the Bennetts (as the Benoits came to be known) Roman Catholic.

By the 1920s most of those starting families were building their homes on the inlet, as St. Pauls Bay and the point had little useable shore space. Fishermen began building their fishing premises on the coast to the southwest of the community, toward Broom Point. (In 1994 most lobster fishermen of St. Paul's still had their fishing premises at these stations: Old House Rocks and Hickeys.) Eventually, Robert Bennett established a mercantile business at the inlet, which soon became the centre of the community. The last few families moved in from the point after the highway reached the community and the inlet was bridged, in 1962. By this time logging had become an important source of employment, while fish other than lobster were being caught commercially, with some fishing for groundfish out of Cow Head. As roads were improved, and with the establishment of the National Park in 1973, tourism and services provided additional employment for residents of St. Paul's. Chris Hutchings (MHG 41-D-1-69), D.W. Prowse (1895), E.R. Seary (1977), *Census* (1874-1991), *DA* (Aug. 1977), *JHA* (1873), Archives (A-7-2/P). RHC

ST. PHILLIPS (inc. 1977; pop. 1991, 1842). St. Phillips is a settlement on the shores of Broad Cove, Conception Bay, approximately 12 km west of St. John's. In 1992 the community amalgamated with Portugal Cove and Hogan's Pond *qqv* to form the municipality of Portugal Cove-St. Phillips. St. Phillips, named after the local Anglican church, was known as Broad Cove until 1905, when the name was changed to avoid confusion with numerous other Broad Coves.

Although St. Phillips has spread a considerable distance inland along Thorburn Road *qv* and in the valley formed by Broad Cove Brook, historically the community's centre was a small harbour at the head of Broad Cove. The northeast side of the cove was settled as early as 1765 by the Tucker family, and John Squires was living on the southwest side of the cove by 1790. In 1994 these two family names were still by far the most common at St. Phillips. Other names include Morgan, Pear, Maynard, Mitchell, Oliver and Parrell. By the first *Census* in 1836, 181 people were living there. These early settlers were mostly involved in the shore fishery, but considerable gardens and some livestock were also kept, with surplus produce finding a ready market in St. John's. As overland communications with St. John's were improved, settlement spread inland, so that farming became more important than fishing by the time Thorburn Road was built in the 1880s. A school had been built by 1836, and by 1845 a Church of England chapel had also been built. Roman Catholics comprised only 54 people of a population of 301 in 1857.

As proximity to St. John's allowed fishermen and farmers to deal directly with the city, there were no local merchants in the fishery supply business and (typical of the outports surrounding the capital) there was little in the way of a local class of shopkeepers and vessel-owners. Between 1905 and 1910, however, a lobster factory was run locally by Lot Earle. Eli Clarke was another local entrepreneur, with a steam-powered sawmill on Broad Cove Brook in the early 1900s. Mining on Bell Island also employed many residents from about 1900 to 1950, while during World War II many people found work on the construction of military bases in the St. John's area.

In the later half of the twentieth century farming and fishing continued to be the major local industries, but the community has increasingly become a dormitory community of St. John's. A number of small businesses have been established in the community, including several connected with the construction industry. E.R. Seary (1977), *ET* (July 20,

St. Phillips

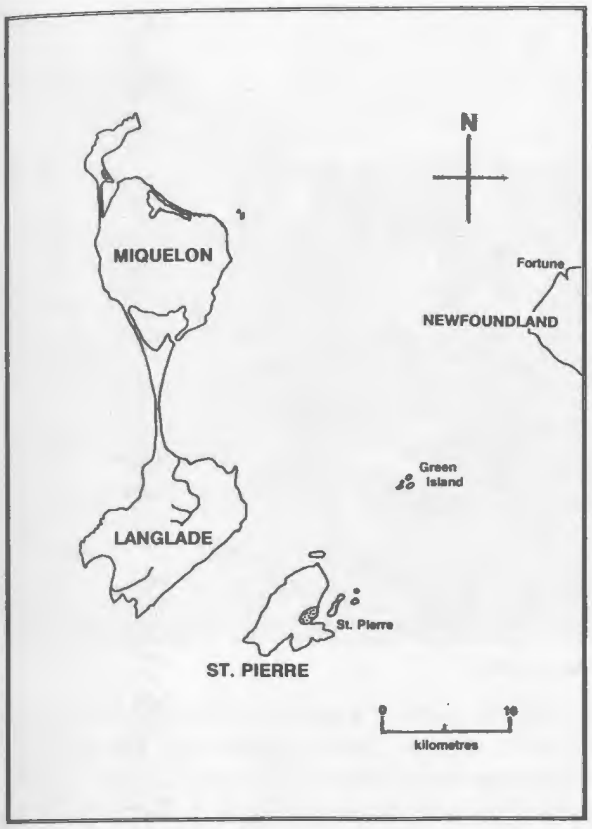
1908), *Lovell's Newfoundland Directory* (1871), *Census* (1836-1991), Centre for Newfoundland Studies (Portugal Cove-St. Phillips), Newfoundland Historical Society (St. Phillips). ACB

ST. PIERRE AND MIQUELON. The islands of St. Pierre and Miquelon are located about 20 km off Newfoundland's Burin Peninsula, between 46° 45' and 47° 08' N. latitude, 56° 07' and 56° 31' W. longitude. They were an overseas territory of France until their status changed to that of a department in 1976, and then to that of a territorial collectivity of France in 1985. All the islands present a bare and rocky appearance, with only a thin layer of peat to soften the hard landscape. The coasts are generally steep, and there is only one good harbour, the port of St. Pierre, for which reason most of the inhabitants live there: about 5400 people out of a total population in 1982 of about 6000. Adding to its importance, the town of St. Pierre is also the administrative centre and the site of the principal airport. The harbour, which originally could not handle vessels of more than modest tonnage, has been greatly improved with breakwaters.

Once there were three main islands — St. Pierre, Miquelon and Langlade — but during the eighteenth century Miquelon and Langlade were permanently joined by an immense sand bar and dune. Miquelon and St. Pierre are separated by a 6 km strait, whose fierce currents inspired fishermen to name it "the Mouth of Hell". There are also several smaller islets, of which only L'Ile-aux-Marins at the mouth of the harbour of St. Pierre was inhabited, and then only from the middle of the nineteenth century until 1965.

DISCOVERY TO 1714. The islands were officially discovered by the Portuguese navigator, Joas Alvarez Fagundes *qv* on October 21, 1520, the feast day of St. Ursule and her martyrs. As a result, Fagundes named his discovery the "Islands of the 11,000 Virgins". It seems likely, however, that Basque and French fishermen were already using the islands by then and had given them their present name. Certainly Jacques Cartier *qv*, who stopped there on his return to France during his second voyage in 1536, referred to the islands as St. Pierre.

From the beginning, the rich fishing grounds near the islands attracted European fishermen, who came and went with the fishing season. Though tradition maintains that settlers appeared early in the seventeenth century, there is no evidence that permanent settlement occurred before the second half of that century. A resident population gradually developed when fishing crews began to over-winter in order to maintain the facilities for the migratory fishery. The earliest reference to settlers appears in a document of 1670, when the intendant of New France, Jean Talon, stopped and recorded 13 fishermen and four sedentary residents. Gradually, with the encouragement of



French outfitters, the French administrators at Plaisance (Placentia) and the bishop of Quebec, St. Pierre began to grow. Three families were recorded there in 1687, a chapel was constructed in 1689, and a small military post was established in 1690. By then, St. Pierre was the principal supply and service centre for the South Coast region from the Burin Peninsula west to Bay d'Espoir. Fortune and Hermitage bays, where small numbers of French fishermen had settled, were described in French manuscripts as "bayes dependantes" of St. Pierre (Paris, Archives Nationales [ANO] G1/467). Such growth, however, also brought the unwelcome attention of France's enemies, with the result that St. Pierre and its people were attacked several times during the wars between 1689 and 1713. By 1708, the stress of these attacks had caused the inhabitants to abandon the islands. When the *Treaty of Utrecht *qv* (1713) brought these wars to an end, France gave up its claims not only to Newfoundland but also to St. Pierre, Miquelon and the adjacent islands. For the next 50 years, St. Pierre would be an English possession. Even the name was anglicized to "St. Peter's".

THE ENGLISH PERIOD (1714-1764). In 1714 the British were quite unfamiliar with the newly-acquired regions of Placentia Bay, the Burin Peninsula, the South Coast from Fortune Bay west to Cape Ray, as well as with the islands of St. Pierre and Miquelon. To encourage British fishermen to expand into the region and to exploit the wealth of resources believed to be there, the British government authorized two separate surveys of the South Coast between 1714 and 1716. William Taverner *qv*, a Newfoundland planter and merchant, surveyed the resources and people of the region from Placentia Bay west for the British Board of Trade, and in 1716 Lieutenant John Gaudy conducted a cartographic survey of the region for the British Admiralty, beginning in August at St. Pierre. Both surveys revealed that a number of the original French inhabitants had chosen to remain in the region rather than shift their residence to the island of Cape Breton, where France was establishing the new fishing colony of Île Royale. Taverner also confirmed that St. Pierre continued to serve the region west of Placentia Bay as a social and commercial centre. He described St. Pierre as: "a considerable Place of Trade, especially about Michmas [September 29] where all the Planters & Servants from the Bay de Espre, Capnigro, Grand Bank, Fortune, Courbin &c. bring in their Furrs and Summers Fish to sell for purchasing their Winters Provisions and necessarys."

For the first few years of British control, ships from Saint-Mâlo continued to appear at St. Pierre. But such trade was illegal and soon faded away. Contributing to the disappearance of the French merchants was the gradual appearance of English and Anglo-American merchants, who established commercial premises on the islands. A number of merchants owned houses, storehouses, stages and fishing facilities in St. Pierre by the 1760s, while the island of Miquelon was granted in its entirety to a Massachusetts resident in 1722. He sold the island to two New Hampshire men during the 1750s.

THE RESTORATION TO FRANCE (1763-1815). At the end of the Seven Years' War, France lost all of her North American colonial empire. To preserve her fisheries, France insisted that the fishing privileges guaranteed by the Treaty of Utrecht be restored and an "abri" or shelter be provided for French migratory fishermen. Consequently, in 1763, under Article VI of the Peace of Paris, England relinquished her claim to St. Pierre and Miquelon and restored the islands to France, though with certain limitations on their use. Before the year was out, French authorities took possession of the islands and before another year had passed a small French resident population had been re-established on St. Pierre after an absence of 50 years. Some of the people were from the French fishing colony Île Royale, from which they had been exiled to France in 1758 following the capture of Louisbourg by the English. In 1766 a large number of Acadians settled on Miquelon in the vain expectation of resuming their traditional, agrarian way of life. Those who did not give up after a few years of fruitless attempts at farming turned to the sea for their survival, fishing the adjacent waters up to 15 or 20 km away in open shallops. Some of the fishermen were drawn beyond the inshore waters in sturdy schooners and brigantines by the proximity of the rich fishing grounds on the St. Pierre Bank, about 75 km away, and, to a lesser extent, by the more distant Grand Bank. (The Banquereau and Green banks were hardly fished at all). Fleets of bankers from France also

Fishing premises at L'Île-aux-Marins

appeared and quickly established an interdependent relationship with the residents of St. Pierre. In spring, schooners averaging 50 tons with a crew of around eight men would depart from France and make for St. Pierre, catching a cargo of fish en route. They would unload this first catch at St. Pierre for drying, then return to the banks for a second and even a third load, which was also dried at St. Pierre. These first three loads would be delivered to market by vessels other than the banking schooners themselves. A fourth trip would be made out to the banks, but this time the schooner returned to France with its cargo, delivering it as wet cod to traditional French markets. In this way, St. Pierre not only developed its own fishing industry; it was a vital element in the metropolitan French bank fishery.

However, and despite the richness of the surrounding waters, the islands themselves were not blessed with all the resources needed to support the fishery. A British naval officer in 1763 described the islands as: "barren and desart. . ., destitute of all the Necessarys of Life, without Materials for building Houses, or Provisions to support them thro the Winter. . . . they trust to our Colonies for supplying all their Wants, and invites a Trade in very pathetic Terms, promising to pay for every thing in Molasses, French Goods, or Bills of Exchange" (PRO Adm 1/482, 25 Oct 1763, Lord Colvill to Philip Stephens). A brisk trade therefore sprang up between the French islands and itinerant New England traders for a few years after 1763. Nor were British officials able to stop this trade. It faded only when St. Pierre's demand for lumber and provisions fell off in the mid-1760s, when construction of most of the houses, storage facilities, stages, and fishing vessels required at St. Pierre was completed. Thereafter, whatever imported goods were still needed in St. Pierre were furnished by the expanding bank fishing fleet from Saint-Mâlo.

By then, a trade of a different nature had developed between St. Pierre and neighbouring Newfoundland. The islanders were drawn to the south coast to hunt for game and to collect wood for fuel and for their fish flakes and stages. They also began to buy, "for ready money", fish cured by Newfoundland settlers (PRO CO 194/15: 108, Graves to Board of Trade, 20 Oct 1763). The Newfoundland fishermen were attracted to this trade because the merchants of St. Pierre sold them supplies and gear at prices as low as half of what their British rivals in Newfoundland were charging.

In addition to trade, there were cultural ties between the French at St. Pierre and the nearby residents of Newfoundland. By then, the demography of Placentia Bay, the Burin Peninsula and the south coast had changed considerably. During the 1720s and 1730s Placentia had developed into the centre for a thriving migratory fishery based in North Devon, England, which recruited most of its workers in the ports of southeastern Ireland. As the labour force became increasingly Irish, so did the resident population. By 1759 Placentia was the most Irish part of Newfoundland. This large Irish population encouraged contact between Newfoundland and French St. Pierre after 1763. In Newfoundland the practice of Roman Catholicism, the religion of the Irish in Newfoundland, was prohibited by law. Even after it was permitted in 1784, there were few if any clergy to serve the numerous but dispersed Catholic inhabitants of the south coast. Consequently, from the moment the French took possession of St. Pierre and Miquelon in 1764, and for the next three decades, Irish residents of the Burin Peninsula and south coast came to St. Pierre to have marriages and baptisms performed.

British efforts to discourage these connections were no more successful than were their efforts to stop the commerce between the French islands and New England. Only the outbreak of war and the evacuation of the islands brought their activities to an end. This

happened twice: once in 1778, when a pending war between England and France caused Newfoundland's Governor John Montagu to lead an expedition against the French islands, and again in 1793, at the beginning of the French Revolutionary and Napoleonic wars, when an expedition out of Halifax under the command of Captain William Affleck seized the islands. In the first instance, the inhabitants were sent immediately back to France and their homes destroyed. This evacuation was brief; the islands were restored to France in 1783, and the people allowed to return. In the second instance, only the seasonal fishermen and garrison were removed immediately; the 950 inhabitants were permitted to stay until 1794, when orders arrived that they, too, should be evacuated. The island was then taken over and its facilities used by English fishermen until a French squadron under Rear-Admiral de Richery appeared in 1796. Then it was the turn of the English to abandon the islands, and of the French to destroy the town. The islands remained deserted until 1816, when French possession was restored, and a resident population was re-established. Only then were the islands of St. Pierre and Miquelon able to fulfil their intended role of supporting a local resident fishery while serving as an establishment for a French fishing fleet in the North American fisheries.

FROM 1816 TO THE PRESENT. Since the sixteenth century, the fishery — both the metropolitan French fishery and the resident fishery — had been the key to the economic existence of St. Pierre and Miquelon. However, the difficult task of rebuilding the island community after the long hiatus in settlement between 1794 and 1816, together with the general stagnation in the North Atlantic cod fisheries, impeded the economic growth of the islands. Even the French fishery favoured the Northern Peninsula and Gulf fisheries over those based at St. Pierre during the first few decades after 1816. In 1849, only 235 metropolitan French fishermen appeared at St. Pierre. However, during the second half of the nineteenth century, St. Pierre and Miquelon experienced something of a "golden age", experiencing both demographic and economic growth. The French bank fishery expanded after 1850, even as the French fishery on the Treaty Shore declined. The resident population of the islands would swell each summer, at first by the hundreds, later by the thousands, reaching a maximum of more than 4700 French fishermen in 1891. Many were young men, known as *graviers*, who worked during the season at curing the catch on the *graves* or pebble beaches. The fish they produced was salt fish, destined for markets in the Caribbean and Europe; the French bankers also made fish for domestic markets in France, where the "wet" cure was preferred.

The growth of the fishing industry was reflected not only in population and in fleet size, but also in other developments. The port of St. Pierre developed into a service centre for the fishery, gradually acquiring repair and supply facilities that reflected not only substantial investment in the local economy but also contributed to the appearance in St. Pierre of a great diversity of crafts and trades. This fishing industry also developed a heavy dependence on Newfoundland for bait, either squid or herring, which was bought in large quantities. In this way, the close links between the French islands and the nearby settlements on the Burin Peninsula and south coast persisted.

It was, however, an unpredictable industry; production of salt cod peaked in 1886, only to slide into a decline which reached its low point early in the twentieth century. In addition to fluctuations in production, the fishery at St. Pierre and Miquelon faced several other challenges during these years. The Newfoundland Bait Act of 1887 seriously curtailed the bait trade. The introduction of large steam trawlers made it possible for vessels to go directly to the Banks from France without having to stop at St. Pierre. Fishermen of St. Pierre and Miquelon appear to have withdrawn from the bank fishery themselves, concentrating instead on the small-boat inshore fishery. The Anglo-French Convention of 1904, which brought the era of Newfoundland's "Treaty (or French) Shore" to an end, also affected St. Pierre, because many islanders had fished on the Treaty Shore, not only for cod but also for salmon and lobster. Such activities now came to an abrupt end. World War I disrupted supplies from France, and a number of businesses which serviced the fishery failed. The inshore fishery itself changed very little, but several strategies were adopted on the banks and on shore to cope with these challenges. French bounties accelerated the use of trawl-lines in the nineteenth century. A major business merger saw three companies join forces in a firm called *La Morue Française*, which would dominate the fishing industry until World War II. The construction of a large fish processing plant signalled the conversion from sun- and air-dried salt fish to artificial dryers. Nevertheless, by the eve of World War I the islands had lost two-thirds of their trade and over one-third of their people, as residents moved to North America or Europe in search of work.

After the War, the island economy benefited from government spending on harbour improvements and financial subsidies. A period of good fishing had begun in 1915 and persisted into the 1920s. Then, for a few years, came the unexpected windfall of the *Temps de la Fraude*. The year 1920 marked the beginning of a 13-year experiment with prohibition in the United States, during which the manufacture, sale and transportation of liquor was illegal. In Canada, some provinces also experimented with prohibition, but manufacturers were still allowed to distil booze for export. In this situation, the French islands were conveniently located for receiving liquor from Canada and transshipping it to the United States. When a French law of 1919 banning importations of liquor from foreign sources was repealed in 1922, the flow of booze through St. Pierre turned into a flood. Huge quantities of Canadian whisky, as well as Caribbean rum and French wines and spirits were delivered to specially-built warehouses in St. Pierre. American

St. Pierrais drying their fish

racketeers such as Al Capone were regular visitors to the French islands.

The *Temps de la Fraude* brought an artificial prosperity to the islands. Fishermen abandoned their uncertain livelihoods and took up lucrative jobs unloading liquor from Canada, Bermuda and Europe and moving it to warehouses. Even the modern fish processing plant was converted into a warehouse. Like every boom, this one ended as quickly as it began. In 1933 the repeal of Prohibition in the United States brought that great social experiment to an end. Most of the capital which had gone into the operation in St. Pierre was controlled by the distilleries, and when they pulled out nothing was left but empty warehouses. As a result, the islands went from the heights of prosperity to the depths of depression. When World War II broke out over half the population was on relief.

With war came a new crisis. The people of St. Pierre and Miquelon had always been very loyal to France. During World War I, 400 islanders had served overseas, and over 100 had given their lives. In 1940 German armies quickly defeated France and remained in occupation in the northern part of the country. A new French government was formed in the south — the so-called Vichy government — which was nominally neutral but in fact was subordinate to Germany. In St. Pierre, Governor Gilbert de Bournat remained loyal to the Vichy government, but a difficult dilemma now faced the people. On the one hand, they needed the financial subsidies France provided in order to keep the islands' economy alive. By one estimate, France spent 40 million francs on the islands during the first half of the twentieth century. On the other hand, General Charles de Gaulle had issued a call from London to rally the support of the French people under his "Free French" movement. Adding to the tension was the French fishing fleet which had been operating on the Grand Banks and which had sought shelter in St. Pierre harbour rather than return to German-occupied France. This complex situation was made worse by Great Britain, the United States, Canada and Newfoundland, who were nervous about the dangers posed to North Atlantic security by islands under the control of Vichy France. For instance, the St. Pierre radio transmitter was suspected of passing to German U-boats information about Allied shipping. Fearing that the Americans or Canadians might act against St. Pierre, General de Gaulle secretly ordered Free French naval forces to occupy the islands late in 1941. This they did, to the chagrin of the U.S. government, and there they remained until the War's end.

When the War ended in 1945, the islands returned to their traditional way of life. The French fishing fleet resumed its activities, and, beginning in the early 1950s, was joined by a growing number of other European fishing vessels drawn by the rich fish stocks and by the ability of St. Pierre to provide services such as repair, refitting and supply. Yet the local fishery remained handicapped by weak productivity associated with dated fishing technology and methods, aging processing facilities and, increasingly, by declining stocks. The low per capita income meant that French government spending in local improvements, unemployment payments and other subsidies became ever more important to the economic well-being of the islands. In the mid-1960s the French subvention to the islands covered half the budget, and contributed to the reputation of the St. Pierrais as the world's "most expensive Frenchman" (Anglin). When President de Gaulle offered French colonies everywhere complete political — and financial — independence, voters in St. Pierre and Miquelon chose overwhelmingly in favour of remaining a possession of France. Nevertheless, and despite this rejection of independence, the people have always exercised a sturdy independence of spirit, reacting sharply, even violently, when they believed their way of life was threatened by the decisions of the mother country. When a crisis over the

political leadership of the colony erupted in 1965, leading France to rush in an armed force of *gardes mobiles*, the people protested with a three-day general strike at this interference in local affairs.

One advantage of maintaining ties with France is that St. Pierre and Miquelon have been able to capitalize on being the only "fragment of France in North America" by establishing a small but vigorous tourist industry. Visitors are drawn by the opportunity to experience all the elements typical of French culture: the language, the customs and the cuisine. Some visitors arrive by air, but many take the short sea passage from Fortune, Newfoundland. Thus the commercial and social connections which have existed between the French islands and the communities of the Burin Peninsula since the seventeenth century remain strong. Another long-standing tradition which keeps those connections strong is the illicit traffic in liquor and tobacco from the French islands to Newfoundland (see SMUGGLING).

THE FRANCE-CANADA BOUNDARY DISPUTE. Recently, the relationship between the French islands and Newfoundland has been unsettled by the dispute between Canada and France over the precise definition of the maritime boundary between their respective territories in the region. That issue was rarely a matter of concern so long as countries defined their territorial waters by a three-mile limit. Rarely did the issue of boundaries or territorial waters arise in the several Anglo-French treaties of 1713, 1763, 1783, 1815 and 1904, which were more concerned with matters relating to fishing rights on the so-called "Treaty Shore" (or "French Shore") of the island of Newfoundland and in the Gulf of St. Lawrence. The 1783 treaty did place the boundary between St. Pierre and Newfoundland at the mid-channel line, and France ceded Green Island to England in 1713 and again in 1783, but such attention to boundary definition was more the exception than the rule.

Then, in the 1960s, the question of boundary definition began to become very important both to France and to Canada (which had inherited the British claims and arguments). In part this was because the two countries laid overlapping claims to the sea bottom and to its mineral resources, such as oil. Beginning in 1966, Canada and France both began issuing permits to explore for oil and gas on and around the St. Pierre Bank. In 1967 the two countries agreed to a moratorium on exploration until ownership of the resources was resolved, but this has not discouraged all activities. For by then, at a time when foreign fishing in the region was growing rapidly, both countries were attempting to claim ever-expanding exclusive fishing zones. Canada declared a 12 nautical mile territorial limit late in 1970, and France followed suit in 1971. This meant that their maritime boundaries overlapped in the channel between St. Pierre and the Burin Peninsula. At the same time, Canada had declared the Gulf of St. Lawrence an exclusive fishing zone, thereby threatening the treaty-based rights of fishermen from both France and St. Pierre.

To resolve these issues, France and Canada reached an agreement in 1972 to settle these claims and to re-define their fishing rights. The new agreement defined the boundary between the French islands and the Newfoundland coast along a line stretching 54 nautical miles from an agreed point to the south of the St. Pierre-Burin channel to an agreed point to the north of that channel. Where that boundary lay beyond that line was not defined, but at least the boundary between the French islands and the Burin Peninsula had been settled. The 1972 agreement also regulated Canadian-French fishing relations as well as French fishing rights off Canada's Atlantic coast. France also agreed to withdraw from the fishery in the Gulf of St. Lawrence by 1986 (to which it had a right by the 1904 Convention) in exchange for allotted quotas of fish in Canadian waters. A limited number of trawlers from St. Pierre and Miquelon would continue to fish off Nova Scotia and in the Gulf. Thus, a distinction was being made between the access rights of the metropolitan French fishing fleet and those of the fishermen of St. Pierre and Miquelon.

This agreement was jeopardized in 1977, when Canada claimed a 200 nautical mile Exclusive Fishing Zone (EFZ). France responded by declaring a 200 nautical mile Exclusive Economic Zone (EEZ), the difference in the two being that the EEZ also encompassed the mineral resources issue. Canada's position was that St. Pierre and Miquelon should only be entitled to a 12 nautical mile offshore zone, thereby allowing France a much smaller area. The principal area of overlap and dispute was in the area south of the French islands, extending to the St. Pierre Bank. This area was rich in fish and was believed to have a potential for oil. Until a maritime boundary agreement could be permanently reached to settle the matter, the 1972 agreement was automatically extended to cover French access to the much-expanded Canadian jurisdictional zone, subject to certain conditions.

The dispute began to heat up in the 1980s, when the French began to increase their catch substantially, even as dwindling cod stocks compelled Canada to assign smaller quotas to France. After much friction and wrangling between the two countries, accompanied by the violation of existing agreements, seizures of fishing vessels, and recalled ambassadors, Canada and France agreed in 1988 to have the boundary dispute adjudicated. The quarter-century dispute was resolved in 1992 by the International Court of Arbitration. France received an economic zone within a 24-mile limit of St. Pierre and Miquelon, as well as a 10.5 mile-wide corridor running south 200 miles into international waters. The resulting economic zone, measuring only 3607 square nautical miles, was much smaller than France had claimed, and provided accordingly access to much less fish. According to the arbitration decision, France would have to negotiate with Canada (under the 1972 Agreement) for access to fish outside its zone. This had not been done as of 1994, with the result that the fishing industry at St. Pierre and Miquelon, both the resident and the metropolitan

fisheries, came to a virtual standstill. Unemployment became widespread and chronic, and the islands became even more dependent on French government assistance.

Yet it seems difficult to believe that the fishing industry would have been any healthier had the arbitration panel's decision been more generous to France. The complete collapse of the cod stocks forced Canada to declare a moratorium in the cod-fishing industry, beginning with the north and east coast of Newfoundland in 1992, and extending to most of southern Newfoundland in 1993. With or without access to the fishing grounds, with or without larger quotas, the fact remained that by the early 1990s there were few if any fish to be caught. The frustration of the fishermen, whether of St. Pierre and Miquelon or of Newfoundland, led to demonstrations, provocations and arrests in 1993. Ironically, even in this, the people of the French islands of St. Pierre and Miquelon were once again demonstrating how closely linked they were, in spirit and concern, with the people of Newfoundland. J.P. Andrieux (1983), Douglas Day (1990), Olivier Guyotjeannin (1986), C. Grant Head (1976), James K. Hiller (1991), J. Mackay Hitsman (1959), John Mannion (1987), Ted McDorman (1990), Jean-Yves Ribault (1966; 1969), *DCB III* (William Taverner), Archives (series 2, Colonial Secretary's correspondence), Archives Nationales, Paris (Sries Outre-Mer (ANO), G1), National Maritime Museum (ADM L/S 587), PRO (CO 194 series; Admiralty 1 series). OLAF UWE JANZEN

ST. SHOTTS (inc. 1963; pop. 1991, 232). St. Shotts' Bight, 160 km south-southwest of St. John's, first appears as a landmark on a European map in 1544. No later than 1680 French migratory fishermen had established a summer fishing station there. By the 1790s Suttons from Trepassey were cutting hay there and by 1815 Michael Fennelly and his Irish wife relocated from Trepassey, followed by John and Fanny Molloy (née Walsh) by 1830. Since then other families have moved in and settled and joined the Molloys and Finlays in hunting and harvesting the resources of the land and the sea. Their surnames include Best, Cahill, Corrigan, Davis, Gibbons, Hayward, Hewitt, Knox, Lewis, Martin, McNeill, Myrick and Nemec.

Until the appearance of modern navigational aids, St. Shotts gained widespread notoriety from a tragic succession of shipwrecks. Dubbed by many the "Graveyard of the Atlantic," St. Shotts and the immediate area from Cape Race to Cape English is the last resting place for hundreds of small boats, sailing vessels and steamships. Despite lighthouses at Cape Race, Powle's Head and Cape Pine, and a fog alarm at Cape Freels South (1910-1935), various factors combined to cause one or more marine disasters every year from at least the nineteenth to the mid-twentieth century. These factors included the topography of the coast, unusually strong currents, tides, poor visibility during frequent storms and dense advection fogs, and proximity to Cape Race, the Island's chief landmark for transatlantic shipping. Besides tools, furniture, clothing, food and fishing equipment that was either salvaged or picked up as flotsam and jetsam, occasionally whole cargoes of fish, coal, liquor, beer, food, livestock and lumber were salvaged under the supervision of the area's commissioner of wrecked property. Hundreds of crew members and passengers were also saved, sometimes at great risk to rescuers.

According to the *Census* of 1869 St. Shotts' population stood at 30. Cape Pine light station, 5 km to the east, was occupied by two families for a total population of 49, all of whom were Roman Catholic (six had been born in Ireland). The *Census* returns clearly indicate a subsistence-oriented economy based on hunting, gardening, animal husbandry and an inshore cod fishery each summer which provided salt fish for both local consumption and sale to non-resident merchants

St. Shotts

During the hard times of the 1920s and 1930s some young adults migrated to the "Boston States" to find employment. This exodus did not diminish until men found construction work at Argentia in World War II. By 1945 St. Shotts' population was 140. Nevertheless, out-migration by young adults continued in the post-Confederation era. This trend did not decline until the mechanized fish processing plant at nearby Trepassey was unionized in the late 1960s and the improving wage scale enticed residents to remain in the area and give up certain aspects of their subsistence adaptation. By 1975 the population had reached 226.

Improvements in the community's physical infrastructure followed Confederation. These include the building or up-grading of gravel road connections to St. Mary's Bay and the Southern Shore and pavement by 1986; the construction of a fog alarm, concrete wharf, slipway, breakwater and community stage and their reconstruction or upgrading; the replacement of the Roman Catholic church and primary school; the construction of a gravity-fed water pipeline and chlorination unit; electrification and telephone communication; television transmission and the construction of a community hall. The latter and the fishing facilities constructed in the 1950s and early 1960s depended on free labour provided by all able-bodied men. Much effort also was needed to fence, ditch and dike a 90 acre community pasture land for sheep and cattle. Besides a peat harvesting operation, the pasture land now contains a sod farm.

Major organizational changes also occurred in the post-Confederation era. Informal organizations have increasingly been replaced by formal structures. The initial organization to appear was Local 61 of the Newfoundland Federation of Fishermen, followed quickly by the Sheepbreeders' Association, a producers' co-operative. On May 21, 1963 the community was incorporated and a community council with a chairman and executive officers was established. By 1970 the Southern Avalon Development Association was created as an adjunct to a province-wide initiative by the government.

As elsewhere rapid change has been the hallmark of life in St. Shotts in recent years. By 1986 the population peaked at 260 and then declined to 232 in 1991. Many of the migrants were young adults who moved to St. John's, Toronto or elsewhere to find employment. The exodus has increased since the declaration of the cod moratorium in 1992 as people from St. Shotts and other outports take advantage of retraining opportunities elsewhere. Nevertheless, residents are cautiously hopeful about the future. Given the presence of a sizeable woodland caribou herd in the immediate area (the southernmost in North America), residents are particularly optimistic that local businesses can benefit from increasing tourism. THOMAS F. NEMEC

ST. STEPHEN'S. See ST. VINCENT'S-ST. STEPHEN'S-PETER'S RIVER.

ST. TERESA (pop. 1991, 161). A fishing and logging community on the southeast side of St. George's Bay, St. Teresa was originally known as Bank Head, after a prominent headland nearby. The modern name (invariably pronounced locally as St. Teresa's) was adopted in the 1930s. As a small cove just to the north of the Head is virtually the only tenable landing place along the 35 km stretch of coast between Sandy Point and Robinsons, it is presumed that St. Teresa was frequented by both the Micmac and French fishermen from an early date. Local tradition has it that the first to settle year-round was one Frank King, from Bras d'Or, Cape Breton Island. Other families to settle in the 1850s and 1860s were Acadian families such as the Benoits, Cormiers, Duffneys, LeBlancs, Perriers and Youngs. The early settlers learned many skills from the Micmac, some taking Micmac wives, and survived by trapping furs and fishing for herring and salmon.

Bank Head Cove, St. Teresa

The community was not recorded separately in the *Census* until 1891 (having previously been recorded together with nearby Journois and Flat Bay *qqv*, settlements with which St. Teresa shares many cultural and family ties). In that year the recorded population of 139 probably included some transient labourers, working on railway construction at St. Teresa Station, 3 km inland. When St. Teresa next appears, in 1911, the population was 91. A Roman Catholic church was built in 1914 and the community had a resident priest until 1931, when St. Columcille's parish was established at St. Fintan's.

Apart from patronizing a shop operated by Angus MacPherson, residents of St. Teresa travelled by rail to St. George's for supplies and most services, and also used the railway line to travel to the lumber camps which were the community's main source of employment from the 1930s, and from the 1940s to work at Harmon Field air base. After a gypsum mine was started at Flat Bay in 1951 some people from St. Teresa were employed there and the Atlantic Gypsum Company built a road to connect the two communities. This road was linked to the Trans-Canada Highway in 1956. From a peak population of 300 people (including 70 at St. Teresa Station) in 1966 the community had declined somewhat, as several families were resettled to Stephenville or St. George's and many young people have left the community. In 1994 the major sources of employment were pulpwood cutting and the herring and lobster fisheries. Gilbert Higgins (interview, May 1994), *Carpe Diem: Tempus Fugit* (1977-78), *Census* (1874-1991), *Diocese of St. George's, Ecclesiastical History* (1988), Archives (A-7-2/Q). BARRY MOORES

ST. THOMAS (pop. 1991, 763). The communities of St. Thomas and Paradise *qv* have grown up along a road between St. Phillips and Topsail. An incorporated community since 1977, in 1992 St. Thomas amalgamated with Paradise and with some previously unorganized areas, as the municipality of Paradise.

St. Thomas was the first part of Paradise to have been settled: at Horse Cove, near St. Phillips. Although the community soon outgrew the small cove, it was known as Horse Cove until 1922, when the present name was chosen to honour parish priest Thomas O'Connor. The earliest settlers are believed to have been the families of Michael Laurie (originally of Queen's County, Ireland) and Philip Picco from Portugal Cove. In the early 1800s Laurie and Picco married two Jennings sisters from Portugal Cove, and built homes at the mouth of Horse Cove Brook. The Lawlor family arrived sometime after 1820, while other early settlers included the families of John Clarke, William Stapleton, Thomas and Patrick Travers and James Whelan. There were 28 people, all Roman Catholic, in Horse Cove in 1845. The community had a number of cattle and goats, while the salmon and herring fisheries supplemented the inshore cod fishery.

Because there is virtually no land suitable for gardens or pasture at Horse Cove all but the first settlers built on the banks above the Cove, and the community spread along a road which was soon built towards St. Phillips. After 1851, improvements were made to the rough road from St. Thomas to St. John's, via St. Phillips and Portugal Cove. This allowed fishermen and farmers to deal more easily with St. John's merchants, and provided improved access to services and markets for agricultural produce. The construction of Thorburn Road *qv* in the 1880s improved this access, while there was also a rough connection to Topsail, the Horse Cove Line (later Paradise Road).

Thirteen members of the Church of England were living in the settlement in 1857, but most people belonged to the Roman Catholic church. The population reached 105 in 1869. Members of the Church of England attended religious services in St. Phillips. A Roman Catholic school had been built in St. Thomas in 1877. After 1890 a number of people moved to the Horse Cove Line from Upper Island Cove, settling at both St. Thomas and what came to be known as Paradise. Agriculture became more important in the late 1880s, with 39 full-time farmers being numbered among a population of 185 by 1911. There was one lobster factory and a few men also commuted to mining jobs on Bell Island. From the mid-1930s, when 237 people lived in St. Thomas, the community continued to grow steadily, reaching 435 in 1961. As the roads connecting St. Thomas with St. John's have improved most people have worked in St. John's; in 1994 local employment was limited to small business and services. Philip Laurie (1973), *Lovell's Newfoundland Directory* (1871), *Census* (1845-1991), Newfoundland Historical Society (St. Thomas's). ACB

ST. THOMAS'S CHURCH. St. Thomas's Church was erected in 1836 for a congregation which could no longer be accommodated by the *Cathedral of St. John the Baptist *qv*. Instrumental in its construction were Governor Thomas Cochrane *qv* and Archdeacon Edward Wix *qv*, the governor obtaining a plot of land as a gift from the Imperial government. Contractor Patrick Kough *qv* was hired to erect the church (at a cost of £2000), which was to be 61 feet long by 36 feet wide, 24 feet high and with a tower and spire at one end. Bishop Spencer *qv* consecrated the building in 1840. Because members of the military attended services here, St. Thomas's became known as the Old Garrison Church. In September, 1846 a gale moved the wooden building about six inches from its foundation, causing it to sway in heavy winds. In 1851 wings were erected on the north and south sides to stabilize it. The nave was extended by 30 feet in 1874, and a chancel also added. Three of the galleries were removed as part of the renovations and aisles were placed through the ground floor pews. The Church survived the Great Fire of 1892, and served the congregation of the Cathedral of St. John the Baptist for a time. An extension to the chancel was made in 1903, enlarging the seating capacity to over 1300.

In 1877 St. Thomas's became the parish church for the east end of St. John's. Traditionally considered a

The Old Garrison Church

"low" church, St. Thomas's became a centre for numerous social and community groups. St. Andrew's Brotherhood, open to Church of England men, was among the first of these groups. The St. Thomas Women's Association and the Women's Home Missionary Society were formed *c.*1880, while the Girls' Friendly Society first met in 1884. For the most part these were social groups, but they also did charity work and established mutual benefit funds for their members. St. Thomas's was also involved in the temperance movement, especially under rector H. Dunfield. With the advent of radio, Sunday night sermons were broadcast on VOWR. In 1994, the distinctive, dark blue building, on the corner of Military and Kings Bridge roads, remained a familiar landmark in St. John's. Peter Barnes (1971), H.W. LeMessurier (1928), D.W. Prowse (1895). ACB

ST. VERONICA'S (pop. 1991, 83). The community of St. Veronica's is located at the head of Bay d'Espoir and, until it received a separate post office in 1947, was usually considered the "other side" of the community of Head of Bay d'Espoir. Local tradition has it that one of the first settlers of Head of Bay was William Barnes, at the west side of the mouth of Northwest Brook (that is, St. Veronica's). It must be noted, however, that Barnes settled on what had previously been a major seasonal encampment of the Micmac.

Barnes is said to have been born in Somerset, and to have come to St. Veronica's in about 1866 after some years of fishing at Gaultois. He began farming and built a schooner to trade his produce to St. Pierre, raising a family of 10 children. Meanwhile, fishermen of Gaultois and area were also frequenting the area for winter woods work. By the 1890s several of these families had settled just across from Barnes, at Head of Bay, while there was a sawmill built at Milltown (see MILLTOWN-HEAD OF BAY D'ESPOIR). It was at about this time that the Organ family, from Gaultois, settled at St. Veronica's. The other family name associated with St. Veronica's is Kearley — a branch of a family common at Head of Bay.

From the 1890s logging was the main industry of St. Veronica's, the valley of Northwest Brook being one of the major areas for cutting sawlogs and, after 1937, for pulpwood. Pulpwood cutting was virtually the only source of employment until Bowater's shut down their Bay d'Espoir operation in 1958. When the Bay d'Espoir hydro project began in 1964 many of the workers were housed at St. Veronica's — the road into the power station and dam site is along the valley of Northwest Brook — and in 1966 there was a population of 166. With completion of the project the population of St. Veronica's returned to about 80 people, with the major sources of employment being the lumber industry and service jobs in Head of Bay or St. Alban's. Edward Kearley (MHG 43-A-1-14), *Census* (1857-1991), Archives (A-7-3), Newfoundland Historical Society (St. Veronica's). RHC

ST. VINCENT DE PAUL, SOCIETY OF. A charitable society run by Roman Catholic lay people, the Society of St. Vincent de Paul is devoted to helping the poor, needy and handicapped. In 1994, there were six individual societies, known as conferences, operating within the St. John's and Stephenville areas.

The first Society was formed in 1833 by Frederic Ozanam in response to the terrible poverty within the parish of Notre Dame in Paris. The Society was dedicated to St. Vincent de Paul, who had devoted his life to helping the needy. In 1994, there were conferences operating in 135 countries. The first conference in Newfoundland was formed in 1852, by Bishop J.T. Mullock *qv*. It remained active up until the 1930s, after which it is no longer mentioned in the records of the Basilica parish. In 1968 the Society was reactivated in St. Teresa's parish at Mundy Pond, and over the next 20 years conferences were also started at the parishes of Mary Queen of the World, St. Peter's, Corpus Christi and the Basilica in the St. John's area; and at St. Stephen's in Stephenville. The Society of St. Vincent de Paul is the only organization permitted to solicit funds within Church buildings. Margaret Burke (*BN II*, 1937), Mrs. K. Kieley (interview, Sept. 1993). ELIZABETH GRAHAM

ST. VINCENT'S-ST. STEPHEN'S-PETER'S RIVER (inc. 1971; pop. 1991, 674). The incorporated fishing community of St. Vincent's-St. Stephen's-Peter's River is located in Holyrood Bay, at the eastern entrance to St. Mary's Bay *qv*. A large barachois is the most notable feature of St. Vincent's (earlier known as Holyrood), while Holyrood Pond empties into the Bay at St. Stephen's (earlier known as Middle Gut). The community of St. Vincent's extends along the shore of Holyrood Pond, the newer homes having been built on the high ground above the road leading to Gaskiers. Peter's River nestles between the mouth of the river bearing its name, to the east of St. Stephen's, and the bottom of steep cliffs to the southeast. St. Vincent's first appeared on a Portuguese map of 1519 as Porta da Cruz, but was known by mariners as Holyrode as early as 1693. Until 1910, when it was renamed, St. Vincent's was often called Holyrood South or Holyrood Pond, to distinguish it

St. Vincent's, looking north, along the shore of Holyrood Pond

"The Flat"

from Holyrood, Conception Bay. Peter's River was called Rivière du Pierre by French migratory fishermen, a name which might also be translated as Rocky River. The name St. Stephen's was applied to Middle Gut in 1945 in honour of Father Stephen O'Driscoll of St. Mary's.

The barachois encouraged early settlement, as Holyrood Pond was accessible to small boats and offered a sheltered anchorage as well as a fine beach for drying fish — known locally as The Flat. J.B. Jukes (1842) described how the people would cut a channel through the beach in June, which would then be widened by the tides. Herring, cod, salmon, capelin and seals entered Holyrood Pond through the channel and were taken by local fishermen. Peter's River and Holyrood appeared in the 1836 *Census* with St. Shott's, having a combined population of 42. Early settlers at St. Vincent's were the Halleran, St. Croix, Webber, Peddle and Butler families. Michael Walsh is said to have been one of the early settlers of Peter's River along with the Landrigan (Lundrigan) family, with both families engaging in the salmon fishery. By 1845 there were 83 people at St. Vincent's and 16 at Peter's River. A school had been built at St. Vincent's by 1860, and a Roman Catholic church was in use by at least 1884. The population of the two communities was 158 in 1871. The fishery was prosperous and many planters had established themselves among the small population, among them Henry Gibbons, James and Michael Halleran, George Henning, Michael and William Landrigan, Stephen Mandevill, Patrick Martin, William St. Croix and John, Richard and Thomas Stamp. By 1911 St. Vincent's also had one resident merchant and four business premises. Middle Gut is first noted in the 1911 *Census*, when 24 people lived

there. It had been settled sometime before by the Hallerans of St. Vincent's and by families from the Cape Shore. A family tradition also identifies Benjamin Making, a deserter from the Royal Navy, as one of the first settlers. Apart from the fishery, there was small-scale farming and logging on the shores of Holyrood Pond. There was a poultry farm near Peter's River in the 1920s and a sawmill at St. Vincent's in 1941. Some men from St. Vincent's found work in the coal mines of Cape Breton during the depression of the 1930s. However, the shore fishery continued to be the mainstay of the three communities. Most of the catch was salted, but in later years some was sent to a processing plant at Trepassey. St. Vincent's was a difficult place for landing fish because of exposure to winds. By the 1960s the fishery of all three communities was conducted from the community wharf at Peter's River. Cod and hake continued to be caught in the Pond and a marina was built to accommodate small boats.

The population of St. Vincent's and St. Stephen's grew during resettlement in the 1960s. In 1971 there were 593 people at St. Vincent's, 158 at St. Stephen's and 87 at Peter's River. Following incorporation of the communities the number of residents began to decline slowly, corresponding to a decline in the fishery. With the paving of the road to Trepassey in 1986, commuting to jobs elsewhere became easier, while the ferry service across the Pond was replaced by a bridge at Middle Gut. A wooden boat building enterprise in St. Vincent's in the early 1990s provided some employment, while other people worked in construction and fish processing. J.B. Jukes (1842), E.R. Seary (1971, 1977), *DA* (May-June 1987; June 1981), *Census* (1836-1991), *Lovell's Newfoundland Directory* (1871), Newfoundland Historical Society (St. Mary's Bay District). ACB

SALES, MARY DE See WALSH, MARY DE SALES.

SALLY'S COVE (pop. 1991, 49). A fishing community located within Gros Morne National Park, Sally's Cove is located approximately 15 km north of Rocky Harbour *qv*. The cove from which the community takes its name is quite broad and open, with sand bars to the north and south which dry at low tide. While the cove provides little in the way of shelter for fishing boats, which have to be hauled up on the beach each night, just offshore are several fishing grounds, including Dickens Shoal, Wallman's Shoal and the Whalesback, that have historically been quite productive.

In the 1880s the coast to the north of Bonne Bay was being frequented during the summer fishing season by lobster fishermen, supplied by Woody Point merchants. Many of these were recent arrivals to Woody Point from the southwest coast of Newfoundland and, as these fishermen discovered the best grounds in the area, a few began to settle along the barren coast. Meanwhile, from the 1870s there were resident families at a few scattered locations, including Broom Point and Gull Marsh *qv* (to the north of Sally's Cove), where there were fishermen named Gilley and Short in 1873. Sally's Cove is said to take its name from Sally Short who, having determined to leave her husband, was wrecked while en route to Woody Point along with her children. Sally and her family survived the wreck, reportedly finding shelter in a puncheon tub, but did not remain at the cove.

One of the earliest settlers at Sally's Cove was Richard Gilley, who was married to Susan Short. Another was Julian Ghimery, a Frenchman who married Rebecca Parsons of Burnt Islands on the southwest coast and settled to the north of Sally's Cove. Ghimery is likely the one Roman Catholic who appears in the *Census* from 1884 to 1901 — his descendants went by the surname Gill. Other early settlers came from the southwest coast via Woody Point, many of them likely fishing in the area for some years prior to settlement, including Ben Knott (from Brazils, near Rose Blanche), James Endicott (from Grey River) and Eli Roberts (from Woody Point, a brother-in-law of Endicott). Other family names of Sally's Cove include Parsons and Wilmott (from the southwest coast) and Major and Oates (from Bonne Bay).

Sally's Cove first appears in the *Census* in 1884, with a population of nine, growing to 30 by 1891 and 59 by 1901. In 1908 school inspector W.W. Blackall visited what was, by his account, a thriving settlement of 12 families, who were able to supplement a lucrative lobster fishery by extensive gardening and sheep- and cattle-raising: "some of the finest oxen in the country are to be found here and the vegetables grown are of the best". Blackall also noted that a Church of England school/chapel had been in operation for five or six years. Sally's Cove continued to have a number of summer residents in addition to its growing population, as families from Bonne Bay built tilts on the beaches near the community for the lobster fishery. This practice continued until a road was built through Sally's Cove in 1954, after which the fishermen usually "shacked themselves" during the week and returned to their families on weekends.

Family ties to Woody Point and Rocky Harbour led many people to resettle to these centres after Gros Morne National Park was established in 1973, Sally's Cove being designated a "park community" and slated for resettlement. By 1976 the population had declined, to 188 from 298 five years earlier, with a further decline to 100 by 1981. The case of Sally's Cove was one of the most controversial in the resettlement program. Initially, approximately 20 of the 50 resident families simply refused to move, despite official encouragement and stringent restrictions on building, selling or inheriting homes. In the late 1980s these restrictions were removed and the area around Sally's Cove designated a park enclave similar to other communities within the National Park boundary.

Sally's Cove is associated in the minds of many with a "ballot burning" incident. On October 29, 1971, 106 ballots were inadvertently burned by a deputy returning officer. In that the previous day's provincial general election had ended in a virtual tie and that

Sally's Cove

only one vote separated the two candidates in St. Barbe district, the fate of the Sally's Cove ballots became a matter of some concern. Premier J.R. Smallwood resisted pressure to resign until the district of St. Barbe was declared for the Progressive Conservatives by Chief Justice Robert S. Furlong in January of 1972 (see ELECTIONS). Dave Cullihall (MHG 41-D-1-1), Bill Endicott (interview, Oct. 1993), Hutchings and Buehler (1984), E.R. Seary (1960; 1977), P.A. Thornton (1981), *Census* (1884-1991), Archives (A-7-2/P), Newfoundland Historical Society (Sally's Cove). RHC

SALLY-SUCKERS. This perennial, with its arrow-shaped leaves and spikes of tiny, clustered florets of reddish green, is also commonly called sheep sorrel. Known by Newfoundland children as sally-suckers and sweet leaf, the plant is enjoyed throughout its range by children who nibble the leaves for their pleasant, sourish taste. Birds eat its seeds and rabbits eat both the leaves and the young plant. Like the cultivated French sorrel, sheep sorrel can be used to accent salad dishes. A buckwheat family member, it has the Latin name *Rumex acetosella* (little sorrel). It grows throughout North America on open ground, favouring acid soils. The flowers bloom all summer long, male and female flowers occupying separate plants. Diane Griffin (1984), Niering and Olmstead (1979), Peterson and McKenny (1968), *DNE* (1982). KATHLEEN WINTER

SALMON, ATLANTIC. The Atlantic salmon (*Salmo salar*) is a native species found throughout Newfoundland and Labrador. It is considered by many people to be the finest game fish in the world. Many volumes have been written on the Atlantic salmon, together with innumerable articles, outweighing the literature on any other fish.

The salmon has black spots which distinguish it from the chars (*Salvelinus spp.*), and it lacks rows of black spots on the caudal fin, which rainbow trout (*Oncorhynchus mykiss*) possess. The salmon can be distinguished from its closest relative, the brown trout (*Salmo trutta)* by the shorter maxillary of the salmon, by the absence of red on the adapose fin and by its larger scales. Atlantic salmon, like most members of the family *Salmonidae*, are anadromous, that is to say, part of their life cycle — when they are not landlocked — is spent at sea. Young salmon returning after one year at sea are called grilse, and usually weigh from three to six pounds. After two years at sea salmon may weigh 20 pounds, and after four or five years 40 or more. Individuals have been known to tip the scales at over 70 pounds, but salmon over 20 pounds are rare. The length of time a salmon spends at sea seems to be chiefly an inherited factor: large salmon will produce young that will remain at sea for several years and grow large, while grilse will produce grilse. Therefore, if the large salmon are eliminated from a river it cannot produce large ones.

Spawning always takes place in fresh water, in a nest or "redd", which is a depression scooped out, or formed, in small to medium-sized gravel. It is important that the gravel be free of mud or any kind of silt, for the eggs must receive a good supply of oxygen from the water. Salmon spawn in October and November, when the water temperature is about 5°C. Female salmon produce about 800 pale orange eggs per pound of body weight, and these develop over winter and hatch in the spring. The newly hatched salmon, called alvin, are about 2 cm in length, and have an attached yolk-sack which they absorb while still in the gravel and before they become free-swimming. When they emerge from the gravel they are called "fry", "fingerlings" or "underyearlings". At about 8 cm they are called parr, and develop nine to eleven pigmented vertical marks (parr marks) on their sides, with a single red dot between each. At about three years of age the young salmon, now called smolts, are ready to go to sea, and lose their parr marks and other fresh water colouring, and become silvery like adults. Unlike most of the Pacific salmon group (*Oncorhynchus*), the Atlantic salmon does not necessarily die after spawning. Some may return to the sea before freeze-up, while others may overwinter in fresh

Atlantic Salmon

water, and, after another conditioning period in the sea, may return to the rivers to spawn again. It is possible for them to spawn several times. Salmon which have recently spawned are called "kelts", "slinks" or "black salmon"; as they become quite dark, their bodies acquiring a wasted, skinny look. (This is partly because they take little food on their way up river).

Formerly little was known about the migration of salmon at sea, but in the 1950s it was discovered that many, especially the larger ones, go to the west coast of Greenland. This discovery of the wintering grounds was not good news for the salmon stocks, as it enabled fishing fleets to take great quantities on the high seas. But by international agreement this fishing was stopped on Jan. 1, 1976. Not all salmon winter off Greenland. Those from the Big Salmon River in New Brunswick, for example, do not leave the Bay of Fundy. Almost invariably salmon return to their home rivers to spawn. Experiments suggest that several methods are used for this rather remarkable feat of navigation, often over thousands of miles. They are thought to rely on both the stars and the magnetic field of the earth, and when nearing the home river apparently use their sense of smell to pinpoint their exact place of origin.

It is well that the female salmon lays a large quantity of eggs, for both eggs and young are subject to predation. Eels, trout and other fish eat the eggs, and later the hatchlings. Parr and smolts are consumed by larger fish and by birds such as kingfishers, mergansers and loons; and by mammals such as mink and otter. At sea they may fall prey to any fish that is sufficiently large, such as cod, tuna and sharks. Lampreys and disease also take their toll.

In Newfoundland, angling for Atlantic salmon takes place in scheduled rivers and requires a licence. The rules also specify fly-fishing only, with strict bag limits. Fly-fishing for salmon had its origin in the British Isles, where it was considered a sport for the upper classes, and was strictly controlled by fishing clubs and by individuals who owned the salmon rivers. In Newfoundland, for a small licensing fee, anybody wishing to do so may fish the many scheduled rivers. The salmon sport fishery has nevertheless retained a mystique and allure which seem only to increase with time. Sportfishing *qv* is valuable commercially, for every year countless anglers travel thousands of miles and spend lavishly in order to partake of the ultimate angling experience. JOHN HORWOOD

THE COMMERCIAL FISHERY. The Beothuk and other native peoples of Newfoundland and Labrador are known to have fished for salmon prior to European settlement, while the Norse noted their abundance in Newfoundland rivers. Similarly, salmon were harvested, as a source of food and supplementary business activity, from the earliest days of the English migratory fishery. Nevertheless, commercial exploitation of the Colony's salmon resource did not begin in any significant way until the 1700s, reflecting a pattern of settlement which was largely restricted to the Avalon Peninsula, where there were relatively few salmon rivers. Undoubtedly, the threat of encounters with hostile Indians, who are known to have killed several early fishermen, also provided a strong inducement to avoid the thickly forested river valleys frequented by the Beothuk.

By 1723, however, George Skeffington *qv* had established a sizeable salmon fishing enterprise in Bonavista and Notre Dame bays. Production from these areas and other sites in Placentia Bay and near Trepassey resulted in exports of about 150,000 kg per year by the late 1730s; an amount which increased considerably in the next two or three decades. Newfoundland's population grew rapidly in the late years of the eighteenth century, with migration increasing along the northeast coast, as well as to Labrador and other areas of Newfoundland. By the late 1700s, the salmon fishery had expanded throughout northeastern Newfoundland, as well as to rivers on the south and west coasts, the latter prosecuted by Newfoundland, Nova Scotian, French and American interests.

In Labrador the best known of the early commercial salmon fisheries is that of George Cartwright *qv*, who established hunting, trapping, and fishing operations near Mary's Harbour and at Sandwich Bay. In 1779 Cartwright reported catching more than 12,000 salmon at Paradise River in a three week period, with an average weight of 15 pounds. Indeed, Cartwright lamented the fact that a shortage of salt and storage facilities prevented the harvesting of even greater numbers, estimating that it would have been possible to produce 1000 tierces (about 150,000 kg round weight) from this single location. The early salmon fishery in Newfoundland used stake nets (i.e. gill nets supported by stakes which were driven into the river bottom) and weirs which prevented the upstream migration of salmon, allowing them to be harvested with seines. Most early harvesting activity took place at the mouths or in the lower reaches of rivers. Floating gill nets came into increasing use in the larger rivers and their estuaries from the late 1770s onwards.

Total salmon exports, which had increased to approximately 600 tonnes per year during the latter years of the eighteenth century, remained more or less stagnant during the first few decades of the 1800s, despite a substantial increase in the resident population. During the last third of the nineteenth century, however, two of Newfoundland's principal exports, seal products and cod oil, entered a severe decline, while various aspects of the salt cod industry experienced serious weakness. Under these circumstances, increasing attention was focused on the opportunities provided by other maritime resources. Salmon exports

Salmon station, Eagle River, Sandwich Bay

increased significantly as Newfoundland residents established new permanent settlements along the south coast, as well as summer fishing stations in White Bay and along the west coast. Fishermen in these areas, from the 1840s onwards, increasingly utilized gill nets placed at headlands and along the shore, which successfully intercepted not only salmon destined for Newfoundland rivers, but also large quantities of fish en route to eastern Canada. Thus, by the late 1800s, salmon exports from Newfoundland and Labrador had increased to approximately 1000 tonnes per year. Once caught, the salmon were split, pickled, and placed in barrels for export. After 1860 the canning of salmon became a common practice, while increasing amounts were placed on ice and exported in fresh condition to foreign markets.

Despite the large numbers of salmon rivers, the value of salmon catches never achieved much more than local importance, and the settlers had little knowledge of conservation or of the spawning habits of the salmon. In some cases potential was destroyed by the placement of nets which prevented the salmon from reaching their spawning areas. Nets were also used in the pools and steadies of the river itself. While mesh size restrictions, open and closed seasons, and regulations to allow increased escapement were put in place in the late 1800s, fishing regulations were often ignored or could not be effectively enforced in remote areas. Indeed, wardens, who had been first introduced to the south coast in 1871, were subsequently withdrawn, only to be reintroduced on a permanent basis from the 1890s onwards. Moreover, the growth of the sawmilling industry in the latter part of the nineteenth century led to the construction of dams that interfered with migration patterns and resulted in the pollution of many of the rivers with sawdust and wood scraps, while increased economic activity in a variety of endeavours contributed to erosion and siltation. These, and similar abuses, prevented the industry from realizing much more than a fraction of its potential. The history of the river-based salmon fishery was typically one of high initial catches, followed by progressive declines. Thus, by the late 1800s, the Exploits River was producing only 50 tierces annually compared to former levels of roughly 10 times that amount, while production from the Gander had declined, over a period of 50-60 years, from 500-900 tierces annually to less than 20.

The commercial river fishery for salmon appears to have ended in the late 1800s. Thereafter, the fishery took place entirely in tidal waters, utilizing gill nets, salmon traps, and smaller mesh cod traps that were deployed for a similar purpose. Drift nets for salmon were introduced to the Southwest Coast in the 1930s. Meanwhile, total commercial landings increased from just over 1000 tonnes in 1910 to about 3000 tonnes in 1930, a peak year. Thereafter, salmon catches in Newfoundland and Labrador, and indeed throughout all of eastern Canada, declined. Landings during the 1950s averaged approximately 1000 tonnes per year, with a historic low of 700,000 kg being harvested in 1956. The number of commercial salmon fishermen in Newfoundland doubled over the next 10 years, probably contributing to an increase in landings after that date. Meanwhile, the development of a sizeable fishery for Atlantic salmon off the west coast of Greenland from 1957 onwards significantly reduced the numbers of salmon available to migrate back to Newfoundland and Labrador waters.

Concerns about the future of the Atlantic salmon resource resulted in a ban, in 1972, on the drift net fishery which had been conducted off the Southwest Coast and elsewhere, and a complete closure of the commercial fishery in New Brunswick and Gaspé. Although the New Brunswick fishery was reopened on a limited scale in 1981, Newfoundland and Labrador continued to harvest approximately 90% of the total Atlantic commercial catch, contributing to the concern that the Newfoundland commercial fishery was

intercepting fish that were migrating to their home rivers in other Atlantic provinces.

By the early 1980s it was obvious that eastern Canada's stocks of Atlantic salmon were in serious decline, with landings falling to about one-half of the levels of the 1970s. As a result, a variety of new conservation measures were introduced, including delayed season openings and a moratorium on new licenses. Even more significant was the decision, in 1984, permanently to close the commercial fisheries in Nova Scotia, New Brunswick and southwestern Newfoundland. The decision to end the latter fishery reflected the fact that a large percentage of the fish commercially harvested in this area were destined for rivers west of the Cabot Strait. Compensation of $1.9 million was paid to commercial fishermen in the area. The year 1984 also saw the introduction of a voluntary license buy-back program for full-time fishermen in the remainder of the Province. Some 665 fishermen out of the 4150 eligible availed of this program, receiving compensation of $2.2 million. This was followed by a mandatory buy-back of part-time licenses in 1985, with 552 fishermen receiving compensation of $872,000. A tagging system was introduced in 1986 to identify legally harvested salmon.

Unfortunately these measures, as well as measures to improve the management of the recreational fishery, were insufficient in themselves to halt the decline. This, and growing acceptance of the premise that the value of a fish harvested by the recreational fishery far exceeds the value of that same fish harvested commercially, led to a decision to close the Newfoundland commercial fishery (the fishery in most of Labrador remained open) for a minimum of five years. Approximately $37 million in compensation is being made available to commercial licence holders through a federal/provincial cost-shared agreement, representing payments of $8000 to $50,000 for those wishing to relinquish their licences. While some fishermen were allowed to retain their licences, in 1994 it appeared unlikely that the fishery would reopen after the end of the five year period. On the Island, 96% (2468 fishermen of a total of 2572) retired their licences. In southern Labrador, 258 fishermen (59% of licence holders) availed of the buy-back program.

In 1993 the federal government announced a 100% federally-funded commercial salmon and char licence retirement program for northern Labrador. A total of 103 out of 145 licensees (71%) have retired their licences, receiving compensation of about $2.2 million, with a commensurate reduction in the overall quota available to the remaining licence holders. By 1994 the commercial salmon fishery in Newfoundland and Labrador was limited to approximately 200 license holders along the Labrador coast, although a native food fishery continued in Labrador and at Conne River.

THE RECREATIONAL FISHERY. Virtually every river in Newfoundland supports a population of Atlantic salmon, and in 1993 there were more than 140 scheduled rivers on the Island and several dozen along the Labrador coast. Only holders of a valid recreational salmon fishing licence are permitted to fish in scheduled rivers, using an artificial fly during the open season, which generally runs from June until early September.

An abundance of rivers and the Atlantic salmon's reputation as a superb game fish has long made Newfoundland a mecca for sport fishermen. This was particularly true in the late 1800s and early 1900s when salmon were present in much larger numbers, and were commonly of much larger size. While Newfoundland enjoyed a reputation as a sports fisherman's paradise, there was also widespread recognition that habitat destruction, along with a largely unregulated commercial and recreational fishery, was having a severe impact on the salmon. Some measures were put in place by 1892 to protect the resource, particularly the employing of wardens to patrol the rivers during the summer months. Measures were also undertaken, from 1904 onwards, to improve stocks through the removal of natural barriers to migration by blasting or the construction of fish ladders. By 1930 it was widely noted that salmon in excess of 30 pounds, previously common in the commercial fishery, were becoming increasingly scarce, even though total commercial landings had increased significantly between 1925 and 1930. This change led to questions about the sustainability of the resource, and resulted in considerable scientific research being conducted on salmon during the 1930s and 1940s. In addition, new conservation measures were adopted, with a catch limit of eight salmon per day being introduced in 1939. Increased funding was also provided for projects to improve the productive capacity of a number of river systems.

Recreational salmon fishing, 1940s

With Confederation, responsibility for the management of the Atlantic salmon passed to the federal Department of Fisheries. Included within this responsibility are activities relating to research, conservation, and habitat protection and improvement. The Province, for its part, continued in a visible, albeit a more limited role, through the issuance of licences for the recreational fishery. The federal Department of Fisheries and the Fisheries Research Board of Canada continued to remove obstructions and construct fishways, or salmon ladders, on several rivers throughout Newfoundland, and accelerated the research and enhancement activities which had been initiated by the Commission of Government. Unfortunately, despite these and other initiatives, the destruction continued and, by the 1960s, the great runs of large Atlantic salmon and sea-run brook trout were largely a thing of the past. Contributing to the loss was the opening up of the interior, habitat degradation, excessive commercial harvests, poaching and largely unregulated fresh water recreational fishing. Thus while in the 1950s 15.7% of all salmon caught in insular Newfoundland rivers were large fish of more than 2.7 kilograms the percentage declined to 4.6% during the 1970s. In 1967 Lee Wulff *qv* emphasized the lost recreational potential of fresh water fisheries in an article which described the quality of the fishing available along the West Coast in the 1930s and 1940s, when sea trout of five or six pounds and salmon in excess of 30 pounds could still be caught in many rivers.

In recent years growing appreciation of the importance of the Province's recreational salmon resource, and concerns about its future, have led to a number of significant changes in salmon management. The most significant of these were the previously described imposition of a five-year moratorium on the commercial fishery (except in northern Labrador) and the introduction of a variety of licence buy-back programs. Changes in the recreational fishery included lower bag limits and other conservation measures, as well as, after 1984, a requirement that only grilse could be retained by recreational fishermen on the Island, while salmon of more than 63 centimetres in length were subject to hook and release. In addition, substantial sums have been spent on enhancement programs to increase the natural productive capacity of the rivers. This is particularly true of the Exploits River, where there has been a major effort to improve habitat and to open up new portions of the watershed to migrating salmon.

The Exploits is longer, and has a larger drainage basin, than any other river on the Island. Nevertheless, because of natural barriers to migration at Grand Falls and on some of its major tributaries, it did not support a major run of salmon. In addition, dams, and pollution from the Grand Falls newsprint mill and nearby communities have had a negative impact on river habitat. Studies in the early 1950s suggested that the annual run of salmon on the Exploits could be increased from 1000/2000 per year to about 85,000 per year if appropriate enhancement projects were undertaken. Efforts during the late 1950s and 1960s were concentrated on stocking Great Rattling Brook; and in constructing a fishway around a major waterfall, thereby opening up additional habitat to migrating salmon. This was followed, from 1967 onwards, by the construction of a spawning channel and hatchery at Noel Paul's Brook to increase the survival of eggs and to provide fry for restocking. In addition, new fishways were constructed at Bishop's Falls and Millertown dam, stocking programs were undertaken on the upper sections of the River and, in 1992, a new fishway and visitor viewing facilities were completed at Grand Falls.

In October 1992 the federal and provincial governments signed a $21.4 million Cooperation Agreement for Salmonid Enhancement/Conservation, with the primary objective of maximizing the sustainable net economic benefits of the recreational fishery by improving and monitoring salmonid stocks, and by improving the overall angling experience. Government activities in this regard have been supported and encouraged by a number of volunteer organizations, including the Salmonid Council of Newfoundland and Labrador and the Salmon Association of Eastern Newfoundland. The latter organization has carried out a number of enhancement projects in the St. Mary's Bay area since its founding in 1979, particularly with respect to the Colinet River and the Rocky River where building a new fishway and a major stocking program have resulted in the creation of a new salmon river which was previously inaccessible to migrating stocks.

Despite the almost complete closure of the commercial fishery in 1992 and the considerable efforts to improve salmon stocks through enhancement projects and other means, the outlook for the Atlantic salmon in Newfoundland and Labrador continued to be clouded in 1994, with angler success at historic low levels in recent years. Habitat loss and the inadvertent harvest of salmon on the high seas as a by-catch of commercial fisheries for other species continue to be significant problems. In addition, the percentage of smolt which survive to return to the rivers as mature salmon has suffered a major decline in recent years, perhaps reflecting the cold water conditions which have affected many groundfish stocks. Concern has also been expressed about the possible commercial interception of migrating Atlantic salmon as they pass through the exclusive French zone around St. Pierre and Miquelon.

AQUACULTURE. Production of Atlantic salmon by aquaculture operations is of considerable economic significance in northern Europe, particularly in Norway. Similarly, in Canada, production of farmed salmon has become a sizeable industry in New Brunswick, with production attaining a value of approximately $100 million in 1992. But aquaculture in Newfoundland was still in 1994 very much a nascent industry. While the Newfoundland Fisheries Commission established

a cod hatchery near Dildo, Trinity Bay in 1889, and rainbow trout hatcheries were established at both Long Pond (St. John's) and Murray's Pond (Portugal Cove) in the late 1800s, commercial production of seafood through aquaculture operations is only of relatively recent origin in the Province. Although shellfish farming, particularly of mussels, began in the 1960s, fin-fish farming did not begin until 1974, with the opening of a rainbow trout farm at Hopeall, Trinity Bay. More recent aquaculture ventures have involved a variety of species, including scallop, salmon, arctic char, steelhead trout and cod.

The waters adjacent to Newfoundland and Labrador are generally too cold to allow salmon to be raised successfully. Studies in the early 1980s, however, suggested that suitable conditions could be found in Bay d'Espoir. Subsequent research and trials by the Newfoundland Department of Fisheries confirmed that adequate temperature days occur to promote the required growth and that water temperatures are suitable for the successful salt water overwintering of salmon. By 1985 the Bay d'Espoir Development Association had begun operation of a salmon hatchery, built at a cost of $2.2 million, and a Grower's Co-operative was formed by companies interested in becoming involved in local aquaculture operations. The first farms were established in Roti Bay in 1987-88. However, serious disease problems dealt a severe blow to the industry.

Undercapitalization and the inefficiencies associated with the operation of several small farms led the existing operators, in 1989, to form S.C.B. Fisheries to operate the growout facilities. Meanwhile, the hatchery also began work with steelhead (rainbow trout which spend part of their life in salt water), with excellent results. Salmon and steelhead fingerlings are provided to the operators by the Bay d'Espoir Salmon Hatchery, which S.C.B. has leased on a long-term basis. S.C.B. has also acquired the assets of the Bay d'Espoir Salmon Grower's Co-operative, from which it had previously acquired feed, thus rendering S.C.B. a fully integrated operation.

A major concern often expressed with respect to the establishment of an aquaculture industry is that farmed species could escape to establish new populations which would compete with wild stocks for food and habitat, introduce disease and, through interbreeding, change the characteristics of wild stocks in a way which would make them less viable. In recognition of these concerns, young salmon at the Bay d'Espoir hatchery receive a variety of treatments which alter their genetic make-up to make them sterile, thereby preventing reproduction and interbreeding. The fish are also subjected to a variety of other treatments and procedures, including quarantine, throughout their life in order to prevent and control disease. An important advantage of the salmon hatchery is its location adjacent to the Bay d'Espoir hydro-electric generating station, where waste heat from the turbines promotes rapid growth of the fry. Hatched in February, the young salmon spend approximately 15 months at the hatchery. By May of the following year, they have become smolts of 20 cm in length and are transferred to Roti Bay. There they remain for another year when they are transferred to Gaultois Passage. While in salt water, salmon are fed fish meal products enriched with various supplements. By 1994 S.C.B. Fisheries had the capacity to produce approximately 500 tonnes of Atlantic salmon and steelhead annually. It was hoped to increase production to 1000 tonnes over the next several years. Moses Harvey (1900), Hatton and Harvey (1883), P.T. McGrath (1911), Alan R. Murray (*BN III*, 1967), E.J. Myers (1988), Scott and Scott (1988), V.R. Taylor (1985), C.W. Townshend ed. (1911), Lee Wulff (*BN III*, 1967), *An Economic Statement on Developing the Atlantic Salmon Resource in Newfoundland and Labrador* (1990). BRIAN C. BURSEY

SALMON COVE, CONCEPTION BAY (inc. 1974; pop. 1991, 791). A community on the North Shore of Conception Bay, Salmon Cove lies approximately 6 km northeast of Carbonear. The open cove has a long, sandy beach, the site of a provincial park. A nearby pond provides the only shelter for small boats in bad weather. On the outskirts of the cove is a meadow, the site of an abandoned neighbourhood known as Marshall's Folly.

As early as about 1680 the area appeared on French and English maps as *crique de saumon* or Salmon Cove. Settled in the mid-1700s, the cove was the site of three houses, gardens and fishing premises belonging to planter Charles Garland *qv* in 1768. Garland's premises were to be occupied by one Richard Marshall in 1807. John Rose and John Slade were living in Marshall's Folly in 1801, and these surnames were still common in the area in 1994. The Case family were other early settlers.

Salmon Cove and nearby Perry's Cove *qv* had a combined population of 271 in 1836, consisting of 153 Methodists, 75 Roman Catholics and 43 Church of England members. Agriculture and the shore fishery were the main activities of the community. In 1845, 581 people were living in Salmon Cove and Perry's Cove, while there were 10 families at Marshall's Folly. A small population at Salmon Cove Head was also noted in *Census* returns from 1857 (20 people) and 1869 (12 people). *Lovell's Newfoundland Directory* of 1871 records the family names Dwyer, Peckham, Rose and White. The Roses and Slades remained the only recorded residents of Marshall's Folly until 1904 when a Wareham family was also resident. The majority of people in Salmon Cove belonged to the Methodist church, with a minority of Roman Catholics, while the entire community of Marshall's Folly was by this time also Methodist. Though a clergyman was noted at Salmon Cove in 1884, the first church appears not to have been built until *c.*1907. A school had existed since at least 1884.

Apart from a few shore fishermen, from the 1840s the majority of the population of Salmon Cove would appear to have been engaged in the Labrador fishery, as stationers *qv*. In 1891, 87 people went to the Labrador fishery, but from this date the number of families

Salmon Cove

going to the Labrador declined. After the opening of the Bell Island iron mines, mining was a major source of employment, employing 26 men in 1901 and 77 by 1921. In the 1930s the shore fishery declined and Marshall's Folly was no longer listed in *Census* returns. Like other Conception Bay settlements, Salmon Cove suffered a drop in population in the following decades. By the 1970s most services and much of the employment available locally was in Carbonear. Children from the community attended schools in nearby Victoria *qv*. E.R. Seary (1971; 1977), *DA* (Dec. 1980), *Lovell's Newfoundland Directory* (1871), *Census* (1836-1991). ACB

SALMON COVE, TRINITY BAY. See CHAMPNEYS.

SALMONIER, BURIN ARM (pop. 1991, 53). Salmonier is an agricultural community between Lewin's Cove and Epworth, near Burin. It is also known as Big Salmonier and Great Salmonier to distinguish it from Little Salmonier, part of the town of Burin. Partly because the water is shoal there has been no fishery carried on from the community.

The first families to settle at Salmonier were the Beazleys, who came from Wandsworth, and the Bugdens in the 1930s. In 1934 there were three resident families, engaged in farming and fishing. There were about 18 people in the mid-1950s. Of the two adult males in the tiny settlement, one was a road worker and one a farmer, who sold crops in Epworth and St. Lawrence. There were no services in the community, but there was a school and a United Church in Lewin's Cove. In the *Census* of 1961, Big Salmonier had a total population of 22. The Beazley family ran a small poultry farm during the 1960s. During the period of resettlement, Salmonier received two families from Bugden's Point, bringing the number of inhabitants to 44 in 1971. In 1990 the community had 13 families. Family names in 1993 were Beazley and Paul. A road connects the community with Burin. *The Burin Peninsula* (n.d.), *DA* (Nov.-Dec., 1990), *Sailing Directions Newfoundland* (1986), *Statistics Federal Provincial Resettlement Program* (1975?), *Census* (1961-1991). ACB

SALMONIER LINE (pop. 1991, 15). The Salmonier Line is a road which provides access from the head of Conception Bay across the Avalon Peninsula to the head of St. Mary's Bay. Salmonier is the name commonly given to a collection of fishing and farming communities along Salmonier Arm, and includes the incorporated community of Mount Carmel-Mitchell's Brook-St. Catharine's *qv* as well as St. Joseph's, New Bridge and Forest Field *qqv*.

Deputy government surveyor Josiah Blackburn was commissioned in 1835 to make a preliminary survey of a road to be laid out between Holyrood and Salmonier. The finished route from Conception Bay to Placentia via Salmonier was favoured over another route proposed to run from Conception Bay to Placentia via Ship Harbour. There was a path leading from the community of St. Mary's through Salmonier to Holyrood and on to St. John's by the time James Duffy *qv* travelled the route in 1836. (Father Duffy's Well Provincial Park was later established at a site along the road.) In 1859, £250 was voted by the House of Assembly to improve the condition of the road.

As early as 1935, 14 people were recorded living on the Salmonier Line, although even by this early date the Line was more noted for its summer homes and fishing cabins. In the mid-1930s the Commission of Government proposed an agricultural "land settlement" *qv* at a site known as Vineland, but the settlement was eventually established nearby, at Harricott *qv*, and the site to the north of the road became a government "work farm", the Salmonier Correctional Institution (see CORRECTIONAL INSTITUTIONS).

In 1994 there were numerous cottages located along the Salmonier Line itself and along side roads northwest of the Line, such as Vineland Road and Deer Park. The area around the Salmonier Line is noted for its "wilderness appeal", and 40 ha of land southeast of the Line were reserved as the Salmonier Nature Park in 1978. Visitors to the park could observe such native animals as woodland caribou, moose and lynx. A United Church camp was opened at South West Pond, Salmonier Line in 1981. Governor's Park Inc. Ltd. was established near the Line in 1985 as a 200-acre tourist and resort complex. A few people continued to make their homes along the Salmonier Line in 1994, some of whom were people who had retired to live in their former cabins. *DA* (Feb. 1982), *JHA* (1836, 1859), *Census* (1935, 1991), Newfoundland Historical Society (Salmonier). ACB

SALT. Prior to the widespread use of freezer technology the Newfoundland fishery was dependent on salt as a preservative, with most salt cod being produced with solar salt from the coasts of France, Portugal and Spain. During the era of the migratory fishery, a supply of cheap domestic salt meant that vessels from these countries did not need to dry their fish before returning to Europe (see GREEN FISH). English fishermen in Newfoundland had to rely on imported salt, and to reduce expenses developed a cure in which fish was lightly salted and dried onshore before being shipped to market. This use of the Island helped to establish a foothold for English settlement. The English hoped that colonists could produce their own salt in Newfoundland and thus reduce expenses and dependence on French and Spanish suppliers. A saltworks was built at Ferryland in 1621, and in 1622 a barrel of salt produced at Renews was sent to England by Edward Wynne *qv*.

During the sixteenth century, most West Country vessels were supplied with salt from Portugal, especially the ports of Lisbon, Oporto and Setubal. English ships would collect the salt when the fish was delivered to markets in the fall, or go there in late winter before heading to Newfoundland. Lower grade salt could also be obtained at the Cape Verde and West Indies islands. Thus, salt became an important factor in developing a triangular trade *qv* in the North Atlantic. During times of war with Spain, the English depended on French salt. In 1663 the Navigation Act allowed for the free importation of salt to Newfoundland, and from the 1670s through the 1700s most came to the Island through trade with the Iberian Peninsula and the Mediterranean. It is estimated that in the eighteenth century about 50,000 hogsheads of salt were needed to cure the million quintals of cod produced annually at Newfoundland. In the early nineteenth century most salt was imported to Newfoundland on English ships through St.

The traditional method of drying salt fish

John's, with some landed at Ferryland, Placentia and Conception Bay. Some smuggling of salt from the United States and St. Pierre and Miquelon occurred. In the early twentieth century the Fishermen's Protective Union *qv* attempted to reduce costs by importing salt directly into outports. From 1954 to 1969 a federal Salt Assistance program provided rebates on the purchase of fishery salt. By that time, however, the frozen fish industry had replaced the production of salt fish as the primary economic activity in the Province. Gillian Cell (1969), C.R. Fay (1956), C. Grant Head (1976), *Historical Atlas of Canada, vol.I* (1987), Harold Innis (1954), D.W. Prowse (1895). LBM

SALT POND. See BURIN.

SALTER, ALBERT HUGH CHARLES (1877-1940). Businessman. Born St. John's, son of Elizabeth (Chancey) and William Salter. Educated Methodist College. Married Eva Mabel Earle. Salter started his career as private secretary to William V. Whiteway *qv*. He also worked as clerk to the Attorney General and as librarian for the House of Assembly. From 1900 until his retirement in 1931 he was employed with the Royal Stores. In recognition of his fund-raising during World War I, Salter was presented with a gold badge by the Women's Patriotic Association, and in 1920 was made a member of the Order of the British Empire. He also led the first fund-raising drive for a Newfoundland War Memorial. Salter was honorary president of the St. John's Curling Club and a member of the Masonic Society. He died in June 1940. *Who's Who in and from Newfoundland* (1927; 1937), *NQ* (December 1920), *DN* (June 4, 1940). ILB/LBM

SALTER, WILLIAM THOMAS HALL (1870-1929). Born St. John's, son of Elizabeth (Chancey) and William Salter. Educated Methodist College. Married Frances Patten. Salter worked with a variety of firms in St. John's before emigrating to the United States. In 1902 he began working with the Trimont Manufacturing Company of Boston, and eventually became director of the company. As well, he became Secretary and Clerk of the Trimont Corporation, director of the Mutual Liability Insurance Company and director of the Trimont Co-operative Bank. A member of the Boston Chamber of Commerce, in 1929 Salter was appointed Grand Master of the Roxbury Masonic Society. A landscape artist and poet, his work was published in the *Newfoundland Quarterly* and the *Evening Telegram*. He died at Milton, Massachusetts in November 1929. *Who's Who in and from Newfoundland 1927* (1927), *NQ* (Summer 1910), *DN* (November 4, 1929). LBM

SALTFISH CORPORATION, CANADIAN. On February 22, 1970 the House of Commons passed Bill C175, an Act to establish the Canadian Saltfish Corporation and regulate the interprovincial and export trade in salt fish in order to improve the earnings of primary producers of cured codfish. The Saltfish Act gave the Corporation the exclusive right to purchase, process, package and market salt fish of the cod family in participating provinces or in specified areas thereof. To provide the Corporation with powers to engage in the intra-provincial trade in salt fish, Newfoundland enacted enabling legislation, The Saltfish Marketing Act, in February, 1970. Similar legislation was passed by the government of Nova Scotia and the Province of Quebec in 1971 (for the area extending from Natashquan to Blanc Sablon). It is of interest to note that while the Saltfish Corporation concluded a marketing contract with the large Nova Scotian salt fish firms, the province did not proclaim the legislation.

Concern with the marketing practices of exporters of salt fish from Newfoundland was raised as far back as 1894 in the Annual Report of the Newfoundland Department of Fisheries. Initiatives to regulate all or certain aspects of the salt fish industry had their beginnings in Newfoundland immediately following World War I, and continued to be a feature of that industry up to Confederation. A brief summary of the measures legislated during that time is both interesting and helpful in describing the role of the Canadian Saltfish Corporation.

Two pieces of legislation, "The Codfish Standardization Act" (II Geo. V cap. XXVII) and "The Salt Codfish Exportation Act" (II Geo. V cap. XXV), known more generally as the Coaker regulations (Sir William Coaker *qv* was at the time Minister of Marine and Fisheries) were enacted in 1920. These had as objectives (a) the regulation of all aspects of catching, processing, culling, warehousing and transportation of salt fish to improve the quality of the product and (b) the control of the export of salt fish by the requirement of a license for the purpose. The hope of "this major step towards strengthening Newfoundland's basic industry was in ruins within a few months" (Alexander), due, according to some historians, to a tightening of credit by the banks and the opposition of powerful merchants.

In 1933, shortly before the suspension of Responsible Government, the House of Assembly passed an Act to establish a Saltfish Exporters Association and a Salt Codfish Exportation Board (II Geo. V cap. 49). The Amulree Commission, charged with the task of reporting on the affairs of Newfoundland at that time, considered this legislation to be too little and too late and recommended instead a regulatory body which would reform the salt fish trade "with or without the support of the trade" (*Royal Commission 1933 Report*). In 1935 the Commission produced an "Act for the Better Organization of the Trade in Saltfish" (Act #24) and in 1936 "An Act for the Creation of the Newfoundland Fisheries Board" (Act #21). The Newfoundland *Fisheries Board *qv* had wide powers to regulate the production, processing and distribution of all fish products, not simply salt codfish. Under the authority of this legislation, salt fish contracts for a specific market, e.g. Puerto Rico, were grouped and sold over one desk, thereby eliminating distress selling by individual firms. The group arrangement of selling for export continued through the war years. It was

replaced following the war by the marketing company Newfoundland Associated *Fish Exporters Limited (NAFEL) *qv*. This limited liability company, owned and operated by its members, the salt fish firms, was given the exclusive right to export salt fish under a general licence from the Fisheries Board. NAFEL held this exclusive right until 1954, when it lost control of the interprovincial trade in that commodity, and continued to act as the selling agent for a number of firms up to 1969 as a voluntary association. Membership thus was no longer a requirement for the export of salt fish.

NEWFOUNDLAND FISHERIES DEVELOPMENT AUTHORITY. The Newfoundland Fisheries Development Authority was established in June, 1953 through an Act of the Newfoundland Legislature. The legislation provided for the Authority to be comprised of a chairman and two members appointed by the Lieutenant-Governor-in-Council. The Authority was vested with a broad fisheries development mandate; was accountable to the Minister of Fisheries; and had its own budget and support staff. Harry Dustan was a long-time chairman of the Authority with F. Ross Young and Harry C. Winsor *qqv* also making a lengthy contribution as members.

The Authority's mandate included the powers to receive and examine all proposals and suggestions made to or by the Government of Newfoundland relative to fisheries development. Special emphasis was placed on fisheries projects or proposals of an exploratory or experimental nature. The Authority's establishment, some four years after Confederation, coincided with the realignment of the mandate of the Newfoundland *Fisheries Board *qv* in 1952. In addition to promoting the development and modernization of the harvesting and processing sectors of the fishing industry, the Authority was given a mandate to investigate existing and potential markets and marketing methods for products of the Province's fisheries with the objective of expanding market opportunities. The Authority was given the powers to assist financially in the establishment of processing plants and the acquisition of vessels, equipment and installations that would contribute to the development initiative of the Newfoundland Fisheries Board. Those aspects of the Newfoundland Fisheries Board which fell within federal jurisdiction upon Confederation passed to the Government of Canada.

One of the major initial thrusts of the Newfoundland Fisheries Development Authority related to diversification and modernization within the salt fish sector of the industry. Experimental plants were constructed at Merasheen, Seldom, La Scie, Rose Blanche and Harbour Breton. The latter three were subsequently converted to frozen groundfish operations in the post-1960 period concurrent with the decline of the salt fish sector and the expansion of the fresh frozen fisheries sector. The Authority also established a shipyard at Marystown to construct longliners; this yard was the nucleus of the Marystown Shipyard.

The legislation respecting the Authority was repealed in 1982 although its role had terminated in the early 1970s with the restructuring and expansion of the Department of Fisheries. The government which took office in 1972 placed considerable emphasis on expanding the role of the fishery in the Province's economy under the umbrella of a strengthened Department of Fisheries, rather than through the Fisheries Development Authority. Nevertheless, the Authority over its 20-year history played a key role in diversifying and modernizing the Province's fishery.

THE FOUNDING OF THE CANADIAN SALTFISH CORPORATION. Following 1954 and a succession of adverse market conditions for both fresh and salted fish, and a consequent lowering of prices to Newfoundland fishermen, the question of a national marketing board was frequently debated in the House of Assembly. The response of the federal government to requests for relief for the industry came in the form of "deficiency" payments to fishermen or make-work programs to offset income loss. In 1962, Premier Smallwood called a fisheries convention to mobilize support for a comprehensive National Fisheries Development Program, an important feature of which would argue that the similarity of structures between agriculture and fishing presented a strong case for a national policy regarding the fishery similar to Canada's policies for farming. A critical recommendation, one of many in the subsequent submission of Newfoundland's case to the federal government, was the establishment of a fish marketing board. The submission, in total, failed to receive the approval of the federal government and some provinces called together in 1963 to debate it. But after a recurrence of marketing difficulties in 1967 and 1968 in the salt fish industry, matching those earlier in the 1960s, and a further demand from Newfoundland for financial assistance for fishermen, the Minister of Fisheries for Canada introduced in parliament in 1969 an Act entitled the "Saltfish Act", giving to Newfoundland and other participating provinces the exclusive right to the interprovincial and export trade in salt fish.

The conduct of the business of the Corporation was vested in a Board of Directors composed of a chairman, a president, one director for each participating province, and up to five other directors appointed by the Governor-in-Council to hold office for a term not exceeding five years. The director for a participating province was to be appointed on the recommendation of that province. The board was required to meet not fewer than six times annually. In addition, provision was made in the Act for an Advisory Committee of not more than 15 members, one of whom was designated by the Governor-in-Council as chairman. At least half of the membership were to be fishermen or representatives of fishermen. The Committee's purpose was to advise the Corporation on such matters relating to trading in cured fish as were referred to it by the board of directors or raised by the Committee itself. The Corporation's head office was in St. John's.

Newfoundland's agreement to participate in the legislation required the Corporation to utilize the services of existing firms and facilities in the salt fish

trade to the fullest extent consistent with its purposes. Accordingly the Corporation entered into agreements with salt fish firms in Newfoundland and Nova Scotia in which these firms acted as agents for the purchase, curing, storing and transporting of salt fish to a designated export point. The agents were paid for these services on the basis of the output of products by the plant. This payment included the price (established by the Corporation) paid by the agents to fishermen and a processing fee for all other services required to prepare the salt fish for the market. In addition the agents acted on behalf of the Corporation in extending short-term credit for the seasonal supplies to fishermen. This arrangement saw established firms carrying on the production of salt fish in much the same way as prior to 1970, but with the marketing role entirely in the control of the Corporation. The following excerpt from the 1976-1977 Annual Report of the Canadian Saltfish Corporation gives an overview of its operations.

> In sharp contrast to the three previous years, the Spring Arctic ice did not show up in large masses off Newfoundland and prevent fishermen from setting out their gear in 1976. As a result, fishing operations got underway as early as mid-May in some areas, good catches were recorded and the quantity of fish handled by the Corporation increased by more than 25 percent over the previous year. Total production of 20,300,000 pounds (dry weight basis) marked the highest in the Corporation's seven-year existence. The record production level was also sustained by the price advantage in cured fish production.
>
> This was the third consecutive year to show a substantial production increase and, although gratifying in many respects, it created some problems in the areas of quality control and marketing. Although the larger volume of fish catch increased the use of Agents' drying plants, it placed a severe strain on handling and transportation facilities between the ports of landing and Agents' plants. . . .The marketing difficulties resulted from a much larger volume of small and extra small fish. . . .The small fish, besides increasing processing costs, reduced gross income and, as in 1975, necessitated direct assistance from the Fisheries Prices Support Board, but on a much larger scale. On a more positive side, the higher production enabled the Corporation to make regular deliveries throughout the year to certain of its major markets.
>
> While the record production exposed certain weaknesses in the Corporation's method of operation, it served to demonstrate that the Corporation's role has developed into something more than merely an outlet for inshore fishermen located in remote areas without access to a filleting plant or for those in other areas whose fish is surplus to filleting plant capacity.
>
> Due to a downturn in economic activity in Newfoundland in 1976 the total number of fishermen, 18,500, was somewhat higher than in 1975. Of these about 12,500 were classed as fishing cod in inshore waters and the Corporation's records indicate that it was purchased from close to 8,000 of these inshore fishermen. . . . In some areas, particularly along the Quebec North Shore, on the Labrador coast and in northern Newfoundland purchases by the Corporation of fresh and salted codfish, pickled herring, mackerel and Arctic char constituted up to 80 percent of gross earned income of individual inshore fishermen and their families.
>
> As a matter of interest, a random sample of the Corporation's records of fish purchases for Newfoundland and the Quebec North Shore revealed that the average payment made by the Corporation for fish purchases from each inshore enterprise (2 men) included in the sample was $9,674.

Working capital in the amount of $10,000,000 was available to the Corporation. To encourage production of salt fish cures preferred by the markets the Corporation, at the beginning of the season, set a scale of prices that fishermen were to receive regardless of where they fished. These opening prices were guaranteed for the season, and could be revised upward as contracts were concluded in the market. For example, initial prices established in May of 1970 were revised upwards to the extent of 20% after contracts were completed in July. At the end of the same season an additional payment representing an excess of income over expenditure for the year was available for distribution to fishermen.

The Saltfish Act has been amended since its proclamation in 1970 but only to the extent of increasing the amount of working capital which the Corporation may borrow under the guarantee of the Minister of Finance. The Corporation continued to operate in St. John's until 1994 when it was abolished due to the moratorium on the northern cod fishery. David G. Alexander (1977), Shannon Ryan (1986), *Royal Commission 1933 Report* (1933), *The Saltfish Marketing Act* (1970). AIDAN MALONEY/LESLIE DEAN

SALVAGE (pop. 1991, 246). A fishing community, Salvage is located in central Bonavista Bay, at the tip of the Eastport Peninsula *qv*. It has been described as ". . .perhaps the most picturesque of all Newfoundland fishing villages, in a perfect little gem of a harbour among bare headlands and surf-washed islands" (Horwood). It was the lucrative fishing grounds off these headlands and islands which made Salvage one of the earliest harbours to be employed by migratory fishermen from England. As early as 1676 there were six English masters (family names: Chambers, Knight, Pett, Pritchard, Stocks and Warren), making a summer population (with their families and servants) of 66 people. The inner harbour at Salvage provides admirable shelter from all winds for small boats, being an almost enclosed cove on the southeast side of a more open harbour, known as Bishop's Harbour. While

Salvage

Salvage Harbour is difficult of access for larger vessels and Bishop's Harbour is somewhat open, just to the southeast of Salvage are the ship harbours of Broom Close and Barrow Harbour *qqv*.

In the early eighteenth century it would seem that Salvage was a minor fishing post, but as the fishery of Bonavista Bay was increasingly exploited by West Country merchants it became a trading centre. Meanwhile, Barrow Harbour was established as a winter base, for sealing, furring and the laying up of ships — as some of the centres for the fishery on the south side of Bonavista Bay (such as Bonavista and Tickle Cove *qqv*) had poor harbours for larger vessels. By the early 1800s a few families had settled at Salvage and area, including the Dick (Dyke) and Lane families. Other early families at Salvage included the Browns, Burdens, Hancocks, Hefferns, Hunters, Mosses and Oldfords — most of whom have family traditions that they came to Salvage after having been brought to Newfoundland as fishing servants by merchants at Bonavista. By 1836 there were 181 people, increasing to 453 by 1869. By this time the community had a school, a Church of England church (St. Stephen's) and was the parish centre for central Bonavista Bay.

The 1869 *Census* notes that the community sent 10 vessels to the spring seal hunt, while 73 men made the summer voyage to the Labrador fishery. Not only was Salvage dependent on the Labrador fishery to employ many of its citizens directly, but the community's status as a mercantile centre was also based on supplying Labrador vessels out of other communities nearby, such as the Flat Islands, Eastport and Happy Adventure. The peak population of Salvage (591 people in 1891) coincided with the peak years of the Labrador fishery. As the Labrador fishery declined and ultimately collapsed in the early twentieth century the population of Salvage declined as well: to 411 people by 1911, to 249 by 1945 and to less than 200 in the early 1960s. The opening of Terra Nova National Park in the late 1950s and the completion of a road linking Salvage to Eastport and beyond to the Province's highway network brought some tourism into the area, and in 1968 a small museum was opened, preserving many artifacts from the community's heyday. In recent years the major employer at Salvage has been a fish plant operated by P. Janes & Sons. Geoff Aikinson (MHG 41-D-1-8), C. Grant Head (1976), Harold Horwood (1969), A.G. Macpherson (1977), E.R. Seary (1977), *Census* (1836-1991), *DA* (Sept.-Oct. 1985), *Lovell's Newfoundland Directory* (1871). RHC

Burden's Point and the entrance to Salvage Harbour

SALVAGE BAY. See EASTPORT.

SALVATION ARMY, THE. The Salvation Army had its beginnings in 1865, when disaffected Methodist preacher William Booth founded a "Christian Mission" to seek physical and spiritual reclamation of the lost souls of the east end of London. From an independent mission within the Methodist Church the movement grew to become an evangelical denomination — adopting the name The Salvation Army, along

An early Salvation Army officer, Captain James Bowering

Barracks at Clarenville

with uniforms as a symbol of faith for the Saved and a variety of martial terminology in the "battle for souls". The Salvation Army downplayed and eventually rejected the sacraments, but otherwise adopted much of Methodist theology, emphasizing the necessity of a personal religious experiences (conversion, or "being saved", and sanctification or the "second blessing") and the importance of "testimony", whereby each convert becomes an evangelist. Soldiers are also expected to adhere to total abstinence from alcohol. Despite stressing a "withdrawal from worldliness" the Army has continued, in the spirit of Booth's original Mission, to emphasize physical as well as spiritual reclamation of the downtrodden — "Heart to God and hand to man".

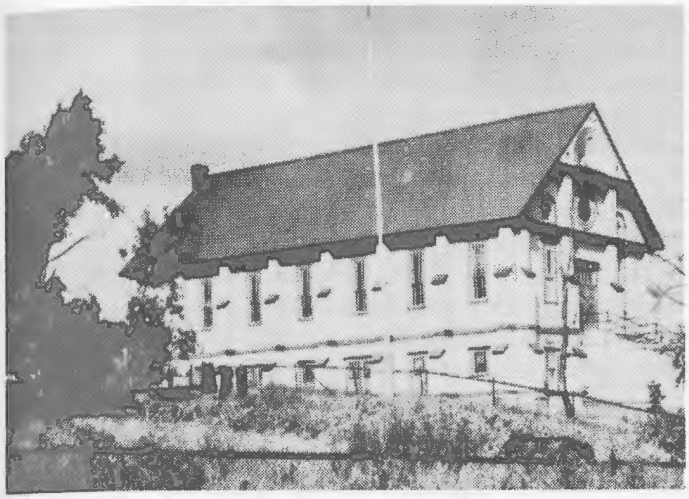
The Salvation Army was established in Canada in 1882, in southern Ontario, where one early convert was Emma (Churchill) Dawson *qv*, a native of Portugal Cove. Following her marriage in 1885, Dawson and her husband made an extended visit to Portugal Cove, where she held the first prayer meetings of the denomination in Newfoundland. This was soon followed by meetings in St. John's. Early in 1886 Arthur Young and a small group of officers came to St. John's to continue the work initiated by Dawson. The open-air meetings and marches held by the first Salvationists met with some opposition in St. John's. There were several incidents in which Salvationists were assaulted and gatherings pelted with stones and mud.

Newfoundland's first corps, St. John's One ("Old Number One" among the Army faithful and predecessor of the St. John's Temple Corps) was established in an abandoned furniture factory on Springdale Street. It was followed in 1888 by Number Two, the Livingstone Street Corps (later Adelaide Street, then the St. John's Citadel Corps). Part of the attraction of the Salvation Army was that, unlike other denominations at the time, women were eligible (and indeed encouraged) to become officers (clergy), at least in theory on an equal footing with men. The first corps commander at Springdale Street was Captain Annie Totten, while female officers such as Carrie Peach, Rhoda Sainsbury and Sarah Woodland *qqv* later played a major role in the spread of the Army in Newfoundland, especially in social work.

Meanwhile the Army was carried to the outports. One of the original group of officers in 1886 had been despatched to Conception Bay, founding corps in Brigus and Carbonear. In 1887 the Army "opened fire" in several other outport corps, notably Greenspond and Grand Bank — where the first church or "barracks" was built in January of 1888. By 1891 the denomination already had a firm foothold in several of those areas which were still known as Army strongholds a century later: the Burin Peninsula, the south side of Trinity Bay, the north side of Bonavista Bay and in Notre Dame Bay. In western Notre Dame Bay much of the pioneering work was done by two Newfoundland converts: David Moulton (formerly a fisherman from the Burin Peninsula) and Arthur Brown (who was born in Conception Bay but had worked as a miner in western Notre Dame Bay). Brown and local Salvationist Samuel Collins are credited with the founding of the corps at Hare Bay, Bonavista Bay *qv* in 1899 — with nearby Shoal Bay (Dover *qv*) and Gambo making up what was for many years one of the staunchest Salvation Army areas in Newfoundland. By the 1891 *Census* there were 2092 Salvation Army adherents in Newfoundland, the largest concentrations — more than 400 — in the Grand Bank-Fortune area and in Twillingate district. Of the 591 Salvationists in Twillingate district in 1891 the largest corps were at the mining towns of Pilley's Island and Little Bay, Twillingate proper and Whales Gulch (Valley Pond *qv*).

One notable early corps was that established at Seal Cove, Fortune Bay *qv* in May of 1889. There a respected Methodist layman helped to convince virtually the entire community to convert, as the Army promised to build a school and provide an officer for the congregation. The school at Seal Cove was the first established by the denomination outside of St. John's. Apart from Seal Cove, however, the Army made virtually no progress on the staunchly Church of England south coast. But in some other respects the Seal Cove experience was a typical case, in that what made the Army attractive was its promise to provide

Salvation Army marching band at Corner Brook



The citadel at Grand Falls

religious and educational services. It was also typical that the converts were made among a Methodist congregation, for the Army style of evangelical revivalism was much in keeping with "old time" Methodism. Newfoundland Salvation Army historian Otto Tucker *qv* has suggested that part of the early appeal of the Army in Newfoundland lay with the "religious vacuum" created as Methodism became "respectable". Methodist ministers increasingly received their training in Mount Allison University and "played down. . . spontaneity and emotional fervour" in their preaching. Relatively few converts were made among Church of England adherents (who tended to look down on the Army as a lower-class phenomenon) and virtually none among Roman Catholics. In the 1890s and early 1900s there were a few converts (including Roman Catholics) made by mission boats operating in Placentia Bay, but the only community to endure in the Army fold in this region was Paradise Sound (Monkstown *qv*).

At a time when early Army officers, such as "Glory Tom" Calhoun, were chiefly noted for the fervour of their preaching, in 1892 Staff-Captain John Read *qv* was appointed divisional officer for Newfoundland. Both an energetic preacher and an experienced administrator, Read was able to gain a measure of recognition for the Army in official circles — including the right to establish Salvation Army schools and permission for officers to perform marriages. (Although the first Salvation Army marriage, that of pioneer St. John's Salvationist Jonas Barter, was performed in 1891 the enabling legislation originally recognized only the divisional officer, or head of the Salvation Army in Newfoundland, as clergy.) Meanwhile, Blanche Read pioneered the Army's social work in Newfoundland, opening a "Rescue Home" for "wayward" girls. In September of 1894 the St. John's corps was visited by the founder, General William Booth, as the first stop on a North American tour. By 1901 there were 6593 Salvationists in Newfoundland — more than 2000 in Twillingate district, about 1000 in each of the districts of Bonavista Bay and Trinity Bay and a further 1000 on the Burin Peninsula.

On the west coast of Newfoundland the Salvation Army was introduced by a resident of Bonne Bay in 1899, after he had come in contact with the Army in Halifax. There were soon corps at Shoal Brook, Rocky Harbour and Trout River. A corps was founded at Curling in 1910, but there was not a large Army presence in the Bay of Islands until construction of the Corner Brook paper mill began in 1923. The Corner Brook Citadel Corps was established in 1926 — with a congregation originally drawn largely from the woodsmen and labourers who had been flocking to the growing town from Army strongholds, such as Triton *qv*, in western Notre Dame Bay. Earlier, the Army had "opened fire" in the central Newfoundland towns which had grown up around the paper mill at Grand Falls, including Windsor, Bishop's Falls and Botwood. While Salvation Army mission boats were active among Newfoundlanders engaged in the Labrador fishery, there was not a large Army presence among residents of Labrador until the 1960s, when corps were established in the mining towns of western Labrador, largely by workers who had moved there from the Island.

Prior to 1910 officers-in-training were usually assigned to Number One corps or to Harbour Grace for a brief period of practical training, but in that year Army headquarters in Newfoundland was established on Springdale Street — a three-storey building (in 1994 the Harbour Light Centre) with the top floor given over to officer training. The course of study was devised by Captain William H. Cave *qv*, who took over as Salvation Army superintendent of education in that year. Previously, Salvation Army schools had reported to Rev. William Pilot *qv*, who had for many years been the Church of England school superintendent.

In the 1920s and 1930s the Salvation Army remained the fastest-growing religious denomination in Newfoundland, with 22,571 adherents by 1945 (or 7% of the population). For the most part this growth occurred in the areas where Salvationists were already established. Notable gains included Little Heart's Ease and area in the 1920s and Lower Island Cove in the 1940s. There was also substantial growth in the two St. John's corps — largely due to the numbers of outport residents who moved to the city. A new St. John's temple was opened in 1942 and a new citadel in 1954. However, the 1940s and 1950s saw rapid growth in the *Pentecostal Assemblies of Newfoundland *qv*, particularly in central Newfoundland and western Notre Dame Bay, and many of the converts have come from the Salvation Army. Much as the Army found its most fertile ground among disaffected Methodists, in

The St. John's Citadel

Lt.-Col. Shirley Rowsell (right) presenting some of her officers to General Eva Burroughs

turn some Salvationists have sought the evangelical fervour of the "old-time religion" in the Pentecostal Assemblies.

With Confederation in 1949 Newfoundland became the Canadian province with the highest percentage of Salvation Army membership and since that time several Newfoundland-born officers have made their mark on the national and international leadership of the denomination — including Clarence D. Wiseman *qv* (territorial commander for Canada and Bermuda from 1967 to 1974, then General of the international Salvation Army from 1974 to 1977), Arthur R. Pitcher *qv* (commander for Canada and Bermuda from 1982 to 1984) and Mrs. General Maud Tillsley *qv* (formerly Maud Pitcher), the wife of the General of the International Salvation Army appointed in 1993.

In 1993 the status of Newfoundland within the international Salvation Army was that of a "provincial command", divided into three divisions (eastern, central and western). The largest of three divisions was Newfoundland Central, with headquarters in Grand Falls. The western division, headquartered at Corner Brook, was under the command of Lieutenant-Colonel Shirley Rowsell — the first female Salvationist to have risen to the rank of Divisional Commander in Newfoundland. In all, the three divisions had 98 corps, with some 33,000 adherents, nearly 10,000 soldiers and 237 active officers. In 1993 the membership of the Salvation Army in Newfoundland and Labrador made up approximately 33% of the total membership in Canada. K.E. Brown (*BN II*, 1937), John O. Cooper (1994), Mary Morgan Dean (1919), Bernard Holloway (1987), R.G. Moyles (1977), Major Warrick Pilgrim (interview, May 1994), Blanche J. Read (n.d.), H.B. Saunders (1975), Otto Tucker (*NQ*, Mar. 1990), *From Victory Unto Victory* (1974), *His Promises Are Sure* (1988), *The Salvation Army Newfoundland & Labrador Annual Report '93* (1993), *Sixtieth Anniversary Review The Salvation Army St. John's Temple Songsters* (1973?), *Souvenir Brochure* (1981), *TCE* (1985). RHC/OTTO G. TUCKER

SAM HITCHES HARBOUR (pop. 1901, 8). A 3 km-long, narrow indraft on the southern shore of Long Island, Hermitage Bay, Sam Hitches Harbour is about 13 km west of Gaultois. The harbour, which is also known as Long Island Harbour, is too narrow for any but the smallest boats, but is quite sheltered. It was probably being used, at least on a seasonal basis, by fishing servants working for Newman and Co. at Gaultois from the 1820s. There is no generally accepted explanation for the origin of its name.

The community appears in the first Newfoundland *Census* in 1836 with a population of 26, consisting of four families. One of these was the family of William Strickland, who was met by missionary Edward Wix the preceding year. Wix notes that Strickland was the son of a Burgeo planter and had until recently lived at Deer Island, White Bear Bay. Another was likely the family of John Baldwin, met by Methodist missionary William Marshall in 1839 at his winter place, Round Cove *qv*, at the bottom of Hermitage Bay. Marshall also suggests that the other residents of Sam Hitches wintered in nearby coves.

By 1869, when the community appears in the *Census* with a population of 12 Roman Catholics, these early residents had settled elsewhere, especially nearby Little Bay (Stone Valley *qv*). Later settlers were the families noted in *Lovell*, those of Ambrose and Benjamin Morris. The Morrises are known to have lived earlier at harbours nearer Gaultois and later moved again to Scouse Cove and Stanley Cove *qqv*. By 1874 the recorded population had risen to 23, dropping off to five ten years later, then not appearing in the *Census* again until 1901. It would appear that, while the sheltered harbour of Sam Hitches attracted settlers, less sheltered coves closer to the area's major fishing grounds proved more attractive in the long run. In 1993 Sam Hitches Harbour was the site of a mussel farm. E.R. Seary (1977), Edward Wix (1836), *Census* (1836-1901), *Lovell's Newfoundland Directory*, United Church Archive, St. John's ("The Journal of William Marshall"). RHC

SAMPHIRE. Also called glasswort or chicken-claw, samphire is a fleshy herb found on salt marshes northward to the Maritimes and Newfoundland. Not to be confused with the plant *Crithmum maritimum*, known colloquially in Europe as samphire, the North American samphire includes several species belonging to the genus salicornia, of the goosefoot family *(Chenopodiaceae)*. Samphires are leafless plants whose succulent, prominently-jointed stems bear small flowers hidden beneath scales. Vivid green in summer, turning reddish in the fall, samphire can be eaten in salad or cooked and pickled. Fernald and Kinsey (1958), William A. Niering (1979), Peterson and McKenny (1968). KATHLEEN WINTER

SAMSON ISLAND (pop. 1951, 108). A resettled fishing community, Samson Island was located on either side of Samson Tickle — a 400 m-wide passage between North (locally, Lower) Samson Island and South (Upper) Samson Island — approximately 10 km west of Summerford. The islands were presumably named

Samson Island

after the Samson family, one George Samson having been recorded at nearby Black Island in the 1830s. But it may not be entirely a coincidence that the first recorded resident of Samson Island, in 1870, was one Samson Stuckless.

Stuckless apparently moved to Samson's Island from Tizzard's Harbour, as did another pioneer settler, John Burt. In about 1876 they were joined by two more families, Potters and Bakers from Black Island. Then the Butler and Clarke families (originally from Conception Bay) settled in the early 1880s. By 1884 there was a population of 56, rising to 99 by 1911. In addition to those cited above common family names of Samson Island include Twine (from Black Island), Perry (from Exploits) and Janes (from Twillingate). Several of these families built small schooners to engage in the Labrador fishery, with the Tickle providing a convenient anchorage, while vessels could be laid up for the winter at Western Harbour, on the south island. Inshore fishermen fished for cod in local waters, and made substantial catches of herring. Seasonal employment in lumbering became an important source of income after the opening of the Grand Falls paper mill in 1909. In fact, by the 1940s most of the work force was employed off the island. Further, there were often difficulties in getting a teacher for the school (located, like the church, on the Upper Island). Samson Island was resettled in 1956, most of the people moving to Lewisporte or Little Burnt Bay, while the Perry family moved to nearby Cottlesville. In 1994 there were several summer cabins at Samson Island. Rob Mills (1993), Harold Perry (interview, Jan. 1994), E.R. Seary (1977), *Census* (1884-1951), *List of Electors* (1955), *McAlpine's Newfoundland Directory* (1894), *Sailing Directions for Newfoundland 1931* (1931), Archives (A-7-2/K; VS 89; VS 92). RHC

SAMSON, ISRAEL JAMES (1864-1943). Educator. Born Flat Islands, Bonavista Bay; son of William Samson. Educated Bishop Feild College; Truro Normal School; Columbia University. Married a Worrell. On graduating from Bishop Feild College Samson became a schoolteacher. He spent some time at Port au Port and then joined the staff at Bishop Feild College. Following further training in Nova Scotia, Samson developed a manual training department and managed it until 1925. In that year he became assistant to W.W. Blackall *qv*, superintendent of Newfoundland's Church of England schools. He succeeded Blackall as superintendent in 1933, and from 1934 to 1943 was Secretary for Education under the commission of government. In 1936 Samson was appointed a member of Memorial University College's first board of governors. After his death, a junior high school in St. John's was named in his honour. *DNLB* (1990), *ET* (Dec. 13, 1943), *NQ* (Oct. 1933). ACB

I.J. Samson

SAMSON, SOLOMON (1888-1957). Politician; civil servant. Born Flat Islands, Bonavista Bay. Samson worked as a teacher at Catalina and Greenspond before entering politics in 1919 as a Liberal-Unionist MHA for Twillingate. He served a single term in the House, and was appointed to a position in the Customs Department in 1923. Samson lived the rest of his life at St. John's, where he developed something of a reputation as a poet. He published a slim volume of his work in 1952. S. Samson [1952], *DNLB* (1990). RHC

SAN-BEAMS. This was a publication intended to build morale within the St. John's Sanatorium (the "San") as well as "to bring into the home of every Newfoundlander up-to-the-minute advice on the way to health" in the fight against tuberculosis. It is not known when the magazine started or ceased publication. The only extant copy in a public collection in 1993 was volume

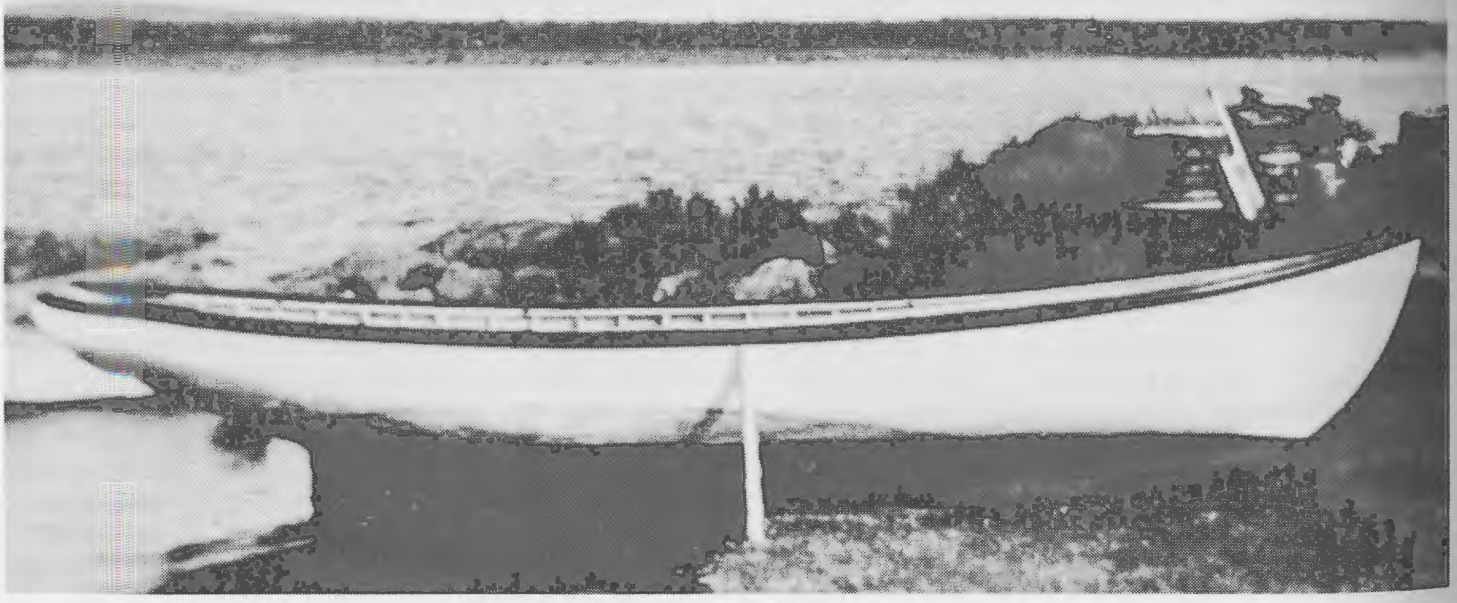
3, from 1946, but, bibliographic reference is made to a September 1945 issue (House). The editorial staff of the 1946 issue consisted of Conrad Fitz-Gerald as managing editor, Brian P. Kemp as senior editor and Harold Horwood *qv* as one of the associate editors. It contained letters to the editor, poetry, stories, advertising, health advice, spiritual commentary, trivia and news of patients from each ward of the Sanatorium. Edgar House (1981), *San-Beams* (vol. 3, 1946), Smallwood files (Sanatorium). ILB

SAN JUAN. A 300-ton Basque whaling galleon which sank in Red Bay, Labrador in 1565, the *San Juan* has been described as the earliest and most significant shipwreck ever found in Canada, as well as the most completely preserved working galleon anywhere. Sixteenth-century insurance claims found in archives in Spain led to its discovery. It was found in less than 10 metres of water, about 30 yards from shore. In the fall of 1978 Parks Canada undertook excavation of the site. The *San Juan*, loaded with 55,000 gallons of whale oil, had been preparing to sail for Spain when a storm drove it on the rocks. The crew made it to shore before it sank, and outfitter Joanes de Portu managed to salvage much of its gear and about half the cargo. The archaeological value of the discovery is that it attests to annual whaling expeditions to Labrador and the presence of Basque whalers there two decades before the arrival of Samuel de Champlain. See RED BAY. Tuck and Grenier (1989), Centre for Newfoundland Studies (*San Juan*; Archaeology), Newfoundland Historical Society (*San Juan*). ILB

SAND HILL RIVER (pop. 1945, 7). The Sand Hill River runs out to the Labrador coast at Sand Hill Bay (or Cove) about 50 km east-southeast of Cartwright. Historically, there have been two or three resident families at a site known as Sandy Hills, north of the narrows where the River empties into the Bay. The area has also been one of the major "winter places" of Indian Tickle *qv* (approximately 20 km to the east). The community appears in the first Labrador census, in 1856, with a population of six. It never had more than 20 people, recorded in 1891.

In the winter of 1863 John Burdett (by tradition the first to settle) and John Ellison (Elson) of Indian Tickle were wintering there. By the 1880s one Solomon Burdett was a year-round resident, along with families named Elson and Randell, all of whom had homes in the vicinity of Sandy Hill with fishing places further out the Bay, at The Point, Cape Greep and Mother Burns Cove. In later years the Randells and Burdetts were joined by a family of Holwells, from Spotted Island, and a small school was built. A couple of families left in the 1940s for work at Goose Bay. The last residents were the family of Jimmy Burdett, who moved to Indian Tickle, only to be later resettled to Cartwright. In 1990 some of the Burdetts of Cartwright still had cabins at Sandy Hill, while there was also an outfitter's cabin on the River. Larry Jackson ed. (1982), V. Tanner (1947), *Census* (1857-1945), *Them Days* (vol. 6#2, 1980; Dec. 1982; Jan. 1991; July 1992), Archives (A-7-4/36; A-7-5/13; VS 95). RHC

SANDERLINGS, THE. The Sanderlings began as a young people's singing group, the Little Carollers, which was formed by St. John's musician Katherine (Smyth) Harrington in 1964 for a CBC-TV Christmas show. It consisted of the three youngest Harrington children (Beth Harrington *qv* as lead singer and arranger), Michael Doyle, Leslie Lake and brothers Andrew and Christopher Hutton. The group later changed its name to the Little Singers and finally to the Sanderlings. As the Sanderlings the group gained acclaim, appearing on national television, perhaps most notably on "The Tommy Hunter Show", and performing at several national events (including a performance at Parliament Hill on Canada Day in 1968, as guests of Governor General Roland Michener). The group recorded an



Boat built at Sandy Hill by James Burdett

album, *The Sanderlings*, in 1971. Shortly thereafter the group disbanded. *Canadian Panorama* (June 5, 1971). MICHAEL F. HARRINGTON

SANDOVAL, LEO (1936-1990). Musician; educator. Born Winslow, Arizona, son of Manuel and Katerine (Cooper) Sandoval. Educated Arizona State College; Northern Arizona University. Married Shirley Currivar. Sandy Sandoval first came to Newfoundland in 1955 as a serviceman in the American armed forces at Fort Pepperrell. He returned to the United States, teaching high school in California, but came back to St. John's (having married a Newfoundlander). He started a music program at St. Pat's school, and, following periods of study and teaching in the States, taught at Gonzaga High School and St. Pius X. In 1977 he was appointed to the education faculty at Memorial University, where he was responsible for the band program. During his years in Newfoundland Sandoval was known for his work in encouraging music education and as a talented and innovative jazz musician, especially as a trumpet player with the Ralph Walker *qv* Group. He died suddenly in Halifax airport, while en route to Ontario for a heart transplant operation. Shirley Sandoval (interview, Jan. 1994), *ET* (Aug. 1990). JAMES WADE

SANDPIPERS. The family *Scolopacidae* includes not only the typical sandpipers, which are small to medium-size shorebirds, but also closely related forms. Some of these are fairly large birds such as the godwits (15 ½"), curlews and whimbrels (17 ½"), which are seen in drier locations. Also included are dowitchers, snipe *qv*, phalaropes *qv* and others. Many of these birds breed in the Arctic, some (such as the red knot) even on the far limits of the northernmost Arctic islands. They are seen in Newfoundland only in migration. Others breed in Newfoundland, and are considered common.

The spotted sandpiper (*Actitis macularia*) is common, and breeds throughout the Province, as it does throughout most of Canada and the United States. Round spots on the breast are very distinctive when the bird is in breeding plumage. But in winter and in juvenile plumage this bird closely resembles the common sandpiper (*Actitis hypoleucos*), which does not occur in the Province. The spotted sandpiper leaves in early fall to winter around the coasts of Florida and the Gulf of Mexico. The least sandpiper (*Calidris minutilla*) is common, and breeds throughout the Province. It is sparrow-size and is usually seen near lakes and ponds. It winters south to Brazil. The greater yellowlegs (*Tringa melanoleuca*) is also common, and breeds throughout most of the Province and the boreal forest belt of Canada. Larger sandpipers (about 14 inches), greater yellowlegs are often seen standing in shallow water and are known to many Newfoundlanders as a "twillicks". They nest on the barrens, near wetland or streams, and winter around the American east coast and west coast, and south into Mexico.

Spotted sandpiper

Two species of this family that are rare in the Province, yet are known to breed here, are the American woodcock *qv* and the willet, a curlew-sized bird which is more at home west of the Great Lakes. About 20 additional species are seen in migration in late summer and fall. Some of these are common, but others are rare. For example, the whimbrel (*Numenius phaeopus*, formerly the Hudsonian whimbrel and locally "curlew"), is common on berry barrens in late summer. The Eskimo curlew (*Numenius borealis*), which is at or near extinction, used to be seen with the whimbrels. The Hudsonian godwit (*Limosa haemastica*) is a very uncommon bird, but has been seen in small flocks in St. John's. The purple sandpiper (*Calidris maritima*) is a bird from the Arctic that winters along our coast. Mactavish, Maunder and Montevecchi (1989). CHARLIE HORWOOD

SANDRINGHAM (inc. 1968; pop. 1991, 308). Located on the Eastport Peninsula *qv* in central Bonavista Bay, Sandringham was founded in 1939 as part of a government *land settlement *qv* movement to establish farming communities. Originally, the plan was to settle 50 families at the site, but with the outbreak of World War II it was decided to halve that number.

The majority of the original settlers came from nearby communities such as Salvage, Flat Islands, Eastport and Happy Adventure *qqv*. Many had been involved in the Labrador fishery before its precipitous decline in the 1930s and some were familiar with the area chosen, at the head of the Northeast Arm of Alexander Bay, from winter woods work. Four settler families came from Badger's Quay, on the north side of Bonavista Bay, and three from Bunyan's Cove, on the south side. By 1945 the community was considered one of the most productive agricultural communities in Newfoundland. Sandringham first appears in the *Census* in that year with a population of 132.

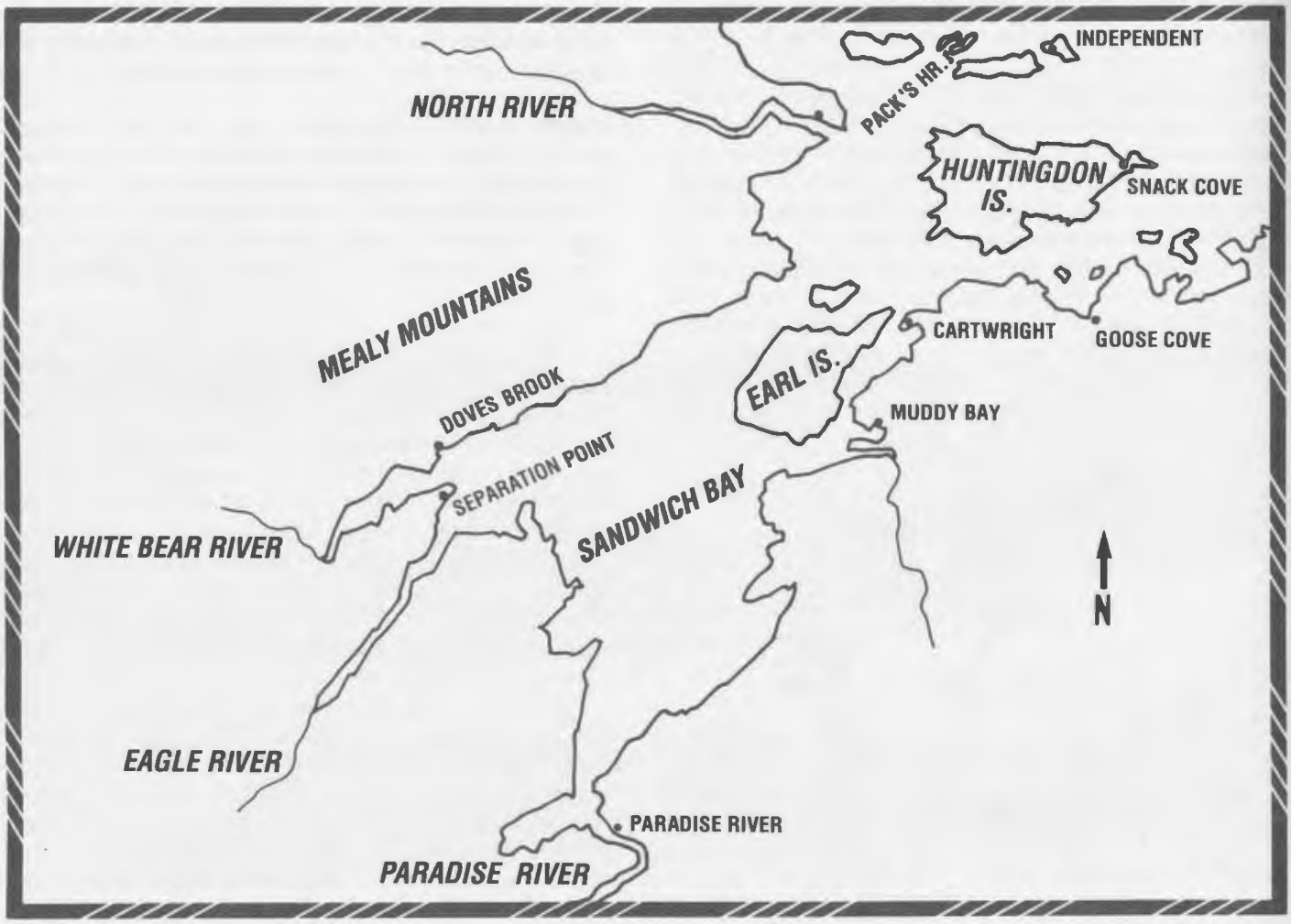
Although in the post-War years many people began working outside the community to supplement their incomes and many eventually commuted to jobs elsewhere, in 1994 the descendants of several of the original settlers were still full-time farmers, while others farmed part-time. Since the establishment of Terra Nova National Park nearby in 1957 many Sandringham residents have found seasonal employment

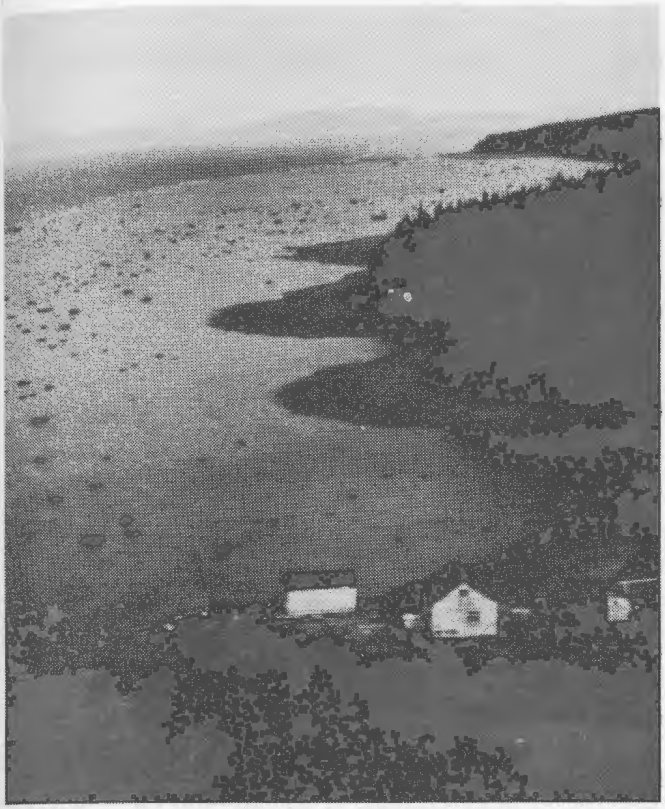
there, while the area has also become popular with cottagers and retirees. Family names of Sandringham in 1994 included Balsam, Brown, Hapgood, Harvey, Samson and Williams. The original settlers of Sandringham were chosen from among adherents of the Church of England. In 1994 there was also a Gospel Hall in the community serving a congregation spread over the Eastport peninsula. W.G. Handcock (1970; 1994), *Census* (1945-1991). RHC

SANDWICH BAY. A large bay on the Labrador coast, Sandwich Bay is some 18 km at its widest point (from Separation Point *qv*, east to Longstretch) and extends approximately 37 km from Cartwright *qv* southwest to Paradise River *qv*. Although Cartwright and Main Tickle Point are defined respectively as the southern and northern headlands of the Bay by the *Sailing Directions*, in common usage the name is also applied to the broad and island-studded "outer" Bay, between Cape Porcupine and Grady *qv*. While outer Sandwich Bay was known to French and European fishermen from an early date, charts of the early 1700s do not indicate any knowledge of the inner Bay, the entrance to which is nearly blocked by Earl Island. The wider passage into the Bay, to the north of Earl Island, is a hazardous one, beset by numerous islets and the extensive shoals of the North River Flats. Consequently, the inner Bay was all but unknown to Europeans prior to 1775 — although the White Bear, Eagle and Paradise rivers *qqv* which flow into the Bay's southwestern end were seasonal migration routes of the Innu *qv* people.

The outer Bay was charted and probably named by surveyor Michael Lane *qv* in the late 1760s, at a time when John Montagu, fourth Earl of Sandwich, was at the height of his political career. (It was this Lord Sandwich who also gave his name to a popular snack, reportedly invented so that he would not have to leave the gaming tables for meals.) The three major rivers which empty into the Bay were all named by George Cartwright *qv*, who established his trading post, "Caribou Castle", in 1775 on the site of the town that now bears his name. After experiencing difficulties with competitors while trading at Cape Charles, Cartwright decided to strike out to the north. The site he chose was, at the time, well beyond the northern limit of English exploitation and he was delighted with the abundant resources of the large Bay, all of which is inside the band of tundra which characterizes coastal Labrador. He discovered the best passage between the inner and outer bays, between Cartwright and Earl Island, and gave it the name Favourite Tickle. Cartwright's journals note water birds, cod, fur-bearing animals and spruce in astonishing abundance — and, most especially, "more salmon than we had salt to cure".

Exploitation of this salmon resource became the major commercial activity in Sandwich Bay and in 1994 the Bay remains one of the most renowned areas in the Province for salmon. After experiencing attacks





Near North River

from American privateers during the American Revolutionary War and other financial setbacks, Cartwright sold his salmon fishery to a rival firm, Pinson and Noble, in about 1784. In that year Pinson and Noble employed 19 men, who caught 400 tierces at the Sandwich Bay salmon post — by far the largest number of salmon taken at any point along the coast. By 1816 the Sandwich Bay salmon fishery was in the hands of Dartmouth (England) merchant Philip Beard. When Hercules Robinson *qv* visited the outer Bay in 1820 he found that Beard was also heavily involved in the cod fishery. Beard had his headquarters at Dumplin Island and employed 200 men fishing for cod at Grady, 95 men on shore, three merchant vessels and five large boats (to take crews to his upriver salmon posts).

Robinson had noted Table Bay *qv*, south of Grady, as being the northern limit of the Newfoundland cod fishermen in 1820. But by 1824 there were more than 100 Newfoundlanders fishing at Pack's Harbour *qv*, while through the 1830s floaters and stationers *qqv* from Conception Bay came increasingly to frequent Pack's Harbour, Independent *qv* and the Huntingdon Shore. American fishermen also frequented the outer Bay each fishing season: in 1857 it was estimated that there were 150 American vessels engaged in the Labrador fishery, the majority either at Sandwich Bay or in the vicinity of Cape Harrison.

Meanwhile, Hunt & Henley had taken over salmon, cod and fur-trading posts from Beard. A few of the craftsmen employed by Hunt & Henley (as coopers and "tinsmiths" or salmon-canners) settled the Bay, developing a pattern of wintering at the mouths of the rivers to trap in their valleys, remaining in the Bay for the spring and early summer salmon runs, then moving out to the islands for the cod fishery. Some took Inuit wives (for there was a small enclave of Inuit at Dumplin through the nineteenth century) and it is their descendants who form the majority of the population of Sandwich Bay in 1994. By 1874 there were 194 people living in Sandwich Bay, scattered for much of the year at winter-houses or salmon fisheries in "communities" which were homesteads for one or two extended families. There were 301 people by 1884. The two major gathering places soon developed as being the Cartwright trading post and the "winter places" at the mouth of the Paradise River. In 1873 the Hudson's Bay Company *qv* purchased the Cartwright post (along with other premises in the Bay) from Hunt & Henley, and soon made it their headquarters for trading in the region. In the meantime the Harbour Grace firm of John Munn *qv* & Co. had come to dominate the "Newfoundland" fishery in outer Sandwich Bay, with their major premises at Pack's Harbour and Grady.

Dove Brook

Cartwright c. 1900

The Rev. Henry Gordon *qv* was posted to the Church of England mission for Sandwich Bay in 1915. Although headquartered at Cartwright, Gordon found it difficult to minister to the scattered population. He was particularly concerned about the difficulty of providing schooling for the children, and decided to establish a boarding school at Muddy Bay *qv* in 1917. However, in 1918 an influenza epidemic wrought havoc among the settlers of Sandwich Bay and Gordon's school took in a number of orphaned children. Indeed, the 1921 *Census* shows the population of Sandwich Bay as having been considerably reduced, to 234 people, with Muddy Bay Orphanage recorded as the second-largest community. With a population of 87 people in 1921 Cartwright was by this time the trading centre for the whole Bay. Accordingly, when the Labrador Public School burnt in 1928, the International Grenfell Association (which had taken over the school in 1923) decided to establish a new boarding school at Cartwright. In addition to the Lockwood School, after 1936 there was also a Grenfell medical station at Cartwright.

The concentration of people at Cartwright continued in the 1950s, when an American radar site was established there. In the early part of the decade much of the population increase of the town came as families moved there from isolated homesteads in the outer Bay (such as the Davis family of Goose Cove, to the east of Cartwright), while by the late 1950s a number of families were resettled there from the coast to the southeast of Grady (including Table Bay, Sand Hill River and Indian Tickle *qqv*). In the early 1960s resettled families arrived from small communities in the inner Bay (such as Doves Brook and Bobbin Joy's). With the arrival of families from Spotted Islands, Batteau *qqv* and area in the mid-1960s, the entire population of the Labrador coast from Groswater Bay to Frenchman's Island (with the exception of Black Tickle) had been resettled to Cartwright in the space of about 15 years. In 1991, the population of Cartwright stood at 611 people, with the only other year-round community in Sandwich Bay being Paradise River (pop. 59). However, some Cartwright and Paradise River people have continued the practice of maintaining fishing stations elsewhere in the Bay. P.W. Browne (1909), W.G. Gosling (1910), Lawrence Jackson ed, (1982), H. Robinson (1851), G.W. Thomas (1987), Arminius Young (1910), *Census* (1874-1991), *List of Electors* (1962), *Sailing Directions Labrador and Hudson Bay* (1974), Archives (MG 8/9; MG 8/15/1). RHC

SANDY COVE, BONAVISTA BAY (inc. 1956; pop. 1991, 174). Sandy Cove is a community in central Bonavista Bay, on the south side of the Eastport Peninsula. It takes its name from a wide beach at the bottom of a broad, open cove. The homes and gardens of the community are located atop a high bank above the beach.

Sandy Cove was settled by fishermen from harbours to the northeast — nearer inshore fishing grounds at the tip of the Peninsula, but where there was little land to build homes or to cultivate gardens. Initially, like other wooded coves in Newman Sound, Sandy Cove was frequented for winter woods work by people from the Salvage *qv* area. By the 1850s much of the population of Barrow Harbour *qv* was wintering at Sandy Cove, which first appears in the *Census* in 1857, with a population of 32. The community does not appear in the 1869 *Census*, at which time it would appear that members of the founding families (the Kings, Matchims, Napiers and Powells) were enumerated as resident at Barrow Harbour or nearby fishing stations such as Smokey Hole, Broom Close or Little Harbour (Richards Island).

With the rise of the Labrador fishery out of central Bonavista Bay in the late 1800s, the second generation at Sandy Cove largely abandoned the practice of moving

Sandy Cove, B.B.

back to their former homes for the inshore fishery. Instead, another migratory fishery developed, to the Labrador, with Sandy Cove residents becoming involved as crew for vessels out of Salvage, traditionally the supply centre for Barrow Harbour and vicinity. However, by the 1890s some local skippers had built their own schooners, which were usually harboured at nearby Happy Adventure *qv*. Sandy Cove gradually reduced its ties with Salvage, as residents also became involved in shipbuilding and logging at "winterhouses" further in Newman Sound, and became a part of a growth area centred on Eastport *qv*, just 2 km away over the isthmus of the peninsula. In 1890 Holy Cross Church of England church was built at Eastport. Other institutions, such as schools, the Loyal Orange Association and the Society of United Fishermen established in Happy Adventure or Eastport, also served Sandy Cove.

Residents began trading at the two nearby communities, both of which grew considerably larger than Sandy Cove with its poor harbour. However, the diversified economy of Sandy Cove did attract a few additional people in the 1890s, such as the Dyke, Hobbs, Quinton and Wicks families — who settled the western part of the cove, at Greening Point. There were 82 people in 1901, and 131 by 1911. While some people gained income from inshore fishing locally (for the most part relying on salmon or lobster) the major fishing effort was concentrated on the Labrador. This fishery declined steadily in the early 1900s and had all but ceased by the late 1930s. Some of the slack was taken up by sawmilling in Newman Sound and by cutting pulpwood in central Newfoundland, but by the 1950s several families had left the community and many of the remaining men were employed away for much of the year. The establishment of Terra Nova National Park in 1957 provided some local employment, as roads in the area were upgraded and service industries for tourists developed at Eastport. Since that time tourist cabins and summer homes have been built at Sandy Cove, which has otherwise become largely a dormitory and retirement community. Clarence N. Matchim (MHG 102-B-1-13), Kevin Major (1983), E.R. Seary (1977), *Census* (1857-1991), *DA* (Sept.-Oct. 1985), *Holy Cross Church Eastport, Newfoundland* (1989), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894). RHC

SANDY COVE, FOGO ISLAND (pop. 1961, 13). A resettled fishing community, Sandy Cove was located on northeastern Fogo Island. It was probably settled by the early 1800s, as nearby Tilting *qv* had been a growing settlement of Irish fishermen since the mid-1700s. It is said that in 1809 one Michael Turpin was scalped by Beothuk at Sandy Cove while a servant of planter Michael Burke — local tradition has it that a rock at Sandy Cove still bears the stain of Turpin's blood.

By the first *Census*, in 1836, there were 40 people at Sandy Cove (the most ever recorded). These included the families of Michael Burke, William Doyle, Robert Forsythe and Patrick, Michael and John Reardon. In most subsequent records there were 20-30 inhabitants, with the family names Forsythe and Reardon — while virtually all twentieth century inhabitants were Reardons. These people fished for cod in inshore waters or at Little Fogo Islands *qv*, while some went to the French Shore fishery in vessels sailing out of Tilting. Homes and fishing premises were located on the southeast side of the cove — closest to Tilting, where church and school were attended and catches of cod could be traded to the agents of Fogo merchants — while the northwest side was for the most part used for gardens. During World War II there was a United States Air Force radar station situated on the northwest side, some of the ruins of which could still be seen in 1994.

By the 1960s most of the Reardons remaining at Sandy Cove were elderly, and the last family was resettled to Tilting in 1967. In 1994 the Tilting municipal park was located in Sandy Cove, but the Reardons' gardens were still in use. E.R. Seary (1977), *Census* (1836-1961), *Lovell's Newfoundland Directory* (1871), *Statistics: Federal Provincial Resettlement Program* (1975?), Archives (MG 323/1/2), Newfoundland Historical Society (Tilting). RHC

SANDY COVE, LAWN BAY (pop. 1921, 2). This abandoned fishing community was located in the outer part of western Lawn Bay, about midway between Lord's Cove and Roundabout *qqv*. Sandy Cove appears to have been occupied as a summer fishing station by people who spent their winters in less exposed areas further in the bay. Family names in the cove in 1894 were Edwards, Flanigan, Lambert, Pike and Roll (Roul). The tiny settlement appeared in the 1901 *Census* with a population of 13. By 1904 the Connor and Cox families had joined the others fishing there. Seven families consisting of a total of 39 people were engaged in the shore fishery in 1911. A number of horses, cattle, sheep and poultry were kept. By 1921 only Joseph and Mary Fitzpatrick, originally of St. Lawrence and Marystown, remained fishing in Sandy Cove. A tidal wave in 1929 destroyed property along the shore and disrupted the fishery, discouraging further

use of the cove. *McAlpine's Newfoundland Directory* (1894, 1901), *Census* (1901-1921). ACB

SANDY COVE, ST. BARBE (pop. 1991, 275). A fishing community on the Great Northern Peninsula, Sandy Cove is located on the southeast (Newfoundland) side of the Strait of Belle Isle, about 5 km northeast of Flower's Cove *qv*. The southwest side of Sandy Cove offers some shelter for small boats. It was settled in about 1843 by one George Coles of Modbury, Devon, who had come to Newfoundland as a fishing servant and settled at Sandy Cove after his marriage to Ann Gould of Anchor Point *qv*. The Coles family were joined by Ann Gould's sister, Eliza, and her husband, Thomas White.

White and Coles initially made much of their living from netting seals in the Strait, supplemented by cod fishing on the Labrador coast and fur trapping in the country between the Straits and the head of Hare Bay. Perhaps the precariousness of this living was what gave Sandy Cove the local name of "Poverty Cove", which was still in common use early in the twentieth century. Sandy Cove first appears in the *Census* in 1869, with a population of 20. It remained a similar size until the late 1800s, when it began to grow slowly. In part, this growth came about as a result of increased use of cod traps on the Strait of Belle Isle, giving Sandy Cove a reliable cod fishery for the first time. By 1890 Thomas and John White owned substantial fishing premises, and the firm of Thomas White and Son eventually became general dealers, supplying crews out of Sandy Cove and other nearby communities for the cod and lobster fisheries. The community grew from 52 people in 1901 to 99 in 1921, with the growth occurring as more and more of the two founding families settled, with the White family coming to outnumber the Coleses.

In 1993 the fishery remained the basis of the economy of Sandy Cove, with most fishermen selling catches to a local firm, White's Fisheries, or fishing the Straits from longliners based in nearby Savage Cove *qv* or Flower's Cove. Roadside services also provided some employment, other people finding work at the local service centre, in Flower's Cove, where pupils from Sandy Cove were bused to school. J.T. Richards (1953), E.R. Seary (1960; 1977), P.A. Thornton (1981), *Census* (1869-1991), *JLC* (1873), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894). RHC

SANDY HILL, LABRADOR. See SAND HILL RIVER.

SANDY HOOK. A summer fishing station, Sandy Hook is located on the south side of Denbigh Island, at the mouth of Alexis Bay, Labrador, about 35 km east of Port Hope Simpson *qv*. The fishing station is not noted in early records pertaining to the Labrador fishery, and would appear to have come into use only after the founding of Port Hope Simpson in 1934. In 1965 A.P. Dyke noted that 34 residents of Port Hope Simpson had summer fishing premises at Sandy Hook, but after Bowater's ceased cutting pulpwood in the area in 1968 there were more people involved in the seasonal fishery, and the station had doubled in size by 1971. In 1990 there were five fishing crews using the station, selling their catches to nearby Williams Harbour *qv*. In 1993 Sandy Hook was not being used for the summer fishery, while the moratorium on northern cod continued, but families of Port Hope Simpson, notably the Strugnells, continued to frequent the station to maintain their premises and as an occasional summer retreat. A.P. Dyke (1969), *Alluring Labrador* (1980), *List of Electors* (1971; 1975), *Obituary on the Labrador Coast Fishery* (1992). RHC

SANDY ISLANDS. Sandy Islands are a group of small islands off Bed Head, on the Labrador coast approximately 7 km south of Batteau *qv*. The largest, Sandy Island, is about 1 km long and was home to a few fishing families in the mid-nineteenth century. It appears in the first census of Labrador, taken in 1856, with a population of 19. These were likely the families

Sandy Cove, St. Barbe

Sandy Islands

of James Dean and George Ittnock, who fished for cod in nearby waters and had winter quarters in Black Bear Bay to the south and Reed's Pond *qv* to the north. In the twentieth century Sandy Island has been a summer station for Island fishermen, mainly from the Spaniard's Bay area, and for a few families of Labrador "liveyers" at Salter's Tickle (formed by the smaller Inner Sandy Islands, just off Bed Head). In the summer of 1990 there were two crews fishing at Salter's Tickle and one crew from Spaniard's Bay at the outer island. John Parsons (1970), *DA* (Oct. 1979), *Them Days* (Jan. 1991; July 1992), Archives (MG 8/8/14; VS 113). RHC

SANDY POINT (pop. 1966, 14). In the nineteenth century Sandy Point was the hub of the St. George's Bay fishery, the largest year-round community on the west coast and the chief English settlement on the French Shore. Until the 1940s the site was a peninsula connected to the mainland at Flat Bay *qv*. But the sea gradually eroded the sandy soil, perhaps as a result of grazing by livestock, and a large storm in December 1951 finally widened the gap to the point that the isthmus was no longer passable even at low tide. Even in its heyday the low-lying Point sometimes suffered storm damage, notably in 1872 when high seas and winds destroyed wharves, fishing gear, stores and livestock.

In the mid-1800s, Sandy Point had a population of over 700 people. Capitalizing on its central position in a bay noted for its herring fishery, the community was the major port and supply centre for much of the west coast, its merchants trading with the Port au Port Peninsula, the Codroy Valley and Labrador. As early as 1740 Sandy Point was a hideaway for pirates Eric and Maria Cobham *qv*, who raided ships that came into the Bay to trade or to seek shelter from bad weather. It would appear that in the mid-1700s Sandy Point was frequented by both French and English fishermen. The Treaty of Versailles (1783) incorporated St. George's Bay within the French Shore *qv* and officially prohibited settlement, but the French were soon absorbed in the Revolutionary and *Napoleonic wars *qv*. The first few settlers arrived in the latter part of the eighteenth century. According to local tradition the first settler was a Jerseyman, Philip Messervey. By 1801 there were four resident families, mostly from the Channel Islands.

When the French returned to the Newfoundland fishery in force after 1815 they tolerated these few "English" settlers and even began to rely on them for bait. In 1822 W.E. Cormack stayed at Messervey's home after his trek across Newfoundland and noted 20 families at Sandy Point, engaged in furring and the salmon fishery, and estimated the total population to be about 100 people. During Cormack's visit four schooners were moored there, engaged in trading fish and furs to Halifax. The 1836 *Census* recorded the population at 112. In addition to the English and Jerseymen, fishermen of French descent (both Acadians from Cape Breton Island and deserters from French vessels) also settled at Sandy Point, along with a few people of mixed European and Micmac blood. Early family names included Bennett (Benoit), Garnier, Hynes, Fillatre, LeGrandais, Leroux, McFatridge, Messervey, Parsons, Pennell, Pieroway, Renouf, Shaw, Swyers, Vincent and Young.

By the mid-1800s Sandy Point was a substantial community and the trading and administrative centre for the growing population of a coast where settlement was still technically illegal. A Church of England church was built by 1845, and the first resident Roman Catholic priest, Father Alexis Belanger *qv*, arrived in 1850. In that year the French acquiesced when the British suggested that their governor appoint a magistrate. This appointment was allowed to lapse after two years, as the inhabitants were accustomed to trade without legal restraint and it appeared that customs

Sandy Point

laws could not be enforced unless the French were willing to permit a much larger civil establishment. In any case, the settlers could justly claim that the imposition of customs was taxation without representation. (The west coast was not represented in the Newfoundland legislature until 1882).

After about 1860 settlement on the nearby mainland began to expand, as French tolerance extended beyond the tacit "special case" that allowed permanent inhabitants at Sandy Point. While services and trade continued to be focused on Sandy Point for some years, many families left to build homes elsewhere in St. George's Bay or went to the Bay of Islands, where the herring fishery had begun to boom. After the 1872 storm the population of Sandy Point fell to about 400 people, where it remained for some years. When the railway passed through the adjacent mainland at South Side (later St. George's *qv*) in the 1890s Sandy Point's demise was hastened. The community had been made the seat of the Vicarate of St. George's when it was created in 1892, but after 1904 Bishop Neil MacNeil *qv* built a new church and parish seat on the mainland. Soon there were also a new school and courthouse at St. George's.

In the mid-1920s many of the younger men left Sandy Point to work either at Corner Brook or in the woods supplying the new mill, as both St. George's and Stephenville Crossing grew rapidly. After 1941 others left to work at Harmon Field in Stephenville. By 1951 there were only 243 people left. In 1960 it was suggested that the majority of "independent" people had already left what was now an island, and that the remainder would be willing to leave if offered government assistance. The last resident of Sandy Point was Alphonsus Swyers, who left in June, 1969. Efforts to turn Sandy Point into a tourist attraction were made in the 1970s and early 1980s by the Sandy Point Heritage Committee, but the isolation that led to the community's decline also worked against its becoming a tourist site. Gilbert Higgins (interview, Sept. 1993), Harold Horwood (*ET* Sept. 3, 1954; 1969), J.J. Mannion (1977), Reg Mullett (interview, Sept. 1993), O'Neill *et al* (1989), Wayne Watton (1969), Robert Wells (1960), *Carpe Diem Tempus Fugit* (1976; 1977; 1978), *Census* (1836-1966). BARRY MOORES/RHC

SANDY POINT, EXPLOITS RIVER (pop. 1991, 29). In 1994 Sandy Point was the site of cabins between a "cut off" section of the Trans-Canada Highway and the east bank of the Exploits River, just west of Norris Arm *qv*. Historically, the point at the confluence of the Exploits and Little Rattling Brook was more usually known as Upper Sandy Point (to distinguish it from Lower Sandy Point, near Laurenceton *qv*) and was the site of an important salmon fishing station, established by John Peyton *qv* in about 1775. In 1994 this point was identified on most maps as Beaton's Point, with Upper Sandy Point being mistakenly identified as being on the west bank of the Exploits. The Beaton family were probably the "Canadians" (that is, Canadian Indians) noted as trapping and hunting near the mouth of the Exploits in the 1830s.

By the 1860s there were families of Beatons living on either side of the River, at Sandy Point and Wigwam Point (see PETERVIEW), while the cove at the mouth of Little Rattling Brook was being used for winter woods work and schooner building by families from Exploits, Burnt Islands. Sandy Point appears in the *Census* from 1884 (pop. 9) to 1935 (pop. 4), its population consisting of the family of Alfred and Mary Ann (Porter) Beaton and their descendants. The Beaton family (formerly employees of the Peytons) were for the most part engaged in trapping or work as guides and woodsmen, although in the 1920s the family of Thomas Beaton was recorded as being engaged in farming. In the 1960s the former site of the Beaton homestead became a Girl Guide camp, while in the 1980s a municipal park for Norris Arm was established at the

mouth of Little Rattling Brook. A.L. Peyton (1987), E.R. Seary (1977), *McAlpine's Newfoundland Directory* (1894), Archives (A-7-2/K; VS 92). RHC

SANDYVILLE. See HERMITAGE-SANDYVILLE.

SANGER, CHESLEY W. (1941-). Historical geographer. Born Grand Falls, son of Marjorie (Belbin) and Andrew Sanger. Educated Memorial University of Newfoundland; University of Ottawa; University of Dundee. Married (1) Jeanne Wheeler; (2) Martha Lake. After completing degrees in geography and education, Sanger joined Memorial University's department of geography. He was later head of the department, a member of the Maritime History Group Archive Board and of the Maritime Studies Research Group. His research interests include the historical geography of whaling and sealing in Newfoundland, and the Scottish northern whale fishery. Sanger has published in such journals as *Polar Record*, the *International Journal of Maritime History* and *American Neptune*. He has also written for *Newfoundland Studies* and the *Newfoundland Quarterly* on such topics as the Norwegian influence in the Newfoundland fishery and the involvement of Newfoundlanders in British Columbia whaling operations. Ches Sanger (letter, 1994). ACB

SANGO. (pop. 1961, 5). Pronounced "shango", Sango is the Innu name for a sandy plateau on the Labrador mainland, located 12 km west of Utshimassit *qv* (Davis Inlet). Sango is close to territory and waters traditionally used by the Innu for hunting and fishing. In the 1890s two settler *qv* brothers, David and William Edmunds, moved to Sango. Their descendants remained the only year-round residents, living there until the 1960s. Besides the Edmundses many people used the area, as did the Innu, as a temporary summer campsite while hunting. Starting in the 1920s, Sango was regularly visited by a Roman Catholic missionary and by the International Grenfell Association's *Maraval qv*. In the summer of 1941 there was a flu epidemic at the Sango campsite, and several Innu died.

In the 1990s, the Innu of Utshimassit began to campaign for relocation, which they saw as the answer to many of the social problems facing the community. Sango was chosen because of its topography, its ties to the traditional life of the Mushuau Innu, its nearness to hunting grounds and the availability of fresh water. A hydro development project has also been proposed for the nearby Kakesekauts River. The Innu see their role in selecting the site and planning the new town as an important step toward self-government, and several studies have recommended the move. Up to 1994, however, relocation to Sango had not been approved by the federal and provincial governments. Donald M. McRae (1993), *Census* (1961), *Davis Inlet (Utshimassit) Service Infrastructure, Socio-Economic Study 1992* (1992), *Them Days* (June 1977; Sept. 1977; June 1982; Mar. 1985). LBM

SANN, GÜNTHER K. (1922-). Businessman. Born Frankfurt am Main, Germany; son of Karl and Anna Sann. Educated Harbin, Manchuria; Goslar, Germany; University of Frankfurt am Main. Married Gisela Beling. From 1940 to 1945 Sann served in the German air force with the rank of lieutenant. After obtaining a *Diplomkaufmann* (Bachelor of Commerce) in 1949 he began working for the German mill construction firm of MIAG (Mühlenbau-und-Industrie-A.G.) at Braunschweig. MIAG sent him to Newfoundland in 1952 as business manager of the new machinery plant at Octagon Pond (a subsidiary of MIAG, known locally as Canadian Machinery and Industry Construction Ltd. or CMIC). He became general manager in 1956. He remained general manager when CMIC was sold to the Newfoundland government in 1958 (which in turn sold it to McNamara Industries Ltd). In 1962 Sann, together with C. Boehm and J.C. Pratt, formed Pratt Industries Ltd. — known as Easteel Industries Ltd. from 1968 until its sale in 1980. Since 1962 Sann has been the Federal Republic of Germany's Honorary Consul for Newfoundland and Labrador. In 1991 he was awarded the Commander's Cross of the Order of Merit (*Grosses Bundesverdienstkreuz*) of the Federal Republic of Germany. G.K. Sann (personal interviews, 1984; 1990; 1994). GERHARD P. BASSLER

SANTU (*c.*1837-1919). Born near Red Indian Lake, Santu claimed to be the daughter of a Newfoundland Micmac woman and a Beothuk man named Kop. Raised as a Micmac, she went with her father to Nova Scotia when about 10 years old. Later she married a Mohawk man and lived in Nova Scotia, New Brunswick and the Great Lakes region. After her first husband's death, Santu married a Nova Scotia Micmac with the surname Toney. They had several children before separating. Accompanied by her youngest son, Santu travelled the northeastern United States earning a precarious living making baskets, doing bead work and telling fortunes. While camped near Gloucester, Massachusetts in 1910 she met ethnologist Frank Speck *qv* and told him her story. Speck was able to collect from her only the vaguest ethnographic information concerning the Beothuk, as by then her memory was fading. He made a recording of a song she had learned from her father but, as she did not understand the meaning of the syllables she was singing, was unable to transcribe them. In correspondence with J.P. Howley *qv*, Speck learned that the historian was aware of similar stories of intermarriage between the Micmac and Beothuk, but discounted them. But he found Santu's claim to be a descendant of one of the last of the Beothuk plausible. Santu returned to Nova Scotia to live near Yarmouth, where she died a few years later. Frank Speck (1922). ACB

Santu

***SAPPHIRE* H.M.S.** This 32-gun, 346-ton frigate, built in 1675 by Deane of Harwich, met the French fleet as it sailed around Cape Race on September 9, 1696. Captain Thomas Cleasby headed for the safety of Bay Bulls harbour, and although outnumbered put up a brave defence. When the French opened fire on all sides, he set the vessel afire and with his men escaped to the safety of the woods. After a French party boarded the abandoned *Sapphire* it blew up, the wreckage settling in about 60 feet of water.

The French claimed that they sunk the *Sapphire*, but English records show that it was scuttled. It was the only vessel of any size sunk in the Anglo-French wars in North America and lay undisturbed for nearly 300 years. First excavated in 1974 by the Newfoundland Marine Archaeology Society, it was proclaimed a provincial historic site in 1975, and in 1977 the National Historic Sites marine archaeologists took over the excavation. Little of the wreck remained, however, as amateur divers had raised the cannon and sold several artifacts. Centre for Newfoundland Studies (Archaeology File), Newfoundland Historical Society (*Sapphire*). ILB

SAQIMA. A person holding the traditional position of Micmac chief is referred to as *saqima*. In 1888 ethnologist Silas Rand recorded the word for chief in his dictionary of the Micmac language as *sakumow*. It also commonly appears in English as *sagamore* and *sachem*. The position was regarded as hereditary, a fact noted in Newfoundland in 1818 by Edward Chappel: "The Micmacs of St. George's Bay. . . acknowledge the descendant of their original leader to be still their Sachem or Chief". The position of chief was abolished at Conne River in 1924 with the departure of Noel Jeddore *qv* but was reinstated in the 1970s.

In 1976, William (Billy) Joe *qv* was elected chief of the Conne River Micmac band by acclamation, but came to be referred to as the *saqima*, having a family connection to the band's line of hereditary chiefs. After Joe's death, the position was taken over by Michael Joe *qv*. Traditionally, the *saqima* served for life, but in 1988 Michael Joe's leadership was challenged by Marilyn John *qv*. Band members elected John as chief, a decision supported by the federal Department of Indian Affairs. Joe and his supporters protested the decision, to the extent of holding a brief hunger strike. The dispute split the community for a time, and in 1993 some band members continued to honour the office of traditional chief. Michael Joe Jr. was again elected chief in 1994. Dorothy Anger (1988), Silas Rand (1888), *ET* (June 2-7, 1988). ACB

SAUNDERS, CHARLES (1715?-1775). Naval officer. Born England, son of James Saunders. Married a Miss Buck. Saunders' naval career began in 1727. Between 1740 and 1744 he commanded a sloop in a voyage around Cape Horn, harassed Spanish shipping in the Pacific and returned to England with the rank of post captain. He commanded a number of ships during Queen Anne's War. In 1754 he became MP for Hedon, Yorkshire. In 1752 he commanded the squadron detailed to protect the Newfoundland fishery from July to October of that year. During the Seven Years' War he served at Gibraltar before being again posted to North America. In company with military commander James Wolfe, Saunders led the fleet up the Gulf of St. Lawrence and was present at the fall of Quebec. Future Newfoundland governor Hugh Palliser *qv* served as one of his captains. Also present was James Cook *qv* who, as surveyor of Newfoundland in 1767, named Port Saunders *qv* after Sir Charles.

Knighted in 1761, Saunders resumed political life. In 1774 he was an outspoken critic of a bill which proposed to give control of Labrador to authorities in Quebec rather than to the governor of Newfoundland, warning that the important Labrador fishery would be in danger of falling into the hands of the French and the Americans. Though the bill was passed, Saunders' arguments persuaded authorities to give supervisory power to the Newfoundland governor. Saunders died the following year, having attained the rank of admiral of the blue. *DCB II*. ACB

SAUNDERS COVE. See GLOVERTOWN.

SAUNDERS, DORIS JEAN (1941-). Editor; artist. Born Cartwright, daughter of Donald and Harriet Martin. Married Frank Saunders. Saunders began selling her embroidery and woodcarvings around 1973, and her work has since been included in exhibitions throughout Atlantic Canada. In 1975 she was hired by the Labrador Heritage Society and the Old Timers League to produce a book of interviews with Labradorians. This project evolved into the periodical *Them Days qv*, of which Saunders was still editor in 1994. She has also established the *Them Days* archive, which has become an important source of regional information.

In 1981 Saunders was awarded the Canadian Historical Association's regional history prize, and in 1984 she received the Newfoundland Historical Society's heritage award. She was inducted into the Order of Canada in 1986. The first Labrador juror for the Canada Council's "Explorations" program, she was also one of the original members of the Newfoundland and Labrador *Arts Council *qv*. In 1994 Saunders was awarded an honorary degree by Memorial University, and also received the Newfoundland and Labrador Arts Council's Arts Appreciation Award. Marian Frances White (1992), *Biographies on Labrador Inuit Artists* (n.d.), *DNLB* (1990), *Human Rights Commission Week in Review* (April 12-18, 1993), *M.U.N. Gazette* (April 28, 1994), *Them Days* (vol.7, #1, 1981). ILB/LBM

Doris Saunders

SAUNDERS, GARY LLOYD (1935-). Naturalist; author. Born Clarke's Head, son of Winnifred (Layman) and Brett Saunders. Educated University of New Brunswick; Mount Allison University. Married Elizabeth Robertson. Saunders has won the Seaborne and John C. Currie awards for his work on forestry education. His books, written for both juvenile and adult audiences, include *Trees of Nova Scotia* (1970), *The Brook and the Woodcutter* (1979), *The Man Who Couldn't Stop Sneezing* (1982), *Rattles and Steadies: Memoirs of a Gander River Man* (1986), *Alder Music* (1989) and *September Christmas* (1992). Saunders also wrote the text for *Wildlife of Atlantic Canada and New England* (1991), and has published numerous articles in periodicals such as *Atlantic Advocate*, *Outdoor Canada* and *Reader's Digest*. He often illustrates his articles and has had his drawings featured in magazines. Saunders has also published a sketchbook of travels in London and Wales, *Flying Free* (1987), and has had several exhibits of his paintings. Joyce Ann Brake (interview, February 1994), *Key People: Writers in Atlantic Canada* (1990), Centre for Newfoundland Studies (Gary Saunders). LBM

SAUNDERS, GEORGE MANUEL (1926-). Clergyman. Born Glovertown, son of George and Mabel Osmond (Ivany) Saunders. Educated Glovertown; Mount Allison University; Pine Hill Divinity Hall. Married Anne Bradford Robertson. Accepted as a candidate for the United Church ministry in 1947, Saunders served his probationship at Summerford, Bonne Bay, and Norman's Cove-Whitbourne. Completing his university studies in 1957, he was ordained by the Newfoundland Conference. Thereafter he held pastorates at Wesleyville, Channel, Twillingate, Fortune, Pouch Cove, Gower Street (St. John's), and Mount Pearl. Following retirement in 1989, he served as Minister of Visitation at Gower Street Church until 1991, when he assumed the same ministry at Cochrane Street Church. Saunders has held at one time or another most of the offices of the Newfoundland and Labrador Conference of the United Church, serving as president in 1975-76. He has also been chairman of Presbytery and twice a commissioner to General Council. G.M. Saunders (letter, Mar. 1993; interview, Aug. 1993), *Minutes of the Newfoundland and Labrador Conference* (1975-76). DAVID G. PITT

SAUNDERS, LOIS RUBY (1932-). Journalist; artist. Born St. John's, daughter of Ethel (Ruby) and Kenneth Payne. Educated Algonquin College. Married John S. Saunders. In 1967 Saunders began working for CBC-TV, and from 1968 until 1973 was host of "Here and Now". After working in radio for a brief time she was engaged by the University's Extension Services to start the magazine *Decks Awash qv*. She produced the CJON-TV series of the same name. In 1977 she began studying community development, and later worked with rural development associations in Placentia and St. Mary's bays. From 1985 until 1992 she was with the Department of Rural Development. A textile artist, in 1990 Saunders founded Drogheda Mats. Her hand-hooked rugs, which feature images of Newfoundland's communities, environment and history, were exhibited at the Emma Butler Gallery in 1993. Centre for Newfoundland Studies (Lois Saunders), Lois Saunders (interview, February 1994). LBM

SAUNDERS, LOUISE MAUD (1893-1969). Lawyer. Born Greenspond, daughter of Abraham and Bridget (Parsons) Saunders. Educated Greenspond; Bishop Spencer College, St. John's. Beginning her career as a legal secretary in the law office of Richard A. Squires *qv*, Saunders later articled under Squires for five years. During most of this period Squires was Prime Minister of the Country. Saunders was admitted as barrister and solicitor of the Supreme Court in 1933, becoming Newfoundland's first female lawyer. She first practised in partnership with Squires, but later established the firm of Saunders and Carew.


Louise Saunders

Saunders was active in many community organizations. She was a charter member of the Local Council of Women and acted as its legal advisor up to the time of her death; and a charter member of the board of directors of the Y.W.C.A. In the first Government-sponsored Arts and Letters Competition in 1954 she entered an oil painting of St. Thomas's Church which took first prize. In 1964 Saunders became the first female lawyer in the Province to be appointed Queen's Counsel. In 1967 she received a Centennial Medal. *DNLB* (1990), *ET* (June 16, 1969), *Newfoundland and Labrador's Who's Who Centennial Edition 1967-68* (1968), *NQ* (v.63 #2, 1964), *Remarkable Women of Newfoundland and Labrador* (1976). ILB

SAUNDERS, MARTIN J. (1935-). Miner; labour leader. Born Cape Cove, Fogo Island; son of Lambert and Catherine (Eaton) Saunders. Educated Carmanville; Deer Lake. Married Ethel Marshall. Saunders left school after grade nine and became a fisherman in Joe Batt's Arm, but later finished high school. He worked for a time in the lumber woods and at the Harmon Field air base in Stephenville. After a bout with tuberculosis and a recuperation period, in 1963 he began working as an asbestos miner in Baie Verte. In 1965 he was instrumental (with Baxter Fudge) in establishing the first union for asbestos miners in Baie Verte. From 1965 to 1970 he was president of Canadian Labour Congress (CLC) local 1612. In 1968-69 Saunders, then a senior tester at the mine, led the local on its first strike. The action was successful, resulting in a 40-hour work week. In 1970 he led the Asbestos Workers into affiliation with the United Steelworkers of America, remaining president of the steelworkers' local until 1984.

Instrumental in drawing attention to the high incidence of asbestosis among the miners of Baie Verte, in 1978 Saunders led a strike over questions of occupational health and safety. In the early 1980s he became well-known as a spokesman for miners affected by layoffs at the mine. In 1984 he was appointed CLC representative for Newfoundland, a position he still held in 1993. Saunders continued to stress occupational health and safety issues as chairman of the Newfoundland and Labrador Federation of Labour workmen's compensation committee and as labour representative on the provincial review committee for workmen's compensation. Martin Saunders (interview, Dec. 1993), *DNLB* (1990). JAMES WADE

SAUNDERS, ROBERT (1891-1966). Librarian; writer. Born Greenspond, son of Abraham and Bridget (Parsons) Saunders. Educated Boston University; New York University; Columbia University. Back in Greenspond after receiving his elementary education in North Sydney, Saunders continued his studies at night with the local teacher, Solomon Samson *qv*. Moving to Boston in 1920, after working for 10 years in St. John's, Saunders graduated three years later with a degree in business administration from Boston University. He subsequently acquired graduate degrees in commerce and finance.

After receiving a collection of essays ("Pieces of Eight", 1946) from Memorial University College students, Saunders began donating books to the library, a beneficence that lasted many years and totalled thousands of books. He also donated books to the Gosling and regional libraries network, the Buchans school library and the Greenspond public library. Saunders was a frequent contributor to the *Newfoundland Quarterly qv*, and helped it by purchasing 100 copies of each issue. A book, *Newfoundland's role in the historic battle of Lake Erie, September 10th, 1813. . .* , was published in 1954, and he edited the poems of Solomon Samson: *A Glimpse of Newfoundland (as it was and as it is)* (1959). David L. Benson (*WORD*, Nov. 1992), Eugene Gattinger (*NQ*, Spring 1964). ILB


Robert Saunders

SAUNDERS, WILLIAM (? -1788). Merchant. Born Bideford, Devon. Saunders became involved in the Newfoundland trade as a clerk in the employ of Richard Welsh. He was living in Newfoundland by at least 1744, when he leased pasture at Point Verde, eventually becoming managing agent for the firm at Placentia. Following Welsh's death and that of his son, Saunders (who had married one of Welsh's daughters) received a partial inheritance. By 1772 he had established his own firm with premises at Poole and Placentia. As William Saunders and Co., the business expanded its connections to the markets of southern Europe, especially Bilboa and Oporto. By 1786 he had become one of the leading shipowners resident in Newfoundland. Saunders had a reported £50,000 worth of capital invested in the fishery, with premises at Placentia, Paradise, Mortier, Point Roche and Point Verde. He traded for provisions with Quebec merchants and with New England merchants via Marmaduke Hart *qv* of St. John's. After Saunders' death, his son Thomas entered into partnership with Pierce Sweetman *qv* and the firm became known as Saunders and Sweetman. *DCB VII* (Pierce Sweetman), *DNLB* (1990), Maritime History Archive (Keith Matthews name file, William Saunders). ACB

SAUNDERS, WILLIAM PENMAN (1912-1980). Politician. Born Carbonear, son of William and Ursula Saunders. Educated Carbonear. Married Victoria Piercey. Saunders was a municipal councillor in Carbonear from 1950 to 1958, during which time he also managed Saunders' Cooperage as well as the Carbonear branch of Harvey and Company Limited. He served as mayor of the town between 1958 and 1962 before being elected as the MHA for Bay de Verde in 1962 and 1966 as a Liberal. Saunders was reelected in 1971 by a margin of only 21 votes. That provincial election had ended in a virtual tie between the Liberals and the Conservatives led by Frank Moores. When the House of Assembly opened on March 1, Saunders did not take his seat, thereby ensuring that the Liberals would not have more seats than the recently-formed Moores administration. When Moores cited Saunders' resignation as proof that the Liberals could not form a government the House was dissolved and a new election called. Had Saunders taken his seat, even for one day, he would have been eligible for a pension as well as the $10,000 sessional indemnity. Harold Horwood (1989), *DNLB* (1990), *Who's Who in Newfoundland and Labrador Centennial Edition 1967-68* (1968). ACB


William P. Saunders

SAVAGE COVE (pop. 1991, 348). A fishing community on the Great Northern Peninsula, Savage Cove is the most northerly sheltered harbour on the Newfoundland side of the Strait of Belle Isle. Its entrance protected by Cooper (locally Gaulton's) Island, Savage Cove did not receive its name from rough seas, but rather from having been frequented by aboriginal peoples at the time when the French were fishing in the area. The cove appears on early French maps as "Anse aux Savages", with some documents also indicating a "passage aux Savages" leading northeast from Savage Cove to Cape Norman and Pistolet Bay.

Savage Cove was not a major French fishing station, but was frequented early in the season by French

Savage Cove

crews obtaining herring for bait, as well as late in the season when some French crews followed the fish north from the Port au Choix area. The first English settler was George Gaulton, who settled after his marriage to Susan Gould of Anchor Point in the 1830s. The Gaultons lived on the southwest side of the cove and made much of their living from a "frame" for the netting of seals at Gaulton's Island, while also trapping furs and fishing for cod. For many years the Gaultons were the cove's only year-round inhabitants. Richards records that in 1850, as Newfoundlanders began to settle Straits, Gaulton drove off Henry Whalen, who had intended to settle on the cove's north side, firmly stating "No room. . . there is no room!" (Whalen then moved on to Flower's Cove *qv*, where he was one of the first English settlers.) Until the 1870s the north side, which provides the best anchorage, was occupied only by the French, who did not have a permanent fishing room but erected tents to shelter their crews.

In the early 1870s, as Gaulton presumably mellowed with age and the French presence in the Strait lessened, the north side of Savage Cove was settled by newcomers named Coles (from nearby Sandy Cove *qv*), Way and Hodge (who married two sisters). In fact, local tradition has it that there were two unrelated families of Hodges — one of whom originated in the Channel Islands and were known as "Jersey" Hodges. Savage Cove first appears in the *Census* in 1869, with a population of 23. The 1874 *Census* shows a population of 50, reflecting several recent arrivals.

In the late 1800s and early 1900s some fishermen became involved in a growing lobster fishery, while traps came into general use among cod fishermen, who would typically fish local waters before crossing over to the Labrador side later in the season. Catches were traded to the Genge brothers' firm at Flower's Cove. Later some people dealt with the White firm at Sandy Cove or local merchant George Coles. The population grew, by natural increase, to 98 by 1921 and to 149 by 1951.

In 1962 the completion of the highway through (or rather just behind) Savage Cove began to change settlement patterns in the community. Gaulton's Island and the south side of the cove were gradually abandoned in favour of settlement on a ridge to the northeast, along the new highway. Since that time the majority of new home construction has taken place along the road, where most services were located. In 1993 a new St. Mary's Anglican Church was nearing completion on the highway, replacing the old church on the north side.

A Canadian Saltfish Corporation processing facility and new wharf were built on the north side, making the harbour a focus of the longliner fishery in the Strait which began to expand in the 1970s. Longliner crews out of Savage Cove began "chasing the fish" on the Labrador side, while in the 1980s and 1990s some longliner crews began to concentrate on the scallop fishery, particularly after the closure of the salt fish plant. Melvin Firestone (1967), Winnie Parrott (MHG

Savage Cove, from a painting by Linda Coles

41-D-1-12), J.T. Richards (1953), E.R. Seary (1960; 1977), P.A. Thornton (1981), *Census* (1869-1991), *DA* (June 1977), *JHA* (1872), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894), Archives (A-7-2/P). RHC

SAVOURY, SIMEON (1946-). Musician. Born Belleoram, son of Ann (Poole) and Andrew Savoury. Married Evelyn Blagdon. Along with Bud Davidge, Savoury formed the group Simani in 1977. Between 1981 and 1994 Simani released 11 albums, including *Saltwater Cowboys* (1981), *Heaven By Sea* (1983) and *Home and Native Land* (1993). Savoury and Davidge have collected and recorded traditional music from the eastern Connaigre Peninsula, and have written songs based on Fortune Bay legends and traditions, such as "The Loss of the *Marion*" and "The Mummers Song". Savoury writes the musical arrangements for Davidge's original lyrics, often combining traditional Newfoundland music with Nashville-style country. In 1985 Savoury opened a recording studio in Belleoram, where he engineers recordings and provides musical arrangements for Newfoundland artists. Simeon Savoury (interview, May 1994), Centre for Newfoundland Studies (Simani). LBM

SAWMILLING. From the earliest days of European settlement the inhabitants of Newfoundland used pits to saw lumber for house construction and shipbuilding. The first recorded sawmill — in which the blade is power-driven — was probably attached to a grist (flour) mill built near South River *qv*, Conception Bay in about 1612 to supply John Guy's *qv* colony at Cuper's Cove (Cupids).

Although pit-saws remained the mostly widely used, it is presumed that some early water-powered sawmills were constructed. A grist mill was built in St. John's as early as 1827 and soon had a saw attached, while from about 1840 Harbour Grace merchants John Munn and Thomas Ridley had a grist- and sawmill built near that community. By the 1840s plans for water-powered sawmills were being advertised for sale. In the mid-1800s the largest concentration of water-wheel sawmills was in Smith Sound and North West Arm in Trinity Bay. Perhaps Newfoundland's best-known mill of this type was one built in this area, at Deep Bight *qv*, in 1905 by Wallace Avery. Visible from the Trans-Canada Highway, the water-wheel started to fall apart in the 1960s and 1970s, but was popularized in souvenir photographs, postcards and place mats. The last water-powered mill to operate in Newfoundland was the Clarke mill in Avondale, which closed in 1971.

The first steam-powered mills in Newfoundland were built by Prince Edward Island native David Smallwood *qv* at Mint Brook *qv* (near Gambo) and by Nova Scotian Gay Silver at Corner Brook *qv* (operated by Christopher Fisher *qv* after 1881) in the mid-1860s. Smallwood had established Gambo's first water-powered mill in 1862, and constructed the steam-powered mill after the first mill burned down. John J. Murphy *qv* built another larger mill at Mint Brook in 1876. Other pioneer operators of commercial sawmills include Joseph W. Phillips *qv* (at Point Leamington from about 1875), the Rev. Edward Botwood *qv* (at Botwood, in the early 1880s), W.F. and Reuben Horwood *qqv* (at Clarke's Beach from 1885 and later at Campbellton and Horwood) and George L. Phillips *qv* (at Gander Bay, in 1890). By 1884, there were 55 sawmills, mostly water-powered, producing a total of 11.4 million board feet of white pine lumber — for shipbuilding, domestic construction and export to Britain.


Rev. Edward Botwood

The commercial mills of the late 1800s for the most part concentrated on pine, a light and versatile softwood. Much in demand for construction and shipbuilding, European supplies of white pine had been considerably diminished by the 1860s and prices rose dramatically. The largest of the early mills was constructed near the mouth of the Exploits River by the Reverend Edward Botwood in 1890. The Botwood mill could saw 45,000 board feet per day, most of it


Sterritt's mill at Glenwood

pine. In 1994 this daily output could be matched only by the two largest mills in the Province.

In the 1890s the construction of a railway across the Island brought an increased demand for lumber and also opened up Newfoundland's interior, making new timber available. Several large sawmills were built along the railway line, notably at Glenwood, Norris Arm, Benton and Terra Nova *qqv*. Initially, most of their production was used in railroad construction, but the Great Fire of 1892 in St. John's also helped boost demand for lumber. By 1900 there were 2400 men employed by Newfoundland sawmills.

In 1901 there were 195 sawmills in Newfoundland, more than 75% of them water-powered. In addition to those named above there were also large steam mills at Campbellton and Horwood, operated by the Horwood *Lumber Company *qv*. Sawmilling had also begun in Bay d'Espoir, at Milltown-Head of Bay *qv*, at Stanleyville *qv*, Bonne Bay and at Mud Lake *qv*, Labrador. But the largest sawmills were those constructed by Lewis Miller *qv* at Glenwood and Millertown *qv*. To serve the Millertown mill a new 18-mile railway line was constructed, and nine miles of line was built between Notre Dame Junction and Lewisporte. In 1898 railway contractor Robert G. Reid had interested Miller, a fellow Perthshire Scot, in the white pine stands of central Newfoundland which the railway had made accessible. Two years later Miller began the construction of a large mill and company town on Red Indian Lake, and the following year acquired the Glenwood Lumber Co. However, Miller soon concluded that Newfoundland white pine was of poor quality, composed largely of mature and overmature timber. The high proportion of defects made for a 35-40% cull. By 1903 Miller had concluded that his Newfoundland venture was a lost cause and sold out. He had also suffered a setback in 1901 when the Glenwood mill burnt — a recurring problem for Newfoundland sawmillers.

The white pine lumber industry had passed its peak, and was practically finished by 1912. The depletion of white pine was one of two main factors in the decline of sawmilling in the early 1900s. The other was competition for other softwoods with the emerging pulp and paper industry. By 1903 Miller had sold his mills and timber licences to Newfoundland Timber Estates Ltd., a company established by Nova Scotian businessman H.T. Whitney, *Reid Newfoundland Co. *qv* general manager W.D. Reid *qv* and Harry J. Crowe *qv*. Over the next few years, in order to secure their timber rights, Crowe bought most of the larger sawmills in the Bay of Exploits area for Newfoundland Timber Estates. Most of these rights were subsequently sold to the Anglo-Newfoundland Development Company, which began construction of the Grand Falls paper mill in 1907, or to Albert E. Reed & Co. for a pulp mill at Bishop's Falls (see PULP AND PAPER MANUFACTURE).

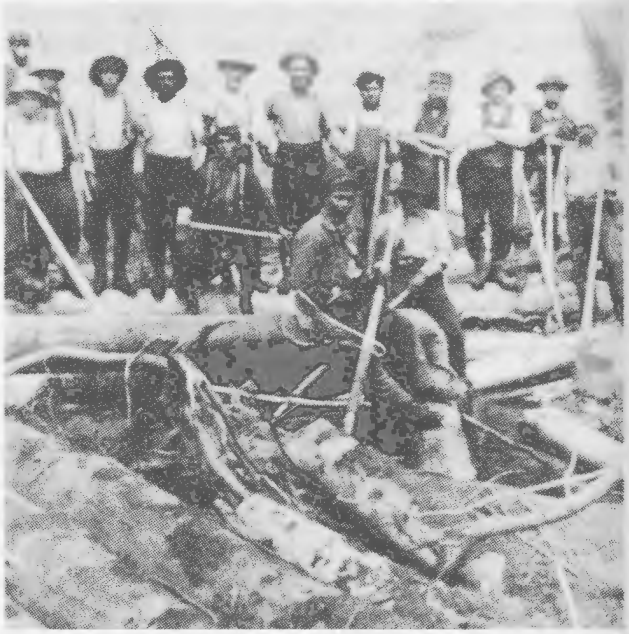
Sawmill at Bonne Bay c. 1910

Thereafter, the sawmill industry was mostly composed of small local mills or was concentrated on the west coast and in Bay d'Espoir. With the paper companies and the Reid Newfoundland Company controlling most of the Island's potential commercial timber, the sawmill industry was restricted principally to the three-mile coastal forest limit reserved for fishermen (also the most important source of domestic fuel). Thus, while the number of mills increased from 347 in 1911 to 690 in 1921, production of lumber actually decreased. Most of these small sawmills were seasonal operations. Timber was cut in the winter, and hauled out through the woods by horse and slide or driven downriver on the spring freshet. While some timber was squared or cut into lumber for export by the larger companies, most was used locally. A significant proportion of export lumber was used as dunnage in the shipping of newsprint (still the only significant export of lumber in Newfoundland and Labrador in 1994).

In 1994 small family-owned mills were still common in Newfoundland and Labrador. While the earliest of these were typically water-powered (with water-powered mills experiencing a revival in the 1920s and 1930s), since the 1940s saws have been more often powered by engines. These small "push-bench" mills have produced roughly 40% of the lumber cut in Newfoundland since Confederation. A common problem of push-bench mills is that the operator has to reach around the sash saw blade to clear the path for the next log. Hence, many old sawmillers have missing fingers on their right hands. Many small sawmills are operated seasonally to supply family and community needs through the practice known as sawing "on the halves".

Although the demand for lumber for local use has remained high and many fairly large push-bench mills were operated (often as a sideline by fish merchants) to supply this demand, after the coming of the railway there were few large mills devoted to the production of lumber. The number of mills increased steadily through the Depression and World War II, with lumber production peaking in the years between the War and Confederation, after which tariffs limiting imports of lumber from mainland Canada were removed. Further, transportation subsidies facilitated "imported" Canadian lumber, which captured a greater share of local markets.

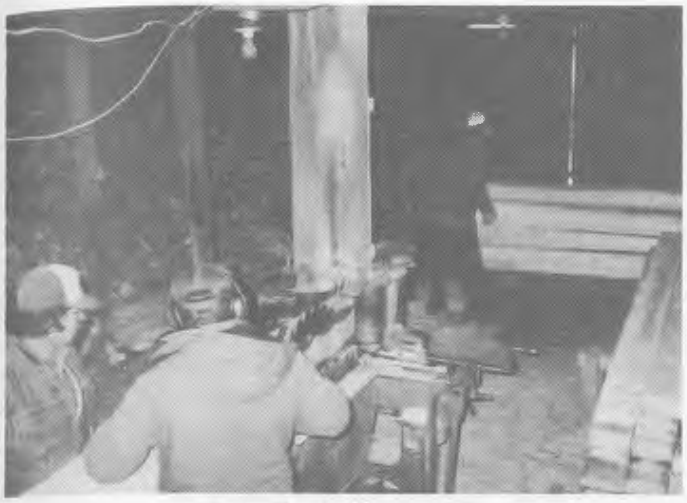
Water-wheel mill at Avondale



Loggers for the Dickie Lumber Co., Labrador, c. 1907

At the time of the first Royal Commission on Forestry, in 1955, there were 1419 licensed sawmills in Newfoundland, producing 43 million board feet of lumber per year, mostly from balsam fir. The majority were of the push-bench type, with only 170 having powered carriages. A few water-powered mills also remained. The 1955 report suggested that the number of the lower grade push-bench mills be reduced to improve the quality of lumber production. It was found that more than 50% of the timber sawn was less than 4 inches in diameter — much of it poorly sawn and characterized by excessive wane (the rounded edge left by rough sawing). While some outport merchants were buying push-bench lumber and sending it to St. John's to be dressed (planed) and placed on the general market, undressed rough lumber was still the major output. From the 1950s to the 1970s, the number of sawmills grew at a stable rate, although supply remained a major problem. The prime areas for commercial sawmilling continued to be central Newfoundland (including the Bay of Exploits), the Great Northern Peninsula, the Bonavista Peninsula and Bay d'Espoir.

The small number of high-production mills, with planers, has resulted largely from a lack of timber allocations. The paper companies control the majority of the Island's timber, but other significant factors include a lack of large timber for production of major structural lumber, and competition from push-bench mills, which generally provide sufficient rough lumber for local construction. While large mills have experienced difficulty in obtaining sufficient timber limits (as often due to a combination of political and sociological factors as to true shortages) the smaller mills have historically been allocated timber relatively freely. Whereas in 1951, 20 million board feet of lumber (25% of provincial consumption) was



Sawmill at Lethbridge, B.B.

Family-owned mill at Ward's Harbour

imported, by 1968 imports had risen to 45 million board feet (or 64% of consumption). Newfoundland lumber production declined in the mid-1970s and early 1980s, following fluctuations in the economy.

Since Confederation, there have been a number of advocates (including various Royal Commissions and task forces) of a reduction in the number of small, push-bench mills in order to increase the timber available to the larger, more efficient mills. A 1970 Royal Commission described the push-bench product as "unmerchantable except for undemanding local use", while a 1973 federal-provincial task force concluded that push-bench mills were extremely inefficient in terms of utilization of raw materials and manpower. But, despite such recommendations, up to 1994 the structure of the sawmill industry had not changed significantly. There has been a freeze on commercial sawmill construction since 1986.

In 1991, 82% of mills were classed as "very small". These 1113 mills (out of a total of 1365) sawed an average of 5600 board feet/year. They accounted for only 16% of the Province's lumber production of 40 million board feet. There were 183 mills in the "small" class, accounting for 24% of the annual production. The 60 "intermediate" mills (100,000 to 500,000 board feet/year) accounted for another 10 million board feet/year, while nine "large" mills (over 500,000 board feet) produced approximately 34% of the annual provincial total — at an average per mill production of 1.5 million board feet/year.

In the 1970s a concerted effort was made to encourage larger commercial sawmills, in part in response to recommendations of the 1970 Royal Commission, a report on sawmilling by the Laurentian Institute in 1971 and the 1973 federal-provincial task force. All agreed that the future of new mills depended on integration between sawmillers and pulp and paper companies — whereby pulp logs and saw logs would be separated. The Laurentian Institute suggested six well-equipped new mills ranging from about 5 to 15 million board feet per year to supply provincial needs. Development was dependent on co-operative cutting arrangements with pulp and paper companies, ensuring adequate supplies of timber, adequate financial assistance and utilization of entrepreneurial talent. The report recommended feasibility studies for Roddickton, Harbour Deep, Halls Bay and two other sites, in addition to a mill already in production at Hawke's Bay *qv*, where Bowater's Ltd. had been partners with Lundrigan's on a mill that came into production in 1968. However, from the point of view of the labour required to cull logs and the difficulties imposed by rough terrain the integrated method did not prove viable.

A 1981 Royal Commission report blamed the failure of the large mills on competitive disadvantages characteristic of the wood resource, Newfoundland timber being submarginal in quality and quantity when compared to the lumber-producing mainland provinces. The number of large saw logs is relatively small, with irregular distribution. Often quality is poor because of the incidence of heart-rot in the mature and overmature balsam fir stands from which most saw logs are obtained — with a resultant resort to lower-quality black spruce. The wood supply had also been subject to further decline as a result of the devastation of timber stands by the spruce budworm during the 1970s. An influx of small-dimension lumber from the mainland in 1980, priced 25 to 30% lower than the local product forced some of the larger and intermediate-size mills to close.

Another competitive disadvantage has been the extent to which mainland Canadian sawmilling by-products provide raw materials for the pulp and paper industry — as well as fuel for industrial heating, thermal electricity and domestic heating. This market has increased in importance in the 1980s and 1990s as pulp and paper companies have begun to experience wood supply shortages. In Newfoundland in 1987 by-products accounted for only 3% of the industry's total sales — as compared to 29% in New Brunswick and 22% in Ontario.

In 1994 the potential to increase revenue from both pulp chips and hogfuel (non-pulpable sawmill waste, largely bark) was being put forward in some quarters as an argument for further consolidation. The Newfoundland forest service estimated that 1.5 million board feet/year was the minimum size to make the acquisition of such equipment as debarkers and chippers economical. Forestry officials and the Centre for Forestry and Environmental Studies (established at

Sawmill at Conne River

Corner Brook in 1990) were also suggesting reallocation of timber resources between the pulp and paper industry and the sawmill industry, with continued integration of operations. See also FORESTRY. Bill Buggie (1993), Barry Garland (interview, Apr. 1994), John A. Gray (1979), Piercey and Morris (1977), Alexander Robertson (1979), J.R. Thoms (*BN IV*, 1967), P.M. Trelawny (1990), *DA* (Feb. 1979), "Focus on Forestry" (Apr. 1994), "Forest Service Fact Sheet" (1992), *Historical Statistics of Newfoundland* (1970-1990), *Newfoundland Federal-Provincial Task Force Report on Forestry* (1973), *Report of the Royal Commission on Forestry* (1955), *Royal Commission on Forest Protection and Management* (1981), *Royal Commission on Forestry* (1970). BARRY MOORES

SAXIFRAGE. About 70 Saxifraga species (family *Saxifragaceae*) grow in North America, over a dozen occurring in Newfoundland and Labrador. These herbs usually grow from a basal rosette of leaves. The tender, unfurling leaves of many species can be eaten as a delicate salad green. The name saxifrage comes from the Latin *saxum* (stone) and *frangere* (to break). Often saxifrages bloom from cracks in rocks, and their bright colours complement lichen in many rocky regions of Labrador and the Arctic.

Purple saxifrage (*Saxifraga oppositifolia*) inhabits rocky cliffs in Newfoundland and Labrador, its five-petalled mauve-red flowers opening above purplish stems clustered with small leaves. Star-like saxifrage (*S. stellaris*), existing in Newfoundland and Labrador, is a larger, white-flowered herb possessing slender green basal leaves. Tufted saxifrage (*S. cespitosa*) is another Arctic plant, white-flowered with glandular leaves. Several Saxifraga species occurring in Labrador do not extend as far south as the Island. Fernald and Kinsey (1958), William A. Niering (1979), Peterson and McKenny (1968), Ernest Rouleau (1978), Robert Stewart (1977), Frank D. Venning (1984). KATHLEEN WINTER

SCALLAN, THOMAS (1765-1830). Third Roman Catholic Bishop of Newfoundland. Born County Wexford, Ireland. Following his ordination as a priest of the Franciscan order in 1791, Scallan lectured in philosophy at St. Isadore's College in Rome. On returning to Wexford he was associated with an uncle, Father Patrick Lambert *qv*. In 1812 Lambert, who was then Bishop of Newfoundland, secured Scallan's assistance as curate in St. John's. Scallan was named coadjutor to Lambert in 1816 and succeeded his uncle as bishop later that year. He assumed his responsibilities at a critical time on the Island. Several prosperous years for the fishery — which attracted thousands of Irish immigrants and led to an increase of Catholics to some 21,000 — were followed by a severe recession. But Scallan was able to place 10 missionaries throughout the Island, and to appoint two to Labrador.

As bishop, Scallan strove to cultivate good relationships between Protestants and Catholics. For his ecumenical views he was criticized in some quarters, particularly when he allowed his clergy to attend non-Catholic funerals. He was nonetheless a strong defender of Catholic rights, as was evident on three notable occasions. He spoke out against the Marriage Act, which prohibited Catholic priests from performing the marriage ceremony. On the second occasion, when he felt that undue influence was being exerted on Roman Catholic school children to convert to the Church of England faith he banned their attendance at Newfoundland School Society schools. A third instance was in connection with Catholics' being prohibited from serving on the Executive Council of Newfoundland because of their refusal to take certain oaths considered contrary to their religious beliefs.

After suffering a stroke in 1823 Scallan was plagued with poor health, necessitating his spending time in warmer climates, his duties then carried out by his curate, Father Michael A. Fleming *qv*, who was appointed coadjutor bishop with right of succession in 1829. On Scallan's death in 1830 the goodwill which he had promoted was exemplified at his funeral. The Church of England rector in St. John's, Frederick Carrington, was

Bishop Scallan being given the last rites by his successor, Bishop Fleming

co-chief mourner with Bishop Fleming, while clergy of other faiths joined Catholic priests in the procession. Scallan's remains were buried under the High Altar at the Basilica of St. John the Baptist. His will directed that his property be used to establish schools and a seminary. Cyril Byrne ed. (1984), Paul O'Neill (1984), *DCB V*, *DNLB* (1990). RUTH KONRAD

SCALLOPS. The scallop is one of the Province's most commercially important shellfish. The two shells (or valves) of the scallop are held together by a small, straight hinge. While the lower valve is flatter, smooth and white or cream in colour, the upper valve is arched and usually reddish. The inner surfaces of a scallop shell are smooth, with a satin lustre. Soft body parts account for about 40% of the scallop's weight, and consist of the muscle (the part eaten in North America), the gonad or roe (commonly eaten in Europe), the thickened muscular rim along the edge of the shell and the liver (a small, black mass found near the hinge). During reproduction, female scallops release eggs to be fertilized. The eggs develop into microscopic, free-swimming larvae which may be carried some distance by ocean currents before settling to the bottom. A shell develops within two months, and by the first winter the scallops measure about 5 mm in diameter. They reach marketable size in four to five years. By forcing water from the corners of the hinge, mature scallops can swim, but they rarely move unless disturbed. Scallops feed on microscopic plants and animals, and in turn are attacked by boring worms and sponges which can perforate the outer shell.

The giant scallop (*placopecten magellanicus*), also known as the smooth or sea scallop, is the most common species in Newfoundland waters. The Iceland scallop (*chlamys islandicus*) is the only other species occurring in the region. Many small scallop beds exist on the south and west coasts of the Island, and larger beds are found in the Strait of Belle Isle, Port au Port Bay and on the St. Pierre Banks. These shellfish prefer shallow, coastal areas with firm gravel or rock bottoms. Draggers have been used to prosecute the scallop fishery, which has expanded considerably since the 1960s. The scallop is also amenable to aquaculture and has been farmed successfully on the south and west coasts. Young scallop (also called spats) are collected near natural beds on artificial beds of gill netting and plastic film. The spats are then suspended in the water from pearl nets and lantern nets until they grow to marketable size. After reaching a certain size, scallops may also be released to the sea floor where they are harvested when they reach about ten centimetres in diameter. Giant scallops are preferred for aquaculture. Icelandic scallops are taken by draggers, largely from the St. Pierre Bank area. Naidu and Cahill (1986), Wilfred Templeman (1966), *Mollusc Culture Directory* (1982). ACB

SCAMMELL, ARTHUR REGINALD (1913-). Author; educator. Born Change Islands, son of Archibald and Sarah (Torraville) Scammell. Educated Change Islands; Memorial University College; McGill University; University of Vermont. Married (1) Isabella Butt (2) Carrie LeMoine. Scammell taught in Newfoundland from 1932 to 1939, and after study in Montreal taught there from 1942 until his retirement in 1970, when he returned to Newfoundland.

Scammell is probably best known as the composer of the song "The Squid Jiggin' Ground", which he wrote at the age of 15 while fishing with his father. The song was heard by folksong collector Gerald S. Doyle *qv*, who had the tune written down. In 1943 Scammell recorded it, with piano accompaniment, in what is generally considered to be the earliest commercial recording of a Newfoundland folk song. About that time he also published the song in sheet music. Scammell also composed songs for special occasions: "The Shooting of the Bawks", a defence of the right of rural people to kill seabirds for food, was written after regulations governing wildlife were introduced in 1938; "The Newfoundland Come Home Song" was written to mark Newfoundland's Come Home Year in 1966; and "A Sealer's Song (1977)" was a satirical look at the controversy surrounding the seal hunt.

Scammell has also published humourous short stories, poems and reminiscences. He was a frequent contributor to, and associate editor of, the *Atlantic Guardian qv*, which he founded in 1945 with Brian Cahill and Ewart Young *qv*; and also published extensively in the *Newfoundland Quarterly*. His earliest published works were *Songs of a Newfoundlander* (1940) and *Mirrored Moments* (1945). Some of this material was later reissued in *My Newfoundland* (1966). An album of the same name, containing verse and songs recited and sung by the author, was released

Art Scammell

in 1973. In 1987 *From Boat to Blackboard*, a book of prose and verse on outport life, was published by Harry Cuff Publications; *Newfoundland Echoes* followed in 1988 and the *Collected Works* in 1990. Scammell was, according to Patrick O'Flaherty, the first significant writer with deep roots in the traditional outport way of life to reflect on that way of life and to try to recreate it in imaginative literature.

In 1977 Scammell was awarded an honorary LL.D. by Memorial University, and an annual award for writers was established in his honour by the Newfoundland and Labrador Arts Council in 1985. In May 1988 he was appointed a Member of the Order of Canada. The school in his home town of Change Islands was renamed the A.R. Scammell Academy in his honour in 1990. Calvin Coish (*Atlantic Advocate*, Nov. 1979), Patrick O'Flaherty (1979), *DNLB* (1990), *MUN Gazette* (May 13, 1977), *Who's Who Silver Anniversary Edition* (1975), Centre for Newfoundland Studies (Arthur Scammell). ILB

SCAMMELL, JOHN HENRY (1894-1940). Politician; president of the Fishermen's Protective Union *qv* (FPU). Born Change Islands, son of Althea (Jones) and Arthur Scammell. Educated Change Islands; Bishop Feild College; Normal School. Scammell was appointed principal of the Boys' Central Training School in St. John's in 1912, and later taught at Bishop Feild College. In 1916 he became private secretary to William Coaker *qv*, and for a year was organizer for the FPU and the Fishermen's Union Trading Co. Scammell was elected to the House of Assembly for St. Barbe district in 1919, was re-elected in 1923 and 1924, and was elected in the district of Bonavista Centre in 1928.


J.H. Scammell

In 1926 Scammell succeeded Coaker as president of the FPU. He served as director of the Fishermen's Advocate Publishing Co.; as editor of the *Fishermen's Advocate*, from 1929 to 1940; and as director and secretary of the Union Electric Light and Power Co. Ltd. at Port Union. From 1928 to 1932 he was government representative on the Board of International Power and Paper Co. Ltd. Scammell also served on the Board of Governors of the Newfoundland Savings Bank. *DNLB* (1990), *Fishermen's Advocate* (Sept. 21, 1940), *Who's Who in and from Newfoundland 1927* (1927), *Who's Who in and from Newfoundland 1930* (1930). ILB

SCARPE, THE. In April of 1917 the Newfoundland Regiment participated in two British Army attacks near the French city of Arras *qv* — together known as the Battle of Arras, or the First and Second Battles of the Scarpe. The Newfoundlanders distinguished themselves in the first battle, in an attack on April 14 on the village of Monchy-le-Preux *qv*, and were awarded the Battle Honour "Arras, 1917". During the second battle, on April 23, the Newfoundlanders held their position under artillery shelling. The Regiment lost 13 men and 50 were wounded. It was awarded the Battle Honour "Scarpe, 1917" for emblazonment on the regimental colours. See REGIMENT, ROYAL NEWFOUNDLAND. G.W.L. Nicholson (1964). JEFF COLBOURNE

SCHEFFER, LIONEL (1903-1966). Roman Catholic missionary bishop. Born Sainte-Marguerite, Quebec, son of Marguerite (Lajeunesse) and Patrick Scheffer. Scheffer was ordained in 1931 and was curate at Notre Dame in Hull until 1937, when he became pastor of Sacré-Coeur in Ottawa. He was named first Vicar Apostolic of Labrador in 1946. Scheffer established missionary posts and encouraged the use of native languages by the clergy. Under his leadership hospitals, schools and churches were built in the diocese, including churches at Northwest River, Davis Inlet, Happy Valley, West St. Modeste, Labrador City and Wabush. In 1954 the community of Knob Lake was renamed Schefferville in his honour. With the assistance of the Iron Ore Company of Canada a cathedral was built and Schefferville became the new headquarters of the diocese. In 1964 an assembly of Catholic bishops elected Scheffer president of the Commission of Missions. He died in 1966. Joveneau and Tremblay (1971). LBM

SCHNEIDER, JOHANN (1713-1785). Moravian missionary. Married Elizabeth Oertel. Schneider was born into a Moravian family and was formally received into the church in 1738. He was ordained as a deacon in 1750 and the following year left his farm to become a missionary in Labrador. Schneider and his wife were members of the original group, led by Christolph Brasen, which established a mission at Nain. When it became apparent that Nain was not the best location for the mission Schneider, in 1777, was one of those who explored other sites. Under the guidance of Jens Haven *qv*, he established the church's third Labrador station at Hopedale in 1783. Only two years later Schneider died. He was buried at Hopedale. *DNLB* (1990). ACB

SCHOOL BOARDS. In the early years of the nineteenth century various charitable societies or religious organizations undertook to bring the rudiments of education to a few of the larger communities in Newfoundland. The first Education Act was passed in 1836, setting up nine school boards, corresponding to the nine electoral districts, each being furnished with a small government grant to establish and maintain schools. In 1851 the government established two central boards, one Roman Catholic and the other Protestant, to cater to denominational pressures; and local boards were also appointed to carry out the central boards' decisions. The performance of these district boards was disappointing: they met infrequently (often due to difficulties in transportation) and, in many cases, the members themselves did not have sufficient education to maintain records or to submit reports.

Though the funds made available for educational purposes were scanty enough, there was disagreement between the Church of England and the Methodist church regarding the allocation of the Protestant grant. In 1874 the government yielded to pressure and set up a denominational system of education, with monies allocated according to the percentage of the population belonging to each denomination. Where there had been one Catholic and one Protestant board for each electoral district there were now separate boards for Church of England adherents, Roman Catholics and Methodists in each of the 15 districts. Congregationalists and adherents of the Free Church of Scotland were each allowed two boards, while the Kirk of Scotland had one. In 1892 a Salvation Army board was added, followed by the Seventh-day Adventists (1903) and the Pentecostal Assemblies (1954). Meanwhile the number of boards operated by the "mainstream" denominations also multiplied and the education system expanded.

A major change took place in 1887 affecting the decisions of boards regarding teachers' salaries. Up until then the government had given school boards a lump sum, leaving them to spend the grant as they pleased. The 1887 Act, however, specified amounts to encourage teachers to obtain higher levels of training. This gave partial protection to teachers' interests regarding remuneration, and eventually led to decisions to remove salaries from the jurisdiction of local boards. In 1903 the government passed legislation making it possible to establish "amalgamated" schools in areas where the number of children did not make it reasonable to set up separate Protestant denominational schools. Each amalgamated school was placed under the control of the board representing the religious majority in the district. By 1943 an amendment to previous acts regarding amalgamation allowed the establishment of common schools in any area where the Board of Education requested it, provided the major denomination in the district considered it necessary. Ten years later there were 15 amalgamated schools in Newfoundland.

By the mid-1960s there were some 300 school boards in seven denominations. In keeping with the recommendations of the 1964 Royal Commission on Education and Youth, these were consolidated into 35 boards. The approximately 200 Protestant boards were reduced to 21 "integrated" boards, superseding the Anglican, United Church, Presbyterian and Salvation Army boards. The Pentecostal Assemblies and Seventh-day Adventists elected not to integrate, each maintaining one school board. The 100 Roman Catholic boards were consolidated into 12. As the school system grew larger and boards were consolidated, board members increasingly left the implementation of policy to full-time administrative staff. Typically, Newfoundland school boards have been run on a day-to-day basis by a superintendent and a business manager. The former presented policy options and shared in the board's policy making. The business manager became responsible for compiling the preliminary budget for the board's consideration, for maintaining records and for dealing with routine purchasing requirements. Another innovation affecting school boards was an amendment to the 1970 Education Act which provided for at least ⅓ of board members to be elected, while the 1984 Act was amended to allow at least ⅔ of members to be elected.

In 1992 another Royal Commission on education was appointed, chaired by Leonard Williams *qv*. Among the Commission's recommendations were that elected school boards be made more independent in their responsibility for educational matters, and that local school councils, representing community interests, be established to act as consultants with school boards on various educational matters. The Commission recommended a further reduction of the number of school boards, possibly in connection with reforms to denominational education. In 1994 the provincial government announced that it was contemplating the introduction of an all-denomination school system. A.B. Dickinson (1976), G.L. Parsons (1985), Morley Reid (1974), F.W. Rowe (1952), Gwen Tremblett (1984), *Directory of School Boards* (1977), *Our Children Our Future* (1992), *The School Board* (1974).

RUTH KONRAD

SCHOOL SOCIETY, NEWFOUNDLAND. In 1822 a Newfoundland merchant, Samuel Codner *qv*, was saved from a shipwreck while sailing from St. John's to England. As thanksgiving for his deliverance, the next year he established the Newfoundland School Society (also known as the Society for Educating the Poor of Newfoundland) so that Newfoundland children would be educated and "early trained to subordination and their moral habits. . . greatly improved." A year later the British government made a grant of £500 to the school and paid the schoolmaster's salary of £100 per annum. The first advertisement of the Society — in the *Mercantile Journal* on September 16, 1824 — stated that the Society would offer non-denominational education, but that all teaching staff were required to be followers of the Church of England. The first school opened in St. John's on September 20, 1824, and two years later moved to a stone building on Duckworth Street. About 225 boys and girls were registered at this time, with a staff of three teachers and a female monitor. The children were taught reading, writing, arithmetic, sewing, knitting and net-making. A teacher training course was also offered. By 1830, the Society operated 28 day schools with 1513 children around the Island, along with 18 Sunday schools and 10 adult evening schools for religious instruction. By 1840 there were 52 schools, and five years later there were 3907 students. The Society underwent changes in name and mission, but was always commonly referred to as the Newfoundland School Society. Its sphere of operations was soon extended to include the other colonies of British North America. In 1829 it became the Newfoundland and British North American Society for Educating the Poor. Extending its interest to all colonies of Great Britain in 1846, it became known as

the Church of England Society for Educating the Poor of Newfoundland and the Colonies. The Society acknowledged that one of its primary aims, despite its non-denominational constitution, was to carry the ministry of the Church to isolated areas which could not afford to support a clergyman. In 1851 the Society amalgamated with the Colonial Church Society to become the Colonial Church and School Society. The name was changed yet again in 1861 — to the Colonial and Continental Church Society. In 1994 the Society continued under the name of the International Church Society, but has not had direct responsibility for Newfoundland schools since the passing of the Education Act of 1891. See also SCHOOLS. Paul O'Neill (1976), W.P. McCann (1988), *Colonial and Continental Church Society* (1954). ELIZABETH GRAHAM

SCHOOLS. Although there is no record of formal schooling in Newfoundland before 1727 it would be a mistake to suppose that people were not being educated by other means. Certainly, there is ample evidence of education through apprenticeship, going back to the 16 apprentices noted at John Guy's Cuper's Cove (Cupids) colony, while the Newfoundland fishery was often hailed as a "nursery for seamen" for the navy. In terms of more formal schooling, from 1689 to 1713 there were Roman Catholic clergy at the French colony of Plaisance, and it is highly unlikely, given what is known about the activities of the clergy in other French colonies, that they did not provide some form of schooling. The Society for the Propagation of the *Gospel in Foreign Parts (S.P.G.) *qv* was also active in Newfoundland from 1702, and the Church of England clergy to which that organization provided assistance often taught some basic reading skills, promoting literacy as a means of reading the Bible.

In 1726 the Rev. Henry Jones *qv* requested aid from the S.P.G. for a school at Bonavista, which he may well have already started on his own initiative. Eventually he brought out a schoolmistress from England, who was responsible for some 20-30 students by 1730. By 1735 it was reported that Jones had established a second school in the town. In 1730 the Rev. Robert Kilpatrick *qv* was sent by the S.P.G. to Trinity and it is likely that he also supplemented Sunday classes with a periodic "day school". After Kilpatrick's death in 1741 Trinity was without a minister until Jones was posted there in 1744. Jones had earlier been succeeded at Bonavista by the Rev. William Peaseley *qv*, who presumably maintained the school there. When Peaseley was transferred to St. John's in 1744 he opened the first school in the capital of which we have any written record (although it must be noted that, in requesting aid from the S.P.G., Peaseley warned that without his proposed school the residents might have their children educated by "Papists"). Other early schools include those established by Laurence Coughlan *qv* at Harbour Grace in 1766 and John Hoskins *qv* at Old Perlican in 1774. There was a school at Scilly Cove (Winterton) by 1777 and one at Burin by 1793.

An early school group

It is not known the extent to which schooling may have been carried out informally in the eighteenth century. But it may well be that in the larger centres an individual took on some regular responsibility for educating the children — such as Henry Bennett, who is said to have taught for some years at Trinity prior to 1758. It may well be that there were many local cases such as that at Swain's Island, Bonavista Bay, where the chief planter is said to have called aside a literate fishing servant to request him to "stop ashore and teach the children, and I'll pay thee the wages as though thee went in the boat" (Moreton). In the late 1700s the question of schooling at St. John's became a public issue, as the settled population of the town grew. The Rev. John Jones *qv* established a day school in 1785 and a "charity school" (for the education of the poor) in 1790. It is also likely that individuals were offering their services to the families of the well-to-do as private tutors, although documentary evidence is lacking prior to 1807 and the establishment of the first newspaper. After that date, however, advertisements offering "private tuition" regularly appeared. In 1799 the Rev. Lewis A. Anspach *qv* was brought to St. John's to oversee the first private grammar school, established by 25 of the principal inhabitants. After completing his contract in St. John's in 1802 Anspach became the S.P.G. missionary in Harbour Grace, during which time he assisted in the establishment of schools in Bay Roberts, Brigus and Portugal Cove. In 1804 Governor Gambier and merchant James MacBraire *qv* took the lead in establishing the St. John's Charity School Society, which operated, with some assistance from the imperial government, until 1834. At that time its operation was assumed by the Society for Educating the Poor of Newfoundland — commonly known as the Newfoundland *School Society *qv* or N.S.S.

The N.S.S. was founded in 1823 by Devonshire Newfoundland merchant Samuel Codner *qv* and was widely subscribed to in England. Despite being officially non-denominational, the Society's support came chiefly among those associated with the Evangelical movement within the Church of England. The N.S.S. established a day school in St. John's in 1824 and two years later was operating schools in Harbour Grace,

Carbonear, Petty Harbour, Quidi Vidi and Trinity. In 1826 there were also 13 S.P.G. schools in the Colony, the two largest at St. John's and Bonavista (with over 100 pupils in each). Meanwhile, the *Benevolent Irish Society *qv* (B.I.S.) established a charity school in St. John's in 1823, which came to be known as the Orphan Asylum School.

Both the N.S.S. and Orphan Asylum schools were officially non-denominational and indeed expressly forbade religious education. However, the N.S.S. required that its teachers be members of the Church of England (with a strong preference towards Evangelicals). While it was expected that N.S.S. teachers would offer instruction in the Church of England catechism "after school hours only", the prescribed classroom use of the authorized King James version of the Bible (albeit "without comment") was not acceptable to many Catholics. Meanwhile, the Orphan Asylum School came to be used almost exclusively by Roman Catholics. It was a matter of some concern to Catholics that — although the Orphan Asylum quickly became the Colony's largest school, and the N.S.S. and S.P.G. were both to some extent encouraged by the government — the B.I.S. school was refused official support. Meanwhile, Bishop Michael A. Fleming *qv* began after-hours religious instruction at the Orphan Asylum. As Methodists began to grow in strength in Newfoundland they also established some schools, the earliest being Richard Taylor's *qv* at Carbonear in 1812.

The question of the religious orientation of the emerging school system was a contentious issue in the 1830s — a time of increased organization of the major denominations, reflecting a growing population and a general coming of age of Newfoundland society. (Representative government was established in 1832.) By 1836 the House of Assembly had passed Newfoundland's first "Act for the Encouragement of Education". This Act merely sought to offer assistance to existing schools. Of a total of £2100, £600 was allotted specifically to various charity schools and the N.S.S., with the balance being divided among school boards for each of the nine electoral districts. All told, the 1836 *Census* noted that of nearly 18,000 school-aged children in the Colony, 26% had attended school at least part of the year. At that time there were 79 schools in Newfoundland, 59 of which were in the districts of St. John's and Conception Bay.

While the 1836 Act attempted to continue a policy of government support of non-denominational education (seen by many as the only cost-effective method of providing schooling among the far-flung population of Newfoundland) this policy soon foundered on the rock of continued sectarian differences. In particular, Bishop Fleming was concerned with protecting the status of Roman Catholics, which now made up about half the population, and to this end was determined to establish a Catholic education system. The S.P.G. schools were specifically Church of England and the N.S.S. was only nominally non-denominational. The Roman Catholic position on separate schools gradually "hardened" under Fleming and his successor, Bishop John T. Mullock *qv*, and initially concentrated on bringing the Orphan Asylum School under church control.

In 1833 Bishop Fleming brought the *Presentation Order *qv* of teaching sisters to St. John's to open a girls' school and to end co-education, which the Bishop regarded as one of the chief objections to the B.I.S. school. In 1842 he introduced the *Sisters of Mercy *qv* to teach secondary school for girls. Meanwhile, in 1842 the bicameral legislature, which had become virtually deadlocked between a Catholic/Liberal-dominated House of Assembly and a largely Protestant/Conservative Legislative Council, was suspended in favour of an Amalgamated Assembly. In order to counter the (entirely justified) view that the new Assembly had been instituted to reduce Catholic influence in political affairs, a new Education Act divided the grant for schools evenly between Roman Catholics and Protestants. Roman Catholic teacher John V. Nugent *qv* was appointed the first school inspector. His instructions made it clear that he was to inspect Protestant schools only upon invitation. When the Rev. Bertram Jones *qv* succeeded Nugent as inspector in 1845 he was given similar instructions with respect to the inspection of Catholic schools.

Schoolhouse at Pool's Island

The conflict between the principle of non-denominational education and the reality of a society in which sectarian and political divisions were paramount might perhaps best be illustrated by the episode of the St. John's General Academy. This non-denominational "superior school" had been established by an act of the Assembly in 1843. However, before the Academy could open its doors the newly-arrived Church of England Bishop, Edward Feild *qv*, had established a Church of England Academy to "prevent the establishment or mitigate the evil of a public Academy. . . under Liberal principles" (cited in Rowe: 1952). The General Academy closed in 1850, having never attracted an enrolment of more than 16 pupils. Meanwhile, the system of inspection introduced in 1843 was suspended in 1846.

The period between 1845 and 1874, when a full denominational system of education was adopted, was generally a period when the growth of the school system barely outpaced the rapid growth of the population. As historian David Alexander put it, the mid-nineteenth century was not only "a period of periodic and severe economic difficulties, this was also a period of conflict and confusion over the structure of the [educational] system." Whereas in 1845, 42% of the school-aged population attended classes at least part of the school year, by 1874 the percentage was still only 47%. Still, the number of schools did increase, including the first school to be established in Labrador (at Battle Harbour) in 1850, after a visit by Bishop Feild.

It was Feild who, more than any other individual, shaped the educational debate of the 1850s and 1860s. He was chosen Bishop of Newfoundland in 1844 precisely because of his reputation in matters of educational reform. (In 1839 he was appointed the first inspector of schools by the National Society, a Church of England organization for the education of the poor). Decidedly "high church", in contrast to his predecessor Bishop A.G. Spencer *qv*, Feild steadfastly opposed any joint ventures with the Methodists and lobbied to have the Protestant schools grant subdivided between the denominations. He also disapproved of the Evangelical bent of the N.S.S. and was eventually successful in having the schools established by the S.P.G. and N.S.S. (renamed the Church of England Society for the Education of the Poor in Newfoundland and the Colonies in 1846) brought under his control. Meanwhile, he supported the Church of England Academy against the General Academy. The increasingly bitter controversy over the Protestant grant and Feild's demand for "equal consideration" with the Roman Catholics was side-stepped by compromise legislation in 1852, whereby the monies available for schools in the most populous districts of St. John's and Conception Bay were subdivided. His support for a Church of England Academy (see BISHOP FEILD COLLEGE) was paralleled by the opening of a Wesleyan Training School in 1852 (see METHODIST COLLEGE) and a Roman Catholic seminary and boarding school in 1859 (see ST. BONAVENTURE'S COLLEGE).

Bishop Feild

The 1858 Act for the Encouragement of Education appointed two school inspectors: Michael J. Kelly *qv* as the Roman Catholic inspector and John Haddon for the Protestant schools. This legislation also made the first provision for teacher-training — through an "apprenticeship" program whereby each electoral district could obtain support to send two students to the denominational academies in St. John's. For the first time provision was also made for the funding of "commercial" schools, i.e. superior schools for the larger outports with a curriculum designed in part to train the lower classes in useful trades, such as net-making and navigation for boys and sewing for girls.

The duties of Haddon and Kelly included visiting each of the Island's schools, evaluation of pupils and teachers and the gathering of educational statistics. The physical condition of schoolrooms was varied, but generally the reports are rife with comments such as Haddon's concerning Barr'd Islands, where "the school is kept in a Cooper's Shop belonging to [local merchant James] Rolls and there is no school furniture" or Kelly's concerning Freshwater Bay (near St. John's) where school was held in a room in the teacher's house "about 14 feet square and much too small for the number of pupils who attend" (cited in Billard). At Freshwater, Kelly found that 28 of 53 pupils enroled were present, a typical attendance record. In many communities the school was also used for church services and in others school was held in a church building, while in Trinity the commercial school was held in the courthouse, which had to be vacated when court was held. Even in larger communities schools were poorly equipped and many teachers had only minimal qualifications. In Harbour Grace West Haddon noted that "reading seems to be almost the only thing taught and the proportion of readers was very small. Several children have gone through columns of spelling three and four syllables and are not able to read a line in monosyllables" (cited in Billard). Haddon's 1865 report also reproduces a statistical report by one board chairman (a clergyman) "with addition corrected by the inspector".

The 1860s were generally a time of repeated failures in the fishery and of sectarian strife. With the election of a government in 1869 headed by C.F. Bennett (a keen supporter of Feild, and whose Anti-confederate party also had widespread Catholic support), it was decided to address the question of denominational schooling through a Select Committee on Education. After much consultation it was decided to adopt a system whereby each religious denomination would receive and administer its educational grant "equal in proportion, in according to population". While the

schools would continue to be funded as public schools, they would be conducted by local denominational boards under the overall supervision of three superintendents, one for each major denomination. Kelly continued as the Roman Catholic inspector/superintendent until 1878, when he was replaced by Maurice Fenelon *qv*. Haddon was not retained — perhaps because of his unwavering opposition to subdivision of the grant and "the narrowmindedness and selfishness of the scheme, which would put to an end useful combinations for the public good" (cited in Sheldon). The Rev. William Pilot *qv* was appointed Church of England superintendent (which office he filled until 1908), while the Rev. G.S. Milligan *qv* was Methodist superintendent from 1875 until 1899. The superintendents recommended to government nominees for appointment to their boards of education, were responsible for the expenditure of public grants to the churches and for the hiring and disciplining of teachers. Consolidating legislation in 1876 recognized the three denominational academies and made provision for a fourth "General Protestant" Academy for Presbyterians and Congregationalists, under the direction of Adam Scott *qv*.

In 1874 a *Census* was conducted in order that the educational grants might be properly apportioned. This enumeration found that the proportion of school-aged children which had attended school in the past year was still less than 50%. And the inspectors' reports would seem to indicate that even among this minority the average attendance rate was only 55%. But once the denominational question was settled the school system entered upon a period of general expansion and improvement. The first meeting of the Newfoundland *Teachers' Association *qv* was held in Bay Roberts in 1890. As a result of increased interest in professional and union activity by teachers, in 1892 legislation was introduced which made provision for an "augmentation grant" (to offer incentive for teachers to improve their credentials) as well as a pension for teachers. At that time provision was also made for the Salvation Army to establish its own denominational schools. In 1876 the *Irish Christian Brothers *qv* had been invited to take over teaching duties at the old Orphan Asylum School (renamed St. Patrick's Hall School *qv*) and in 1889 the Brothers also took over St. Bonaventure's. The next year St. Bon's principal, Brother J.L. Slattery *qv*, devised a plan for a degree of standardization within the denominational system. It was implemented in 1893 with the establishment of the Council for Higher Education (C.H.E.). The C.H.E. established common external examinations for grade VI and higher and also considered other matters which might serve to encourage education in Newfoundland. Initially, the examinations were set and marked in England, but were later done locally. Inevitably the C.H.E. examinations led to joint efforts in curriculum and also fostered cooperation among the denominational hierarchies in St. John's.

As the twentieth century opened, then, there was a new generation in charge, accustomed to regular consultation and dedicated to the professional development of education — including Vincent P. Burke *qv*, who had become Roman Catholic schools superintendent in 1899 at the age of 21; the Rev. Levi Curtis *qv*, who succeeded Milligan as Methodist superintendent that same year; and W.W. Blackall *qv*, who in 1891 became the first lay headmaster of Bishop Feild College and in 1908 succeeded Pilot as Church of England superintendent.

Following the reorganization of the civil service in 1898, educational matters (previously the direct responsibility of the Governor-in-Council) fell under the purview of the Colonial Secretary's office, to which the superintendents reported. At the turn of the century there were 783 schools with about 35,000 students, of whom two-thirds were in the 5-14 age group. The average registration of schools was 45 pupils. By 1915-16 there were about 1300 schools, including 404 Church of England schools, 383 Methodist, 53 Salvation Army and 346 Roman Catholic. Legislation passed in 1903 provided for the establishment of amalgamated schools, and the first to be

Rigolet school

established was in Grand Falls where the paper company built a school for Protestants and provided substantial financing for its operation. Roman Catholics operated their own school system in the town. An amalgamated Protestant school system was subsequently adopted in other industrial towns.

In 1903 the government's annual education grant was only $90,000, but 13 years later it had increased to $367,000. In 1916 the government consolidated the various education acts passed since 1874. The legislation also divided Newfoundland into districts and allowed for the government to make changes in their boundaries on the recommendation of the superintendents. In 1916 there were 216 boards: 74 Church of England, 53 Roman Catholic, 78 Methodist, four Presbyterian, one Congregational, five Salvation Army and one Seventh-day Adventist. A board was responsible for appointing teachers, for systematic visits to the schools by board members, school equipment and maintenance and for prescribing the course of studies and textbooks (subject to the approval of the superintendent).

In 1920 the administration headed by Sir Richard A. Squires enacted legislation creating a department of education, with Arthur Barnes *qv* as minister and Vincent Burke as deputy minister. The legislation also provided for the creation of a Normal School for teacher-training on a non-denominational basis, a development that led to the establishment of Memorial University College in 1925. In 1927 new legislation was enacted which replaced the department with a Bureau of Education. This new arrangement confirmed denominational control of schools, the right to appoint and dismiss teachers and the right to receive public funds on a non-discriminatory basis. The act enabled the churches to withstand major attempts to revise the system over the next decade. The Bureau rarely met and all power lay in the hands of the three superintendents of the major churches. In effect, there were three departments of education rather than one, and government had no effective control over them.

The government's struggle to avoid bankruptcy in the early 1930s resulted in substantial cuts to the educational grants. The 1930-31 grant of $1,000,000 was reduced to $500,000 in 1932-33. Newfoundland turned to Britain for financial assistance, and a royal commission was appointed to investigate its political and economic affairs. The report of the Amulree Commission in 1933 noted that poor educational standards were at the root of Newfoundland's political problems, but, because of the commissioners' fear of antagonizing the churches, it contained only passing reference to education.

With the establishment of Commission of Government in 1934, there was strong support among British officials and the commissioners for abolishing the denominational system, but efforts in this direction were quickly thwarted by the churches. One area the churches closely guarded was the school curriculum. In 1932 British educator C.A. Richardson had been invited by Prime Minister Alderdice to examine the curriculum. His October 1933 report preferred a system which emphasized that children could be differentiated by intelligence tests and classified according to their ability, in contrast to the view dominant in local schools. The report was regarded by the churches as an attack on their elite college system, and it was shelved.

In 1935 the Commission of Government proposed a number of educational reforms. These included compulsory education, a new curriculum, the abolition of the offices of superintendent and assistant superintendent, and the creation of state schools in St. John's for children not attending schools because of a lack of facilities. Church of England and Roman Catholic church officials strongly opposed the reforms and forced a compromise. The Bureau of Education was replaced by a Commissioner of Home Affairs and Education. The superintendents' position was abolished, but a denominational committee was created to act as a buffer between the churches and the government's education officials. Supervising inspectors were appointed on a denominational basis with inspection limited to their own schools, and local boards of education were appointed by the committee. The government's administrative officials included a secretary known as the general superintendent of education, assisted by three officials — a chief executive officer, a research officer and an accountant. There was an advisory committee comprised of representatives from the major denominations, but it had no responsibility for the department's administrative work — a system described by McCann as a "secularized department administering a denominational school system". The government's acknowledgement that it could not change the denominational system became clear in 1937, when it created a council of education to direct policy. The three professional officers were replaced by executive officers representing the major denominations, who formed a majority on the council.

In 1936 the government changed the school curriculum to stress new areas, such as health, social education and industrial training. It also concentrated on improving programs and services, and by 1939 had restored teachers' salaries to their pre-1933 levels. Between 1934 and 1949 the government built 555 new schools, renovated 264 others and spent $3,400,000 on school construction. Under 1943 legislation free and compulsory education was applied to all school-age children, but the legislation did permit a child who could not attend his own denominational school to refuse schooling offered by another denomination. The government also encouraged the growth of common schools — at Deer Lake, Buchans, Bay Roberts, Gander, Hampden and North West River — and promoted non-denominational schooling in the *land settlements *qv* at Markland and Haricot.

But considerable duplication in small communities remained in 1949: there were 1187 schools, of which 778 had only one room. According to educator and politician Frederick Rowe *qv* 700 of the 778 teachers in these schools had only one year or less of post-secondary education; while of the 2375 teachers throughout the whole system, only 57 were university graduates. In 1949 students tended to leave school at

Classroom at Grand Falls, early 1950s

age 14 years (or even less) and, even though attendance was compulsory up to that age, average registered attendance was 73%. The typical school had "little to distinguish . . . [it] from its predecessor of fifty or sixty years earlier. There was no electricity and therefore no lighting except in the very few instances where kerosene lamps were used. The schools were almost invariably constructed of wood, and were heated by wood or coal stoves. There was no water supply either for drinking or sanitation. Proper ventilation was non-existent, as were school libraries, gymnasiums and laboratory facilities" (Rowe: 1976).

As part of the *Terms of Union *qv* with Canada in 1949, Term 17 confirmed the right of the churches to own and operate their own schools. Premier J.R. Smallwood's government retained the denominational education system in an attempt to mollify the opposition of Roman Catholics to Confederation, and established a department of education along historical lines. (There was also a director for amalgamated schools). Under 1950 legislation the powers of the denominational superintendents were confirmed and they, along with the minister and the deputy minister, constituted a Council of Education. While the minister of education was responsible for administering and directing the department the Council had authority for all educational policy concerning the school boards, schools and teachers. In 1954 the education rights of the Pentecostal Church were also recognized (those of the Salvation Army having been recognized in 1892 and the Seventh-day Adventists in 1912). The superintendent was the "official channel of communication between the Council and his denomination".

One priority was increasing the quality of secondary education. A regional high school program was begun in the early 1950s to provide newer and larger facilities as improvements in transportation made more busing possible. The first regional high schools were opened in 1954 at Foxtrap and Corner Brook, and 10 years later the number had grown to 90. The low qualifications of teachers and a general teacher shortage were also of paramount concern. In early 1957 the government held the Teacher Shortage Conference to identify measures that could be taken to improve professional standards and to increase remuneration. In November 1958 a conference in St. John's passed 71 resolutions for improvements to the system, including better facilities and additional programs at Memorial University, and financial incentives for teachers to upgrade their qualifications.

Change was also taking place quietly in the delivery of services. The 1950s consolidation of schools had long been recognized as desirable, especially the introduction of regional and central high school programs, which demanded large-scale financial and managerial and administrative resources. During the

1962-63 school year the Province had a total of 361 Roman Catholic schools, 391 Anglican, 307 United Church, 86 Salvation Army, 53 Pentecostal, 4 Seventh-day Adventist and 47 amalgamated schools. The number of school boards in September 1964 was 280. Between 1954 and 1962 the major churches in St. John's consolidated their internal educational services, whereby one board looked after all the needs of a particular church. Before this, each church had two boards in the city, one to look after its college and the other to administer the ordinary schools. The Anglican and United Churches also began to examine educational areas where they could act co-operatively. The Roman Catholic church reduced the number of its boards from 80 to 12.

In 1964 the government appointed a Royal Commission on Education and Youth, under the chairmanship of Philip Warren *qv*. The Commission operated under the implicit assumptions of a denominational system, but quickly found that there was mounting public criticism of the system. In January 1967 its report attacked the denominational system and proposed a reorganization of the department of education along functional lines. The Commission advocated an advisory role for the churches, leaving the department to deal with instruction, administration and other services. Roman Catholic members of the Commission disagreed and submitted a minority report, which was supported by the Pentecostal Assemblies of Newfoundland. Negotiations ensued in an attempt to head off a major confrontation between Roman Catholic authorities and the government. A compromise was reached which saw the churches move out of the department, and the posts of departmental church superintendents were abolished. But the government agreed to legislation setting up two types of advisory committees: a denominational committee for each church, and a joint denominational committee to advise government. The churches through their committees retained control of their rights regarding school district boundaries, training and certification of teachers, and various other matters, including religious education.

The Royal Commission also recommended that, where possible, consolidation of school boards be expedited. In March 1969 the Anglican, United Church, and the Salvation Army went further: they created a completely integrated system, and were soon joined by the Presbyterian Church. Hence, the 229 Protestant school boards were reduced to 22. The financing formula for schools was also changed in 1969 from one based on the amount of space maintained by school boards to one determined by the number of students registered in schools under their jurisdiction. Improvements to the school system in the late 1960s were greatly aided by an infusion of federal funds, which made possible the construction of large and well-equipped regional high schools — the so-called "DREE schools" (from the Department of Regional Economic Expansion, see GOVERNMENT AID).

In 1981-82 the Province adopted a reorganized high school program, and implemented Grade XII in order

Labrador City

to bring Newfoundland in line with the other provinces. During the 1980s the denominational educational system came under increasing public criticism, from the Newfoundland Teachers' Association, the Royal Commission on Employment and Unemployment and from the public at large. The issue was highlighted by the publication of William McKim's *The Vexed Question*, a collection of essays on the origin and future of the system. A 1991 public opinion survey showed that 79% of Newfoundlanders favoured a non-denominational system. In 1992 the government of Premier Clyde K. Wells replaced the school tax (first implemented in 1975) with an increase in the provincial income tax. The previous year it had appointed a Royal Commission, chaired by Leonard Williams *qv*, to examine the delivery of programs and services in the provincial education system. Released in May 1992, the Commission's report recommended increasing the school year to 200 days, reducing the number of school boards from 27 to nine publicly-elected boards, the dissolution of the three denominational educational councils, and limiting the role of the churches to overseeing religious education and pastoral care programs. As of 1994 the government and the churches had not resolved their differences. D.G. Alexander (1980), Ralph L. Andrews (1985), Gordon Billard (*NQ*, Fall 1987), Fred Buffett (1985), Vincent P. Burke (*BN I*, 1937), Harry A. Cuff (1985), Trudi D. Johnson (1985), Philip McCann ed. (1982), W.P. McCann (1988; *Newfoundland Studies* (Fall 1987), W.A. McKim ed. (1988), W.B. Martin (1985), Julian Moreton (1863), Paul O'Neill (1976), Jo Oppenheimer (1983), R.D. Pitt (1990), F.D. Rideout (1986; 1992), Frederick W. Rowe (1952; 1964; 1976; 1980; 1985), Mary Sheldon (1972), Vernon Snelgrove (1986), *Conference on Teacher Shortage, January 16-19, 1957* (1957), *DCB VI* (Lewis Anspach), *DCB X* (Edward Feild), *Education for Self-Reliance* (1986), *Exploring New Pathways* (NTA, n.d.), *Financing Greater Equality and Excellence in the Newfoundland School System* (1989), *Our Children, Our Future* (1992), *Report of the Conference on Education Held November 3rd-7th, 1958* [1958], *Report of the Royal Commission on Education and Youth* (1967). RHC/MELVIN BAKER

SCHOONER COVE, LABRADOR. See L'ANSE AU LOUP.

SCHOONER COVE, WHITE BAY. See SOP'S ARM.

SCHOONER ISLAND (pop. 1884, 9). The largest of the islands in Pistolet Bay, Schooner Island lies just off Cook's Harbour *qv*. Known locally as Brandy Island (and to the French as St. Katherine's Island) it was inhabited only for a few years in the late nineteenth century. It is likely that the few settlers were originally migratory fishermen out of Conception Bay who settled on the island to be close to headland fishing grounds. One of the earliest records of inhabitants is from 1873, when there were a total of 16 people living there in three families (those of William Ellenham, Alfred Grinham and Alfred Simms). By the 1874 *Census* the population was 22, curiously including "four infidels" among the *Census*-taker's notes on the inhabitants' religious persuasion. By 1884 there were only nine people, as the population in the area had begun to gather at Cook's Harbour. There were also a few families living further in Pistolet Bay, who had summer fishing premises on Brandy Island, and summer use by fishermen from Cook's Harbour and area continued into the twentieth century. Harvey Brown (interview, Oct. 1993), E.R. Seary (1977), *Census* (1874-1884), *JLC* (1873). RHC

SCHWARTZ, ABRAHAM (1947-). Supreme Court justice. Born Walstadt, Germany; son of Eva (Wycovich) and Mendal Schwartz. Educated Springdale; Dalhousie University. Married Edin Baskin. Schwartz was born in a refugee camp, and came to Newfoundland with his parents in June 1948. He lived at Deer Lake until 1960, when the family moved to Springdale. Schwartz was admitted to the Newfoundland Bar in 1974, and established a legal practice in Grand Falls. In 1977 he became senior partner in the firm of Schwartz, Goulding. He served as a federal crown agent, and in 1988 was named Queen's Counsel. In 1989 he was named Justice of the Newfoundland Supreme Court, Trial Division. Schwartz ran unsuccessfully as the Progressive Conservative candidate for Gander-Grand Falls in the 1988 federal election. He is past chairman of the Newfoundland Human Rights Commission, past president of the Grand Falls Kiwanis Club and a former member of the Central Newfoundland Hospital board. Tara and Abraham Schwartz (interviews, May 1994); Centre for Newfoundland Studies (Abe Schwartz). LBM

SCILLY COVE. See WINTERTON.

SCISSORS COVE. See STANHOPE.

SCLATER, DAVID (1814-1894). Businessman. Born Saltcoats, Scotland. Educated Lesualt Stranaer. Married Mary Tryphena Blaikie. Sclater began his career as a draper in Scotland, and came to St. John's in 1836 to manage the firm of Robert Alsop *qv*. In 1839 he became manager of W. and C. Thomas and Co. In

David Sclater

partnership with William Thomas, Sclater founded David Sclater and Co. in 1857. He eventually took control of the business and carried on a dry goods trade in his own name. Sclater was one of a small group of Presbyterians who, in 1838, helped to establish the Church of Scotland in Newfoundland, and was one of the first members of the St. Andrew's Society. He was an organizer and shareholder of the St. John's Reading Room, and actively supported the building of the St. John's Athenaeum *qv*. He died on August 5, 1894. H.Y. Mott (1894), *DNLB* (1990). LBM

SCLATER, WILLIAM A. B. (1846-1926). Businessman. Born St. John's, son of Mary Tryphena (Blaikie) and David Sclater *qv*. Married Alexandra O'Donavan. Sclater started his career as a clerk in his father's dry goods store, and eventually inherited the family business. He moved to a new store on Queen Street after the Great Fire of 1892, and remained in business there until his retirement in 1920. Sclater was a lifetime member of the St. John's Rifle Club, and instructed recruits in shooting techniques during World War I. He was also a well-known sportsman, and spent many years on the Game and Inland Fisheries Board. He wrote several articles for the *Newfoundland Quarterly* describing his hunting trips on the Island. His wilderness photographs were also featured in several issues. Harry Cuff *et al.* (1986), Henry Y. Mott (1894), *NQ* (Oct. 1926). LBM

W.A.B. Sclater

SCOLVUS, JOHN (*fl.* 1470-1480). Navigator. Nothing is known of Scolvus' personal life. Probably of Danish or Norwegian nationality, his name has been spelled a variety of ways: Scolnus, Scoluus, Scolus, Szkolny, Kolno and Skvolsson. It has been suggested that he may have visited the coast of Labrador in 1476, but this has been a matter of debate among historians. Scolvus does seem to have accompanied at least one of the voyages of Pining and Pothurst sent by Christian I of Denmark to Greenland.

The main evidence suggesting that Scolvus visited Labrador comes from a 1536 globe of cartographer Gemma Friseus, which depicts an area within the Arctic circle, north of a strait dividing *Terra Corterealis* and *Baccalearum Regio* from a westward projection of Greenland. Within this area is the inscription, "Quij, the people to whom John Scolvus, a Dane, penetrated

about the year 1476." A document prepared in about 1575 in connection with the first voyage of Martin Frobisher *qv* bears a similar inscription: "In the north side of this passage John Scolnus, a pilot of Denmark, was in anno 1476." Other references to Scolvus' voyage made in sixteenth century documents likely derive from Friseus' map. Based on study of toponymy and cartography, most scholars have concluded that Scolvus visited Greenland and not Labrador. (Friseus' knowledge of Labrador may have come from Portuguese sources). *DCB I.* ACB

SCOTCH LOVAGE. Also called "Alexanders" in Newfoundland, Scotch lovage is a stout, edible plant common on sandy and stony seashores from Labrador to New York, but more profuse in the northerly part of its range. The plant bears umbrels of white flowers on arching stems, and its compound leaves often have a blue to purplish cast. Leaves and stems of Scotch lovage can be used to season salads or boiled as a potherb. Fernald and Kinsey (1958), Peter J. Scott (1979). KATHLEEN WINTER

SCOTLAND. Scottish involvement in Newfoundland began with early English attempts at colonization. In the early seventeenth century John Mason *qv* induced a group of Scottish merchants to lend financial assistance to the Newfoundland Company. Though Mason promoted the Island as a home for Scottish emigrants, it was not until the nineteenth century that significant numbers of Scots came. In the early 1800s Scottish merchants became involved in the provisions and fishery supply trades, and later in sealing out of St. John's, while in mid-century a number of Scots also emigrated to the west coast (chiefly the Codroy Valley *qv*) from Cape Breton Island.

Sporadic trade between Scotland and Newfoundland may have begun as early as the 1720s — from the ports of Ayre, Irvine, Saltcoats, Port Glasgow and Greenock. This trade increased during and after the American Revolution and especially during the Napoleonic Wars, coinciding with a period of general prosperity in Newfoundland, but the value of Scottish exports to Newfoundland at this time was not great. Hunters and Company of Greenock were probably the first Scottish firm to establish a regular trade to St. John's, in 1776. It also operated a branch in Trepassey until 1820. It did not engage in the fishery directly, but supplied planters and fishermen between Harbour Grace and Placentia. Another early firm in Newfoundland was that of Crawford and Company of Glasgow, which dealt with and financed smaller Scottish firms, including Cunningham and Company, which flourished in the Newfoundland trade from 1790 to 1822. In the years from 1781 to 1785, exports to Newfoundland consisted largely of food, drink, textiles and other manufactured goods. Unlike many Irish ships, Scottish ships of this period rarely carried passengers to North America. But by 1794 four Scottish firms had been established in the Newfoundland trade for more than 10 years. Between 1794 and 1835 a total of 37 trading companies were formed by Scottish merchants in St. John's. One of the most important of these companies was founded by Robert, Archibald and Walter Baine, who emigrated to Port de Grave from Greenock in 1780. *Baine, Johnston and Company *qv*, formed about 1806, became heavily involved in the fishery supply business. General trading occupied most of the Scottish firms, but a few branched into sealing, the Labrador fishery or even, like the Rennie and Murray families, into milling. In addition to the wholesale firms based in St. John's, there were a number of traders in the outports in the 1830s, including William Alexander in Bonavista, John Thomson in Catalina and Archibald Graham in Trinity. By the 1830s the transition from a migratory to a settled Scottish community in eastern Newfoundland was virtually complete.

St. Andrew's Society, St. John's early 1900s

As late as 1822, W.E. Cormack *qv* (of Scottish descent, though born in St. John's) observed that, ". . .on the west coast of Newfoundland there is neither Scotchman, Irishman nor rat to be met with. . .". This situation was to change in the following decades as Scots moved to the west coast and to a lesser extent Labrador. A handful of Scots moved to the lower north shore of Quebec between 1820 and 1860. John McLean *qv* explored the interior of Labrador in the 1830s, while other Scots (mostly Orkneymen brought to Labrador by the Hudson's Bay Company) were pioneer settlers of Hamilton Inlet. On the west coast of the Island, Scottish settlement began in the 1840s, and immigration continued until some time in the 1860s. These Scottish-born or Scottish-descended settlers were primarily Gaelic speaking Roman Catholics from Cape Breton (see also NOVA SCOTIA). They were attracted, in part, by the physical similarity of the Codroy Valley and St. George's Bay to Cape Breton. Most came from the communities of Broad Cove, Margaree, Mabou and Judique to establish themselves at the Codroy Valley, Highlands, Port au Port and Campbell's Creek.

A second influx into Newfoundland of Canadians of Scottish heritage came in the 1890s, with the building of the Newfoundland railway by Robert G. Reid *qv*. Reid had been involved in bridge and railroad construction in Canada prior to contracting to complete the Newfoundland railway in 1893, and had built up a loyal group of railroad engineers, surveyors and roadmasters. Many of these were, like Reid, Perthshire Scots. After the Reid Newfoundland Company established its headquarters in St. John's in 1902 many of these Scots joined the Presbyterian-Scottish community in St. John's. The Scottish community in St. John's also tended to be close-knit. Marriages, as was the case among the English and the Irish, were often used to solidify business partnerships. By 1837 a group of Scottish immigrants in St. John's had formed a club called the Sons of Scotia. This club, which became the *St. Andrew's Society *qv*, held its first annual Burns Night Dinner in 1837. The first dinner was presided over by the Hon. James Sinclair, assisted by James G. Grieve *qv* and was held at the Golden Lion Hotel. Unlike the Catholic Highland Scots of the west coast, those in St. John's were primarily Lowland Scots and belonged to the Presbyterian church. Before the establishment of St. Andrew's Presbyterian Kirk in 1842, members of that congregation appear to have attended Methodist services. In 1857 the *Census* recorded 302 members of the Kirk of Scotland living on the Island, all but 12 of whom were residents of St. John's. Membership in the Free Kirk was somewhat larger (see PRESBYTERIAN CHURCH).

Whaling and sealing merchants based in Dundee and Peterhead became interested in the waters off Newfoundland when catches off Greenland and in Davis Strait declined. The Dundee Sealing and Whaling Company sent the steam vessels *Polynia qv* and *Camperdown* to Newfoundland in 1862. The season was a virtual failure because of ice and poor weather, but several local merchants were impressed with the speed and manoeuverability of the new vessels. The firm of Walter Grieve and Company subsequently purchased the steam vessel *Wolf qv* in Scotland while the Baine, Johnston Company took possession of the *Bloodhound*. Discouraged by their initial foray into Newfoundland waters, Dundee interests did not reenter the Newfoundland sealfishery until after 1876. Well-known Dundee masters such as William Adams and James Fairweather then employed Newfoundland crews at the ice. The Dundee Sealing and Whaling Company sent a number of ships to Newfoundland and built a boiling yard in St. John's, while the firm of Alexander Stephen and Company also sent a small sealing fleet. But Scottish involvement in sealing declined between 1882 and 1900, as did the industry generally. Over a period of about 40 years, however, 12 Scottish-based vessels had made 93 voyages to Newfoundland and taken a total of 1,156,639 pelts.

Scotland was also a producer of salt fish throughout the nineteenth century. Though exports to Spain went as high as 36,000 quintals just before World War I, the trade, however, was a minor factor in the international market and rarely competed with Newfoundland exports. In the late 1940s and early 1950s the Scottish Wholesale Co-operative Society made some attempt to take over fish exports to the West Indies. In Trinidad and Jamaica, for example, Scottish exports were in direct competition with those of the Newfoundland Fish Exporters Ltd.

During both world wars a large number of Newfoundland men served in Scottish lumber camps as part of the Newfoundland Forestry Corps. These civilian units were raised to ensure a supply of pitprops and other lumber products necessary to the war effort. The corps formed at the beginning of World War II consisted of 2145 men, who were sent mainly to camps in the Scottish Highlands. A number of men married Scottish women and returned to live on the Island when the war ended. In recent years, rural Scotland has shared several experiences with Newfoundland and Labrador, including the development of offshore oil and gas and the deterioration of the North Atlantic fishery. David Alexander (1977), Margaret Bennett (1989), Tom Curran (1987), Grant Head (1976), Keith Matthews (1980), Rosemary Ommer (1977), Jeffrey Aurdon Orr (1987), Shannon Ryan (1986), Chesley Sanger (1980), *ET* (Jan. 22, 1987), *Census* (1857). ACB

SCOTT, ADAM (1823-1881). Educator. Born Canonbie, Scotland. Scott came to Newfoundland in 1852 as headmaster of the newly established General Protestant Academy. The Academy had been founded under provisions of the Academy Act of 1851, which provided for the establishment of a General Academy, divided on denominational lines into three branches, one for each of the Roman Catholic, Church of England, and "General Protestant" denominations. The last named initially comprised Methodists, Congregationalists and Presbyterians, but when in 1852 the

Methodists set up their own school, the General Protestant Academy became the domain solely of Congregationalists and Presbyterians. (See PRESBYTERIAN COLLEGE.) It was as headmaster, often the sole teacher, of this institution, situated on Queen's Road in St. John's, that Scott, a long-standing member of St. Andrew's Presbyterian Church, presided for more than quarter of a century.

Although the Academy was technically administered by an appointed Board, Scott appears to have been left to preside single-handedly over all aspects of the school's operation, including the disposition of its curriculum. The Board, however, was responsible for dispensing the moneys necessary to fund the school's operation and upkeep. When in 1873 it failed to do this to Scott's satisfaction, he wrote it a highly critical report on the school's physical condition. When, a year later, help had not materialized, Scott resigned, but later withdrew his resignation. In 1876 a new Education Act made the curious provision that the rights of the two denominations responsible for the Academy would be recognized for a period of 20 years and "as long thereafter as Adam Scott, Esq., the present master of the General Protestant Academy, shall live" (Rowe). Because of ill health, Scott retired in the following year. Petitioned to reconsider, he wrote in reply, "After conducting the G.P. Academy for a quarter of a century, I do not feel disposed to enter into any engagement to teach. I prefer to be free" (Minutes: Aug. 4, 1877). Described as "A gentleman of keen observation and considerable literary acquisition, a good citizen in every meaning of the term" (*Royal Gazette*), he died at St. John's on October 22, 1881, whereupon the Board awarded his widow an annual allowance of £30. F.W. Rowe (1952), Ian S. Wishart (1993), *Royal Gazette* (Oct. 25, 1881), St. Andrew's Church archives, St. John's (*Minutes of the Board of the General Protestant Academy, 1858-1893*). DAVID G. PITT

SCOTT, GEORGE GILBERT (1811-1878). Architect. Born Gawcott, Buckinghamshire; son of Thomas Scott. Scott was a member of the High Church party of the Church of England and was one of the most famous Gothic architects in nineteenth-century Europe. He was awarded a gold medal by the Royal Institute of British Architects in 1859, and served as president of the Institute from 1873 to 1876. He was knighted in 1872. It was Scott's design that was chosen by Edward Feild *qv* for the Cathedral of St. John the Baptist *qv* in St. John's. (Feild rejected a design by James Purcell *qv* which had been approved by his predecessor, Bishop Spencer). During his career, Scott was involved in over 700 design or restoration projects. His books include *A Plea for the Faithful Restoration of Ancient Churches* (1850) and *Medieval Architecture* (1879). *DCB VIII* (James Purcell), *DNB* (XVII). LBM

SCOTT, JAMES BANKS (1880-1939). Mariner; union organizer. Born St. John's. As a marine engineer sailing out of St. John's, Scott was at one time a member of Capt. Robert Bartlett's *qv* crew. In 1908-09 he was second engineer aboard the *Roosevelt*, the ship which Bartlett commanded for Robert Peary on a lengthy expedition to the north pole. Scott returned to St. John's, but in 1916 moved to Grand Falls. He worked as a machinist in the paper mill and became prominent on the local labour scene. He helped found the Grand Falls branch of the Newfoundland *Industrial Workers Association *qv* and, in 1919, the Grand Falls Co-op. From 1919 to 1937 he was an executive officer of local 63 of the International Brotherhood of Pulp, Sulphite and Paper Mill Workers. This local was involved in a strike in 1921, which ended without any concessions being gained from the company. President on several occasions, he helped keep the local functioning during the 1920s and 1930s. Scott was a delegate to the founding convention of the Newfoundland Trades and Labour Council in 1937. Robert E. Peary (1910), *DNLB* (1990), *Grand Falls Advertiser* (Aug. 26, 1939). ACB

SCOTT, JOHN (1840-1901). Roman Catholic priest. Born Limerick, Ireland. Educated St. Bonaventure's College. Scott first came to Newfoundland with Bishop John T. Mullock *qv*. After completing his education in St. John's, he was ordained a priest in 1863. He was an assistant to Father O'Keefe in Brigus and acted as curate to Dean Cleary on the Southern Shore. After two years in the outports, Scott was appointed to St. Patrick's church in St. John's. With the support of Bishop M.F. Howley *qv* he was named monsignor and after his investiture embarked on an extensive European and American tour. He died in St. John's, where he had spent 36 years in pastoral work. H.M. Mosdell (1923), *Hutchinson's Newfoundland Directory for 1864-65* (1864), *NQ* (July, 1901). ACB

SCOTT, PATRICK J. (1848-1899). Lawyer; politician. Born St. John's. Educated St. Bonaventure's College. Married Eleanor Margaret Little. Scott studied law in the 1860s with George J. Hogsett and with his brother-in-law John Little *qqv*. Admitted to the Newfoundland bar in 1872 he was later made Queen's Counsel. He entered political life in 1873 as a member of the anti-confederate and largely Roman Catholic Liberal party. Elected as a candidate in St. John's West, Scott sat in the House of Assembly as a member of Charles F. Bennett's *qv* government. He was re-elected by acclamation in 1874 and 1878. While a member of the Liberal opposition he earned a reputation as an orator and financial critic of the Conservative governments of F.B.T. Carter and William V. Whiteway. During the 1882 elections the Liberals allied themselves with the pro-railway party of William

P.J. Scott

V. Whiteway, but in the aftermath of a sectarian riot in Harbour Grace Scott and other Catholic Liberals withdrew from the alliance.

Re-elected for St. John's West in 1885, Scott became the spokesman for those members who, though they sat in the opposition, were generally sympathetic to the administration of Robert Thorburn. Scott accepted an invitation by Thorburn to attend talks to discuss the prospects of union with Canada, though he was himself an avowed anti-confederate. Scott soon became involved in the rivalry between politicians Moses Monroe and Edward P. Morris *qqv* by supporting Monroe in municipal elections. Monroe won the municipal election, but Scott lost his seat in the House of Assembly to Morris in 1889. In 1893 Scott was again defeated in his old district, but later won a by-election. When a "caretaker" Liberal administration was formed, by Daniel J. Greene *qv*, Scott was given the appointment of Receiver General, and retained the position when Whiteway returned to power. Whiteway's government was defeated in the general election of 1897, Scott himself being defeated in the district of Placentia and St. Mary's. He then returned to private legal practice. He died while attempting a political comeback in a by-election in the district of St. John's East. *DCB XII*, *ET* (Oct. 23, 1899). ACB

SCOTT, PETER (1948-). Botanist. Born Toronto, son of John Scott and Marjorie C. Davis. Educated University of Alberta; Memorial University of Newfoundland. Scott moved to Newfoundland at an early age. A professor of botany and genetics at Memorial University, his first book, *Conifers of Newfoundland*, was published by the University's department of biology. In 1975 *Some Edible Fruits and Herbs of Newfoundland* was published by the Oxen Pond Botanic Park. It was re-issued by Breakwater Books in 1978. Scott has also written *Boreal Flora: Vascular Flora of Newfoundland* and *Newfoundland Gardening*. He has appeared regularly as a gardening consultant on CBC Radio and has been active in several community projects, including Oxen Pond Botanic Gardens and the Freshwater Resources Centre in Pippy Park, has conducted vegetation analysis for the national Green Plan, and has served on the Canadian Global Challenges research panel. In 1992 he designed the heritage garden for Campbell House in Trinity. Scott was awarded the Southcott Award for Heritage preservation in 1993. Peter Scott (1975; 1978; interview, June 1993), *ET* (Mar. 13, 1967). JEAN GRAHAM

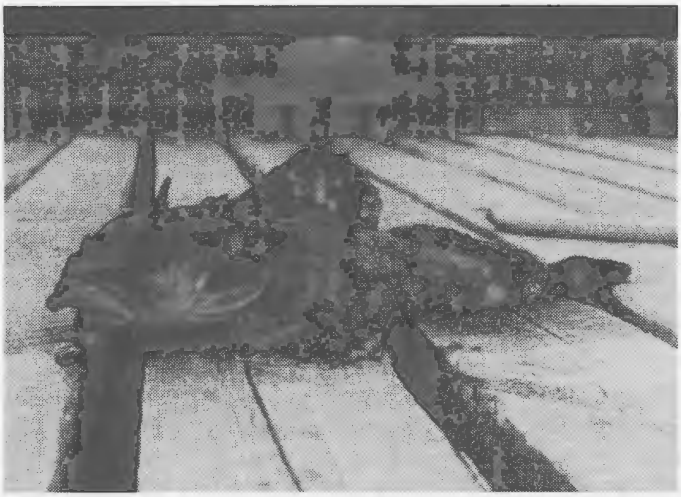
SCOTT, ROBERT (1835-1913). Merchant. Born Glasgow, Scotland. Married Mary Caroline Lucas. Scott was an agent for Walter Grieve and Company until around 1865, when he established himself as a trader at Fogo. Between 1867 and 1904 he registered 12 vessels at St. John's. Along with his general fishery supply business, Scott operated a passenger and freight service to and from Fogo Island. He was for many years magistrate, justice of the peace and collector of customs at Fogo. Scott died in January 1913. Mildred Howard (1980), *DNLB* (1990), *Newfoundland Directory* (1864-1904), Maritime History Archive (Newfoundland Shipowners File). LBM

SCOUSE COVE (pop. 1901, 11). An abandoned fishing community, Scouse Cove was located at the entrance to Bay d'Espoir, on the north shore of Long Island. The name of the community comes from "lobscouse": a stew of meat, vegetables and brewis. The cove is first noted as settled, by two fishing families totalling nine people, in 1869. It is likely that these were the Morris and Kearley families, the only known residents, and that they sold their catches of cod to Gaultois. Although the community does not appear in the *Census* after 1901, it seems to have been occupied until about 1920 when the last Morris and his wife, too advanced in years to remain alone, moved to Harbour Gallett *qv*. E.R. Seary (1977), *Census* (1869-1901), *McAlpine's Newfoundland Directory* (1894), Newfoundland Historical Society (St. Alban's). RHC

SCRAMMY. A Labrador fishing station, Scrammy was located on the south side of St. Michael's Bay, in a cove sheltered by Pinsent's Island and just to the north and west of Cape St. Michael, and approximately 4 km east of the community of Pinsent's Arm *qv*. St. Michael's Bay was more usually known to Newfoundland fishermen as Scrammy Bay, from a Newfoundland term meaning "benumbed with cold" (most often used to refer to the hands). Although Scrammy was much frequented in the mid to late 1800s by fishermen from Port de Grave and Brigus, and was made a post harbour in 1888, by the early 1900s fishermen from the Island were pressing further north, while the growing population of Labrador "liveyers" in the Bay tended to frequent harbours that were more suitable for year-round habitation. Scrammy appears in the *Census* only once, in 1884, with a population of three. Lawrence Jackson ed. (1982), *DNE* (1990), *Sailing Directions Labrador and Hudson Bay* (1974). RHC

SCRUNCHEONS. Edited by Gary Thomas Popp and an advisory board consisting of faculty members of the English department of Memorial University, this journal of Newfoundland creative writing was printed and published by the department. The first issue appeared in 1972 and a second issue in September 1973. It contained poetry and prose by Newfoundland writers, including D.G. Pitt, Harold Horwood, Alastair MacDonald, Tom Dawe and Geraldine Rubia *qqv*. The second volume had sketches by Dawe on the front and back covers. *Scruncheons* (vol.1 #1 1972; vol. 1 #2 Sept 1973). ILB

SCULPINS. The sculpin (family *cottidae*) is a bottom-dwelling fish that lives in both fresh and salt water. It is distinguished by its wide head and a stout body which becomes slender and elongated towards the tail. Most members of this family have two dorsal fins; the first one is spiny while the second is soft-rayed. Some species, however, have one continuous dorsal fin. The



Shorthorn sculpin

sculpin's pectoral fins are large and fan-like, and the front of its gill-cover often has several spines.

In the coastal waters of Newfoundland and Labrador the most common species of sculpin are the shorthorn (*Myoxocephalus scorpius*) and the longhorn sculpin (*Myoxocephalus octodecemspinous*), both of which usually reach a maximum size of 46 to 51 cm. The grubby or little sculpin (*Myoxocephalus aeneus*) rarely exceeds 15 cm, while the Atlantic sea raven (*Hemitripterus americanus*) is a large fish that can reach a weight of over 3 kg. Other marine species in Newfoundland coastal waters include the mailed sculpin, Nybelin's sculpin, the Arctic hookear, the Arctic staghorn, the Arctic sculpin, the spatulated sculpin and the fourhorn. This last species, which sometimes migrates up coastal rivers, has also been observed in inland waters. In Labrador waters the slimy sculpin and the mottled sculpin can also be found. Sculpins are considered a nuisance fish in Newfoundland and Labrador and are not important commercially, although fishermen use them as bait in lobster traps. Children can frequently be seen catching sculpins as a pastime, but also consider them a nuisance catch in that they are covered with "thorns" and difficult to remove from the hook. Ecologically, sculpins help to keep the ocean clean of offal; while they eat a wide variety of living animals (including mollusca, marine worms, tomcods and other sculpins) they also consume dead and decaying material. J.M. Green (interview, Mar. 1993), Page and Burr (1991), Scott and Scott (1988). MARK PADDOCK

Catching sculpins at Happy Adventure

SCURVY. A disease caused by a deficiency of vitamin C, scurvy was once a serious problem in Newfoundland and Labrador and for marine nations generally. Fishermen and sailors frequently developed scurvy because of a diet consisting largely of salt meat, dried peas and biscuit. "Yet scuruy Death stalks here with theeuish pace," warned a seventeenth century text, "Knocks one down here, two in another place" (cited in Cell). By the mid-1600s, Newfoundland planters had learned to treat the condition effectively with a concoction of spruce tops and other wild plants steeped in beer. Scurvy became less common as diet improved, but milder symptoms of vitamin C deficiency afflicted a large portion of the population as late as the 1940s. See FOOD; HEALTH. Gillian Cell (1969), James Yonge (1963). ACB

SEA CLIPPER. The *Sea Clipper* was wrecked on October 9, 1867, with 27 people on board (including passengers from another vessel damaged by an earlier collision with it), off Spotted Island, Labrador. At the height of one of the worst storms recorded on the coast of Labrador it was driven on a reef about 600 feet from shore and beaten to pieces. Realizing that it was impossible to launch a rescue boat, Captain William Jackman *qv* sent a man to the village for men and ropes, and himself plunged into the icy waters. Before the men and ropes arrived Jackman had rescued 11 people by swimming to the wreck and bringing them ashore on his back. Later, with the aid of a rope, he rescued the remaining people. For his heroism, Jackman was awarded a diploma and medal by the Royal Humane Society, with Spotted Island residents Sam and John Holwell also receiving bronze medals. Galgay and McCarthy (1987), *DCB X.* ILB

SEA URCHINS. Sea Urchins belong to the phylum *Echinodermata* (Greek echinos—spiny; derma—skin), which also includes starfish, brittlestars, sand dollars, sea lilies and sea cucumbers. The only species of urchin in Newfoundland waters is *Strongylocentrotus droebachiensis*, a green urchin whose colour ranges from light and dark green to purple. The creature is locally known as ose egg, whore's egg and cosy-egg. The sea urchin's structure is spherical, the body encased in a calcium shell composed of five symmetrical plates. Nubbins on these plates support sharp, prickly spines. Between the plates are vertical rows of slender feet, with which the urchin moves and acquires its food. The main food of the sea urchin is seaweed, although it also eats algae, small animals and microorganisms — which it scrapes from rocks or grains of sand. The mouth, at the base of the urchin, has five sharp teeth. Digestive bacteria and stomach enzymes help it to digest food. The anus and genitalia are on the topside of the urchin.

The internal body cavity of the urchin contains five gonads arranged in a star pattern. Gonads are the urchin's main nutrient storage organs; in them grow the roe (eggs or sperm) that the urchin expels at spawning season. In Japan, some European countries, and South America, these gonads are a gourmet delicacy, eaten raw or salted and fermented. Japan's domestic catch of urchins in 1988 came to nearly 22,000 metric tonnes, worth more than $200 million U.S. In the same year Japan imported almost one quarter of that amount. With the closure of the northern cod fishery in Newfoundland in 1992, local government and private agencies began looking at the commercial possibilities of the urchin. Preliminary research showed that establishing an urchin industry here would not be easy. Harvesting sea urchins is best done by trained divers, and people unemployed in the fishery were not necessarily willing or able to undertake this skilled work. Meanwhile, licensed scuba divers found that government regulations restricted urchin licenses to fishermen. An abundance of urchins, moreover, does not always mean an abundance of good quality roe. In 1993 research remained to be done to find out where the best harvest fields lay. Perhaps most auspicious at this time was news that California, previously the major exporter of urchins to Japan, was seeing a major decline in stocks due to over-harvesting, and that the Maine urchin fishery faced similar difficulties. Catherine Horan ed. (1993), Nigel Robbins (1993), Alejandro Ulloa (interview, May 1993), *DNE* (1982), *The Sea Urchin Market* (1990). KATHLEEN WINTER

SEABORN, ROBERT LOWDER (1911-1993). Archbishop of Newfoundland. Born Toronto, son of the Rev. Richard Seaborn. Educated University of Toronto; Trinity College, Toronto; Oxford University. Married Mary Gilchrist. Seaborn followed in his father's footsteps, being ordained a priest of the Church of England in Toronto in 1935. After a period of study in England he became assistant curate for St. James' Cathedral in Toronto in 1937. From 1941 to 1948 he was rector of St. Peter's in Coburg, Ontario, and during World War II he also served as a chaplain with the Canadian Army. From 1949 to 1956 Seaborn was the dean and rector of the Cathedral of Holy Trinity, Quebec. From 1956 to 1958 he was the examining chaplain to the bishops of Yukon and New Westminster and rector of St. Mary's Kernsdale, New Westminster.

In December of 1957 Seaborn was appointed assistant Bishop of Newfoundland and moved with his family to Corner Brook in May of 1958. He was appointed Bishop in 1965 and became Archbishop of Newfoundland in 1975, serving until 1981. Under Seaborn, Newfoundland was divided into three dioceses (Western, Central and Eastern). After resigning his see of Eastern Newfoundland, Seaborn was made Bishop ordinary to the armed forces, and chancellor of Trinity College in Toronto in 1986. He was awarded honorary degrees by the University of Toronto (1948), Bishop's University, Quebec (1962) and Memorial University of Newfoundland (1972). He died on February 15, 1993 at Coburg. *DNLB* (1990), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). JAMES WADE

SEABRIGHT, GORDON WILBURN (1933-). Magistrate. Born St. John's, son of George and Jessie (Ivany) Seabright. Educated Botwood; Dalhousie University. Married Madeline Curlew. In 1962, after working as teacher and welfare officer, Seabright was appointed a provincial court judge. During his time on the bench he chaired several judicial inquiries, including a 1972-73 Royal Commission on social assistance payments. He ran unsuccessfully as a Liberal in the district of Mount Pearl in the 1989 provincial election. On his retirement from the bench he was appointed chairman of the Workers Compensation Appeal Tribunal. From 1989 to September, 1993 he was vice-president of Newfoundland Capital Corporation. Seabright has been deeply involved in community organizations, including Lions International, the United Church and its school boards, the Salvation Army Red Shield Appeal, the Janeway Children's Hospital Foundation, the Corner Brook and Mount Pearl winter carnivals, the Joseph R. Smallwood Heritage Foundation, the Church Lads' Brigade ''Marching Home'' appeal and the 1988 provincial Summer Games. Gordon Seabright (interview, June 1993), *ET* (Sept. 7, 1985; Apr. 1, 1989; June 15, 1989; July 27, 1989; Feb. 28, 1990; Oct. 2, 1992), *Sunday Express* (Feb. 15, 1987; July 2, 1989). JEAN GRAHAM

SEACOAST ANGELICA. Seacoast angelica (*Coelopleurum lucidum*) is a plant which inhabits rocky and sandy shores from Labrador to Long Island sound. It bears small white flowers in umbels, and its rough stems have sticky patches. Young stems and leaf stalks are juicy when peeled. Like European angelica and the native purple-stemmed angelica *qv*, seacoast angelica can be used like celery. Fernald writes that the plant makes ''a palatable and wholesome vegetable and on the shores of the Gulf of St. Lawrence and of Newfoundland-Labrador might become an important food.'' Fernald and Kinsey (1958), Ernest Rouleau (1978). KATHLEEN WINTER

SEAL BAY (pop. 1911, 13). Seal Bay is a large bay of central Notre Dame Bay, entered between Seal Bay Head to the west and Leading Tickles *qv* to the east. The Bay extends some 10 km south-southeast of Leading Tickles, and is 1-2 km wide for most of that length. In 1994 the only community in Seal Bay was Glovers Harbour *qv*, in the Bay's northeastern extremity (also known as Thimble Tickles). Two communities on the east side of the Bay, Lockesporte and Winter House Cove *qqv*, were resettled to Glovers Harbour in the 1960s, while there were also liveyers at several scattered coves on the west side of the Bay. It is with these few families that this article is mainly concerned.

As early as the 1850s there were people recorded in baptismal records as having been born at Seal Bay Head (most likely a cove just inside the Head, locally known as Robertses Bight). These people would

appear to have been fishing families from the Twillingate area, notably Robertses and Fifields, who settled in Robertses Bight as the closest habitable cove to the fishing grounds off Seal Bay Head. Seal Bay Head appears in the *Census* only once, in 1874, with a population of 19. Population figures for Seal Bay for 1884 (29) and 1891 (58) likely include families at Robertses Bight, Lockesporte and Winter House Cove.

Meanwhile, families from Triton and Leading Tickles were accustomed to wintering in Seal Bay and it would appear that three or four of these eventually settled at isolated homesteads in coves on the west side of Seal Bay, including Rowsell's Cove, Parsonses Cove and Ben Barris's Cove. These families generally fished for cod and lobster in the summer months and spent the winters in the woods, cutting sawlogs further in the Bay. The 1901 *Census* listing for Seal Bay (pop. 27, including one Micmac) likely includes only those people living on the western side. By 1911, however, there were only 13 people listed for Seal Bay, as a major forest fire in 1904 had destroyed much of the useable timber on the western side. Subsequently, many of the families of Seal Bay moved to Card's Harbour, on Triton Island. Seal Bay does not appear in the *Census* after 1911, although it is said that one or two families were still living there as late as the 1930s. Cecil Marsh (interview, Dec. 1993), Earl Young (MHG 43-B-1-73), *Census* (1874-1911), Archives (VS 80). RHC

SEAL BIGHT (pop. 1945, 19). The site of an abandoned fishing community, Seal Bight is located on the Labrador coast just to the west of Spear Point (the southern headland of Alexis Bay) and about 20 km north-northwest of Battle Harbour *qv*. In 1993 most maps of the Labrador coast mistakenly located Seal Bight at Murray Harbour *qv*, which is the next harbour to the west.

Seal Bight was one of the earliest sites on the Labrador coast to be used by English traders. In about 1775 Jeremiah Coghlan *qv* established a trading and fishing station at nearby Spear Harbour *qv*, a one-mile walk over a neck of land from Seal Bight, and his men doubtless took seals at the Bight. After 1795, when the Slade firm built a substantial establishment at Battle Harbour, Seal Bight was a harbour often frequented by its fishing servants. It appears to have been settled year-round by 1820 and was already being frequented by fishermen from the Carbonear area. When the Church of England mission was begun at Battle Harbour in 1850 there were three families living at Seal Bight: those of George and Mary Thomas (Thoms), David and Jane Chubb and Joseph and Mary Westcott. Just to the west, the family of James Poole lived at Poole's Cove, while John Laing and family lived just to the east, near Spear Point. The family name Chubb(s) continued to be the one most frequently associated with Seal Bight for the next 100 years. Travellers' accounts make it clear that in the early to mid-1800s David and John Chubb were regarded as the "chief planters" of both Seal Bight and Spear Harbour involved in the cod and salmon fisheries, and as having one of the major spring sealing posts on the coast. In the twentieth century virtually every resident of Seal Bight has been a Chubbs.

The community appears in the 1856 census of Labrador with a population of 23 people in four families. The community had a similar year-round population for the next 90 years. Seal Bight was considered one of the few harbours in the area where over-wintering was an option (having a source of firewood a couple of miles distant at the bottom of Sophia Harbour), and occasionally one or two families with premises at surrounding harbours stayed there for a season. The area was also frequented by summer "stationers" from the Carbonear area — supplied by Slade and Co. and later by Baine Johnston and Co. at Battle Harbour — including members of the Chubbs and Poole families who wintered at the Conception Bay port.

In the 1930s some winter logging operations began in the area, cutting pitprops and later pulpwood in St. Lewis and Alexis bays, while Fox Harbour *qv* (St. Lewis) began to grow in size, with the building of a radar and telecommunications facility providing an important source of wage labour in the late 1940s. Eventually, the Chubbs family moved their winter residence to Fox Harbour, with some continuing to fish for salmon and cod at Seal Bight in the summer months. In the mid-1960s Seal Bight was frequented by a handful of stationers from the Island and one Chubbs, selling their catches to Fox Harbour. Since that time Seal Bight has remained a small summer fishing station of Fox Harbour. A.P. Dyke (1969), J.B.K. Kelly [1870], George Poole (1987), H. Robinson (1851), *Census* (1857-1945), *List of Electors* (1948; 1955), *Them Days* (Jan. 1991), Archives (A-7-4/36; A-7-5/13; VS 113). RHC

SEAL COVE, BONAVISTA BAY. See PRINCETON.

SEAL COVE, BONNE BAY (pop. 1901, 19). An abandoned fishing community, Seal Cove was located on the northeast side of the South Arm of Bonne Bay, across the Arm from Shoal Brook (see GLENBURNIE-BIRCHY HEAD-SHOAL BROOK). Seal Cove was first settled in 1868 by the Hann brothers from Cape Freels, who were joined in about 1873 by the family of Joshua Burden from Carbonear. Just to the north of Seal Cove the family of William Reid settled, at Deepwater Cove. The other family name associated with both Deepwater Cove and Seal Cove is Thomas. All of these people were primarily engaged in the Labrador fishery and settled in Bonne Bay because it was closer to their summer stations than their home ports and also offered a winter herring fishery. Seal Cove appears in the *Census* separately only once, having been previously recorded under Bonne Bay, although in 1891 there were 116 people recorded as living in several small communities on the shore south from Deepwater Cove. The 1901 *Census* — which shows 19 at Seal Cove and four at Deepwater Cove — would seem to have been taken at a time when the

communities were on their last legs, with the decline of the Labrador fishery out of Bonne Bay. The remaining families of Hanns, Burdens and Reids moved across the Arm to Winterhouse Brook and Shoal Brook in the early 1900s. When Gros Morne National Park was established in 1973 the site of Seal Cove (now known locally as Burden's Cove) was included within the park boundary. Roy M. Osmond (1987), *Census* (1874-1901), *McAlpine's Newfoundland Directory* (1894). RHC

SEAL COVE, CONCEPTION BAY (pop. 1981, 626). A part of the town of Conception Bay South *qv* (C.B.S.) since 1986, Seal Cove is situated between Upper Gullies and Holyrood *qqv*. The western limit of C.B.S., in 1994 Seal Cove was generally considered to include nearby Lance Cove and Indian Pond *qqv*. Tradition has it that the earliest settlers came to Seal Cove from the older communities on the north side of Conception Bay. The community first appears in the census in 1857, with a population of 61. By 1884 it had a population of 117, and this number has continued to grow steadily.

Originally a fishing community, by the 1880s there were also some full-time farmers at Seal Cove. Work was also available in the granite quarry that opened in 1882 to supply construction materials to the railway. Quarrying remained important to the local economy; throughout the twentieth century many gravel pits were excavated. In 1903 a pyrophyllite quarry was opened at Long Pond *qv*, and Seal Cove was chosen as the site for the original loading pier. In 1923 Seal Cove River became the site of the United Towns Electric Company's first major hydro-electric project. Because of the wide variety of native flowers growing there, the Seal Cove River valley — which runs from White Hill Pond to Seal Cove Pond — has been recognized by botanists as a valuable ecological site. Starting in the 1920s, people from St. John's began to build summer homes and cottages in Seal Cove, and the place became a popular site for trouting expeditions. In the 1980s seasonal campgrounds and tourist cabins were built.

Seal Cove, C.B.

Traditionally, Seal Cove has been a Church of England community. A church was built by 1874, but starting in the 1880s most people attended church in Upper Gullies. There were a number of Salvationists in Seal Cove at the start of the 1900s, but by the 1930s it seems most of them had converted to Pentecostalism. In 1986 a new Pentecostal church was built to replace the one opened in the 1930s. Seal Cove had its own school from 1884 to 1974, after which all students began to attend larger schools in Conception Bay South. In 1963 a vocational school was built, which in 1992 became the Seal Cove Campus of Cabot College (see VOCATIONAL SCHOOLS AND COMMUNITY COLLEGES). The community continued to grow in the 1980s, as several subdivisions were constructed. In 1994 Seal Cove was primarily a dormitory community for people working elsewhere on the Avalon Peninsula, although it did have a number of service, retail and construction-related businesses. Predominant family names include Anthony, Butler, Dawe, Dowden, Lear and Morgan. Monica Behr (1980), Reginald and Marjorie Morgan (interview, May 1994), Eric Seymour (1958), Smith and Hochwald (1988), *Census* (1857-1991), *Conception Bay South Heritage Society Newsletter* (1988), *Conception Bay South Municipal Plan, 1983-1993* (1983), *Newfoundland Directory* (1864), Centre for Newfoundland Studies (Seal Cove, Conception Bay). LBM

SEAL COVE, FORTUNE BAY (inc. 1972; pop. 1991, 467). The community of Seal Cove is located on the south side of the Connaigre Peninsula, the tip of which is considered to be the western extremity of Fortune Bay. A modern visitor cannot help but be struck by the appearance of the community: it is flat, in an area in which the terrain generally runs from quite hilly to downright mountainous. The open meadows of Seal Cove make the hulking woodpiles outside each home stand out as well — all the more because the surrounding country is remarkably treeless.

To the east, across Connaigre Bay, Connaigre *qv* (Great Harbour) was frequented by the French from the 1600s. They dubbed the shore around Seal Cove and west to the tip of the peninsula *Basse Terre* (low land). The French were excluded from the south coast fishery in 1763, their presence commemorated only in such Anglicized place names as Connaigre (from *Cap Negre*) and Bastern Shore. English settlement at Seal Cove is said to date from about 1837 and the arrival of one Joseph Loveless, who moved there from Grand Bank. Seal Cove first appears in the *Census* in 1845, with a population of six (although the 1836 enumeration had recorded 12 people at "Swill Rock"). Loveless raised a large family at Seal Cove and in 1994 the majority of people in the community bore that family name. In the 1850s a daughter married a Rideout from nearby Pass Island *qv*, while another married a

Langdon. By 1869 there was a population of 35, increasing to 101 by 1891. Other family names of Seal Cove include Harris (from Great Harbour), Wells (from Sandyville) and Forsey. The Forsey family came from Fortune in the 1880s and farmed at Billy's Point on the Bastern Shore until about 1920, when they moved to Seal Cove.

While Seal Cove was settled chiefly for its access to fishing grounds, in the twentieth century it has developed in an unusual manner. Fishing families of Seal Cove were able to take advantage of the low land to supplement their incomes by growing vegetables and keeping livestock, trading surplus produce as far away as Burgeo. The shore being devoid of vegetation, it was necessary for Seal Cove residents to cut their wood some distance inland, but extensive hay gardens facilitated the keeping of horses for logging. It was probably knowledge of the keeping and handling of horses that gave rise to a tradition of Seal Cove men working in the pulpwood camps of central Newfoundland in the early 1900s. By the 1940s, when pulpwood cutting began in earnest in Bay d'Espoir, Seal Cove was known throughout Newfoundland for its woodsmen. In the 1960s it was estimated that more than 80% of the male work force were working away from the community as loggers.

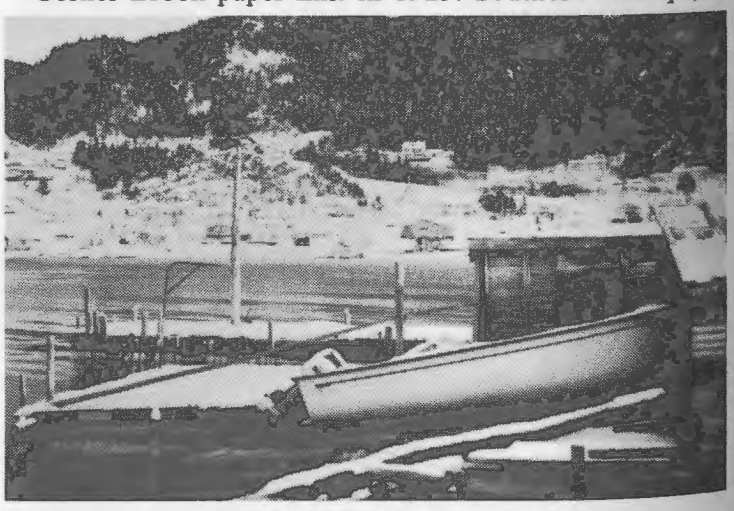
Seal Cove is also distinguished from its neighbouring villages by the religion of virtually all its inhabitants. In 1892 Stephen Lake of Fortune introduced the Salvation Army to the community. Virtually everyone was converted (112 of 116 inhabitants by the 1901 *Census*), making Seal Cove the only Salvation Army community west of the Burin Peninsula. Close family ties, a reputation for hard work and a sense of "apartness" helped Seal Cove resist the resettlement programs which claimed nearby communities: Great Harbour in the 1950s, Grole *qv* in the 1960s and Pass Island in the 1970s. The completion of the Bay d'Espoir highway and a connecting road to Hermitage in the 1970s ensured the survival of the community, although by this time the farming tradition had died and work in the lumberwoods had been greatly reduced by mechanization. Oliver Langdon (MHG 102-B-1-15), Lendo Loveless (MHG 41-D-1-15), *Census* (1836-1991), *Lovell's Newfoundland Directory* (1871), Archives (A-7-1/J), Maritime History Archive (Keith Matthews name file, L406). RHC

SEAL COVE, ST. BARBE (pop. 1921, 3). A tiny abandoned fishing community, Seal Cove was located on the Great Northern Peninsula, approximately 5 km north-northeast of Plum Point *qv*. It was one of the earliest sites in the area to be settled by an English fisherman, home to one John Pittman and family. It first appears in the *Census* in 1874, with a population of six. Subsequent records indicate a similar population, with the exception of 1901, when there were 14 people recorded. Presumably, this number includes the families of Pittman's sons, some of whom moved to nearby Blue Cove *qv* in the early 1900s. Thereafter, the younger Pittmans moved to other communities in the area upon marriage, and in 1993 a majority of the inhabitants of Blue Cove, Plum Point, Brig Bay and Bird Cove were descendants of John Pittman. The last recorded inhabitants of Seal Cove were the family of Ernest Pittman, in 1921. J.R. Richards (1953), *Census* (1874-1921), *JHA* (1872). RHC

SEAL COVE, TRINITY BAY. See NEW CHELSEA.

SEAL COVE, WHITE BAY (inc. 1958; pop. 1991, 656). Seal Cove is located on the western side of the Baie Verte Peninsula, about 14 km west of the town of Baie Verte. It is said to have been settled by the Osborne family along its north side in about 1840, but does not appear in the *Census* until 1857, when there were 17 people. In 1859 the community was visited by Bishop Edward Feild, who mentioned one settler, Joseph "Osmond", whose elder brother was living near Hampden. (The Hampden family still uses the spelling Osmond, while the Seal Cove branch would appear to have adopted the name Osborne in the early twentieth century). There were only three or four families (Osbornes, Gillinghams and Sheppards) living there until the 1880s, supported by the cod fishery and extensive gardens. In fact, the community had something of a name for its mutton and vegetables until a growing population used up the only level land in the area, at the head of the cove and along a valley to the south. In the late 1800s more settlers began to arrive, as a lobster fishery began to develop and sawmills were established in the area. By 1901 the population had reached 79, family names including Osborne, Elms, Eveleigh, Rice, Robinson and White. By 1911 (pop. 148) the community had a resident merchant, A.W. Watton, and a Church of England school and church (St. Swithin's). In 1921 a new concrete-block school was built in the community as a tribute to war hero Tommy Ricketts *qv*. (Ricketts was from nearby Middle Arm, but that community was considered too small to be the site of the first "stone" building in White Bay.)

While some families continued in the fishery, as the twentieth century progressed the amount of logging in the area increased, especially after the opening of the Corner Brook paper mill in 1925. Southern Arm *qv*,



Seal Cove, White Bay in winter

Seal Cove, W.B., c. 1940

just to the south of Seal Cove, became a major collection point and shipping port for pulpwood. By 1945 the 246 people of Seal Cove included families who had moved into the developing centre from smaller communities to the southwest — such as Pinksens from Big Cove, Bankses and Gavins from Middle Arm and Mackeys from Southern Arm. In 1944 the Salvation Army established a corps at Seal Cove, while the Pentecostal Assemblies became established in 1950. Local merchants included Sidney T. Robinson and Allan T. White, supplying fishermen from Seal Cove and the surrounding area. A road was built to connect Seal Cove to Baie Verte, and after 1964 many Seal Cove residents were working in the mines there, while work related to the shipping out of Southern Arm decreased as Bowater's began trucking pulpwood. In the late 1960s several families were resettled to Seal Cove (mostly from Bear Cove *qv*) and in the 1970s there was substantial residential development in the valley towards Southern Arm. However the phasing out and ultimate closure of several mines in the area in the 1980s brought a serious unemployment problem to what had been for many years a thriving community. Edward Feild (1860), E.R. Seary (1977), Maxwell Watton (MHG 102-B-1-16), *Census* (1857-1991), *DA* (Sept.-Oct. 1980), *Lovell's Newfoundland Directory* (1871), *List of Electors* (1962), *McAlpine's Newfoundland Directory* (1894), Archives (A-7-2/P; VS 94). RHC

SEAL ISLAND (pop. 1901, 22). An abandoned fishing community, Seal Island (or Seal Islands Harbour) was located on the southwest coast about 3 km east of Petites *qv*. The community was located on Big Seal Island (locally Crewe's Island), with one or two homes on the adjacent mainland. The island is first noted as being settled in 1822, when it was described as "a fine, safe harbour, with two entrances" and a single resident family, "seemingly in good circumstances" (cited in Tocque). It appears in the 1836 *Census*, with a population of 12 people in two families recorded at "Swill Island and La Moyne" (Bay Le Moine). The island offered close access to fishing grounds but was quite barren, with the population likely wintering in Garia Bay to the east or Le Moine Bay, to the west. The earliest residents of Seal Island whose names appear in church records are fishermen named Brown, Chislett and Trimm, who probably traded their catches of cod to Jersey merchants at La Poile.

The community next appears separately in the *Census* in 1857 with a population of 39, rising to 53 in 1869. In that year Chislett and Trimm families were recorded as living at nearby Garia *qv*, while Seal Island family names included Bragg, Brown, Nash, Rose and Stickland. These last two families, along with Crewes, were associated with Seal Island in its final years. The community was never large enough to support a church, relying on Petites or Rose Blanche. In 1872 there were 18 families in "this very important settlement" (*JHA*), but it would appear that some joined the residents of nearby Garia *qv* in a colonization scheme that took them to Anticosti Island the next year. There were still 73 people in 1884, but by 1891 this number had been reduced to 27. It would appear that the population had been reduced to the point where the community was no longer viable and within a few years it was abandoned, with the few families moving to Petites, Rose Blanche and Ramea. Lillian (Rose) Herritt, who died at Rose Blanche in 1992, was probably the last person to have any memory of life on Seal Island. Stan Collins (interview, June 1993), E.R. Seary (1977), Philip Tocque (1877), *Census* (1836-1901), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894), Archives (A-7-1/I: VS 101). RHC

SEAL ISLAND, ST. BARBE (pop. 1921, 19). An abandoned fishing community, Seal Island was located just southwest of Flower's Cove *qv*. The small, low-lying

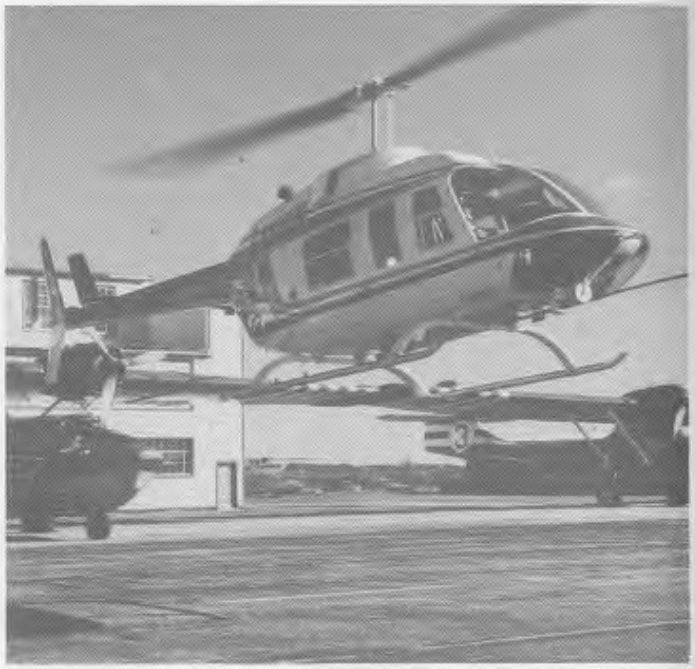
island only 25 metres off shore, takes its name from the fact that the narrow tickle was a favourite place for hunting seals. The island was once a fishing station of the French, offering anchorage in the tickle and level land for drying catches. In most early records it is called French Island, while Flower's Cove was known as French Island Harbour.

Seal Island was probably first settled in the 1860s. A Scot, James Chambers, established a fishing room there, making his winter house on the mainland, at nearby Bear Cove. By 1874 there were 29 people living on the island, including the families of James Chambers, Abraham Chambers, the widow Chambers, Patrick Mahar and Joseph Woodward. One resident had been born in Scotland (James Chambers) and one in England (presumably Woodward, by tradition the first settler of North Boat Harbour *qv*). Thereafter most residents of Seal Island were either members of the Chambers family or named Gould (a family name associated with French Island Brook, on the south side of Flower's Cove). These people made their living mainly from the cod fishery, which was supplemented by sealing and (in later years) the lobster fishery.

It appears that the Chambers family left Seal Island in the 1920s. Although they continued to keep some fishing premises there, the advent of motor boats enabled them to live at Bear Cove. Goulds and a family of Gaultons continued to live on the adjacent mainland, at Seal Point, up until the 1950s. In some years Seal Point must have been enumerated as part of Flower's Cove, for it last appears in the *Census* in 1945, with a population of 26. J.T. Richards (1953), E.R. Seary (1977), P.A. Thornton (1977), *Census* (1874-1945), *JHA* (1873), *List of Electors* (1955). RHC

SEALAND HELICOPTERS LIMITED. Sealand Helicopters Ltd. was formed by businessman Craig Dobbin *qv* in 1977, commencing operations with one aircraft operating in Newfoundland. The company's involvement in the offshore market began in 1979, with a rig support operation in Frobisher Bay, Northwest Territories, for a major oil company. This was followed by seasonal work off the Labrador coast and, in 1981, by a year-round rig support contract in the Hibernia field. Realizing the enormous potential of offshore work, the company equipped itself with a fleet of French-built Aerospatiale AS332 Super Pumas. These state-of-the-art helicopters were introduced to the North American marketplace by Sealand. The Super Pumas, coupled with Sealand's safety record, expertise and logistic support, enabled the company to expand into the international arena, winning contracts in Brazil, Columbia and Equador.

Canadian Helicopters Ltd. (CHC) was established through an amalgamation of Sealand Helicopters in Newfoundland, Toronto Helicopters in Ontario, and Okanagan Helicopters of British Columbia. CHC Helicopter Corporation, headquartered in St. John's, began trading on the Toronto Stock Exchange in August 1987. Viking Helicopters Ltd., based in Quebec, was acquired as a subsidiary of CHC Helicopter Corporation in 1989. In January 1993, the Corporation acquired 40% interest in British Helicopters Ltd. (BIH) of Aberdeen, Scotland, providing opportunities in helicopter servicing of the oil and gas industry of the North Sea. In February 1994, the company acquired the remaining 60% of BIH.



In 1994 Canadian Helicopters Ltd. (the operating company) had three regional divisions in Canada: Eastern, headquartered in Toronto; Western, with headquarters in Richmond, British Columbia; and Viking Helicopters, headquartered in Les Cedres, Quebec. The International division was headquartered in St. John's. The company operated two flight schools: one in Sudbury, Ontario offering ab-initio pilot training; and a second in Penticton, British Columbia specializing in mountain flying. With over 260 helicopters and 1000 employees, Canadian Helicopters supported a full range of services to both the public and private sectors, including air medical, United Nations peace-keeping efforts, heli-logging, construction, business/tourist transportation, a repair and overhaul division, oil and gas support and pilot training. RHC

SEALING. Cod and seals were the two traditional resources on which the colony of Newfoundland was built. Although the former was, by far, the earliest to be prosecuted on a commercial level the latter played an enormously important role in the evolution of Newfoundland from a fishery to a colony.

The seal resource had been important to the native inhabitants of Newfoundland and Labrador since earliest times. The people of the *Maritime Archaic tradition *qv* inhabited the coasts of Newfoundland and Labrador until about 3200 years ago; as they became extinct in Newfoundland their place was taken by an early *Palaeo-Eskimo *qv* people. The latter occupied the Island of Newfoundland until about 100 B.C. when they were succeeded by the Dorset Eskimos who in

turn became extinct in about 800 A.D. By this time, evidence of the forebears of the Beothuk *qv* (who, latest research suggests, were related to the Innu peoples of Labrador) begins to appear in the archaeological record of Newfoundland. All of these peoples were dependent upon hunting, fishing and food gathering; according to archaeological evidence they killed seals along the coasts for their meat, oil and skins — as the Inuit *qv* of northern Labrador and the north in general have always done. However, it was the European fishermen who turned subsistence sealing into a commercial activity. Beginning in about 1500 European fishermen came to Newfoundland annually to catch codfish for consumption back home. The English, Portuguese, Spanish and French fished in relative peace with each other under a first-come, first-served system. (In addition, French and Spanish Basques carried out an extensive whaling operation at Red Bay, Labrador.) The English did not possess the supplies of solar salt which the others had at their disposal and preferred to lightly salt their cod and dry it in the sun before taking it back to Europe. This inclination to operate from shore stations was one factor encouraging the development of the first permanent fishing premises on Newfoundland's east coast.

For the most part wars had eliminated the Portuguese and Spanish (including the Basques) from Newfoundland waters by the beginning of the seventeenth century; leaving the cod fisheries to England and France, with the former taking on the role of supplier of salt fish to Portugal and Spain. The English fishery expanded enormously to over 200 vessels annually by the early 1600s and had begun to leave a thin line of inhabitants behind to maintain their presence during the winter. Although the structures they lived in were permanent, few of the people living in them during the winter could be classified as permanent inhabitants. Fishermen interested in emigrating to the New World usually moved to New England; others, especially single men, commuted back and forth across the Atlantic between Newfoundland and their homes in England. Only a few planters *qv*, in charge of relatively large fishing operations or plantations and dependent on migrant labour, wintered on the Island on a regular basis.

By the 1720s, after over 200 years of constant European contact, there were about 300 permanent English households in Newfoundland, and these were an integral part of the large annual migratory fishery (headquartered in Devon and Dorset). These 'plantations' were dependent on migrant labour to produce salt fish during the summer months. The planters sold their product to the visiting fleet and purchased, in return, supplies and equipment. Most of their workers or 'servants' departed in the autumn leaving the planters and their families to build fishing boats and maintain the large premises of the fishing fleets. They could grow very little food except cabbage and turnips and, after the 1750s, potatoes. Consequently, the number of inhabitants remained low.

In the mid-eighteenth century the English population in Newfoundland increased. First, wars in Europe

Sealers heading out through the Narrows

encouraged fishermen to remain on the Island because they feared capture at sea by enemy ships or impressment at home by their own navy. Secondly, the introduction of the potato to the Island in 1750 aided by providing an important source of food and vitamin C. Furthermore, both the British conquest of New France and the American Revolution encouraged the growth of local Newfoundland shipping and population. By the late 1730s there were 300-400 English households on the Island; this figure had risen to about 1300 by the late 1760s (after the Seven Years' War *qv*) and to about 2000 by the outbreak of the war with France in 1793.

The French Revolutionary and *Napoleonic wars *qv* brought major changes to Newfoundland. The demand for salt fish in Europe increased, especially after the American Embargo Act in 1807, and Newfoundland planters acquired what was practically a monopoly on this product while the migratory fishing fleet dwindled. Prices paid in the marketplace quadrupled, encouraging more fishermen, particularly from Ireland, to journey to the Island, where employment was plentiful and wages abnormally high. The market for salt fish was practically unlimited and the traditional fishing harbours of Harbour Grace, Carbonear, Brigus and St. John's became overcrowded for the size of their fishing grounds and drying facilities. Consequently, planters began sending fishing crews to northern Newfoundland harbours and to the southern Labrador coast for the summer cod fishery. This was the beginning of the annual migration of Island fishermen to the Labrador coast for the fishing season. The development of this cod fishery, on the northern coast of the Island and later on the Labrador coast, coincided with the rapid growth of another industry — the seal "fishery".

Harp seals had always been plentiful in the waters around Newfoundland during winter and spring but their migration included summering in Arctic waters. Consequently, visiting English fishermen were not in a position to exploit the vast herds of this sea mammal — and most likely were completely unaware of the magnitude of the resource. By 1700, some planters had begun to net a few seals near headlands and to shoot them in open water. Occasionally, when ice floes carrying seals drifted close to shore in March and April, residents would club or shoot as many as possible. The seal meat was consumed locally and the pelt, with its thick layer of fat, provided oil and leather. The oil was used for lighting and other various local purposes and any surplus was sold to British ships. Similarly, some leather was used to meet local needs and the rest was exported. It was found that the farther north one went the better one's chances to harvest seals. Thus the gradual spread of settlement into the northern harbours in the eighteenth century was connected with the growing awareness of seal resources. During the 1730s the winter inhabitants produced seal oil worth on average £2600 annually; during the ten-year period ending in 1793 the average value of this product had risen to about £6500 annually.

However, primarily because of improvements in lighting technology, the British market for seal oil changed dramatically during the latter decades of the eighteenth century. Oil-lighting technology had remained static for centuries to the dismay of industrial and commercial interests. Seal oil, like whale and rapeseed oil, was very viscous and did not burn efficiently in the crude oil lamps then in use. A simple wick protruding over the side of a small boat-shaped vessel produced a smoky flame accompanied by a steady drip of oil over the edge. Lighthouses, wharves, docks, streets, factories, theatres, homes and institutions were deprived of good lighting. While the church and wealthier homes could use beeswax candles most other lighting needs were dependent on cheap tallow candles for indoor use and smoky oil lamps for outdoors. The invention of the Argand lamp in the 1780s met many needs. This lamp, which used a raised reservoir to force oil up through the wick and a globe to increase the flow of air and enhance the light, ushered in a revolution in lighting; soon Argand lamps (and, later, their successors) were used for lighting indoors and out and were particularly vital to commerce. Indeed, Britain launched a lighthouse building program almost immediately. In addition, the leather curing process required growing quantities of oil, and more and more lubricants were needed by Britain's expanding industries. Thus, by the end of the century there was an increasing demand for oil, and seal oil had joined whale oil as a major product on the British markets.

By the beginning of the 1800s fishermen from Conception Bay and St. John's had begun to go out in small ships in the months of March and April hunting seals. Gradually these early hunters realized that harp seals bore their young on the ice floes around the last of February. This discovery led to the expansion of what was to become Newfoundland's second most important fishery — the spring seal fishery. Fishermen found that if they reached the harp seal herds or 'patches' during early March, (shortly after the young were born) they could kill large numbers of these young 'whitecoats'. It was also evident that most of the same men and ships, employed by Conception Bay and St. John's firms in the northern Labrador cod fishery from June to September, could serve in the seal fishery from February to May with little increase in investment. Therefore, from the beginning, the Labrador cod fishery and the spring seal fishery complemented one another economically.

The seal fishery expanded rapidly as fishermen became acquainted with the habits of this sea mammal, and acquired the knowledge to judge correctly the location of the 'main patch' and the expertise to take their little fishing ships through unpredictable ice floes. The industry grew quickly. During the Napoleonic wars about 100,000 seals were killed annually; in 1818 over 165,000 were killed, and in 1822, over 386,000. The total annual harvest rose to over 600,000 seals in 1831 and peaked to about 700,000 in the 1840s.

During the early nineteenth century the growth of the seal fishery was stimulated by the demand for oil in Great Britain to the extent that seal oil exports began to rival salt fish exports. In 1815 about 1400 tuns of seal oil were exported (one tun: about 1125 litres). Exports rose as the seal harvest increased and during the early 1830s over 7500 tuns of seal oil were exported annually. Throughout most of the 1830s and 1840s about one-third of the total value of Newfoundland's exports was derived from seal oil. (The economically less important seal skins were also exported, for use in Great Britain's leather industries.) On an average about one-third of fishermen's incomes derived directly from the spring seal fishery. Men were employed from February to May: preparing ships and supplies; then actually killing, pelting and bringing the catch successfully to port; and finally, processing the pelts. The latter activity involved separating the fat from the skins for the production of oil and semi-finished leather. This operation required premises with "seal-skinning" facilities and large vats. Local cooperages provided the many casks and drums needed for shipping the oil and skins to market. Most of this work was over by June, freeing men and ships to direct all their attention to the prosecution of the cod fishery.

The growth of the seal fishery during the 1820s, 1830s and 1840s resulted in a substantial population increase and other demographic changes. Centres which had initiated the seal fishery obtained the earliest benefits. St. John's and the Conception Bay ports of Harbour Grace, Carbonear and Brigus prospered and expanded. Old cod fishing establishments were redesigned and enlarged to accommodate the new industry. In 1827 there were 290 ships and 5418 men engaged in the seal fishery (excluding men involved in processing). Investment increased until 1857, when 370 substantially larger ships and 13,600 men participated. The population of the Island rose from 40,000

Landsman, off for a day's "swatching" near Twillingate

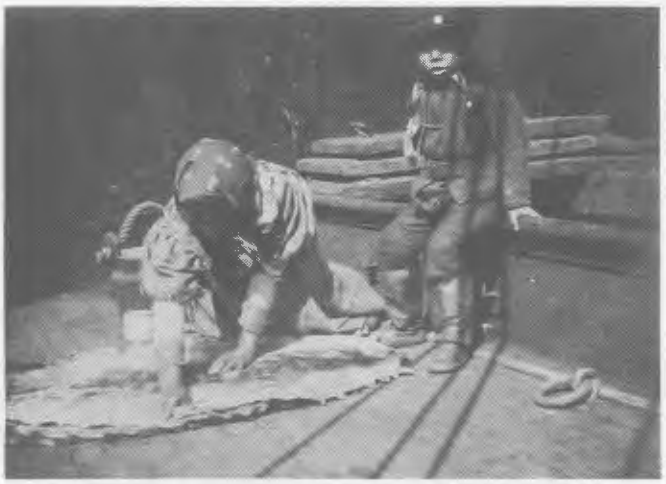
in 1815 to 124,000 in 1857, a growth unmatched during any other period in Newfoundland's history. The population of St. John's increased from 12,000 in 1815 to 30,000 in 1857, while that of Conception Bay increased from 12,000 to 33,000. Meanwhile, it was discovered that bigger ships were more productive. This led to a gradual increase in the average tonnage of the sealing fleet, consequently with a consolidation of the industry in the hands of larger firms which could afford the increasingly greater investment such a fleet required. However, despite the larger investment in men and ships, the peak harvests of the 1840s could not be repeated in the 1850s owing to over-exploitation of the herds.

The seal fishery, like the Arctic whale fishery, had always suffered from inadequacies of sail power. Sailing ships could move through ice fields only when the wind was favourable, and even then they lacked the power to force a track and had to rely primarily on open leads of water. On the open sea sailing ships were very efficient freight carriers, as the clippers and the wind jammers were to demonstrate for decades to come, but in a field of ice they were often helpless. Consequently, the early adoption of the steam engine and the screw propeller by British Arctic whalers in the 1850s caught the immediate attention of the bigger Newfoundland sealing/fishing companies and they were quick to follow suit.

Two St. John's firms, Walter Grieve & Co. and Baine Johnston & Co., were the first in Newfoundland to acquire steamers for the seal fishery. In 1863 the former company sent the S.S. *Wolf* to the ice while the latter sent the S.S. *Bloodhound*. With nominal horse power (N.H.P.) of 30 and 40, respectively, these "wooden wall" steamers were low-powered and bore little resemblance to the twentieth century steel steamer. The first wooden walls carried full sails and their steam-driven engines were used mainly as a source of auxiliary power. However, the manoeuverability of the steamers was their most attractive and useful feature. They could steam directly to the ice floes unhindered by the prevailing westerly and northwesterly winds. Once in the ice field they could steam in any direction through the loose ice, although they were very easily jammed when the ice tightened. Walter Grieve & Co. and Baine Johnston & Co. proved the value of the early steamers, and the combined total of their small steam fleets had increased to four ships by 1865. In 1866 Bowring Brothers in St. John's acquired its first steamer, the S.S. *Hawk*, followed by Job Brothers & Co., also from St. John's, with the S.S. *Nimrod qv* in 1867. In 1866, Ridley & Co. in Harbour Grace acquired the S.S. *Retriever* and in 1867 added the S.S. *Mastiff qv*, while Munn & Co., also from Harbour Grace, acquired the S.S. *Commodore* in 1871. No other outport took advantage of the new steam technology and within a few years only Harbour Grace and St. John's remained active centres of the spring seal fishery.

As steamers were introduced into the seal fishery the use of sailing ships quickly declined. In 1867 Harbour Grace sent 50 sailing ships with 2504 men to the ice, while in 1886 this port sent four steamers with 898 men and no sailing ships. In 1866 St. John's sent 177 sailing vessels and five steamers; in 1880 its fleet consisted of 24 steamers carrying 5089 men. A few small sailing craft from Bonavista and Notre Dame bays continued to engage in the seal fishery, but they were a component of the annual 'landsmen' seal fishery in this area and therefore totally dependent on seals that could be found close to shore. The sailing fleet, which had always gone in search of the 'whelping ice' and the 'main patch' of whitecoats, was replaced by a smaller fleet of steamers within a few years.

This change from sail to steam coincided with a decline in the value of the seal fishery to the Newfoundland economy. The herds had been over-exploited; and by the end of the nineteenth century



Inuit woman dressing sealskins aboard the S.S. Home

average annual production declined to about 250,000 pelts. At the same time, the value of seal oil decreased as petroleum products and electricity took over much of the market for seal oil and other traditional oils. Seal oil prices declined from about $200 per tun in the early 1860s to an average of $133.10 during the 1870s, $104.30 during the 1880s and $77.30 during the 1890s. In the 1830s and 1840s, as has been shown, the seal fishery made up about 33% of the total annual value of Newfoundland's exports. In the 1850s the proportion had dropped to about 24%. By the beginning of World War I seal exports were worth, on average, only 5% of the total value of the Colony's exports. The changing nature of the seal fishery in the latter half of the nineteenth century resulted in several developments. The outports lost their sealing industries when they did not, and really could not, replace sailing fleets with steamers. While inhabitants from these outports could travel to Harbour Grace or St. John's for 'berths' to the ice, the smaller outports lost many of the auxiliary industries and jobs the seal fishery had created (i.e., shipbuilding, seal skinning and processing, and cooperages). Then, in 1894 the firm of Munn & Co. of Harbour Grace went bankrupt and its sealing fleet was taken over by Baine Johnston & Co. of St. John's. Although Munn's premises continued to be used for some years, the entire sealing fleet was now centred in St. John's. The decline in the seal fishery and its transfer to St. John's resulted in a simultaneous decline in the Labrador cod fishery. This fishery, on its own, was not sufficient to support the ships and ports that were dependent on both seal pelts and Labrador codfish.

Thus, the population of the old sealing centres also declined. Harbour Grace's population dropped from 14,727 people in 1884 to 12,671 in 1901, while Carbonear's declined from 6206 down to 5024, and Port de Grave's from 8698 down to 7445 during the same period. Employment on the docks and fishing ships of Boston replaced the seal fishery in the lives of most of the people of Conception Bay. Besides large numbers who decided to remain in Boston permanently many more migrated annually between their homes in Newfoundland and their jobs in the United States. Nevertheless, in its reduced form the seal fishery from St. John's continued as an important industry and at times, during the early 1900s, it gave every indication that, in the long term, its role in Newfoundland's economy, although diminished, would remain intact.

"Skinning" seals, St. John's

Meanwhile, steamship technology was improving. The use of sail declined as engines became more powerful and as some of the older surviving wooden steamers underwent refit — masts were shortened, yardarms removed and engines improved. In 1906 Harvey & Co. sent the first iron-clad steamer, the *Adventure*, to the ice fields. This experiment was so successful that the company invested in two others, the *Bellaventure* and the *Bonaventure*. Other companies were quick to follow suit. Soon the iron-clad steamers *Beothic qv*, *Nascopie qv*, *Fogota*, *Sagona qv*, *Seal*, *Sable Island*, *Florizel qv* and *Stephano qv* were added to the St. John's fleet, and as Chafe described it, "From 1906 to 1914 Newfoundland had the finest fleet of Sealers and Ice-Breakers in the world."

It is obvious that the iron-clad steamers set the pace for the wooden walls and as a result captains of the latter pushed their ships beyond capacity. Consequently, a considerable number of wooden-wall steamers were lost while prosecuting the seal fishery during this period: the *Greenland qv* and *Leopard qv* in 1907; the *Panther qv*, *Walrus qv* and *Grand Lake* in 1908; the *Vanguard qv* and *Virginia Lake qv* in 1909; the *Iceland* in 1910; the *Labrador* in 1913; and the *Kite qv* and *Southern Cross qv* in 1914.

Because it was becoming increasingly difficult to operate the expensive iron-clad steamers profitably in a seasonal fishery lasting only one or two months, most were sold abroad during World War I. The S.S. *Stephano*, the largest at 2143 net tons, was torpedoed and sunk in 1916, and the second largest, the S.S. *Florizel*, ran aground near Cappahayden (about 72 km south of St. John's) in 1918 and was lost with 94 passengers and crew. By the end of the War the fleet consisted of old wooden walls and several iron-clad steamers (some of the latter chartered from the passenger and mail services just for the spring sealing season). During the 1920s and 1930s the fleet continued to dwindle in numbers despite the addition of the S.S. *Beothic II* (1926-1940) the S.S. *Ungava qv* (1928-40) and the famous S.S. *Imogene qv* (1929-40); and the return of the S.S. *Nascopie* (1927-1930).

Bowring Brothers was the principal firm still prosecuting the seal fishery during this period; their investment in the S.S. *Imogene* was the industry's final major investment in a genuine sealing steamer. The *Imogene*, 715 net tons, 379 N.H.P., although not the largest sealer, was specially built and powered to cope with Arctic ice. It was a narrow ship and therefore not of much use as an ice-breaker: its track through the ice was not wide enough to accommodate most big ships. However, the *Imogene* could reach the seals and acquire a load without difficulty. After it was lost in 1940, in an incident unrelated to sealing, it was never replaced.

Newfoundland's sealing steamers, both wooden wall and iron-clad, brought problems of profitable

Two "wooden wall" steamers at Harbour Grace

utilization to their owners. The seal fishery provided employment for one or two months and it was often a major effort to find other ways to keep the ships employed. In the early days of the sailing vessels there was never a problem because most vessels went to the Labrador cod fishery during the summer, and some larger vessels transported salt fish to markets overseas. Steamers, however, were not suited to the cod fishery on the Labrador coast, although one or two were usually used to transport men and their families and supplies to that coast. Others were used in the Colony's mail and passenger service. Originally the wooden wall steamers were most in demand for summer work in Arctic (and on a few occasions Antarctic) waters: they were hired by the Hudson's Bay Co. to bring supplies to the Company's northern posts (see POLAR EXPLORATION); chartered for exploration work by Shackleton, Peary and Scott, among others; and they were used by the Canadian government for survey work and government business (sealing captains such as Bob Bartlett *qv* often accompanied the ships). However, in the twentieth century as Arctic work declined the old wooden walls had become too inefficient to be used. They were generally left tied up in St. John's harbour while attempts, not always successful, were made to find remunerative employment for the newer iron-clad steamers. The changing fortunes of Newfoundland during World War II encouraged many people to accept full-time employment on the new military bases. In addition, there was a general change in Newfoundland's economic orientation; consequently, as steam sealing ships left the industry they were not replaced. The end of the steam sealing fleet came in the 1940s. In 1941 only four old wooden walls, the S.S. *Neptune qv*, *Terra Nova qv*, *Eagle* and *Ranger qv*, went to the ice. In 1950 the *Eagle*, the last of the fleet, was scuttled outside St. John's by the owners, Bowring Brothers.

Besides changes in the sealing ships the role of the spring seal fishery in the lives of fishermen changed as well throughout the nineteenth and twentieth centuries. In the beginning nearly all fishermen on the northeast coast went to the ice; they were considered co-investors, and each one paid a sum towards fitting out and supplying the ship. Later this investment evolved into a set fee or charge which ship owners required from each fisherman/sealer. Then as sealers began to view themselves as employees of shipowners, they agitated for the elimination of this fee. Strikes in the 1830s, 1840s and in 1902 eventually eliminated this 'berth money'; after 1902 sealers were allowed to purchase from the shipowner a $9 'crop' on credit. At the conclusion of the hunt, owners deducted $12 from the share of each sealer who had taken advantage of this credit. However, if the share amounted to less than $9 the owner bore the loss. Sealers on the sailing ships in the nineteenth century shared one-half the proceeds of the catch, while the other half went to the shipowner. However, when steamers entered the industry only one-third of the proceeds were shared out among the men. Men accepted this primarily because steamers were much more productive than sailing ships (in the 1860s and 1870s as the industry declined) and consequently each man's share was generally larger than it would have been on a contemporary sailing ship.

The seal fishery continued to decline. By the 1920s the annual average catch amounted to 145,000 pelts, and the number of men employed had declined to less than 2000 from a high of between 12,000 and 13,000 in the 1850s. At the same time the focus of manpower and expertise shifted from Conception Bay and St. John's to Bonavista North. Captains like Azariah Munden, Henry Thomey and Richard Pike *qqv* from Conception Bay were replaced by the Barbours, Keans and Winsors *qqv* of Bonavista North. The vacuum created by the decline of Conception Bay's Labrador

Loading pelts on the ship

fishery was filled by the captains and men of Bonavista North whose association with the St. John's sealing fleet originated in the 1840s and 1850s. In the 1920s and 1930s the seal fishery provided an opportunity for only a few men to earn a little money. However, demand for berths always exceeded supply. Local shopkeepers usually had a few berths for favoured customers or for customers who owed them money; clergymen, likewise, often had a few to distribute; and captains, officers and owners disposed of the rest.

Life as a sealer on the eve of World War II was not much different from what it had been at the beginning of the steamer seal fishery in the 1860s. Men were divided into 'watches', usually four per ship, and each man was placed under the control of a master watch who was responsible to the second hand (as the first mate was called) although the captain often dealt directly with the master watches. The master watches led their men on the ice and assigned and supervised their other duties, particularly gathering ice, shifting coal and stowing pelts. The men's clothing and footwear had not changed much during the decades, and their work day was as long as ever. They rose about 4:00 AM, dressed in their sealing clothes, which usually consisted of high boots with thick soles and heels studded with sharp 'sparables' and 'chisels', heavy trousers, and shirts and sweaters over heavy underwear. They also had oil clothes, which they wore or carried.

They went on the ice about 5:00 AM, killing seals with iron-tipped gaffs and pelting with razor-sharp knives. They towed the pelts to designated pans of ice where they were picked up by the steamer, or if the steamer was jammed in the ice they towed them all the way, sometimes for miles, back to the ship. They went back on board the steamer at 7:00 or 8:00 PM. Then followed a 'watch on' for half the men from 8:00 PM to 11:00 PM or midnight. When these men came off watch they ate and went to their bunks while the other half came on watch from until 3:00 or 4:00 AM, depending on the amount of work aboard the steamer. While their "watch was on" men gathered ice from nearby pinnacles for drinking water and for covering the pelts; shifted coal from the pounds in the hold up to the bunkers near the engine room; raised the large buckets of ashes and tipped them overboard; and stowed the cooled pelts in the pounds, covering each layer with ice. By 4:00 AM it was time for breakfast and another day on the ice.

While the men were spared the task of handling canvas sails, as their ancestors had to do on nineteenth century sailing ships, the constant work of shifting by hand hundreds of tons of coal in baskets was not a great improvement. Needless to say sealers put in an exhausting day and were too tired to worry about the

state of their sleeping quarters or the quality of their food. Their bunks were temporary wooden affairs, built between decks, on which sealers threw their own mattresses — large "brin" bags filled with wood shavings or hay. Coal dust, ashes, fat and blood permeated their living quarters, bunks and clothing. At night those sleeping were usually exposed to the open sky and the elements, as the hatches were taken off and coal was raised up from the lower hold, past the men's bunks, to the deck. Then, the seal pelts were dropped down into the hold. It was not unusual for lumps of coal and greasy, bloody seal pelts to fall on those asleep in their bunks.

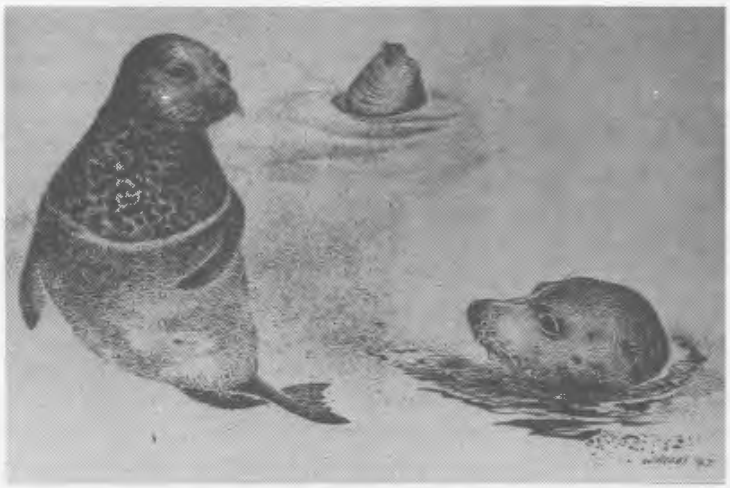
The food, and the attention paid to food changed a little during the decades. In the days of the small sailing ships men often lived on hard bread and raw salt pork, while drinking the water which accumulated in hollows on the ice. However, since they usually towed their pelts to the vessels they were able to help themselves to hot tea and hard bread and butter many times during the day. In addition, it was customary for the men to cook seal meat on deck (over a fire in a half-barrel filled with sand). When steamers arrived on the scene it was easier for some men to cook because of the availability of coal, but the large crews of 200-300 men made it impossible for this practice to become very common. Although shipowners provided cooks the regular food left much to be desired. Even as late as the 1940s breakfast was usually 'lop scouse' — a watery stew-like mixture. Sealers collected this in their tin pans and ate/drank it with hard bread and tea while sitting on their filthy bunks. On the ice the men ate a lunch of hard bread and anything else they could afford to bring with them from home — usually a combination of rolled oats and raisins. They drank a mixture of molasses and ice-water and sometimes added a little patent medicine to it. Some men scooped out holes in the snow, put in rolled oats, added molasses and/or patent medicine, stirred the mixture — which was further diluted and thinned with the melting snow — and then ate it. The main meal back on board late in the evening was usually salt pork and boiled duff (a mixture of flour and water, cooked in a bag to a hard, tough consistency) with molasses poured over the lot. One out of every three or four men usually collected the food from the galley — in his boat's kettle — and brought it back to the bunk area and shared it with his 'mess'. By the 1930s soft bread and butter were distributed, in small quantities, fairly regularly. Many men ate raw seal hearts and drank seal blood while engaged in the slaughtering and pelting. They continued the practice of cooking in the galley when they had time to spare, and could find space around the stoves. The men supplied their own kettles, tin pans, mugs and cutlery. They also were required to bring their own knives and steels (for sharpening the knives). Gaff handles and iron gaff points were provided by the shipowners, but the men assembled them. The hauling ropes were also provided by the owners. By and large, by 1940 men were still living and working in nineteenth century conditions on ships which were no longer useful or acceptable for any other enterprise.

During the 1940s a number of diesel-powered ships with cleaner conditions (no more coal dust!) began to operate, some from Halifax. Bowring Brothers withdrew from the industry when its steamers ceased operating, and smaller firms moved in. Seals continued to be taken by landsmen and motor vessels, but in fewer numbers than ever. By the 1970s quotas of 120,000 to 150,000 seals were commonly set by government. Then in the early 1980s protests from animal rights groups resulted in the closure of markets for whitecoat pelts. Because of this, motor vessels stopped participating and sealing reverted to what it had been in the eighteenth century — a small, widely distributed, landsmen operation. This resulted in an increase in the seal population which some observers conclude has helped to decimate the fish stocks.

The annual Newfoundland spring seal fishery was an enterprise of epic proportions. Disasters were not uncommon. Ships were no match for the ice floes if the ice tightened, and some ships were crushed in this way. More commonly, rudders and propellers were damaged and ships had to be abandoned. Others, like the S.S. *Southern Cross* (with 173 men on board in 1914), sank while en route to or from the ice fields. The S.S. *Viking qv* accidentally blew up in 1931. Men were often caught in snowstorms and froze or drowned. The crew of the S.S. *Greenland*, for example, found themselves cut off from their ship (itself jammed in the ice) by the sudden appearance of a large "lake" and 48 men died. The crew of the S.S. *Newfoundland qv* spent 53 hours in a snowstorm, unable to find their ship, and 78 died. Ships were lost and men died, but while the industry was profitable it flourished.

The influence of the Newfoundland seal fishery was unique in that this resource played a major role in changing a migratory fishing station into a viable colony. Nowhere else had a sizeable community of people become so dependent on this particular sea mammal. It served Newfoundland well and its effects on our folklore and culture can still be seen. Robert A. Bartlett (1928), G.M. Bergman (1977), Cassie Brown (1972), B.C. Busch (1985), James E. Candow (1989), Michael Carroll (1873), Levi G. Chafe (1894; 1905), G.S. Doyle (1927; 1941; 1955), George England (1924), W.H. Greene (1933), Abram Kean (1935), H.M. Mosdell (1923), Ryan and Drake (1987), Ryan and Small (1978), Shannon Ryan (1983; 1985; 1989), H.F. Shortis (1902), C.W. Sanger (1977; 1980), Philip Tocque (1850), Cater Winsor (1850). SHANNON RYAN

SEALS. Seals are marine mammals of the order *Pinnipedia*. Those on the Atlantic coast of Canada are all "true seals", of the family *Phocidae*. They are distinguished from the "eared seals" of the Pacific coast not only by the absence of visible ears, but also by the shape of the body and limbs. Eared seals are able to walk on land while true seals — more completely adapted to an aquatic life — move on land by undulating motions.



Harbour seal

Hood seal

In Newfoundland the species which is most abundant off the coast in late winter and early spring is the harp seal (*Phoca groenlandica*). The population in 1990 was estimated at 3.1 million animals. Adults may weigh up to 400 lbs. They accompany the Arctic ice southward and the adults congregate near its edge in late winter. The young are born on the ice, usually in early March. The young harp seal is white, measures about 80 cm at birth and weighs about 12 lbs. It grows rapidly on milk that is rich in fat, and by early April it is on its own and in the water. Harp seals are migratory, and are on their way back to the Arctic before the ice has left the coasts of Newfoundland. There has been much discussion concerning the food taken by these seals, and there is no doubt that a wide variety of fish is eaten. It is possible that quantities of capelin and other small oily fish which they remove from the food chain may significantly affect the food available for cod, but we are assured by marine biologists that direct predation on cod represents only about 1% of the harp seal's diet.

The hooded seal (*Cystophora cristata*) is much larger than the harp. The adult male may weigh up to 900 lbs. and has an inflatable nasal cavity, which adds to its ferocious appearance, and from which its name is taken. These seals also whelp on the Arctic ice, a little later than the harps. They will attack to defend themselves against humans. Like harp seals, they migrate back toward the Arctic when the ice breaks up. The population in 1990 was estimated at 500,000. The grey seal (*Halichoerus grypus*) is an animal of considerable importance in the Gulf of St. Lawrence and in waters west of the Burin Peninsula. Occasionally found along our more easterly coasts, it is the same species that inhabits the rocky coasts of Ireland, Scotland and Norway. In our region it is known mostly for its detrimental effect on cod, as it is the host of the mature stage of the cod worm, which greatly detracts from the marketability of cod. It also eats a higher ratio of commercially valuable fish than do harp and hooded seals. The total population in Canadian waters has been estimated at less than 6000.

The harbour seal (*Phoca vitulina*) is the species most often seen along the coasts of insular Newfoundland, for it comes into the bays and even into estuaries of rivers. It is a small seal of only about five feet in length. Widely distributed along all coasts as far north as Baffin Island and Greenland, it is an opportunistic feeder, and takes fish of commercial value as well as other species. The ringed seal (*Phoca hispida*) occurs along the Labrador coast and north. It is of great importance to the Inuit, who make good use of the flesh, blubber, hides and viscera. It is smaller even than the harbour seal, and there is considerable variation in colour. Its food is largely krill, crabs and prawns, but it also takes a variety of small fish such as smelts, herring and small cod. The bearded seal (*Erignathus barbatus*, locally square flipper) also occurs along the Labrador coast, and has been traditionally of considerable importance to the Inuit.

The walrus *qv* (*Odobenus rosamarus*) is not a true seal. It is the sole living member of the family *Odobenidae*, more closely related to the eared seals than the true seals. Before the coming of the white man its range extended through the Gulf of St. Lawrence and along the coast of Nova Scotia. Now it is rarely seen south of Cape Chidley. Its food consists very largely of shell fish (mussels) taken from the bottom near coasts. A.W.F. Banfield (1974; 1977). CHARLIE HORWOOD

SEAMEN'S INSTITUTE, KING GEORGE V. When in 1905 Dr. Wilfred Grenfell advocated that a seamen's hostel be built in St. John's a tract of waterfront land was donated by Edgar R. Bowring and funds were raised in Britain, the United States and Canada. The cornerstone was laid (by remote control from London) by the royal patron, King George V. The doors of the four-storey brick building on the east end of Water Street were officially opened on December 19, 1912. The Institute offered separate lodgings for visiting seamen and for working women in the city. There was a 300-seat auditorium, a shoemaker's shop, sewing and reading rooms, a laundry, a bowling alley, billiard tables and Newfoundland's first indoor swimming pool. During the Depression the Institute closed, and the building was taken over by the Newfoundland government.

During World War II the Seamen's Institute building was used as a hostel for the armed forces, operating as the Caribou Hut after 1940. The Merchant Navy Hospital operated for a time from the basement. The building became government offices in 1945, with a part of it being reserved as a fishermen's centre. The centre was visited by fishermen of the Portuguese White Fleet until the mid-1980s, with operating costs being assumed by vessel owners and the Portuguese government. In 1993 the King George V building housed offices of such community service groups as the Newfoundland Lung Association, the Victorian Order of Nurses and the Community Food Sharing Association. Priscilla Doel (1992), Paul O'Neill (1975), *NQ* (Summer 1913). ACB

SEARS, THOMAS (1824-1885). Priest. Born Ventry, County Kerry, Ireland. Sears moved to Nova Scotia with his parents at an early age and grew up near Antigonish. He was ordained a Roman Catholic priest in 1855 and was assigned to parish duties on Cape Breton Island, where he acquired a knowledge of Scottish Gaelic. He was parish priest at Port Mulgrave in 1868 when he responded to a plea for a Gaelic-speaking priest to serve in western Newfoundland, the parish of St. George's having been deprived of its priest by the death of Father Alexis Belanger *qv*. Sears took up residence in the Codroy Valley, where there were many settlers from Cape Breton, and soon made a name for himself as a tireless advocate of government recognition of settlement on a coast that was still nominally under French jurisdiction. He organized his parishioners to provide free labour for the building not only of churches, but also roads and schools, particularly in the Codroy Valley. In 1870 Sears was made prefect apostolic and the next year he was granted the assistance of a second priest, Father Michael F. Howley *qv*, who succeeded him as prefect. Margaret Bennett (1989), *DNLB* (1990), *Diocesan Review* (Dec. 1973). RHC

SEARSTON (pop. 1991, 81). The community of Searston is located in the Codroy Valley *qv* at the mouth of the Grand Codroy River. Originally known as The Gut, the community became the parish centre for the Codroy Valley, and in 1907 was renamed after a pioneering priest, Monsignor Thomas Sears *qv*.

Grand River was frequented by the Micmac at an early date, while Codroy Island, to the north, was an early focus of both the French and English migratory fisheries on the west coast. Local tradition has it that by the late 1700s some ships were being built at The Gut (which was once navigable by fairly large vessels, although it has since become blocked by sand bars). While building a schooner one winter John Gale is said to have decided to settle at The Gut, trading furs with the Micmac and carrying on a salmon fishery. By 1822 there were five families of 28 people. In the 1840s Highland Scots from Nova Scotia began to arrive, notably the MacArthur and McIsaac families, taking up farms along the Grand River. Acadian families, such as the Chaissons, Cormiers, Schumpfs and Brosards (Bruces), also settled, some of them clearing farms along the coast south of the river mouth in an area known as The Block *qv*.

In nineteenth century records all the settlements in the Valley were usually recorded as Grand River. Father Sears arrived in the Valley in 1868 and began to develop Searston as a parish centre, building a fine Roman Catholic church and roads to connect outlying settlements. From about 1880 The Gut was also home to the Valley's largest merchant, William Rolls, who built a schooner in order to trade catches of codfish to Halifax. In 1891 The Gut appears in the *Census* separately for the first time, with a population of 128. By 1911 Searston had a population of 149. By this time, however, the community was no longer the major trading centre for the Codroy Valley, as in the 1890s the railway line was built well inland of The Gut and trade thereafter tended to flow away from the river mouth rather than towards it. Meanwhile Alexander Gale had built a carding mill on the north side of the River, at Millville *qv*, and some people left Searston to settle on the other side. The Roman Catholic church for the parish remained Searston's most distinguishing landmark until the mid-1970s, when it was demolished in favour of a more central parish church at Upper Ferry *qv*. Margaret Bennett (1989), Sister Teresita Bruce (unpublished "Recollections"), W.E. Cormack (1929), Gilbert Higgins (interviews, May-June 1994), David L. Lee (MHG 36-B-1-58), Donald J. Tompkins (interview, May-June 1994), *Carpe Diem: Tempus Fugit* (1977-78), *Census* (1891-1991). RHC/BARRY MOORES

SEARY, EDGAR RONALD (1908-1984). Educator; author. Born Sheffield, England; son of Henry and Edith (Brunt) Seary. Educated Sheffield University. Married Agnes Gwendolen Crookes. After completing his education, Seary was a research scholar and fellow at Sheffield. In 1933 he lectured in Mannheim, Germany; training interpreters for diplomatic and consular service. He then lectured in English at Rhodes University, South Africa, where he published a bibliography of South African literature in English. During World War II he was a captain in the South African Army, first in the artillery and then in the Army's education branch. In 1951 he was appointed to the chair in English at the College of Arts and Science in Baghdad.


E.R. Seary

Seary came to Newfoundland in 1954 and for the next 16 years was head of Memorial University's department of English. He helped to develop the field of Newfoundland studies at the University, and published several articles on Newfoundland toponymy and the derivation of names. With G.M. Story and W.J. Kirwin *qqv*, he co-authored an ethno-linguistic study of the Avalon Peninsula in 1967. In 1970 he was

named Henrietta Harvey Research professor. His *Place Names of the Avalon Peninsula of the Island of Newfoundland* was published in 1971, and quickly became a standard reference work. Seary's second major work, *Family Names of the Island of Newfoundland*, was published in 1976. It provided a comprehensive account of Newfoundland surnames from the earliest historical documents. Seary was a founder and sometime president of the Canadian Linguistics Association and of the Association of Canadian University Teachers of English. In recognition of his contribution to scholarship, he was awarded honorary degrees from Sheffield and Memorial universities, and received the Heritage Award of the Newfoundland Historical Society. He was made a Fellow of the Royal Society and of the Society of Antiquaries of London. After his death, he was commemorated in Seary's Peak, a hill 4 km west of Broad Lake in the district of Bellevue. A collection of his papers was deposited in Memorial University's English Language Research Centre. See NEWFOUNDLAND STUDIES. *Canadian Who's Who 1984* (1984), *DNLB* (1990), Centre for Newfoundland Studies (E.R. Seary). ACB

SEATON, JAMES (1804-1876). Publisher. Described at the time of his hiring as an experienced press man who had long been resident in the North American colonies, Seaton was editor of the St. John's daily newspaper *Morning Courier qv* from May 1846 until January 1849. He resigned from the *Courier* to become editor of the *Times and General Commercial Gazette qv*, but six months later was fired for expressing editorial opinions contrary to those of the publisher and proprietor John W. McCoubrey *qv*. In 1851, Seaton founded the daily newspaper *Newfoundland Express*, and was editor for 25 years. He also founded the *Weekly Express*, which was published from January 1858 until December 1859. In 1859 Seaton was elected Conservative MHA for Burgeo and La Poile, but resigned after one year. He died in August 1876. Suzanne Ellison (1988), Gertrude Gunn (1966), *Morning Courier* (May 13, 1846). LBM

SEAWEED. More than 200 species of marine algae flourish in our waters. They occur, as elsewhere, in three main classifications: green seaweeds or Chlorophyta; brown plants called Phaeophyta; and red plants known as Rhodophyta. As Newfoundland lies between the arctic and temperate marine habitats its species can be found in surprisingly diverse climates, including the Arctic and the tropics.

While their forms vary greatly, marine algae possess certain characteristics that define them as seaweeds. A seaweed is defined as any ocean plant whose tissues are fed directly by nutrients in the water. While seaweeds can look like land plants, their corresponding sections do not behave at all like roots, stems or leaves. Root-like organs called holdfasts hold sea plants to rocks, but do not draw nutrients from them. Sea plants have hollow stipes rather than stems, and, therefore, can stand erect without the tissues required by land plants. Thus they can easily be processed into powder, pulp or liquid. Instead of leaves, seaweeds possess fronds or blades, which also lack the complex tissues found in higher plants. Marine algae reproduce themselves by spores rather than seeds. But even in Japan and China there was no knowledge of where the spores originated until the 1950s, with the result that the seeding process could not be controlled. Unlike the land plants with which people are familiar, most of our sea plants have not been given popular names. This fact removes them from the realm of household speech.

The use of seaweeds or marine algae spans centuries. In China and Japan, for example, people have used sea plants as food from at least the sixth century. The first published account of North American seaweeds appeared in 1829, when French naturalist Auguste Jean-Marie *Bachelot de la Pylie *qv* published a book on his research around coastal Newfoundland. Between that date and the mid-twentieth century, however, little more was done to investigate Newfoundland seaweeds.

Uses of seaweed through the centuries have included extraction of soda — used in pottery glazing and glass making — and its potash, an ingredient in soap, alum and saltpetre. While officially referring to species of the brown Laminaria genus, the term "kelp" originated in Scotland as a name for the ash created by burning seaweed. Production of this ash to make gunpowder continued from the American War of Independence through World War I, and contributed to the rise of "kelping" as a major Scottish industry.

Kelp has been commonly used as a fertilizer in Newfoundland. The same ash, minerals, amino acids, plant hormones and carbohydrates that make sea plants good food for humans make them equally good for enriching soil. European farmers have used kelp as a mulch for centuries. While petroleum-based chemical fertilizers had by the 1950s largely replaced organic compost, by the 1980s food scientists were finding that seaweed was rich in all life-giving minerals, not just those science had so far isolated. By the 1990s at least one Newfoundland company had joined a growing number of businesses producing seaweed-based fertilizers in concentrated form. In the late 1980s the provincial government worked with food researchers at the University of Guelph and with the Greater Lamaline Development corporation to start a seaweed processing plant on the Burin Peninsula. That project did not attract investment. In 1994 it was considered that much work in research and technology needed to be done if the seaweeds of Newfoundland and Labrador were to become an economic resource.

Irish Moss (*Chondrus crispus*), the only Chondrus species in the North Atlantic, is harvested in the Maritimes for export to U.S. and Danish companies, which extract its carrageenin. Carrageenin is the stabilizing and thickening agent that keeps products such as cottage cheese, ice cream and processed meats coagulated. This red algae forms bushy plants in tidal pools and can bleach to yellowish green in shallow water. While Irish Moss is present in Newfoundland, there

has been but limited harvesting, in the Port au Port area, and no secondary processing has been established. Dulse (*Rhodymenia palmata*), a large, bladed, red to yellowish seaweed, is an edible delicacy prized in the Orient and in the Western health food market. It is collected widely in the Maritimes, and, like Irish Moss, is sold to secondary processors. While dulse is common in Newfoundland, it remained unused commercially in 1994. Three species of the red seaweed Porphyra occur commonly in Newfoundland. They are soft, sheet-like plants with tiny disc-shaped holdfasts. Containing amino acids, vitamins and minerals, Porphyra is the world's most valuable near-shore harvest. In 1986 its cultivation in Japan employed 20,000 people at the farming level, and yielded about $1 billion in retail sales. Anderson, Frenette and Webster (1977), Bird and Benson (1987), Fryer and Simmons (1977), Guiry and Blunden eds. (1991), Lembi and Waaland eds. (1988), Brian Murray (interview, May 1993), G. Robin South (1975), DPA Consulting Ltd. (1979), Star Enterprises (interview, May 1993).
KATHLEEN WINTER

SEBASKACHU (pop. 1945, 12). An abandoned community in Hamilton Inlet, Labrador, Sebaskachu was located at the mouth of a river of the same name, approximately 24 km north of North West River *qv*. The Sebaskachu River was a part of the historic hunting grounds of the Innu. The name, probably the corruption of an Innu word, appears in written records in a variety of forms including Labatcho, Labbacatto, Sabasquasha, Sebasko and Sebasquacho (this last most closely approximating the usual modern pronunciation). The River was for many years the homestead of the Michelin family, descendants of Hannah and Mersai Michelin *qqv*.

Sebaskachu appears to have been one of the sites frequented by the earliest European inhabitants of Hamilton Inlet. Bird & Co. of Sturminster Newton, Dorset established a salmon station on the opposite side of the Inlet at Kenemich *qv* in about 1808. When Kenemich was sold to the Hudson's Bay Co. in 1837 a winter house at Sebaskachu was included in the deal. William Messier (or Mesher) and a brother attempted to start a mill on the Sebaskachu River in the 1830s. After Mesher's death in 1839, his widow Hannah and their children continued to live there, as did Hannah's father, Ambrose Brooks. After Hannah married Mersai Michelin in 1845 the couple supported their family at Sebaskachu by trapping and salmon fishing, trading with the Hudson's Bay Company at North West River and periodically doing work for the H.B.C. Mersai Michelin built at least one schooner for the Company at Sebaskachu.

Sebaskachu first appears in the *Census* in 1901, with a population of 28. By 1911 the extended Michelin family had grown to 47, but it decreased to 22 by 1921 as pressure on the family's traditional trapping grounds led some to move elsewhere. There were 30 people in 1935, as well as three at nearby Saltwater Pond, where Joseph Michelin had retired after many years at Traverspine *qv*. During World War II some people obtained wage work at Goose Bay, and the remaining families relocated either to Happy Valley or North West River in the late 1940s. In 1993 there were several cabins at Sebaskachu, most owned by residents of Happy Valley or North West River who were descendants of Mersai and Hannah Michelin. Lydia Campbell (1980), *Census* (1901-1945), *Them Days* (vol. 4 #3; vol. 8 #2), Archives (MG 8/17/12).
RHC

SEDGES. Sedges are grass-like plants belonging to the family *cyperaceae*. Most have triangular stems in cross-section and leaves in three ranks. Their sheaths are always closed and they have no ligules. Sometimes called reed grass, sedges are usually found in wet or marshy areas and are pervasive in northern ecosystems. Dozens of different species and varieties of the plant have been identified in the Province. Sedges provide a major food for caribou, sheep and cattle, and browse for moose and hare. See GRASSES. Alexander Robertson (1984). ACB

SELDOM-LITTLE SELDOM (inc. 1972; pop. 1991, 590). A fishing community on the southern shore of Fogo Island, the town of Seldom-Little Seldom is made up of Seldom-Come-By and Little Seldom. Seldom-Come-By is one of the most frequently cited "colourful" Newfoundland place names. Its origin may lie in the early days of the migratory northern fishery, being the first sheltered harbour north of Greenspond. To the west, Stag Harbour Run was known as an especially tricky passage, not to be attempted unless conditions were favourable. Consequently, Seldom-Come-By was much resorted to by fishing schooners: the name may refer to this practice of seldom by-passing the harbour. During the heyday of the Labrador fishery the majority of vessels out of Conception, Trinity and Bonavista bays would put in at Seldom (which is the shortened form used locally).

The first settler at Seldom was one John Hodnett (Hoddinott), who had settled by 1828. Local tradition has it that he was a runaway from Kent, England, who subsequently changed the family name to Holmes in

Seldom

order to avoid detection. (Although this tradition does not explain why the family went by the name Hoddinott for about 50 years — after the death of John Hoddinott in the 1870s the family appears in church records as Holmes Hoddinott.) In the 1836 *Census* there were 12 people recorded at Seldom: the families of Hoddinott and Eli Roberts.

During the 1840s there was a considerable influx of settlers into the Hamilton Sound area. Most of these were people of Conception Bay who first became familiar with Seldom while engaged in the Labrador fishery and whose home ports were becoming overcrowded. Thus, with the exception of Holmes, most of the common family names of Seldom are common in Conception Bay: Anthony, Boone, Budden, Collins, Dawe, Penney (especially at Little Seldom) and Rowe. By 1845 there were 74 people and, by 1857, 149 at Seldom, with a further 23 recorded at Little Seldom. Many men were engaged in the Labrador fishery, while others fished inshore waters or grounds to the east, between the Wadhams and Funk Island. Apart from cod the only species fished to any extent was lobster, with one of the first lobster canneries in Notre Dame Bay being established at Seldom in about 1878.

The late 1800s were Seldom's heyday. The first school was opened in about 1874, taught by Philip Newell. Newell subsequently left teaching to run the community's first business, acting as local agent for the Waterman (later Hodge) firm at Fogo. T.C. Duder *qv* also ran a general business in the community prior to being elected as MHA for Fogo in 1893. A Church of England church was completed in 1891 (periodically visited from Fogo). In 1884 there were 364 people living at Seldom and Little Seldom, but with the decline of the Labrador fishery the population dropped off considerably in the early 1900s, a number of families moving to Horwood *qv* to work in the lumberwoods and others to Springdale *qv*.

In 1909 a local of the *Fishermen's Protective Union *qv* was established at Seldom, and in 1913 a *Fishermen's Union Trading Co. *qv* store opened. For the next 50 years the Union Trading Co. was the major fish-buyer in the area. Although the harbour continued to be frequented by those schooners still fishing on the Labrador, Seldom developed a name as a community relying for the most part on the inshore trap fishery, prosecuted from motorboats powered by the six-horsepower Coaker engine popularized by the Union Trading Co.

In the 1950s and early 1960s there was a general movement out of Seldom, with a number of families resettling to the Botwood area. However, this exodus was partially offset by families moving in to Seldom from nearby Wild Cove *qv* (family names Combden, Eveleigh, Harnett and Morgan) and to Little Seldom from the Indian Islands *qv* (Blundons, Culls and Penneys). In 1956 the provincial government established a salt fish plant at Seldom (taken over in the 1960s by the Fogo Island Co-operative Society). As longliners came increasingly in use in the area for fishing the Funk Island grounds a Marine Service Centre was built near Little Seldom.

From 1962 Seldom was the Fogo Island terminus for the ferry service across Hamilton Sound to Carmanville, but in the mid-1980s the ferry began running between Farewell and Man o' War Cove, near Stag Harbour. R.W. Guy (1994), Roland Penney (MHG 102-B-1-17), E.R. Seary (1977), *Census* (1836-1991), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894), Archives (MG 323/1/2; VS 83; VS 88). RHC

SELLARS, WALTER C. (1919-). Clergyman; author. Born St. John's, son of Obededom and Ada (Bowden) Sellars. Educated at St. John's; United College, Winnipeg; Columbia University, New York. Married Roberta Brown. Leaving school in 1934, Sellers worked with a St. John's mercantile firm, simultaneously qualifying himself as a wireless technician and operator. He joined the RCAF in 1939, and served during the War training wireless air-gunners, achieving the rank of Flying Officer.

Accepted for the United Church ministry in 1944, Sellers proceeded to university after demobilization in 1945. While attending United College he served for five years on the Clandeboye, Manitoba charge. Ordained in 1952 he was for three years an associate minister with Rev. Ernest M. Howse *qv* at Bloor Street Church, Toronto. After a seven-year term on the Newtonbrook (Toronto) circuit, he was posted to the Happy Valley-Mud Lake charge in Labrador. Returning to Ontario, he held several pastorates there before retiring in 1979. He was also at various times a visiting preacher in several other parts of the world, including Scotland, Ireland and Australia. With the rank of Flight Lieutenant, later Captain, he was also a chaplain in the RCAF reserve.


Rev. Walter Sellars

As a writer, Sellars published *Hard Aground* (1992), a wartime novel; "Growing up in St. John's", a 15-part series in the St. John's *Evening Telegram* (1987-88); as well as other columns in the *Evening Telegram*, *Toronto Star*, *Ottawa Citizen* and *United Church Observer*. He has also been consultant on radio equipment to the Australian War Museum in Canberra. W.C. Sellars (1992; letters, Feb. and Aug. 1993), *United Church Observer* (June 15, 1966; Oct. 15, 1968; Mar. 1973; Oct. 1979). DAVID G. PITT

SELOUS, FREDERICK COURTNEY (1851-1917). Author. Born London. Selous left England at the age of 19, determined to make his living as a big game hunter and writer. He spent much of his life in Africa, publishing several books on his experiences. In 1900 he came to Newfoundland to hunt caribou along the

Terra Nova River. The following year he visited Lake St. John, engaging Robert Saunders and John Wells of Alexander Bay (Glovertown) as guides. Selous made his third and final visit to Newfoundland in 1905. With Joseph Genge and Samuel Smart, also of Alexander Bay, he hunted along the Exploits River and Red Indian Lake. He wrote of his adventures in *Recent Hunting Trips in British North America* (1907), and contributed a chapter on woodland caribou to D.W. Prowse's *Newfoundland Guide Book* (1905). After his death, many of Selous' hunting trophies, including seven specimens of Newfoundland caribou, were donated to the British Museum of Natural History. J.G. Dollman (1921), D.W. Prowse (1905), F.C. Selous (1907). ACB

SELWYN-BROWN, ARTHUR (*fl.*1913-1941). Writer. For 28 years Selwyn-Brown's articles appeared regularly in the *Newfoundland Quarterly*. A number of his photographs and poems were also published. He wrote on a variety of subjects, including literature, current affairs, social science and natural history. Selwyn-Brown was probably an American. Although his connection with Newfoundland is unclear, he may have lived for a while in St. John's and had a cottage between Little Bay and Springdale. He wrote several series of articles for the *Quarterly*, including one on the Beothuk and one on the history and benefits of tobacco smoking. Although he published over 100 items in the *Quarterly*, less than a quarter dealt specifically with Newfoundland. *National Union Catalogue Pre-1956 Imprints, vol.538, NQ* (Summer 1913-Autumn 1941 *passim*). LBM

SENIOR CITIZEN. This paper began publication in September 1978, and was circulated free of charge in the St. John's and surrounding area. Generally 24-36 pages in length, and of newspaper format, it mostly contained advertisements, with articles of interest to people of retirement age, local news and history, social activities, recipes, entertainment, poems and a religious column. It ceased publication in May 1982. Suzanne Ellison (1988), *Senior Citizen* (1978-1982, *passim*). ILB

SENIOR, ELINOR KYTE (? -1990). Historian. Born Sydney, Nova Scotia. Educated McGill University; Memorial University of Newfoundland. Married Hereward Senior. One of the earliest graduates of the master's program in history at Memorial University, in 1959, Senior wrote her thesis on the Orange Order in Newfoundland. Most of her later work was on military history, including *An Imperial Garrison in its Colonial Setting: British Regulars in Montreal*; *Roots of the Canadian Army: Montreal District, 1846-1870*; *Redcoats and Patriotes: The Rebellions in Lower Canada 1837-38* and *The Battle of St. Denis*. In the early 1970s Senior taught at the McGill centre for continuing education and at Marianapolis College. Elinor Senior (1990), Centre for Newfoundland Studies (Elinor Senior). LBM

SENIOR VOICE. This paper was the official organ of the Newfoundland and Labrador Pensioners and Senior Citizens Federation. It began publication in 1978 as a bi-monthly tabloid newspaper. A service to registered members of the clubs associated with the Federation, it was also designed to keep the general public informed of the interests of the senior citizens of the Province. Editors included Pauline Molloy, Hazel Allen, John O'Connor and Patrick Pickett. It published association news and other club reports, local news of interest to senior citizens, history, recipes, short stories, articles on health, advertisements and other features. Suzanne Ellison (1988), *Senior Voice* (1979-1987, *passim*). ILB

SENIORS NEWS. This free-distribution monthly paper, edited by F. Lane, was published by the Amalgamated Senior Citizens Association of Newfoundland beginning October 1982. It contained local history, health information, poetry, a religious column, notes from retirement homes, recipes, information on government programs for the elderly, humour, advertisements and other social notes. Publication was suspended in February 1991. Suzanne Ellison (1988), *Seniors News* (1982-1991, *passim*). ILB

SENTINEL AND CONCEPTION BAY ADVERTISER. Known variously as *Sentinel and Conception Bay Advertiser*, *Carbonear Sentinel and Conception Bay Advertiser* and *Sentinel*, this paper was edited and published by Thomas Westlake Spry. It began publication October 27, 1836, and was published weekly (if irregularly) until October 30, 1845. In its prospectus it promised to be "a faithful expositor of passing events. . . guided by no influence of party" and an advocate of the interests of the fishery and fishermen. It contained shipping news, domestic and foreign news, reports of legislative proceedings, poetry, serial fiction and letters to the editor. Spry closed the paper down in October 1845, and in February 1846 started the *Mercury and General Advertiser*. Suzanne Ellison (1988), *Sentinel and Conception Bay Advertiser* (1836-1845 *passim*). ILB

SEPARATION POINT (pop. 1961, 10). Separation Point is the headland between the Eagle and White Bear rivers *qqv*, on the west side of Sandwich Bay, Labrador. The community of the same name was located to the southeast of the point, at the mouth of the Eagle River.

It is probable that Separation Point was the site of the salmon fishery established in Sandwich Bay by the English firm of Philip Beard in about 1816. For many years Beard & Co. (and later Hunt and Co.) pickled salmon at Eagle River, which were then packed in tin cases and sent out to the firms' codfishing station at Dumplin Island. Eventually an English salmon-packer named Brown settled in Labrador, making his home at White Bear River before moving to Separation Point. Two other family names associated with Separation Point also have earlier associations with White Bear

Three generations of the Brown family, at Separation Point

River. Like the Browns, the Learnings and Lethbridges are said to have been descendants of English "tinsmiths". These few families developed a pattern of wintering at Separation Point while trapping furs in the adjacent interior, staying spring and early summer for the salmon fishery, and going out to Dumplin for the cod fishery in July.

The 1921 *Census* shows a population of only 10, six people having died in the influenza epidemic of 1918, but this number had increased to 31 by 1935 and 51 by 1945. In the 1950s residents of the scattered homesteads in Sandwich Bay were being encouraged to resettle to Cartwright. While most of the population moved their normal winter residence to the larger centre, they continued to maintain their old premises for the salmon fishery, as some still did in 1993. After 1962 the only residents recorded were the family of river warden Fred Brown. A.P. Dyke (19690, *Census* (1901-1961), *List of Electors* (1962; 1975), *Them Days* (Dec. 1984; Jan. 1992), Archives (A-7-4/36). RHC

SERPENTINE RIVER. The Serpentine River flows into the Gulf of St. Lawrence between the Bay of Islands and Port au Port Bay, to the north of the Lewis Hills *qv*. It was for many years known as the Coal River, as it was rumoured that its banks contained a substantial seam of coal. In 1874 this persistent rumour was investigated by geologist James P. Howley *qv* who, after a difficult journey 14 miles up the river to the alleged coal seam, decided to change the name of the "so-called Coal River. . . the course of the stream being sinuous, and the nature of the rocks through which it flows magnesian, renders the term 'Serpentine' particularly applicable".

Serpentine River

The River's mouth offers little shelter, while the coast in the area is one of the Island's more forbidding and remote. Still, it would appear that the River and Serpentine Lake were frequented by a small band of Micmac. There were three people recorded as living on the River in 1884 and 16 in 1891, probably including the families of John Murphy and Leonard Purdy (the latter of Lark Harbour), who were engaged in the salmon and cod fisheries. They built homes on a sandspit projecting from a cliff on the north side of the River and carried small boats above the rapids to Serpentine Lake for hunting and fishing. There were no inhabitants recorded at the Serpentine River after 1891, but fishermen from the Lark Harbour area apparently continued to have shacks at Serpentine and nearby coves in later years for the salmon and lobster fisheries.

After the Reid Newfoundland Company completed the railway across Newfoundland in 1898 Serpentine Lake began to gain a reputation among sports fishermen, the 10 km-long lake being accessible for the first time from the east. And after the opening of the Corner Brook pulp and paper mill the Lake's reputation for scenic beauty and sizable catches grew, as logging roads increased access and the sporting population of the west coast increased. From the early 1900s Richard Whittington (operator of the Log Cabin Hotel in Spruce Brook *qv*) maintained several fishing cabins on the Lake and River. In 1934 it was proposed that the Serpentine River and Lake form the nucleus of Newfoundland's first national park, but the suggestion was eventually dropped. When provincial parks were first proposed shortly after Confederation, again the Serpentine was one of the first areas considered, but the proposed park was never developed. Murray and Howley (1881), Darlene Robansky (interview, Dec. 1992), *Census* (1884-1891), *McAlpine's Newfoundland Directory* (1894), *Sailing Directions Newfoundland* (1931), Archives (A-7-2/Q). RHC

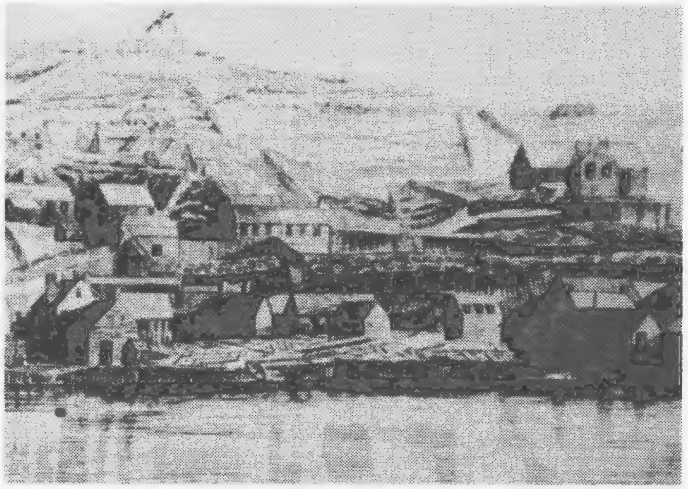
SERVANTS. In the migratory and early resident fishery a servant was a person hired for a specific period (most often one or two seasons) to work at catching and processing fish. A servant could be paid in wages

or shares *qv*, and was most often a young man aged 18-25 years. Encompassing both sailors and shore workers, servants in the migratory fishery were usually hired by merchants, ship owners, captains and bye-boat *qv* keepers prior to leaving England.

The use of servants in the Newfoundland fishery was an important part of the "nursery of seamen" policy of the British Government. In 1699 King William's Act ordered that each ship carry a set number of inexperienced servants (See also GREEN MEN; YOUNGSTERS) and that all trained servants be returned to England at the end of the fishing season. Despite this, many servants were abandoned in Newfoundland (with or without pay) by masters unwilling or unable to provide return passage. Some accumulated debts or resorted to criminal behaviour in order to survive, and many went on to New England as soon as an opportunity arose. Others chose to stay in Newfoundland, and formed the core of a growing resident population. By 1800 most "shipped" servants were hired in Ireland when vessels stopped for supplies. But as settlement in Newfoundland grew, many servants came from the resident population. Servants would often marry into their master's family and establish fishing enterprises of their own. After the mid-nineteenth century, such "servants" were more often referred to as "sharemen". W. Gordon Handcock (1989), C. Grant Head (1976), Bryan Palmer (1992), *DNE* (1990). LBM

SETTLEMENT. The concept of settlement in relation to possessing, exploiting or inhabiting areas can take on different shades of meaning. A settlement can be defined as a place occupied on a year-round and continuing basis, as distinct from a camp, site or station inhabited temporarily, casually, or seasonally. The term settlement can also refer to the process of creating a temporary or permanent abode around which humans focus various social, economic or political activities. Additionally, settlement can be conceived as the occupation of a region by either nomadic or sedentary groups, and as occurring in either prehistory or historic periods. Prehistoric and early aboriginal settlement is dealt with in other sections of the *Encyclopedia*. The present article is limited to a discussion of the development of European settlement of the Province.

Although settlement experiments by the English date back to 1610 when the London and Bristol Company founded Cuper's Cove (Cupids), it is not until a series of census were taken during the 1670s and 1680s that we have any firm documentation of the size and distribution of settlements. Ironically, this was the period when the English government was seriously debating whether year-round settlement should be permitted or whether Newfoundland should be regarded as a summer fishing base in the interests of maintaining the fishery as a 'nursery of seamen'. In July 1675 Sir John Berry, Convoy Commander of the English fleet, arrived in St. John's — the principal harbour in the fishery and the chief settlement — bearing an Order-in-Council that all planters (resident boat-



St. John's, 1798

keepers) voluntarily return home or remove themselves to any of the other English colonies in the West Indies and New England. In issuing the order "in all the harbours, bays, creeks" as far as "Capes Bonavista and de Race" (the English Shore), Berry also ordered a census of the planters' names with an account of their concerns. The census exercise was repeated in the next two years, and subsequently in 1681, 1684 and 1708.

Fortunately for the planters, the removal order was withdrawn in 1676 and they were given sufferance to inhabit and fish as they had previously. But anti-settlement advocates, led by certain merchant adventurers in ports of the West of England, fought to maintain the migratory fishery. And English policy articulated in the Western Charter and its amendments encouraged the migratory fishery, discouraging settlement. Nonetheless, contrary to many writers and scholars it did not make settlement illegal. After the French captured, pillaged and burnt all English settlements in 1696/7, the Council of Trade and Plantations conceded that settlement was of advantage to English interests and sovereignty, and argued that "planters are convenient to preserve the boats, oars, stages, etc., and, in time of war, to protect the ports". Still, no extensive colonies were to be encouraged. It was recommended that wintering populations should be limited to about 1000 people, "lest by the increase of their numbers they engross the fishery to themselves to the prejudice of our navigation". The Act to Encourage the Trade to Newfoundland of 1699 (the Act of William III), which governed Newfoundland throughout the eighteenth century, promoted the migratory fishery but also provided for tenure rights to property by inhabitants, and thus made settlement legal.

Some English settlers overwintered along the English Shore from 1610 onwards. The early colonization schemes initiated year-round occupancy, but involved relatively small populations. The largest population recorded at Cuper's Cove was 62 persons in 1612, consisting of "fiftie four men, six women and two children". Lord Baltimore is reported to have had a hundred people at Ferryland in 1625. Berry's census of 1675 records a population of about 1700 people

scattered in about 30 harbours along the English Shore. Some of the planters at Ferryland (e.g., Kirkes, Hopkinses) and possibly some of those at Conception Bay (the Guys at Carbonear) derived from the early formal colonization, but most of the resident boatkeepers in the 1670s were individuals who had chosen to inhabit the Island, at least for a period.

Although some scholars have maintained that Cuper's Cove (Cupids) was constantly inhabited after 1610, Berry's census of 1675 identifies only a single occupant, "Stephen Atkins", in the capacity of "keeper of Mr. Butler's cattle". Mr. Butler was a planter at nearby Port de Grave. Other censuses fail to include Cuper's Cove as a settlement until 1699, except as a migratory fishing station. Evidently it was repopulated by others from England and Ireland in the late seventeenth-early eighteenth century period. Cuper's Cove had been selected as the site of settlement by its first governor, who visited Conception Bay in 1608. Guy considered it a good site because it had ". . . good beach and the fishing neare . . .". The harbour was suitable and the surrounding area was thought convenient for ". . . fruitfulness of the soyle, the largenes of the trees, and other reasons . . .", probably including the fact that it was not used by migratory fishermen from England. Upon arriving in July 1610 with 39 colonists from Bristol, Guy built some structures, cut timber for a cargo home and searched for naval stores. The following winter the colonists completed a provisions storehouse, a dwelling house, a work house for boat building, a 12-ton decked vessel, six fishing boats, and a saw pit and cleared land to plant grains and vegetables. The first winter was deceptively mild and livestock and poultry wintered well. For the next few years the project prospered. Women and more settlers were brought out, and even a small fur trade was established with natives. Despite those promising beginnings, the project did not thrive for long: there was insufficient financing, troubles with pirates and migratory fishermen, and with proposed agricultural and mining projects. Other formal colonies attempted at Bristol's Hope, Renews and Aquaforte fared no better. The colony at Ferryland was an exception.

Calvert acquired a tract of land from the London and Bristol Company, and in 1621 sent out colonists. In the first year they erected a set of substantial buildings, including a large hall, storehouse and chambers, a stone-built kitchen with an upper lodging, another lodging house, another store house, a forge, a salt works, a hen house — all surrounded by a seven-foot palisade within a four-acre enclosure. Success in both fishing and farming continued, and by 1625 Ferryland had about a hundred persons. Calvert arrived with his family in 1628, but ran into some difficulties with French privateers. Enduring very harsh weather and sickness in the winter, he decided to leave for "some warmer climate in the new world, where the wynters be shorter and less rigorous". He thus decided "to committ this place to fishermen that are able to encounter storms and hard weather". After Calvert left to establish a colony in Maryland, the Ferryland colony was taken over by Sir David Kirke who acquired a patent to the whole Island. Kirke moved into the Calvert's "mansion house" and created a very successful trade which prospered until the outbreak of the Civil War. Although some people remained after Kirke died, by the 1670s Ferryland was reduced to the status of a regular migratory fishing station, with a half dozen planters. By this time there was little to distinguish Ferryland from other settlements, such as Bonavista, Old Perlican and Bay de Verde, which were founded and had grown without the sponsorship and investment of proprietors.

Late seventeenth century settlements were simple communities of planters, their servants and families. The planter household was the fundamental economic unit, producing, with indentured labour, salted cod and train oil for overseas markets. Most planters kept livestock (especially hogs), produced some vegetables and made use of seals, seabirds and game for subsistence. While most planters operated a single boat, using a crew unit of five men — three to fish and two ashore curing fish — some had substantial establishments and ranked in status with small traders and merchants. In 1675, 31 planters operated three boats or more with between 15 and 32 servants. John Downing of St. John's — a leading advocate of settlement — had five boats with 31 servants; Richard Bayly of Bay de Verde operated six boats with 32 servants, and James Shambler of Bonavista had an establishment with five boats and 28 servants. In 1681 the leading planter household units included David Kirke of Ferryland, seven boats and 35 servants; John Carter of Old Perlican, five boats and 25 servants; Jonathan Hooper of Renews, seven boats and 34 servants; and Christopher Martin of Bonavista, five boats and 25 servants.

The advantages and disadvantages of settlement in Newfoundland were debated in the seventeenth century in both England and France, which between them effectively controlled the Newfoundland fishery. On the one side people (mostly the more successful migratory adventurers) maintained that Newfoundland was uninhabitable because of the harsh climate and lack of soil for farming. Were it settled, residents would pre-empt the best fishery sites, destroy equipment and goods of the migratory fishermen and debauch seamen. Most importantly, the mother country would lose a crucial supply of seamen, and trade would fall into the hands of foreigners. Pro-settlement advocates argued that Newfoundland was habitable. Settlement would promote a more efficient fishery and forestall the French (or the English). The practical advantages of settlement became increasingly apparent as the century wore on, and some limited degree of over-wintering was encouraged or at least tolerated.

While the English fishery and settlement were spread along the coast between Bonavista Bay and Trepassey, the French controlled the rest of the coast and the Gulf of St. Lawrence. French settlement was confined to the southern regions, where Plaisance (Placentia) became the seat of colonial administration.

Plaisance was settled in 1662 as a crown colony and had an ordered origin and development, with a governor, troops, a fortification, a church and surveyed lots (fishery rooms) occupied by resident boatkeepers, the habitant pêcheurs. By 1687 some 40 French families and a total population of about 1000 persons were residing in about 15 settlements spread from Trepassey westward along the south coast to Hermitage. Settlements included Pointe Verde, Petite Plaisance, Petit Paradis, Audierne, Mortier, Burin, Petit and Grand Saint-Laurent, Miquelon, Île Saint-Pierre, Grand Bank, Fortune, Cape Negre, Colinet and Sainte-Marie. Plaisance, the largest of the French settlements, was only a small community and by 1698 still had only 29 families, a few of whom were born and raised there.

Demographically both the early English and French settlements were characterized by the predominance of males, especially in the summer but also during the wintertime. Almost all who stayed over winter expected to return home or to move elsewhere — and most did. There was indeed little long-term stability among the planters, or habitant pêcheurs. The coves and harbours that were occupied on a year-round basis were rarely continuously occupied by the same people. But over-wintering lengthened residency and eventually lead to the development of self-perpetuating populations. A key factor in the development of permanence was the arrival of women. By slow degrees and in small numbers women did come, usually as wives or servants to planters. By the 1670s there was at least one family in 30 English settlements along the east coast of Newfoundland. St. John's had almost 30 planters, Plaisance about a dozen.

Warfare between England and France in the period 1689 to 1713 had drastic effects on their respective settlements and fisheries in Newfoundland. In 1696/7, and again in 1705 and 1708, the French staged winter raids from Plaisance and devastated all the English settlements. English fishermen and settlers, however, returned immediately in the following years. Under the terms of the Treaty of Utrecht (1713) the French retained fishing rights from Cape Bonavista to Point Riche in northern Newfoundland. They were required, however, to withdraw from the south coast or take an allegiance to the British crown. Almost all the French, including the families at Plaisance, removed to Louisbourg in Île Royal (Cape Breton). These events effectively allowed expansion of the English fishery and settlement along the south coast.

At Plaisance the French created a well-planned settlement with fishing rooms or beach properties, arranged in long, narrow lots, each with space for three to eight boats. Sketches and descriptions of contemporary English settlements, however, show that planter dwellings and fishing rooms were scattered irregularly within harbours and were intermixed with shore

Tors Cove late 1800s

spaces (fishing rooms) used by the migratory fishermen. In larger harbours, such as Fermeuse and Renews, some planters occupied to themselves small coves and islands. Other planters took up residence in harbours unused by migratory fishermen, as at Tors Cove, where, according to the English Pilot (1677) "a Planter inhabits, a place for boats to fish, but not for ships to ride"; and Bryant's Cove in Conception Bay as "no place where ships use; one planter lives there, being a good place for catching of fish".

The economic basis of settlement economy almost everywhere was the production of dried salt cod and cod oil by planters. Planters had the same need and preferences as the migratory fishermen in that both groups produced the same staples in the same manner from the same resources. Both groups needed good landing areas for boats in well-sheltered sites near the fishing grounds. The minimal natural requirements of a boat crew, planter or migratory fisherman was a site that offered some convenience to build and maintain fish landing facilities (a wharf and stage) and to cure the fish; and access to a fishing area. The best sites had good shelter and anchorage, easy access to water and wood and the availability of other resources — seals, salmon, capelin, seabirds, wildfruit and mammals.

Early settlements in Newfoundland varied in their size and character, depending upon the local site qualities and relative locations. Seventeenth-century settlements were almost all founded in headland or 'out-the-bay' locations, where the cod could be reached by a shallop within a few hours of sailing or rowing. Some could be found in well-sheltered harbours and coves, where there was shelter for small boats but not for larger vessels. In the case of both Bonavista and Bay de Verde, two of the largest seventeenth-century planter settlements and migratory fishing stations, the relative location advantages of nearby rich summer fishing grounds clearly outweighed their disadvantages as harbours. The *English Pilot*, in evaluating the qualities of the various Newfoundland settlements, describes Bay Verds (Bay de Verde) as a "bad place and hazardous for Ships to ride, but only in the Summer time". Despite this, Bay de Verde was a favoured fishing station "by reason of the great plenty of Fish, and so near them, makes Fishing-Ships desire the place the more, altho there are several inconveniences in it, as being a very bad place both for Wood and Water". Bonavista had somewhat similar qualities, but it was deemed "a secure place" for about a hundred boats (though not for ships). The latter "must always have a good Anchor in the S.W. and another fast on the sweeres, or anchor in the N.W. for your westerly winds blow right into the Road". At these places the inconvenience, including lack of land resources (wood, water), was overcome by resorting to other sites and by seasonal migrations. According to the *Pilot*, Carbonear was not only a good place for ships and for catching and curing fish; it also had good pasturage, good anchorage and plenty of space for development. Two of the most highly rated harbours were St. John's and Trinity, Trinity Bay.

St. John's was a port of call, a harbour of refuge, and an entrepôt of international trade. It was also a chief fishing station from the earliest days of the European migratory fishery. By the 1670s, St. John's lay at the centre of the Old English Shore and was the main communications centre and rendezvous for trading ships, particularly the sack ships which came to bring supplies and acquire cargoes of salt fish. The *Pilot* acknowledged St. John's as the "Chiefest" harbour "in the New-foundland for the Number of Ships Used and employed in Fishing, and for Sacks [cargo vessels], as also for the number of Inhabitants here dwelling and remaining all the year". The subsequent construction of military installations and garrisons helped to establish St. John's as the administrative and communications centre for the English Shore. Later the growth of the bank fishery and the establishment of merchant firms and trade helped St. John's to maintain its position as the chief commercial centre of population, and by the nineteenth century to outstrip other settlements.

Sir Richard Whitbourne was the first to record the virtues of Trinity Harbour. Whitbourne visited Trinity several times after *c.*1579 and in his *Discourse and Discovery* (1620) described qualities which he believed would make it a shipping centre and a prosperous settlement. It was "very commodiously seated to receive shipping. . . long and large enough for many hundred saile of Ships. . . and within the Harbour is much open land, well stored with grass sufficient. . . to maintain great store of ordinary cattle, besides Hogs and Goats. . . ". The *Pilot* proclaimed Trinity Harbour as "the best and largest harbour in all the Land", although at the time it was little used in the fishery and had only a few settlers. In the eighteenth century, under the auspices of Poole merchants, Trinity realized much of the potential as a centre of trade and commerce that Whitbourne had envisioned.

After 1713, the English expanded their fishery, and the number of settlements increased. By the 1760s, the English fishing settlement had spread north to Cape St. John and jumped to the coast of Labrador and south and westward to St. George's Bay. In the Notre Dame Bay region, by the 1770s, settlement was extended by salmoniers, furriers and woodsmen into estuaries of the Gander and Exploits rivers; and sealing as a winter industry was established along the northeast coast from places such as Greenspond, Fogo and Twillingate. During the Napoleonic War period Newfoundland settlers became the dominant producers of salted cod. Meanwhile the English migratory fishery collapsed and failed to recover. After 1780 and until about 1820 the inhabitant population grew rapidly from both natural increase and immigrations. Communities grew in size, and the settlement frontier was expanded. The proliferation of coastal settlement continued through the nineteenth century and into the present century. The *Census* of 1857 recorded 615 settlements. By 1891, the number had nearly doubled and by 1911 totalled 1447 settlements, the largest number ever recorded. Subsequent censuses have documented a retraction to 1379 settlements in 1945 and to about 800 in 1994.

Cartwright

It may be roughly estimated that British immigrants created 200-250 settlements up to the 1830s. Subsequently settlements were established by the growing native-born populations who moved outward from the established communities, mainly within the Old English Shore and from the various eighteenth-century mercantile centres of the West of England merchants. Many of the immigrants along the northeast coast were servants for Poole *qv* merchants brought out to places such as Trinity, Old Perlican, Bay de Verde, Bonavista and Greenspond. The Slade family of Poole, established at Twillingate and Fogo over the period *c.*1750-1870, effectively populated Notre Dame Bay with indentured servants turned planters. From Twillingate and Fogo, planters spread out to occupy fishing stations and settlements in their respective local areas.

The basic model of migration involved the creation of a mercantile centre, which became the main shipping link to the West Country ports (Poole, Dartmouth, Teignmouth, Bristol, etc.) and the transfer point of servants recruited from their respective hinterlands, and labour source areas, to the mercantile centre, whence many were shipped to work at the fishing stations. Thus men and boys from Newton Abbot or vicinity might get brought to St. John's on ships of Dartmouth or Teignmouth, and some sent on to be employed at Torbay or Petty Harbour. Apprentices and indentured servants from the Blackmore Vale of Dorset or the New Forest of Hampshire could find themselves en route to Trinity or Harbour Breton on Poole merchant ships and then find themselves working for a planter in Heart's Content or Boxey. In the early stages most indentured servants worked for migratory boat masters, but later Newfoundland planters became the main employers.

The emigration period from England to Newfoundland in the migratory fishery lasted nearly three centuries. The great majority of English settlers in Newfoundland came from two areas in the southwest of England — south Devon and the Wessex area, the latter including the county of Dorset, the western area of Hampshire (the New Forest area) and south Somerset. Other important English homeland origins included the port cities of Bristol, London and Liverpool. The Channel Islands (Jersey and Guernsey) were also noteworthy origins of settlers. Migration patterns were largely determined by merchants, the pattern of their shipping and the location of their trading establishments in Newfoundland. South Devon merchants, of Dartmouth, Teignmouth and Plymouth, for example, traded mainly to the St. John's and Conception Bay areas. Consequently English emigrants from south Devon were prominent in these two regions. Almost all of the English settlers in places such as Bay Bulls, Petty Harbour and Torbay came from south Devon. Settlers from Wessex were the dominant English settlers along the northeast coast, from Conception Bay north to Notre Dame Bay, where the fishery and trade were largely monopolized by merchants of Poole. Poole merchants recruited servants and fishermen over the whole Wessex area and transported them to their various headquarters in Newfoundland. The main Poole establishments were located in Brigus, Bay Roberts and Carbonear in Conception Bay as well as Trinity, Bonavista, Greenspond, Fogo and Twillingate. Poole merchants also brought out migrants to Placentia, Mortier Bay, Burin and Harbour Breton, and Wessex settlers, especially from the Dorset-Somerset border areas, were prominent in Fortune Bay and all along the south coast to Cape Ray. Dorset and Somerset settlers were also among the pioneers of the Bay of Islands, Bonne Bay and settlements on the northwest coast into the Straits of Belle Isle.

Emigrants from Bristol settled almost exclusively in Conception Bay around Harbour Grace, where for several centuries Bristol merchants maintained trading establishments. Channel Island merchants also

brought migrants who settled in Conception Bay, including the Port de Grave-Bay Roberts area. After the American Revolution, however, most of the Channel Islanders who came to Newfoundland settled along the south coast. Most of the London and Liverpool emigrants to Newfoundland took residence in St. John's, as did most of the Scots who came mostly from the Greenock area. The Scots, along with Londoners and settlers from Liverpool, became very prominent among the Water Street merchant-class of St. John's. A few Scottish traders also settled in Conception Bay, in Trinity Bay and at Bonavista.

About 1720 merchants of Bristol and the north Devon ports of Bideford and Barnstaple began to recruit servants in the ports of southern Ireland — especially Waterford *qv*, Youghall and Cork. By the mid-1700s Irish servants were being used by all merchants and employers in the fishery. The Irish dominated migrations from the 1750s, and became the dominant ethnic group in over-wintering populations in districts such as St. John's and Placentia. Although settlements along the southern Avalon were founded by English planters, by the middle of the eighteenth century the English had become a minority and the coast from Bay Bulls around to Placentia became virtually an 'Irish Shore'. The Irish also formed significant proportions in some of the major settlements in Conception Bay — at Bay de Verde, Carbonear, Harbour Grace, Cupids and Brigus. Settlements between Brigus and Holyrood came to be almost exclusively Irish. The Irish penetrated the predominantly English northeast coast, and became well-represented at Bonavista, in the King's Cove area of Bonavista Bay and on Fogo Island.

Meanwhile, the locations of mercantile establishments in Newfoundland emerged as the principal regional centres of communication, trade and commerce. Mercantile centres such as Trinity, Greenspond, Twillingate, Carbonear, Harbour Grace, Ferryland, Placentia, Burin and Harbour Breton were shipping places into which merchant firms imported food, clothing and fishing equipment, and from which they distributed supplies to outharbours. Mercantile centres in different regions became the hub of a system of settlements linked to the outside world through merchant shipping. The centres attracted the settlement of tradesmen and seamen, and were the first places to have churches, schools, and public buildings (customs houses, courthouses, jails) and the associated resident professionals and officials. From the mid-eighteenth until the nineteenth century settlements such as Trinity and Twillingate had stronger linkages with Poole, and Ferryland stronger links with Dartmouth and Waterford, than they had with other Newfoundland settlements.

St. John's was always the largest settlement. In 1728 it had a church and about a dozen merchant establishments, although fewer than 300 people overwintered. Mainly English in origin, the residents included planters and their families, mercantile agents (including a few from New England), artisans and labourers. In the spring some 40 ships, mostly from south Devon (Dartmouth, Plymouth, Teignmouth, and Topsham), brought supplies and over 1000 men for the summer fishery. Some of these men and goods were distributed to Petty Harbour, Torbay and Quidi Vidi. When the government created a naval governor and justices of the peace in 1729 St. John's was given a boost, for the governors stationed themselves there. The establishment of criminal courts and customs and the presence of naval officials further elevated the status of St. John's as an administrative centre. After the beginning of the American Revolution, the town developed rapidly as a centre of commerce. Many West Country merchants transferred their business houses. These were joined by Irish and Scottish factors and traders. By the end of the Napoleonic Wars, St. John's merchants were beginning to replace the old British-based outport firms. As the Labrador fishery and sealing industry developed, these merchants were well placed to control the industries. As it developed administratively and economically, St. John's gradually acquired social and cultural advantages in terms of newspapers, health services, educational and charitable facilities, and a large, educated and moderately wealthy professional and middle class.

By the early nineteenth century St. John's had become the dominant settlement in Newfoundland. Meanwhile there was a relative weakening of merchants in the outports, especially Trinity, Placentia, Twillingate, Harbour Grace and Carbonear. Agitation for political and social reform began in St. John's, and in 1832 it was legally confirmed as the political capital. Nineteenth-century technological changes in transportation — the coming of steamships and the railway — acted further to strengthen the position of St. John's against the competition of other places, and in the early twentieth century it became more dominant than ever in the settlement system. Metropolitan St. John's in 1991 contained nearly 20% of the population, and was the only region to experience any significant growth in population between 1986 and 1991.

With the exception of the French Shore, the coast of Labrador and interior regions, the twentieth century pattern of settlement was well-established as early as 1836. By this time a string of irregularly spaced coastal settlements was spread along the coast from Cape St. John down the east coast to Cape Race and westward to Cape Ray. The larger settlements and the bulk of the population were to be found on the Avalon Peninsula (particularly in Conception Bay). But Trinity Bay, Bonavista Bay, the Fogo and Twillingate areas, Placentia Bay, the Burin Peninsula and Fortune Bay were all well-settled. About 16 new communities existed along the south coast westward from Bay d'Espoir, and at least a half dozen sites along the west coast, including Codroy, the Barrisways, Sandy Point, Bay of Islands, Bonne Bay and Port au Choix, marked incursions of British-Newfoundland settlements onto the French Shore.

During the middle and late nineteenth century many families moved northward and westward from older

Terra Nova, a railway and logging community in the interior, early 1950s

settled areas — northward especially from Conception Bay but also St. John's, Trinity Bay and Bonavista Bay, and Fogo-Twillingate areas; and westward from the Burin Peninsula and Fortune Bay regions — to found new settlements. Settlers, primarily out of Conception Bay, established new fishing stations and settlements on the French Shore north of Cape St. John, on the southern coasts of Labrador including the Strait of Belle Isle, and even helped to populate settlements as far south as Bonne Bay and the Bay of Islands. Other settlers from Fortune Bay migrated westward to Cape Ray, and some moved northward to settle along the west coast. By the beginning of the twentieth century Newfoundland had nearly 1400 settlements, mostly small outport communities involved in the inshore fishery. With the development of the trans-Island railway and the opening up of mining, logging and, especially, the pulp and paper industry at Grand Falls (1909) and Corner Brook (1928) settlement began to penetrate interior areas. Lumber production for export gave impetus to the growth of Botwood, Millertown and Lewisporte. Mineral resources led to the establishment of inland towns such as Buchans, Labrador City and Wabush, while a gigantic hydropower project created the town of Churchill Falls. The building of defence bases (Gander, Goose Bay, Argentia and Stephenville) also added new towns to the map.

Economic forces, combined with development in the Province's internal transportation, have contributed to major changes in the system of settlement, and some shifting of population into urban centres. The most drastic changes on the Island came after completion of the Trans-Canada Highway in 1965 and the subsequent construction of trunk roads that tied the older coastal communities to the highway. Since 1965, water transport has been largely replaced by road transport, with the result that new linkages and interactions have developed among settlements and regions. Recent changes have contributed much to an urbanization of settlement and a drastic shifting of population from hundreds of tiny isolated outports into fewer larger places, mostly urban centres or service centres, which are on or near the Trans-Canada Highway or well-linked settlements on the different peninsulas. Many of the older mercantile centres formerly served by ships are stagnant or in decline, and a few have been abandoned.

The initial diffusion of settlement to the numerous harbours and coves resulted from the prosecution of the cod fishery. Many of these sites, particularly between Bonavista and St. Anthony, were found convenient to conduct land-based sealing activities. Sealing, later carried out by sailing vessels and steam vessels, and a migratory fishery on the coast of Labrador contributed to the growth and stability of settlement along the northeast coast. The development of commercial herring, lobster and salmon fisheries had important attractions in regions such as the Port au Port Peninsula and Bonne Bay, and became a part — in some cases the most important part — of the economy of many coastal communities. The lobster fishery, for example, became a main staple of many communities on the west coast of Newfoundland, while salmon attracted much attention near the estuaries of many rivers in southern Labrador as well as in various parts of the Island. In the 1860s herring became a commercial staple in St. George's Bay, Bay of Islands and Bonne Bay, and was the most important factor in luring people to settle in these three areas. It was particularly important to Sandy Point, Curling and Woody Point, three of the earliest mercantile, trading centres on the west coast.

Settlements in Labrador may be divided into four spatially distinct groups — the Labrador Straits from L'Anse au Clair to Red Bay; the southeast coast from Mary's Harbour to Cartwright; the north coast from Rigolet to Nain; and central and inland Labrador. Each group had a distinctive historical, cultural and economic development.

Settlement in the Strait of Belle Isle has been traced to the establishment of merchant houses in the area in the eighteenth century. It began with the practice of

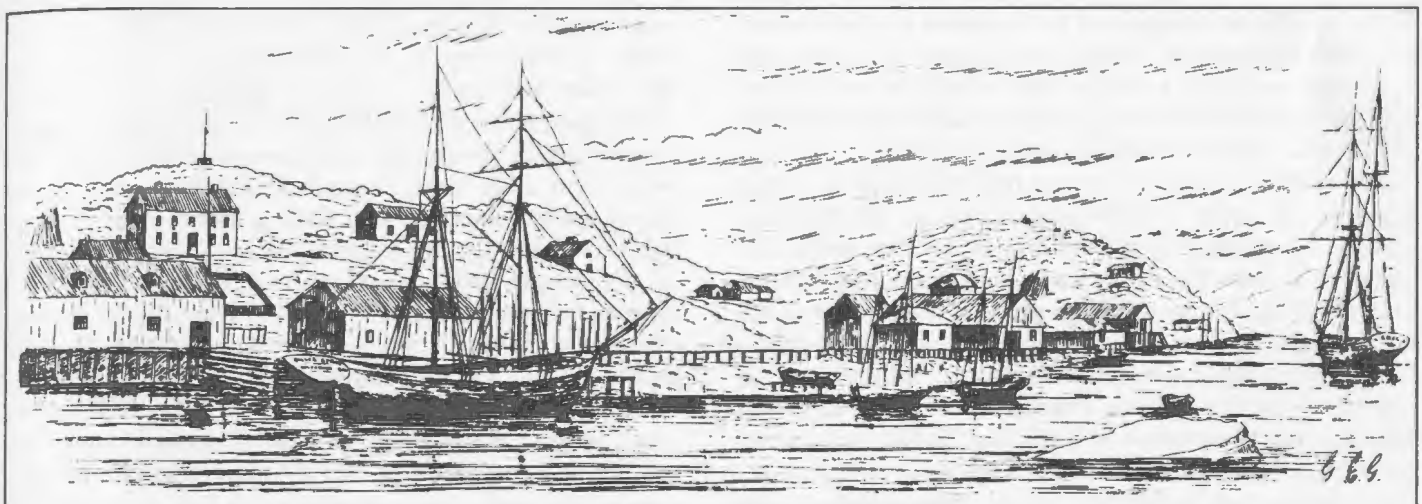
merchants leaving behind a few winter caretakers and winter crews for sealing and furring. The same practice was followed on the outer coast around Chateau Bay, Battle Harbour and Sandwich Bay. These "winter men" became the first year-round residents. The first residents were British (English and Jersey), but they were soon followed by Newfoundlanders — mainly from Carbonear in Conception Bay in the period 1830-50. The main source of females as wives came from the daughters of Newfoundland families. Single females brought into the Straits area as servants to merchant firms were also an important source of wives for the formation of local families and permanently established communities. Permanent communities were founded on the outer coast in the mid-nineteenth century period by families of planters, or "liveyers" from different source areas. Some English male servants, especially in the Sandwich Bay and outer coastal areas, took Inuit wives. Permanent residence grew from these households and from an influx of families from eastern Newfoundland, especially from Conception Bay.

Most settlers of the Straits took residence on sites suitable for the cod and salmon fishery as well as for sealing. The southeast coast of Labrador presented quite a different set of challenges because of the remarkable diversity and complexity of the physical environment. Compared to the Straits coast, which is relatively straight and characterized by a coastal plain indented by a series of relatively good harbours with easy access to the sea, the southeast coast features an outer fringe of low, barren islands and headlands where cod and salmon and seals were available lying outside a coast penetrated by deep bays and inlets where wood, shelter, and fur bearing and game animals were available. In order to exploit these resources at different seasons a wide, dispersed pattern of settlement with a complex pattern of seasonal migration was necessary — as it still is in some areas.

The roots of modern southern Labrador settlements, the Straits area and the southeast coast go back to the period 1763-1830 when British and Newfoundland fishery and trading firms set up establishments in the prime harbours and began over-wintering. Previously the Labrador Straits area had been the scene of a large sixteenth-century Basque whaling operation, which included shore installations for processing of whale oil at nearly a dozen seasonally occupied sites, including Red Bay, Blanc Sablon and L'Anse au Loup. Abandoned in the early seventeenth century because of dwindling whale stocks, the Straits and southeast coast were subsequently resorted to by various migratory adventurers to exploit cod, salmon, whales and seals. The former Basque whaling sites then became the summer stations for a French fishery in the period 1717 to 1743. A series of concessions granted by the governor of New France were issued and held between 1702 and 1763. These concessions were held initially by Frenchmen, but afterwards by Canadians for shore-based sealing. No permanent settlement resulted, however, until after 1763 when the area was opened to British occupation and exploitation.

Governor Hugh Palliser tried to establish an exclusively English-based trade on the coast of Labrador and to restrict settlement to protect the migratory adventurers. Under this encouragement a succession of merchant-traders set up a series of establishments to exploit seals, salmon and cod. These included Nicholas Darby, who was Newfoundland-born but a member of the Bristol Society of Merchant Adventurers. Darby took over the port of Cape Charles in August 1765 following the eviction of Quebec merchants. He made Cape Charles his headquarters, but also established fishing crews at Forteau and Île aux Bois in the Strait of Belle Isle. In 1767 he was forced to abandon Cape Charles because of poor relations with the Inuit, and in 1770 his Cape Charles post was taken over by George Cartwright. In the years 1770-1786, along the coast from Cape Charles to Hamilton Inlet, Cartwright established sites to exploit cod, salmon, seals and fur in partnership with Bristol and Poole merchants. Although he suffered serious losses at the hands of American privateers and from other misadventures, and went bankrupt, Cartwright established friendly relations with the Inuit, and both argued and proved that successful resource and exploitation required permanent structures and occupation. Sealing and furring in particular were winter and spring occupations, and could only be prosecuted by over-wintering servants or residents. Year-round resource utilization also required the occupation of different places seasonally. Merchants established several cod fishery stations along the coast, as well as adjacent seal and salmon posts. These requirements induced seasonal migration of servants and residents. Other merchant pioneers with business enterprises similar to Darby's and Cartwright's were those of Jeremiah Coghlan of Bristol, at Chateau Bay and northwards (1770-82); Noble and Pinson (1770-1806) of Bristol and Dartmouth in the Strait of Belle Isle, at L'Anse au Loup, at Temple Bay and Pitts Harbour, and after 1786 (following Cartwright's bankruptcy) at Sandwich Bay; Pinson & Hine (1806-1830), the heirs of Noble & Pinson; Slade and Company of Poole at Battle Harbour and vicinity (Hawkes Port, Hawkes Bay, Lewis Bay, Matthews Cove, Caribou Tickle and Guy Cove *c.*1766-1861); Benjamin Lester of Poole at Venison Tickle; Jersey Traders in the Straits of Belle Isle, at Forteau from 1774 and Blanc-Sablon in 1779; Joseph Bird & Co. of Poole, with headquarters at Forteau in 1800 and stations at Seal Islands and Tub Harbour.

Despite the massive movement and dispersal of population, permanent year-round communities were developed mainly around sites that were initially winter settlements. In 1990 there were 11 permanent settlements between Lodge Bay (near Cape Charles) and Cartwright, but during the summer fishing crews from these settlements operated from some 47 fishing stations or islands and headlands, some of which like Henley Harbour, Seal Island, Battle Harbour, Batteau and Spotted Islands were once well-settled (but abandoned under the government-sponsored resettlement program of the 1960s). Port Hope Simpson, located



16. Venison Tickle. 10th Harbor on Coast of Labrador Aug 7th
View from vessel looking So. West. Ice floating through the Harbor.

well inland on the Alexis River, was founded in 1934 as a logging camp, but subsequently many residents established cod and salmon fishery stations 40 to 50 km further out the bay at stations such as St. Francis Harbour, St. Francis Harbour Bight, Sandy Hook and Occasional Harbour. In 1991 the seven Labrador Straits settlements averaged 311 persons, and ranged in size from 101 people on Capstan Island to 630 at L'Anse au Loup. The 11 settlements on the coast averaged 270 persons, the largest being Cartwright with 611 persons. Both areas experienced population decline between 1986 and 1991. The Straits area declined by 7% and six of the seven settlements declined. Population decline on the coast was more modest at less than 1%, but Cartwright declined by nearly 10%.

The settlements of northern Labrador stand in marked contrast in terms of origin, ethnicity, economic history and cultural development with those of other regions of both Labrador and the Province as a whole. From north to south the present settlements include Nain, Davis Inlet, Hopedale, Makkovik, Postville and Rigolet. Rigolet stands apart in that it is the only surviving settlement in Groswater Bay at the entrance to Hamilton Inlet, and is located about 100 km from the outer coast. Founded as a trading post, it became the centre for a network of Inuit and settlers trapping, hunting and salmon fishing over a broad region. The Hudson's Bay Company set up there in 1836 and the site was later settled by descendants of the HBC employees and trappers.

The northern coastal settlements of Nain, Davis Inlet, Hopedale, Postville and Makkovik contain high proportions of native peoples. Nain, Hopedale and Makkovik developed from mission villages founded by the Moravians in the period 1771-1905. In all, the Moravians, beginning with Nain, founded eight mission settlements to pacify, Christianize and trade with migratory Inuit. Five sites — Okak, Hebron, Zoar, Ramah and Killinek — were subsequently abandoned, and the Inuit now live for the greater part of the year at the three remaining stations. Many Inuit travel every summer to widely scattered fishing camps on islands or in bays to catch Arctic char and salmon. Caribou are hunted in the interior in winter and spring. Postville, located some 50 km within Kaipokok Bay, was originally a fur-trading post, but developed into a small nucleated community with a fishing and lumbering industry. Originally also a small Hudson's Bay Company trading post, Davis Inlet was turned over to the Newfoundland government. In the 1760s government and church agencies encouraged the Innu (Naskapi) to abandon their nomadic life style and settle there. Two settlements Sheshatshit (North West River) and Utshimassit (Davis Inlet) constitute settlements of Innu (the former by the people historically known as Montagnais and the latter by Naskapi), who were settled by government in the 1960s. Previously, Innu bands were migratory and lived in tents, but resorted during the summer months to these two former trading posts.

Large-scale industrial developments of the twentieth century, beginning with the establishment of a major military base at Goose Bay in World War II, were associated with founding and growth of new towns in the central and interior regions of Labrador. Happy Valley-Goose Bay (pop. 1991, 1810) evolved from the development of military and air transportation facilities and functions. The exploitation of iron ore reserves begun in the 1960s gave rise to the mining towns of Labrador City (pop. 1991, 9081) and Wabush (pop. 1991, 2331), and a hydro mega-project begun in 1966 on the Churchill River resulted in the company town of Churchill Falls (pop. 1991, 810).

In 1994 the population of the Province (568,474 in 1991) resided in about 800 settlement units, making for an average community size of about 700 people. In many respects this situation represents a radical shift in settlement patterns and characteristics from the past. The 1945 census recorded 1379 settlements,

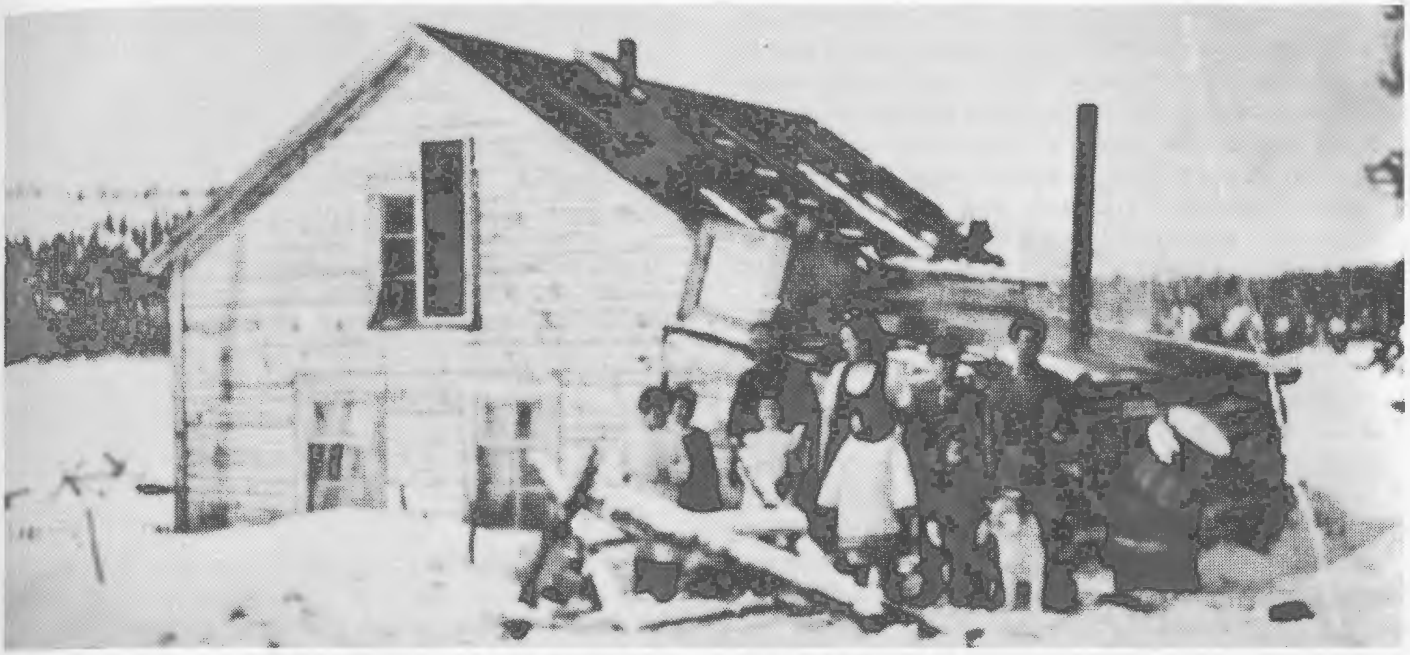
averaging in size 233 persons, while the 1911 census enumerated an average of 167 persons per settlement in 1447 settlements. While the number of settlements has declined, the average size of settlement has increased. Government-sponsored resettlement between 1954 and 1975 resulted in the abandonment of some 300 smaller communities and the relocation to larger centres of about 30,000 people. These resettlement programs drastically altered the settlement pattern of Bonavista and Placentia bays by eliminating almost all of their island settlements and isolated coastal communities. Numerous settlements were also eliminated in Fortune Bay and along the south coast, in areas of the Baie Verte Peninsula, Notre Dame Bay and on the south coast of Labrador. Effectively, however, resettlement, both voluntary and government-sponsored, has modified rather than reshaped the settlement pattern. There are only about 35 settlements, less than 5 percent, located inland, beyond sight and sound of the sea. Despite changes in the economy, and in the technology of fishing and transportation, Newfoundland settlement still largely reflects its origins, and its dependence on maritime resources. The Province continues to maintain its traditional settlement pattern. Most settlements, albeit most of them larger in size and less compact spatially than formerly, are still distributed irregularly along the coastline. The Province is still distinctively characterized by the rural settlement type known as the "outport". Carol Brice-Bennett (1992), Gillian Cell (1969; 1982), A.P. Dyke (1969), W. Gordon Handcock (1977; 1989; 1993), C.G. Head (1976), Lawrence Jackson (1982), Alan G. Macpherson (1977), John Mannion (1974; 1977), Keith Matthews (1988), Rosemary Ommer (1977), Chesley W. Sanger (1977), Michael Staveley (1977; 1982), Patricia Thornton (1977; 1985), Richard Whitbourne (1620), *Atlas of Newfoundland and Labrador* (1991), *Census* (1836-1991), *English Pilot* (1689), *Historical Atlas of Canada* (2 vols. 1987; 1993), *Newfoundland: From Dependency to Self-reliance* (1980), CO 1 (Census, 1675-1684), CO 194 (Census 1708). W. GORDON HANDCOCK

SETTLERS. In the Labrador context, settlers are people of mixed native (usually Inuit) and European heritage. Prior to the coming of English fishing and trading firms to the coast in the mid to late 1700s few Inuit ventured south of Groswater Bay/Hamilton Inlet, but the growth of these firms drew a number of Inuit to the south. Some of the employees of these firms took Inuit "country wives" and some, after beginning families, decided to stay on the coast. Indeed, many moved their families farther north and became independent trappers and small traders. They were dubbed "settlers" by the Moravian missionaries, who originally feared that these people would "contaminate" the Inuit with European culture. However, it was the settlers who originally did most of the cultural borrowing, adopting Inuit (and to a lesser extent, Innu) ways in order to survive in the north. To the Inuit, the settlers became known as *Kablunangojok* (almost white men).

One of the early English settlers was Ambrose Brooks, who went to Hamilton Inlet in the late 1700s. Brooks' story, as related by his daughter, is that "he came out to this country to try his fortune in this place, for the wars was raging between England and France and all over the world and the pressgangs were pressing the young men, so he and a lot more English people came out up the shore for woodcutters, seal fishing and the cod fishery, which was the highest in those days" (Campbell). Many of the people in the Hamilton Inlet area in 1994 were descended from Brooks and his Inuit wife, Susan, through their daughters Lydia Campbell and Hannah Michelin *qqv*. On the European side of the ethnic mix, most early settler families originated in England. However, several of the Hudson's Bay Company men who settled in Labrador were Scots (including John Montague and Malcolm McLean *qqv*) and a few others French Canadian (family names Jacques, Michelin and Perrault). One of the largest settler families of the north coast was established at Makkovik *qv* by a Norwegian, Torsten Andersen.

By the time the Hudson's Bay Company began trading in Labrador in the 1830s there was already a small "half-breed" population, and it was from this group that some of the traders and Company servants who remained in Labrador chose their wives. By the mid-1800s the settlers were already beginning to develop an "intermediate" culture, borrowing from both European and Inuit traditions, as well as a tradition of marrying among their own kind. By 1873 even the Moravians had accepted the northern settlers, and in that year established a mission at Zoar *qv*, intended to be a gathering place for the 19 settler families then living between Cape Harrison and Davis Inlet. Despite

Ambrose, an old salmon fisher, at Groswater Bay



Lyall family homestead at Tasiujak Bay

the establishment of Zoar, however, the north coast settler families continued to live for the most part at isolated, family-based homesteads, in such places as Ford's Harbour, Jack Lane's Bay, Kaipokok Bay and Voiseys Bay *qqv*. South of Sandwich Bay, where there was little contact with the Inuit (and where the remaining pockets of Inuit would seem to have been absorbed by the settlers in the late 1800s) there was a steady infusion of European blood and Newfoundland culture associated with the migratory Labrador fishery. In this area most people came to regard themselves as "liveyers" rather than settlers and acceptance of a part-Inuit heritage has not been as pronounced.

Although two settler villages developed around trading posts in Hamilton Inlet (Mud Lake and North West River *qqv*), in this area too most settler families continued to live at isolated outposts for much of the year: often having salmon-fishing premises at the mouth of the Inlet, a cod-fishing place in Groswater Bay and a winter house at an isolated location near the traplines, which provided the family with much of its income. With the outbreak of World War II and the establishment of an air base at Goose Bay, this settlement pattern began to collapse. The decline of the family homesteads, on which so much of settler culture had been based, continued after the War, as people continued to move to Goose Bay for work, or to the radar sites established in the 1950s at such places as Hopedale and Cartwright. In the late 1950s and early 1960s resettlement continued the process of concentration of the settlers in a few communities. On the north coast, some of these were designated as "native communities" by federal and provincial agencies and the settlers officially became Inuit (or, more rarely, Innu) for the purposes of funding, while facing the difficult task of integrating into communities dominated by cultures from which the settlers had always been encouraged to think themselves distinct.

With the increasing politicization of Labrador from the 1970s, the awareness of the settler culture and identity has increased, in part due to the popularity of *Them Days qv* magazine which has attempted to preserve accounts of the homestead/villages and families of the Labrador coast. Another factor has been the emerging issue of aboriginal rights and land claims in Labrador. Some of the settlers, particularly on the north coast, have come increasingly to identify with the Inuit aspects of their heritage and (although this has been at times a central element of controversy within the organization) have supplied much of the leadership to the Labrador *Inuit Association (L.I.A.) *qv*. In Hamilton Inlet, where the major aboriginal group is the Innu, some people have attempted to establish a separate settler organization, the Labrador *Métis Association *qv*, as a "native counterbalance" to Innu opposition to low-level flight training out of Goose Bay (Kennedy). In 1990, estimates as to the number of settlers in Labrador ranged from 5000 to 8000 people. Lydia Campbell (1980), John Kennedy (1988), Robert Paine ed. (1985), Evelyn Plaice (1990), David Zimmerly (1975). RHC

SEVEN YEARS' WAR. The Seven Years' War, which lasted from 1756 to 1763, was a global conflict, involving Britain, Prussia and Hanover versus France, Austria, Sweden, Saxony and, eventually, Russia. The War soon impinged on such overseas territories as Newfoundland. One of the results of the War was that English fishermen increased their knowledge of areas previously dominated by the French. At the beginning of the War, the Newfoundland fishery had more or less recovered from the effects of previous wars and the trade was beginning to expand to seal skins and whale and seal oil. The fishery became a target of attack during the conflict as it was an important economic and strategic resource for both Britain and France. Prizes were captured and English settlements in Newfoundland

were at risk from French raids. The uncertainty of shipping and the decrease of production led to a general increase in the price of fish during the war. Naval operations caused the south coast fishery to be neglected and on the Island's north coast the French withdrew. English fishermen then began to expand to harbours north of Twillingate and explored fishing grounds in Labrador. In 1761, for example, George Milner and Matthew Glover of Poole had established premises at St. Julien's *qv*. On the southeast part of the Island, French forces captured the settlements of Bay Bulls, St. John's, Carbonear and Trinity in 1762 as part of a plan to disrupt British commerce in the north Atlantic. Instead of moving on after the raid on St. John's, however, the French commander delayed, giving British forces under General William Amherst *qv* and Governor Thomas Graves *qv* time to launch a successful counter-attack. Landing at Torbay, Amherst's forces engaged the French at a decisive battle on Signal Hill *qv*.

The Seven Years' War ended with the signing of the Treaty of Paris *qv* in 1763. The British victory might have allowed for the exclusion of France from the cod fishery — at least that fishery requiring premises on land — but the advantage was not pressed, to the dismay of British-Newfoundland merchants. The treaty ceded the islands of *St. Pierre and Miquelon *qv* to French control while the remainder of French North America was ceded to Britain. At the close of the war, nearly 800 men and 100 fishing boats were employed along the coast from Fleur de Lys to Griquet. As French fishermen, primarily from Granville and Saint-Mâlo, returned to the north coast, the English migratory fishery in the north declined. By the time of the American Revolution, the English migratory fishery along this coast was negligible. The resident English fishery remained at 10 to 20 boats, largely in White Bay. The French were given renewed privileges along the French Shore *qv* and could take advantage of a bounty system designed by the French government to stimulate the fishery. See also FRANCE; MILITARY GARRISONS. Grant Head (1976), Harold Innis (1940), Olaf Janzen (1985), R.G. Lounsbury (1969), D.W. Prowse (1895). ACB

SEVENTH-DAY ADVENTIST CHURCH. The Seventh-day Adventist Church, an evangelical Protestant denomination, derives its name from two main tenets of faith: the observance of Saturday as the Biblical Sabbath, and belief in the visible and personal Second Coming of Jesus Christ. The Church practices baptism by immersion, and only baptized members are counted in the membership. Members support the ministry of the Church with a tithe of their income, and vow to maintain good health by following a low-fat, high-fibre diet and by abstaining from alcohol, tobacco, caffeine and other stimulants.

The Seventh-day Adventist Church is a democratic organization, with local congregations that elect their own officers annually. Ordained ministers are appointed and paid by the Seventh-day Adventist Church

The first Seventh-day Adventist church in Newfoundland, at Cookstown Road, in St. John's

in Newfoundland and Labrador Corporation, which is the administrative body of the Church. The Corporation is governed by a board of directors consisting of a president and a secretary-treasurer appointed by the Seventh-day Adventist Church in Canada, and by nine directors elected by delegates to a triennial constituency meeting. The Corporation is a member unit of the Seventh-day Adventist Church in Canada. The General Conference of Seventh-day Adventists in Washington, D.C. coordinates the international activities of the Church. In 1994 worldwide membership of the Church reached the eight million mark.

In June 1894 E.O. Parker and L.T. Ayres and their wives arrived in St. John's from Battle Creek, Michigan, as self-supporting Seventh-day Adventist missionaries. A year later a small company of believers meeting regularly in St. John's sent a request for a full-time minister to Church headquarters at Battle Creek. Pastor S.E. Hersum arrived in the fall of that year, and construction of a church building was begun on Cookstown Road. The building was completed and the congregation, with 18 charter members, received its charter in June 1896. Within a few years Adventists had begun to work on the Burin Peninsula and along the shores of Conception Bay. In 1911 a church was established in Bay Roberts by Pastor R.A. Hubley, and in the 1920s churches were built in Catalina, Cottrell's Cove, Notre Dame Bay, and Spencer's Cove, Placentia Bay; and two mission boats were operated along the coast of Newfoundland spreading the Advent message to a number of small fishing communities.

In 1936 a church was formed in Corner Brook by a small group of Seventh-day Adventists who had come to that town to work on construction of the paper mill. In 1952, S.D.A. companies — groups of believers not large enough to form a self-supporting church — from Point Leamington and Burnt Point, N.D.B. moved to Botwood to consolidate their efforts with the company there and to build a new church/school complex. During the 1980s new churches and school buildings were completed in Corner Brook, Marystown, Botwood and Bay Roberts. In 1990 the Church's administrative offices moved to Topsail Road in Mount Pearl, and Radio VOAR's studios followed a year later. In 1994

Seventh-day Adventist mission boat

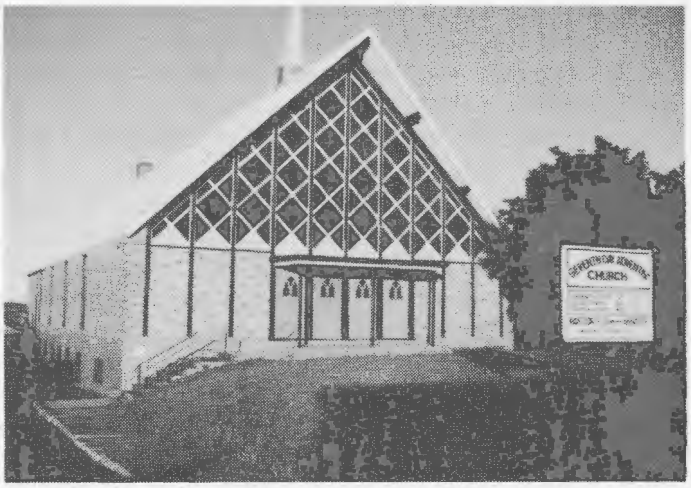
there were eight churches and four companies in Newfoundland, with a baptized membership of 685. These churches were located in St. John's, Conception Bay South, Bay Roberts, Marystown, Lethbridge, Glovertown, Botwood and Corner Brook. The companies were located in Bonavista, Cape Freels, Cottrell's Cove and Cormack.

Seventh-day Adventists are committed to Christian education. The first Adventist church school in Newfoundland was started in 1895 in the home of Mrs. Anna Pippy at 92 Freshwater Road, St. John's. The first teacher was Miss Lizzie Milley, who had taught at the Methodist College. For the first few years the school was supported entirely by the local congregation. In 1903 an amendment to the Education Act provided for the appointment of a five-member Seventh-day Adventist School Board, and in 1912 the government grant was secured for Adventist schools. As there was no S.D.A. Superintendent of Education, from 1903 to 1969 the S.D.A. School Board reported to the Department of Education through the Anglican superintendent. In 1929 the S.D.A. school in St. John's was expanded to include high school grades. The school was renamed "Newfoundland Junior Academy", and Ernest Lemon, a Seventh-day Adventist from Saskatchewan, was brought to Newfoundland to become the principal. The Academy held its first graduation in 1932. The "junior academy" designation was assigned by the Canadian Union Conference of Seventh-day Adventists because senior academy status implied a grade twelve program. The name was changed to St. John's Seventh-day Adventist Academy in 1960.

When Newfoundland entered Confederation in 1949 there were two Seventh-day Adventist schools in the Province, at St. John's and Corner Brook. The continued existence of these schools was protected in the Constitution of Canada by Term 17 of the Newfoundland Act. When education in Newfoundland was reorganized in 1969 following the Warren Commission report, the Seventh-day Adventist School Board was reorganized as a province-wide board of nine members, representing six regions where there were S.D.A. schools. In 1976-77 there were seven S.D.A. schools, with 456 students. Since that year the S.D.A. schools have shared the declining enrolment problems affecting all school boards in the Province. In 1994 the Seventh-day Adventist School Board operated six schools, with 286 students. These schools were a part of the world's largest Protestant parochial school system: in 1990 there were 5601 Seventh-day Adventist elementary schools, high schools, colleges and universities operating in 192 countries.

Seventh-day Adventists have a worldwide reputation in health care and health education. Among the early Adventist workers who came to Newfoundland were two medical doctors, A.E. Lemon and his wife Carrie, who were graduates of the Western Health Institute, a Seventh-day Adventist institution headed by Dr. Harvey Kellogg, inventor of breakfast cereals. In 1902 they opened the Newfoundland Health Institute on Duckworth Street to promote the unique Seventh-day Adventist health reform message. Dr. Carrie Lemon held the distinction of being the first female doctor to be licensed to practise in Newfoundland. She was not, however, licensed by the Newfoundland Medical Association, but was granted a special two-year license by the Minister of Justice. The Lemons operated their clinic in St. John's for two years. Fifty years later two Seventh-day Adventist doctors, Arthur Moores and Eugene Hildebrand, began practice in St. John's and Cupids. These doctors practised in Newfoundland for seven and nine years, respectively. Other S.D.A. doctors and dentists have served in Newfoundland for shorter periods of time. In 1994 there were no Seventh-day Adventist health care professionals practising in the Province, but individual churches operated health-oriented programs such as the "Five Day Plan to Stop Smoking", stress control seminars and vegetarian cooking lessons.

In 1929 an S.D.A. radio station was built in St. John's, operating under the call letters 8-BSL (Bible Study League) from the Church's headquarters at 106 Freshwater Road. In 1930 these call letters were changed to 8-RA, then to VONA. At that time VONA became Newfoundland's first commercial radio station, and was transmitting on a daily schedule. It was moved to a suite in the King George V Seamen's



Church in St. John's, erected 1979

Bob Sexton, building a racing shell

Institute, and later to the Lambe Building at the corner of Water and Prescott Streets. In 1933 Radio VONA, struggling against the effects of the Depression and growing competition, was sold to Oscar Hierlihy *qv*. A few months later a new 25-watt transmitter was built and installed in the S.D.A. church on Cookstown Road, with the call letters VOAC, operating only on Saturdays and Sundays, with a non-commercial, exclusively religious program format. The call letters VOAR were adopted in 1938.

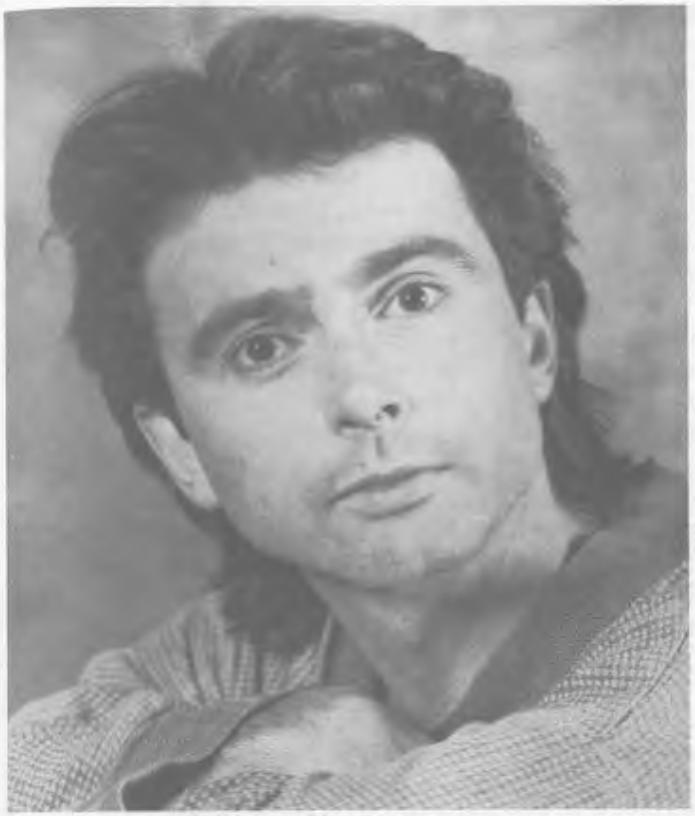
A new 1000-watt transmitter was acquired in 1948 and installed at 106 Freshwater Road, but a new license limited output to 100 watts, and air time was limited to 11 hours per week. After Confederation in 1949 Radio VOAR received a special "Private Commercial" license with unlimited air time, but was still limited to 100 watts output. VOAR shared with VOWR of St. John's the distinction of being the only religious radio stations in Canada. In 1990 a new license was granted to VOAR, increasing output to 10,000 watts. By November 1991 a new transmitter and broadcasting antennae were installed on Kenmount Road, and the studios were moved to Topsail Road in Mount Pearl. The program was exclusively religious, and programs of several religious denominations were aired daily.

Seventh-day Adventists from Newfoundland have served the Church all over North America and in a number of foreign mission fields. Adventist foreign missions are directed by a missions board in Washington and are financed by a central missions fund to which Newfoundland Adventists are liberal contributors. The Church also conducts an Annual Ingathering Appeal in which funds are solicited from the public for overseas relief projects such as village wells and irrigation systems. Each local Seventh-day Adventist church operates a Community Service Department which provides food, clothing and financial assistance to needy people. GEORGE M. MORGAN

SEXTON, ROBERT (1859-1944). Woodworker; designer of racing boats. Born Bonavista. Married Lavinia Sexton. As a young man Sexton came to St. John's and learned the wheelwright trade, first at Oke's Carriage Factory, and then at the Lawrence Carriage Factory, where he spent most of his working life. He became well known as a skilled boat-builder. He built several racing shells for the Quidi Vidi Regatta: including the famous *Blue Peter*, in which a crew of Outer Cove fishermen set a record time in 1901. See REGATTA. *BN V*, *DNLB* (1990). JOHN PARSONS

SEXTON, THOMAS (1957-1993). Actor. Born St. John's. Educated St. John's. Tommy Sexton became involved with theatre while in grade school, and in the 1960s won three awards in the Kiwanis Music Festival for singing. At age 13 he was given the lead role in the Young People's Theatre production of the musical "Oliver". During the next couple of years he toured with Dudley Cox's Travelling Theatre Company. In 1973 Sexton went to Toronto with Dyan Olsen, where they joined Cathy Jones *qv*, Mary Walsh *qv* and Paul Sametz in Codco, to produce "Cod on a Stick". An instant success, the show later toured Newfoundland and elsewhere. During the next several years the group was joined by Andy Jones and Greg Malone *qqv*, created several new original shows and established itself as one of the best in Canada, representing the country at the U.S. Bicentennial celebrations in Philadelphia and performing at the Cultural Olympics in Montreal.

When the group disbanded in 1976 several members (including Sexton) remained in St. John's, and performed together periodically. In 1980 Sexton joined the Wonderful Grand Band *qv* (WGB), performing cabaret with Greg Malone and the group until 1983. The Band toured extensively and was broadcast on TV locally and nationally. After the breakup of WGB, Sexton and Malone wrote a two-man stage show, "Two Foolish to Talk About", which toured Newfoundland



Tommy Sexton

and other parts of Canada until the end of 1984. This led to the "S and M Comic Book", a special-feature TV show, episodes of which appeared on CBC TV in 1985 and 1986. In 1986 Sexton appeared in the touring "Best of Codco" show. Later that year the re-formed Codco began producing a series for TV with Salter Street Films of Halifax, which later evolved into a 30-minute national show on CBC prime time, running for five years from 1988. In 1992 Sexton collaborated with Malone in a CBC special called "The National Doubt", a send-up of collective soul-searching regarding the constitution.

In 1993 Sexton and Malone were shooting a made-for-TV movie, "Adult Children of Alcoholics: The Musical", based on Sexton's life. But late in the year work was suspended, when Sexton became increasingly incapacitated by acquired immune deficiency syndrome. He died in St. John's on December 13, 1993. Helen Peters ed. (1992), *DNLB* (1990), *Globe and Mail* (Dec. 14, 1993), *Newfoundland Herald* (Sept. 1986). JAMES WADE

SEYMOUR, ALFRED HENRY (1855-1912). Magistrate; politician. Born St. John's, son of Henry Seymour. Educated Methodist College. Married Jessie Spencer. Seymour began in business as an apprentice draper with Job Brothers, but later joined his father's grocery in St. John's. In 1882 he was appointed customs officer at Harbour Grace, where he married a local woman. He was appointed sheriff of the Northern District (based at Harbour Grace) in 1892, judge of the Harbour Grace District Court in 1895 and magistrate at Greenspond in 1897. Seymour was transferred back to Harbour Grace in 1900. In 1908 he left the bench to contest Harbour Grace district as a People's Party candidate. He was defeated in that attempt, but was returned in 1909. He died on May 11, 1912, before completing his term. Seymour had been an active freemason and temperance worker. H.M. Mosdell (1923), H.Y. Mott (1894). RHC

SEYMOUR, DOUGLAS H. (1925-). Glass blower. Born Cambridge, England; son of Matilda (Warrington) and Harry Seymour. Educated Cambridge; University of Bristol. Married (1) Doreen Chivers; (2) Debbie Trahey. A glass blower from age 16, Seymour first became interested in the craft as a chemistry student. In 1949 he was invited to Israel to set up a glass blowing school, and was later in charge of glass blowing at a government research institute in South Africa. In 1967 Seymour came to Memorial University and became the first scientific glass blower to work in the Province. He remained with Memorial until his retirement in 1990. Besides making and repairing scientific apparatus, Seymour continued his artistic work. His creations include an oil rig, which was presented to the premier, and a yard of ale measure, which was displayed in the British Museum. Involved in amateur theatre, Seymour has twice won best supporting actor in the Newfoundland and Labrador Drama Festival. Doug Seymour (interview, Feb. 1994), *MUN Gazette* (Nov. 26, 1976; Apr. 27, 1989). LBM

SHAHEEN, JOHN MICHAEL (1915-1985). Entrepreneur. Born Lee County, Illinois; son of Michael Shaheen. Married Barbara Tracy. Educated University of Illinois; University of Chicago. After studying journalism Shaheen worked for the Illinois Department of Banking. During World War II he served in the U.S. Navy and in the Office of Strategic Service. Discharged with the rank of captain, Shaheen had been awarded the Silver Star and the Legion of Merit. His first business venture was in travel insurance, which he later sold to Mutual of Omaha. He first became involved in the oil industry in 1948, promoting the building of a refinery in Puerto Rico. Although this project never materialized, it led to the founding of Golden Eagle Refining Co., which built oil refineries in Panama and California.

John Shaheen

Shaheen's first association with Newfoundland came with the construction of a Golden Eagle refinery at Holyrood, beginning in 1960. Thereafter Premier J.R. Smallwood tried to interest him in promoting a pulp and paper mill at Come By Chance. Although attempts to establish a pulp mill and chemical plant at the deep water port were unsuccessful Shaheen remained enamored of the potential of the Come By Chance site. In August of 1967 it was announced that

Shaheen Natural Resources would construct and operate an oil refinery at Come By Chance, processing crude oil from the Middle East for sale to North American markets (see PETROLEUM REFINING). In 1976, just months after opening, Newfoundland Refining Company declared bankruptcy, at that time the largest to have occurred in Canada. At bankruptcy Ataka, an unsecured Japanese creditor, was owed $244.5 million — half the total debt incurred by the project — while the Province and the federal government were owed in the vicinity of $40 million each.

Shaheen's court cases dragged on even after the Come By Chance refinery had been bought and mothballed by Petro Canada in 1980. In July of that year an American court determined that loans to Shaheen and several of his companies by Clarkson Gordon of Toronto, trustee for the bankruptcy, had not been repaid. Shaheen, three of his companies, and four directors of those companies were ordered to repay the $68.2 million. When Shaheen lost a 1982 appeal of the decision, he announced that he was taking his claims to the United States Supreme Court. Later that year Clarkson Gordon settled out of court, and other suits were dropped. Shaheen continued his involvement in the oil industry and other businesses, and made several bids to reacquire the Come By Chance facility. He died in New York on November 3, 1985. *DNLB* (1990), *ET* (Jan. 9, 1982; Feb. 3, 1982; Nov. 4, 1985; Nov. 6 1985; Feb. 14, 1993)). JEAN GRAHAM

SHALLOP COVE. See ST. GEORGE'S.

SHALLOW, MICHAEL (1874-1948). Athlete. Born Fermeuse. Shallow went to Boston in about 1890, and became interested in boxing. At the turn of the century he returned to St. John's, where he began a boxing and physical training club and occasionally fought visiting boxers. In 1904 he knocked out a well-known heavyweight visitor, Charles Farrell. Seeking the British Empire title in England later that year he knocked out Ben Taylor, a former heavyweight champion, and fought Jack Scales, the reigning Empire Champion, to a draw. The next year Shallow defeated contender Bill Johnson, earning a rematch with Scales later in the year. He became British Empire heavyweight champion when he knocked Scales out in the eighth round. He spent the next several years as a prize fighter in Britain.

In 1910 Shallow returned to Newfoundland, taking a job as a pipefitter with the A.N.D. Co. at Grand Falls, where he made a great contribution as a sportsman. In addition to encouraging boxing and wrestling, he helped to organize sporting competitions, umpired baseball games and, even at an advanced age, occasionally demonstrated his pugilistic style with amateur performers. Roy E. Earle (interview, 1975), F.W. Graham (1988), Paul O'Neill (1976), *DNLB* (1990). JOHN PARSONS

SHALLOWAY COVE, BONAVISTA BAY. See ST. BRENDAN'S.

SHAMBLERS COVE (pop. 1945, 34). An abandoned fishing community, Shamblers Cove was located west of Greenspond *qv*, on the mainland side of Pond Tickle. Since 1983, when a causeway was constructed between Greenspond Island and the mainland, the site of the former community, just south of the causeway, has been accessible by road. Shamblers Cove takes its name from a family name, recorded in Bonavista Bay as early as 1675.

While the cove has little shelter, low-lying fingers of rock provided berths suitable for small boats as well as a place to dry fish. It is likely that the cove had seasonal fishing rooms, maintained by residents of Greenspond, for some years prior to settlement. As the population of Greenspond approached 1500 in the mid-1800s the demand for useable shore space in the area led a few families to move to Shamblers Cove. In 1869 there were four families (the Chaffeys, Elkinses, Lashes and Vivians) and a population of 22. By 1874 these had been joined by other Greenspond families (notably the Carters, Maidments, Kings, Staggs and Whites), who engaged in the Labrador fishery and the coasting trade out of Greenspond, as well as in the inshore fishery. The peak population of 121 was recorded in 1901. Thereafter, a decline in the Labrador fishery was reflected in a decreasing population (to 89 by 1921 and 57 by 1935), as people left to work in the woods further up the Bay or in Canada. The community was abandoned in the early 1950s, the last few families moving to the Valleyfield area. John Feltham (1992), E.R. Seary (1977), *Census* (1869-1945), *Lovell's Newfoundland Directory* (1871). RHC

SHANO, ARTHUR WILLIAM (1873-1975). Civil servant. Born Lower Island Cove, Conception Bay, son of William and Caroline (Tuff) Shano. Educated St. John's. Married (1) Mary Ann Williams; (2) Emily Maddock. After an apprenticeship with a St. John's sailmaker, Shano worked in the trade. In 1893 he was appointed a letter carrier, and in 1900 was promoted to the mail ship *Glencoe*. Because of a predisposition to seasickness he was transferred two years later to the railway express on the St. John's to Port aux Basques run. In 1906, after service on the *S.S. Bruce* on the Gulf run, he was appointed postal agent in charge of the Newfoundland postal service at North Sydney until his retirement in 1938. On the occasion of his retirement he was awarded the M.B.E. in recognition of his 45 years of service with the post office. Shano moved to Sackville, New Brunswick in 1944, and in 1971 to New Liskeard, Ontario, where he died. *Who's Who in and from Newfoundland 1927* (1927), *Who's Who in and from Newfoundland 1930* (1930), *NQ* (Summer 1971), Smallwood files (Arthur Shano). ILB

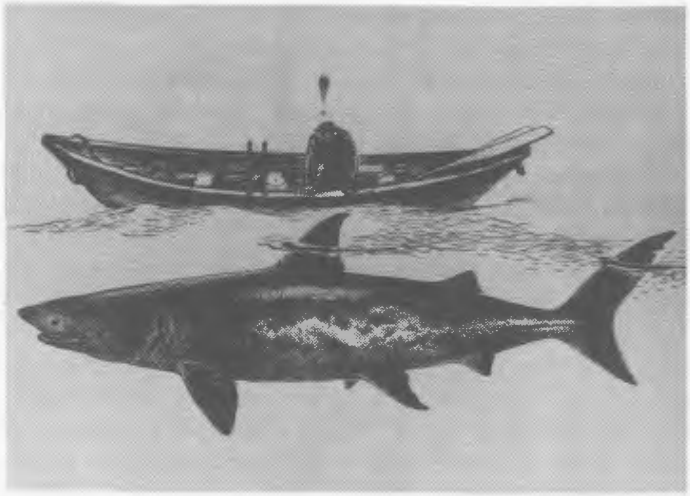
SHARES. A share is a set percentage of the profits assigned to each owner, outfitter and crew member involved in a fishing voyage. The practice began with the migratory vessels of the sixteenth and seventeenth centuries. In the 1500s French merchants were outfitting vessels for the Newfoundland fishery in return for

a share of the profits, and shares were also used to pay crews employed with the Basque fishery. In the English migratory fishery, the typical division of shares was ⅓ each to the owner and outfitter (victualler), with the final ⅓ subdivided among the crew according to skill level. An experienced fisherman would get a larger share than an unskilled man. Shares were paid after the fish was sold and the vessel returned to England. With the introduction of fixed wages to the Newfoundland trade — often associated with the early resident and bye-boat fisheries of the seventeenth century — the practice of hiring on shares temporarily declined. By the early 1700s only a few ships continued to fish on shares, and in 1775 Palliser's Act *qv* declared that fishermen and seamen working at Newfoundland had to be paid in fixed wages. The share system continued to be used, however, and by 1786 the Privy Council's Trade Committee was recommending a return to the system.

The share system remained illegal until Chief Justice Francis Forbes' *qv* ruling that hiring on shares was co-adventure — rather than service — and therefore that Palliser's Act did not apply. Wages were still a legal option, but after 1815 most planters in Newfoundland were using shares to pay their fishing servants. Shares were also used in the Labrador and seal fisheries of the nineteenth and early twentieth centuries, and in the migratory French fishery along the French Shore. Any fisherman who owned his own boat and equipment could hire others, with the profit usually being shared half to the owner and half to the rest of crew. Starting in the 1950s and 1960s, and continuing into the 1990s, this use of shares to divide profits between owners and crews was also used in the offshore dragger fishery. Sean Cadigan (1991), Harold Innis (1940), Ralph Lounsbury (1969), Peter Pope (1992), Peter Sinclair (1985), *DNE* (1990). LBM

SHARKS. There are several species of sharks in the waters of Newfoundland and Labrador. These carnivorous fish vary greatly in size, but all have an elongated, torpedo shape, with large heads and mouths. Newfoundland represents the northern limit of the range of several species. Among the most common species are the mackerel sharks, including the white shark, basking shark and porbeagle. The white shark (*carcharodon carcharias*), also called the great white shark, occurs occasionally. Usually between 3.7 and 4.6 m long, it is a brown, grey or black colour fading to white on the underside. It has been sighted in the summer months as far north as Hare Bay. The white shark is found in waters up to a depth of 1280 m and may enter small bays and harbours. It feeds on a variety of fish, seal, seabirds and carrion as well as on other sharks. Sometimes seen leaping out of the water, the white shark has been known to attack small boats.

The basking shark (*cetorhinus maximus*) is the world's second largest fish at an average length of between 5 and 7 m. Females may reach 10 m. Sometimes mistaken for a whale, the basking shark is more sluggish in its movements. Its brownish dorsal and tail



Basking shark

fins may be seen on calm days when it basks near the surface. This species can be identified by its large gill arches, pointed snout, large mouth and rough skin. It prefers water temperatures of between 8° and 12°C and is common near shore in mid-June on the south coast and later in the summer around the Avalon Peninsula and the northeast coast. The basking shark lives on plankton. It frequently collides with fishing gear and is caught incidentally in cod and salmon nets. The unusually large number of 129 were caught in 1981, and many were sold to the Carino Co. of Dildo or Earle's Proteins of Carbonear. The liver of the basking shark, which may be up to one quarter of its total body weight, is commercially valuable, as a lubricant, but an attempt to establish a commercial fishery by the Carino Co. in the 1980s was unsuccessful.

The porbeagle (*lamna nasus*), commonly known as the mackerel shark, has an average weight of 75 kg, and may live 20 to 30 years. It has a stout head and pointed snout and ranges in colour from dark blue or grey to blue-black, with a white belly. It frequents the continental shelf, but may also occur inshore. From July to September the porbeagle is found along the south coast and the southern Grand Banks, and has been reported as far north as Raleigh. It feeds on such fish as herring, cod, hake, haddock and squid. The first commercial landings of porbeagle in Newfoundland in 1964 amounted to 14,000 pounds. Danish and Norwegian vessels also took porbeagle from around Newfoundland. It was sold in Europe for human consumption before the discovery in 1970 of high levels of mercury in it.

Dogfish sharks include the black dogfish, Greenland shark and the common spiny dogfish. The black dogfish (*centroscyllium fabricii*) is among the smaller sharks at an average of 58 to 70 cm long. It has a short, heavy body and is dark brown or black in colour. A deepwater shark, it feeds on crustaceans, small redfish and marine invertebrates. Occurring along the continental shelf and slope, it is caught incidentally around Newfoundland and Labrador.

The Greenland shark (*somniosus microcephalus*), also known as the sleeper shark, is brown, black or grey, and has a body length of between 2.4 and 4.3 m (but may reach 6 or 7 m). Preferring coastal waters in

winter, the Greenland shark moves to deeper water in the summer months. It is found around the Island and, though not commonly found off southern Labrador, frequents the north coast around Cape Mugford. The major part of this shark's diet consists of various fish, seabirds, seal and carrion. The flesh of the Greenland shark is edible and the species is sometimes taken off Newfoundland's northeast coast.

The spurdog or spiny dogfish (*squalus acanthias*) is often found in schools. A slow-growing and long-lived fish, it measures up to 120 cm in length and may live 40 years. Elongated in shape with a slightly flattened head, it is slate grey with irregular small white spots on its back and sides. Most common around the Island's south coast, it reaches Labrador in late summer. An opportunistic feeder, the spiny dogfish prefers small fish and may itself be attacked by swordfish and grey seal. It is regarded as a nuisance by many inshore fishermen but is a valuable food fish in Europe. The Newfoundland government subsidized an effort in 1938 to reduce the numbers of spiny dogfish in Placentia Bay, and in 1978 assistance was again given to fishermen, this time to send a sample shipment — which was well-received — to European markets.

Two species of shark which sometimes occur in Newfoundland are the blue shark and the thresher shark. The blue shark (*prionace glauca*) is also called the great blue shark or blue dog. Females may measure up to 3.2 m, but the average is 1.8 to 2.8 m. In summers it occurs in the Gulf of St. Lawrence and along the southeast coast. The blue shark has little commercial value in Canada. The thresher shark (*alpias vulpinus*) has been reported off eastern Newfoundland, its northern limit. It has a distinctive appearance, with the dorsal lobe of the caudal fin as long as the rest of its body. It measures up to 5.5 m and has irregular white markings on its lower side and belly. Lien and Aldrich (1982), K.M. Mercer (1980), Scott and Scott (1988), Wilfred Templeman (1966). ACB

SHAW, GEOFFREY. Pentecostal pastor; administrator. Born Great Harwood, England. Educated Arnold School; Manchester University. Raised a Methodist in South Croyden, during World War II Shaw served as a sub-lieutenant in the Royal Navy Volunteer Reserve. In 1946 he entered Manchester University, where he studied economics and philosophy. He later became a chartered accountant. During the Rev. Billy Graham's 1954 North London crusade, Shaw experienced religious conversion. In 1956 he went to Kenya, East Africa as a principal partner in an accounting firm, and also served as a missionary pastor with the Pentecostal Assemblies of Canada. In Kenya he met and married Pauline Vaters, daughter of Eugene Vaters *qv*, then general superintendent of the Pentecostal Assemblies of Newfoundland (PAON). Ordained by the PAON, in 1958 Shaw accepted a position as the Province's first Pentecostal superintendent of education. He resigned in 1978 to accept an administrative position with Crossroads Christian Communications in Toronto, producers of the television program "100 Huntley Street". In 1985 he joined Christian Aid in Charlottesville, Virginia as vice-president and chief financial officer. Shaw was president of Americans for School Freedom in Charlottesville in 1994. Mainse and Manuel (1979), G. Shaw (letter, July 23, 1993), *Christian Mission* (Nov/Dec 1988), *DNLB* (1990), F.D. Rideout (1992), *Decision* (Dec. 1972), PAON Archives. BURTON K. JANES

SHAW, LLOYD WILLARD (1893-1972?). Educator. Born New Perth, Prince Edward Island; son of Annie (MacMillan) and Daniel Shaw. Educated Prince of Wales College, Charlottetown; Mount Allison University. Married Jessie Dalziel. In 1934 Shaw was appointed professor of Education at Memorial University College, and in the following year was made Secretary of Education by the Commission of Government. Shaw reorganized the department, creating the position of general superintendent of education. He himself was the first incumbent. Shaw also served as a governor of Memorial University College from 1935 until 1941, and was appointed chairman of the Canadian Legion Education Services Committee in Newfoundland at the start of World War II. He resigned from the education department in 1942, advising the Commission that the denominational school system hampered effective administration and recommending that vocational and technical training be divorced from the denominational system. Following his resignation he was appointed director of vocational education and made executive secretary of the Civil Re-establishment Committee set up to assist returning veterans. He took a position at Carleton College in Ottawa in 1943. A year later Shaw returned to P.E.I. as deputy minister and director of education. Ralph L. Andrews (1985), Malcolm Macleod (1990), *Canadian Who's Who* (1970-1972), Centre for Newfoundland Studies (Lloyd Shaw). LBM

SHAWNADITHIT (*c.* 1801-1829). The last known surviving Beothuk, sometimes referred to as Nancy or Nance April, the name she was given while in captivity. Daughter of Doodebewshet, niece of Nonobawsut *qv*. Shawnadithit witnessed several of the final documented encounters between the Beothuk and Newfoundland settlers. As a captive, she became the source for much of what is known of her people.

A young girl in 1811, she was among the group camped at Red Indian Lake who were surprised by a party of marines led by David Buchan *qv*. Although Buchan had hoped to establish peaceful relations, the meeting ended in misunderstanding and the beheading of two of the marines. In the summer of 1818, Shawnadithit and a number of other Beothuk were at Lower Sandy Point in the Bay of Exploits where they pilfered a salmon boat and cargo belonging to John Peyton Jr. *qv*. Seeking to recover these items, Peyton and a party of men travelled to Red Indian Lake where they captured Demasduit *qv* and killed Nonobawsut. Shawnadithit witnessed this event as well as the return of Demasduit's body to the site a year later.

In the spring of 1823, weakened by hunger, Shawnadithit, her sister and their mother were abducted

"Shawnadithit"

at Badger Bay by furrier William Cull *qv*. In some accounts, Shawnadithit's father is said to have died trying to rescue them. The women were taken first to Peyton's establishment at Exploits and then in June to St. John's. Buchan, as acting governor, decided that they should be returned to their people and in July they were left at the mouth of the Charles River with a store of gifts. Not surprisingly, they were unable to locate any of the Beothuk who may still have been alive (which, by this time, probably numbered fewer than 10). They may also have been fearful of how they would be received after their association with the settlers, and returned to the coast on foot. Taken again into Peyton's household, Shawnadithit's mother and sister died, probably of tuberculosis. Shawnadithit then lived with Peyton several years as a domestic servant.

Brought to St. John's in 1828 under the auspices of the Boeothick Institution *qv*, Shawnadithit was taken in by William Eppes Cormack *qv*, who recorded much of what she told him about her people. He also provided her with drawing materials, and her sketches of incidents at Red Indian Lake and of everyday life have become well-known. When Cormack left Newfoundland in 1829 Shawnadithit was placed in the care of Attorney General James Simms *qv*. In June she succumbed to tuberculosis. She was buried in the Church of England cemetery on the south side of St. John's. Shawnadithit has been portrayed in many popular accounts of the Beothuk. No known likeness of her exists; a frequently reproduced portrait has been shown by Ingeborg Marshall to be a copy of Lady Henrietta Hamilton's miniature painting of Demasduit. See BEOTHUK. J.P. Howley (1915), Ingeborg Marshall (*NQ* Fall, 1977), *DCB VI*. ACB

SHEA, AMBROSE (1815-1905). Politician. Born St. John's. Son of Eleanor (Ryan) and Henry Shea *qv*. Married (1) Isabella Nixon; (2) Louisa (Boushetta) Hart. Of a distinguished St. John's family, Shea became involved in politics and the family business at a young age. By 1844 he was publishing the *Newfoundlander qv*, a newspaper established by his brother John *qv*, which became a strong advocate of responsible government.

In 1848 Shea was elected Liberal MHA for Placentia and St. Mary's, and in his first term presented a number of bills to the House, including several in favour of denominational education and a widespread vaccination program. He was re-elected in 1852 on a platform of responsible government and free trade. A delegate to a Washington conference on the latter issue in 1853, Shea argued for trade on terms similar to that granted the rest of British North America (See RECIPROCITY TREATY). Elected as one of three MHAs in St. John's West in 1855, Shea was named Speaker of the House by Prime Minister Philip Little *qv*. He threatened to resign in 1859 when he was not consulted in the appointment of a Fishery Commissioner, but withdrew his resignation at the urging of the House. Later that year he fought, with James Rogerson *qv*, a bitter campaign against Hugh Hoyles *qv* and Edward Evans *qv* in the district of Burin. Amidst charges of voter intimidation, violence and religious bigotry, Shea won by a slim margin and became Speaker.

Shea sat as member for Placentia and St. Mary's from 1861 to 1869, initially as an opposition member. During this time he attended a number of important conferences, and addressed the British parliament on the subject of the French Shore qv. As leader of the opposition in 1864, he attended the Quebec Convention on the question of the union of British North America qv. Shea and the other Newfoundland delegate, Frederick

Ambrose Shea, at the time of the Quebec Convention

Carter *qv*, became proponents of confederation and signatories to the resolutions, but he and Carter lacked the authority to commit the government of Newfoundland. Prime Minister Hoyles decided to postpone debate on the issue until a general election could be held. In the interval, in 1865 Shea participated in the Confederate Council on Trade in Quebec to consider the termination of the Reciprocity Treaty. He joined Carter's coalition government and from 1865 to 1870 sat on the Executive Council. When in 1869 a general election was held on the issue of confederation, Shea as chief spokesman became a target of Charles Bennett's *qv* anti-confederates. In an effort to demonstrate that increased employment would be a major result of confederation Shea arranged for some 540 men to be hired by the Inter-Colonial Railway in Canada. There were conflicting reports concerning the treatment received by "Shea's Gang", giving rise to a satirical anti-confederate verse in the *Morning Chronicle*: "Their leader Sly Ambrose, beware of/And keep his past conduct in view/Remember his trick with the Navvies/He'll try the same treatment on you" (Oct.8, 1869). Running against Bennett in the district of Placentia and St. Mary's, Shea received a scant 100 votes.

As a supporter of Carter in St. John's East in 1873, Shea was again defeated. In 1874, however, he was returned by acclamation in a Harbour Grace by-election. After Carter's resignation as Prime Minister in 1878, Shea supported William Whiteway *qv* and his plans for a railway. He was re-elected in 1882, despite such slogans of the rival New Party as, "Down with the Perfidious Government of Whiteway and Shea". While a delegate to the International Fisheries Exhibition in London in 1883, Shea was awarded the KCMG by Queen Victoria. Upon his return to Newfoundland, he broke with Whiteway in the aftermath of a sectarian riot which became known as the Harbour Grace Affray. A legislative amendment condemning the acquittal of 19 Roman Catholics in connection with the riot led Shea and other Catholic government members to sit with the opposition. In the heavily sectarian election which followed Shea, while retaining his own seat, unsuccessfully led the disaffected Catholics in the Liberal party. A (Protestant) administration was formed by Robert Thorburn *qv*. In an effort to relieve religious tension Shea was allegedly promised the governorship by the British government, but when the proposal was strongly opposed by the Thorburn administration and others it was withdrawn. Shea continued to sit as an MHA until 1887, but was then named governor of the Bahamas in what was widely regarded as a face-saving gesture. In any case he was the first native Newfoundlander to be appointed a colonial governor. Shea retired to London from the Bahamas in 1894. On his death his body was returned to Newfoundland for a state funeral. Suzanne Ellison (1988), Frank Galgay (1986), Gertrude Gunn (1966), Henry Mott (1894), *Morning Chronicle* (Oct.8, 1869). ACB

Sir E.D. Shea

SHEA, EDWARD DALTON (1820-1913). Politician; newspaper editor. Born St. John's, son of Eleanor (Ryan) and Henry Shea *qv*. Married Gertrude Corbett. Entering his father's mercantile business at the age of 16, Shea soon developed an interest in politics. At age 26 he replaced his older brother, Ambrose *qv*, as editor and publisher of the newspaper *Newfoundlander* *qv*.

In 1855 Shea entered politics as a supporter of Philip Little *qv* and the Liberal party. Elected as the MHA for Ferryland district, he sat in the first House of Assembly under responsible government. Though initially opposed to the idea of free trade with the United States, Shea came to support it. He was a vocal critic of the Anglo-French convention concerning the Newfoundland fishery. Appointed to the Executive Council in 1858, he retained his Ferryland seat in the elections of 1859 and 1861. In 1865 when Frederick Carter *qv* became Prime Minister he accepted a seat on the Legislative Council. During the Carter administration the issue of confederation was hotly debated. Both Edward and brother Ambrose, unlike a majority of Roman Catholics, were confederates. A target of virulent anti-confederate attacks, he withdrew from the electoral contest in Ferryland in 1865 after being burned in effigy. He ran four years later, but was defeated. In 1873 Shea was appointed to the Legislative Council by Carter, while Ambrose Shea remained leader of the opposition. Until 1885 he was Colonial Secretary in both the Carter and Whiteway governments and a vocal supporter of the railway proposal. From 1885 to 1913 he was president of the Legislative Council. Created Knight Bachelor in 1903, Shea was celebrated just prior to his death as the oldest active legislator in the British Empire. Suzanne Ellison (1988), Hiller and Neary (1980), D.W. Prowse (1895), *DNLB* (1990), *NQ* (Spring 1913), *Newfoundlander* (passim). ACB

George Shea

SHEA, GEORGE EDWARD (1851-1932). Politician. Born St. John's, son of Gertrude (Corbett) and Edward D. Shea *qv*. Educated St. John's; Ampleforth, England. Married (1) Louisa Pinsent; (2) Margaret Rendell *qv*. In 1870 George Shea joined the family business as a clerk. Shea and Co. were shipping agents for Royal Mail Steamships, the Allan Line and the Ross Steamship Line. In 1887, when his uncle Ambrose Shea *qv* was appointed governor of the Bahamas, George Shea succeeded him as managing partner in the firm. He was later an agent for the North British Mercantile Insurance Co. and a member of the Newfoundland Board of Revenue.

Shea's political career began in 1885 when he ran as a Liberal in Ferryland, a district his father had also represented. He was elected by acclamation as a supporter of Ambrose Shea, who led the Catholic-Liberal party in a highly sectarian contest. He was re-elected as an independent in 1889, but was defeated by Liberal candidates Michael Cashin and Daniel Greene *qqv* in 1893. Again elected MHA for Ferryland in 1897, Shea served for two years as minister without portfolio in the government of James Winter. In 1902 Shea was elected as the first mayor of St. John's. During his term he implemented improvements to the water system and brought the city's finances under control. He continued as mayor until 1906, having meanwhile reentered the House of Assembly in 1904 as the Liberal representative for the district of St. John's East.

Shea was minister without portfolio in the government of Sir Robert Bond from 1904 to 1909 and was reelected in 1908 and 1909. After Bond resisted invitations to return to public life in 1917 and 1918 Shea endorsed Richard Squires and the Liberal Reform Party. He retired from business in 1919 and the following year was appointed by Squires to the Legislative Council. He occasionally served as acting prime minister in Squires's absence. H.Y. Mott (1894), S.J.R. Noel (1971), *DNLB* (1990), *NQ* (Fall 1986). ACB

SHEA HEIGHTS. Shea Heights is a neighbourhood which has been part of the city of St. John's since 1986. Situated on a plateau to the southwest of St. John's Harbour, between 325 and 525 ft above sea level, Shea Heights was officially known as Blackhead Road before 1972, but was perhaps better known by the local name, "The Brow". It was first settled in the 1930s by people from St. John's looking for cheap, tax-free land on which to build homes. Early residents included the Dillon, Druken, Horlick, Linegar and Warford families, with settlement occurring in areas known as "The Valley", "The Tanks" and "Mason Road". During the Depression the population grew rapidly, to 1116 by 1945. In the early days Shea Heights was regarded as a shack-town or slum. The road and many houses were in disrepair, and The Brow did not have running water, sewage disposal or electricity. Shortly after Confederation St. John's municipal council was asked to intervene and, after a survey by the city planning officer, in 1955 a ban was placed on construction. Blackhead Road was made part of the St. John's Metropolitan Area in 1963, and work began on an urban renewal project. In 1964 Father Leo Shea was made first resident priest for St. John Bosco parish. He was responsible for initiating many improvements, including construction of an all-grade school, and the community was renamed in his honour. The population reached 2073 in 1965, and although there was high unemployment, many residents worked as longshoremen or were employed on Southside *qv* docks and fishplants. In 1968 a Householders' Union was formed. The Royal Commission on Urban Renewal on Blackhead Road (1972) praised improvements made in the area, and the project was seen as a model for recovering other substandard neighbourhoods throughout Canada. In 1994 Shea Heights had a population of approximately 4000, several businesses, a senior citizens complex and a community resource centre. Mary Boothroyd Brooks (1975), Barrie Heywood (1985), Project Planning Associates (1965), *Atlantic Advocate* (August 1970), *In Our Neighbourhood* (April 1990), Centre for Newfoundland Studies (St. John's-Shea Heights). LBM

SHEA, HENRY (1767-1830). Merchant. Born Carrick-on-Suir, Ireland. Married Eleanor Ryan. Father of Ambrose, Edward D., John, Joseph and William Richard Shea *qqv*. Shea settled in St. John's in about 1784 and became a clerk for merchant Nathanial Philips *qv*. Following his marriage to the daughter of Irish merchant Timothy Ryan, he was able to establish his own store in St. John's. He entered into a partnership with Ryan and Sons in 1810 as Henry Shea and Co., but also continued to carry on his own business. One of the more respected residents of St. John's, Shea often served as juror and arbitrator. From 1806 to 1812 he was a member of the St. John's Loyal Volunteers. He became the first secretary of the Benevolent Irish Society in 1806 and the only Roman Catholic on its executive. John Mannion (1988), *DCB VI*. ACB

SHEA, HENRY (1835-1918). Physician. Born St. John's, son of Margaret (Carson) and Joseph Shea *qv*. Educated Dublin University. Married Anne Stratford. Shea left Newfoundland with his family while still a child and was raised in Britain. Like his father, he attended medical school and then returned to St. John's to establish a medical practice. From 1870 to 1889 Shea was medical superintendent of the St. John's Fever Hospital. He then accepted a similar position at the General Hospital, where he remained until 1909. Shea was considered a pioneer in surgery in Newfoundland, and oversaw numerous improvements to hospital facilities. *DNLB* (1990), *NQ* (July, 1918), *Royal Gazette* (July 19, 1870). ACB

SHEA, HUGH JOSEPH (1932-1993). Businessman; politician. Born St. John's, son of William and Ellen (Cleary) Shea. Married Rosemarie Power. Educated St. John's. After working for the federal government in Corner Brook, St. John's and Egypt, Shea opened a convenience store in Kilbride. He ran unsuccessfully for the leadership of the provincial Progressive Conservative Party in 1970, and in the 1971 provincial election was elected MHA for St. John's South as a Progressive Conservative.

Shea's political claim to fame is the confusion that he, along with Tom Burgess *qv* of the New Labrador Party, generated in the House of Assembly in early 1972 when the seats held by the two men constituted the balance of power in the House. After Premier Frank Moores appointed his first cabinet, Shea left the P.C. party and sat for a short time as an independent, eventually joining the Liberals. In 1972 he was defeated in Harbour Main as an independent Liberal, and later ran unsuccessfully as a Liberal in St. John's East and St. John's Centre. In 1976, Shea published a book explaining the Province's political woes, *Shea's Newfoundland Seduced*. In the late 1970s, he opened Shea's Rip-Off, a convenience store, on Feild Street in St. John's. His next enterprise was Hamburger Hell, a take-out restaurant on Quidi Vidi Road. Hamburger Hell closed in 1990, and Shea retired. Hugh Shea (1976; interview, May 1993), Kathleen Winter (*Newfoundland Herald*, Nov. 6, 1982). JEAN GRAHAM

SHEA, JOHN (1803-1858). Politician; newspaper publisher. Born St. John's. Son of Eleanor (Ryan) and Henry Shea *qv*. Educated England. Married Mary Corbett. Shea worked in his father's mercantile business, and like his father was an active member of the *Benevolent Irish Society *qv*. In 1827 he founded the *Newfoundlander qv*, a paper which would be continued by various members of the family. Under his editorship, the paper maintained a moderate stance on local issues. In 1835 Shea abandoned the mercantile business which he had inherited five years earlier, and the next year became the MHA for Burin district. Within a year he had become disillusioned with the Island's sectarian politics and moved to Cork, Ireland, where he established a brokerage and commission business. In 1850 he became mayor of Cork, a position previously held by his father-in-law, Daniel Corbett. John Mannion (1988), *DCB VI* (Henry Shea). ACB

SHEA, JOSEPH (1801-1872). Physician. Born St. John's, eldest son of Eleanor (Ryan) and Henry Shea *qv*. Married Margaret Carson. After completing medical training in Britain, Shea returned to St. John's where he established a practice in 1827. As secretary of the Board of Poor Commissioners, he devoted time to providing, free of charge, vaccinations to poor children. Shea was coroner of the central district of St. John's for several years. A prominent Catholic and president of the Sons of Erin, Shea's liberal views in politics brought him into conflict with Bishop Michael Fleming *qv*. He left Newfoundland in 1837 for a decade. While in London in 1841, Shea gave evidence to the Select Committee on Constitutional Reform in Newfoundland. Gertrude Gunn (1966), *DCB VI* (Henry Shea), *DCB VII* (Michael Fleming), *Express* (Aug. 31, 1872). ACB

SHEA, MARGARET RENDELL (1863-1949). Nurse. Born St. John's, daughter of Elizabeth (Wood) and George T. Rendell *qv*. Educated Johns Hopkins Hospital, Baltimore. Married George Shea *qv*. Margaret Rendell was the first native-born Newfoundlander to train as a professional nurse. It seems likely that she was influenced by Mary Adelaide Nutting, a sister of Armine Nutting Gosling *qv*, who had spent time in St. John's and who was a nursing instructor at Johns Hopkins at the time of Rendell's admittance in 1895. Shortly after graduation she was appointed matron of the General Hospital in St. John's. During her short tenure she promoted the construction of an isolation ward and a morgue at the hospital. After her marriage in 1901 Shea retired from the profession. She holds the distinction of being one of the first Newfoundland women to own her own car, and is remembered for driving it at "reckless" speeds throughout the city. Shea died in St. John's on May 18, 1949. Joyce Nevitt (1977; 1978), Paul O'Neill (1976), *DNLB* (1990). LBM

Margaret Rendell Shea

SHEA, PATRICK V. (1906?-1982). Educator. Educated Fordham University. Shea, a member of the congregation of *Irish Christian Brothers *qv* from *c.*1927, taught science at St. Bonaventure's, St. Patrick's Hall and Brother Rice schools. He also taught in schools across Canada and the United States. In mid-career he took up library work, becoming a consultant for the Humber-St. Barbe Roman Catholic school board. He also worked briefly in Memorial University's library. Later he was librarian at Chaminade High School in Toronto. His last research project concerned the life and work of Brother J. Luke Slattery *qv*. *ET* (Apr. 2, 1982), *The Monitor* (May, 1982). ACB

SHEA, WILLIAM RICHARD (1813-1844). Newspaper publisher. Born St. John's. Son of Eleanor (Ryan) and Henry Shea *qv*. Shea served his apprenticeship in the newspaper business under John Williams McCoubrey *qv* of the *Times and General Commercial Gazette*. When his brother John Shea *qv*, who had founded the *Newfoundlander* in 1827, moved to Cork, Ireland in 1837 William took over as printer, publisher and editor. Until 1844, when his brother Ambrose *qv* assumed the editorship, the paper largely refrained from editorial commentary on domestic politics. It did, however, support the dismissal of Chief Justice Henry John Boulton in 1837-38 and became entangled in the notorious case of Kielley *vs* Carson. In 1841 customs officer James M. Spearman *qv* brought a libel action against the *Newfoundlander* over charges that Spearman had attempted to secure for himself the interest on public monies deposited in a local bank. The case was decided in favour of the paper when it was revealed that Spearman was guilty of the charges. William Shea died at the age of 31 after an illness of only three days. Suzanne Ellison (1988), *DCB VII*. ACB

Rev. W.C. and Mrs. Shears

SHEARS, WILLIAM CHARLES (1839-1916?). Clergyman. Born Trinity, son of John and Isabella (Toope) Shears. Shears graduated in theology from Queen's College, St. John's and was ordained a Church of England priest on June 16, 1867. After serving briefly in White Bay, he became parish priest at Bay Roberts in September of 1868 and served until 1903. Liked by people of all denominations, Shears helped to reconcile denominational differences in the area in 1885 in the wake of the Harbour Grace Affray. Around 1900 the community of Spaniards Bay Pond in Bay Roberts parish was renamed Shearstown in his honour. In 1903 Shears moved to Boston, where he died. William E. Mercer (interview, 1975), H.M. Mosdell (1923), E.R. Seary (1971), *DN* (Bay Roberts supplement, July 1965), *Newfoundlander* (May 7 1872; May 17 1872). JOHN PARSONS

SHEARSTOWN. Located west of Bay Roberts *qv*, most of Shearstown has been a part of the municipality of Bay Roberts since 1965. In 1992 Shearstown West and Butlerville *qv* were also included in the municipality. Originally known as Spaniard's Bay Pond (and locally as "The Pond"), the community was named for Church of England clergyman William C. Shears *qv* in about 1900. It is built around a large pond and extends west to Piccott's Road, in neighbourhoods known locally as The Marsh, Across the Pond, Mercer's Room, Pack's Farm (once owned by Carbonear merchant Robert Pack *qv*), Goose Pond Hill, Tilt's Hill, Grassy Pond, Piccott's Road, Carter's Rocks and The Horse Rocks.

The original settlers of Shearstown were fishermen and farmers who moved into the Shearstown River valley in the 1820s and 1830s, "chasing the wood". Most of the early settlers came from nearby communities: Saunderses from Carbonear (the first birth recorded being that of John Saunders in 1829), Tetfords from Harbour Grace and Mercers, Snows, Parsonses, Badcocks, Sparkses and Bradburys from the east end of Bay Roberts (Mercer's Cove, French's Cove and Jugglers Cove *qv*). Edward French was a resident of Pack's Farm (on the north side of the pond) in 1840 and the Hedderson family were living on the south side by 1845. Charles Tuttle, a stonemason from Yorkshire, arrived in 1855. In 1994 his descendants still carried on a masonry business in the area.

Shearstown first appears separately in the *Census* in 1901, with a population of 577. At that time the largest single industry was still the Labrador fishery, although it was already in decline. Farming was becoming more important, but most people were working away from the community, as floaters or stationers on the Labrador, as miners at Bell Island or Cape Breton, with the Munn and Co. shipyard in Harbour Grace or with Bay Roberts businesses. During the Depression farming increased as the Labrador fishery collapsed. In 1994 farming was still a significant industry (especially among such families as the Sparkses, Mercers and Dwyers), with most of the rest of the work force employed in service industries. The population was approximately 1500 people.

The first school and church in Shearstown were built in 1866, on the site occupied by St. Mark's School in 1994. There was also a Methodist school/chapel by 1885. St. Mark's Church of England church was erected in 1898, and the first Methodist church in 1910 (replaced by a new Trinity United Church in 1962). A Pentecostal church was opened in 1953, with a new church under construction in 1994. E.M. Gosse (1988), Audrey Mercer (1973), Max Mercer (interview, 1991), Melvin Mercer (1978), Don Parsons (1971), Jessie Parsons (interview, 1991), William Parsons (interview, 1991), E.R. Seary (1971; 1977), *Census* (1901-1991), *DA* (Jan.-Feb. 1991), *DN* (July 1965, Bay Roberts supplement), Newfoundland Historical Society (Shearstown), John Parsons (private collection, land grants and other documents). JOHN PARSONS

SHEARWATERS. Shearwaters, fulmars and petrels are birds of the family *Procellariidae*. All of these are oceanic birds, avoiding the land except for nesting. One species of shearwater and one fulmar breed on our coasts, while others of the family are seen at sea. Shearwaters are traditionally known to Newfoundland fishermen as "hagdowns" or "bawks", while fulmars are called "noddys". The larger shearwaters and the fulmars have a length of about 19 inches. They sail with grace and ease through the troughs and over the crests of the waves. This whole family is so well adapted to strong winds and seas that they seem strangely alien. This group, together with storm-petrels and albatrosses (all birds of the open ocean), possess a peculiar feature, namely tubed nostrils which lie along the top of the beak. (Storm-petrels *qv* belong to another family).

The Manx shearwater (*Puffinus puffinus*) breeds in Newfoundland, but, although individuals had been observed at sea from time to time, they did not always breed here. James Audubon wrote in 1840 that he had "procured this species to the westward of the Banks of Newfoundland". The bird is about 13 inches in length, considerably smaller than other shearwaters in our waters. In 1977 it was discovered that the Manx shearwater had established a breeding colony near the Burin Peninsula (*Osprey* June 1978). This was a first for Newfoundland, and (except for one breeding pair) a first for North America. Subsequently W.A. Montevecchi has heard its territorial calls on other Newfoundland islands, and he suspects that the breeding range has been further extended. The Manx shearwater is not seen around its breeding sites in daylight; it comes in darkness to its island nest in an excavated burrow or in a crevice of the rock. It has never been regarded as common in Newfoundland. Shearwaters most commonly seen at sea are the greater shearwater (*Puffinus gravis*, locally "brown bawk") and the sooty shearwater (*Puffinus griseus*, locally "black bawk"). Both species breed in the southern hemisphere, and come north in the summers. In the nineteenth century both species were commonly used as bait on the Grand Banks.

The northern fulmar (*Fulmarus glacialis*), called "noddy" in Newfoundland from its habit of dipping its head in flight, is a close relative of the shearwaters, and is about the same size as the two common species. But it can be easily distinguished from them by its shorter, stouter bill. Longer wings, useful in gliding, help to distinguish it from the gulls while in flight. This species breeds mostly in the Arctic, but the populations in the North Atlantic have been increasing for more than two centuries, and the breeding range has expanded. In 1974, 1976 and 1977 this species was found breeding on Great Island (Witless Bay), Funk Island and Baccalieu. Lien and Grimmer (*Osprey* June 1978), Montevecchi *et al* (1978). CHARLIE HORWOOD

SHEAVES COVE (pop. 1991, 169). A fishing community on the southern shore of the Port au Port Peninsula *qv*, Sheaves Cove appears in early records as Charlie Sheaves' Cove and is said to have been named after the first settler. Sheaves came from the Port aux Basques area, where the family name is still common, and may have had a summer fishing station at the site. The Jesso family settled in the 1860s, moving there from nearby Kippens, from whence also came the Young family in the 1880s. The community first appears in the *Census* in 1891, with a population of 21. The Benoit family arrived early in the twentieth century, while the other common family name of Sheaves Cove is Rowe, a family which arrived in the 1940s to operate the community's first general store.

The earliest settlers fished for cod for most of their living, while by the 1890s lobsters were also an important catch and were canned in small family-owned "factories". After 1912 one or two Sheaves Cove residents were employed at the Aguathuna limestone quarry. There were only 47 people as late as 1921, but, with employment readily available at the Stephenville air base during World War II and employment in the 1950s at an American radar station at nearby Jerry's Nose, by 1956 there were 196 people. The population peaked at 245 in 1966, but in that year the Stephenville base was closed and since that time the only local employment has been in the lobster fishery. Gilbert Higgins (interviews, May-June 1994), Richard Jesso (interview, June 1994), *Carpe Diem: Tempus Fugit* (1977-78), *Census* (1891-1991), *DA* (Jul.-Aug. 1990), *McAlpine's Newfoundland Directory* (1894), *Sailing Directions Newfoundland 1931* (1931). BARRY MOORES

SHEAVES, EDWARD GEORGE BRADLEY (1926-1994). Municipal politician. Born Channel, son of William and Sarah Sheaves. Married Priscilla Mullins. Sheaves worked with the Newfoundland Railway and Canadian National Railways (C.N.R.) in Channel from 1942 until his retirement in 1981. He spent 10 years as secretary of the International Association of Machinists local and was a founder and first president of the local C.N. Pensioners' Association. Sheaves served on the Channel-Port aux Basques municipal council for 33 years, between 1956 and 1993, including terms as mayor and deputy mayor, and was a volunteer fire fighter in the community for 45 years. He was also vice-president (1975-1977) and president (1977-1979) of the Newfoundland and Labrador Federation of Municipalities. Sheaves died in May 1994. Julia Ingram (letter, June 1994), *Census* (1935), *DNLB* (1990). LBM

SHEEP FARMING. It is not known when the first sheep were brought to Newfoundland, but they may have been brought to Cupids in 1612 by John Guy *qv*. It is likely that sheep and goats were brought to Newfoundland with many early expeditions. Small enough to be easily transported and handled on the transatlantic voyage, sheep and goats required less food than larger livestock. Sheep wool was especially valued for its superior insulating quality, both by sailors and by early settlers.

It was reported in the *Journal of the House of Assembly* of 1836 that 1876 sheep were imported the

Near Bryant's Cove

year before, while the 1836 *Census* reports 2972 sheep in total. Sheep populations steadily climbed throughout the 1800s, and by 1891 there were 60,840 sheep and lambs in the Colony. The number had reached 78,052 by 1901. Wool continued to be a large and important by-product of sheep production, with 90,556 kg (199,639 lbs.) produced that same year. By the 1945 *Census* 19,077 people owned 85,802 sheep and lambs. It is interesting to note that while there were 66,020 ewes (mature females), there were only 17,859 lambs. Of the 1923 rams in the Colony, 217 were of purebred stock and their combined value was over $2 million. St. George's-Port au Port District had 12,000 sheep, while other major areas were Fortune Bay and Hermitage with 7046, Placentia and St. Mary's with 6136 and Placentia West with 5897. With the exception of Fortune and Hermitage bays these areas were still the major sheep producers up to the 1990s. The 1945 *Census* also reports that 9516 people had spinning wheels. At least two woollen mills operated at that time, one at Millville *qv* in the Codroy Valley and the other at Makinsons *qv* (see also TEXTILE MANUFACTURE). Sheep were raised in almost every outport community, as well as in St. John's.

Possibly the largest sheep flock in the early twentieth century was that owned by Bally Haly Golf and Country Club in St. John's (see GOLF CLUBS). R.B. Job reported that in 1911 they imported two purebred Cheviot rams from England at a cost of $87 each and a flock of 50 ewes from Prince Edward Island. The Club also hired an English shepherd, who brought a trained Collie to work the sheep. In addition to "mowing" the links, it was hoped that the Bally Haly flock would prove that sheep could be profitably bred in Newfoundland. The Club felt that profitability would largely depend upon raising winter feeds locally — still a major problem for Newfoundland sheep breeders in 1994. The Club grew half their hay and oats requirements for the winter feeding, the rest having to be imported.

Bally Haly supplied the government with about 40 rams during 1912-1913 for distribution to the various agricultural societies around Newfoundland, and continued to be innovative in its sheep farming techniques. The government practice of supplying rams to sheep breeders began in the 1890s. Breeds are not known for those early years, but the standard British breeds are the most likely: primarily Cheviot and Dorset horn, with the Border Cheviot probably the breed first introduced. Also common at the turn of the century were Shetland, Southdown, Welsh Mountain, Scottish and Galway Blackface. In 1935, when the *Census* lists the highest number of sheep recorded in Newfoundland (88,050), breeds were Southdown, Black Faced Highlanders (Scottish), Oxford, Cheviot and Yorkshire, with the majority Shropshire. In 1943 the government imported 36 purebred rams ordered by primarily west coast farmers, with breeds reported as Cheviot, Oxford and Shropshire. As these breeds were intermingled over the years a sturdy and hardier "local" breed developed — with contributions from the Leicester, Suffolk, Hampshire and Oxford breeds. Dr. M.H. Fahmy of Agriculture Canada's Research Station in Lennoxville, Quebec conducted studies in 1975 and again in 1991 on the breed's unique characteristics — longevity, mothering capabilities and out-of-season breeding. The project is attempting to gain formal breed status for the sheep by keeping records on a nucleus flock that was at the Research Station in Mount Pearl since 1969, when sheep were purchased from the Southern Shore. (In 1994 the flock was moved to the provincial Salmonier Line Correctional Institution Farm). Provincial sheep farmers were purchasing stock from the nucleus flock and maintaining records for the Research Station on their performance. Other breeds that have been imported (primarily rams) in recent years include Finnsheep (Finnish Landrace), Rambouillet, Corriedale, Clun Forest, Lincoln, Romanov, Polypay and Texel. The latter three are relatively new breeds in Canada.

During the 1930s and 1940s there was large-scale marketing by way of the railway system. Fresh lamb would be shipped weekly from areas such as Shearstown, Conception Bay to stores supplying their local areas. The reduction in the number of the sheep raised since Confederation can be attributed to a number of factors, but mainly to the construction of road networks and the increased use of refrigeration, allowing

Russwood Farm flock at a favourite resting spot

Suffolk ewes in an early morning mist

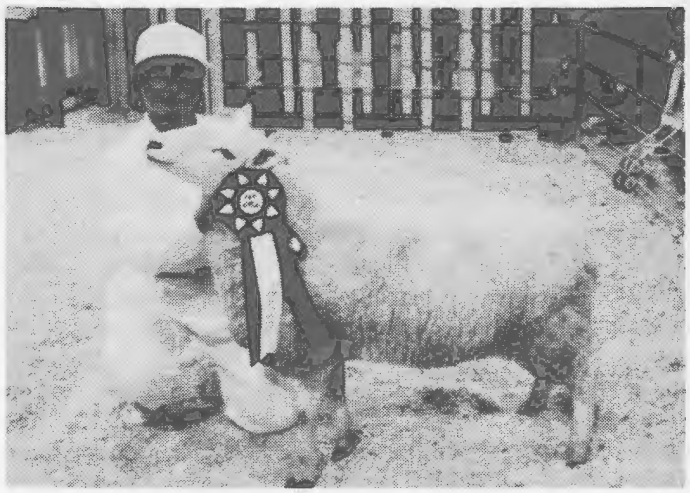
fresh meat to be shipped farther and faster. The problem of forage has also remained a large one for sheep farmers.

In 1950 the government imported 50 sheep each of North Country Cheviot, Scottish Blackface and Shetland breeds. A Scottish shepherd, Bobby Evans, managed the flock for three years. An equal number of superior local breeding stock were purchased, and kept on Roaches Line for two years. They were then moved to Whitbourne and later to Point Lance, St. Mary's Bay to give the animals their first test in the open country on the coast; and to other established sheep farms in Codroy, St. Shotts and Winterton. Government has also supported sheep farming through land clearing assistance, and a Ram Bonus and Sheep Fairs Policy were announced in 1951. The first areas to get funding for sheep shows were New Harbour, Trinity Bay and Flatrock, Conception Bay. Meanwhile sheep breeding organizations and agricultural societies were formed in most areas of the Province, with government providing judging and some prize money. The ram bonus provided 75% of the cost of importing purebred rams and 50% of unregistered rams. After Confederation the increase of roads and vehicles created a hazard to animals and communities, and roaming was prohibited by local by-laws. Meanwhile, from the 1950s to the 1970s the government created 33 community pastures, which enabled some people to continue to raise sheep. Sheep are pastured from early spring to late in the fall, allowing farmers to use their private land for growing forage for winter feed.

A major setback in sheep farming occurred in 1953 when the Sheep Blowfly was first reported as striking sheep at Bell Island. It is believed that the Blowfly came in on a Norwegian ore ship. By 1966 it was reported that the Blowfly had spread to all sheep-breeding areas in the Province. But, through "improved flock management [tail docking and deworming], the development of controlled community pastures, and the more frequent use of insecticides. . ." the Blowfly was brought under control, and by 1994 there had not been any reports of major strikes for many years. Dogs have posed a threat to sheep throughout our history. A notice was published in 1903, entitled "Sheep Preservation!", informing residents how they could make application to proclaim the prohibition of dogs within the area. The Dog Act (1976) gives authority to those holding permits to "shoot or otherwise destroy a dog that is found killing, maiming or worrying human beings or livestock." While this appears to be strong legislation in favour of sheep raising, the numbers of dogs make it difficult to raise sheep in certain areas. Shepherds have had to take various precautions: housing their sheep on a nightly basis, guarding sheep by humans and donkeys and, more recently, electric fencing. Coyotes, which crossed into Newfoundland on ice floes off the west coast and which have been confirmed on the west coast since 1987, have spread across the Province, with confirmed sightings in 1994 on the Bonavista and Avalon peninsulas. They pose possibly the highest threat to the resurgence of sheep raising, as a population explosion is expected in the mid-1990s.

In 1972 a new sheep policy was put in place, which included a sheep fair component, a ram bonus program and a ewe bonus policy to encourage the retention of superior ewes in a flock. In 1975 a sheep breeding station was established in Victoria, Conception Bay by the provincial government to provide farmers with purebred North Country Cheviot, Dorset and Suffolk sheep, as well as F^1 (first-generation cross) ewes from the Cheviot-Dorset lines. The station was involved with early research in Canada on the use of natural hormone-treated intervaginal sponges to synchronize breeding periods. The animals were sold by auction annually until the station closed in 1983 — as government funding was withdrawn and farmer support had dwindled — with all remaining animals being sold to local breeders. In 1985 a Newfoundland Sheep Breeders Association was formed, with the first president being Thomas Power of Branch. This Association was inactive by 1987, but in 1989 the Sheep Producers Association of Newfoundland and Labrador (SPANL) was formed. Its first president was Daniel Monroe of Seal Cove, Conception Bay. With a membership that ranges between 50 and 90, SPANL remained an active voice in 1994.

Although sheep have been regarded for decades as being suited to the Newfoundland terrain and conditions



Prize-winning North Country Cheviot

the population has steadily declined since Confederation. Incentives have created some renewed interest in more recent times, and in 1993 there were 9000 sheep reported in the Province. While certain areas have remained strong in production, some traditionally strong sheep-producing ones (such as the Burin Peninsula, which traditionally supplied St. Pierre and Miquelon markets) have not retained their numbers. In 1994 there were no full-time sheep farmers in the Province. In 1994 a meat inspection program was put in place for the first time in provincially-inspected slaughter houses. Previously, the Department of Health licensed and inspected slaughter facilities, but were not present at the kill line. Markets were reported to be strong in 1994. A.C. Badcock (1973), M.H. Fahmy (1991), Greening *et al* (1973), Hulan *et al* (1991), Ray Morris (1966), Tim Severin (1978), *Census* (1836-1991), *DA* (Apr. 1974; Dec. 1976; Dec 1980; Jul.-Aug. 1985), *JHA* (1836-1844), *NQ* (Apr. 1914; Jul. 1915), *Report of the Royal Commission on Agriculture* (1956), "Sheep Husbandry in Atlantic Canada" (1977). Interviews: Richard Coffey, Brian Delaney, Thomas FitzPatrick, Robert Godden, Brian Goldsworthy, Morley Hann, Gus Hutchings, Charles Kelsey, Howard Morry Sr., Louis Pine, Graham Sparkes, Dale Sudom, Hugh Whitney. DALE RUSSELL FITZPATRICK

SHEILA NAGUEIRA (PRINCESS SHEILA). See PIKE, SHEILA NAGUEIRA.

SHELL FACTORY. After representatives of the British government approached Newfoundland government officials in 1915 to discuss further practical assistance for the war effort it was decided that munitions would be manufactured on the Island. To this end Prime Minister Edward P. Morris began consultations with Frederick W. Angel *qv*, managing director of the Angel Engineering and Supply Co. Ltd. Angel reached an agreement with the Canadian Munitions Board to manufacture shells in Newfoundland. The Newfoundland government guaranteed stock of $60,000 in what was to become the Newfoundland Shell Co., subject to Angel's purchase of $10,000 worth of shares. The remaining capital was provided by a number of St. John's businessmen. Further government assistance allowed the necessary manufacturing equipment to enter Newfoundland free of duty.

The Newfoundland Shell Co. secured a contract from D.A. Thomas on behalf of the Canadian Shell Committee for the manufacture of 20,000 shells, with a promise for an order of 20,000 more. The factory opened in St. John's in 1915 and operated full-time for the next two and a half years, employing over 100 people. The foreman of the operation was William Scott. Rough forgings for the shells were provided by a steel plant in Nova Scotia. Casings were then machined as 4.5 calibre shells and shipped elsewhere for charging. The product was inspected by the Canadian Army. The Newfoundland Shell Co. produced 2000 tons of shells. The factory closed as World War I came to an end. *ET* (Sept. 16, 1966), Smallwood Files. ACB

Helen Parsons Shepherd

SHEPHERD, HELEN PARSONS (1923-). Artist. Born St. John's, daughter of Bessie (Somerton) and R.A. Parsons *qv*. Educated Bishop Spencer School; Ontario College of Art. Helen Parsons attended art classes at Bishop Spencer and was already interested in portraiture, producing portraits of family and friends. In 1944 she entered the Ontario College of Art, where the major influence on her work was portrait painter John Alfsen. Shortly after she graduated from OCA with honours in 1948 she married Reginald Shepherd *qv*. When Reginald graduated the next year the couple returned to Newfoundland and established the Newfoundland Academy of Art. Helen Parsons Shepherd taught portrait classes at the Academy and a Saturday morning class for children; and also taught art at the four St. John's convents. In the meantime she pursued her own work, particularly commissioned portraits. The Shepherds closed the Academy in 1961.

Shepherd became increasingly renowned for her portraits. By the end of the decade she was booked a full two years in advance. Among her numerous portraits were a number of series: University chancellors, mayors of St. John's and speakers of the House of Assembly. In 1976 she was commissioned to paint His Royal Highness the Prince Philip, for Government House, and in 1984 was commissioned to do the official portraits of Governor General and Mrs. Edward Schreyer for Rideau Hall. A solo exhibition of Shepherd's work was held at MUN Gallery in 1975, and later toured Canada. In 1989 MUN Gallery held an exhibit entitled Four Decades, a 40-year retrospective of the work of Helen Parsons Shepherd and her husband. She was elected to the Royal Canadian Academy in 1978, and in 1988 was awarded an honorary doctorate by Memorial University on the occasion of the opening of the Fine Arts School at Sir Wilfred Grenfell College. Peter Gard (1989), *DNLB* (1990). JAMES WADE

SHEPHERD, REGINALD S.M. (1924-). Artist. Born Portugal Cove, son of Robert and Margaret Shepherd. Educated Ontario College of Art. Shepherd spent most of his early life in St. John's and Port de Grave, where his father was a school principal. While still in Port de Grave he met A.E. Harris *qv*, a summer visitor, from whom he learned the rudiments of painting. After high school Shepherd was hired as a sign painter at the American base at Argentia. In 1942 he joined the Royal Canadian Air Force, trained as a paramedic and was posted to Gander. There, with the help of another serviceman who had professional training, he continued to study painting. After demobilization Shepherd attended the Ontario College of Art, from 1945 to 1949. There he renewed an acquaintance with another student from Newfoundland, Helen Parsons, and the couple were married in 1948. The Shepherds returned to St. John's in 1949 and opened the Newfoundland Academy of Art, the first of its kind in Newfoundland. They ran the Academy until 1961. At the Academy Shepherd taught a number of classes in the fundamentals of drawing and painting and in the basics of figure drawing. During the 1950s he also lectured in art at Memorial University, and was the first art teacher at the Waterford Hospital. In 1956-57 he studied in Europe, primarily in Holland, on a Royal Society of Canada Fellowship. Soon after closing the Academy Shepherd was again teaching, this time at Prince of Wales Collegiate: a "temporary" job that ended with his retirement 18 years later.


Reginald Shepherd

Shepherd's early work is sombre in tone and loosely brushed. In the 1960s he began experimenting with composition, colour and subject matter. His landscapes became more relaxed and some of his subjects darker. In 1967-68 he experimented with abstraction in a series of monoscreens, and in the following years a new lightness of mood permeates his watercolours and serigraphs. Shepherd's landscapes are generally serene, many of his works containing buildings whose character is underlined by the placing of telltale objects in windows. Among his solo exhibitions were those at Trinity College, University of Toronto, in 1969 and at MUN Gallery in 1972. In 1983-84 he exhibited in England and Ireland. Four Decades, a 40-year retrospective of the work of Reginald Shepherd and his wife, was held in the MUN Gallery in 1989. In recognition of his own work and his contribution to art education Shepherd was elected to the Royal Canadian Academy in 1976. In 1988 Memorial University, on the occasion of the opening of the Fine Arts School at Sir Wilfred Grenfell College, awarded him an honorary doctorate. Peter Gard (1989), *DNLB* (1990). JAMES WADE

SHEPPARD, BEATON (1942-). Architect. Born Indian Islands; son of Ella (Hicks) and Frank Sheppard. Educated Memorial University of Newfoundland; Technical University of Nova Scotia. Married Nona Oakley. After working as an architect for several years in Vancouver and Sydney, Australia, Sheppard returned to Newfoundland in 1971. He established an independent practice in 1973, and a series of partnerships eventually led to the formation of Beaton Sheppard Associates Limited in 1982. The firm has designed many prominent buildings in St. John's, including the City Hall annex and Newfoundland and Labrador Hydro corporate headquarters. Active in the preservation and restoration of historic structures, he personally and his firm have received Southcott awards from the Newfoundland Historic Trust. One of his best-known projects was the restoration of the Murray Premises. Sheppard received a Heritage Canada Award in 1979. Beaton Sheppard (interview, Oct. 1993; letter, June 15, 1993). LBM

SHEPPARD, CLAUDE A. (1916-). Magistrate; politician. Born Spaniard's Bay, son of J.F. and Mary (Hiscock) Sheppard. Educated Bishop Feild College; Memorial University of Newfoundland. Married Florence Gosse. During World War II Sheppard served in the Adriatic with the Royal Artillery. At the time when he was wounded, toward the end of the war, he had reached the rank of major. Upon his return to Newfoundland in 1946 he was appointed a stipendiary magistrate. Sheppard was elected as the Liberal MHA for Harbour Grace in 1956, and from 1963 to 1966 served as deputy speaker of the House of Assembly. Retiring from politics in 1966, Sheppard was appointed manager of administrative services of the Newfoundland and Labrador Power Commission. G.W.L. Nicholson (1969), *DNLB* (1990), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). ACB


Claude Sheppard

SHEPPARD, MARY JACQUELINE (1953-). Born St. John's, daughter of Joy (Keeping) and William Sheppard. Educated St. John's; Memorial University of Newfoundland; Oxford University; McGill University. Married Randall Pardy. After earning a B.A. in Political Science from Memorial University, in 1977 Sheppard was named Newfoundland's first female Rhodes Scholar — one year after women were made eligible for the Scholarship. At Oxford she earned a B.A. and M.A. (Honours) in Jurisprudence, and then studied law at McGill. In 1992 Sheppard was working in corporate commercial banking in Alberta and specializing in oil and gas law. See RHODES SCHOLARSHIPS. Joy Sheppard (interview, Feb. 1994), *Chatelaine* (May 1978); *MUN Gazette* (June 1977); *Newfoundland LifeStyle* (vol.10, no.3). LBM

Capt. Robert C. Sheppard

SHEPPARD, ROBERT CARL (1897-1954). Mariner. Born St. John's, son of Robert A. and Annie Sheppard. Sheppard served with the Royal Newfoundland Regiment during World War I. Upon demobilization he worked as a lightkeeper at Fort Amherst, and then became a captain of square-riggers. During World War II, after the fall of France, he brought a convoy of confiscated French ships across the Atlantic. In 1943, while harbour master of St. John's, he was asked by the British Admiralty to command a mission to the Falkland Islands and the Antarctic to establish British sovereignty in the south seas. The ship chosen for the voyage was the *Eagle II*, a wooden sealing steamer which had been in use for some 40 years. Sheppard and his crew left St. John's in October 1944, and reached Deception Island, Antarctica in January 1945, where they relieved the British party and re-established two other sites. The mission returned home on the *Trepassey*. Harold Squires' *SS Eagle: the Secret Mission 1944-45* (1992) is an account of the expedition. Robert Sheppard was later awarded the M.B.E. He died at his home in Kilbride. Harold Squires (interview, 1994), *DN* (Jan. 3, 1955). ACB

SHEPPARDVILLE (pop. 1991, 140). A logging and service community located near the junction of the Trans-Canada Highway and the Dorset Trail (or Baie Verte Highway), Sheppardville is one of the newer communities in Newfoundland. It was founded in the mid-1960s when Robert Sheppard and his five sons built homes in an area near Baie Verte Junction which was known as Birchy Ridge. The Sheppards for the most part worked in the woods, cutting railways ties and pulpwood at logging camps all over the Island. By 1990 there was also some local employment, at the service stations, restaurants and motels which had been built at the highway junction. School children from Sheppardville are bused into Springdale, where most other services are also available. *Atlantic Insight* (Aug. 1980), *Census* (1991). RHC

SHERK, SUSAN (1943-). Anthropologist; businesswoman. Born New Haven, Connecticut; daughter of Margaret B. (Bradley) and F. Allen Sherk. Educated Bradford College and Wheaton College, Massachusetts; Memorial University of Newfoundland. Married Miller H. Ayre *qv*. Sherk was working with displaced families in the Boston area when she was hired by the International Grenfell Association *qv* and assigned to Northwest River. She began graduate work at Memorial University in 1970, and in 1972 began working with MUN Extension Services, where her duties included editing *Decks Awash qv*. She remained in this position until 1980, when she became public affairs co-ordinator in Newfoundland for Mobil Oil Canada Ltd. For her communications with the media in the aftermath of the *Ocean Ranger qv* disaster she was honoured by the Canadian Public Relations Society and the International Association of Business Communicators. In 1987 Sherk left Newfoundland to work with Mobil Corporation in New York. Two years later she moved to Nova Scotia as manager of the Corporate Community, Michelin Tires (Canada). She returned to Newfoundland in 1990 to become director of the Newfoundland and Labrador Development Corporation. She also served as a commissioner on the Economic Recovery Commission, and in 1993 was still working with that body. Marilyn Pumphrey (1990), *Canadian Business* (Sept. 1990), Centre for Newfoundland Studies (Susan Sherk). ILB/LBM

SHESHATSHIT (pop. 1991, 836). Sheshatshit is an Innu *qv* community in central Labrador, located on Hamilton Inlet, across from North West River *qv*. The community was established in the late 1950s by government and church officials as a permanent settlement for nomadic groups of Mushuau, Maskuanu, Uashau and Sheshatshiu Innu. The site had historically been a

Sheshatshit

major seasonal encampment of the Innu people. The Innu settlement was considered part of North West River until April 1980.

The name Sheshatshit ("the narrow place") was originally applied by the Innu to the waterway through which Grand Lake empties into Hamilton Inlet (Lake Melville). Because of the annual Innu presence in the area, trading posts were established at the site. By the 1930s the Innu were suffering from falling fur prices, lack of access to trapping lines and a declining caribou population. Facing starvation in the interior, the Innu began to spend more time at North West River, where goods, services and relief were available. Roman Catholic missionaries convinced the Innu to move their camps to the south side of the River, and in the 1950s the process leading to permanent settlement began. In 1952 Oblate missionary Joseph Pirson settled at the Innu camp, built a church and initiated formal schooling. In 1956 the Newfoundland government opened an office at Sheshatshit. Between 1957 and 1968, 62 houses were built for the Innu to encourage year-round residency.

Like the Innu of Utshimassit *qv* (or Davis Inlet), the residents of Sheshatshit have suffered from poverty, poor health, substance abuse and other social problems. Some Innu expressed a desire to return to the nomadic way of life, and in the mid-1980s an outpost program was developed to transport residents to seasonal camps in order to hunt, fish and pick berries. Starting in the late 1980s, Sheshatshit Innu have been actively involved in political protests against the Mealy Mountain caribou hunt ban and low-level training flights from Canadian Forces Base Goose Bay. Peter Armitage (1990), Sandra Clarke and Marguerite Mackenzie (1983), Brian Goldman (1989), Brian Vardy (1983), *Lower Churchill Environmental Impact Assessment, Supplementary Brief* (1980). LBM

SHINKLE, GEOFFREY LEE (1950-). Businessman. Born St. John's, son of Eugene and Joan (Crosbie) Shinkle. Educated Bishop Feild College; St. Andrew's College, Ontario; University of Toronto; London School of Business Studies. Married Martha Hawke. Lee Shinkle worked with Reed Stenhouse Ltd. and predecessor companies in the marine insurance business from 1973 to 1990, when he became president of Instrumar Ltd. Since 1993 he has also been a councillor of the National Research Council and the Newfoundland and Labrador Science and Technology Advisory Council. He has been active in business ventures pertaining to exploration for offshore oil and gas, serving as president of the Newfoundland Ocean Industries Association. G. Lee Shinkle (letter Feb. 1994). JOHN PARSONS

SHIP COVE, BAY D'ESPOIR. See ST. ALBAN'S.

SHIP COVE, PLACENTIA BAY (pop. 1991, 8). A tiny community on the Cape Shore (or eastern side) of Placentia Bay, Ship Cove is between Great Barrisway and the abandoned community of Gooseberry Cove. The Cove lies in the bottom of a valley between two

Ship Cove, P.B.

steep hills and is bordered by a gravel and sand beach. The first recorded settlers were John and Alice Skerry in 1794. Skerry had been a fisherman with the Sweetman firm and officially petitioned for ownership of his farmland in 1802. The Skerrys's two daughters received equal shares of the farm and married Irish immigrants Patrick Tobin and James Brennan. Gooseberry and Ship coves had a combined population of 26 in 1836. By 1845 there were 16 people in Ship Cove, fishing and farming. There were five families in 1857. Adult males recorded in 1871 were Edward Brennan and Andrew, Patrick and John Tobin. Farming remained the chief occupation of the settlement, but for a brief period in the early 1900s there was a lobster factory. Connected by road to Placentia since the 1850s, Ship Cove was known to sportsmen as a good place for sea trout.

Though there was no church in this Roman Catholic community, there was a school for a few years around 1911. The population was between 50 and 70 people until the early 1960s. People began moving away from Ship Cove, while nearby Gooseberry Cove was completely deserted. Those who remained found employment in Argentia, Placentia, at the ERCO plant in Long Harbour or in the fish plant at St. Bride's. Family names in 1971 were Beason, Brennan, Mulrooney, Nash, Sellars and Tobin and the population included a number of retired residents. By 1994, only farmer Stan Tobin and his family remained in the community, and several vacated houses could be seen along the road through Ship Cove. John Mannion (1974), *DA* (May-Jun., 1990), *List of Electors* (1971), *Census* (1836-1991). ACB

SHIP COVE, PORT AU PORT (pop. 1991, 363). Ship Cove is a fishing community on the southern shore of the Port au Port Peninsula *qv*, said to take its name from the grounding of a French fishing vessel on nearby Ship Island in the early 1800s. An anchor from this ship is said to have been found by scuba divers in the 1970s. In 1994 the community was located some distance inland, along the main road, and included the descendants of early residents of other small fishing stations to the east: Fiot's Cove, Tommy Toucher and Jerry's Nose *qv*.

Fiot's Cove

The first settlers in the Ship Cove area were John Campbell from Campbell's Creek (in 1881) and Alex Benoit (the next year). The Campbells and Benoits would appear to have fished out of Fiot's Cove and Tommy Toucher, but in 1884 Ship Cove appears in the *Census* for the first time, having, with nearby Abraham's Cove, a population of 11. By 1891 the population was 34, including the Jesso family at Jerry's Nose, and the family of Stephen Wheeler, who moved to the community from the Bay of Islands. Another common family name is Kendall, descendants of Wheeler's son-in-law, Walter Kendall, who moved to Ship Cove from the Codroy Valley to start a general business at the turn of the century.

In 1911 the various component parts of Ship Cove were recorded separately in the *Census*. Ship Cove "proper" had a population of 44, Fiot's Cove 24, Tommy Toucher 6 and Jerry's Nose 29. While the place names Fiot's Cove and Tommy Toucher have since vanished from the local vocabulary, the name Jerry's Nose was perpetuated in the 1950s by being applied to a communications/radar centre established by the U.S. military to service Harmon Field. Although the community of Jerry's Nose has been abandoned, the facility was used first as a community centre and later as a school. From 1941 to 1966 some residents worked at Stephenville, others at a limestone quarry at Aguathuna. In 1994 the major local source of employment was the lobster fishery, but some residents worked with Kendall's Fisheries in Piccadilly (operated by a son of Walter Kendall) or at a limestone quarry at nearby Lower Cove, opened in the late 1980s. Gilbert Higgins (interview, June 1994), Matthew Kendall (interview, June 1994), Monsignor R.T. White (interview, June 1994), *Carpe Diem: Tempus Fugit* (1977-78), *Census* (1884-1991), *DA* (Jul.-Aug. 1990), Archives (A-7-2/Q). BARRY MOORES/RHC

SHIP COVE, PORT DE GRAVE (pop. 1986, 214). A fishing community in Conception Bay, Ship Cove is located on the Port de Grave Peninsula and has sometimes been considered a part of Port de Grave *qv*. In 1991 the two communities were recorded together (as Port de Grave) in the *Census* for the first time since 1845. For most of its history Ship Cove has, however, been a larger community than Port de Grave "proper", especially if the neighbourhoods known as Pick Eyes and Darrell's Hole (northeast of Ship Cove) are considered parts of Ship Cove, as has most often been the case in the twentieth century. As space for homes and fishing premises around the small cove is limited, many settlements in southern Conception Bay might also be considered "daughter" settlements of Ship Cove, while the Dawe and Morgan families had spread from Ship Cove to much of eastern Newfoundland and to Labrador.

Ship Cove is among the oldest settlements in Newfoundland, having been settled by the Dawe family as early as 1650. Located on a rocky peninsula projecting well out into Conception Bay, it had virtually unparalleled access to the major fishing grounds of the Bay. In the early 1700s a merchant named Campbell had three plantations in Ship Cove, his premises being acquired by William Pinsent *qv* in about 1775. William and Elias Picco were among the first recorded settlers in Pick Eyes, in the early 1800s. The population was recorded at 367 in 1857. There were three churches serving the community and one school. Most people were Methodists or members of the Church of England, while a minority were Roman Catholics. Five merchant/traders conducted business from Ship Cove in 1857, when the community was a key centre not only for the local shore fishery, but also for the growing Labrador fishery. Schooner owners in 1864-65 included John Andrews and Isaac and Joseph Daw. Planters in 1871 were William Andrews; Abram, George, Henry C., Jacob and Joseph Daw and Jacob, John, Joseph, Richard, Robert, William and Samuel Morgan. Most of them were owners of Labrador schooners.

The Labrador and shore fisheries employed many people in the late 1800s and early 1900s, and a few also prosecuted the banks fishery. In 1891 there were 432 people in Ship Cove, Darrell's Hole and Pick Eyes, but Ship Cove merchants were among those hit hard by the Bank Crash *qv* of 1894. The Labrador fishery thereafter declined and had virtually disappeared by 1930. The population of the community declined as many young families left to settle elsewhere, particularly as miners on Bell Island after 1900. But Ship Cove remained a centre of the shore fishery in Conception Bay. While the small-boat fishery in the area declined due to overfishing, improvements in harbour facilities encouraged Ship Cove fishermen to move into longliners. The fishery remained the major local industry up to

Ship Cove, Port de Grave

the early 1990s. E.R. Seary (1977), *DA* (Mar.-Apr., 1986), *Hutchinson's Directory* (1864), *Lovell's Newfoundland Directory* (1871), *Census* (1857-1986). ACB

SHIP COVE, SACRED BAY (pop. 1991, 218). A fishing community near the tip of the Great Northern Peninsula, Ship Cove is just south of Cape Onion *qv*, the western headland of Sacred Bay. The community is strung out along 4 km of shoreline in several small coves, including Onion Cove, Western Head, Little Harbour, Tucker's Cove and West Road. Although the name Ship Cove has been adopted to refer to all the coves, the post office goes by the name of Cape Onion.

Cape Onion appears to have been the first part of the community to have been settled. The waters off the Cape were fished by the French in the 1640s, while in the 1860s and early 1870s there was a French fishing room at the site. In 1873 Abel Decker was *gardien* of the French room, the only other inhabitants being the family of Henry Beaupré (Beaufield). Family tradition has it that Decker came from Fogo Island (probably Joe Batt's Arm) and that he had a summer fishing place near Onion Cove before settling. The early settlers fished grounds among the many islands of Sacred Bay (which were also renowned for seabirds) and supplemented their incomes by netting and hunting seals in the Strait of Belles Isle.

Soon other families settled: William Adam and his family at Western Head; Andrewses, Besseys, Edisons and Deckers at Little Harbour and William Tucker at Tucker's Cove. Ship Cove first appears in the *Census* in 1901, with a population of 35 (and a further 15 listed under Western Head). Most earned the bulk of their living from the trap fishery for cod, while some of the Deckers and Besseys also kept sheep. By the 1930s James and Reginald Deckers had established themselves as merchants and traders on a small scale and most catches of salt fish were either traded in Ship Cove or at nearby Raleigh *qv* until a road was built connecting the community to the highway and St. Anthony. Catches were then sold fresh at St. Anthony until the opening of a fish plant in Raleigh. Since that time the community has generally grown along the road towards Raleigh, above the shoreline of the broad, rock-encumbered inlet known as West Road. While some fishermen of Ship Cove have since fished out of Raleigh in longliners, most small boat fishermen have come to use a new community wharf and stage at West Road, rather than individual premises in the scattered and less sheltered coves. In 1993 there was an elementary school, United Church and Pentecostal churches at Ship Cove, with other services available either at Raleigh or in St. Anthony, about 50 km away by road. Randy Deckers (MHG 41-D-1-21), E.R. Seary (1960; 1977), P.A. Thornton (1981), *Census* (1874-1991), *JHA* (1872). RHC

SHIP COVE, TRINITY BAY. See PORT REXTON.

SHIP HARBOUR, LABRADOR (pop. 1945, 17). A Labrador fishing station, Ship Harbour is an inlet of 5 km in length, located between Alexis Bay and St. Michael's Bay, approximately 9 km north of Williams Harbour. In 1991 it was a summer station of Port Hope Simpson *qv*, for the most part used by members of the Penney family. The harbour probably began to receive an influx of summer people from Conception Bay in the mid-1800s. In 1870 Bishop J.B.K. Kelly estimated that there were about 30 families of stationers from Bay Roberts, concentrated on the north side of the harbour at Russell Cove. There was also one family living year-round: that of Thomas Kibenock (Kippenhuck), wintering at Honeyfly Cove at the bottom of the harbour. Kippenhuck may have been the winter caretaker of premises owned by the Russell family of Bay Roberts, who also had premises at nearby Occasional Harbour *qv*, a short walk overland from Honeyfly Cove. Ship Harbour first appears in the *Census* in 1884, with a population of 10.

By the 1940s there were only a handful of stationers still using the harbour, which had been settled by families named Howell, Maclean and Rumbolt. These families eventually moved to the growing community of Port Hope Simpson, and by 1965 it was noted that there were only 23 summer people, five of them stationers from Conception Bay and the remainder from Port Hope Simpson. There were five fishing crews using the station in 1990. In 1993, with the northern cod moratorium in effect, fishermen of Port Hope Simpson paid only occasional visits to Ship Harbour to keep up their cabins and pick a few berries. A.P. Dyke (1969), J.B.K. Kelly [1870], Lawrence Jackson ed. (1982), John Parsons (1970), *Census* (1884-1945), *List of Electors* (1948; 1971), *Them Days* (Jan. 1991), Archives (A-7-5/13). RHC

SHIP HARBOUR, PLACENTIA BAY (pop. 1991, 217). Ship Harbour is located northeast of Argentia. Surrounded by wooded hills, the large and deep inlet is settled on its northwestern shore. It appears that there were people living at Ship Harbour by 1831, for in that year it was included in the parish of Little Placentia (Argentia). By 1845 there were two families of 13 people. The community does not appear in the *Census* again until 1869, by which time the population had reached 38 (two of whom had been born in Ireland). Fishermen in Ship Harbour in 1871 were Edward and John Cunningham, Jeremiah Meade, Philip Reilley and Robert and Thomas Sparrow. There was an increase in settlement in inner Placentia Bay in the late 1800s and, from six families in 1874, Ship Harbour grew to 116 people by 1884. By this time a school had been built and there was a Roman Catholic church in 1891. Four lobster factories were in operation at the turn of the century and some salmon was also tinned.

Robert Sparrow of Ship Harbour had a schooner, the *Madonna*, in 1915. It was wrecked on a return from St. John's; the only survivor was crew member Michael

Ship Harbour, P.B.

Dormody, who clung to a rock for 72 hours until he was rescued. As the western boat, bank and herring fisheries expanded, new families in Ship Harbour included the Powers, Murphys, Bruces, Ledwells, Newmans, Dukes and Griffiths. Merchant Alberto Wareham *qv* of Spencers Cove outfitted local fishermen for the lobster and herring fisheries.

To many Newfoundlanders Ship Harbour is best known as the site of the 1941 meeting between Winston Churchill and Franklin D. Roosevelt, aboard the U.S.S. *Augusta* (see ATLANTIC CONFERENCE). A monument was erected near the community in 1976 to commemorate the event, and the fiftieth anniversary was marked in 1991 with a public ceremony. The construction of the American naval base at Argentia during World War II employed many of the people of Ship Harbour and the harbour was occasionally used as an ammunition-handling berth. Since 1967, when the road from Ship Harbour was improved, most services have been found in the Placentia area, while the road has also given easier access to employment outside the fishery and outside the community. Victor Butler (1980), Eileen Houlihan (1992), *Lovell's Newfoundland Directory* (1871), *Sailing Directions Newfoundland* (1986), *Census* (1836-1991), Centre for Newfoundland Studies (Ship Harbour). ACB

SHIPBUILDING. Because Newfoundland has been primarily dependent on the fishery throughout its history, the building and repair of both ships (by convention large decked vessels) and undecked boats for the fishery and the trade in fish has been one of the Island's major industries. Further, until recent times ships and boats were the dominant means of transportation for both people and goods. The requirements of ship- and boatbuilding have thus been a major factor in determining patterns of settlement. Throughout the nineteenth century and the first half of the twentieth virtually every large community had a "Dock", where vessels were being shaped, repaired or altered. The sites of these docks are preserved in many local place names.

The earliest boats were those constructed by aboriginal peoples — for transportation in inland waters, the

hunting of seals, whaling and gathering eggs from seabirds. As the earliest prehistoric inhabitants of Newfoundland and Labrador are presumed to have come from the north, it is likely that the earliest boats were made from sealskin on a bone or driftwood frame — probably similar to the umiaks *qv* of recent Inuit, from which evolved the more versatile kayaks *qv*. The recent Indian inhabitants of both the Island and Labrador — the Beothuk, Innu and Micmac *qqv* — all relied primarily on the birchbark canoe. In later years, as large birch became scarce, the Micmac of the Island also made canoes of caribou skin and it is likely that this material was sometimes employed by the other aboriginal peoples as well.

The first Europeans in Newfoundland, the Norse, are presumed to have journeyed here from Greenland in a type of longboat known as a knarr: a clinker-built open craft powered by a single rectangular sail and by oars. The accidental discovery of a well-wooded land to the west of Greenland in 986 inspired the first attempt at settlement 15 years later, in part because the new land seemed to promise a supply of timber for boat construction. Although the sagas do not suggest that boats were built in the new lands, in 1002 Leif Eiriksson returned from "Vinland" with a cargo which consisted largely of timber. In 1003 Leif's brother, Thorvald, was driven ashore while coasting north of Vinland and made a camp to repair his keel — some scholars have suggested that the Norse site at L'Anse aux Meadows was such a boat-repair station. Shortly thereafter Thorvald was killed by natives ("skraelings"), whose use of skin boats is noted in the sagas (see NORSE DISCOVERY).

EARLY FISHING BOATS AND SHIPS. It is presumed that from about 1500, and the earliest days of the European ship-fishery off Newfoundland, most small fishing boats were built on the Island. Many of the earliest were likely of the type later known in Newfoundland as punts — keeled rowboats of about 20 feet, modelled on the common ships' boat or pinnace — or flats (small clinker-built, flat-bottomed rowboats). In as much as early fishing boats are known, the preferred type among shore fishermen appears to have been the shallop — a fairly large (up to 40 feet) partly-decked boat, often with one or two masts and powered by a lugsail in addition to oars. The shalloway (or French shallop) was a decked craft used in the offshore fishery, especially in collecting fish from smaller boats and taking it to shore for curing.

The building of fishing boats, and the necessity of leaving these boats on the Island over the winter, was one major impetus to settling Newfoundland. Indeed ship- and boatbuilding has ever since been regarded as "winter work" — ideally conducted in the off-fishery season. From John Guy's *qv* report on the first year's

St. John's harbour, "a forest of masts"

Punt at St. Paul's Inlet

work at the Cuper's Cove (Cupids) colony in 1611 we have one of our earliest reports of shipbuilding in Newfoundland: "A boat, about twelue tons big, with a deck, is almost finished to saile and row about the headlands: [also] six fishing boats and pinnesses" (cited in Prowse). It is noteworthy that it was the intention of Guy's backers that the colonists would help to make the Cuper's Cove colony viable by building boats for sale to migratory fishermen. This venture did not succeed, as the custom was already established that fishing boats were constructed either in the spring (before the fishing season commenced in earnest) or by winter men.

While it seems that most shallops and shalloways (estimated at more than 200 in number by 1676) were built in Newfoundland from the earliest days of the French and English fisheries, it is not known to what extent these migratory fisheries also relied on locally-built ships. Prior to 1700 it is probable that virtually all of the larger decked vessels were still built in Europe, although boats and shallops were being built for local trading and travel between the various fishing stations. After the French were excluded from settlement and the south coast fishery in 1713 the number of ships built in Newfoundland by the English increased. A parliamentary report in 1718 had it that "nearly all" the vessels engaged in the Newfoundland fishery out of the West Country port of Poole had been built in the colony. This may well have been an exaggeration, but it is known that by this time a number of ships had been built at Burin, Carbonear and Trinity *qqv*.

As the fishery expanded, the numbers of both ships and boats being built in Newfoundland kept pace. One of the earliest shipbuilding centres was Trinity. In 1764 the Rev. James Balfour *qv* observed that at Trinity the merchant class returned to England for the winter, while the "rest dissipate through the woods, building boats" (cited in Handcock: 1981). Six years later Balfour estimated that there were 70 men engaged in winter ship- and boatbuilding at Trinity. As the Newfoundland establishments of the West Country merchants grew, so did the frequency of shipbuilding. Trinity-Poole merchant Benjamin Lester *qv* directed the construction of several ships in the 1760s and 1770s and, after he returned to permanent residence in Poole in 1776, brought out a master shipbuilder, Charles Newhook *qv*. By 1788 Lester's firm was the largest shipowner at Trinity, having 20 vessels with a total displacement of 3100 tons — half built at the firm's shipyards at Trinity Harbour and New Harbour *qv*. The chief rival to the Lester firm, Jeffrey and Street, had 15 ships, with a similar proportion having been built in that firm's yards at Trinity and Heart's Content *qv*. At that time the other noted shipbuilding ports were mostly in Conception Bay (Carbonear, Harbour Grace, Cupids and Brigus), but there were also vessels built at St. John's, Placentia and Mortier. From the 1770s and the outbreak of the American Revolutionary War, and picking up during the Napoleonic Wars (1789-1814), shipbuilding was a continuous activity in Trinity and Conception bays. In the 1990s Trinity Bay was still the prime area in Newfoundland for ship- and boatbuilding. Over more than two centuries well-known Trinity Bay shipbuilding families have included the Newhooks of New Harbour, the Pittmans of New Perlican, the Stones of Monroe and (since the 1960s) the Vokeys of Trinity.

In 1804 craft engaged in the Newfoundland fishery included 82 fishing ships (21 English and the remainder Newfoundland) and more than 2000 boats. In that year the "sack ships" (which collected the catch, took the majority of fish to European markets and were usually of European build) numbered 249. For that year we also have a list of the 30 vessels of over 30 tons built in Newfoundland. The largest, at 232 tons, was the *Alicia*, a full-rigged ship built at Placentia. Another ship, of 196 tons, was built in the Bay of Islands, and there were five brigs built at Trinity and New Harbour. Most of the remaining vessels were schooners, of 30 to 70 tons.

THE RISE OF THE SCHOONERS. Although "ship" has come to refer to any large, decked vessel, by a narrower definition the term refers specifically to a vessel with three masts, all of which are fitted with square-rigged sails (two-masted square-riggers were known as brigs). While square-rigged sails offered maximum propulsion in the open ocean and were preferred for long-distance trading ships, for near-shore fishing and coasting the fore-and-aft rig common to the smaller boats made for greater manoeuvrability — especially when sailing into the wind. The schooner was a two-masted vessel with both masts carrying sails rigged fore-and-aft. Developed in New England early in the eighteenth century, by the end of the century these small "weatherly" vessels were growing in popularity in Newfoundland, most especially in the *Labrador fishery *qv*, for coastal trading and for hunting seals. They could be sailed with fewer hands than square-rigged ships and brigs, could be quickly manoeuvered to take wind from either side, were easier to sail in cold weather and (of particular importance for fishing vessels) did not require as much deck space for the handling and stowage of sails and rigging. In the winter of 1809-10 four vessels were built for Trinity

Labrador schooners

merchants: three schooners and a brigantine (a variation on the brig, with square sails on the foremast and a fore-and-aft rig on the mainmast). That winter the inhabitants of Trinity also built 25 boats: six fishing skiffs, three bait skiffs and 16 punts.

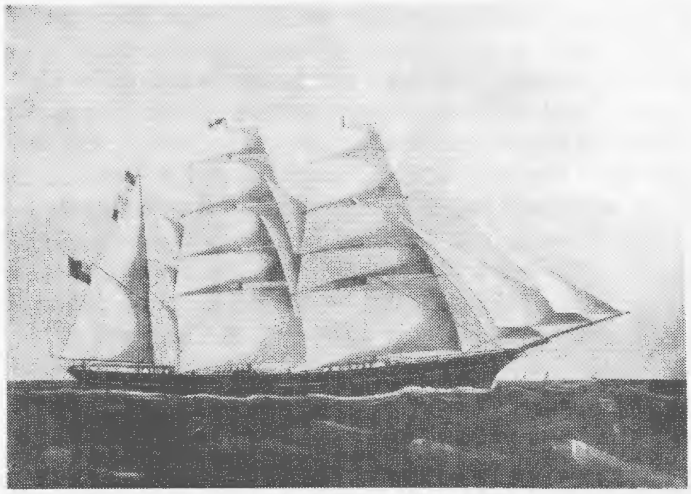
After the end of the Napoleonic Wars local shipbuilding took another leap forward, as the growing Labrador fishery increased the demand for schooners. It would seem that there were at least 30 schooners built each year. These vessels had an estimated average life of nine years in the early 1800s and there were more than 250 being used on the Labrador by 1823. Most of the smaller schooners were built by fishermen — soon merchants were complaining that they were short of shore crew, such was the "rage for becoming planters". However, the merchants saw the benefits of the schooner rig for local trade between their fishing plantations and also for the spring seal hunt. In 1819 Brigus merchant William Munden *qv* had the *Four Brothers* built — the first Newfoundland schooner of over 100 tons, built specifically for sealing. The success of this vessel inspired imitators, helping to account for the large seal harvests of the 1830s and a further boom in schooner-building. It is estimated that nearly 10,000 ships of 30 tons or more were built in Newfoundland in the century between 1820 and 1920. More than 80% of these were schooners.

A typical Labrador schooner was constructed for the most part of local softwood: spruce or fir for the planking, black spruce for the spars, a frame of "juniper" (larch) and birch for the keel. As the old headland "fishing capitals" were not usually favoured with a luxuriant growth of forest (or had been denuded by fishermen for boats, rinds and fuel) the growth of the Labrador fishery encouraged winterhousing *qv* and ultimately settlement in the "bottoms" of Trinity and Bonavista bays as well as the spread of settlement into Notre Dame Bay. On the south coast, generally devoid of forests, the major area for shipbuilding was the Head of Bay d'Espoir, while noted areas for boatbuilding included the Head of Fortune Bay (Terrenceville *qv*) and Paradise Sound (Monkstown *qv*) in Placentia Bay.

The spread of settlement was also encouraged by the development of new types of more seaworthy boats and small schooners for the shore fishery. Some terms for such boats, such as punt and skiff, acquired local meanings which might include anything from rowboats to partially-decked sail boats and small schooners — although in most areas a punt was a small open boat and a skiff somewhat larger and partly-decked. On the northeast coast the preferred vessel for the shore fisherman was the "bully" — generally decked and about 15 tons, its two masts schooner-rigged. On the south coast the preferred small schooner was the "jack" and later the slightly larger "western boat" — known by its square stern and the rudder hung "out o' doors". For the hand-line fishery (particularly on the south coast) the preferred craft was the dory — a clinker-built, flat-bottomed boat with flaring sides and a sharp bow and stern. On the northeast coast a small, round-bottomed boat known as a rodney or "gunning punt" also came into common use — as a tender for a schooner or bully, but also useful for hunting seals in that it could be hauled over the ice between leads of open water.

In areas where wood was plentiful the majority of fishermen were their own boat-builders, many turning their hand as boys to building rodneys. On the south coast, however, dory-building became largely the province of local craftsmen, who modified the basic design and often remained on shore year-round, selecting and sawing the planking and frame, and becoming known far and wide for their skills. This was particularly true after "banking" schooners came into vogue in the 1880s and the western boat fishery began its expansion. Both types of vessels usually did the actual fishing from dories which "nested" on the deck of the vessel as it made its way to the grounds. While not every man might be able to build a Labrador schooner, at times it seemed as though "every young man had hopes of becoming a schooner owner" (Lawton and Devine), particularly on the northeast coast. And there were many, as Dr. Wilfred Grenfell observed of Will Hopkins of Canada Bay, who could

Building a model "flat" at Voiseys Bay, Labrador



The barque Era

"take an axe and a few tools into the green woods in the fall and sail down the bay in a new schooner in the spring when the ice goes."

THE GOLDEN AGE. Meanwhile, there was also an emerging class of professional shipwrights and sailmakers, building and rigging ships for the larger merchants who, by the mid-nineteenth century, were mostly resident in Newfoundland rather than England. A class of resident shipowners developed, with some large firms going so far as to equip shipyards to build vessels both to carry their own cargoes and "on speculation", for sale to others. While most transatlantic fish-carriers were still built elsewhere (and much Newfoundland fish was carried to market in vessels chartered for that purpose rather than being owned and registered in Newfoundland), the later part of the nineteenth century might be considered the "golden age" of Newfoundland shipbuilding. Many of these vessels were brigs or brigantines, designed for the seal hunt but also employed in the Indies and Brazil trade or to supply a merchant's "big room" on the Labrador coast.

The best-known master shipwright of this age was Michael Kearney *qv*, a native of Ferryland who went to Ireland as an apprentice shipwright in 1827. He returned to Newfoundland in 1838, an experienced construction foreman, in time for the boom in sealing. Merchants such as John Munn of Harbour Grace, John Rorke of Carbonear and Charles F. Bennett *qqv* of St. John's established shipyards, where some of the best-known Newfoundland-built vessels of all time were built. The brig *Thomas Ridley qv* was built by Kearney for Rorke in 1852 — at 260 tons the largest vessel to that time built for sealing. In 1855 Kearney built the brigantine *Ida* at Bennett's Riverhead shipyard in St. John's, at the time the largest vessel to have been constructed in St. John's.

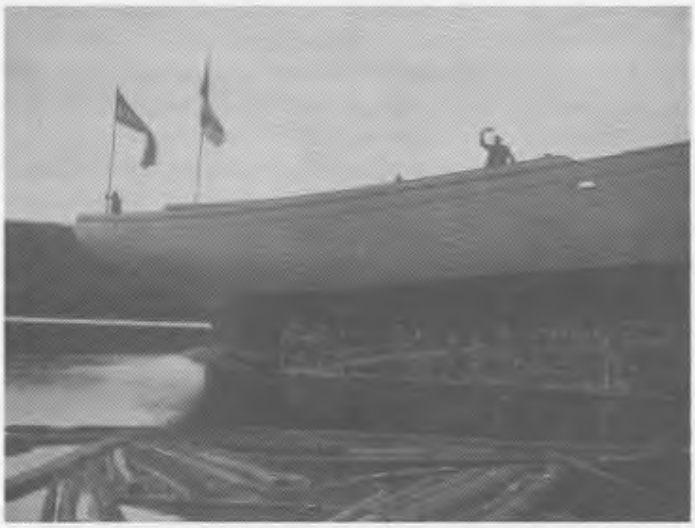
Although the *Ida* later made a round trip between St. John's and Bristol in 26 days — considered a remarkable feat — few Newfoundland-built ships were constructed as "clippers" (a term for any ship built and rigged for speed). One exception was the *Rothesay qv*, built by Kearney at Harbour Grace for John Munn. This barque (a three masted vessel, square-rigged on the fore- and mainmasts and fore-and-aft rigged on the mizzen) was chiefly employed in the provisions trade, but also took cargoes of fish to South America. In 1856 the *Rothesay* and another Newfoundland-built clipper barque — Stabb, Row and Holmwood's *Tasso* — were both loading their return cargoes of sugar at Demerara. The captains decided on a wager as to which vessel would be the first to make Cape Spear — a race won by the *Rothesay* by mere minutes after 14 days sail "down from the Brazils".

The builder of the *Tasso* had had an apprenticeship in shipbuilding that was seemingly the equal of Kearney's Irish training, with the difference that it had been conducted in Trinity Bay. By 1856 Jonas Newhook *qv* (a grandson of Charles, above) had moved to western Notre Dame Bay, which had become a prime shipbuilding area. It was at Halls Bay that Newhook built the barque *Fleetwing*, considered by some to have been the finest vessel ever built in Newfoundland. Large for a locally-built ship (at 248 tons and 130 feet in length), the *Fleetwing* made its maiden voyage to Pernambuco, after which the captain reported that he "saw nothing on the whole trip that he didn't catch up with and pass". When offered for sale in 1858 it was advertised as "without exception, the fastest vessel in the trade". After being purchased by Munn the *Fleetwing* also made many voyages in the provisions trade. In 1872, when she was already past the 15-year mark (by this time the average lifespan of a Newfoundland-built ship), the *Fleetwing* was still able to make a passage from New York to Harbour Grace in just over six days. The vessel was condemned the next year, however, after a long and stormy voyage carrying fish to Lisbon.

STEAMERS AND BANKERS. Both Kearney and Newhook were still in their prime in 1863, when the first steamships were brought out from Scotland for the seal hunt. The steamers had soon demonstrated their superiority for sealing and thereafter fewer of the large sealers/fish carriers were built in Newfoundland. Although some steamers were built in Newfoundland (the earliest being the *Isabella*, built by Kearney's

son-in-law Daniel Condon for Ambrose Shea *qv* in 1870), most shipowners preferred Scottish-built vessels for sealing. Sailing vessels continued to be preferred as fish carriers, in part because it was felt engine oil would impair the taste of the cargo. Yet, it was felt that apart from Kearney, Newhook and a few others there was more expertise in building square-riggers in nearby Nova Scotia. Kearney died in 1885, while building the *Shamrock* for John Rorke. The brigantine was finished by a local builder, Richard Horwood, but this was the last square-rigger to be built at Carbonear.

Vessels built of Nova Scotia hardwood were also generally preferred for the bank fishery (which began a revival on the south coast after 1880) despite a government bounty introduced in 1876. Initially the $6/ton bounty was to be paid to each vessel of over 25 tons built in Newfoundland and outfitted for banking. In 1880 the bounty was extended (at $3/ton) to all fishing vessels over 30 tons, with an extra $2/ton for bankers. By 1889 the bounties had had effect: in that year more than 300 vessels sailed to the banks out of Catalina, St. John's, Conception Bay, the Southern Shore of the Avalon Peninsula and the Burin Peninsula ports. Ten years later the number of bankers had declined to 89 schooners — most out of Grand Bank, Fortune, Burin or Catalina. Bankers were generally larger than Labrador schooners and typically carried two topmasts, three jibs and a gaff topsail — while the classic Labrador schooner had only one topmast (on the main), two jibs and no gaff topsail. By 1900 some Nova Scotian-built tern schooners (larger schooners with three masts, many with auxiliary engines, generally used for cargo) were employed by local bank-fishing firms such as Harvey & Co. In that year the first locally-built tern schooners were launched: the *Nellie M.* at Lewisporte for R.K. Bishop *qv* and the *Duchess of Cornwall* at Burgeo for Robert Moulton *qv*.



Launching a tern schooner at Port Blandford

THE WORLD WAR I BOOM. The once-flourishing shipbuilding industry in Nova Scotia and New Brunswick had begun to decline in the face of competition from steamers from about 1880 and by 1900 most Maritimers considered the "age of sail" to have passed. Yet, in Newfoundland the banking and Labrador fleets were holding their own. The bank fishery increasingly relied on local resources, while the Labrador fishery continued in full swing. Indeed it may be that, despite problems in marketing the Labrador cure and the collapse of some of the largest Labrador firms in the Bank Crash of 1894, the number of small schooners fishing on the Labrador coast actually increased. The use of locally-built schooners as fish carriers also appears to have increased as the use of sail declined elsewhere, to the point where, according to maritime historian Keith Matthews, the period from 1900 to 1920 "quite possibly saw the greatest involvement of Newfoundland shipping in the carriage of its own products ever" (in Roberts).

During World War I a number of factors combined to produce an unprecedented boom in Newfoundland shipbuilding. With wartime demand the price of fish increased. Meanwhile, virtually the entire fleet of steel steamers were either pressed into wartime service or sold to the Russian government. By 1917 the shortage of shipping was such that a Ministry of Shipping was created for the first time, while an unprecedented number of large tern schooners (most with auxiliary engines) were built. In 1917 Bay of Islands herring packer John Fleet had the 467-ton *Arnish* built at St. George's and the Horwood *Lumber Co. *qv* had the *Attainment* built at Thwart Island in the Bay of Exploits as a timber carrier. Meanwhile, Norwegian and local interests established the Newfoundland Shipbuilding Co. at Harbour Grace. This firm built six tern schooners, beginning with the 379-ton *Armoreal*, between 1917 and 1919 when the yard burned. In the four years from 1917 to 1920 about 10 tern schooners were built each year. Other notable shipbuilding centres in this boom period included Charlottetown, Bonavista Bay (the home of master builder Adam Chaulk), Port Blandford (where Daniel Pelley *qv* built several tern schooners), Port Union and Placentia (at the Fearn & Co. shipyard, under the direction of Thomas Palfrey). Grand Bank businessmen Samuel and George Harris *qqv* had several tern schooners (including the six "Generals" — the *General Allenby, General Byng, General Ironsides etc.*) built by John Forsey at Marystown and Grand Bank. During this period there were three tern schooners of over 600 tons built in Newfoundland, the *Dellenac* at Harbour Grace and the *Belle Scott* and *Sordello qv* in the Bay of Exploits. Both the *Belle Scott* and the *Sordello* were built by Adam Chaulk for the A.N.D. Co., to serve as pulp carriers.

These large cargo schooners were not, for the most part, successful. In the rush to complete the ships "it was general that the wood was not of good quality" (Parker), and within three or four years of launching most had either sunk or had been otherwise disabled. The *Sordello*, for instance, was grounded near Carmanville while being towed to St. John's to be fitted with her engines, then carried a very few cargoes of pulp and pulpwood for the A.N.D. Co. before being sold to Ashbourne's of Twillingate as a fish carrier. She soon proved uneconomic for this trade and ended her days at Twillingate as a storage area for fishery salt.

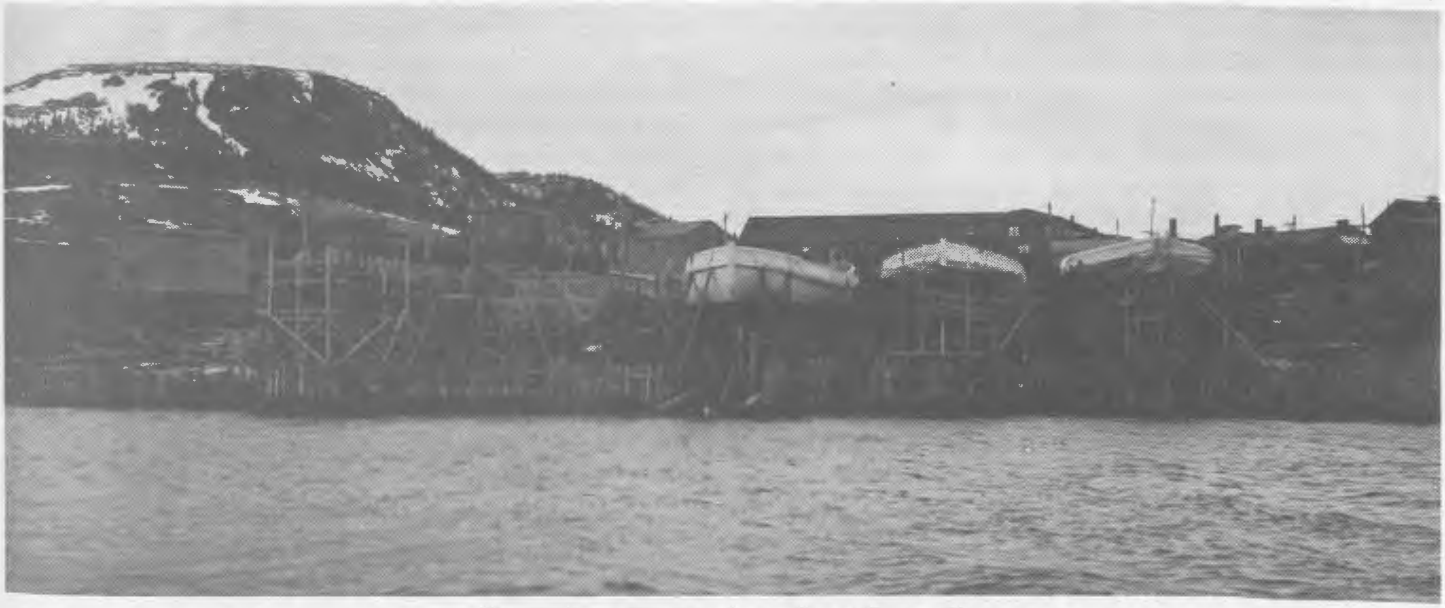
THE HARD TIMES OF THE 1920s AND 1930s. In 1920 there were 33 vessels of over 30 tons built in Newfoundland, while the total sailing fleet stood at 831 schooners between 20 and 60 tons (including some of the larger bullys and western boats, but mostly Labrador schooners and coasters) and 278 sailing vessels over 60 tons. Meanwhile, from about 1900 the use of marine engines had increased, to the point that there were nearly 700 motorboats in use by 1920 and a number of the larger schooners had been fitted with auxiliary engines. However, the early 1920s saw a dramatic downturn in the price of fish. By 1923 it might be said that, for Newfoundland, the Great Depression was already well underway. Meanwhile, the Labrador fishery in particular was in rapid decline. Shipbuilding not only entered a pronounced slump, but the skills of schooner-building might be said to have disappeared in a generation. Large Newfoundland-built tern schooners had been found wanting, there was little demand for the Labrador schooners and the best of the woodsmen and carpenters of the northeast coast were among those who had prospects of leaving fishery-related work. The banks fishery also entered a profound slump (the Harris firm of Grand Bank went bankrupt in 1923), while those firms remaining were more likely to purchase vessels from Nova Scotia than to build locally.

There was a brief revival of Newfoundland schooner construction in the mid-1930s, in response to a $30/ton shipbuilding bounty introduced by the Commission of Government. In areas of the northeast coast where the Labrador fishery continued to be of importance a number of small schooners were built in the late 1930s and it was generally these vessels which remained in use through World War II. Meanwhile, in 1935, the last of the banking schooners was launched at Grand Bank, the *D.J. Thornhill*.

WORLD WAR II. Once again the outbreak of war encouraged a revival of shipbuilding — most especially at Marystown and Clarenville. The Commission of Government had selected Marystown as a prime site for shipbuilding and the possible resettlement of fishing families from isolated communities in Placentia Bay, and in 1939 had encouraged the establishment of a shipbuilding cooperative. With the outbreak of war plans to produce modern fishing trawlers were suspended. The Marystown yard was able to produce four minesweepers (the *Jude, Marticot, Merasheen* and *Oderin*) before being destroyed by fire in the winter of 1941. At Monroe, Henry Stone also built minesweepers for the war effort, backed by St. John's businessman C.C. Pratt *qv*. In 1942 a shipyard was established at Clarenville to build diesel-powered, wooden minesweepers (although most were later used as cargo-carriers for local service). The first of the ten vessels which came to be known as the "Splinter Fleet" *qv*, the *Clarenville*, was launched in 1944.

THE RECENT ERA. World War II had given Newfoundlanders a glimpse of what the fishery of the future would look like — based on fresh-frozen processing at large fish plants, with the product going to American markets. In the inshore sector most small boats have continued to be built by their owners — in 1990 there were nearly 15,000 registered fishing vessels of less than 35 feet, the majority being open speedboats, powered by outboard motors. A few schooners were built between 1945 and 1949, including the *Norma and Gladys qv*, launched at Monroe by Henry Stone in 1945. The last Newfoundland schooner was the *Alberto Wareham*, completed by Thomas Hodder of Marystown in 1949.

Since Confederation the majority of decked craft built in Newfoundland have been of the type known as "longliners". In general, longliners are motor-powered, decked vessels which range from 35 to 65 feet in length — the smaller vessels being of the "combination" type often used for the trap fishery. Longliners were introduced in the Bonavista area in the early 1950s, some of the earliest being built at Summerville, Bonavista Bay, by S.J. Humby. They



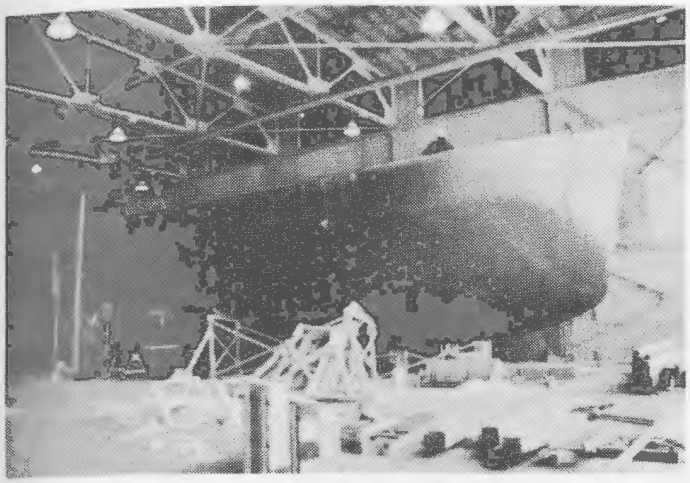
The "Splinter Fleet" in the cradles at Clarenville

Building longliners

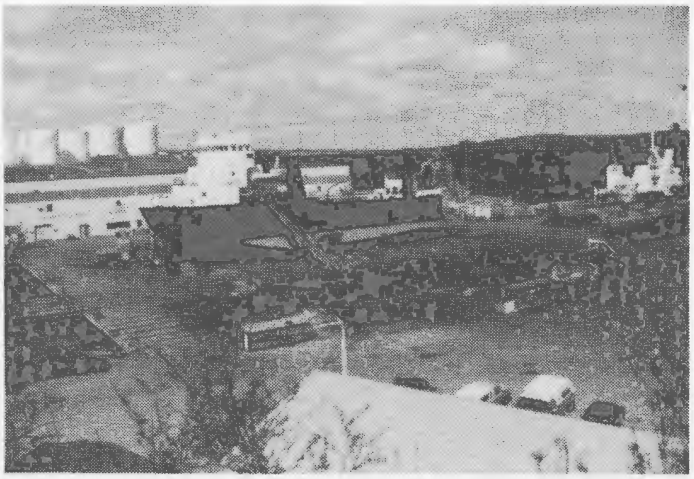
soon came into common use along much of the northeast coast. By the early 1960s longliners had come into vogue on the south coast as well: 50 were built at a provincial government shipyard in Marystown between 1959 and 1966. The Fogo Island Shipbuilding and Producers Cooperative also built more than 30 longliners at Shoal Bay *qv* between 1968 and 1974. By 1980 the longliner fleet was estimated at 600 vessels, increasing to nearly 1000 by 1990, the majority of which were built in Newfoundland. Most longliners have been constructed of wood, although some steel longliners were built by a St. John's firm, E.F. Barnes Ltd., in the late 1950s. In the late 1980s and early 1990s a number of large steel longliners and "small draggers" were also built locally. Of 27 ship- and boatbuilding firms listed in the 1991 *Directory of Manufacturers*, 17 concentrated on building wooden boats or longliners. Five firms were involved in constructing fiberglass-reinforced plastic (FRP) vessels, or FRP-wood composite construction and repair. Two firms built aluminum pleasure boats and three were involved in steel shipbuilding and ship repair. These firms were Humber Arm Shipbuilding, Glovertown Shipyards and Marystown Shipyard.

MARYSTOWN SHIPYARD. In the mid-1960s a Quebec shipbuilding company, Canadian Vickers, expressed an interest in establishing a facility to repair steel ships at Marystown. The government persuaded the company to build on a larger scale — a crown corporation was established to construct a shipyard with the capacity not only for repairs, but also to build steel trawlers for use in the offshore fishery. A subsidiary of Canadian Vickers was to operate the yard. Construction of the yard began in 1966 — the same year in which federal subsidies for steel fishing vessel construction were reduced from 50% to 35%. With a work force largely unskilled in steel vessel construction and the near-collapse of the fishery in the early 1970s, the early days of the shipyard were troubled ones. By 1971, when Canadian Vickers was requested to relinquish management, only two trawlers had been completed. The next year the Marystown Shipyard crown corporation hired John Rannie to manage the yard. Within three years the experienced Rannie had operating losses reduced to a more manageable level, building four new trawlers for National Sea Products and refitting others.

By the mid-1970s the federal subsidy for the construction of fishing vessels had been reduced to 20%. (and was later eliminated altogether). The shipyard continued to do some work in the construction of trawlers, but also built several supply vessels and tugs for the Norwegian oil industry, as well as a Canadian fisheries patrol vessel. Still, the losses in operating the crown corporation continued, such that a Royal Commission of inquiry into the yard's operations was



Kustom Fibreglass, Stephenville



Marystown Shipyard

established in 1980. In the early 1980s the shipyard built a number of offshore supply vessels on speculation and, with growing interest in the Hibernia oilfield, attempted to position itself to service oil rigs by establishing a repair and steel fabrication facility at nearby Cow Head. The Province also awarded the shipyard contracts to construct the passenger ferries *Beaumont Hamel* and *Gallipoli*. However, the emerging fisheries crisis of the late 1980s and early 1990s brought a sharp reduction in demand for the construction and repair of fishing vessels, which had been a major part of the shipyard's business. In 1991-92 there were only 70-100 people employed at the yard (from peaks in excess of 750 workers). The prospects of work in construction related to the production of a drilling platform led the Province to invest money in upgrading of the Marystown and Cow Head facilities, and in November of 1991 an agreement in principle was reached to sell the shipyard to the Norwegian corporation Kvaerner, which had been involved in joint ventures with the shipyard in preparing bids for Hibernia-related work. Six months later, Kvaerner declined to consummate the agreement, as the withdrawal of Gulf from the Hibernia consortium had caused them to have second thoughts. In December 1992 Industry minister Chuck Furey announced that the Province was continuing in its efforts to sell the yard, but was also prepared to consider other options, including closure, stating that "we're going to continue to maintain and operate the shipyard, not so much as a new construction facility. . . but we will continue to repair ships" (*ET* Dec. 18, 1992).

In August of 1993 the Marystown Shipyard was unsuccessful in bidding on a $120 million Hibernia-related contract, despite the Province's having spent $40 million upgrading the Marystown and Cow Head facilities for such bids. However, the shipyard was successful soon thereafter in obtaining other steel-fabrication contracts related to construction of the Hibernia platform, including pontoon barges, drilling modules and temporary access towers. In February of 1994 it was also announced that the yard had new contracts to construct ships as well — two offshore multi-function support vessels for Maersk Supply Service-Seabase. At 270 feet in length and more than 3500 tons displacement these vessels would be the largest ever built in Newfoundland. B.C. Bursey (1980), Victor Butler (1985), G.T. Cell (1969), M.E. Condon (1925), Calvin Evans (1992), John Feltham (1986), Garfield Fizzard (1987), E.M. Gosse (1988), W.G. Handcock (1981; 1989), M.F. Harrington (1986), C.G. Head (1976), Andrew Horwood (*BN IV*, 1967; 1971; *BN VI*, 1975), Otto Kelland (1984), Lawton and Devine (1944), John P. Parker (1960), Douglas Pike (1973), Arthur Pittman (*NQ* Dec. 1935), D.W. Prowse (1895), John Rannie (*BN VI*, 1975), H.D. Roberts (1982), Eric W. Sager (1981), Sager and Fischer (1986), Sager and Panting (1990), Ron Tobin (1973), *Census* (1869-1921), *DCB XI* (Charles J.F. Bennett), *DNE* (1990), *Directory of Manufacturers* (1991), "The History of Shipbuilding in Newfoundland" (n.d.), *Lloyd's Register* (*passim*), *Statistical Overview of the Newfoundland Fisheries* (1986), *Oxford Companion to Ships and the Sea*, *Report of the Royal Commission of Enquiry into the financial losses of Marystown Shipyard Limited* (1980), *Visual Encyclopedia of Nautical Terms Under Sail* (1978), Centre for Newfoundland Studies (Boats and Boatbuilding; Marystown; Ships and Shipping). RHC/M.F. HARRINGTON

SHIPS LOG. A newsletter of the College of Fisheries, Navigation, Marine Engineering and Electronics, *Ships Log* was intended as a vehicle to facilitate communication within the College network, to keep interested parties informed of events on campus and to contribute to a feeling of community within the College. Appearing first in February 1982, it was originally intended to be published bi-monthly during the academic year. It featured articles on college people, seafood recipes, a miscellany of current social events, appointments and retirements. As of September/November 1983 it was published quarterly during the academic year. It ceased publication in 1985. Gail Fox (interview, May 1993), *Ships Log* (1982-1985 *passim*). ILB

SHIPWRECKS. Innumerable marine disasters, and especially shipwrecks, have occurred along the Newfoundland and Labrador coastline since the European

Wrecked fishing schooners after the "Tinker Harbour Gale", July 23, 1906

rediscovery of the area around 1500 A.D. Many wrecks have been recorded and remembered through song and story; recitation and verse narrative; scrapbooks, diaries, logs and journals; official reports and insurance company records; newspaper, journal, and magazine articles; and popular books. The more popular authors include: Jean-Pierre Andrieux, David Barron, Cassie Brown, Jack Fitzgerald, Frank Galgay and Michael McCarthy, Michael Harrington, Andrew Horwood, Otto Kelland, Paul O'Neill, Robert C. Parsons, Captain Joe Prim, Harry D. Roberts and Frank Saunders. References to wrecks can also be found in lists of historical events published by Maurice A. Devine and John O'Mara (1900) and Harris Munden Mosdell (1923).

Although popular writing on wrecks is very useful, there is a need for scholarly study. Before a definitive work can be produced, however, repositories (e.g., archives, libraries, museums, government and shipping company offices) on both sides of the North Atlantic must be carefully searched. In light of Selma Barkham's discoveries in the 1970s of the archive at Oñate in northern Spain regarding Basque whaling in the Strait of Belle Isle in the sixteenth century, it is likely that other repositories may contain critical information on wrecks off Newfoundland. This article, therefore, is just a brief, general statement based on the secondary literature on wrecks.

According to the late historian Keith Matthews *qv*, and Captain Joe Prim, some 10,000 to 15,000 vessels have been lost off Newfoundland and Labrador. Andrieux also estimates that more than 10,000 vessels have been lost. More recently, David Barron has produced a computer database, the Canadian Shipwreck Network, which contains at least fragmentary information (as of 1993) on each of 13,264 wrecks throughout Atlantic Canada. In addition, annotated lists of several hundred wrecks appear in Galgay & McCarthy's *Shipwrecks of Newfoundland and Labrador* (Vols. 1 & 2; 1987, 1990). Also informative are unpublished maps produced by R. White (1903) and Captain Prim showing reported locations of wrecks.

The great majority of wrecks have been fishing boats and sailing ships lost in severe weather. In the early nineteenth century, according to Whitney, "the records of the port of Bristol, in southwest England, show that an average of one in eight ships that sailed to the New World, never reached its destination. Prior to that, the losses were higher. Not all were wrecked off the coast of Newfoundland, but it was here that the toll was seemingly the highest". Likewise, Maddocks reports that one "packet" in six shuttling between the Old World and New came to a disastrous end. These were major losses, as the typical packet of the 1840s was 170 feet long, had a hold 20 feet deep and displaced 1000 tons. Storms claimed more packets than

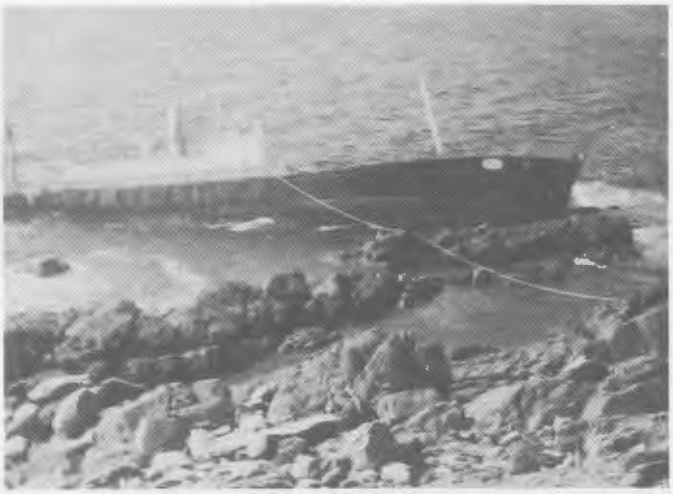
The loss of the Florizel

any other type of disaster, but according to Hudson and Nicholls sailors feared fire at sea even more than the weather. In more recent times, collisions are the most common cause of accidents.

Historically, sailing vessels were most prone to disaster. For example, ships built from softwood in New Brunswick in the 1820s lasted on average a mere seven years. Regardless of where they were built, though, every schooner on Newfoundland's South Coast, according to Robert Parsons, was eventually lost. Loss of life from shipwrecks was staggering. Thus, for example, in discussing one single landmark along the Island's coast, Coish states that "During the forty years up to 1904, 2000 people lost their lives in. . . ninety-four shipwrecks near Cape Race". At nearby Trepassey, Prim reports, one man ". . .helped to bury 240 wreck victims in his lifetime". Likewise, Archdeacon Wix reported in 1836 on visiting a man at Burnt Islands (near Isle aux Mort) who had buried hundreds of wreck victims since his youth. In the absence of more effective means, it was left to outport fishermen, ships at sea and lighthouse keepers to save as many people as they could. Some areas have been notorious for their number of wrecks. According to Michael P. Murphy, the fishermen of St. Shotts rescued more people from wrecks "than any other fishing community in Newfoundland". Although unsubstantiated, he reinforces the essential point that outport fishermen often risked their lives to save passengers and crew from vessels in distress. (See WRECKING for their attempts to salvage cargoes.) The unusually large number of losses is due in part to the Island's geographic position on the often perilous northern shipping route between Europe and North America. As Witney notes:

> Ships crossing the North Atlantic have a choice. They can head for the St. Lawrence River through the Strait of Belle Isle, a region only fifteen miles wide and about eighty miles long. Half the year it is iced in and impossible, and during most of the other half, it is fog bound. Moreover, it is a hiding place for icebergs, and its northern shore is the rock-bound coast of Labrador. The other choice for ships making for Canada's mainland ports is to go south of the Island of Newfoundland, a treacherous route that adds an extra couple of hundred miles to the journey. Steep, granite cliffs which. . . edge a thousand inlets, lie to the north of this shipping lane, where fogs are notoriously thick and long-lasting.

A complex combination of geographic, hydrographic and climatic factors have threatened coastal and transatlantic shipping and succeeded in destroying approximately 20 to 30 vessels annually. The major factors which must be examined in order to understand such horrendous losses include powerful ocean currents, extreme weather and sea conditions, and the annual migratory arctic ice pack. Originating in the Arctic, the frigid Labrador current flows south along the east coast of Labrador and the east, west and south coasts of the Island. South of Newfoundland the Labrador current meets and mixes with the warmer, saltier waters of the immense Gulf Stream and west of the



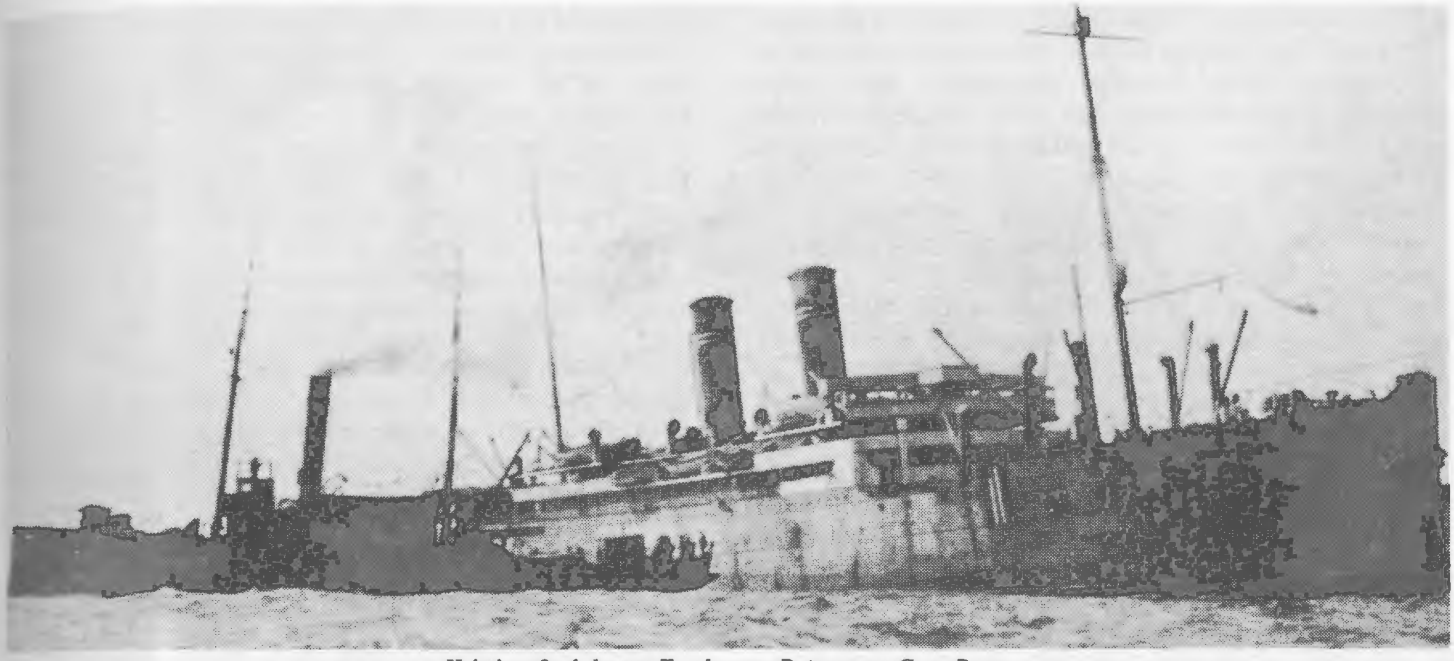
Wreck near St. Shotts

Island with the Gaspé current. It is the inshore branch of the Labrador current, characterized by its ". . . low temperature and winter and spring ice cover, which is of major significance for the weather and climate of Atlantic Canada," (Farmer). "These climatic conditions", as Andrieux puts it, "together with lack of navigational aids both on vessels and on shore, lack of weather forecasts, sudden storms, and very strong currents which brought vessels several miles off course, combined to make the area one of the most treacherous in the world".

The effects of high winds at sea are compounded by the precipitation they carry. Snow or sleet during the winter and thick fog, drizzle and rain at any time, can reduce visibility to near zero. The south and east coasts are particularly susceptible. At the height of the summer cod fishermen also had to worry about "August gales", the aftermath of hurricanes from the south or southwest. In the winter and spring sealers had to contend with storms shifting the immense arctic ice pack with its accompanying "growlers", "bergy bits" and icebergs (see ICE). Many vessels were crushed between ice floes. During the winter vessels also had to cope with "icing": the formation of sea ice on the ship's rigging and superstructure. Even modern steel "draggers" (trawlers) have been lost due to icing. Although radar has protected vessels from many hazards since World War II, growlers (small chunks or pans of ice) are still major menaces to small vessels, since they are too small to sight on radar. Prior to the invention in 1735 of the chronometer, an extremely accurate watch, navigators used the rough method of "dead-reckoning" to establish longitude when celestial and land bearings were impossible. After a long voyage errors in calculation amounting to hundreds of miles could occur. As chronometers became available both latitude and longitude could be established. Since a chronometer was an expensive rarity, it is interesting to note the navigational equipment sailing ships normally did carry in order to appreciate the challenge navigators faced in courses. Nineteenth century ships, according to Roberts, carried a sextant, chronometer, compass, patent log, and logarithmic and tide tables. Prim, however, lists only the magnetic compass, sounding lead, log and charts. He cautions that without exception all were subject to significant error. Given that the chronometer was too expensive to be common, Roberts's mention of it is somewhat surprising. Likewise curious is Capt. Prim's omission of *The New American Practical Navigator* (1802) by Nathaniel Bowditch. While at sea Bowditch checked his own figures for longitude against current charts and tables. He discovered more than 8000 errors in *The Practical Navigator*, a widely used manual by John Moore.

Gross human error frequently compounded errors due to dependence on inadequate navigational aids. Captains forced by owners to make fast trips or to maintain strict sailing schedules, sometimes, in poor visibility, charted a course too close to Newfoundland shores. As a result their vessels either narrowly escaped destruction, hit the rocks ("sunkers") or even ran ashore. Andrieux devotes an entire chapter to the luckless Allan Line which competed with other steamship lines for passengers, freight and mail. While steaming too close to Newfoundland in order to make

The Cape Race light

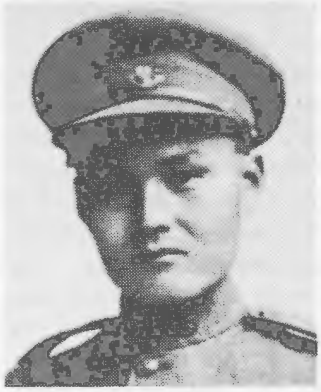


Kristianeford, *lost at Freshwater Point, near Cape Race*

faster voyages than the competition, several Allan liners, including the S.S. *Anglo-Saxon*, were wrecked. Although sail gave way to steam in the nineteenth century, frequent shipwrecks still occurred along our coasts. As a result a series of navigational aids were constructed at strategic locations. By 1888 there were 44 navigational lights operating along the Island's coast, and by 1990 there were 433. Despite the introduction of radar and other devices, marine disasters, including shipwrecks, still occur. The complex combination of hazardous weather and sea conditions, human error, inadequate or malfunctioning navigational equipment, and the use of unseaworthy vessels makes it likely that marine disasters will continue to occur. See also LIGHTHOUSES; NAVIGATION AIDS. Jean-Pierre Andrieux (1992), David Barron (1988), Botting *et al* (1978), Nathanial Bowditch (1821 [1802]), Calvin Coish (1994), Devine and O'Mara (1900), G.H. Farmer (1981), Judith Fingard (1982), Galgay and McCarthy (1990), Hickman *et al* (1984), Hudson and Nicholls (1979), Malcolm MacLeod (1982), Maddocks *et al* (1981), H.M. Mosdell (1923), R.G. Moyles (1975), M.P. Murphy (1955), Robert C. Parsons (1991), H.D. Roberts (1982), Shannon Ryan (1987), Sager and Panting (1990), Dudley Witney (1975). THOMAS F. NEMEC

SHIWAK, JOHN JR. (1889-1917). Soldier. Born Rigolet, son of John and Sarah Shiwak. Shiwak spent his early life trapping in the Labrador interior, where he not only honed his hunting and shooting skills, but developed his interest in drawing and writing. He was described by journalist William Lacy Amy as "a natural poet, a natural artist, a natural narrator. In a thumb-nail dash of words he carried one straight into the clutch of the soundless Arctic."

Shiwak enlisted in the First Newfoundland Regiment ('C' Company) on July 1, 1915, perhaps encouraged to do so by his friend, Dr. Harry L. Paddon *qv*, who sometimes acted as recruiting officer. Shiwak arrived at the front on July 24, 1916, following the Regiment's monumental losses at Beaumont Hamel on July 1. He quickly gained a reputation as the "premier sniper" of the Regiment. Shiwak was killed on November 21, 1917, during the second day of the battle of Cambrai *qv*. The battalion was preparing for an attack on the French village of Masnières when a German shell exploded amongst a column of soldiers, killing Shiwak and six others. After his death he was described by Captain R.H. Tait *qv* as a "great favourite with all ranks, an excellent scout and observer and a thoroughly good and reliable fellow in every way." Though Amy makes reference to letters and diaries by Shiwak, none of his work is known to have survived. Lacy Amy (1918; 1921), Fred Gaffen (1985), G.W.L. Nicholson (1964), R.H. Tait (1922). KEITH REGULAR



John Shiwak

SHOAL ARM, LITTLE BAY (pop. 1961, 26). Just south of the mining community of Little Bay *qv*, Shoal Arm was resettled when Whalesback copper mine was opened, in 1965, on a hillside overlooking the community. Before the mine closed in 1972 the shallow arm that gave the community its name had been filled in by mine tailings.

In 1878, the year in which Little Bay mine opened, a Captain Brown of Nova Scotia also began mining at Shoal Arm, but soon abandoned the prospect. There were probably two or three families living at Shoal Arm a few years later, as Little Bay boomed, including the Boyde family from Tizzard's Harbour and a farmer named Boyles from Kilbride. However, Shoal Arm was not substantially settled until after the Little Bay

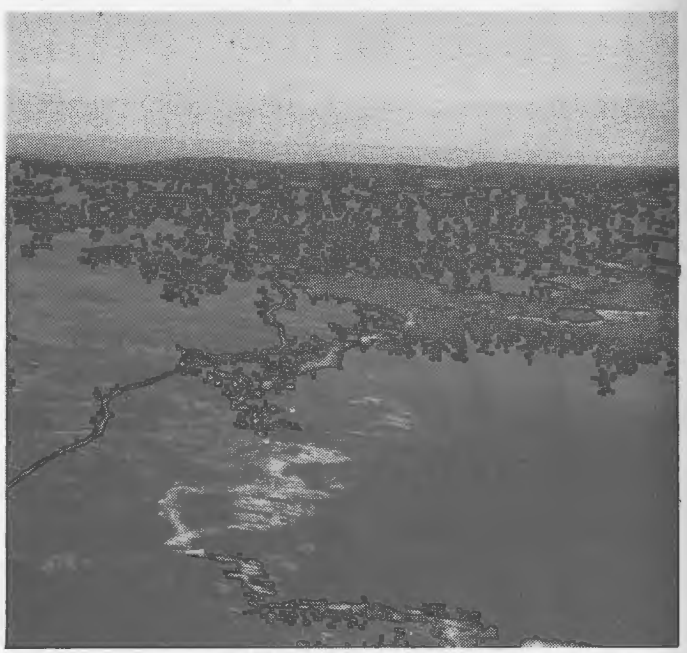
mine closed in 1900, and former residents of the mining community began to look for alternative ways to make their living. A further incentive to move from Little Bay to Shoal Arm was a fire which destroyed many of the homes in Little Bay in 1904. Shoal Arm first appears in the *Census* in 1911, with a population of 61. Most of these people (family names Colbourne, Folkes, May, Simms and Young) had originally belonged to Twillingate and previously lived at Little Bay. There were a few who continued to make their living as miners or tradesmen elsewhere, while others returned to the fishery. The population of Shoal Arm had peaked in 1921 at 84 (which may have included one or two families at nearby Coffee Cove *qv*). In the 1920s a number of families left, for work in the construction of the Corner Brook papermill, at the Buchans mine, or in the growing town of Springdale. By 1945 there were only 36 people left, virtually all with the family name Simms. The community continued as a small fishing and farming community until resettlement, in late years peopled largely by pensioners. With the opening of the Whalesback mine a facility was built just outside Shoal Arm for loading ore ships. Subsequently this dock has served as a terminus for the Little Bay Island ferry. Wendy Martin (1983), Murray and Howley (1881), *Census* (1911-1961), *List of Electors* (1948), Archives (A-7-1/K). RHC

SHOAL BAY. Shoal Bay is located south of St. John's, on the exposed coast between Petty Harbour and Bay Bulls. The name is a misnomer as there is no bay and little shelter for vessels. As early as 1776, Shoal Bay was the site of a copper mine operated by Vance Agnew of Galloway, Alexander Dunn of Aberdeen and Lord Garlies. In this first attempt to establish a commercial mine in Newfoundland Cornish miners were brought to Shoal Bay to work the veins, and by October of 1777 some ore was reportedly ready for export. The mine experienced problems with flooding and was abandoned within two years. J.B. Jukes *qv* visited the site in 1839 and observed traces of the operation.

By the 1860s families from the Goulds and Petty Harbour were fishing at Shoal Bay in the summers. It was a poor landing place and catches had to be hoisted by cables to stages and flakes built atop the steep cliffs. Shoal Bay appeared in the *Census* for the only time in 1869, when there were 103 people fishing for cod and salmon and raising swine and goats. Clark, Fizel (Frizzell), Heffernan and Raymond were among the more common family names. It is unlikely that Shoal Bay was ever occupied year-round and, apart from the 1869 *Census*, there are few indications of any kind of habitation. By the early 1900s the site had been deserted. Shoal Bay is the setting for numerous ghost stories and pirate legends. The most often-told tale concerns a pirate ship which is said to have run aground in the mid-1700s. Most of the crew, according to the story, were lost with the ship but the captain, mate and four others made it to shore where they buried a large treasure. The four crew members were murdered on the spot, the mate was lost at sea and only the captain survived. He is supposed to have travelled to Holyrood, where, on his deathbed, he revealed the secret of the treasure. By some accounts, the Shoal Bay copper mine was merely a "blind" for efforts to find the pirate treasure. Numerous people attempted to find the treasure in later years, but all were said to have been frightened off by ghostly apparitions. Galgay and McCarthy (1989), J.B. Jukes (1842), *Lovell's Newfoundland Directory* (1871), *NQ* (Christmas, 1936), *Census* (1869). ACB

SHOAL BAY, FOGO ISLAND (pop. 1986, 80). A fishing community, Shoal Bay is located on the east side of a body of water of the same name — a 7 km-long inlet of the north shore of Fogo Island. Since 1980 Shoal Bay has been a part of the town of Joe Batt's Arm-Barr'd Islands.

Shoal Bay was first settled in the mid-1850s, by the Brown and Pope families. It first appears in the *Census* in 1857, with a population of 15. Soon several others settled (family names Bull, Pelley, Tarrant and Wells) and by 1874 there were 88 people. In the twentieth century most of the inhabitants of Shoal Bay have been Culls, while the other common family names are Brett and Osmond. Until 1968 most inhabitants of Shoal Bay gained their livelihood from the fishery and small farming, but in that year the Fogo Island Co-operative Society opened a shipyard to build longliners at Shoal Bay. The shipyard was in operation until 1974. The 1970s also saw the improvement of Fogo Island's road system and the beginnings of the development of educational and recreational facilities to serve all of Fogo Island at the junction in the road just to the southwest of Shoal Bay (Fogo Island Central). Since that time a number of the people of Shoal Bay have worked in service industries in the area or at the Joe Batt's Arm fish plant. *Census* (1857-1986), *DA* (Aug. 1978), *Lovell's Newfoundland Directory* (1871), Archives (VS 83). RHC



Shoal Bay, Fogo Island

SHOAL BROOK. See GLENBURNIE.

SHOAL COVE, BONAVISTA BAY. See ST. BRENDAN'S.

SHOAL COVE EAST (pop. 1991, 36). A tiny fishing community, Shoal Cove East is 6 km northeast of Flower's Cove *qv*. The community is chiefly notable for having been the original Newfoundland home to the Caines family, one of the more common family names on the west side of the Great Northern Peninsula.

The family name Caines was first noted as occurring near Flower's Cove in the 1830s. Family traditions indicate that the first of the family to settle at Shoal Cove East, in the 1840s, was one George Caines. He is said to have selected the virtually unsheltered cove to ensure that the French would not interfere with him. Shoal Cove East first appears in the *Census* in 1869, with a population of 10. This was the family of Henry Caines, the only one of George's sons not to have moved further south along the coast. Eventually two of Henry's sons made their homes at Shoal Cove East, while a daughter married a Stevens and also settled. By 1891 there were 26 people. The largest recorded population was 57, in 1945. Virtually all the inhabitants of Shoal Cove East have been involved in the cod and lobster fisheries, and have had the surnames Caines or Stevens.

The community has had a tradition of winter woods work and from the late 1920s some residents walked 50 km across the Peninsula to work as loggers at Main Brook. After the highway reached Shoal Cove East in 1960 opportunities for woods work away from the community increased. Originally, most fishermen of Shoal Cove East were supplied from Flower's Cove, but by 1900 most were dealing with merchant Thomas White, at nearby Sandy Cove. After 1934 there was a small local shop. The community has relied on Flower's Cove and Sandy Cove for other services, such as church and schooling, although it has a tiny Anglican church (St. John the Evangelist). In 1993 Shoal Cove East residents fished out of Savage Cove or Flower's Cove. The Straits Development Association had a handicrafts facility and retail outlet on the highway behind the community. J.T. Richards (1953), *Census* (1869-1991), *JHA* (1873), Archives (A-7-2/P), Maritime History Archive (41-D-1-28). RHC

SHOAL COVE WEST (pop. 1991, 208). A fishing community on the Great Northern Peninsula, Shoal Cove West is on the southwest side of St. Margaret's Bay, approximately half way between Flower's Cove and Port aux Choix. Although nearby New Ferolle *qv* had been settled by the mid-1800s, the rock-encumbered harbour at Shoal Cove West did not attract settlement until late in the century. Richards notes a local tradition that the first settlers at Shoal Cove West were descendants of a nephew of George Coombs. One of the earliest English settlers of the St. Barbe coast, Coombs had lived at Black Duck Cove *qv* and sent to England for a nephew to join him in his salmon fisheries at St. Genevieve Bay, with the family later moving to St. Margaret's Bay. The Coombs family and the Applins (related by marriage) lived in the Bay, trapping and fishing for salmon, with a summer cod fishery at Shoal Cove West. In the 1890s a growing cod trap fishery and the establishment of lobster factories at New Ferolle made it possible to live on the outer coast. The Coombs and Applin families continued winter woods work in the Bay until the 1940s.

Shoal Cove West first appears in the *Census* in 1901, with a population of 17, increasing to 44 by 1911. Most of the settlers were Church of England, while New Ferolle was a Roman Catholic community. Consequently, a church and school were eventually built between Shoal Cove and Reef's Harbour *qv*, also a newer community and one where there was a Church of England majority. The Marshall brothers at Reef's Harbour became the main supplier for fishermen at Shoal Cove West.

In 1993 lobster continued to be one of the major species fished out of Shoal Cove West, from a breakwater and wharf built in the late 1970s. These structures

Shoal Cove West

made the cove less susceptible to storms, such as the one in 1951 that carried away many fishing premises. Some people fished the Strait of Belle Isle and Labrador coast in longliners, out of New Ferolle or other centres better suited to larger boats. Virtually all residents bore the surnames Applin, Coombs or Baines (once a common family name of Current Island *qv* in St. Genevieve Bay). Current Island was largely abandoned in the early 1950s, and the remaining inhabitants resettled in the early 1960s. It was the arrival of the Baineses that accounts for much of the increase in the population at Shoal Cove West from 148 in 1951 to a peak of 269 ten years later. J.T. Richards (1953), E.R. Seary (1960; 1977), P.A. Thornton (1981), *Census* (1901-1991), *DA* (May-June 1985), Archives (A-7-2/P). RHC

SHOAL HARBOUR (inc. 1972; pop. 1991, 1402). Historically a sawmilling and lumbering community, Shoal Harbour is located on the western side of Trinity Bay, just north of Clarenville *qv*. In 1993 Shoal Harbour was largely a residential community for the regional service centre of Clarenville, and in that year the two communities were amalgamated as the municipality of Clarenville-Shoal Harbour (later changed to the town of Clarenville). The community of Shoal Harbour predates its larger neighbour.

Located several miles from the open ocean and sheltered by Random Island, the Shoal Harbour area was used for winter woods work by fishing communities near Trinity and on the other side of Trinity Bay from the early 1800s. In the winter of 1847-48 two brothers named Tilley of Hant's Harbour began winter work in the area and soon decided to settle year-round, building a sawmill in 1853. Joseph Tilley settled at Little Shoal Harbour (now a part of Clarenville), while "Scholar" John Tilley *qv* is traditionally regarded as the founder of Shoal Harbour. John Tilley was visited by the Rev. Henry Pedley in 1859, who noted that he "had no time to visit his saw-mill, or to take a walk into the country to see the large pines, now only to be met with some three miles in. But I saw his farm, a good extent of land for these parts, bearing fine crops of potatoes, oats and grass" (cited in Tocque). Shoal Harbour first appears in the *Census* of 1857, with a population of 23. Like many of the people of Hant's Harbour, the Tilleys were Wesleyan Methodists, and by 1866 had constructed the first church in the area. The first resident clergyman was William Swann *qv*, who came there in 1871.

The Tilleys were soon joined by other families, many of whom were related by marriage or were also from Hant's Harbour. Common family names of Shoal Harbour by the 1890s included Butler, Clinch, Ivany, Lowe, Palmer, Tuck, Tilley and Wiseman. There were 104 people by 1891. In that year the railway line was built through Shoal Harbour, leaving the coast to follow the Shoal Harbour River across the base of the Bonavista Peninsula to Port Blandford *qv*. The line provided better access to the country around Thorburn Lake which had come to supply the sawmills of Shoal Harbour. By this time, however, the pine which had originally attracted settlement was largely cut out and many people began to work in railway construction, or left Shoal Harbour for seasonal woods work in the area around Port Blandford. Still, by 1901 the population of Shoal Harbour had increased to 178. Meanwhile, control of most of the usable land in the community passed out of the hands of the Tilley family. The Tilley sawmill was closed in about 1900.

Forest fires in 1892 and 1903 damaged timber in the area, while the earlier blaze burned the Shoal Harbour Methodist church and several dwellings. Subsequently sawmilling interests were reorganized to log Random Island and, after the completion of a branch railway from Shoal Harbour to Bonavista in 1911, the interior of the Bonavista Peninsula. Production shifted from lumber to more specialized mills, such as the box mill established by the Wiseman family (largely producing

Shoal Harbour

The Italian "air armada" under General Balbo qv, *visiting Shoal Harbour in 1933*

biscuit boxes) and a cooperage established by William Mills and Sons to the north of Shoal Harbour. After the completion of the Bonavista branch railway Mills Siding grew to rival Shoal Harbour "proper" and was the location of the Mills family mill and general business. In 1935 the population of Shoal Harbour and Mills Siding was 310.

In 1935 the population of Clarenville was also 310, but Shoal Harbour's neighbouring community soon experienced a major period of growth, as an asphalt and creosote plant was built near the Clarenville railway yard, followed by a shipyard in 1942. There were almost 1000 people in Clarenville by 1945 and services for the area soon became more concentrated in the larger centre. There was a major influx of people from resettled fishing communities in the 1960s (from 1966 to 1976 the population of Shoal Harbour grew from 568 to 1009). Subsequently, much of the growth of Shoal Harbour has been tied to developments in Clarenville. Huntley Butler (letter, 1979, Smallwood files), D.B. Mills (MHG 102-B-1-29), Philip Tocque (1877), Carol Tulk (MHG 41-D-1-26), *Census* (1857-1991), *McAlpine's Newfoundland Directory* (1894), Archives (A-7-2/M/21), Newfoundland Historical Society (Shoal Harbour). RHC

SHOE AND BOOT MAKING. Shoes and boots were made and repaired in numerous small shops in St. John's and the larger outports in the early 1800s. Homemade footwear was commonly used by those who could not afford the professionally-made article. After 1875, several large factories were established, and the smaller shops were driven out of business. The larger factories remained successful as long as protective tariffs were in place in the years before Confederation. In the 1950s a new boot and shoe plant was opened in Harbour Grace as part of J.R. Smallwood's *New Industries *qv* scheme. This plant was later reorganized as the Terra Nova Shoes Co. Ltd., Newfoundland's only large manufacturer of shoes and boots in 1994.

Most of the shoe and boot factories were owned by tradesmen, and sometimes operated in co-operation with a local tannery. They manufactured custom-made shoes and boots, small quantities of ready-made goods and also did repairs. In 1857 the cash value of all the footwear produced in St. John's was estimated at $13,800, while in Harbour Grace production was valued at $20,964. Among the more prominent of the early shoemakers was Richard Mainwaring, whose boots and shoes enjoyed a reputation for durability. The firm, later run by James Mainwaring, was still in existence in 1890, but closed before 1904. John and Nicholas Wadden each had shoemaking shops in St. John's in the 1870s. John Wadden, who had learned the trade in Boston, opened a business on the Island in the late 1860s. Nicholas Wadden also had a business, his boots becoming known among fishermen as "Waddens" (as did any pair of long boots). By 1913 both Waddens had gone out of business.

Gilbert Browning *qv* established Browning's Homeville Boot and Shoe Factory, which employed at its outset 27 workers at 20 machines. A tannery was attached to the main building where men's, women's and children's footwear was produced. The plant either failed or was absorbed by another company between 1871 and 1875. Archibald's Boot and Shoe factory produced footwear at plants in St. John's and Harbour Grace. Many other shops were in existence in the mid to late 1800s, but little is known about them. About 12,850 pairs of shoes and boots were manufactured in St. John's in 1874. Between 1874 and 1884, three important factories were founded: the Newfoundland Boot and Shoe Manufacturing Co., Parker and Monroe, and Smallwood and Avery. The Newfoundland Boot and Shoe Manufacturing Co. was founded in May, 1875 with a number of prominent St. John's businessmen as shareholders. These included Charles R. Ayre, James Rogerson, James Baird, James Pitts, Charles R. Bowring, Moses Monroe and James

Smallwood's boots

Murray *qqv*. At its peak in 1876 the Company employed 90 men, 33 women and 15 boys in its factory, but the number of employees fluctuated according to demand.

James Parker and Moses Monroe bought a plant operated by the Archibald Boot and Shoe Co. in January, 1881 and founded Parker and Monroe. Specializing in men's and boys' fishing boots, the firm expanded rapidly and was incorporated in 1910. David Smallwood *qv* also had an option to buy the Archibald plant in 1880, but founded a business in partnership with a Mr. Avery, probably a former employee of Archibald's. This partnership had been dissolved by 1890, and Smallwood and Sons became the third largest producer of men's, women's and children's shoes and boots in St. John's. But the Newfoundland Boot and Shoe Manufacturing Co. quickly became the largest manufacturer. In 1889 the Company purchased Campbell's Tannery for $20,000, largely to keep it from falling into the hands of a competitor. With supply costs reduced, the Company was able to pay a 40% dividend to shareholders that year. In the mid-1890s the tariff on imported shoes and boots amounted to 35%, and was raised to 45% between 1898 and 1904. With the help of this tariff, the large factories took control of the market for the most popular styles, and became agents for styles which they could not economically produce.

In the large St. John's factories, piecework wages were paid to employees. By 1889 the average weekly wage paid by the Newfoundland Boot and Shoe Manufacturing Co. was five dollars. The highest wages — $6.65 per week — were paid by Parker and Monroe in the late 1890s. In 1890 there were 55 shoe and boot making businesses in Newfoundland with a total of 343 employees, but many of the small shops were thereafter reduced to retail sales and repair work. The large factories each had one or more retail shops and supplied merchants across the Island. Apart from the three major firms, manufacturers in 1904 included Archibald Boots and Shoes (in St. John's and Harbour Grace), Sage and Wallace (St. John's) and Aaron Budden (Catalina). In St. John's there were also 27 smaller shoe and boot making shops. In 1913 there were 43 firms with 297 employees engaged in the trade. The Smallwood firm continued until the 1930s, and the other manufacturers were forced out of business after 1949 by Canadian imports. Parker and Monroe continued as a retail firm for some years after Confederation.

Koch Shoes Ltd. was established in Harbour Grace in 1953 to manufacture men's shoes and work boots. Half of the $1.5 million start-up cost was provided by a government loan. In 1957 Koch Shoes was awarded a contract to produce 56,000 pairs of boots for the Royal Canadian Air Force, and remained reasonably successful until it lost the contract in 1969 and went into voluntary liquidation. Assets of the business were acquired by the Terra Nova Shoes Co. Ltd, which operated the factory until it was destroyed by fire in 1974. Rebuilt, the plant manufactured steel-toed safety boots as well as casual and dress shoes. It employed up to 250 people in the early 1990s. Apart from Terra Nova Shoes, the shoe and boot business was limited in 1994 to retail sales and repairs, while items such as seal skin boots and hide moccasins were produced on a relatively small scale as part of the Province's handicrafts industry. See also MANUFACTURING AND REFINING. Brian Bursey (1980), Bill Gillespie (1986), John Joy (1977), *Directory of Manufacturers* (1991), *McAlpine's Newfoundland Directory for 1904* (1904). ACB

SHOE COVE (pop. 1991, 300). A fishing community, Shoe Cove is located 10 km southwest of Cape St. John, the western headland of Notre Dame Bay. The Cove itself is a steep-sided, open bight about 2 km wide. Historically, there have been several settled sites within Shoe Cove. Moving west from Shoe Cove Point, these places include Stage Cove, The Bight, The Brook, Caplin Cove and Beaver Cove. The terrain makes overland travel all but impossible, and since Confederation all sites except The Brook have been abandoned.

The various landing places within Shoe Cove provided the closest access to prime headland fishing grounds, while the area is also noted for its abundance

Shoe Cove Brook

of seals and birds. It is probable that Shoe Cove was fished in the 1700s by French crews out of Round Harbour or La Scie *qqv*, but poor anchorage for larger vessels precluded a strong French presence. After 1783, when the French Shore boundary was redrawn with Cape John as its southern limit, crews out of Twillingate began fishing the waters of the Cape from Shoe Cove. The waters off the Cape were frequently a bone of contention between the English at Shoe Cove and the French at La Scie. While there was some friendly contact and a road had been built at an early date, local tradition has it that fishermen from the two harbours were frequently at odds and by the mid-1800s Shoe Cove was frequented by British naval vessels attempting to prevent French encroachment. One of the earliest records of English fishermen at Shoe Cove dates from 1792, when a report on a man having been chased by Beothuk mentions the names William Pittman and John Hooder. By the first *Census*, in 1836, there were 81 people, making Shoe Cove the largest settlement in western Notre Dame Bay. Family names recorded at that time included Bound, Budgell, Crump (Chipp?), Dicks, Foster, Gray, Hewlett, Newberry and Welshman — while the Mitchell and Saunders families were recorded at Captain (Caplin) Cove and the Wimbleton family lived at Beaver Cove from the 1840s. By 1857 there were 143 people at Shoe Cove, as well as another 35 at Caplin Cove and Beaver Cove, and the first school had been opened. A major copper mine opened at nearby Tilt Cove in 1864, and by 1869 there were 230 people. Five years later it was recorded that a Methodist church had been built at The Bight and a Church of England church at The Brook.

Just inland from the outlet of Shoe Cove Brook is a round pond, well sheltered by the surrounding hills, and in 1994 the homes of Shoe Cove were located around the pond. Boats were hauled up over a slipway built over The Brook, but during the fishing season motorboats were moored in The Bight, where there were still summer fishing premises. The earliest settlers fished from Shoe Cove Bight, Stage Cove and Caplin Cove, while most wintered at The Brook. Only occasionally do the various parts of Shoe Cove appear separately in the *Census*: in 1884 there were 133 people recorded at Shoe Cove Bight, 27 at Stage Cove and 99 at Shoe Cove Brook — while in 1891 there were 39 at Beaver Cove and 30 at Caplin Cove. By 1921 the majority of the 105 people were living at The Brook (family names Chipp, Foster, Gray, Hoddinot and Welshman). At The Bight and Stage Cove (pop. 94) the family names were Bounds, Chipp, Dicks, Foster, Martin, Newberry and Wimbleton — while Mitchell and Saunders continued to be primarily family names of Caplin Cove (pop. 19). As the twentieth century progressed and marine engines made close access to the grounds less vital, the population of Shoe Cove increasingly became concentrated at Shoe Cove Brook, the outlying coves becoming more and more summer fishing places for families living most of the year further up the Bay. By 1945 there were only 48 people recorded at Shoe Cove Bight and none at Beaver, Caplin and Stage coves.

In the 1950s a decision was taken by the provincial government that La Scie would be a local "growth centre" in order to centralize the populations of the small fishing communities in the area. The building of a fish plant in the nearby community assured Shoe Cove of continued existence. Improvements in the road connection meant that students could be bused to the regional high school at La Scie, while some men began fishing out of the regional centre and many other people worked in the La Scie plant. The last few families received government assistance to resettle from Shoe Cove Bight in the late 1960s. While some moved to La Scie, in the early 1980s there were almost 400 people. Since that time a decline in the fishery has led many of the younger people to leave the community, with others working away from Shoe Cove in logging or construction. Verley Newberry (MHG 41-D-1-27), E.R. Seary (1977), *Census* (1836-1991), *Lovell's Newfoundland Directory* (1871), *Sailing Directions for Newfoundland 1931* (1931), Archives (A-7-1/K; MG 232/1/2). RHC

Shoe Cove, 1993

SHOE COVE, BONAVISTA BAY (pop. 1891, 34). An abandoned fishing community, Shoe Cove was located approximately 5 km southwest of Greenspond, just west of Shoe Cove Point. The Cove possesses few advantages as a fishing port, being wide open to winds from the south and southwest. It was occupied year-round for only a little more than a generation. The community was settled in the 1850s, by the Collins family of nearby Newport *qv*. It was first recorded in the *Census* in 1857, with a population of 11, increasing to 24 by 1869. Heads of households noted in *Lovell's Directory* (1871) were William Collins, Mrs. Susan Collins and Samuel Collins Jr. (Samuel Sr. was the pioneer settler of Newport). Other family names associated with the tiny community include Hunt, Keats and Parsons. Shoe Cove would appear to have been abandoned in the early 1900s, although some residents who moved farther down the Bay continued to use summer fishing premises there up until the 1930s. John Feltham (1992), *Census* (1857-1891), *Lovell's Newfoundland Directory* (1871). RHC

SHOREBIRDS. Shorebirds are a large and diverse group from both the Old World and the Americas. The term is applied to plovers *qv* (including lapwings), sandpipers *qv* and to many diverse members of the sandpiper family. With the exception of the plovers, most species have very long legs and long bills. Most breed well to the north of Newfoundland, among the arctic islands, and are seen here only in migration. The Island of Newfoundland is near the southern limit of the breeding range of others. Peters and Burleigh (1951). JOHN HORWOOD

SHORELINE. The *Shoreline* was established in May 1989 by Frank Petten, formerly press secretary to Premier Brian Peckford. Editor Petten saw the *Shoreline* as filling a need in the Conception Bay South area for a paper that would cover local news often considered unimportant by the larger news organizations. Regular features included local news, letters to the editor, sports news, births, engagements, anniversaries, birthdays and social events. In 1993 the paper was published every Tuesday at Long Pond by Codner Holdings Ltd., with Brian Madore as editor and Petten as publisher. *Shoreline* (1989-1993, *passim*). ILB

SHORES COVE (pop. 1986, 82). A fishing community on the *Southern Shore *qv*, between Cape Broyle and Admiral's Cove *qqv*, Shores Cove was amalgamated with Cape Broyle in 1990. Permanent settlement at Shores Cove is not recorded before the early 1900s; it appeared in the *Census* returns for 1911, with a population of 22. Carew remained the only name in the tiny settlement until the 1970s. During the 1930s, capelin and cod were fished from the cove and one family owned a small schooner of 10 tons. The population was 18 in 1945. Shores Cove was included in the *Census* figures for Cape Broyle during the 1950s. *List of Electors* (1946-1988), *Census* (1911-1986). ACB

SHORT, NEHEMIAH (1897-1970). Magistrate; chief electoral officer. Short was a magistrate in Fogo in the 1920s, and later served in Trinity, Burin and Corner Brook. In 1944 he was assigned to look into the mechanics of returning counts for a *National Convention *qv*. He recommended a secret ballot, based on the electoral districts of 1925 (with alterations reflecting population changes). Short was chief electoral officer during the referenda which led to Confederation. He remained chief electoral officer for the Province until 1963, and also held the position of deputy minister of Economic Development (a department whose Minister was the Premier). Short was living in retirement in St. John's in 1966. Peter Neary (1988), *Census* (1935), *ET* (Aug. 20, 1949), *List of Electors* (1962; 1966). ACB

SHORTIS, HENRY FRANCIS (1855-1935). Historiographer. Born Harbour Grace, son of Elizabeth (Cahill) and Michael Shortis. Educated Harbour Grace Grammar School. Married Mary Kavanagh. Shortis began working for the New York-Newfoundland-London Telegraph Company in 1870 as a telegrapher in Harbour Grace and Heart's Content. After 13 years he became a journalist in St. John's, first with the *Evening Mercury* and later with the *Terra Nova Advocate* (a paper noted for its pro-Irish and Roman Catholic outlook). He became editor of the *Advocate* in 1885 and the paper soon developed a strong rivalry with the *Harbour Grace Standard*. By 1892 Shortis had left the paper and was appointed postmaster at Harbour Grace Junction (Whitbourne) for the Newfoundland Northern and Western Railway, then under construction. He returned to St. John's in 1894 to work as a clerk with the Post Office and held this position until his retirement in 1912.


H.F. Shortis

Shortis was a founding member of the Newfoundland Historical Society in 1905. Following his retirement, he became historiographer of the Newfoundland Museum. His writings covered various topics in the Island's history and appeared regularly in local publications. He collected and transcribed eight volumes of his and others' writings in what he called his "Fugitive History". These and other papers of Shortis are in the Public Archives of Newfoundland and Labrador. *DNLB* (1990), *Who's Who in and from Newfoundland 1930* (1930). ACB

SHOWTIME. This quarterly paper was published during 1981 from the L.S.P.U. Hall in St. John's under the auspices of the Resource Centre for the Arts. It aimed to inform the public of artistic activities in St. John's and was distributed free of charge. It contained reviews of productions, a calendar of events at the Hall, a list of art exhibits, profiles of local artists, musical

notes, reports on movies and book reviews. It probably ceased publication after three issues. Jean Smith (interview, May 1993), *Showtime* (1981, *passim*). ILB

SHOWTIME. This entertainment guide continued the publication *On Stage*, which had been published from September 1986 to 1990. Both were published six times annually by the Arts and Culture Centres of the Province. They featured a lineup of the season's entertainment, with pictures and profiles of the artists and groups accompanying the listings. *Showtime* (1990-1993, *passim*). ILB

SHREWS. The shrew belongs to the insectivorous family *Soricidae*. There are three species in Newfoundland and Labrador, all of which belong to the sub-family *Soricinae*, the red-toothed shrews. While the shrew is native to Labrador, it was introduced to the Island in an effort to control the larch sawfly. This tiny mammal is distinguished by its long, pointed nose, its quick movements, and its nervous, high-strung nature.

The common or masked shrew (*Sorex cinerus*) is a member of the genus *Sorex*, the long-tailed shrew. It is the only species found on the Island, 33 having been introduced from New Brunswick in 1958 and released near St. George's. Within 10 years the animal had spread virtually across the entire Island, and by 1970 it was noted on several offshore islands. In Labrador the subspecies *S.c. miscix* is found everywhere except in the extreme north. This animal, averaging 100 mm in length and four grams in weight, is brown on the top and grey below. Although it rarely lives for more than one and a half years, the common shrew can produce several litters per year averaging seven or eight young. Its breeding season is from early spring to fall. The young stay in the nest for three weeks. The shrew spends most of its time in underground tunnels. It eats a wide variety of insects, invertebrates, vertebrates and plants and is in turn eaten by many predators including hawks, weasels, foxes and large trout.

The two other species that occur in Labrador are the pygmy shrew (*Microsorex hoyi*) and the water shrew (*Sorex palustris*). The pygmy shrew is the smallest mammal native to North America, ranging from 78 to 105 mm in length and 2.3 to 7.3 grams in weight. The Labrador subspecies (*M.h. al norum*) is found throughout most of the region except for the northern part. The water shrew (subspecies *S.p. labradorensis*) is found in southern Labrador and is the largest of the Province's shrews. It weighs from 10 to 18 grams and measures from 140 to 164 mm. Its toes are partially webbed and it has stiff hairs on its feet. By trapping air in these hairs, it can walk over calm waters for short distances. A.W.F. Banfield (1974), E.W. Haines (1965), Randolf L. Peterson (1966). MARK PADDOCK

SHRIKES. Shrikes are essentially song birds which have hawk-like bills and behaviour (although lacking the talons of a hawk). There are 70 species worldwide — of the old world family *Laniidae* — but only two breed in Canada. These two are very similar and, in flight, are easily confused with the northern mockingbird. Only the northern shrike (*Lanius excubitor*) is seen in Newfoundland and Labrador. Circumpolar in distribution, the northern shrike breeds across northern Canada, including Labrador. It does not breed on the Island and is considered uncommon there, although it has been seen regularly in fall, winter and spring. It has an extensive range in winter, and has been found as far south as Maryland and Arizona.

The northern shrike is robin-sized, mostly grey and black with whiter underparts, and a prominent mask-like black patch across the eyes. This mask and a heavier, hooked bill help to distinguish it from the northern mockingbird. Like the mockingbird, the shrike sings with some variety, from a high perch. The bulky nest, in a tree, may contain six or more spotted eggs. The northern shrike is often called a "butcher-bird", because of a habit of hanging catches (mice, small birds and large insects) on a thorn, twig or barbed wire. This practice may be related to the fact that the shrike's legs are considerably weaker than those of hawks and other birds of prey. Mactavish, Maunder and Montevecchi (1989). CHARLIE HORWOOD

SHRIMP. Shrimp are small, edible crustaceans found in abundance in the waters around Newfoundland and Labrador. Grey or green when alive, they turn pale scarlet or pink when boiled. Shrimp are decapods, having ten jointed legs and are covered by a hard, outer shell. Unlike other decapods (such as lobster and crabs), shrimp are well adapted to swimming. Larvae of the shrimp are hatched in the spring and float near the surface of the ocean as part of the planktonic mass, gradually moving to deeper water as they mature. Northern shrimp function sexually as males until the fourth year of life. They then undergo a brief transition and spend the remainder of their lives as females. Shrimp feed primarily on other crustaceans, sand worms and marine plants on the sea bottom during the day. They are preyed upon by marine mammals and by fish such as Greenland halibut, turbot and cod.

Although the species had not been harvested commercially on a significant scale until the 1970s, in 1993 a large commercial fishery existed in Newfoundland and Labrador. Of the more than 30 species of shrimp in the northwest Atlantic, the most important commercial species is the pink or northern shrimp (*pandalus borealis*). The striped pink or northern shrimp (*pandalus montagni*) is generally found in waters further to the north. The pink shrimp is abundant in the Gulf of St. Lawrence, the Esquiman Channel off Port au Choix, the southwest coast of the Island and in Labrador, preferring the trenches and slopes of the continental shelf. The Newfoundland fishery developed in the late 1960s and early 1970s and Harbour Grace quickly became a predominant landing site. By 1977 trawlers were exploring the Cartwright and Hopedale Channels and in 1980 were fishing as far north as Ungava Bay. Stern trawls and small-meshed otter trawls were used. Between 1979 and 1981 landings reached 15,000 tonnes. Factory freezer trawlers

then began to be used, processing catches which were often shipped through Denmark to markets in Europe and Japan. High prices paid for shrimp in 1987 and 1988 led many fishermen and fish plants to become involved in the industry. The Labrador Fisherman's Union Shrimp Co., founded as a co-operative in 1979 with two chartered vessels, had become involved in processing at L'Anse au Loup by 1990. A Fishery Products plant at Port au Choix also became heavily involved in processing northern shrimp. The shrimp fishery in the Province had become substantial by 1993, the Gulf of St. Lawrence region and the waters near Davis Strait, Hopedale, Cartwright and St. Anthony having become especially productive areas. MacDonald and Collins (1990), *Canadian Atlantic Quota Report* (Sept. 22, 1993), *ET* (Nov. 14, 1990). ACB

SHRINE CLUBS. The Ancient Arabic Order of Nobles of the Mystic Shrine is a philanthropic fraternity of freemasonry *qv*, whose members are 32nd degree Scottish rite masons or knights templar of the York rite. The Shriners, or Shrine Masons, are an international fraternity whose 720,000 members belong to Shrine Temples throughout the United States, Canada and Mexico. The first Shrine was established in New York in 1872. In Newfoundland there is one Shrine, Mazol Temple, whose 650 members are spread throughout the Province in 10 clubs: in St. John's, Wabush, Happy Valley/Goose Bay, Burin, Clarenville, Trinity/Conception, Gander, Lewisporte and Corner Brook. The Shriners' activities in Newfoundland began during World War II as a result of contact with Masons from the United States. The first Shrine Club for this area was established in 1956, under the jurisdiction of Philae Temple in Halifax. Newfoundland Masons established their own Shrine in 1982.

The best-known philanthropic activities of Shriners are the Shriners' Hospitals for Crippled Children and funding for burn treatment and research. There are 19 Shriners' hospitals and three burns institutes in North America. These hospitals provide burns treatment and orthopaedic therapy for children up to 18 years of age. All treatment is provided free of charge, funded through the Shriners Hospitals for Crippled Children Endowment Fund, and through private donations and a yearly hospital assessment fee from each Shrine member. In Newfoundland, the Shriners have directly helped many burned and disabled children by providing treatment at Shriners Hospitals elsewhere. Other support is given indirectly, through financial and other support to the Janeway Children's Hospital and other local hospitals. Newfoundland Shriners also sponsor an annual Food and Livestock Fair in St. John's. The Shriners have the reputation of being the "fun" part of Masonry, as was made apparent to residents of St. John's in the fall of 1992 when the annual North-East Shriners Convention was held in the city, attended by approximately 1200 members from the northeastern United States and eastern Canada. A memorable parade was held in which members dressed in the red fez and costume of each Shrine. Also in the procession were several of the Shriners' trademark miniature cars, along with bands and clown troupes. Don Newell (interview, Nov. 1993). ELIZABETH GRAHAM

Shriners' parade

SHULDHAM, MOLYNEUX (1717?-1798). Governor. Born Ireland?, son of Elizabeth (Molyneux) and Rev. Lemuel Shuldham. Married Margaret Sarney. Shuldham entered the Royal Navy in 1732, eventually attaining the rank of captain. Succeeding John Byron *qv* as governor of Newfoundland in 1772, Shuldham immediately began an examination of fortifications in St. John's and Placentia. Construction of Fort Townsend was begun the following year in consultation with Robert Pringle *qv*.

Shuldham received numerous complaints from justices that merchants were refusing to obey summonses and threatening bodily harm to constables who interfered with them. Although the governor claimed to support the justices he instructed them to treat the merchants with the "decency and indulgence to which they are entitled as gentlemen, merchants and British subjects" (cited in *DCB IV*). Shuldham visited the Labrador coast in 1773, issuing a proclamation at Chateau Bay giving greater security to British firms fishing there. He sent Roger Curtis to explore the northern coast and report on the Moravian missions, and took an "Esquimeaux chief" to London with him to be presented to George III. Shuldham's authority over Labrador ended in 1774 when it was re-annexed to Quebec, but he continued as commander-in-chief of the squadron protecting British fishermen. Replaced as governor by Robert Duff *qv* in 1775, Shuldham became commander-in-chief of the North American station. He was later created the first Baron Shuldham and represented Fowey in Parliament. D.W. Prowse (1895), *DCB IV*. ACB

Gov. Molyneux Shuldham

SIBLEYS COVE (pop. 1991, 187). Sibleys Cove is a fishing community on the south side of Trinity Bay, about 10 km southwest of Old Perlican *qv*. It is usually considered to include Torquay (pronounced, and sometimes spelled, Tar-quay), a cluster of houses on the east side of the cove. The cove was probably named after a migratory fisherman. The surname was recorded at Old Perlican in the late seventeenth century, and it is likely that Sibleys Cove was an early outpost of this important fishing centre.

Permanent settlement probably dates from the early 1800s, for by 1824 George Temple had established himself as a planter in "Selby's Cove". Other settlers came from Upper Island Cove and Old Perlican in the latter part of the 1800s. Solomon and David Reid, originally of Upper Island Cove, arrived *c.*1860 and gave rise to the local toponyms David's Hill (near the centre of the community) and Solomon's Path (leading to the beach). The Sparkes family were resident by 1865. Sibleys Cove first appears in the *Census* of 1874 (along with nearby Lead Cove *qv*), with a combined population of 61. Ten years later Sibleys Cove had 93 residents. A voters' list of 1889 recorded family names as Eady, Sparks, Squires and Read. Salmon, herring and cod were taken by local fishermen and there was also a limited amount of farming in the cove. In 1891 one vessel left Sibleys Cove for the Labrador fishery, while a majority of the adult men from Torquay were involved in the northern fishery at the turn of the century. In 1916, William Button operated a cod liver oil factory in nearby Lead Cove.

The first school was built in 1895 and was kept by Isaac March of Brownsdale. A Methodist chapel was built in 1899. The 67 people in Sibleys Cove and 24 in Torquay in 1901 all belonged to the Methodist Church. An Orange Hall was constructed in 1942. Torquay had by the time of the 1901 *Census* been settled by the Bearns (Barnes) and Rodgers families, the two family names which continue to be associated with that area. The community appears separately in the *Census* for the last time in 1966 (pop. 53). A government wharf was constructed in 1957 for inshore fishermen. Fish was sold to W.J. Moores and Earle's Exporters in Carbonear. In 1994 students attended school in Hant's Harbour and Brownsdale while other services and employment outside the fishery were found in larger centres of Conception Bay such as Carbonear and Harbour Grace. E.R. Seary (1977), George Squires (197-), *Census* (1874-1991), *List of Electors* (1889), *McAlpine's Newfoundland Directory* (1904). ACB

SIBLEY'S COVE, PLACENTIA BAY. See PROWSETON.

SIEBERT, WALTER E. (1902?-1961). Mining executive. Born United States. While employed as an accountant with the Corporation Trust Co. of New York, Siebert purchased a mineral claim at St. Lawrence from W.H. Taylor of St. John's. Encouraged by reports of a substantial fluorspar deposit, after visiting St. Lawrence in 1929, he purchased several other claims and began actively promoting the mine. Aubrey Farrell of St. Lawrence was appointed his local representative, and full-scale mining began in 1934. Siebert himself oversaw operations as president and managing director of the St. Lawrence Corporation. He was also president of Newfoundland Asbestos Ltd. During World War II the Corporation sold large amounts of ore to American steel mills. When these contracts ended in 1957 Siebert then attempted to enter the Canadian market and lobbied for an import duty on cheaper Mexican fluorspar. Support for Siebert's efforts came to an end when it was discovered that he also held interests in the Mexican fluorspar industry. With markets for fluorspar shrinking, the St. Lawrence Corporation was virtually bankrupt at the time of Siebert's death. Assets of the company were sold to Newfoundland Fluorspar in 1964. Ena Farrell Edwards (1983), *DNLB* (1990). ACB

SIGNAL. Published by the St. John's Allied Printers Union, Local 441, this paper was issued every Friday in the fall of 1979 by locked-out and striking employees of the *Evening Telegram*. For each issue 10,000 copies were printed and sold in approximately 90 retail outlets, but most copies were sold by *Signal* staff: this face-to-face contact provided an opportunity to meet the public and explain the strike-lockout situation at the *Telegram*. The paper contained advertising, sports news, arts reports, local city news, an entertainment section and articles by Helen Porter, Ray Guy and Tom Cahill *qqv*. *Signal* (Sept. 21-Nov. 2, 1979, *passim*). ILB

SIGNAL, THE. Published monthly by the *Daily News* in co-operation with the National Harbours Board and the port of St. John's Authority in late 1975 and early 1976, the *Signal* aimed to bring the harbour of St. John's to the fore and to create an awareness of its importance to the economy of the Province as a whole. A large part of the publication was comprised of advertising, detailing the services available and planned — all designed to help St. John's live up to its motto of being "the service station of the Atlantic". It also contained shipping reports, vital statistics of the port, port news and news of port personnel. *Signal* (Nov. 1975-May 1976, *passim*). ILB

SIGNAL, THE. A monthly news bulletin issued by the St. John's Retired Citizens Association and funded by New Horizons *qv*, the *Signal* was begun in February 1978, to keep members informed of the Association's activities, projects, programmes, as well as the status and well-being of other members. It also provided an opportunity for members to voice ideas and criticisms, and to communicate with each other. It contained reports of meetings, poems, letters, recipes, a sports column, a health column, profiles of members, an inspirational page and advertising. The paper ceased publication in 1981. Gordon S. Squires (interview, May 1993), *Signal* (1978-1981, *passim*). ILB

SIGNAL, THE. Also known as the *Newfoundland Signal* for part of its short life, this paper, published by Michael Harris and edited by Geoff Meeker, was promoted as the arts and entertainment weekly of

Newfoundland and inserted in 12 Robinson-Blackmore community newspapers. Cover stories focused on well-known local artists, musicians, actors, comedians, playwrights and producers. Other features included reviews and profiles of local art and exhibits, articles on photography, food, folklore, media and film, as well as book reviews, TV listings, advertising and horoscopes. This paper replaced another insert paper, the *R-B Weekender*, but was soon in turn replaced by the *Weekender. Signal* (*passim*). ILB

SIGNAL HILL. Besides being perhaps the most familiar landmark of St. John's and a symbol of the City, Signal Hill is a site of local, national and international significance in the fields of communications and military and medical history. It was also one of the first places in Newfoundland to be the subject of heritage commemoration.

The Hill forms a peninsula, bounded on the north by Quidi Vidi Harbour and Quidi Vidi Lake; on the south by the Narrows and St. John's Harbour; and on the east by the Atlantic Ocean. It rises abruptly from the Narrows, levelling off in the vicinity of *Cabot Tower *qv*, 500 ft. above sea level. Just north of Cabot Tower an uneven plateau, 1500 ft. long and 200 ft. wide, tends in a northeast direction, reaching a maximum height of 525 ft. at Ladies' Lookout. The ascent from the ocean is interrupted at 160 ft. by Ross's Valley, a "hanging valley" formed when a prehistoric glacier melted before its work was done. From the summit westward the hill declines sharply to George's Valley (300 ft. above sea level) before resuming its descent towards the city of St. John's. Geologically, it is composed primarily of red sandstone and conglomerate.

The Hill's record as a signalling post dates to 1704, when the British garrison at St. John's used it as a lookout site, and by 1762 it had become known as "Signal Hill". In the nineteenth century the focus of port signalling shifted from military to commercial, reflecting both military decline and the rise of St. John's as an entrepôt. Each mercantile firm had its own flag, which the signalman hoisted when the firm's ships came into view. This gave work crews time to prepare docking facilities and to get ready to unload cargoes. In short, the system expedited the port's business. Customs officials also knew from the signals if a ship was returning from a foreign port, while harbour pilots could tell if a vessel needed assistance entering the narrows. Signals were sent from blockhouses until 1900, when Cabot Tower assumed the function. Although twentieth century technology had long rendered flag signalling obsolete, the service persisted until 1958.

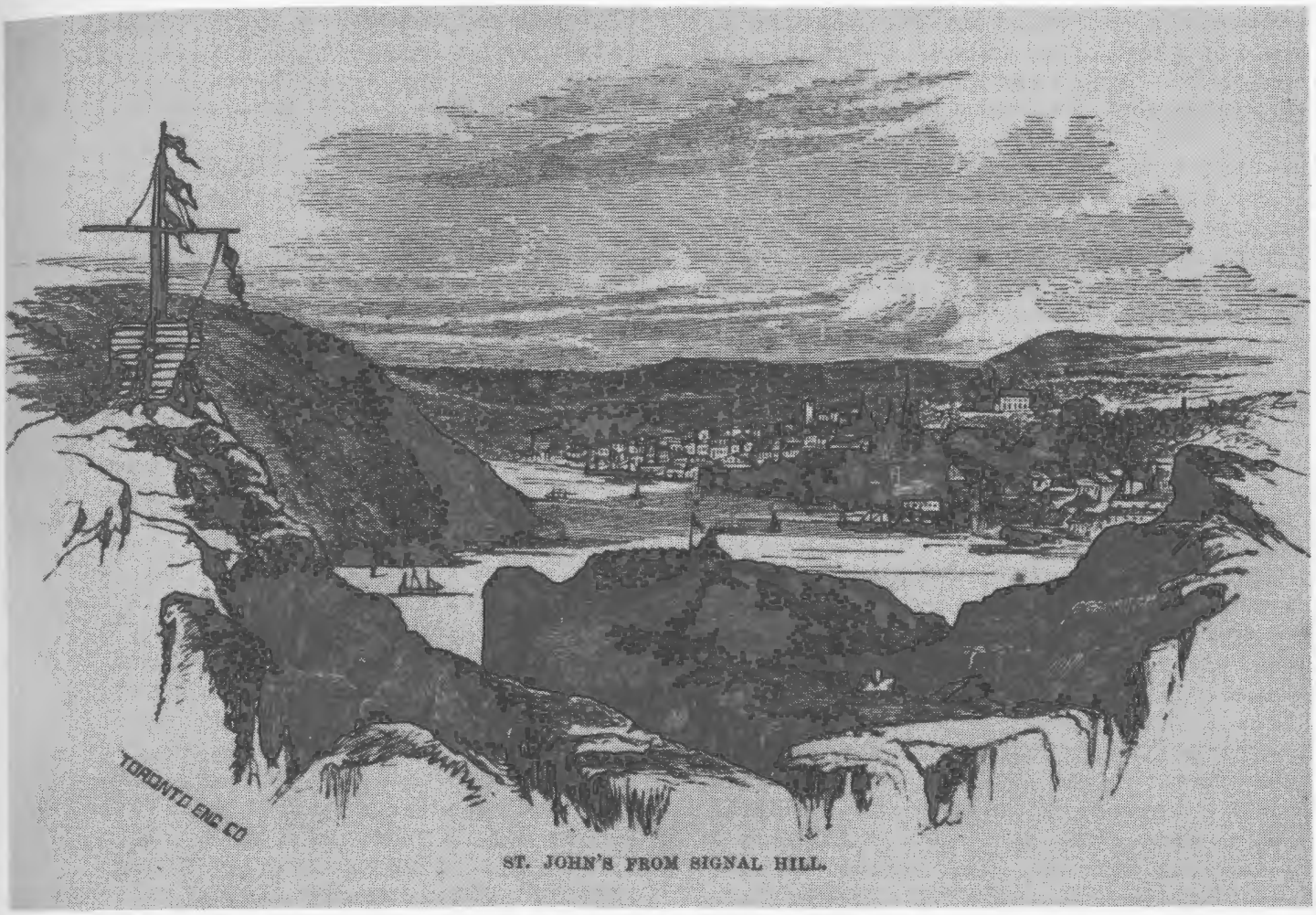
On December 12, 1901, Signal Hill was the site of a major event in world communications history when Italian inventor Guglielmo Marconi *qv* received the first transoceanic wireless message in a makeshift receiving station atop the Hill. Although Marconi subsequently established the first commercial transatlantic wireless station at Table Head in Glace Bay, Cape Breton, his Signal Hill connection did not end. On July 23, 1920, three Canadian Marconi Co. engineers, based temporarily in Cabot Tower, made wireless telephone contact with the R.M.S. *Victorian*, then steaming out of England for America. This marked the first wireless transmission of the human voice across the Atlantic Ocean. In 1933 Canadian Marconi established a wireless telegraph station on the second floor of Cabot Tower. After Confederation, the Canadian Department of Transport took over the station, which operated until 1960.

The last active remnant of signalling on Signal Hill is the firing of the noonday gun, a practice that dates back at least to 1842. The British garrison used morning, noon and evening guns to regulate its daily activities. After the military withdrew from St. John's in 1870, the Colony continued the noonday firing. There have been numerous interruptions in the operation of the gun, the most famous occurring in 1906 when clergymen complained that the gun was disrupting their Sunday services. The government discontinued the Sunday firing for several weeks until the resultant public outcry forced them to reinstate it.

For decades the signal station remained the only military presence on the Hill. The main body of the St. John's garrison was quartered at Fort William *qv*, erected in 1697 after a destructive French raid on St. John's. Although well situated to defend against naval attack, Fort William was vulnerable to land attack because of the high ground near it. This flaw was first exploited to military advantage in 1762. On June 27 of that year Fort William fell to a French force that had been sent out to disrupt the Newfoundland fishery. The attack was unexpected because of earlier French defeats at Louisbourg and Quebec. The British reacted swiftly, organizing an expeditionary force out of the garrisons at New York, Halifax, and Louisbourg. On September 13 British troops under the command of Lieutenant-Colonel William Amherst *qv* landed north of St. John's at Torbay and advanced upon the town. On the 15th they routed the French on Signal Hill, driving them down into Fort William. The British now commanded the high ground, and on the 17th opened fire on the fort. The French position was hopeless, and they surrendered the next day. The recapture of St. John's was the final battle of the Seven Years' War to take place in North America.

Because of Fort William's vulnerability to artillery fire from Signal Hill, in the 1770s the British constructed Fort Townshend *qv* to the west of Fort William, beyond the range of artillery on the Hill. But in the 1790s, instead of trying to move the garrison away from Signal Hill, the British chose to develop it as a citadel and Narrows defence, the citadel to serve as a post of ultimate retreat for the troops in the town forts. In the 1830s military officials decided to phase out the two forts altogether, and to concentrate the entire garrison on the Signal Hill Peninsula. New masonry barracks and other facilities were constructed on the summit of the hill, which by late 1841 housed about half the garrison. But the barracks, built in an exposed location, proved to be cold, damp and smoky, and in January 1842 were declared to be unfit for human habitation. This decision ensured the survival of the town forts for a few years more.

Initially the vacant barracks were converted to storehouses, but from 1846 to 1859 a portion of one



From Tocque's Newfoundland: as it was, and as it is in 1877

barracks range was used as a civilian jail, fire having destroyed the jail in downtown St. John's. This was part of a trend of civilian encroachments on the hill in the 1840s. Military officials allowed the colonial government to use George's Pond as the city water supply (for which purpose it proved inadequate), and also permitted the Newfoundland Ice Co. to get its ice from the pond. Repairs to the blockhouse were charged to the colony because the signalling function no longer had any military value. The increasing civilian presence on the Hill bespoke a declining imperial military commitment, a trend not confined to Newfoundland. In an era of British free trade and colonial self-government, the maintenance of expensive garrisons on colonial soil had become untenable. Garrison reduction commenced throughout British North America in the 1850s, was interrupted by the American Civil War, then resumed its inexorable course. The last British troops departed St. John's aboard H.M.S. *Tamar* on November 8, 1870.

Signal Hill lay dormant as a military site until World War I, when it experienced only a modest revival. As part of the harbour defences, a watch was maintained on the hill, and the Newfoundland Legion of *Frontiersmen *qv*, a quasi-military body, maintained a small battery in the Narrows at Fort Waldegrave *qv*. The emphasis on Narrows defence was no longer sufficient. The development of rifled ordnance in the 1850s and thereafter had reduced the Narrows to a secondary line of defence. Fort Waldegrave should have been complemented by long-range coast defence guns on Signal Hill or elsewhere along the coast.

Signal Hill played a final role in coast defence during World War II, when Newfoundland became the scene of feverish military activity brought on by the collapse of western Europe. Canada established a long-range battery at Cape Spear and Narrows defences at Fort Amherst and *Chain Rock *qv*, the latter being part of the Signal Hill Peninsula. The United States, meanwhile, installed coast artillery on the summit of Signal Hill, and an anti-aircraft battery near George's Pond (the coast artillery battery was subsequently relocated to Red Cliff). For Signal Hill, it was the culmination of a remarkable record of military use, spanning the course of some 250 years.

In addition to its storied past as a military and communication post, Signal Hill has played an important role in the history of medicine in St. John's. After the British withdrawal in 1870, the colonial government became the owner of a sizeable amount of former military property, including buildings on Signal Hill. Taking advantage of the Hill's relatively isolated position, the government decided to use its buildings as quarantine hospitals to complement the former military hospital on Forest Road, which, handling routine medical and surgical cases, evolved into the St. John's General Hospital. The first building on Signal Hill to

be converted to a hospital was a two-story stone barracks near George's Pond. Built in 1842-43, it became known as St. George's Hospital, possibly after England's patron saint, or else because of its proximity to George's Pond. The hospital was used only sporadically, but was busiest between 1888 and 1890 when a diphtheria epidemic ravaged St. John's. In 1889, 249 patients were treated at St. George's, of whom 20 died. Workmen were unable to carry out repairs to the building that year because of the presence of so much disease. The Great Fire of July 8, 1892, which destroyed most of St. John's, also claimed St. George's Hospital, strong winds carrying flaming debris up the Hill. Stone from the ruins of St. George's Hospital was later used in the construction of Cabot Tower.

After the loss of St. George's Hospital, the focus of medical activity on the hill shifted to the lazarette, a former barracks built of masonry on the summit between 1837 and 1840. The lazarette co-existed with St. George's Hospital from the 1870s, probably taking excess patients. In the 1890s the lazarette became known as the Diphtheria and Fever Hospital. It was in a room in the unoccupied fever end of the hospital that Guglielmo Marconi received his famous message in 1901. The Diphtheria and Fever Hospital's prospects looked dim after 1906, when a fever wing was added to the General Hospital. However, it found new purpose as a centre for the treatment of tuberculosis, which in 1909 accounted for 20% of all deaths in Newfoundland. Upon the recommendation of a public health commission, the hospital was extensively renovated in 1911. Known in its new role as Signal Hill Hospital, it was for a time the main tuberculosis treatment facility in St. John's. Signal Hill Hospital succumbed to fire on December 18, 1920.

The third and last hospital on Signal Hill was the Marine Hospital, located in Ross's Valley. It was built in 1892 as a precautionary measure to check the spread of cholera to St. John's. Cholera was then present in several European cities, and isolated cases were being reported in North America. Public Health officials proposed to inspect vessels returning from abroad and to send suspected cholera cases to Ross's Valley via a road from Chain Rock, thereby avoiding passage through the city. The cholera scare passed, and the hospital was never used in its intended role. Nor was the road from Chain Rock completed. The hospital was so difficult to reach that it was used only twice, and then to receive smallpox patients. It became a white elephant in the eyes of the public, who dubbed it "Prowse's Folly" after public health officer Judge D.W. Prowse *qv*. People missed the point that the facility was only meant to be temporary, and its remoteness a necessary part of its design. As for Judge Prowse, he later wrote that he "had no more to do with it than the man in the moon." Like so many buildings on Signal Hill, the Marine Hospital was also lost to fire, this one on May 6, 1911.

On May 22, 1958, Signal Hill was designated as Newfoundland's first national historic park. This represented a continuation of the Hill's pre-confederation role as a focus of heritage preservation. In the late 1920s the Newfoundland Tourist and Publicity Commission spearheaded the use of historic resources for tourism purposes. The Commission's historical sub-committee, headed by St. John's lawyer Brian Dunfield *qv*, collected several old cannons from around St. John's and emplaced them in Queen's Battery, an old Narrows battery dating from 1796. The Commission also erected signs at the site to interpret its history to visitors.

The Commission, renamed the Newfoundland Tourist Development Board, disbanded in 1946. After Confederation *Evening Telegram* editor C.E.A. Jeffery *qv*, a former executive member of the Newfoundland Tourist Development Board, became the Province's first representative on the Historic Sites and Monuments Board, a federal heritage advisory group. Jeffery successfully argued the case for Signal Hill's becoming a national historic park. Parks Canada continues the work begun by the Newfoundland Tourist and Publicity Commission in the 1920s. See also HISTORIC SITES; HOSPITALS; PARKS, NATIONAL. JAMES CANDOW

SIKH SOCIETY OF NEWFOUNDLAND. This Society is an affiliation of people belonging to the Sikh religion. The Sikh population in Newfoundland, many of whom are associated with the University or medical profession, tends to fluctuate. In 1993 there were approximately 25 families, or 100 members. The first permanent residents were the Cheema, Grewall and Singh families, who arrived in 1973. With such small numbers Sikhs in Newfoundland do not have a temple, but worship in private residences every Sunday. Up to 1993 four traditional Punjabi weddings had been performed in St. John's by members of the Society. Each year the Sikh Society holds the traditional celebration of the birthday of the founder of the Sikh religion, to which non-Sikh friends are invited. Ramendra Wadhwha (interview, Sept. 1993), *EB*. ELIZABETH GRAHAM

SILK, HIRAM THOMAS (1929-). Broadcaster. Born Grand Falls, son of Elfreda (Brown) and Thomas Silk. Educated Grand Falls; Ryerson Institute. Married Nina Tilley. In 1951 Silk was the winner of an O'Leary Newfoundland Poetry Award and placed third in the annual Peabody Institute of Music Competition. He worked for CBC Radio at Grand Falls from the early 1950s until his retirement in 1990. Starting in 1973, Silk was host of the program "Looking Back". This show featured interviews with Newfoundlanders, mainly from Bonavista and Notre Dame bays, about life in the past. Silk was also host and producer of the long-running Sunday morning program "Sounds of Faith". Hiram Silk (interview, Apr. 1994), *DA* (Mar./Apr. 1988), Centre for Newfoundland Studies (Hiram Silk). LBM

SILLY COVE. See WINTERTON.

SILVER. Silver is a precious metal commonly found with other sulphide minerals, such as galena. In Newfoundland it has frequently been found associated with copper deposits. Silver has been reported in vein form in the areas of Lawn, Placentia Bay and Seal Lake,

Labrador. In the late nineteenth century small amounts of silver were recovered from mines at Harbour Mille, Fortune Bay and Tilt Cove, Notre Dame Bay. The Silver Cliff lead mine near Argentia produced some silver, until it closed in 1887. In the twentieth century, silver was being mined as a secondary product at Buchans. Until 1979, the operation produced an average of 109.5 grams of silver per ton of ore. Consolidated Rambler Mines of Baie Verte also recovered silver between 1964 and 1982, when the mine closed.

The total value of silver production in the Province has varied considerably from year to year, but went as high as $5,993,214 in 1980. Exploration for the metal has continued. In 1987 Cuvier Mines began drilling a silver prospect at Winter Lake, south of Makkovik, while the Riocanex firm found small silver deposits in southwestern Newfoundland. In the early 1990s Noranda Exploration Co. and BP Resources Canada Ltd. were also involved in silver exploration, drilling near Tally Pond and Duck Pond, southeast of Buchans. Gibbons and Mercer (1982), Wendy Martin (1983), Centre for Newfoundland Studies (Mines and Mining). ACB

SILVER BIRCH. See BIRCH TREES.

SILVER COVE. See CONCHE.

SILVER FOX ISLAND (pop. 1956, 163). The site of a resettled fishing community, Silver Fox Island is located on the northwest side of Bonavista Bay, at the mouth of the inlet known as Indian Bay *qv*. The island (also known as Silver Hare Island or Silver Hair Fox Island) is about 3 km long and was settled at a small harbour on its southern side, known as Warren's Harbour. This harbour takes its name from an early fisherman, John Warren, and was originally known as John Warren's Harbour. A John Warren was recorded as living at Salvage as early as 1675. By the 1830s there were Warrens living in the Tickle Cove area, and in later years the name was a common one at Gooseberry Islands.

Warren's Harbour appears in the first *Census*, in 1836, with a population consisting of one family of eight people. This may indeed have been the Warren family, as no population is recorded subsequently until 1869. By this time the island had been settled by five families (Button, Feltham, Hunt, Matthews and Rogers) who, local tradition has it, moved to Warren's Harbour from the Fair Islands *qv*, about 3 km to the southwest. The population of Silver Fox Island grew slowly — to 49 by 1884 and 82 by 1901 — largely as a result of natural increase among the five founding families. The only other common family name of Silver Fox Island was Wicks, also a family name of Fair Islands.

Warren's Harbour, Silver Fox Island

Silver Fox Island is some distance from the major fishing grounds of central Bonavista Bay, which lie southeast towards Gooseberry Islands. By the late 1800s the community was largely reliant on the Labrador fishery, supplemented by winter woods work in Indian Bay. Through the early years of the twentieth century woods work grew in importance, as the Labrador fishery declined, and by the mid-1930s most of the younger men were employed at Indian Bay for much of the year, cutting pitprops. In 1945 Silver Fox Island recorded its peak population, 198 people, with a mixture of the inshore fishery (now increasingly prosecuted from motorboats) and winter logging compensating for the virtual disappearance of the Labrador fishery. However, the changing economy of central Bonavista Bay, in particular after Bowater's took over Indian Bay in 1937 and expanded pulpwood cutting operations, led many of the people of Silver Fox Island to look increasingly to the adjacent mainland. By the mid-1950s some families were moving in to Indian Bay and nearby Wareham *qv*, where many had relatives. The last eight families to leave the island moved to Wareham in 1960. Sam Button (letter, Smallwood files), John Feltham (1986), C.G. Head (1965), E.R.Seary (1977), *Census* (1836-1956), *Lovell's Newfoundland Directory* (1871). RHC

SILVER POINT. See GLENBURNIE.

SILVERDALE. See JACKSON'S COVE.

SILVICULTURE. Silviculture is the branch of forestry concerned with the cultivation of forests, especially timber stands. Regeneration silviculture encourages natural growth and involves the planting of nursery cultivated seeds and seedlings. In the managed forest, stand composition and structure is modified to increase the total volume of marketable wood. Techniques include controlled burning, fertilization, thinning, pruning and the use of herbicides and pesticides. Through silviculture sites damaged by wind, fire, insects or poor harvesting practices can be reclaimed for commercial use.

The first attempt at silviculture in Newfoundland was included in the Crown Lands (Amendment) Act of 1890 (53 Vic. cap. 1), which contained a provision for planting young trees. But the provision was dropped from future amendments, likely because it was believed that natural regeneration would perpetuate the forests. In any case there were no nurseries or agencies to oversee the project. During World War I, Colonel Michael S. Sullivan *qv* of the Newfoundland Forestry Corps was introduced to the idea of a managed forest

while in Scotland. Upon his return, he recommended the establishment of a national forestry service. Subsequently, Jack Turner *qv* was chosen as chief forestry officer. In 1937 a small, temporary tree nursery was established on Deer Park Road, Salmonier. A second nursery operated in the area from 1939 to 1952, and reached a peak production of a million seedlings per year. The first pine seedlings from this second nursery were planted on the Colliers barrens in 1942. A small nursery opened at Mount Pearl in 1962, while the Canadian Forest Service began a research nursery at North Pond, near Gambo in 1965.

It had been apparent for some time that traditional harvesting methods such as clear-cutting resulted in the long-term loss of productive forest land. From about 1968 the Canadian Forest Service in conjunction with Bowaters Newfoundland Ltd. planted 50 ha of peatland on an experimental basis. Experimental plantations were begun at Avondale, along the Witless Bay Line, near the Foxtrap access road and along the Trans-Canada Highway between Whitbourne and Bellevue. Peatland was planted at Stephenville Crossing, Gallants Hill and at burned sites at Bottom Brook, all in western Newfoundland. In 1967 the Canadian Forest Service opened a research nursery at Pasadena, and the facilities at North Pond were later closed.

Prior to the mid-1970s, management of forests and the forest industry was conducted largely by the pulp and paper industry. In 1974 the provincial forestry department was given exclusive control of management policy, and silviculture was conducted on a cost-shared basis with government and industry. Legislation was enacted to regulate the location of access roads, the building of dams and other structures on forest land. In 1973, construction had started on a large nursery at Wooddale. Seeds were collected from cones at the site and container and bare root seedlings were cultivated in large numbers. With later financial assistance from the federal government, improvements were made to facilities for storage and processing. The Mount Pearl nursery was refurbished with two large greenhouses for experimental stock. A small greenhouse was built at Goose Bay in 1977 to provide growing stock for the Labrador region. Research and experimental work was concentrated at a laboratory in Pleasantville, St. John's, with additional research at field stations at Badger and Pasadena. Formal training in forest management became available at vocational and technical schools in Stephenville, Corner Brook and St. John's. First and second year courses in forestry were offered at Memorial University in association with the University of New Brunswick.

Provincial tree nursery, Wooddale

The Royal Commission on Forest Protection and Management (1981) helped shape silvicultural policies in the 1980s by warning of future shortages in timber supplies. There was a renewed emphasis on reforestation, and agreements between the governments of Canada and Newfoundland provided financial support for silviculture. Forest improvement (mainly the thinning of selected growing stocks) was combined with a program of reforestation. In a 1992 plan, seedling production and planting was projected to reach 8-10 million annually. Pre-commercial thinning was to be increased from 5100 ha per year to 8600 ha, while chemical and biological agents were authorized for use against insect pests and diseases. Most silviculture work done in Newfoundland and Labrador in 1994 consisted of stand thinning. See also FORESTRY. *Canada Newfoundland Co-operative Agreement for Forestry Development* (1990), *ET* (Mar. 1, 1979; July 10, 1994), *A Review of Environmental Impacts* (1980), *Twenty Year Forestry Development Plan 1990-2009* (Feb. 1992). ACB

SIMMONS, RAYMOND ARTHUR (1929-1983). Businessman; writer. Born St. John's, son of Gertrude (Raymond) and Bertram Simmons. Educated Atlantic School of Business Administration; Newspaper Institute of America. Married Lorraine Garf. Simmons joined Harvey and Company in 1946, and in 1951 became a reporter with "Harvey's News" on VOCM. He later worked with the Bennett Brewing Company as marketing manager and with Royal Trust's Real Estate division as manager for Newfoundland. In 1982 Simmons left Royal Trust and, with Ted Rowe, founded Simmons Rowe Associates, an independent real estate agency. Simmons had begun, in 1969, writing a weekly column for the *Daily News* called "Knapsack", for which he received a Kortwright Award for excellence in writing on conservation in Canada. From 1978 until 1983, his column "Outdoors" appeared regularly in the *Evening Telegram*. *Who's Who Silver Anniversary Edition* (1975), *ET* (Feb. 4, 1983). LBM

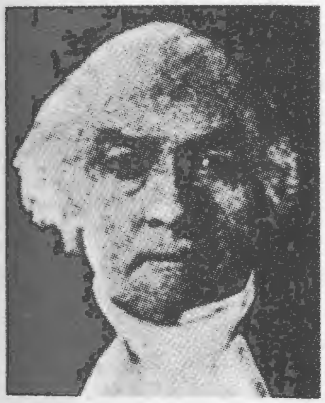
Ray Simmons

SIMMONS, ROGER CYRIL (1939-). Educator; politician. Born Lewisporte, son of Willis and Ida (Williams) Simmons. Educated Salvation Army College for Officers, St. John's; Memorial University of Newfoundland; Boston University. Married Miriam Jean Torgerson. Simmons began his career as a teacher and Salvation Army officer in St. Anthony. Later he moved to Springdale, where he subsequently became principal of Grant Collegiate and superintendent of the Green Bay Integrated School Board. In 1968 he was elected president of the Newfoundland *Teachers' Association *qv*, but resigned in order to run for the leadership of the provincial

Liberal party. He later withdrew his candidacy and again ran for the NTA presidency, but was defeated.

Simmons was elected MHA for Hermitage district in 1973 and for Burgeo-Bay d'Espoir in 1975. In 1979 he resigned his provincial seat to run in a federal by-election, and was elected in Burin-St. George's. From 1980 to 1982 Simmons served as parliamentary secretary to both the Minister of Environment and the Secretary of State for Science and Technology. In 1983 he was appointed Minister of State for Mines, but resigned 10 days later because of pending charges of income tax evasion. He was convicted and fined in December of that year. Simmons was defeated in the 1984 federal election, but reappeared on the provincial scene with a 1985 win in Fortune-Hermitage. After the resignation of Leo Barry *qv*, he served as interim Leader of the Opposition. In 1988 he returned to federal politics and was elected MP for Burin-St. George's. He was re-elected in 1993. *Canadian Parliamentary Guide* (1993), *DNLB* (1990); Centre for Newfoundland Studies (Roger Simmons). LBM

SIMMS, JAMES A. (1779-1863). Merchant; politician; judge. Born Birmingham, England, son of William and Mary Simms. Educated West Bromwich; studied law at Birmingham or London. Simms came to Newfoundland in 1809 and established himself as a merchant. He traded primarily in St. John's and Twillingate, where his brother Joseph appears also to have done business. Between 1811 and 1813 Simms was in partnership with Joseph Costello. As one of two trained lawyers known to be in St. John's by 1815 (the only other being William Dawe *qv*), Simms also did some legal work. Associated with the Boeothick Institution *qv*, he was entrusted with the care of Shawnadithit *qv* until her death at his home in 1829.



James Simms

In 1828 Simms was appointed to the position of Attorney General. An opponent of the system of representative government then being proposed, he outlined his objections in a written report presented to Governor Thomas Cochrane in 1831. Believing that a local assembly would be filled with merchants available only in the summer months, Simms argued that such a system would result in further taxation of the fisheries and increased migration to the United States. As an alternative to representative government he proposed an enlarged governor's council. With the granting of representative government, Simms was nonetheless appointed a member of the Legislative Council.

On the retirement of Richard A. Tucker, Simms became acting Chief Justice until Henry J. Boulton *qv* was appointed to the position. Boulton and Simms subsequently disagreed on several issues, especially Boulton's strict application of English insolvency law to Newfoundland. A fish broker himself, Simms believed that the cyclical nature of the fishery should be taken into account. Following Boulton's dismissal in 1844, Simms was again acting Chief Justice until the arrival of Thomas Norton *qv*. President of the Executive Council in 1842 under Governor John Harvey *qv*, Simms was also nominated to the Assembly in the Amalgamated Legislature. From 1846 until his retirement he was an assistant judge of the Supreme Court, a post which necessitated his removal from the Legislative and Executive Councils. Simms was pensioned in 1858 and probably returned to England the same year. Gertrude Gunn (1966), *DCB IX*. ACB

SIMMS, LEONARD ARCHIBALD (1943-). Politician. Born Howley, son of Emmeline (Payne) and Max Simms *qv*. Educated Corner Brook; Windsor, Nova Scotia; University of New Brunswick. Married Sandra O'Brien. Simms grew up in Corner Brook, but moved to Grand Falls in 1966. There he was involved in a variety of business enterprises and became well known for his involvement in fraternal and service organizations. He was the first Newfoundlander to become national president of the Lions Club. His political career began in 1975, when he was appointed executive assistant to John Lundrigan *qv*, MHA for Grand Falls and a member of Frank Moores's cabinet. Simms was later executive assistant to Moores and to Premier A. Brian Peckford.

Simms was first elected to the House of Assembly in 1979, as MHA for Grand Falls, and was appointed Speaker of the House. In 1982, after winning re-election, he was appointed to the Peckford cabinet as Minister of Culture, Recreation and Youth, and two years later was given the Forest Resources and Lands portfolio. In 1988 he was appointed President of the Executive Council, President of Treasury Board and Government House Leader, later also assuming responsibility for the Status of Women. After Peckford's resignation, Simms sought the party leadership, but lost a March 1989 convention

Len Simms

vote to Tom Rideout *qv* by 46 votes. Later that year he was elected for Grand Falls for the fourth time, but the Conservatives were defeated provincially. When Rideout resigned as leader Simms succeeded him. In May 1993 he led the Progressive Conservative party into a general election, which was handily won by the Liberals. He continued to serve as Leader of the Opposition in 1994. Simms was made an honorary life member of the Grand Falls Lions Club in 1979. Wes Simms (interview, May 1993), *ET* (Feb. 17, 1991; June 9, 1991; July 31, 1991; Oct. 13, 1991), *Express* (Mar. 10, 1993), *Sunday Express* (Dec. 6, 1987; Feb. 12, 1989; Oct. 18, 1990). JEAN GRAHAM

SIMMS, MAX GARFIELD (1901-1977). Businessman; community volunteer. Born Triton, son of Archibald and Lydia Simms. Married Emmeline Phoebe Payne; father of Leonard and M. Wes Simms *qqv*. Educated Triton. In the 1930s Simms worked for Bowater's in Howley, where he was a tugboat engineer, manager of the company store, and owner of the Station View Hotel. When transferred to Corner Brook, he operated a daily bus service between that town and Deer Lake. In Corner Brook, Simms managed another hotel, Humber House, and later the Glynmill Inn for Bowater's. He left the company in about 1950, purchased Humber House and renamed it the Westport Inn, operating it until his retirement in 1962.

After losing both legs to diabetes in his 60s, Simms learned to walk with wooden legs, and had a car designed which he could drive himself. A strong community man, he attended regular meetings of the Lions Club even after diabetes claimed most of his eyesight. It was his inspiring example as well as his long years of service to the Lions which prompted the Club to name in his memory its camp for the physically challenged. The Max Simms Lions Club Camp for the Handicapped opened near Bishop's Falls in 1981. Ironically Simms, the father of Tory leader Len Simms, was a long-time Liberal, and is credited with a role in launching the political career of Clyde Wells in Corner Brook. Paul Bickford (*Express*, Mar. 10, 1993), Calvin Coish (*Atlantic Advocate*, Sept. 1982), Wes Simms (interview, May 1993), *WS* (Oct. 21, 1977; Oct.22, 1977). JEAN GRAHAM

Max Simms

SIMMS, MAX WESTON (1938-). Businessman. Born Howley, son of Emmeline (Payne) and Max Simms *qv*. Educated Corner Brook; Moncton Business College. Married (1) Marjory Lowe; (2) Michalene Maureen Murphy. After a short stint teaching school, Simms attended business college and for a time served in the air force. He later worked with the family Westport Inn in Corner Brook, and when the Inn was sold he worked with the new owner eventually becoming manager of the four hotels owned by the company.

In 1964 Simms purchased the Paragon Hotel in Grand Falls, reopening it as the Simwesco. In 1970 he founded Weston Concessions, which for 20 years held the rights to most services in Terra Nova Park, including operation of restaurants, snack bars and tourist chalets. Simms switched the company's focus to Gander airport in 1990, where Weston Concessions operated in-flight service for airlines in addition to the airport's restaurant, shop and bar, and two years later acquired similar rights at Deer Lake Airport. Simms has served as chairman of the Tourism Industry Association of Newfoundland and Labrador, was a founding member (and president) of the Hotel/Motel Association of Newfoundland and Labrador and in 1983 was elected president of the Hotel Association of Canada. In 1982 he received a silver medallion from the federal minister responsible for tourism in recognition of his contributions to the tourism industry in Newfoundland. Wes Simms (interview, May 1993), *ET* (Sept. 28, 1982; June 10, 1983). JEAN GRAHAM

SIMMS, ROBERT HERBERT (1882-1948). Athlete. Born St. John's, son of Julianna Smith (Hayward) and William C. Simms. Educated Bishop Feild College. Married Ethel Fox. While at Bishop Feild, Simms was a top competitor in cricket, football, hockey, and track and field. He continued to be active in the Feildians Club after graduation. Simms played in the Newfoundland-Truro hockey series of 1901 and 1902, and was with the Feildians when they won the Newfoundland football championship in 1907. A regular competitor in the St. John's Regatta, Simms usually rowed for his employer, Bowring Brothers, but in 1903 he rowed for the championship Harvey and Company mercantile team. After he retired from athletics, Simms was an avid hunter and angler. Simms was posthumously inducted into the Newfoundland and Labrador Sports Hall of Fame in 1978. Frank Graham (1988), *DNLB* (1990), *Gazette* (Nov. 8, 1870), *Newfoundland Sports Hall of Fame Inducted Members 1973-1985*. LBM

SIMMS, ROBERT JOHN FOX (1913-). Physician. Born St. John's, son of Ethel (Fox) and Robert H. Simms *qv*. Educated St. Bonaventure's College; Guy's Hospital Medical School, London; Harvard University. Married Joan Howlett. Simms is former head of the departments of medicine at St. John's General Hospital and St. Clare's Mercy Hospital. He is a past member of the board of governors for St. Clare's Mercy Hospital and Clinical Association. He served as president of the Newfoundland Medical Association and the Newfoundland Medical Board, and for a period taught in the faculty of medicine at Memorial University. A member of the Royal College of Surgeons and a fellow of the Royal College of Physicians, Simms received a Queen's Medal in 1977 and was made a knight of St. Gregory in 1978. Robert Simms (interview, June 1994), *Monitor* (Feb. 1978). LBM

SIMPSON, JOHN HOPE (1868-1961). Commissioner. Born Liverpool, England, son of John Hope Simpson. Educated Liverpool College; Balliol College, Oxford. Married (1) Quita Barclay; (2) Evelyn (Hamilton) Brookes. Between 1889 and 1916, Simpson held a variety of positions in the British civil service. From 1914 to 1916 he was acting chief commissioner in the Andaman and Nicobar Islands in the Bay of Bengal. He was the Liberal member for Taunton in Parliament from 1922 to 1924, and was involved with several international commissions, including the Indian Colonies Commission (1924) and the Refugee Settlement Commission in Athens (1926-1930). He took part in a British mission to Palestine in 1930, and was director general of flood relief in China from 1931 to 1933. In 1934 Simpson was appointed Commissioner of Natural Resources in Newfoundland, and, with Thomas Lodge *qv*, was to dominate the Commission of Government for the next two years. Appalled at the level of poverty he witnessed, he described the fishermen and woods workers as little more than serfs. Though critical of the social order, he did little to change it. When the Commission received a report by F. Gordon Bradley *qv* criticizing conditions in the Anglo-Newfoundland Development Company's lumber camps Simpson suppressed it. In return, the Company agreed to pay loggers a minimum wage of $25 a month (despite Bradley's estimate that $50 a month was needed). In the meantime the Commission was determined to keep welfare payments at a bare minimum. Regarding the denominational system of education wasteful, the Commission abolished the board of education and replaced it with a six-member committee appointed by the governor from the three major denominations.


Sir John Hope Simpson

Simpson considered powerful Water Street merchants an impediment to progress in the fishery and in 1936 helped in the creation of the Newfoundland *Fisheries Board *qv*, which was given sweeping powers to regulate the industry. During Simpson's term the Commission gave financial assistance to fishermen to buy boats, engines and other supplies; bait depots were established and the number of freezing plants increased. Simpson retired to Britain in August, 1936 and was awarded the K.B.E. in 1937. The community of Port Hope Simpson was named in his honour. Bill Gillespie (1986), Peter Neary (1988), *Who Was Who VI.* ACB

SIMS, PAMELA. See FITZGERALD, PAMELA.

SINGING LEGIONNAIRES. The original group of Singing Legionnaires was organized in 1967 under the musical direction of Ignatius Rumbolt *qv* to perform at the Royal Canadian Legion provincial convention, being held that year in St. John's. The present Singing


Singing Legionnaires

Legionnaires were reorganized by the Legion in 1974, under the musical direction of David Peters, to perform at the Dominion Command National Convention, which was held in St. John's. The singing was so enjoyed by the group that they decided to remain together as a choir. The group in 1994 consisted of 35 members, most of whom were war veterans, their ages ranging from 65 to 82 years.

The Legionnaires have sung in many churches from Bonavista to Ferryland, and as far away as Corner Brook. Most senior citizen homes in and around St. John's have also been visited many times. The group adopted the tune "Marching Together" as their theme song, which was written by the Barter brothers of the 166th Newfoundland Regiment, and used as a marching song for that Regiment. Over the years they have sung at certain annual ceremonies — at the National War Memorial on July 1st, Canada Day Ceremonies at George St. United Church and St. James United Church for the annual November 11 Sunday services. Visits were made to high schools in the St. John's area for the Remembrance Day ceremonies. In 1994 they continued to sing at Legion functions, regiment reunions, Battle of Atlantic and Britain Day ceremonies and hospitals. The group was honoured by the C.N.I.B., as well as by the Shriners burn unit and the Canada Day celebrations committee for services rendered to these organizations. BRIAN EDWARDS

SINNOTT, EDWARD FRANCIS (1864-1936). Politician; merchant. Born Placentia, son of John and Mary Sinnott. Educated Placentia; St. Patrick's Hall, St. John's. Married (1) Elizabeth Tobin; (2) Laura Hartigan. As a young man Sinnott was employed in St. John's in the grocery, wine and spirit business first by James Baird and then by James D. Ryan *qqv*. In 1884 he established his own business, selling wines and liquors. During the prohibition on alcohol in World War I, he went into partnership with a Mr. Clancy as Clancy and Company, bought Ryan's business premises and began dealing in wholesale groceries and provisions. His political career began in 1919 when he was elected MHA for Placentia and St. Mary's as a supporter of Michael P. Cashin *qv*. He was twice reelected. In the meantime he remained a director of Clancy and Company and became a director of the British Clothing Company. From 1928 to 1934 he sat as a member of the Legislative Council. Sinnott was an active member of the Benevolent Irish Society in St. John's and was also noted as an oarsman in the annual Regatta at Quidi Vidi Lake. *DNLB* (1990), *NQ* (Christmas, 1936), *Who's Who in and from Newfoundland 1927* (1927). ACB

E.F. Sinnot

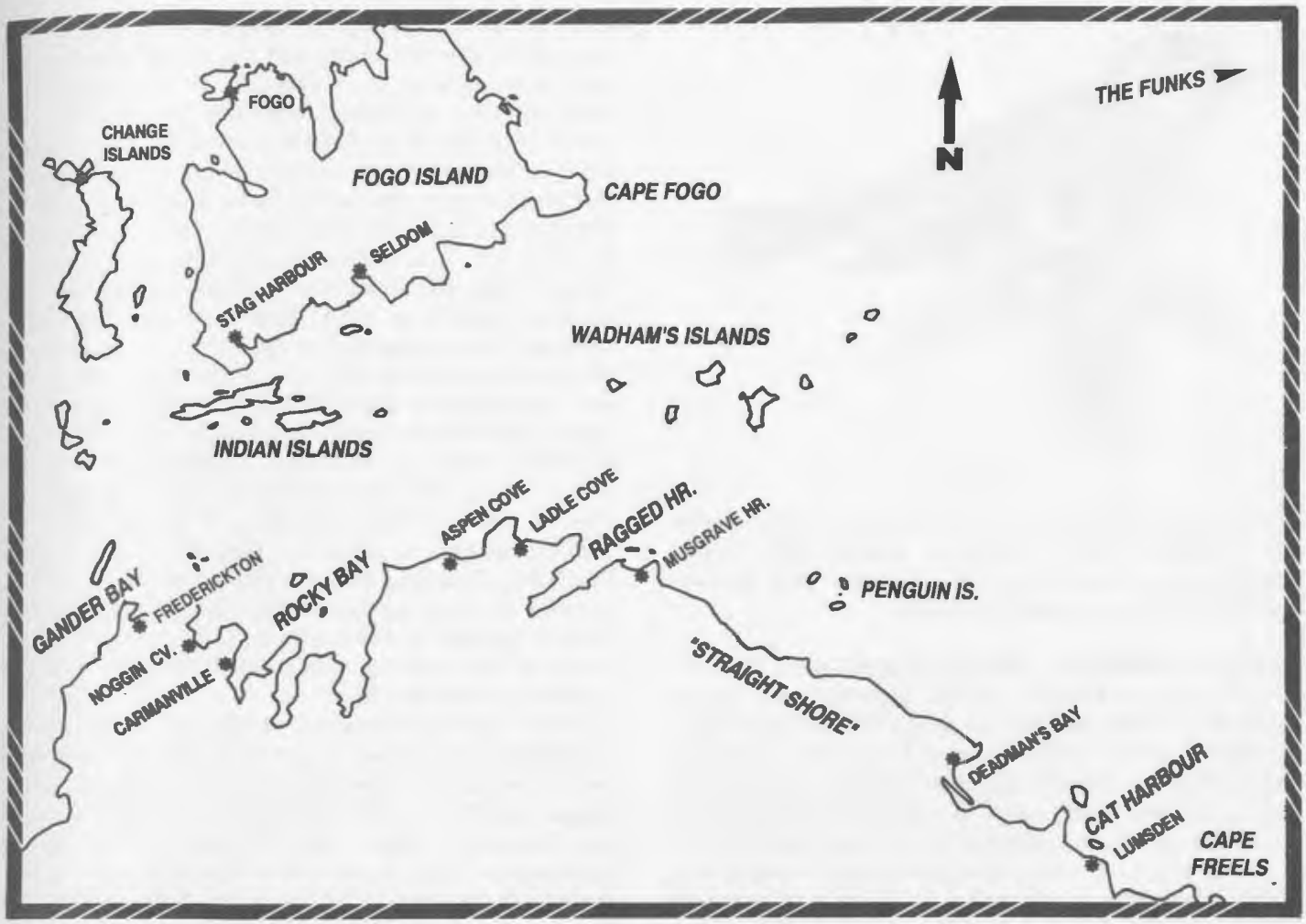
SINNOTT, MICHAEL J. (1874-1964?). Politician; magistrate. Born Placentia. A general dealer and contractor in Placentia, Sinnott was named district magistrate and justice of the peace in 1926. He was chosen as a member of J.R. Smallwood's *qv* interim cabinet in 1949 as the Minister of Public Works. Advanced in age, he was widely regarded as having been appointed to increase Roman Catholic representation in the cabinet. In the first provincial general election, in May 1949, Sinnott was defeated by Progressive Conservative candidate Leonard J. Miller *qv*. William Browne (1981), Harold Horwood (1989), *BN VI*. ACB

SIR CHARLES HAMILTON SOUND. Sir Charles Hamilton Sound (more usually known as Hamilton Sound) is on the northeast coast, between Fogo Island *qv* and the mainland to the south, and including (from west to east) Gander Bay, Dog Bay and Rocky Bay. The western half of the Sound is strewn with numerous low-lying islands, with the largest group being the Indian Islands *qv*. At the east end of Hamilton Sound lie the Wadham Islands *qv*.

It is presumed that the rivers flowing into Hamilton Sound (and particularly the Gander River *qv*) were important migration routes of the Beothuk in prehistoric times and that the islands off Gander Bay were used as "stepping stones" to provide access to seabirds and other sea resources at Fogo Island (and perhaps to Funk Island *qv*). The area was first frequented by Europeans in the eighteenth century, for the salmon fishery in the Gander, Dog Bay and Ragged Harbour rivers — where George Skeffington *qv* was granted the right to fish in the 1720s. By the late 1700s the Gander and Dog Bay salmon fisheries were being operated by Trinity-Poole merchants such as Benjamin Lester and Thomas Street *qqv*. Gander Bay also came to be frequented for winter work by crews fishing out of Fogo, and appears to have been settled year-round in the early 1800s. A few other sites were settled in the 1820s, during which time the Sound was named after Governor Charles Hamilton *qv*.

At the time of the first Newfoundland *Census*, in 1836, there were only about 100 people living in Hamilton Sound. The majority of these lived in Gander Bay, with the only other inhabitants noted being 22 people at Seldom and nearby Wild Cove *qqv* and 16 people at Muddy Hole and Ragged Harbour (now parts of Musgrave Harbour *qv*). By this time there was, however, a substantial migratory fishery to the Wadhams from Bonavista, and a Straight Shore *qv* fishery out of the Conception Bay North Shore.

Hamilton Sound was largely settled in the period from 1840 to 1870. In the west, most of the original settlers would appear to have come from Fogo and area, probably at first for winter work. In the east, at Musgrave Harbour and nearby Doting Cove, the settlers arrived either from Conception Bay or Bonavista; while the north shore of the Sound was settled at Seldom and the Indian Islands by people from Conception Bay. Many of these people became familiar with the area while engaged in the Labrador fishery,



Hamilton Sound and area

for which Seldom was "a much frequented stopping place for the. . . Fishing Fleet on the way north, when detained by foul winds or ice; in June under these circumstances, it is often crowded with vessels of 150 tons and less, with their closely packed freight of fishermen, women and children" (*Sailing Directions Newfoundland 1931*). Within the Sound itself the cod fishery was not especially lucrative, and many continued to engage in the fishery at the traditional grounds: the Wadhams, off Cape Fogo and on the Labrador. Historically, and continuing into the 1990s, the major commercial fisheries within Hamilton Sound have been for species such as salmon, capelin and lobsters. Particularly in the west, the inhabitants have also relied to a great extent on the lumberwoods of the interior for their livelihoods. Handcock and Sanger (1981), C. Grant Head (1976), *Census* (1836), *Sailing Directions Newfoundland 1931* (1931). RHC

SIR HUMPHREY GILBERT. An icebreaker in the fleet of the Ministry of Transport/Canadian Coast Guard, the *Sir Humphrey Gilbert* was built in Lauzon, Quebec in 1959 by the Davie Shipyard. It is 67 metres in length, has a maximum speed of 14.5 knots and a gross tonnage of 2152, and is classified as an Arctic Ice Class 2 light-to-medium icebreaker. In addition to its primary role it also tended navigational aids and was a supply vessel. In 1977 it assisted in the rescue of survivors from the sinking of the *William Carson qv*. Centre for Newfoundland Studies (Canadian Coast Guard; *Sir Humphrey Gilbert*). ILB

SIR ROBERT BOND. The Marine Atlantic vessel *Sir Robert Bond* was built at the Port Weller Drydock, Ontario in 1975. The 10,500 ton ship was designed as a rail-car ferry, but went into service just as rail traffic in the Atlantic provinces began to decline. In 1976 the *Bond* was in service on the run between North Sydney and Port aux Basques. When the passenger ferry *William Carson qv* was lost, the *Bond* underwent extensive renovations, and accommodations were provided for 200 passengers. It then replaced the *Carson* on the seasonal Lewisporte to Goose Bay run, carrying passengers and freight. J.P. Andrieux (1984), Belliveau *et al* (1992). ACB

SISKIN. A small finch, often known as siskin, it is more accurately called pine siskin (*Carduelis pinus*). It is an erratic wanderer, always seen in groups or flocks. Officially listed as uncommon in Newfoundland, the pine siskin is sometimes locally and temporarily quite abundant. It is rather like a small sparrow, heavily striped and showing touches of yellow (especially in the wings and tail). The tail is slightly forked; and the sexes are similar. Siskins breed in Newfoundland and throughout much of North America. For food they depend mostly on seeds

Pine siskin

such as dandelion, but also eat insects and buds. There are records of their sometimes raising their young entirely on seeds. Mactavish, Maunder and Montevecchi (1989). CHARLIE HORWOOD

SISTERS OF MERCY. The Congregation of the Sisters of Mercy, a Roman Catholic order of nuns, began its work in Newfoundland in 1842. Formed in Dublin by Sister Catherine McAuley in 1831, the Order was approached by Bishop Michael Anthony Fleming *qv* during the course of a visit to Ireland in 1840, with a request to establish a mission in Newfoundland. Fleming, who had previously arranged for the Presentation Order of Sisters to come to St. John's to provide schools for the poor, wished the Mercy Sisters to establish a convent and a day school for students from families capable of paying fees for their education. He also made arrangements for Mary Anne Creedon, an Irish native resident in St. John's (and sister-in-law of John V. Nugent *qv*, a prominent city Catholic) to enter the Order as a novice. She joined the Order as Sister Mary Francis Creedon *qv*.

It was widely believed within the Order that the founder, Mother Catherine McAuley, intended to lead the group of sisters going to St. John's to establish a convent. This plan never materialized, however, due to her death in 1841. In May, 1842 three sisters left Ireland for St. John's on the *Sir Walter Scott*. The three, Sister Francis Creedon, Sister Ursula Frayne and Sister Rose Lynch *qv*, arrived on June 3 to form the first Mercy Convent in North America. With no building ready for them, the Sisters established themselves temporarily at Carpasia, the Bishop's residence. While awaiting the completion of their convent, they began their ministry of visiting and attending to the sick and poor of the city. On March 25, 1843, Maria Nugent joined the convent and was professed as Sister Mary Joseph Nugent *qv*, the first to join the Order in North America. A sister of John Nugent, she had been a novice with the Presentation Sisters. She would come to be considered the first woman to perform the duties of a nurse in Newfoundland.

The Mercy Convent was soon completed, on Military Road, and it was there that the Sisters opened Our Lady of Mercy School in May, 1843. They taught during the day and continued with their visits to the sick after classes. In November sisters Ursula and Rose returned to Ireland. On June 24, 1847 an outbreak of typhus in St. John's claimed the life of Sister Joseph, leaving Sister Francis alone at the convent. Her niece, Agnes, (John Nugent's daughter) joined her and was professed as Sister Mary Vincent Nugent *qv* in 1850. The first native Newfoundlander to join the Mercy Order was Anastasia Tarahan, who became Sister Mary Baptist in 1854. That same year the Sisters opened a girls' orphanage at the Mercy Convent. Francis Creedon died on July 15, 1855 at St. John's. She was succeeded as Superior by Sister M. Xavier Bernard, a native of Limerick who had joined the order in Ireland in 1848. In 1856 the orphanage moved to a new location, Belvedere, just northwest of the original site. The Mercy Sisters ran the new facility while the old orphanage was soon occupied by a new venture, St. Clare's Boarding School. The boarding school, operating in conjunction with Our Lady of Mercy School, opened in 1861 with a syllabus that included (besides the regular subjects) botany, astronomy, needlework and music.

Sister Xavier Bernard's tenure as superior was marked by great expansion in the Order in Newfoundland. New convents opened around the Island, the first at Brigus in 1861 — followed by Burin in 1863, Conception Harbour in 1864, Petty Harbour in 1866 and St. Lawrence in 1871. At the time of Sister Bernard's death in 1882 there were 40 Sisters in the Order throughout Newfoundland. Another major venture began in 1884 with the establishment of St. Bride's Academy *qv* at Littledale in the Waterford Valley. Founded under the supervision of Mother Mary Bernard Clune, St. Bride's grew in importance through the years (from a boarding school to a teachers' training school affiliated with Memorial University of Newfoundland). A further expansion took place in 1893 when the Mercy Order was established at Sandy Point on the west coast. The convent was established by Mercy Sisters from Providence, Rhode Island with the encouragement of Monsignor (later Archbishop) Michael Howley and under the patronage of an American convert, Mrs. Henrietta Brownell. The new St. Michael's Convent was begun with a community of four sisters, including Sister Mary Antonia Egan as the Superior.

Amalgamation of the administration of the Order in Newfoundland occurred in 1916. (At the same time a similar reorganization took place in the Presentation Order.) While prior to this each convent had operated relatively independently, there would now be a central administration for all the Mercy convents as well as a central novitiate for the Order. This also permitted a more even distribution of resources, particularly useful to the more isolated convents. Sister Mary Brigid O'Connor *qv* became the first Superior General of the Order.

In 1920 the Terra Nova Council of the Knights of Columbus in St. John's undertook the construction of a new school that was to be administered by the Mercy Sisters. The K. of C. Memorial School was opened on

St. Bride's College, Littledale

a site adjacent to Our Lady of Mercy in 1921 at a cost of $100,000. The following year the expense proved to be too much for the Council and the Mercy Order assumed responsibility for the debt, although they did have the active support of the Columbus Ladies' Association.

The Order made a major contribution to health care in Newfoundland, a part of its ministry to the sick, with the opening of St. Clare's Mercy Hospital on LeMarchant Road in St. John's on May 21, 1922. The building was originally known as the "White House", the property of E.M. Jackman *qv*, before it was purchased by Archbishop Howley in 1912. Originally opened by the Sisters in 1913 as St. Clare's Home, it provided a residence for girls working in the city. The building was converted into a 20-bed hospital. In 1939 a new St. Clare's was opened adjacent to the "White House". This modern hospital, administered by the Mercy Sisters, had four floors and included a new School of Nursing. When the Hospital opened there was an initial enrolment of 19 student nurses.

The Mercy Order became involved in another major project following an announcement by Archbishop P.J. Skinner in 1953, promising a range of new social programs. While the building was still in the planning stages, the Mercy Order agreed to take responsibility for the administration of a new home for the elderly in St. John's. St. Patrick's Mercy Home, located off Elizabeth Avenue, had its official opening on January 6, 1958 with Sister Mary Alexius St. George as its first administrator (and first superior of the attached St. Patrick's Convent).

The Order marked a milestone in the early 1960s with the decision to send members from Newfoundland to open a convent in Monsefu, Peru. This was the first time that the Order, which originated on the Island with sisters from Ireland was, in turn, beginning its own foreign mission. This new convent had its origins in a papal appeal for assistance for the Roman Catholic church in Latin America. As its response the Archdiocese of St. John's sent a priest to establish a mission in Monsefu in early 1961. Six Mercy Sisters, including the Superior, Sister Mary Dorothy Carroll, left St. John's on November 1, 1961 to establish their convent and school in that parish.

With the construction of a new, modern complex at St. Bride's, it was decided to move the Generalate of the Order from its location on Military Road to the new site in 1967. The 1960s proved to be a time of great change for the Order with the changes in the Church after the Second Vatican Council, changes in society, and the general decline in vocations to religious orders. While continuing to work in their traditional fields of health care and education, the Order has adapted to meet the changing needs of society. The Mercy Sisters became involved in social work and pastoral duties to a much greater degree than had occurred previously. Many of the sisters have taken on new roles, making them much more prominent in work at the parish level. In keeping with its increased emphasis on social issues, the Order opened Elizabeth House in St. John's in 1980. This new facility, which was to provide for unmarried pregnant women who were in need of accommodations, was bought by the Order and turned over to the Right to Life Association for their administration. The Sisters have also remained active in their work in education. In 1984, in response to a request from the Bishop of Labrador-Schefferville, the Order sent two sisters to teach at Black Tickle, an island community off the coast of Labrador.

In 1994 there were approximately 200 Sisters of Mercy in 22 convents in Newfoundland and Labrador (and their Peruvian mission), working in the various ministries of the Order. The Sisters continue to make valuable contributions in the areas of education, health care, care for the elderly, social and pastoral work. M. Williamina Hogan (1986), H.M. Mosdell (1923), Joyce Nevitt (1978), Sister Mary Paula Penney (n.d.), Kathryn Pike (1985), *Sisters of Mercy in Newfoundland 150th Anniversary, 1842-1992* (1992). PAUL F. KENNEY

SIVIER ISLAND (pop. 1921, 55). For about 25 years the site of a fishing community, Sivier Island is located at the mouth of Burnt Bay, in the Bay of Exploits, approximately 13 km north-northeast of Lewisporte. The island is nearly divided in two by Eastern Harbour and Western Harbour. In 1994 Western Harbour was a popular anchorage for pleasure boaters out of Lewisporte, while Eastern Harbour was formerly the home of several families of herring and lobster fishermen. The island likely takes its name from the pronunciation of Sceviour, a family name noted in the Bay of Exploits as early as 1858.

Too far in the Bay for the cod fishery, Sivier Island was not settled until the late 1890s, by the Anstey family of Exploits and a family of Brinsons from Loon Bay. Sivier Island first appears in the *Census* in 1911, with a population of 31. During World War I the herring fishery boomed, and by 1921 the island had also been settled by families with the names Janes, Jenkins and Chayter. However, the herring fishery collapsed in fairly short order after the War, while the lobster fishery also entered a precipitous decline and was ultimately closed in 1925. Sivier Island was probably abandoned at about that time. Rob Mills (1993), *Census* (1911-1921), Archives (A-7-2/K; VS 86). RHC

SKANES, GRAHAM RANKIN (1937-). Psychologist; educator. Born St. John's, son of May (Roberts) and Walter Skanes *qv*. Educated Bishop Feild College; Memorial University; Dalhousie University; McGill University. Skanes began his career as a psychologist at the Hospital for Mental and Nervous Diseases in St. John's in 1964. He was appointed assistant professor of psychology at Memorial University in 1967 and subsequently held administrative posts at the University: as director of the Institute for Research in Human Abilities (1969), head of the psychology department (1973), associate dean of the faculty of science (1983), director of general studies (1985) and dean of continuing education (1988). Skanes was the inaugural chairman of the Newfoundland Board of Examiners in Psychology (1986) and has also served as an advisor to the Social Sciences and Humanities Research Council of Canada. He has held executive positions in the Canadian Psychological Association (including that of president in 1984) and in the Canadian Association for University Continuing Education. G.R. Skanes (letter, Mar. 1994). JOHN PARSONS

Graham Skanes

SKANES, WALTER R. V. (1896-1961). Politician. Born Trout River, son of Francis and Diana (Payne) Skanes. Married May Roberts. Skanes began his working life as a fishermen, then became a driller and office assistant with a firm drilling for oil at Parson's Pond. In 1920 he became a travelling mail clerk for the district of St. Barbe. In 1928 Skanes was elected MHA for St. Barbe as a Liberal supporter of Richard A. Squires. He did not run for re-election in 1932. Skanes later worked in the civil service and private business in the St. John's area. *ET* (Nov. 3, 1961), *Who's Who in and from Newfoundland 1930* (1930). RHC

SKATES. Bottom dwelling fish with cartilaginous skeletons, the skates of Newfoundland and Labrador belong to the family *rajidae*. These fish have a distinctive appearance with a flattened head and body, wing-like fins and a long, thin tail. Among the more common species are the thorny and spinytail skates, both of which are edible though rarely eaten in North America. The thorny skate (*raja radiata*) reaches a maximum length of 1.2 m and may live 20 years or more. Feeding on sand lance, small haddock, and sculpin as well as offal, it is in turn preyed upon by sharks and grey seals. A blotchy brown in colour it is marked by a row of thorn-like spines running down the mid-line of the body. Thorny skates are found from Labrador south to the Grand Banks and the Gulf of St. Lawrence in depths from 18 to 996 m. The spinytail skate (*raja spinacauda*) is similar in size and has a row of thorny spikes along the mid-line of its tail. The snout is pointed and the body is a pale brown or grey. The spinytail skate prefers water colder than 3°C and is common from the southern Labrador Shelf to the northern Grand Banks.

Less common species include the little, barndoor, winter, smooth and soft skates. The rough-skinned little skate (*raja erinacea*) reaches a maximum length of about 53 cm. It is grey to dark brown with darker spots and a grey or white underside. Found on the south coast in shallow water, it is taken incidentally in otter trawls, traps and weirs. One of the largest skates is the barndoor skate (*raja laevis*), which may reach 1.5 m and weigh 18 kg. The body is diamond shaped with spines along the snout and the edges of the pectoral fins. It is found on the Grand Banks in small numbers, feeding on mollusca, squid, shrimp and fish such as spiny dogfish, herring and flat fish. The barndoor skate has few enemies beyond large sharks. The light brown winter skate (*raja ocellata*), also called the eyed skate, is commonly found in shallow water near St. John's and on sandy or gravelly bottoms of St. Mary's, Placentia and Conception bays. It may also occur on the Grand Banks and in the southern Gulf of St. Lawrence. The smooth skate (*raja senta*) and the soft skate (*raja mollis*) are small species which occur infrequently. Both feed largely on crustaceans in deep water trenches and basins around the Island.

Commercially, skates are largely taken as a by-catch of other fisheries, but they have some commercial value, especially in Europe. The wings may be marketed as skate or, when cut into rounds, as imitation scallops. In 1964, landings of skate in Newfoundland amounted to only 2700 pounds, but by 1992 the total catch had increased to 32.6 tonnes. Most were taken inshore with gillnets and longlines. Skates caught

incidentally are often treated as trash fish and processed as fish meal or pet food. C. Richard Robins (1986), Scott and Scott (1988), Wilfred Templeman (1966), *Newfoundland Regional Fishery Statistics* (1985). ACB

SKATING. See SPORTS.

SKEFFINGTON, GEORGE (*fl.* 1700-1729). Skeffington, a cooper from Ringwood, Dorset, arrived in Newfoundland at the turn of the eighteenth century. He was a Quaker, of whom the minutes of the Philadelphia Quaker meeting in 1700 record that he was "travelling upon the service of Truth in these parts [of Newfoundland]" (see QUAKERS). His name appears first in the colonial records in 1705, when the French under *Auger de Subercase *qv* sought to suppress English settlements and fortifications. In the spring of 1705 de Subercase laid siege to St. John's, and Testard de Montigny, with the support of Abenaki Indians, pressed on to take the English settlements in Conception and Trinity bays. Skeffington, then agent for the London merchant James Campbell, sought to secure relief from the invading troops by paying them a ransom of £450. But the troops returned and, according to Skeffington's testimony, killed nine men and two children in Bonavista. Skeffington himself, with several others, was transported to Placentia and from there to France. In March of 1706, however, he was back in England.

The damage reports of 1705/6 indicate that James Campbell and possibly Skeffington were already involved in salmon fishing in Bonavista. In 1718, when he was engaged as cooper in Indian Bay, Skeffington entered into a business partnership with prominent merchant William Keen *qv*, who advanced the money for a proposed salmon fishery near Gander Bay. This project failed, but Skeffington continued the fishery with others. The Council of Trade and Plantations granted him a 21-year salmon fishing monopoly with timber rights "in the Places called Fresh Water Bay [the Gambo River], Ragged Harbour [near Musgrave Harbour], Gander Bay [probably the area now known as George's Point] & Dog Creek [near Horwood] between Cape Bonavista & Cape John. . . ." (The only obligation was that he remain six miles from the seashore).

In 1720 Skeffington employed 30 servants, and exported 530 tierces of salmon. In subsequent years, however, Beothuk were reported to have seriously interfered with his fishery. By 1729 he had sold his interest in the salmon fishery. It is not known whether he returned to England or — as may be suggested by the continued presence of people named George Skeffington in the area of Amherst Cove, Blackhead Bay — married and remained in Bonavista Bay. James Bowden (1854), Henry J. Cadbury (1972), Michael Godfrey (1967), W. Gordon Handcock (1989), C. Grant Head (1979), *DCB II*, Archives (CO 194/3-8; CSP Colonial 1706, 1720, 1722, 1724, 1725, 1727). HANS ROLLMANN

SKELTON, GEORGE (1826-1920). Physician; politician. Born Bonavista, son of John and Elizabeth (Pittman) Skelton. Married Lucy Wills. The son of the first resident doctor at Bonavista, George Skelton was named for an uncle, who was also a surgeon and magistrate at Trinity in the 1820s. After completing his medical training in Scotland, Skelton established his practice at Greenspond. In 1873 he was appointed magistrate for northern Bonavista Bay (stationed at Greenspond), and in 1878 was elected MHA for Bonavista Bay as a supporter of William V. Whiteway. Skelton was re-elected in 1882, but was defeated in 1885, when he ran as an independent supporter of Whiteway, who had been forced to retire from political life. When Whiteway returned to power he appointed Skelton to the Legislative Council, in 1890. Skelton sat as a member of the Council into his 90s and died at St. John's on January 9, 1920. *DNLB* (1990), Maritime History Archive (Keith Matthews name file, S430). RHC

Dr. George Skelton

SKERRETT, JOHN (*c.* 1743-1813). Army officer. Born England. Skerrett entered the British Army in 1761 and spent the next 30 years serving in Ireland, North America and the West Indies. Having reached the rank of brigadier-general in 1799, Skerrett was posted to St. John's where he took over from Thomas Skinner *qv* as military commander.

The garrison consisted mainly of the Royal Newfoundland Fencible Regiment, and included some 80 men who had taken the oath of the Society of United Irishmen. Strict discipline and poor living conditions among the troops led to an attempted mutiny in the spring of 1800, believed to have been led by members of the Society. Skerrett ordered a court-martial and of 16 men indicted, half were sentenced to hang and half to life imprisonment. The Regiment was transferred to Nova Scotia and disbanded in 1802 following the Treaty of Amiens. Skerrett was ordered to raise a new Royal Newfoundland Regiment in 1803 when hostilities again erupted. Membership in the new regiment reached approximately 700 by 1805 despite competition with the fishing industry for employable men. Promoted to the rank of major-general, Skerrett remained as garrison commander in St. John's until 1807. He continually requested more troops for defense of the Island and, learning from the events of 1800, attempted to improve the quality of life among the soldiers. He left for Nova Scotia in 1807, anticipating an American attack there, and did not return to Newfoundland. *DCB V*. ACB

SKIMMERS. Skimmers are birds of the family *Rynchopidae*. Only one species is found in North America. The black skimmer (*Rynchops niger*) is a coastal bird of the eastern seaboard of the United States and the Gulf of Mexico. It is seen in Atlantic

Canada only after severe storms. In late September and early October of 1958 black skimmers were seen in more than a dozen Newfoundland communities. Black skimmers are generally similar in appearance to terns, although larger (up to 20 inches) and having a peculiar red bill tipped with black. This bird is black on the back and the top of the head and white below. The lower mandible is large and dips into the water as the bird skims over the surface of the ocean. W.E. Godfrey (1979). CHARLIE HORWOOD

SKINNER, PATRICK JAMES (1904-1988). Roman Catholic Archbishop of St. John's. Born St. John's, son of Thomas B. and Julia (Lamb) Skinner. Educated St. Bonaventure's College; Holy Heart Seminary, Halifax; Eudist Seminary, Quebec; Laval University. As a boy Skinner dreamed of a career as a professional musician, becoming an accomplished clarinetist at the age of 15. Instead, however, he began studies for the priesthood. After study in Halifax in 1922 he entered the congregation of Jesus and Mary, a religious community of the Eudist Fathers, and after further study was ordained to the priesthood on May 30, 1929. In 1930 Skinner was appointed to the staff of Holy Heart Seminary, Halifax, of which he was later to become rector. Following graduate studies at Laval University he returned to the seminary in Halifax, where he taught philosophy and moral theology. In the 1940s, in collaboration with Rev. William Myatt, Skinner served as an editor in the translation and publication of six volumes of the works of St. John Eudes (1601-1680), founder of the Congregation of Jesus and Mary. He was named superior at the Halifax seminary in 1946.

After the death of Monsignor Thomas J. Flynn *qv*, Skinner was appointed auxiliary bishop to the aging Archbishop of St. John's, Edward Patrick Roche *qv*, in January of 1950. He was installed as Archbishop of St. John's in June, 1951. Skinner immediately outlined a development program which included the construction of schools and churches as well as the expansion of St. Clare's Mercy Hospital, its School of Nursing and St. Patrick's Nursing Home. In addition, he spearheaded a repair program at the *Basilica of St. John the Baptist *qv* for its centenary. Skinner's episcopacy coincided with major secular and ecclesiastical change. It began immediately after Confederation, which had been opposed by Archbishop Roche and most Roman Catholics, and coincided with the Second Vatican Council of the 1960s, which initiated significant changes in the Roman Catholic Church. Skinner guided the Church toward the ecumenism of the 1980s. He retired in 1979, but continued to be active in St. Patrick's parish until 1987, when ill health forced him to retire to St. Patrick's Home. He died on September 19, 1988. Paul O'Neill (1984), *DNLB* (1990), Centre for Newfoundland Studies (Archbishop P.J. Skinner), Provincial Reference Library (Archbishop Skinner). JAMES WADE

SKINNER, ROBERT PRINGLE (1786-1816). British Army officer. Born Gibraltar, son of Thomas Skinner *qv*. Married Harriet McDonald. Named after Robert Pringle *qv*, his father's commanding officer in Gibraltar, Robert Pringle Skinner arrived in Newfoundland with his parents in 1790. His family connections secured him a lieutenancy in the Royal Newfoundland Regiment in 1803, two years before the unit was transferred to Nova Scotia. In 1807 the regiment was transferred to Quebec. Skinner's early career was unremarkable, his name appears in the records only once, when he was in minor trouble for being absent from the garrison without leave. During the War of 1812 he and 40 other members of the regiment took part in an abortive assault on Ogdensburg, New York. The following year he was appointed a deputy quartermaster general with command of a group of marines. In one brief encounter, he was responsible for the capture of an American ship near his base at Prescott, Upper Canada. Skinner was also a participant in what became known as the Battle of Crysler's Farm. While most of the regiment returned to St. John's in 1814, Skinner remained behind until the close of the war. The stress of battle contributed to his early death, shortly after his return to St. John's. *DCB V*. ACB

SKINNER, SI ANGELO (1887-1976). Businessman, artist. Born St. John's, son of John and Janet (Glendinning) Skinner. Educated St. John's; Leeds, England. Married Susan MacArthur Irving. Although he did some watercolours, Skinner painted mostly in oils. He was predominantly a landscape painter, but was also interested in historical subjects, particularly episodes connected with early Indian life. His paintings, for which he won several honours, were exhibited in London; Berne, Switzerland; Pernambuco, South America; and Halifax. "Washing and Spreading Fish" was purchased by the International Business Machines Co. Ltd. of Canada at an exhibition at the Canadian National Exhibition in Toronto in 1940. Many of Skinner's paintings were purchased by private collectors.

In 1922 Skinner took over his father's business, Skinner's Marble Works, a company established in 1874 to produce headstones and other stone carvings, and ran the business until it closed in 1970. Apparently he did little painting after 1940. He died at St. Patrick's Mercy Home on September 8, 1976. P.K. Devine (1936), Barry Skinner (interview, May 1993), *NQ* (Dec. 1940), Centre for Newfoundland Studies (Si Angelo Skinner), Newfoundland Historical Society (Skinner Marble Works). ILB

SKINNER, THOMAS (1759-1818). Military engineer. Born England, son of Hester (Lawder) and William Skinner. Married a Miss Power; father of Robert Pringle Skinner *qv*. Thomas Skinner began his career in Gibraltar in 1774. Sixteen years later he was appointed chief engineer of Newfoundland and moved his family to St. John's. When war was declared in 1793, the St. John's garrison was depleted by the departure of troops for St. Pierre and Miquelon. In response, Skinner raised four companies of volunteer troops at his own expense. The 150 officers and men, known as the Royal Newfoundland Volunteers, were twice put in a

state of readiness but saw no action and were quietly disbanded in 1797 or 1798. Meanwhile, Skinner had been promoted lieutenant-colonel and ordered to raise a new regiment of fencible infantry in 1795. He quickly recruited 650 men as the Royal Newfoundland Fencible Regiment, popularly called Skinner's Fencibles. In 1799 John Skerrett *qv* assumed control of the regiment with Skinner as second-in-command. Poor living conditions for the troops and Skerrett's harsh discipline contributed to numerous desertions and an attempted mutiny. Following court-martial of the ringleaders, the regiment was transferred to Halifax and disbanded following the cessation of hostilities. For much of the remainder of his tenure Skinner found himself caught between Governor William Waldegrave *qv* and Prince Edward Augustus, who both considered themselves commander in chief of the Island's forces. In 1802, Skinner relinquished his appointment as chief engineer and returned to England. David Webber (1964), *DCB V*. ACB


Thomas Skinner

SLADE, GORDON CHURCHILL (1940-). Civil servant. Born North Harbour, Placentia Bay; son of Donald and Elsie (Burton) Slade. Educated Memorial University; University of Alberta. Married Agnes Parsons. After teaching high school in rural Newfoundland, in 1961 Slade began work in the public service, holding various supervisory positions in conservation and protection with the federal Department of Fisheries. In 1971 he was appointed chief of program planning and co-ordination with Environment Canada in Edmonton, Alberta. Later that year he returned to Newfoundland as provincial assistant deputy minister of Fisheries. He was appointed deputy minister in 1975. In 1982 he returned to the federal civil service as federal economic development coordinator with the Ministry of State for Economic and Regional Development (Newfoundland Region). When the Atlantic Canada Opportunities Agency (ACOA) was created in 1987 he was appointed vice-president, a position he still held in 1994. Jane Oliver (letter, Sept. 1993), Barbara Yaffe (*Sunday Express* Sept. 20, 1987). JEAN GRAHAM

SLADE, JOHN (1719-1792). Mariner; merchant. Born Poole, son of John and Ann Slade. Married Martha Haitor. A Poole sea captain, Slade made his first recorded visit to Newfoundland in 1748. By 1753 he had acquired his own vessel and become involved in the Newfoundland trade on his own account. By the late 1750s he was well established in the Poole-Newfoundland fishery, with his major premises at Twillingate *qv*. While deeply involved in the cod fishery his interests were diversified, taking seals, salmon and furs in large numbers as well. During the 1760s he expanded his interests north of Cape St. John, and in 1773 established premises at Battle Harbour *qv* on the Labrador coast. Many of the fishing servants he recruited in Dorset eventually settled in Newfoundland and Labrador.

By 1770 Slade's chief agent at Fogo was John Haitor Slade, but his only son died of smallpox in 1773. The next year Slade was appointed naval officer at Twillingate, but he soon came to rely on several of his nephews, who had experience with him in Newfoundland — including Thomas Slade *qv* and John Slade Jr. In 1777 when he retired to England to manage the Poole end of the trade John Jr. became the chief Newfoundland agent, and was principal in Poole after his uncle's death. When Slade's rival at Fogo, Jeremiah Coghlan *qv*, failed in 1782 the Slade firm established a second major establishment at Fogo. Besides being the only major resident firm on the northeast coast, the firm owned six ships and trading establishments at Twillingate, Fogo, Western Head, Change Islands, Conche and Battle Harbour. It was supplying some 100 planters in the Fogo-Twillingate area and directly employed about 200 servants each year. At his death in 1792 Slade's fortune was estimated at £70,000, while the firms established by him and his heirs continued to the 1860s. N.C. Crewe (*NQ* Fall 1963), C.G. Head (1976), D.W. Prowse (1895), *DCB IV*. RHC

SLADE, JOHN (1819-1847). Merchant; politician. Born Poole, Dorset; son of Robert Slade. A grandnephew of the firm's founder, Slade was involved in John Slade & Co.'s Newfoundland trade from a very early age, and by 1842 was manager of the firm's major premises in Twillingate *qv*. In that year, although he was only 23, he was elected MHA for Twillingate and Fogo — the youngest person ever elected to the Newfoundland House of Assembly. A "liberal-minded benefactor" of the Church of England and Methodist churches then being built at Twillingate, Slade secured for St. Peter's Church of England chandeliers and gas lighting from St. James church in Poole. He died in Poole on January 9, 1847 at the age of 28. A younger brother and the manager of the firm's Fogo branch, Robert Studley Slade, had died the previous year and it is likely that the premature deaths of the two brothers contributed to the firm's withdrawal from the Newfoundland fishery in the 1850s. *Royal Gazette* (Feb. 9, 1847), MHG (Matthews name file, S007B). RHC

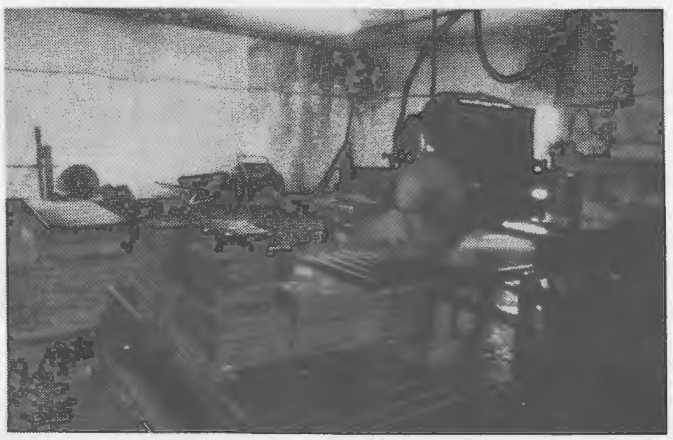
SLADE, THOMAS (? -1816). Merchant. Born Poole or Wareham, Dorset; son of Robert and Elizabeth Slade; nephew of John Slade *qv*. Starting in 1773, Slade was employed with his uncle's trade in a variety of capacities. He was a ship's captain, and commanded vessels on transatlantic voyages from 1780 until the 1790s. When John Slade died in 1792, Thomas Slade was one of the nephews to whom his trade was willed. Around 1813, in partnership with his nephew William Cox, he established a business in his own name, and traded mainly in Bonavista Bay. When he died in 1816 he left a fortune of over £64,000. In 1828 the name of the firm changed from Slade and Cox, which it had been using

since 1816, to Thomas Slade and Thomas Slade. By 1836 the firm was operating under the name Thomas Slade Sr. and Company. DCB V (Thomas Slade). LBM

SLANY, JOHN (? -1632). Secretary of the Newfoundland Company. Born Shropshire. A merchant and shipbuilder of London, Slany was a member of the Merchant Taylor's Company, an investor in the East India Company and the owner of considerable property in Shropshire. In 1610, he and John Guy *qv* submitted a petition to the Privy Council for a grant of incorporation on behalf of London and Bristol subscribers to the Newfoundland Company. A colony was established by the Company at Cuper's Cove (Cupids *qv*) and Slany was to be one of its most enthusiastic supporters. He received favourable reports from colonist William Colston which he passed on to fellow-subscriber Percival Willoughby *qv*. In 1616, Slany accused Guy of having deceived the Company over the Island's mineral resources, prompting Guy to predict that the venture would fail, "as long as, soe vngratefull a person & soe stonieharted a pennyfather is at the helme" (cited in Cell). Slany served 18 years with the Company. Gillian Cell (1969), *DCB I* (William Colston; John Guy). ACB

SLATE. Slate is a relatively fine-grained sedimentary rock which can be readily split into smooth parallel plates of predetermined thickness. Its durability and non-flammable nature have made it a favoured building material. Large quantities have been consumed in roofing, for floors, or as a decorative facing in construction. At one time, writing slates were used extensively by school children. Wales in particular is well known for its slate, with extensive deposits and a large domestic market forming the basis of a sizeable industry in the 1800s.

Although never a major industry in Newfoundland, commercial production of slate has taken place from at least seven deposits on the Island. Perhaps the first of these was owned by businessman (and later Prime Minister) Charles F. Bennett *qv*. Located at Bay Roberts, the deposit was worked briefly in the late 1840s employing Welsh slaters. Another slate quarry, owned by three brothers of the Carberry family, began operations at Nut Cove, Smith Sound, in the 1850s. A third quarry, owned by the Currie family and operated by workmen from Wales, began operation on an adjacent property in the 1860s. The latter quarries operated intermittently throughout the late 1800s. Slate from these deposits is still a common feature of many buildings in St. John's and communities along the west side of Trinity Bay. In 1899 the Carberrys sold their Nut Cove quarry to A.J. Harvey of St. John's, who purchased the Currie property the following year. The Harvey interests, with the assistance of additional workers from Wales, modernized and expanded the operations, greatly increasing production. However, poor mining practices, a fire that destroyed much of the property, and weak markets led to closure of the quarries in 1906. While three other, smaller, slate quarries were then operating in the Hickman's Harbour area, they were also affected by weak markets, and by 1910 all had closed.



Machinery for cutting slates at Nut Cove

Other attempts to establish two separate slate quarries in the Bay of Islands, at Birchy Cove (now Curling) and Summerside in the early 1900s, suffered a similar fate. Work towards the development of the Summerside site began in 1901, with production commencing in 1903. Meanwhile, by 1907, up to 50 Welsh and Newfoundland workers were involved in developing the deposits at Birchy Cove and in constructing tramways and buildings. Cash shortages and poor markets led to closure the following year. The Summerside quarry had closed in 1907, the victim of management problems and a dispute over land ownership.

The development and popularity of relatively cheap asphalt-based roofing products depressed worldwide markets for slate, and after the closure of the last of the Trinity Bay quarries in 1910 interest in Newfoundland deposits languished. Since the 1970s, however, there has been a resurgence of interest in the deposits of the Random Island area, as well as in others located at Keels, Bay d'Espoir, Chapel Arm and elsewhere. Of these, the most active was the operation of the Island Tile and Slate Company, which reactivated the Nut Cove site. Initially, production was limited by the deposit's inaccessible location, which meant that workers had to travel to the site by boat, with the finished product being shipped by barge to Lower Lance Cove, Random Island. In 1988 the operations passed to Newfoundland Slate Inc. Since that time there has been considerable investment in site improvements as well as the construction of a semi-automated slate production facility. An access road, connecting the site to Burgoyne's Cove, was completed in 1991. In 1994 shipments were being made to Europe, the United States, and the Canadian mainland, for use as roofing or flooring. In 1993 Newfoundland Slate Inc. was Canada's only producer of slate, with an average of 40 people employed at the site. Wendy Martin (1983), Department of Mines and Energy, *ET* (*passim*). BRIAN C. BURSEY

John L. Slattery

SLATTERY, JOHN L. (1860-1920). St. John's municipal council secretary. Born St. John's. Educated Orphan Asylum School. Slattery began his working life as an accountant with the firm of Walter Grieve and Co. In 1890 he was appointed secretary and cashier with the St. John's municipal council, where he worked for the rest of his life. Slattery was an active member of the Total Abstinence and Benefit Society, the Benevolent Irish Society (as vice-president for a time), the Total Abstinence band and his church choir. He was also a noted cricket player and an occasional contributor to such publications as the *Newfoundland Quarterly*. His minutes of council meetings and official correspondence contain numerous examples of the wit and talent for "versifying" that made him a popular administrator. He died in New York, where he had gone to seek medical treatment. *NQ* (Sept., 1902; Oct., 1920). ACB

SLATTERY, JOHN LUKE (1847-1909). Educator. Born Nenagh, Ireland. Slattery joined the Irish Christian Brothers in 1864, and in 1881 was sent to St. John's to teach at *St. Patrick's Hall School *qv*. In 1889, when the Brothers took over *St. Bonaventure's College *qv*, he was appointed president. A noted lecturer, speaker and essayist, Slattery brought St. Bon's into prominence as the Island's leading Roman Catholic educational institution. In 1890 he wrote an essay on Newfoundland's educational system, and it was used as the blueprint for the forming of the Council of Higher Education and government support for the denominational system of education (see SCHOOLS). He was reassigned to Ireland in the mid-1890s, but Archbishop Michael F. Howley requested his return and in 1898 he became the founding superior of Mount Cashel orphanage. In 1907 Brother Slattery, in ill health, was transferred to Ireland once again. He died at Cork on November 15, 1909. J.T. Holden (n.d.), *DNLB* (1990), *Journey into the New Century* (1976). PAUL F. KENNEY

SMALL, HARVEY H. (1885?-1965). Politician. Born Burgeo, son of Joseph H. Small *qv*. Small enlisted in the Newfoundland Regiment in 1914 as one of the "First 500" recruits, also known as the Blue Puttees. On receiving his discharge in 1919, with the rank of lieutenant, he was employed by Harvey & Co. and was also elected to the House of Assembly for the district of Burgeo and LaPoile, as a supporter of the Liberal party of Sir Richard A. Squires. He was reelected in 1923, but was defeated in 1924. Manager of Harvey & Co.'s branch at Corner Brook until 1933, he later worked as a commercial agent and manufacturers' agent on the west coast. Richard Cramm (1923), *DNLB* (1990), *ET* (Jan. 5, 1965). RHC

SMALL, JOSEPH H. (1845-1933). Businessman; magistrate. Born Massachusetts. Small moved to Lower Burgeo in 1861 to work in his family's fishery supply business. By 1870 he was manager of the firm, and in 1877 was appointed justice of the peace for the community. In 1890 he was appointed district magistrate for Burgeo and LaPoile. After his retirement, in 1915, Small compiled what he called "vital statistics of Burgeo", concerning the early history of the area. After his death a local clergyman, the Rev. John Cunningham, edited the material and submitted it to the *Newfoundland Quarterly*, which published it in instalments in 1940 and 1941. *DNLB* (1990), *DN* (Oct. 16, 1933), *NQ* (1940;1941). RHC

J.H. Small

SMALL POINT-BROAD COVE-BLACKHEAD-ADAM'S COVE (inc. 1972; pop. 1991, 505). This municipality is made up of several contiguous fishing communities on the North Shore of Conception Bay, between Kingston *qv* (formerly Upper Small Point) and Western Bay *qv*. This 5 km stretch of coast is generally steep-to, with a succession of small coves that provide a landing place for small boats, but with no sheltered harbour. Consequently, as the population of the North Shore boomed in the nineteenth century, settlers built their homes and gardens on the banks above the sea, and the various communities soon "ran together".

In the twentieth century the population of the area from Small Point to Adam's Cove has generally declined, from a high of about 1600 people in 1911. With the decline of the local shore fishery the community has continued to "retreat" from the ocean, so that by

the 1970s most homes were located along the highway. The most northerly village is Adam's Cove, while southward are Blackhead, Broad Cove and Small Point. Blackhead offers the best landing place, and was probably the first settled: Joseph Parsons and Thomas Moores were recorded as inhabitants in 1708-09. The other coves were all probably settled in the mid to late 1700s, by crews who had earlier come to Newfoundland in the employ of English firms with headquarters at Carbonear or Harbour Grace. Early settlers at Adam's Cove included James Adams, Robert Evans and George Hudson. There were two fishing stages mapped at Broad Cove by 1774, which may have belonged to Dennis Dunn and the five children of John LeGrow, resident there in 1776. Small Point (so named because it was small in comparison with nearby Sugarloaf Head) was home to John King and Michael Hurley by 1793.

By about 1765 Lawrence Coughlan *qv* was making regular visits to the North Shore from Harbour Grace. The first Methodist church in Newfoundland was built at Blackhead in 1769. Blackhead was created a Methodist circuit, with two ministers, in 1816, and a religious revival in 1830-1831 converted many people in the surrounding area to the faith. By the first *Census*, in 1836, there were approximately 1000 people in the Small Point-Adam's Cove area, the majority of whom were Methodists. There was at least one school for the children of the area. Adam's Cove had a population of 264 in 1836, while Broad Cove and Blackhead first appeared separately in the *Census* of 1845 with 580 and 257 inhabitants respectively. Small Point is first noted in 1857 (as Lower Small Point), with a population of 79. In that year there were schools in both Blackhead and Adam's Cove.

All four settlements grew in the mid-1800s from communities relying exclusively on the local shore fishery to areas where a number of merchants, traders and planters had established themselves. Jabez Pipe traded from Blackhead, and John Dumond from Adam's Cove. William Baggs and John and Levi Hudson were planters in Adam's Cove in 1871, and merchant Timothy O'Leary established premises in both Upper and Lower Small Point. By 1894 the LeGrow family had become the most important dealers and planters in Broad Cove, while the Moores and Hudsons were well known "fish-killers" in Blackhead. In Adam's Cove, James Evans was a general dealer while Robert and George Hudson and Charles Moores were planters.

The North Shore of Conception Bay was becoming overfished by the mid-1800s and all useable shore space was densely occupied. As the planters of the area looked further afield, one of the first areas to be exploited was the opposite side of Conception Bay, where there were lucrative fishing grounds around Cape St. Francis *qv*. Such communities as Bauline and Pouch Cove *qqv* were established as summer fishing stations, but soon were settled by people from Adam's Cove and Blackhead in particular. Thereafter, the major migratory fishery from the North Shore was to the Labrador; by 1884 more than 200 fishermen from the area were engaged in that fishery.

At the turn of the century, the four communities had grown as follows: Lower Small Point to 256 people, Broad Cove South to 381, Broad Cove North to 186, Blackhead to 268 and Adam's Cove to 459. A number of men from the area found work as miners on Bell Island or in the lumber industry in the early 1900s. But increasingly families chose to leave their communities, many of them ending up in Massachusetts and New York, and this exodus intensified in the 1920s and 1930s, as the decline of the shore fishery followed the collapse of the Labrador fishery. During the 1950s, the traditional salt fish industry began to be replaced by a fresh-frozen fishery, which changed the nature of the remaining shore fishery in Conception Bay; fishermen no longer cured their own catches in the small coves along the shore. By 1945, the total population of Small Point, Broad Cove, Blackhead and Adam's Cove was 803, about half the number 25 years earlier.

As the area was close to the larger Conception Bay towns of Carbonear and Harbour Grace, many people who stayed were able to find work in the growing service and construction industries. These larger centres were also able to provide services such as health care. In 1994 common family names in Adam's Cove included Baggs, Hollett and Hudson. The name Bennett was the most common in Blackhead while Bishop, Delaney, Legrow and O'Leary persisted in Broad Cove. In Small Point, Doyle, Kennell, Peach and Trickett were familiar names. Grant Head (1976), Charles Lench (1912), E.R. Seary (1977), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894), *Census* (1836-1991), Centre for Newfoundland Studies (Blackhead; Broad Cove). ACB

SMALLWOOD CENTRE FOR NEWFOUNDLAND STUDIES, J.R. The Centre was established in 1981 by the Board of Regents of the Memorial University of Newfoundland when J.R. Smallwood, by legal instrument, committed his papers, his Newfoundland library and his rich and varied collection of Newfoundlandia to the University. The mandate of the Centre is to promote and support research in Newfoundland Studies in the areas of the humanities and social sciences. Dr. George M. Story *qv* was appointed its first director. One of the objectives of the Smallwood Heritage Foundation is the endowment of the Centre. All of its assets, including copyright to the *Encyclopedia of Newfoundland and Labrador*, will be passed over to the Centre when the Foundation is wound up. M.O. MORGAN

SMALLWOOD, DAVID (1839-1928). Businessman. Born Southport, Prince Edward Island. Son of Mary (Brown) and James Smallwood. Following apprenticeship to a carpenter in P.E.I., Smallwood came to St. John's in 1861 looking for work as a carpenter or building contractor. He was employed in the building of St. Patrick's Church. Within a few months he married a local woman, Julia Cooper. With financial assistance from Stephen Rendell *qv*, Smallwood turned to

sawmilling and in 1863 established what is believed to have been Newfoundland's first steam-powered mill, near Gambo *qv*. By 1869 he was running a general business and fishery supply store at Greenspond. An advocate of confederation with Canada, Smallwood was said to have flown the confederate flag in Greenspond during the 1869 election on that issue, despite the threats of some of his neighbours to tear it down.

By 1876 Smallwood had returned to St. John's, where he obtained a two-week option to buy a boot and shoe factory formerly owned by the Archibald family. He approached Moses Monroe *qv* for financial backing, but was disappointed when Monroe decided to invest directly in the venture through a newly formed partnership, Parker and Monroe. Not to be outdone, Smallwood formed a partnership with a Mr. Avery, probably the former superintendent or foreman of Archibald's factory. Under the name Smallwood's Boots, they established a firm which manufactured men's, women's and children's shoes and boots. A retail store was also part of the business. In 1881 Smallwood advertised for sale 200 pairs of boots of "grained, waxed leather, clump soled and hob nailed, suitable for mining and railway purposes". The partnership with Avery had dissolved by 1890 and the business became D. Smallwood and Sons. For many years, a large sign in the shape of a boot, suspended from an iron bar at the entrance to St. John's harbour, advertised Smallwood's products. Smallwood employed a man who called himself Count deCourcy to write such advertising verses as, "Smallwood's boots for lads and lasses/Smallwood's boots they fit all classes/Smallwood's boots they are so grand/They are the best in Newfoundland". Before the turn of the century the business was the third largest manufacturer of boots and shoes in the city and Smallwood was the most important sole trader in the industry.

David Smallwood

The business was later reorganized under the management of his son, Fred *qv*, as F. Smallwood. David Smallwood retired from the business in 1914 and would become a strong influence during the early life of one of his grandsons, Joseph R. Smallwood *qv*. A park established near Gambo was named David Smallwood Provincial Park in his honour. Richard Gwyn (1968), John Joy (1977), J.R. Smallwood (1973), *DNLB* (1990), *BN VI*. ACB

SMALLWOOD, FREDERICK (1863?-1917). Businessman. Born Gambo, son of Julia (Cooper) and David Smallwood *qv*. Smallwood was married twice, his second wife being Roberta Hyde of Prince Edward Island. Though he came from a large family, Smallwood was the only son to become involved in the family shoe and boot business (reorganized in 1890 as D. Smallwood and Sons). Eventually he took over the firm from his father, and by 1913 employed 59 people. It was Newfoundland's second largest footwear factory at the time, after the Newfoundland Boot and Shoe Manufacturing Company. A large factory on Duckworth Street supplied two retail shops on Water Street, one for women and girls and one for men and boys. Smallwood was also an important shareholder in other businesses, such as MacKeen's Tannery. He financed the early education of his nephew Joseph R. Smallwood at Bishop Feild College. He left a sizeable estate, and the family firm passed into the hands of his son, Walter R. Smallwood. Smallwood was characterized as somewhat reserved and as an avid sportsman. See SHOE AND BOOT MAKING. John Joy (1977), J.R. Smallwood (1973), *BN VI*, *ET* (Sept. 10, 1917; Apr. 9, 1949). ACB

SMALLWOOD HERITAGE FOUNDATION INC. On March 19, 1987 the Foundation was established to resume and complete the three remaining volumes of the *Encyclopedia of Newfoundland and Labrador*, and, as a secondary objective, to endow a fund for the promotion of culture and the arts. In 1988 this second objective was dropped in favour of endowing the J.R. *Smallwood Centre for Newfoundland Studies *qv* at the Memorial University of Newfoundland, which would be a fitting memorial to Smallwood's lifelong love and promotion of Newfoundland. The Foundation was granted charitable organization status by Revenue Canada in August, 1987.

The *Encyclopedia* was begun by J.R. Smallwood, and his company, Newfoundland Book Publishers (1967) Limited, published the first two volumes. Smallwood's company had faced financial difficulty throughout the project and after volume two was published in August, 1984 it appeared unlikely that future volumes would be produced. In September, 1984 Smallwood suffered a debilitating stroke that left him unable to run his company. In August, 1986 it was placed into receivership. Three groups of friends, first acting separately, tried to raise the funds to settle the amount of the writ against Smallwood and to support the *Encyclopedia* project. The end result was the establishment of a foundation. The interim board of directors was comprised of Robert C. Smith as chairman, Elmer Harris, James K. Hiller, Charles Hutton Jr. and Keith J. Mercer. On November 25, 1987 the first meeting of the full invited board of directors was held in St. John's and Campbell G. Eaton was elected chairman. (He was succeeded in 1990 by Paul J. Johnson and M.O. Morgan as co-chairmen).

The Foundation embarked upon a national financial campaign in 1988 with a target of $2.5 million. The response was generous and funds were raised from all sectors of society across Canada (see Foreword). The Foundation signed contracts for the production of the remaining three volumes with Harry Cuff Publications Ltd. With the first priority of the Foundation's mandate achieved in 1994 it was able to begin its endowment of the J.R. Smallwood Centre in the spring of that year.

The original board of the J.R. Smallwood Heritage Foundation

When its work is complete the Foundation will wind up its activities and pass over all assets, including copyright to all five volumes of the *Encyclopedia*, to Memorial University. DALE RUSSELL FITZPATRICK

SMALLWOOD, JOSEPH ROBERTS (1900-1991). Premier; author; editor. Born Gambo, son of Charles W. and Mary Ellen (Devanna) Smallwood. Educated Bishop Feild College. Married Clara Oates. Our first premier, from 1949 to 1972, Smallwood was one of Newfoundland's most colourful and controversial figures. Although he has written a lengthy autobiography and there have been several biographies as well as considerable audio and video accounts of his premiership, it is, as one historian has observed, still a difficult matter to categorize him. There "is something enigmatic about Smallwood's mix: his furious energy, his singleminded passion for politics; the streak of Puritanism in him combined with a cavalier disdain for mere money; shrewdness amongst Newfoundlanders and utter gullibility about the likes of Alfred Valdmanis, John C. Doyle, and John Shaheen; his bookishness; and finally, his charm" (Pierson). Much of what we know about Smallwood has been coloured by his 22 controversial years as premier. A fuller treatment of his life and times still awaits a biographer; the question of "what made Joey run", as Pierson mused shortly before Smallwood's death in 1991, remains unanswered. Certainly a full answer to the question would have to take into account his singular vision of Newfoundland's future as given substance in his elevation of Memorial University College to university status as one of his first acts in 1949 and in the building of arts and culture centres around the Province. Although the larger question remains unanswered, thanks mainly to Richard Gwyn's *qv* biography (*The Unlikely Revolutionary*) and Smallwood's autobiography (*I Chose Canada*) the outlines of his life are clear.

THE EARLY YEARS. In his 1989 biography, *Joey*, Harold Horwood *qv* described Smallwood as "neither a bayman nor a townie, but a farmer". Indeed his paternal grandfather, David Smallwood *qv*, came from a long line of farmers in Prince Edward Island. He arrived in Newfoundland in 1861, and in the 1860s operated a mercantile business in Greenspond, and later began sawmilling near Gambo. Smallwood's father, Charles, moved from job to job, ranging from being a carter to a dairy farmer in St. John's. When Joseph Smallwood was born, on December 24, 1900, his father was working as a woods surveyor at Mint Brook *qv*. Having been born outside of St. John's Smallwood was later to claim affinity with outport Newfoundlanders as the "little fellow from Gambo".

Soon after Smallwood's birth, the family moved back to St. John's. His childhood, in rented properties, was marked by poverty. The only places in which he seems to have found some comfort were those that had sufficient land at the rear of the house. Smallwood developed an early love for land, perhaps reflecting both his heritage and a desire within for stability and security. The household was not particularly religious, but Smallwood's mother later became a follower of Pentecostal pioneer Alice Garrigus *qv*. It was from Pentecostal revival meetings, Horwood argues, that Smallwood developed his speaking style — "the endless repetition of simple slogans, the loudness and earnestness of voice, the straightforward appeal to simple, basic emotions." This style was refined by his observations of political figures, such as William Coaker and Richard Squires *qqv*, and by participation in public debates held by the *Methodist College Literary Institute *qv* (M.C.L.I.).

After he had attended a number of schools in the city, in 1910, with the help of his uncle Fred *qv*, a prosperous city shoe manufacturer, he became a boarding student at Bishop Feild College. There he established a lending library of juvenile books, and

Premier J.R. Smallwood

also led a successful "strike" to protest the food served in the College dining room. The "poorest boy in the school, from the poorest family", he became a socialist following a chance meeting with George Grimes *qv*, a member of Coaker's *Fishermen's Protection Union (FPU) *qv*. Smallwood later recalled that he was "exceptionally good in English", but otherwise "nearly always came down toward the bottom of my class."

SOCIALIST AND JOURNALIST, 1915-1927. In 1915 Smallwood, having run afoul of the rules of the College, left to work as a "printer's devil" (or apprentice) with the city newspaper *Plaindealer* and, six months later, as a hand typesetter with the *Spectator*. He later joined the *Daily News*, working as a circulation clerk for the next two years. During this time he wrote anonymous letters of support to the FPU newspaper under the pen name "Avalond". Beginning in 1918 he spent two years as a reporter and acting editor with the *Evening Telegram*, where he showed considerable ingenuity. In one instance he "scooped" the other papers by interviewing Victoria Cross winner Tommy Ricketts at sea, before his ship docked in St. John's. During the 1919 general election Smallwood became immersed in politics for the first time. He wrote editorial copy for the *Telegram*, which endorsed the Squires Liberals, while helping to produce the *Industrial Worker qv*, a labour paper that supported three "Workingman's" candidates opposed to Squires.

Smallwood resigned from the *Telegram* in June 1920 to work with the *Halifax Herald*. Travelling by train, he reported to the *Telegram* on his first impressions of the Island's interior and west coast, which particularly inspired him: "Newfoundland is the West Coast — the West Coast is Newfoundland. One cannot be really proud of Newfoundland until he has seen the West Coast and that's no lie!" After two months in Halifax he moved to Boston, where he worked for another few months for the *Boston Herald-Traveller*, before moving to New York as a reporter on the socialist newspaper *Call*.

Smallwood's love for Newfoundland remained with him. In New York every week he went to Brooklyn to meet the Red Cross liner from St. John's to get news of home. For Christmas 1921 he returned home and spent the winter and spring writing for the *Daily Star*, covering the House of Assembly; and then briefly for the *Evening Advocate*. He also participated in and reported on the debates of the M.C.L.I., arguing in one debate that Newfoundland should nationalize its fishing industry.

In the spring of 1922 Smallwood returned to New York, where he occasionally wrote for the *Call*. With little or no money, he lived in flophouses and ate in soup kitchens, finding casual work as a labourer or with trade magazines. Early in 1924 he found employment with the New York *Leader*, where he remained until he returned to Newfoundland. He attended public lectures and again became active in the Socialist Party as a speaker during the 1924 presidential election campaign. He also began collecting material in city libraries for an anthology (never completed) on the great political liberators in history.

Smallwood was persuaded to return to Newfoundland by a labour leader and socialist friend, John P. Burke, to reorganize local 63 of Burke's International Brotherhood of Pulp, Sulphite and Paper Mill Workers at Grand Falls. In Grand Falls in 1925, he built the membership from about 100 to 900 within a few months. Buoyed by this success, he decided to form an organization for all Newfoundland unions, the first Newfoundland Federation of *Labour *qv*. He also secured the support of several St. John's trade unions, and was elected the first president of the Federation. But, short of funds and with Smallwood attempting to organize another local among paper workers at Corner Brook, the Federation had disappeared by early 1926. In the summer of 1925 Smallwood had moved to Corner Brook to organize local 64 of the International Brotherhood of Pulp, Sulphite and Paper Mill Workers, and by late summer his efforts met with success. It was at Corner Brook that he met Clara Oates, a native of Carbonear, who was visiting relatives in his boarding house.

N.F.L. President, 1925

Smallwood next set out to organize 600 railway sectionmen, who had been threatened with a wage cut. Travelling on foot for much of the way, he signed up virtually all of the men, and, meeting a train carrying railway officials at Avondale, convinced management

not to implement the proposed wage cut. Back in St. John's, he began a weekly newspaper, the *Labour Outlook*, for the members of his railway union, and also continued his work for the Newfoundland Federation of Labour. In January 1926 he gave the first lecture of a series organized by Dr. J.S. Tait *qv* for city labourers. Smallwood argued that workingmen would be best served by a Labour Party, prompting George Ayre *qv* to observe:

> Mr. Smallwood, if he plays his cards well,. . . has a great opportunity for good. He has already shown his rare organizing ability, his capacity for leadership, his ability as a speaker, a debater. He is young and wonderfully energetic. He seems to have all the qualifications for one who in time will become one of the leading men of the country. What a glorious prospect.

Ayre himself argued that the Liberal party could best serve the workingman's purpose. Smallwood's response was that if the "Liberal Party will pull itself together, take earnest stock of the situation, and formulate and commit itself to principles and policies of social reform nature; and genuinely advocate them, there need never be a Labour Party in Newfoundland." When Ayre challenged him to define Liberalism for Newfoundland Smallwood replied in a series of letters to the press showing how the Liberal party should act on such issues as the pressing financial and debt situation, agriculture and fisheries, reforms in the civil service and education. He had reconciled socialism with the pragmatism of local politics whereby, as he later recalled, "Liberalism. . . with its roots set deeply down in the fishing and working classes generally, and its honourable record of taking always the side of the people, was as close as it was reasonable or practical to think the Island could get to Socialism."

Smallwood then entered mainstream politics as an editor of the *Daily Globe*, published by his friend Richard Hibbs *qv* and the official voice of the opposition Liberals. This period of his life, which included his marriage to Clara Oates, on November 22, 1925, was one of "personal happiness and strong political discontent". To supplement his income, he decided to publish a Newfoundland *Who's Who*, a volume of prominent people who paid for their inclusion. The *Globe* soon folded and Hibbs bought Smallwood's interest in the unfinished *Who's Who*. Unemployed, restless and wishing to experience the intellectual life of English socialism, Smallwood left for England in mid-1926. In London he threw himself wholeheartedly into Labour politics, and went to "every Socialist, Communist, Liberal, Tory, philosophical, and religious meeting that it was practically possible for me to attend." He also wrote his first book there, *Coaker of Newfoundland*.

ASPIRING POLITICIAN, 1927-1946. Returning to Newfoundland in the summer of 1927, Smallwood moved to Corner Brook and found work with a surveyor's team on the Gander River watershed (touted as the site of a new paper mill). Later he established the *Humber Herald* in Corner Brook. Meanwhile, he had set his sights on becoming the Liberal candidate for Humber district in the next general election, due in late 1928. But when Squires decided that he himself would run in the district Smallwood had to console himself with being district campaign manager. Squires won the district and the Liberal party was returned. As his reward, Smallwood was appointed a justice of the peace.

Business acumen was not Smallwood's greatest strength and by 1929 majority control of the *Humber Herald* was in the hands of a shareholder, who increasingly interfered with Smallwood's editorial freedom. He soon severed his connection with the paper. Early in 1930 he was summoned to St. John's by Prime Minister Squires and informed that he was to buy the printing plant that had published the opposition newspaper *Watchman*. This was replaced by a new Liberal paper, which Smallwood coyly named the *Watchdog*. He became a confidant of Squires, helping him to prepare speeches and policy statements (and was at the Prime Minister's side in April 1932 when a mob stormed the Colonial Building). In 1931 he wrote *The New Newfoundland*.

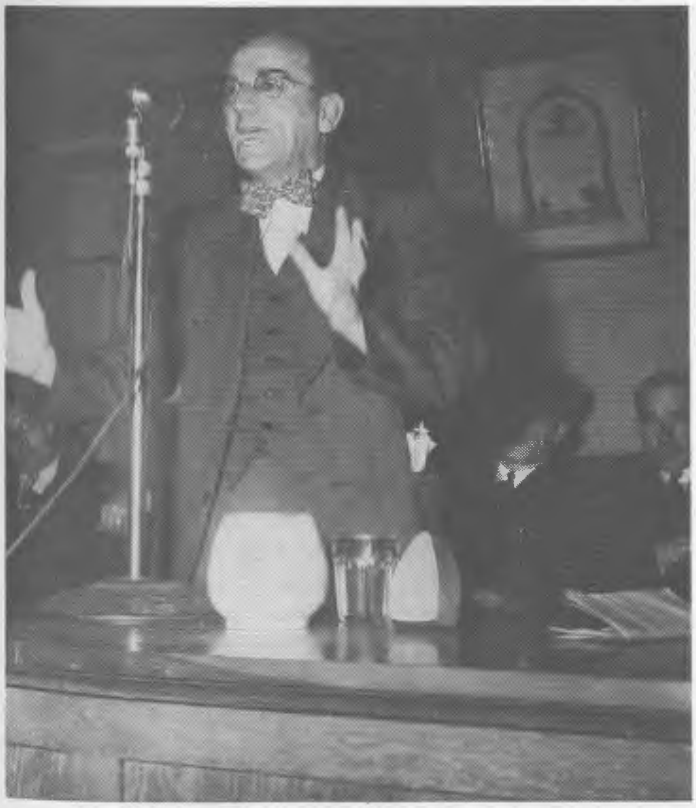
In the next general election the opposition won all but two seats. Smallwood had contested the district of Bonavista Centre. During the campaign he made the bold assertion that what Newfoundland needed was a suspension of responsible government. As he recalled in his autobiography, it was "time to have a long political holiday. Party politics has become meaningless except to ruin us — just a continual squabble between the Ins and the Outs. Both parties have gone intellectually bankrupt." He emphasized that what was needed more than politics was a strong fishermen's union to replace the weakened FPU. After the election Smallwood frequently visited St. John's to work for the prostrate Liberal party, preparing speeches and drafting questions for F. Gordon Bradley *qv* and Roland Starkes — the two elected members — and awaiting with mixed feelings the findings of a British Royal Commission into Newfoundland's constitutional future. The legislature was soon to adopt the Commission's recommendation that responsible government be suspended and replaced by an appointed commission of government.

During his 1932 campaign, Smallwood had promised voters in Bonavista that he would return to help establish a new fishermen's union. Engaging a schooner to visit fishermen in the area, between 1933 and 1935 he enlisted over 8000 members for the Fishermen's Cooperative Union. In November, 1935 Bradley (then the chief magistrate at Bonavista) wrote:

> I have known Mr. Smallwood for several years and can testify that he has quite a considerable theoretical acquaintance with the history of the co-operative movement; in fact, labour, unionism and co-operation are his hobbies. Practical experience is however entirely lacking in him. He undoubtedly has brains and a most wonderful

memory. He could, had he the necessary stability and the faculty of facing the unpleasant tasks of life, be in receipt of a good income. He has never been able to stick to a job, though he has had many. For the past two years he has been living here with his family, during which time he has lived in very poor circumstances, being dependent entirely upon the very few dollars which his Union could pay him and upon gifts in kind contributed by the fishermen. On several occasions I have suggested to him that he ought to get a position which would give him sufficient income to keep his family in comfort, but his reply has always been that he could not work at a job in which he was not interested (cited in Blake).

By 1936 Smallwood had moved his family back to St. John's, where he returned to writing. The two-volume *The Book of Newfoundland* was published in 1937, described in a letter to W.R. Howley, Commissioner for Justice, as an "encyclopedia of Newfoundland; . . . our intention is to make it so comprehensive as to omit nothing of interest or importance in connection with the country. There will be some 3000 illustrations, including approximately 12 full-page lithographed reproductions of Newfoundland water colours or oil paintings. There will be nothing whatever of a controversial or partisan character in the book." Chesley Crosbie *qv* provided $20,000 for the project. Smallwood wrote a substantial number of articles and solicited and edited the rest. The volumes were intended to "restore the faith of Newfoundlanders in their country", through articles on local history, institutions and contemporary events. In 1941 he produced *The Handbook, Gazetteer and Almanac of Newfoundland*, with a second edition in 1942.



During the Confederation campaign

Drawing on his considerable knowledge of Newfoundland history and under the byline "The Barrelman", Smallwood began a column, "From the Masthead", for the *Daily News*. It consisted of "anecdotes about Newfoundland, bits and pieces and scraps of information about the country and its people, and in general was devoted to a sort of glorification of Newfoundland and everything good within it." The column's popularity led radio station VONF to give Smallwood an experimental program, "The Barrelman". Later sponsored by F.M. O'Leary Ltd., for the next six years Smallwood regaled his listeners with stories of local history and folklore. He also expressed views on Newfoundland's future: that within 50 years the railway would be abandoned; that there would be paved highways all over the Island; that Newfoundland would have its own university and that education would be free and compulsory.

Smallwood's success as "Barrelman" and publisher brought a period of relative financial security. Meanwhile, in July of each year, accompanied by his friend Nimshi Crewe *qv*, Smallwood visited the outports in search of lustreware and other antiques. He received commissions to write two historical accounts of prominent St. John's families: unpublished biographies of nineteenth-century liberal politician William Carson *qv* and of eighteenth-century magistrate Robert Carter *qv*. With Leo English *qv* he also completed a history textbook for use in local schools.

In 1939 Smallwood finally "gave way to [his] attraction" for farming, and bought 40 acres of land on the outskirts of St. John's, close to the present postal station A on Kenmount Road. On the outbreak of World War II he anticipated supplying the city with fresh eggs and poultry. But supply problems with poultry feed led him to abandon hens in favour of hogs (which could be fed on swill from the American army base at Fort Pepperrell). With 50 hogs imported from Prince Edward Island, for breeding purposes, this venture proved more successful. In the meantime he regularly imported weaner pigs from P.E.I. to help to supply local demand. By 1943 Smallwood had about 150 hogs, the second or third largest piggery in Newfoundland. Later, with financial backing from Chesley Crosbie, he moved to Gander to run a piggery there. This was Newfoundland's largest hog operation, with 750-800 hogs.

THE CONFEDERATE, 1946-1949. It was while in Montreal on December 11, 1945 that Smallwood read about Britain's proposed plans for Newfoundland's constitutional future. Prime Minister Clement Attlee had announced that Newfoundlanders would elect 45 persons to a *National Convention *qv* to investigate its financial and economic condition and to recommend to Britain what forms of government Newfoundland should adopt. An excited Smallwood considered the political options. He was determined to be part of the forthcoming political campaign, but was not sure of what option he preferred, apart from an end to the

Commission of Government. But the prompting of journalist Ewart Young *qv* and recollections of conversation with Gordon Bradley led him seriously to consider confederation with Canada.

He wrote the Canadian prime minister and the nine provincial premiers for information, having decided that he would stand as a candidate for election to the National Convention. In March 1946 he wrote a series of about a dozen articles to the *Daily News* arguing the merits of confederation. He ran in the district of Bonavista Centre, obtaining nearly 90% of the votes cast, the only avowed confederate elected to the Convention. Apparently, Smallwood did not originally see himself as the leader of a pro-confederate party; in early 1946 he had suggested to Bradley that Sir John C. Puddester *qv* be made leader. (Bradley, meanwhile, believed that the time was not ripe to form a political party).

While there were other Convention delegates who supported the idea of confederation, they all wished to proceed with caution. These delegates included Bradley, who had expressed the view that should confederation come about Smallwood would be premier and he a federal minister. Despite the cautions of Bradley, however, Smallwood quickly made confederation a matter of debate at the Convention (which first met on September 11, 1946) and became, in the public mind, leader of the confederate cause. On October 28 he made what was later termed by delegate Michael Harrington a speech that was the "turning point in the Convention", moving that a delegation be sent to Ottawa to investigate the possibilities of union. While the motion was defeated, henceforth proceedings became a debate between the confederates and advocates of a return to responsible government. A second motion, in February 1947, was successful in having a delegation to Ottawa appointed. Leaving St. John's on June 19, 1947, it included Smallwood and Bradley.

The delegates returned to Newfoundland in mid-October. The Convention received the terms of union from Canada on November 6. The confederation issue dominated the proceedings, with Smallwood appealing directly to Newfoundlanders listening to taped broadcasts on radio station VONF. On January 23, 1948 he moved to have the confederation option included on the ballot in the forthcoming referendum but the motion was defeated by a vote of 29 to 16. Smallwood and Bradley then appealed directly to the public, asking the people to petition the British Government to include confederation — which they did by the tens of thousands. (Smallwood need not have worried; the British Government had decided to include it anyway). The first referendum vote, on June 3, 1948, was inconclusive. The commission of government option, having placed third, was dropped for the second referendum, held on July 22. This time confederation took 52.3% of the vote.

With Gordon Bradley

THE PROPHET IN POWER, 1949-1957. In the course of 22 years as Premier Smallwood won six general elections. The seventh, in 1971, resulted in a tie. Smallwood's tenure, as Peter Neary has observed, can be divided into three periods. The first, from 1949 to 1957, saw the consolidation of both Newfoundland's integration within Canada and of Smallwood's political power. Smallwood identified himself with the "toiling masses" of the outports, the fishermen who had voted so strongly for confederation in the referenda and who in the 1949 provincial election agreed to "let Joe finish the job". It is interesting that throughout his premiership Smallwood was also Minister of Economic Development. He devoted himself to fulfilling many of his earlier prophecies. As he told Ron Pumphrey in 1979, "some of them came true on their own, but I had to MAKE some of them come true. When your reputation as a prophet is at stake, you should have to go out and make your prophecies come true, as I did." These "prophecies" included industrialization and substantial educational and public works reforms. The building blocks to industrialization were to be the exploitation of the huge iron ore deposits in western Labrador, the construction of a third pulp and paper mill (using hydroelectric power to be developed in the Bay d'Espoir area) and a cement mill near Corner Brook.

Smallwood was obliged to seek outside investment. His key adviser in his early industrial drive was Alfred Valdmanis *qv*, a Latvian economist, whose strategy was to attract both European capital and industrial equipment for what was to become known as the *New Industries *qv*. In the early 1950s disagreements over this strategy led several members — Edward Russell, Harold Horwood and Herbert Pottle *qqv* — to quit the government, but the political fallout was minimal. In 1951 Smallwood easily won reelection and, except for Horwood's newspaper column, through the mid-1950s there was little criticism of the government. Yet Bradley also became displeased with Smallwood, believing that he hampered good relations between Ottawa and Newfoundland. He wrote to Smallwood in 1951 : "I have told you time and again that it is one of your great failings. You go ahead and on your own, make decisions and proceed to implement them without consulting others who have a stake in the matter and who can perhaps give you some sound advice" (cited in Blake). Smallwood, in turn, had lost faith in Bradley's performance in Ottawa. He

With Greg Power and Alfred Valdmanis qqv, *after an audience with the Pope*

found his man in J.W. Pickersgill *qv*, a federal civil servant with aspirations to elective office. Among their most notable accomplishments in the 1950s was making fishermen eligible for unemployment insurance.

THE TRIALS OF POWER, 1957-1968. The second period of his premiership saw Smallwood's political hold on the Province threatened: from the election in 1957 of a Progressive Conservative federal government led by John Diefenbaker and from the organizational efforts of the International Woodworkers of America (IWA). In the 1960s the government turned to the United States for financial help, especially to investors John C. Doyle and John Shaheen *qqv*, who each built two controversial projects with substantial government assistance. Doyle, who had successfully arranged funding for the opening of the iron ore mines at Wabush, constructed a linerboard mill at Stephenville in the early 1970s, while Shaheen built an oil refinery at Holyrood, and promoted a second refinery at Come by Chance. For Smallwood, the economic well-being of the Province took precedence over all else, including his sympathies with the labour movement. The IWA was branded, in Neary's words, as "a subversive outside influence incompatible with the Newfoundland way of life." One of Smallwood's concerns was that the IWA would create a corps of professional loggers, closing the woods to fishermen who were seasonal loggers (Gwyn). Both H. Landon Ladd *qv*, the leader, and the union were branded as "outsiders". And after the 1959 general election legislation was enacted decertifying the IWA. Loggers were encouraged to join a union that had been formed by Max Lane *qv*, later Minister of Welfare (see UNIONS).

If the IWA strike had tarnished Smallwood's claims to be a socialist, it had also added to his stature on the national political stage. Meanwhile, he battled with Diefenbaker over his refusal to accept the Province's interpretation of term 29 of the *Terms of Union *qv*, and in so doing helped to prepare the political ground for the return of the federal Liberals to power in 1963, under Lester Pearson. For the remainder of the 1960s Newfoundland benefited greatly from federal funding for public works, including the paving of the Trans-Canada highway across the Island and the development of hydro power at Bay d'Espoir. Smallwood's cherished goal of developing the hydro power of Churchill Falls *qv* was realized in 1968 when the British-Newfoundland Corporation (Brinco *qv*) signed a long-term contract with Hydro Quebec. With low world energy costs at the time, the 1968 contract appeared to be a good deal for Newfoundland, but with the rapid escalation in the mid-1970s in the price of oil the contract was severely criticized as a "sell-out" to Quebec.

On the eve of the 1966 provincial general election, probably intended to be his swan song, Smallwood appeared to be at the peak of his power. The Liberals won all but three of the 42 seats. Among the new Liberals elected were a group of young men who had become involved in politics at Smallwood's urging — including Edward Roberts, William Rowe, John Crosbie and Clyde Wells *qqv* — and who were being groomed as the next generation of leaders. The following year Smallwood published volumes three and four of *The Book of Newfoundland.*

THE LAST YEARS OF THE PREMIERSHIP, 1968-1972. Despite the electoral success of 1966, cracks began to appear in Smallwood's political armour. The government's resettlement *qv* policy was receiving considerable public criticism. And in 1967 the Liberals lost a provincial by-election in Gander, while in the 1968 federal election only one of Newfoundland's seven seats went to the Liberals. Smallwood took these electoral setbacks as a personal rebuke. Meanwhile, he was experiencing an unprecedented degree of opposition within cabinet. With the economy experiencing a downturn, the Premier was determined to maintain construction jobs, but cabinet ministers Crosbie and Wells objected to his plan to provide interim financing for Shaheen's oil refinery at Come By Chance. Smallwood dismissed them from the cabinet before they could claim they had resigned on a point of principle, and they became alienated from the Liberal party.

Meanwhile, Smallwood had decided to revive the party through a leadership convention to choose his successor. In 1969 his supporters paid homage to the "retiring" premier by publishing a collection of essays, *Just Call Me Joey*. The leadership race became a contest between Smallwood and Crosbie, in a campaign which perceived the latter as representing the hopes of a generation of Newfoundlanders educated since 1949, while Smallwood was portrayed as a political relic. When Smallwood easily won the leadership many Liberals joined the Progressive Conservative party. Crosbie and some supporters in 1970 formed the Liberal Reform Group, but the following year they also joined the Conservatives.

In the October 28, 1971 general election Smallwood led his tattered Liberals in a political climate characterized by the perceived need for a change. The outcome presented no clear majority: there were 21 Progressive Conservatives, 20 Liberals and one member of the New Labrador Party (Tom Burgess *qv*). Judicial recounts for several districts were held because of the narrow margins of victory. Meanwhile Smallwood refused to resign the premiership, arguing that it was not clear which party could command a majority in the Assembly, especially since the results in one of the districts held by the Conservatives was being contested in the courts and it was not known which party Burgess would support. But when the Supreme Court confirmed a Conservative victory in the district of St. Barbe, Smallwood, on January 18, 1972, resigned the premiership. A retirement party was held on February 4, 1972, attended by 1000 people, and the next day Edward Roberts was elected the new leader of the Liberal party. Smallwood retired to Florida to write his memoirs, and began work on a history of Newfoundland (which was not completed).

POLITICAL RESTLESSNESS, 1972-1977. Stung by Conservative charges of corruption and patronage and displeased with the leadership of Roberts, Smallwood challenged him to hold a leadership convention. At the October 1974 convention Roberts won on the second ballot. Smallwood initially accepted the decision of the party, but in July 1975 he launched the Liberal Reform Party at a meeting of Liberal dissidents in Gander. In the September general election the Reform group ran 28 candidates under Smallwood's leadership. The Progressive Conservatives, under Frank

On the campaign trail

With Mrs. Smallwood, at the opening of the Come By Chance oil refinery

Moores, won reelection. Some "mainstream" Liberals felt that Roberts had been denied victory by his former mentor, as the Liberal Reform party had split the Liberal vote in many districts. Smallwood himself was elected in Twillingate district, along with three other supporters. In 1977 he resigned his seat and retired once more; and in that year published a book of photographs, *The Face of Newfoundland.*

Smallwood then entered the national constitutional debate, campaigning across Canada as the "only living father of confederation" (though he himself did not so refer to himself) and arguing for national unity in the face of growing separatist support in Quebec. He was concerned, meanwhile, by the upsurge of "Newfoundland nationalism" in the early 1980s. He continued to appear on late night television with Geoff Stirling *qv*, as the two visionaries discussed issues of the day as well as Smallwood's public life. There was also a record album, *A Living Legend* (1979), which had a minor hit with the recitation "Like Ya Would", and two books, published in 1979, *The Time has Come To Tell* and *No Apology From Me*, retold the accomplishments of Confederation. In 1974 Smallwood gave all of his Newfoundlandia collection, including his premier's papers, to the Memorial University of Newfoundland.

THE ENCYCLOPEDIA OF NEWFOUNDLAND AND LABRADOR. Smallwood had published two further volumes of *The Book of Newfoundland* (1975), and in 1978 published *Newfoundland Miscellany* and *Dr. William Carson, The Great Reformer*. At the same time he commenced work in earnest on a project that had long been in his mind: a three-volume *Encyclopedia of Newfoundland and Labrador*. The first volume appeared in 1981. The *Encyclopedia* was begun at a time of high interest rates and Smallwood had to use many of his personal assets as collateral for the second volume, which appeared in 1984 — the set now projected at five in total. The stress brought on by the financial problems of the *Encyclopedia* placed considerable strain on his health, and on September 24, 1984 he suffered a stroke that deprived him of his speech and of his ability to write. Just over two years later he was served with a writ, demanding the payment of over $176,000 for unpaid printing bills from volume one.

It now appeared that the project would not be completed, but by 1987 a group of citizens had organized the J.R. *Smallwood Heritage Foundation *qv* to raise the funds to complete the remaining three volumes and to endow the Smallwood Centre for Newfoundland Studies at Memorial University. On December 18, 1991 Joseph R. Smallwood died, shortly after the publication of volume three. A state funeral was held on December 21.

Along with his role in bringing about Confederation and the creation of Memorial University, it was as editor in chief of the *Encyclopedia of Newfoundland and Labrador* that Smallwood especially wished to be remembered: "he would frequently imagine aloud. . . some future school child studying his *Encyclopedia*. . . . This child would sometime enquire of her classmate whether there were not once a premier of the province who had had a name similar to that of Joseph R. Smallwood, Editor-in-Chief of the *Encyclopedia of Newfoundland and Labrador*" (R.D. Pitt, in Thoms: 1990). However he is remembered, few people would disagree with the judgement of Premier Clyde K. Wells that "it is impossible not to acknowledge Joseph Roberts Smallwood as the giant in the many pages of the history of Newfoundland and Labrador." See also ELECTIONS; GOVERNMENT. Baker *et al* (1990), Melvin Baker (1994), G.P. Bassler (1986), Raymond Blake (1994), W.J. Browne (1981; 1984), Rex Clarke ed. (1986), A.P. Cohen (1975), Parzival Copes (1972), Bonaventure Fagan (1990), J.E. Fitzgerald (1993), F. Burnham Gill (letter, Feb. 1993), Bill Gillespie (1980), Richard Gwyn (1968; 1973), Michael Harris (1992), James Hiller (1988; 1993), Hollohan and Baker, comps. (1986), Francis Hollohan (1985), Claire Hoy (1992), Gordon Inglis (1985), J.B. Johnson (1976), H.L. Ladd (1985), David Mackenzie (1988), Ralph Matthews (1974; 1976; 1978; 1983), R.I. McAllister ed. (1966), Philip McCann (1983), Susan McCorquodale (1978; 1989), Peter Neary (1969; 1980; 1983; 1987; 1988; 1993; 1994), Peter Neary ed. (1973), S.J.R. Noel (1971), James Overton (1988; 1992), Robert Paine (1976; 1985; 1986; 1987), A. Brian Peckford (1983), J.W. Pickersgill (1975; 1983), Stuart Pierson (1990), H.L. Pottle (1979), Gregory Power (1989), Ron Pumphrey (1994), F.W. Rowe (1975; 1988), J.R. Thoms ed. (1990), Jeffrey Simpson (1988), J.R. Smallwood (1973; 1979a; 1979b), Philip Smith (1976), Valerie Summers (1993), Hector Swain (1983), Mason Wade ed. (1969), Bren Walsh (1985), Jeff A. Webb (1987; 1989), Clyde K. Wells (*NQ*, Fall 1991). MELVIN BAKER

SMALLWOOD RESERVOIR. Formed as part of the Upper Churchill Falls hydro-electric project, the Smallwood Reservoir became the third largest artificial lake in the world at 6527 square kilometres in area. Construction began in 1966 as waters were diverted within the central Labrador plateau. Earth and rock dykes and seven major concrete spillways and control structures were built to control the water flow. During the initial diversion, thousands of square kilometres of taiga, bogland and spruce forest were flooded. Lake Michikamau, Lobstick Lake and numerous smaller lakes were absorbed by the reservoir which formed a sprawling body of water between 53° and 55° N and from 63° to 66° W. Maximum water levels in the main reservoir were reached in 1971. The lake was named in honour of J.R. Smallwood *qv*, considered one of the driving forces behind construction of the Churchill Falls project.

The flooding altered river systems which had long been used by the Innu as a route to the interior of Labrador. Lake Michikamau had been a meeting place and a base for hunting activities. When the area was flooded the Innu were not informed and hunting equipment, stores and access to burial grounds were lost. Despite the alteration of habitat, various fish species were observed to thrive in the reservoir, including whitefish, northern pike, brook and lake trout and ouananiche. See also ELECTRICITY; LAKE MICHIKAMAU. W.J. Bruce (1974), Marie Wadden (1991), *TCE*. ACB

SMALLWOOD, WILLIAM RICHARD (1928-). Lawyer; politician. Born Corner Brook, son of Clara (Oates) and Joseph R. Smallwood *qv*. Educated Memorial University of Newfoundland; Dalhousie University Law School. Married Marcella Walsh. Smallwood practised law with the firm of McEvoy, Lewis and Smallwood before being elected to the House of Assembly for Green Bay district in 1956. He was reelected in 1959, 1962 and 1966. He was defeated in attempts to return to political life in the elections of 1975, 1979 and 1982. Smallwood was practising law in St. John's and Bay Roberts in 1994, with the firm of Smallwood and Harvey. Harold Horwood (1989), *Newfoundland and Labrador Who's Who Centennial Edition* (1968). ACB

SMELTS. Smelts are marine and freshwater fish occurring in coastal and inland waters. Some species are anadromous, ascending rivers from the sea to spawn. Smelts range from about 10 to 20 cm in length and feed mainly on crustaceans. Two species belonging to the family *osmeridae* occur in Newfoundland and Labrador. The best known smelt is the capelin *qv* (*mallotus villosus*), which is found in large concentrations off the coast and on shore during spawning. Spawning usually begins in June, though it is not unusual for capelin to arrive on shore later in the year. A small, silvery fish, capelin are significant prey of such species as cod, haddock, salmon and whales. They are eaten by humans and have been used as bait, fertilizer and dog food.

Rainbow smelt

The rainbow or American smelt (*osmerus mordax*) is also silver in colour but with blue, pink and purple iridescent reflections on each side. Preyed upon by seabirds, lake trout and perch, they are also fished commercially and for sport near river estuaries. Rainbow smelt are sometimes numerous in Bonavista, Placentia, Fortune and St. George's bays, and are found as far north as Hamilton Inlet and Lake Melville. One species of deep sea smelt is found along the continental shelf off Labrador, northern Newfoundland and the southern Grand Banks. The goitre blacksmelt (*bathylagus euryops*) is a light brown fish with a blunt snout and large eyes. A small-schooling fish, it is of no commercial importance. Wilfred Templeman (1966), Scott and Scott (1988). ACB

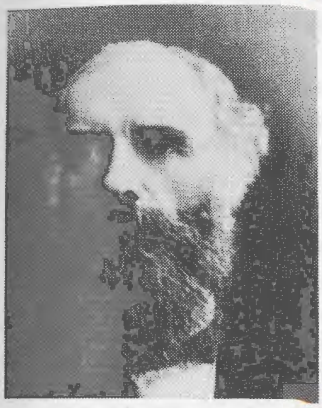
SMITH, ARCHIBALD ALEXANDER GEORGE (1916-). Clergyman. Born St. Anthony, son of Isaac and Janet (Simms) Smith. Educated St. Anthony; Mount Allison University; Pine Hill Divinity Hall. Married Maisie Penney; father of Ed Smith *qv*. Leaving school in 1933, Smith worked for four years with the International Grenfell Association. In 1937 he joined the motor vessel *Ondina* as engineer, an occupation which ended for him when he nearly lost his life in an engine room explosion in August 1941. After lengthy recuperation, he entered the United Church ministry as lay supply, serving circuits at Musgrave Harbour, Moreton's Harbour and Western Bay. From 1956 to 1959 he attended university, and was ordained by the United Church in June 1959. Thereafter he held pastorates at Twillingate, Gambo, Curling, and Musgravetown. He was president of the Newfoundland Conference in 1970-71, served in a number of Presbytery offices, and was twice a commissioner to General Council. He retired in 1974, settling in Musgravetown, but subsequently served as ministerial supply in English Harbour, Clarenville and Shoal Harbour. A.A.G. Smith (letters, Mar. 1990; July 1993), Ed Smith (*Reader's Digest*, Nov. 1988), *Minutes of the Newfoundland Conference* (1970-71). DAVID G. PITT

Rev. Alex Smith

SMITH, BOYD STANLEY (1944-). Educator. Born Spaniard's Bay, son of George and Ina (Legge) Smith. Educated Spaniard's Bay; Memorial University of

Newfoundland; Bishop's University, Quebec; Malaspina College, British Columbia. Married Verna Bishop. Smith taught science at Prince of Wales Collegiate in St. John's until 1970, when he was appointed to the College of Fisheries (subsequently the Marine Institute of Memorial University). He later became head of the school of fisheries. Smith has been involved with the development of aquaculture programs, particularly in mussel farming and in the operation of the Bay d'Espoir salmon hatchery. Goddard and Smith (1988), Boyd Smith (1987; letter, Mar. 1994), *Luminus* (Spring 1988). JOHN PARSONS

SMITH, DONALD ALEXANDER (1820-1914). First Baron Strathcona and Mount Royal. Fur trader; politician; financier; philanthropist. Born Forres, Scotland, son of Alexander and Barbara (Stuart) Smith. Educated Scotland. Married Isabella Sophia Hardisty at North West River Labrador, Mar. 9, 1853. Smith joined the Hudson's Bay Company *qv* in Scotland, and beginning in 1838 worked for 10 years in the St. Lawrence River area — at Lachine and Tadoussac — later moving to the Esquimaux Bay district (Lake Melville) of Labrador. He took over as clerk at the Rigolet post. In July 1852 he became chief trader at North West River *qv* and was placed in charge of the Esquimaux Bay district which effectively was the whole of Labrador as we know it. He became chief factor in 1864. Although involved mainly in the fur trade at North West River, Smith also established a model farm in the area, where he grew vegetables, raised cattle and built Labrador's first roads. In all, he spent 21 years in Labrador.


Lord Strathcona

Smith left North West River in 1869 and was given charge of the Montreal District (which by this time included the Labrador District as well). The Company's largest shareholder by 1883, he was appointed a director, and in 1889 became its governor. He became part of "a dazzling sequence of commercial and political *coups d'état* that made him the richest and most powerful Canadian of his day" (Newman). In 1869 Sir John A. Macdonald sent him to Winnipeg to mediate a settlement to the Riel Rebellion. Although initially kept as a prisoner by Riel, Smith eventually accomplished his mission. He sat in the Manitoba legislature from 1870 to 1874, and from 1871 to 1880 represented the district of Selkirk in the House of Commons.

In 1880 Smith became associated with the syndicate which subsequently took the name Canadian Pacific Railway Company. When the railway ran into financial difficulties, Smith and his associates, particularly his cousin, George Stephen, risked their fortunes to complete it. (On Nov. 7, 1885, he was given the honour of driving the last spike on the transcontinental railway).

Smith was a founder and for 15 years the president of the Royal Trust Company. One of the largest shareholders of the Bank of Montreal, in 1887 he became its president. Smith made a generous gift to establish the Royal Victoria College at McGill University and, with George Stephen, financed the construction of the Royal Victoria Hospital in Montreal. In 1899 he presented the Grenfell Mission with the hospital steamship *Strathcona qv*. During the Boer War he financed a mounted force of 600 men known as "Strathcona's Horse". Smith became Chancellor of McGill University in 1889 and Lord Rector of the University of Aberdeen a decade later. He was knighted in 1886, and in 1897 was elevated to the peerage as Baron Strathcona and Mount Royal. Smith was appointed High Commissioner to Great Britain in 1896, and served until his death in London on January 21, 1914. R.G. MacBeth (1922), Douglas MacKay (1936), John Macnaughton (1926), Peter Newman (1991), John Parsons (1970), W.T.R. Preston (1914), H. Beckles Willson (1915), *DNB (1912-1921)* (1927), *EC* (1972), *TCE* (1988). JOHN PARSONS

SMITH, EDWARD ALEXANDER DORMAN (1940-). Educator; author. Born St. Anthony, son of Maisie (Penny) and A. Alexander Smith *qv*. Married Marion French. Educated Mount Allison University; Memorial University of Newfoundland. After serving as a student minister for three years, Smith became a teacher, principal and school district administrator. He was appointed principal of the Springdale campus of Central Newfoundland Community College in 1988.

His humorous column, "The View From Here," first appeared in the *Nor'Wester* in 1984. It later ran in the *Evening Telegram*, the *Downhomer* and four of the Robinson-Blackmore community newspapers. In 1993 it earned Smith the Atlantic Community Newspapers Association award for best general newspaper columnist. His first two books were compilations of his columns. *Take it — it's good for you!* appeared in 1985 and was nominated for the Leacock Award. *Not a Word of a Lie* came out in 1989. He turned to autobiography in 1991, with the publication of *Some fine times!*, followed in 1993 by *I Blame it all on Mainlanders*. Smith has also been active in community affairs. He has served on school and hospital boards, as president of the Newfoundland and Labrador Association of superintendents of education, as chairman of the Green Bay Health Care board. In May of 1993 he became president of the Newfoundland Hospital and Nursing Home Association, after serving a term as vice-president. Ed Smith (1991; interview, Dec. 1993), *ET* (Apr. 13, 1989; Sept. 2, 1989; May 29, 1993). JEAN GRAHAM

SMITH, F.E. See BIRKENHEAD, LORD.

SMITH, FRANK DAVID (1936-). Engineer; businessman. Born London, England; son of Leonard and Jean (McGussie) Smith. Married Sheila Jane Formby. Educated College of Technology, Liverpool. Smith

came to Canada in 1959 to work for Canadian Marconi, where he held several management positions. From 1970 through 1980, he held various managerial positions with Churchill Falls (Labrador) Corporation, Teleglobe Limited and Newfoundland and Labrador Hydro. In 1980, Smith founded Newfoundland Oceanic Research and Development Company (NORDCO) Limited, a research and development company in marine technology. In 1991 NORDCO went into receivership, and Smith became an independent consultant. Two years later he opened the St. John's office of Network International Inc, a merchant banking service for small businesses.

Active in various engineering professional bodies, Smith was the founding chairman of the Newfoundland division of the Institute of Electrical and Electronic Engineers in 1978. He has also been involved in community work, particularly in schooling for handicapped children and in the Newfoundland Cerebral Palsy Association. He was a member of the Harris Commission on the fishery, the Provincial Science and Technology Council and the Economic Recovery Commission. In 1985 Smith was appointed honorary British Consul for Newfoundland. Frank Smith (interview, Oct. 1993), *DNLB* (1990), *ET* (July 14, 1985; Oct. 5, 1993). JEAN GRAHAM

SMITH, GEORGE (1766-1832). Methodist missionary. Born England. Smith entered the work of the Methodist Church in 1792, when be became an associate of Robert Brackenbury, a wealthy lay evangelist. When in 1794 John Stretton *qv* of Harbour Grace wrote Brackenbury seeking a missionary for Newfoundland, he arranged for Smith to be ordained and sent to Carbonear. After preaching in Conception Bay for several months, Smith travelled northward to concentrate his efforts at Trinity and Bonavista. At both places he formed Methodist societies and enlisted lay converts to carry on after his departure, in particular Charles Saint *qv* and his wife Hannah at Bonavista.

In 1795, urged by certain influential members of the Church of England in Bonavista, Smith, though "a Methodist preacher of the John Wesley type" (Wilson), travelled to England requesting ordination as a Church of England priest and appointment as agent of the Society for the Propagation of the Gospel. His request was refused, and he returned to Newfoundland in 1796, accompanied by Rev. William Thoresby *qv*. Leaving Thoresby to travel in Conception Bay, Smith again went north, visiting many coastal communities where he formed Methodist societies, including one at Greenspond. He became ill and had to return to Bonavista where he remained for six months, preaching and opening a day-school, in which he also taught.


Rev. George Smith

An excursion to Trinity in March 1797 was abandoned after he and his guides became lost and almost perished. That experience and lack of support from the English Conference induced him to quit his mission and return to England. His only subsequent connection with Newfoundland was collecting funds to rebuild the chapels at St. John's and Carbonear, destroyed by fires in 1816 and 1817. He died on January 25, 1832. See METHODISM. D.W. Johnson ([1925]), Charles Lench (1919), T.W. Smith (1877), William Wilson (1866), Naboth Winsor (1982). DAVID G. PITT

SMITH, MARY IMELDA (1898-1991). Mercy Sister. Born Little Mortier, daughter of Anne (Farrell) and Edward Smith. Baptized Elizabeth, Smith took the name Mary Imelda when she entered the Sisters of Mercy Congregation at St. Michael's Convent, Belvedere in 1919. From 1920 to 1947 she ministered to orphans at Belvedere, and held various administrative positions in the convent, including those of bursar and Superior (1943-46). From 1947 to 1949 she lived at St. Clare's Convent and worked in the business office of the hospital. In 1949 she was elected Superior General of the Order, and served for 12 years. While Superior General, Smith helped in the founding of St. Patrick's Mercy Home and made the initial arrangements for the Monsefu Mission in Peru. She is credited with preparing the sisters for changes faced following Vatican II. After 1961 Smith spent six years with the Order's general administration. From 1967 until the late 1980s she worked in the pastoral care department of St. Clare's Hospital. She died at McAuley Convent, Littledale, in December 1991. Sister Mary Michael Power (interview, May 1994), Williamina Hogan (1986). LBM


Sister Imelda

SMITH, NICHOLAS (1860-1944). Mariner; author. Born Brigus, son of Harriett (Cooper) and Nicholas Smith. Married Emma Roberts. Smith is best remembered as the author of *Fifty Two Years at the Labrador Fishery*, an account of his days as a stationer *qv* and trader on the Labrador coast. He first went to Labrador as a shareman for a Brigus planter in 1874. After his father's death he often went to Labrador with his brother-in-law Samuel Edwards, fishing at Splitting Knife and Bakeapple (near Smokey *qv*). In 1885 Smith was master of the schooner *Coronella*, engaged


Nicholas Smith

in coastal trading and freighting lumber. He went to the ice as a sealer for 16 springs on the *Panther*, *Neptune* and *Beothic qqv*. From 1899 he had a fishing room at Cutthroat, and until 1907 was a dealer for Job Brothers. Smith went to Cutthroat for the last time in 1934, after which a son-in-law took over the station. He retired to Brigus and published his memoir in 1936. Clarence Pomeroy (interview, Feb. 1994), Nicholas Smith (1936). ACB

SMITH, STEPHEN KEVIN (1894-1981). Soldier; politician. Born Harbour Breton, son of Mary (Hutchings) and John Smith. Educated St. Bonaventure's College. Married Molly Way. A member of the Royal Newfoundland Regiment during World War I, Smith was wounded at Beaumont Hamel and Bailleul but remained in active service, attaining the rank of lieutenant. From 1921 until 1923 he was Newfoundland's trade commissioner in Portugal. In 1925 he began working with the Newfoundland Power and Paper Company at Corner Brook as fire and safety superintendent, and he was appointed town manager of the company townsite in 1935. He served for a time as the president of Corner Brook Great War Veterans Association and during World War II was commanding officer of the Newfoundland Militia Home Guard for the Corner Brook area. Smith entered provincial politics in 1956 and served three terms as MHA for Port au Port. He died in November 1981. *Canadian Parliamentary Guide* (1963), *Census* (1921), *NQ* (Autumn 1917), Centre for Newfoundland Studies (Stephen K. Smith). LBM

Stephen Smith

SMITH, THOMAS (? -1762). Governor. Born England, reputedly the illegitimate son of Sir Thomas Lyttelton. Smith was a junior lieutenant on the naval ship *Royal Oak* in 1727. Within a few years he had been promoted to captain, serving on the home station and in the Mediterranean. As captain of the *Romney* in 1740, Smith was dispatched to Newfoundland to provide protection for the fishery. He was appointed governor in 1741 and served for one year. Smith served a second term as governor and commander-in-chief of Newfoundland in 1743. Promoted to the rank of vice-admiral of the blue, Smith retired from naval service in 1758. *DNB XVIII*. ACB

Gov. Thomas Smith

SMITH'S HARBOUR (pop. 1991, 237). Smith's Harbour is a fishing community on the northwest side of Green Bay, which is the western extremity of Notre Dame Bay. The harbour is the shape of a narrow "V" and is further sheltered by John Smith's Island, across its mouth. In early records the harbour is also known as John Smith's, probably after an early inhabitant. The community first appears in the *Census* in 1845, with a population of three.

Whoever these earliest inhabitants were, it would appear that they had left by the 1850s. (Seary does note a John Smith at Triton in 1851.) Smith's Harbour does not appear in the *Census* again until 1874, when there were 20 people in four families. These families probably included Nobles, Flemmings and Squireses. While Noble is a common family name in the area, both Flemming and Squires are uncommon; these

Smith's Harbour

families may have moved into the area to work at mines in the Betts Cove *qv* area, returning to the inshore fishery after the mines closed.

The community remained a small one, for shore space along the harbour is quite limited. In the early 1930s several families moved in from Stocking Harbour *qv* (Hounsells and Penneys) and by 1945 there were 91 people, with a further increase to 141 by 1951, both figures seeming to include 30-40 people at King Island *qv*. (The 1991 figure cited above includes about 100 at King Island). As roads were improved in the area, Smith's Harbour spread to some extent along the routes toward King Island and Burlington *qv*. While Burlington in particular had more of a tradition of woods work and people from Smith's Harbour became involved in this aspect of the local economy, fishermen from the area came increasingly to frequent Smith's Harbour. Wharf facilities have been upgraded,

Smokey

Meeting the steamer at Smokey

but the number of vessels which can be accommodated is limited by space. Mrs. Ged Noble (interview, Oct. 1993), E.R. Seary (1977), *Census* (1845-1991), *Lovell's Newfoundland Directory* (1871). RHC

SMOKEY. Smokey is a Labrador fishing station on the north side of Groswater Bay, about 4 km northeast of Indian Harbour *qv*. Smokey Tickle is located just to the west of Smokey Head, between Mundy Island and Hollett's Island (which is locally known as Hussey's Island). Yet maps and charts of the Groswater Bay area have consistently located Smokey on the west side of Mundy Island, at Ice Tickle *qv*.

The station was probably frequented by fishing crews out of Brigus after 1826 and the establishment of a major fishing room at Indian Harbour. In the 1880s a Brigus merchant, George C. Jerrett, established mercantile premises supplying stationer crews at Smokey and at two fishing stations to the northeast: Cutthroat (frequented for the most part by Brigus people) and Splitting Knife (where most stationers crews were brought out by Jerrett's from Conception Harbour or Avondale). While the two outposts were regarded as better places for the fishery, Smokey, with a harbour capable of accommodating larger vessels, became the post harbour and steamer port for the many stationers and floaters *qqv* fishing among nearby islands.

In the late 1890s the Jerrett firm acquired Indian Harbour, and Smokey was sold to another Brigus merchant, John W. Hiscock. The firm of J.W. Hiscock and Sons has operated Smokey ever since, one of the few Island-based firms to continue involvement in the Labrador fishery after the 1930s. Although in the leanest of times there was only one crew fishing out of Smokey, the firm maintained its premises for the summer fishery every season until the moratorium on the northern cod fishery was imposed in 1992. In the mid-1960s Hiscock's was supplying 30 or so stationers from Conception Bay each summer and, with the subsequent revival of the floater fishery out of northern Newfoundland, the station became a major port for longliners in the area each season. In the 1970s the provincial government moored a barge nearby, at Pig Island, employing as many as 12 people in salt fish processing and supplying longliners with fuel and water. The barge was later replaced by a shore facility on Pig Island, for both salt fish and fresh fish processing. In the summer of 1990 there were 10 crews fishing out of Smokey, but in 1993 there was only one crew, at Cutthroat. P.W. Browne (1909), A.P. Dyke (1969), Dave Hiscock (interview, Sept. 1993), John Parsons (1970), Sandeman and Buchanan (1979), Nicholas Smith (1936), *Obituary on the Labrador Coast Fishery* (1992). RHC

SMOOTH COVE, TWILLINGATE (pop. 1945, 13). An abandoned fishing community, Smooth Cove was located on the south end of South Twillingate Island. It was first settled in about 1870 by David and Susan Stuckless. Fred and Tom Stuckless were born there shortly thereafter. The two settled in Smooth Cove and raised families there, fishing local waters for lobster and cod up into their 70s. Thereafter, the only inhabitant of Smooth Cove was Walter Smith, who eventually moved his house over the ice to nearby Purcell's Harbour. When travelling to Twillingate from New World Island, one can see Smooth Cove just to the right as one crosses Main Tickle on the causeway (built in 1973). David Warr (interview, Jan. 1994), *Census* (1911-1945), Archives (A-7-5/6; VS 88). RHC

SMUGGLING. Smuggling is a game, universal in its provenance, in which the object of the one side is to institute practices for the collection of excise taxes and custom duties; and of the other, to employ effective strategies of circumvention. The rules of the game are generally designed to exploit loopholes that even the craftiest of lawmakers leave in their acts and regulations. The less scrupulous seek ways around barriers that cannot be legally penetrated. Even in law abiding societies there are many individuals, some professing a high morality, who think it no sin to hoodwink the excise man. Thus, in his evidence before a Royal Commission in October, 1898, D.W. Prowse *qv* stated that "the smuggling from St. Pierre, from the time you round Cape Race to Burgeo and Channel, supplies all that coast with liquor, tea, sugar and tobacco. . . I visited the whole coast, and one Church of England clergyman remonstrated with me most severely for interfering with their supply of liquor and tobacco".

Those who remember *Moonfleet* will not be shocked at the reference to the clergy, nor surprised at the association of smuggling with a coast. Indeed, of all frontiers, a much indented coastline offers fewest impediments to smugglers and the greatest difficulties for the minions of the law who would catch them in the act. In this respect, the coast of Newfoundland is a smuggler's Paradise. Not only are there numerous potentially secret landing places, but as well a plenitude of fogs to conceal certain activities from the prying eyes of officialdom.

Furthermore, Newfoundland was from early days a place to which many nationalities came. Thus, there arose opportunities for the barter or purchase of goods that might be dutiable. Wine and oil, beef and biscuits, hooks and lines, tobacco and rum, were but some of the commodities involved. Even before there was a settled population on the Island, and long before a representative government was established, both the lawmakers at Westminster and the merchants from West Country ports, alike bemoaned the losses of revenues and profits resulting from illicit trading.

So long as there are ships and sailor men there will, of course, be smuggling. Who, in the "golden age" of the White Fleet, walked the darkened streets of St. John's and was not importuned to buy a bottle of "good five-star" Portuguese or Spanish brandy, or an exotic bottle of anisette with a tree growing in its very midst. Who, among those who can recall the lovely tern schooners that came to such ports as Harbour Buffett, Grand Bank, Carbonear and Fogo to take away the products of our fishery, cannot as well recall

the contraband they often left behind. And when the schooners had gone hull down on the horizons of memory, the less romantic bottoms that transported ore and paper and timber came to Humber Arm and Botwood, to Baie Verte and to Indian Bay, where liquor and tobacco became the prized rewards of the smugglers' craftiness.

But most of this was petty stuff. For smuggling on the larger scale we turn to St. Pierre, that thorn in the side of Newfoundland customs since its first cession to France as a real shelter for French fishermen, and not as "an object of jealousy" between the two nations. Whatever may have been the intentions of those who drafted the Treaties of 1763 and 1783, St. Pierre quickly became, in the words of the Royal Commission of 1898, "virtually a free port, and. . . the centre of a large smuggling traffic openly carried on to the United States, Canada, and Newfoundland." Within Newfoundland, from the ancient gaffer sucking contentedly on his pipe of French tobacco, to the fisherman shacking down his tub of French trawl, to the man who "washed his mouth before his eyes" with a "morning" from the jar of smuggled rum, to the women who sipped "the rum and cassis that the boys bring from St. Pierre", there was no stratum of age or of class that was immune to the pleasures of contraband. Hear again the words of our royal commissioner: "Looking to the great number of small craft owned by the inhabitants of the south coast opposite to St. Pierre. . . it would be difficult if not impossible to stop smuggling into the numerous harbours and coves on the south coast, though much might be done if the question could be kept entirely outside party politics and the preventive service made even more efficient than it is. . . [in any case] the intensive smuggling which goes on under what. . . is the almost open encouragement of the authorities. . . [made St. Pierre] not only an object of jealousy, but a source of annoyance to and complaint by the inhabitants of the colony and of the dominion of Canada."

There was, of course, an illicit trade with the French not only at St. Pierre but along the whole of the Treaty Shore, that is from Cape St. John to Cape Ray. When James Frederick Bancroft *qv* was appointed subcollector of customs at Bonne Bay in 1891, he found smuggling rife along the whole coast. He contended that Canadian and American traders, as well as French ships from both metropolitan ports and from St. Pierre, ". . .used to enter their ships here, and report, perhaps, half their cargo,. . . which used to allow these traders the benefit of half the cargo duty free, the vessels never having been 'jerked' ". Bancroft commenced the practice of "jerking": that is to say, he insisted upon the discharge of vessels whose captains had declared their dutiable cargo, confiscating the undeclared goods that he invariably found. "From that day", he says, "they have ceased to come here, knowing that they cannot make it pay."

Bancroft proudly watched the lawful trade with St. John's increase from about $1000 in the year that he assumed his office to something like $90,000 a decade later. But his influence did not extend beyond Bonne Bay, and, he reports with regret, "there are traders that leave St. Pierre under cover of going to Port aux Choix, the so-called 'French Settlement'. These vessels carry contraband goods. . . and they call in at different headlands and ports outside the jurisdiction of this port, and barter the spirits for bait without reporting or paying duty for it".

The Reverend Charles Hollands, whose mission extended from Cape Gregory northward to St. John's Islands, confirms Bancroft's testimony and states that when he first went to Flower's Cove, in 1881, drunkenness resulting from the consumption of cheap brandy and gin provided by the French, was rife along the coast. Subsequently, in the next 15 years, the presence of a cutter and determined police action at Port aux Choix, greatly alleviated the problem.

There were occasions, of course, when the customs officers were somewhat less than completely effective. Take, for example, the story of Ingram Taylor, tidewaiter at Trout River. On a certain day in 1892 he boarded a St. Pierre trader. When the captain ordered him to leave the vessel, he stoutly refused. Then, in his own words, "They threatened to throw me overboard. I remained on board three days. . . on the third day. . . They called me up out of the forecastle; I would not leave the forecastle; they got a rope around me, and after a while they hauled me up on deck. . . . I was then thrown overboard into a boat. The captain gave the supercargo a revolver, which he put into his bosom. . . and rowed me ashore."

Constable O'Flaherty of Placentia was much better treated by the smugglers whom he took into custody one morning in 1919. He had arrived before dawn, unheralded, and armed with a pitchfork with which to poke about a certain cabbage garden. Soon, with two square, black, quart bottles of De Kuyper gin cradled in his lap, he reclined in the stern of a dory, while three alleged smugglers bent to the oars *en route* to the Justice of the Peace, six miles away. Before nightfall, voices raised in song announced the return of the miscreants. The day had been warm; rowing had been thirsty work; the constable a kindly soul; a bottle had been broached. In the denouement, the case had been dismissed for lack of evidence.

The type of smuggler who, in this tale, escaped condign punishment at the hands of the law, was familiar to all who lived along the south coast, and particularly, on the Burin Peninsula. Typically, he owned a small vessel and made a trip or two each year to St. Pierre, carrying firewood, mutton and venison which he exchanged for rum and tobacco, and a few other odds and ends both for domestic consumption and to satisfy the modest requirements of neighbours. Virtually everyone knew what went on, and few crews on the windlass bars would be reticent to chant the haul up song, "We're bound to St. Peter's for baccy and rum." Nevertheless, loose talk was always dangerous. Thus, skipper Pad Costley of the *Little Flower*, fearing to admit his young brother Ned to guilty knowledge that he might inadvertently betray,

declined to take him on his pre-Christmas visit to St. Pierre. That summer Pad had had the sad misfortune of losing a dory's crew while fishing off Cape Pine. Now, left at home to brood, Ned planned to turn this tragedy to his advantage. His time came when, as he and a boon companion watched, the *Little Flower* returned and slipped quietly into a secluded cove. The crew rowed ashore while the skipper remained on board alone to await darkness and a signal from the shore that all was clear. Ned and his friend undressed, swam to the schooner and clambered on board. As darkness fell, the skipper emerged from below to look around. At once the pranksters rose, moved slowly towards him, gleaming in their nakedness, and pronouncing in sepulchral tones, "You lost me last summer". Turning in absolute terror, the skipper hurled himself over the taffrail and struck out blindly for shore, leaving his precious cargo completely unprotected.

This is, of course, a far cry from the kind of hijacking that Al Capone might have organized. Indeed, it is most noteworthy that the smuggling trade around Newfoundland was conducted almost entirely without violence. When the scene of action shifted to the coastal waters of the United States, circumstances were different and an incident like the sinking of Jack Randell's *qv I'm Alone* by American Coastguard gunfire was recognized as typical Yankee bombast. On the coast of Newfoundland, whether the law was represented by a royal navy frigate like H.M.S. *Rainbow*, or by a customs cutter like *Daisy* or *Shulamite*, the game tended to be one of wits rather than of firepower. Indeed, Captain Thomas Bennett of the *Rainbow*, in making his report to Governor Prescott in 1836, tells wryly of how he was, himself, outwitted. He says, ". . .[not a single] French boat. . . succeeded [this year] in taking bait on the south coast, except one, where, as a reward for having saved the lives of five of the *Rainbow*'s officers, I had given permission to. . . Leon Coste, to take as much caplin as would serve him for two trips to the Grand Banks, but in my absence, *Frenchman-like*, he filled his vessel and sold them to great advantage at St. Pierre. . . ."

We doubt that faithlessness was an exclusive French characteristic; certainly Newfoundland smugglers were not loath to practice tricks to defraud the treasury. "They buy up", says W.A.B. Sclater *qv*, merchant of St. John's, "all the old schooners they can. . . fill them up with liquor, and send them off. . . and if they are lost or taken, the owners do not mind the loss. [One successful voyage]. . . will more than pay for the loss of several cheap schooners." Other reputable witnesses have told of the tobacco shipped to England in lobster tins; of the brandy shipped to Halifax in herring barrels; of the vessels leaving St. Pierre with a black mainsail and a white foresail and, at next daylight sporting the opposite rig; of the vessels slipping away from their moorings on moonless nights while the vigilant cutter continued to watch an anchored raft with a lantern on a pole; of the French fishermen who set trawls in the mid channel between St. Pierre and the Burin Peninsula, which their co-conspirators on the Newfoundland side hauled to secure large catches, not of fish, but of rum; and of dozens of other stratagems that space will not permit us to catalogue. Nor was the skulduggery confined to the local smuggling fraternity. In 1994, manufacturers of tobacco products and distillers in Canada thrive on the sale of products upon which no excise duty is paid through the simple expedient of exporting it to the United States, and to St. Pierre, thence to be smuggled back into Canada. In 1894, large volumes of American alcohol, mostly from Illinois, were exported to St. Pierre thereby escaping the heavy American excise tax. From St. Pierre, it served the illicit trade to Newfoundland and to some Canadian provinces, while the greater part was run back into the United States via the coves and creeks of the New England coast.

Customs officers

This liquor, according to Henry LeMessurier *qv*, was generally raw alcohol, known along the south coast, where it is the ubiquitous social tipple, as "alky"; but, sold as rum when it had been coloured and flavoured by rain water that had been left standing in molasses puncheons. Some of the alcohol was of good quality, and there was some good West Indian rum, but there were many exceptions. LeMessurier, in 1874, while Justice of the Peace on the western side of Placentia Bay, complained of stuff "so strong that one gallon of it would make twelve gallons of adulterated liquor called rum. It was such vile stuff that it sent those who drank it almost crazy, and the men in Petit Fort. . . actually tore one another like beasts. One man had his ear bitten off, and the next day they were not able to move their tongues."

Of course, the traffic was not all in one direction. Newfoundland fishermen had access to supplies of bait: capelin, herring, squid, mussels and clams, that were in great demand, not only from the fishermen of St. Pierre, but from the metropolitan French fishing fleet whether based at St. Pierre or elsewhere on the French Shore. The several attempts by the Imperial and Newfoundland governments to regulate foreign fisheries by controlling the bait supply created many profitable opportunities for smuggling. And even when bait could legally be sold, it offered the rare opportunity to earn cash which in turn could be spent for goods upon which no duties had been paid. Indeed, Newfoundland banking skippers complained incessantly that local fishermen gave first priority to the baiting of American and French vessels because of the opportunities they provided for the purchase of contraband.

We must note, of course, that the law did have its modest victories. Many boats were seized and many cargoes confiscated. Morgan Foote, for example, had his schooner pulled ashore by the French authorities because he was smuggling cod roe into St. Pierre. The substantial traffic of contraband between St. Pierre and the copper mining towns in Notre Dame Bay conducted via the government coastal steamers *Curlew* and *Plover* was eventually stopped, or nearly so; while the customs cutter *Fiona* during her first three months of operation was instrumental in securing 68 prosecutions and convictions. No less a personage than a member of the House of Assembly was once fined; though the prominent gentleman, Mr. Steer, of the firm of Frecker and Steer, American vice-consul in St. Pierre, who was known to be "up to his ears" in smuggling, escaped unscathed despite the protestations of D.W. Prowse.

But there never was a thought that the trade could be ever completely arrested. Yet, it had been reduced to a trickle when, in the fourth quarter of the twentieth century, federal and provincial tax regimes combined to so increase the prices of liquor and tobacco that smuggling could again become an enormously profitable enterprise. Nor, despite advances in the technologies of surveillance and police work generally, do the authorities today seem more successful than in the days of LeMessurier and Prowse. The answer is, of course, that those same technologies that make the police more efficient are also accessible to the new breed of sophisticated smuggler. For the old days are gone when smuggling, though a business for some, was for a large number of Newfoundland fishermen virtually part of the daily round and common task, conducted on a small scale, and dedicated solely to private consumption. In the late twentieth century the reverse is true. There is still some small-scale private activity, but most of the smuggling is organized business. The game still goes on but now it is all deadly serious; the players are no longer amateur but professional; the annual losses to the Newfoundland treasury amount, perhaps, to more than $30 million; and even the average citizen who buys a packet of contraband cigarettes, does so, not in the spirit of "putting one over on the excise man", but as a serious participant in a tax revolt. See also ST. PIERRE AND MIQUELON. J.P. Andrieux (1983), Jack Randell (1930), *JHA* (sessional papers, *passim*), *Report of the Fisheries Protection Service of Newfoundland* (*passim*), *Report of Judge Bennett together with Evidence Respecting Bait Protection Service 1890* (1891), *Report of Newfoundland Royal Commission* (1899), *Royal Commission on the Natural Resources, Trade and Regulation of Certain Portions of His Majesty's Dominions* (1914). LESLIE HARRIS

SNACK COVE (pop. 1935, 16). A summer fishing station, Snack Cove was located on the eastern end of Huntingdon Island, Labrador, at the mouth of Sandwich Bay *qv* and about 16 km northeast of Cartwright *qv*. Like the rest of the "Huntingdon Shore", Snack Cove was probably being frequented by cod fishing crews from the Island from the 1820s. In the 1850s English firms began to take a renewed interest in the Sandwich Bay area. Snack Cove was established as a salmon post by the firm of Hunt and Henley (Grady *qv*, 25 km to the east, being the firm's major station for the cod fishery) and continued as an outpost of Cartwright after Hunt and Henley's interests in the area were acquired by the Hudson's Bay Company in 1874. In addition to migratory workers for the salmon fishery, by the 1880s Snack Cove also become the summer station of a family of Labrador "liveyers" — the Davises of Goose Cove (on the mainland, to the south of Snack Cove). In the early 1900s there are references to schooners having been built at Snack Cove by Charles Davis, and in 1913 the Davis family were caretakers for one of the most important salmon stations on the Labrador coast.

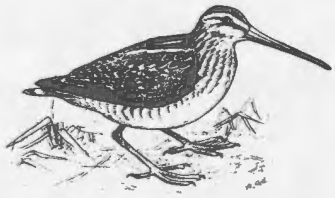
Snack Cove first appears in the *Census* in 1911, with a population of 55. Later *Census* records number about 20 residents. The 1935 enumeration notes the families of Thomas, James and William Davis (who wintered at Goose Cove, Cartwright or Paradise River). In the 1940s and 1950s the Davises were for the most part resettled to Cartwright and since then Snack Cove has remained a summer station of that community. A.P. Dyke (1969), Arminius Young (1916), *Census* (1911-1935), Archives (A-7-4/36; VS 95). RHC

SNAKES. See REPTILES AND AMPHIBIANS.

SNAPDRAGON FAMILY. Members of the snapdragon or figwort family of plants (*Scrophulariaceae*) encompass over 200 genera and 3000 species worldwide, with about 50 species having been in Newfoundland and Labrador. These are herbs and shrubs that often bear dramatic flowers having flared corollas curling to form upper and lower lips. The snapdragons include foxgloves *qv*, speedwells *qv*, eyebright, butter-and-eggs and number of showy ornamentals grown in gardens or escaped to the wild from cultivation. While the classic snapdragon family characteristic is the swollen, double-lipped flower, blooms of the many species lack the irregularities of showier family members. William A. Niering (1979), Peterson and McKenny (1968), Ernest Rouleau (1978), Frank D. Venning (1984). KATHLEEN WINTER

SNELGROVE, ALFRED KITCHENER (1902-1982). Geologist. Born St. John's. Educated Bishop Feild College; Memorial University College; McGill University; Princeton University. Married Rachel Betts. Both directly and through his supervision of others, Snelgrove laid the groundwork of modern geological knowledge of the Island of Newfoundland and, to a lesser degree, Labrador. Beginning work as a stenographer with the *Reid Newfoundland Company *qv*, he eventually transferred to the Company's department of natural resources. After receiving an M.Sc. from McGill University in 1928, he enroled in a Ph.D. program at Princeton University (which had connections with Newfoundland through pioneering geological expeditions in 1912-16 and 1919).

Snelgrove led the second phase of the Princeton geological expeditions from 1931 to 1934, and was then appointed government geologist with the Geological Survey of Newfoundland. He served in this capacity until 1943, continuing as a faculty member at Princeton, and later the Michigan Technological University, during the fall and winter. He also supervised graduate students from Princeton and elsewhere who were engaged in research in Newfoundland. From 1940 he taught at Michigan, and was head of the department of geology and geological engineering until 1968. He retired in 1970. One example of Snelgrove's contributions, a bulletin of the Geological Survey of Newfoundland entitled "Geology of gold deposits of Newfoundland", and originally published in 1939, drew attention to the gold potential of the Cinq Cerf Brook area on the Southwest Coast — where the Hope Brook gold deposit was discovered in 1983. With the great interest in gold exploration in this area in the mid-1980s, Snelgrove's report was re-released by the Newfoundland and Labrador Department of Mines in 1985. Snelgrove's honours include appointments as a Fulbright lecturer at the University of Hong Kong (1953-54) and the University of Sind, Pakistan (1961-62), an honorary D.Sc. from Memorial University (1964) and the President's gold medal and Barlow medal from the Canadian Institute of Mining and Metallurgy. A.F. King (interview, June 1994), A.K. Snelgrove (1974), Centre for Newfoundland Studies (A.K. Snelgrove). DEREK WILTON



Snipe

SNIPE. The common snipe (*Gallinago gallinago*), formerly called Wilson's snipe or Wilson's common snipe, is a medium-size bird, closely related to woodcocks *qv* and essentially a large sandpiper *qv*. All of these birds are members of the large family *Scolopacidae*, which includes most of the birds commonly called shorebirds. Nevertheless the snipe is not seen on sand beaches or shorelines, but prefers soft wet ground, where it probes with its long beak for insect larvae such as those of crane flies, horse flies and deer flies. It breeds across Canada and the northern United States. The snipe is common in both Newfoundland and Labrador. In insular Newfoundland there are extensive areas of optimum habitat. The nest is on the ground, often beneath alders or other low vegetation, near swamps or fens. In migration the snipe is attracted to wet meadows. Winter is spent in the southern United States or in Mexico. Snipe migrate in flocks at night, and rest during the day. They arrive back in Newfoundland after the middle of April.

The "bleating" or winnowing display (huhuhuhuhu) of the snipe in flight is sometimes heard in daylight, and sometimes even outside the breeding range, but most commonly after dusk, especially during the spring period of courtship. The sound is not vocal in origin; it is produced by the feathers as the bird swoops downward. Leslie M. Tuck (1972). CHARLIE HORWOOD

SNOOKS ARM (pop. 1991, 54). A fishing community, Snooks Arm is on the western side (or Cape Shore) of Notre Dame Bay. The tiny community is clustered at the head of a steep-sided inlet of the same name. Historically, there were homes at several places in the Arm, and in the early 1900s a whale factory.

Nearby Round Harbour *qv* was an early outpost of both French migratory crews and (after 1783) traders and fishermen out of Twillingate. It is likely that some of these had premises at Snooks Arm from the 1830s, although John Foss and William Young (by tradition the first settlers) appear in early records as residents of Round Harbour. Snooks Arm does not appear in the *Census* until 1857, with a population of 29. The population remained at three or four families until 1898, when the whale factory was opened, employing 10-20 people. By 1911 there were 77 people, although the whale factory closed shortly thereafter (see WHALING). Among the new arrivals were families named Austin and Foote (with Osborne, the family names of Snooks Arm in

Snooks Arm

Snooks Harbour

1993). The Austins and Osbornes came to the community from Tilt Cove, during down-turns in production at the mine there, while the Footes lived at nearby Venoms Bight *qv* before moving to Snooks Arm.

The population of Snooks Arm slowly increased, to 99 by 1971, and shortly thereafter a road was built to connect the community with the Baie Verte Peninsula highway. Since the completion of the road students have been bused to a regional high school at La Scie, where some Snooks Arm residents have also found work in a fish plant. However, difficulties in keeping the road open in the winter have led some families with school age children to leave. E.R. Seary (1977), *Census* (1857-1991), *Lovell's Newfoundland Directory* (1871), Archives (A-7-1/K). RHC

SNOOK'S BROOK. See BARTON.

SNOOKS HARBOUR (pop. 1991, 82). Snooks Harbour is a small fishing and sawmilling community on the north shore of Random Island *qv*. The harbour itself is generally somewhat shallow, but is one of few sheltered locations along Smith Sound.

It is likely that the harbour takes its name from an early seasonal visitor from one of the older fishing communities further out Trinity Bay. Indeed, many (if not all) of the earliest settlers of the Snooks Harbour area first came there for winter woods work. The first site to have been settled on a year-round basis was just west of the harbour, known as Sooley's Brook. This site was apparently settled in the late 1860s, by brothers James and John Baker from Heart's Ease. In the early 1880s other families, such as the Heffords of New Perlican and the Belbins of New Chelsea, moved to Sooley's Brook from the other side of Trinity Bay. Nearby Wake's Brook was also settled, by families named Ryan and Jacobs, from the Grates Cove/Bay de Verde area. The first family to establish a residence in Snooks Harbour itself was that of Labrador skipper John Loder *qv*, who moved there from Ireland's Eye after some years of winter work.

Snooks Harbour first appears in the *Census* in 1884, with a population of 65 (including Sooley's Brook and Wake's Brook). The three settlements appeared separately in 1901, when there were 49 at Snooks Harbour proper, 32 at Sooley's Brook and 14 at Wake's Brook. Most of the pioneering families combined some involvement in the Labrador fishery with winter logging and sawmilling. By the 1920s the primary employer was a brickyard, owned by Aaron Smith of Elliot's Cove. Most other people worked in the lumber woods, with the decline of the Labrador fishery. The population of Sooley's Brook and Wake's Brook moved in to Snooks Harbour in the 1920s and 1930s. There has been little employment available locally since the closure of the Smith brickyard in 1952, but the completion of a causeway to Random Island in that year made it easier for Island residents to work elsewhere. In recent years some Snooks Harbour residents have commuted to work in Clarenville, while local sawmills have also provided some employment. W.B.W. Martin (1990; 1991), E.R. Seary (1977), *Census* (1884-1991), *McAlpine's Newfoundland Directory* (1894), *Newfoundland Directory 1936* (1936), Archives (A-7-3/21). RHC

SNORRE. The *Snorre*, a Norwegian clipper ship, arrived in Bonavista on September 15, 1907 from Europe with a cargo of provisions for James Ryan & Co. At midnight, although berthed with both anchors out, it was driven on the rocks at Canaille Head in a northeast gale. One young crewman, seeing the lights and shore so near, jumped, but was "crushed and pounded into a shapeless mass in sixty seconds after he struck the water" (*NQ*). Gathering with ropes and lanterns, local men managed to throw a line to the ship. The captain caught the line, tied it to the forecastle, and tested the rope himself by coming hand-over-hand to shore. This procedure was repeated until all (accounts vary as to whether one or two men were lost) were landed safely. Then "a sea like a black, roaring, moving mountain, struck the ill-fated ship, and. . . she was ground and smashed and broken into matchwood and nothing remained of her then, or to this day, large enough to make a gang-board for a fishing boat"(*NQ*). The *Snorre* was one of many vessels wrecked in the storm of September 1907. Lewis Little *qv* of Bonavista was later decorated by King Haakon of Norway and by the Carnegie Foundation

for bravery during the rescue operations. J.P. Andrieux (1986), Galgay and McCarthy (1987), H.M. Mosdell (1923), James Murphy (1923), *NQ* (vol. 7 #3, Dec. 1907). ILB

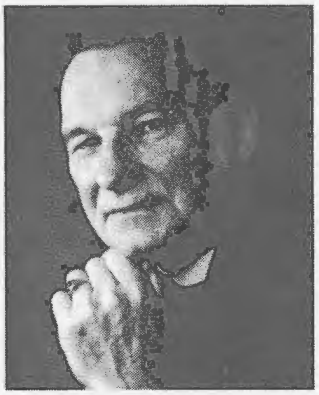
SNORRI THORFINNSSON (*fl.*1005-1013). Norseman. Son of *Thorfinnr Karlsefni Thordarsson and *Gudridr Thorbjornsdottir *qqv*. *Eirik the Red's Saga* and the *Greenlander's Saga* are the source of the few facts known about him. He was born during his parents' voyage to North America, possibly at a site in Newfoundland, and is considered by some to have been the first child of European descent born in the New World. The colony was abandoned while he was still an infant or young child and he grew up in Iceland. The date of his death is unknown. Several of the early bishops of Iceland are said to have descended from him. *DCB I.* ACB

SNOW, ALEXANDER CYRIL (1945-). Politician. Born Millertown Junction, son of Cyril and Annette (Rowsell) Snow. Educated Millertown Junction. Married Anita Lannon. Snow moved to Labrador City in 1964 to work with the Iron Ore Company of Canada. While employed there, he was active in union matters and, in the late 1960s, was a founding member of the New Democratic Party district association in Labrador City. In 1973, he left IOC's employ to establish his own vending machine business.

Snow was appointed to the town council in 1971 and served 18 years on the Labrador City Council as both an appointed and (after 1981) elected member, the last four of these as mayor. In 1984 he ran unsuccessfully for the Progressive Conservatives in a provincial by-election for Menihek district. He made another unsuccessful attempt in the 1985 general election, before winning the seat in 1989. Snow was re-elected in 1993. Alec Snow (interview, Jan. 1994), *ET* (Jan. 6, 1991). JEAN GRAHAM

Alec Snow

SNOW, BERT BOYD (1913-). Clergyman. Born Coley's Point, son of John and Eunice (Baggs) Snow. Educated Coley's Point; Memorial University College; Dalhousie University; Pine Hill Divinity Hall. Married Molly Mews. Leaving school in 1931, Snow taught for two years before being admitted as a candidate for the United Church ministry in 1933. He served his probationship at Epworth and Pilley's Island, commencing university studies in 1937. Graduating in 1943 he was ordained by the Maritime Conference of the United Church. Thereafter he held pastorates at Little Bay Islands, Lewisporte, Botwood, Carbonear, and George Street (St. John's), as well as circuits in Ontario and Nova Scotia. Retiring in 1979, he served for 12 years as part-time assistant minister at Cochrane Street Church (St. John's). He was for several years chairman of Presbytery: Twillingate (1945-49), Grand Falls (1952-53), Carbonear (1958-59) and St. John's (1969-70). He was secretary of the Newfoundland Conference of the United Church (1951-54) and president (1954-55). Snow also served as Grand Master of the Loyal Orange Association from 1956 to 1958. B.B. Snow (letter, Feb. 1990; interview. Aug. 1993), *Minutes of the Newfoundland Conference* (1949-50; 1951-55). DAVID G. PITT



Rev. B.B. Snow

SNOW, GRAHAM SCOTT (1928-1986). Educator; civil servant. Born Carmanville, son of Clement and Maria (Brown) Snow. Educated Carmanville; Memorial University of Newfoundland; Dalhousie University; Springfield College. Married Roberta Welsh. Snow was a principal and teacher at Ship Cove and Lewisporte from 1946 to 1950, and later taught physical education at Curtis Academy and Prince of Wales Collegiate. Appointed in 1962 to study fitness and amateur sport in the Province, he recommended the creation of a division of government to promote fitness and physical education. In 1964 Snow himself was appointed first director of the division, and continued into the mid-1970s as director of what was by then the division of Recreation and Sports Services. In 1978-79 he was a visiting lecturer in physical education at Memorial. Snow was posthumously inducted into the Newfoundland and Labrador Sports Hall of Fame in 1990. Roberta Snow (interview, Mar. 1994), Sport Newfoundland and Labrador (commemorative booklet, 1990), *Who's Who Silver Anniversary Edition* (1974). JAMES MOORE

SNOW, JAMES HARVEY (1892-1952). Mariner. Born Bay Roberts, son of James and Naomi (Mercer) Snow. Educated Bay Roberts. Married Winnifred Snow. Snow was trained in navigation under local mariners John Parsons, Harry Norman and Henry

Dawe *qqv*. By 1910 he was in command of the *Lorna Doone* at the Labrador fishery for A. Fradsham and Co. After World War I he was certified as a foreign-going captain, and in 1925 was the only such captain sailing out of Bay Roberts.

Having joined the Royal Naval Reserve in 1907, Snow went overseas in 1914, in the first naval draft. He served on the H.M.S. *Hazel*, patrolling the Irish Sea, and later on ships in the North Sea. Near the end of the War he was released to the Newfoundland merchant service. He served on the S.S. *SuSu* for a short time before becoming master of the two-masted schooner *Dazzle*, engaged in the fish trade to Brazil, the West Indies and the Mediterranean Sea. In the 1920s he commanded several other vessels.

In 1928 Snow sailed the yacht *Medric* from Boston to St. John's for Prime Minister Richard Squires. After refitting in St. John's, he took Sir Richard and family and several dignitaries on a trip along the Labrador coast. He joined the Newfoundland Railway and Marine Service in 1929 as chief officer and navigator on the S.S. *Kyle qv*. Subsequently, he was captain of the *Clyde*, *Sagona* and *Brigus*. His last command was as master of the *Northern Ranger qv* for 17 years. Captain Snow died suddenly in Montreal on November 27, 1952. Earl B. Pilgrim (1986), Ernest Snow (interview, Mar. 1994), *Bay Roberts Guardian* (Jan. 29-Feb. 4, 1924), *DN* (Dec. 5, 1952), *Guardian* (Dec. 6, 1952). JOHN PARSONS

SNOW, LLOYD (1943-). Politician. Born Victoria, Conception Bay; son of Arthur and Irene Snow. Educated Memorial University. Married Linda Mansfield. Snow began working as a teacher in Botwood, in the early 1960s, and he later taught at Persalvic High School in Victoria and at E.J. Pratt High School in Brownsdale. He was vice-principal at the latter school from 1986 to 1989. Snow became involved in municipal politics, serving at different times as town councillor, deputy mayor and mayor of Hant's Harbour. He was first elected to the House of Assembly in 1989 as a Liberal member for Trinity-Bay de Verde and was appointed deputy speaker. In 1993 he was returned in the same district. *Canadian Parliamentary Guide* (Spring, 1993), *ET* (Jan. 27, 1993). ACB

SNOWBALL, JOHN (1784-1871). Clergyman. Born Yorkshire. Snowball was attracted to Methodism at an early age by the charismatic preacher Jabez Bunting but, because of the opposition of his family and employer, did not join the Methodist Church until 1814. Shortly thereafter he was accepted as a local preacher on the Methodist circuit at Thirsk, Yorkshire, but because of continued family opposition he emigrated to Nova Scotia in 1817. In the following year the Halifax Methodist district admitted him to the ministry, and during the next 20 years he served eight circuits in the Maritimes. Transferred in 1837 to Newfoundland, he held pastorates at Bonavista, St. John's, Port de Grave-Bay Roberts, Blackhead, Carbonear and Brigus. Not a notable preacher, Snowball was known as a good businessman and fund-raiser, which most circuits badly needed in those days of economic hardship. At St. John's, for example, he was instrumental in completing in 1843 a long-delayed extension of the Gower Street chapel. In 1852 he moved to New Brunswick, retiring in 1863 to live in Sackville. His numerous progeny included a lieutenant-governor of New Brunswick, Jabez Bunting Snowball, named for his mentor. G.O. Huestis (1872), D.W. Johnson [1925], T.W. Smith (1890). DAVID G. PITT

SNOWBERRY, CREEPING. See CAPILLAIRE AND WINTERGREEN.

SNOWDEN. The barque *Snowden*, owned by Job Brothers & Co., made legal history in 1856. The ship was in transit from Liverpool to St. John's when it went ashore near Queenstown. It was refloated and its cargo discharged. The subsequent lawsuit (*Jobs vs. Langton*) became a test case on the subject of "general average." This case has been quoted in every marine insurance textbook. (For some years the *Snowden* apparently held the speed record for a sailing vessel from St. John's to Pernambuco: 17 ¼ days). Robert B. Job (1953), Smallwood files (*Snowden*). ILB

SNOWDEN, SAMUEL (1848-1916). Clergyman. Born Keighley, Yorkshire. Educated Keighley; and at East Keswick under the tutelage of Joseph Lawrence (who recruited ministerial candidates for overseas missions). Snowden came to Newfoundland in 1873 as a candidate for the Methodist ministry, serving his probationship at Tilt Cove and Shoal Harbour. Ordained in 1878, he was posted to Musgravetown, where he married Jessica Oldford. Thereafter he served at Flat Islands (Placentia Bay), Fortune, Bay Roberts (twice), Topsail, Old Perlican, Blackhead, Catalina, Heart's Content and Brigus. Sometimes referred to as "the Yorkshire evangelist", Snowden was particularly celebrated for the "remarkable revivals of religion" (Johnson), which his ministry produced at several of his circuits. An outspoken advocate of educational advancement, he strove to expand educational opportunities for the young, and on several of his circuits initiated the building of new schools or the improvement of existing ones. Besides serving as district chairman, he was also president of the Newfoundland Methodist Conference in 1907-08. Retiring in 1913, he returned to spend his retirement in his Yorkshire birthplace, where he died on November 16, 1916. David Atkinson (interview, April 1990), D.W. Johnson [1925], *Minutes of the Newfoundland Conference* (1907-08; 1917). DAVID G. PITT

SNOWDON, DONALD (1928-1984). Educator. Born Winnipeg; son of Ernest and May (Cameron) Snowdon. Educated University of Manitoba; Carleton University. After a brief period working as a journalist, Snowdon was appointed to the industrial division of the federal Department of Northern Affairs and Natural Resources, where he helped to organize crafts programs and co-operatives among the Inuit of the eastern arctic.

Snowdon came to Newfoundland in 1964 as director of Memorial University's Extension Services. He introduced non-credit courses in Labrador, began a degree program in community development and helped to develop a program of placing extension workers in various communities. He was instrumental in the formation of the Fogo Island co-operative and the Newfoundland and Labrador Rural Development Council. The exchange of ideas among co-operative members became known as the "Fogo process" and served as a model for rural development agencies. Between 1972 and 1974 Snowdon was chairman of a Royal Commission on Labrador. One of the results of the Commission's report was the introduction of a Labrador Studies program to Labrador schools. Snowdon was an advisor to the University on professional schools and community services and to several development agencies.

Donald Snowden

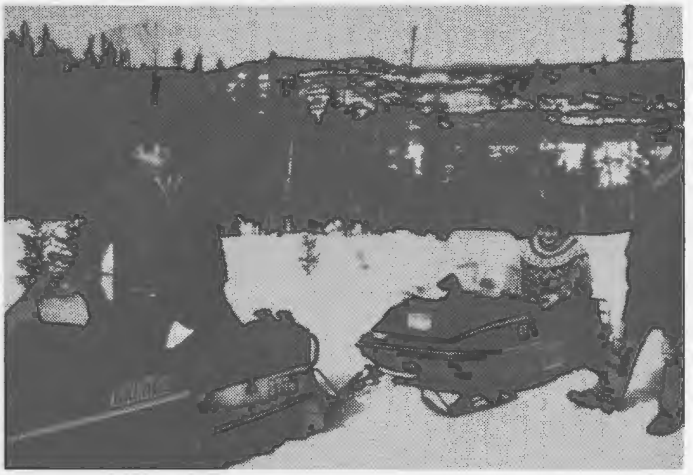
In the 1980s he became increasingly involved in rural development in the Third World. He died in Hyderabad, India shortly before he was to receive an honorary life membership in the Atlantic Provinces Association for Continuing University Education. In his memory Memorial University established in 1984 the Donald Snowdon Centre for Development Support Communications. *ET* (Oct. 1, 1984), Centre for Newfoundland Studies (Donald Snowdon). ACB

SNOWMOBILES. The first prototype snow machines, tracked vehicles steered by skis, were developed in Wisconsin early in the twentieth century. Their earliest recorded use has a connection with Newfoundland: the *Terra Nova* carried three tracked "motor sledges" for use in Robert Scott's attempt to reach the south pole in 1911 (see POLAR EXPLORATION). The person considered to have invented the modern snowmobile is Quebecer Armand Bombardier, who developed the rubber-cased sprocket wheel, the vulcanized rubber track and the boogie wheel. Bombardier's first mass-produced vehicles were sold in 1937, until after World War II mainly in Quebec.

The first snowmobile dealership in Newfoundland was Westpark Motors of Corner Brook, which began selling Bombardier's B-12 machine in 1946. Westpark sold about 12 units each year, for use in carrying mail, in medical service and for some passenger services (such as the "Rapid Transit" service operated by the Warr family of Springdale between South Brook and Badger). In 1953 Westpark sold one of the new R-12 models to the St. John's fire department for use as an emergency ambulance. In 1994 some of these early units were still in use in Labrador, notably one used for freight by Moss's Store of Port Hope Simpson. In later years some newer heavy-duty machines have been used for woods work — Bombardier's J-5 and Muskeg dual-track vehicles.

In 1959 Bombardier introduced the Ski-Doo (a name originating in a typographical error for "ski-dog" in early advertising). Later that winter C & G Enterprises of St. Anthony became the world's first Ski-Doo dealer. The Ski-Doo soon gained popularity for hauling firewood, replacing dog- and horse-drawn sleds. Although recreational use soon became widespread in mainland Canada and the northeastern United States the rugged and uneven terrain in Newfoundland and the slow development of a consumer society meant that most vehicles were used for practical purposes. In 1973 Bombardier introduced the Elan, a light machine that dominated the outport market for the next 10 years. Meanwhile, larger machines were becoming popular with recreational users. In 1977, after government imposed the first regulations requiring registration, there were more than 30,000 registered machines. The mid-1970s also saw the founding of Newfoundland's first snowmobile club, the Northern Drifters, at St. Anthony. In 1983 the first long-tracked, more reliable, machines were introduced. The first formal snowmobile assembly was the Snowarama, held at Pasadena in 1985 as a fundraiser for the Crippled Children's Foundation. Since that time snowmobile "marathons" have been popular as fundraisers.

United Church mission snowmobile at Mud Lake, Labrador



Recreational snowmobiling

The virtually unrestricted access to the country emerged as a major issue in the early 1990s among snowmobilers and environmentalists. Meanwhile, the realization was beginning to dawn that snowmobiling was a potential source of adventure tourism for the Province, and in 1990 the first snowmobiling tour company, High Country Ventures, was established on the Great Northern Peninsula. In 1993 the Northern Drifters established a snowmobile emergency response team in conjunction with Ground Search and Rescue. Labrador has had the highest per capita number of snowmobiles in the Province: they have become a primary means of transportation for six months of the year. A regular winter road for snowmobiles has been maintained on the southern Labrador coast, linking communities between Cartwright and Red Bay. Ralph K. Andrist (1962), France Bissonet (interview, May 1994), Bill Bungay (interviews, Oct. 1993; May-June 1994), Lon Burt (interview, Oct. 1993), Alan Clarke (interview, June 1994), Otto Goulding (interview, Oct. 1993), Martin Hogan (interview, June 1994), Max Hussey (interview, May 1994), Roger Lacasse (1988), Willy Ley (1962), Rick O'Brien (interview, June 1994), Ted Patey (interview, Oct. 1993), Gene Penney (interview, June 1994), Benjamin W. Powell (1993), Kitchener Scott (interview, June 1994). BARRY MOORES

SNUG HARBOUR (pop. 1966, 12). A Labrador summer station, Snug Harbour is located at the bottom of a sheltered inlet at the south entrance to Martin Bay, approximately 22 km northeast of Charlottetown *qv*. In 1993 the major summer station of the Ward family of Norman Bay *qv*, Snug Harbour was previously the year-round home for many of the Wards, a destination for summer crews from the Island and a "post harbour" and supply centre for other stations in the area.

"A placid basin surrounded by great rocky walls" (Browne), Snug Harbour has the advantages of a sheltered anchorage for large vessels and close access to fishing grounds. But shore space is at a premium. It was mentioned as being occupied as early as 1820, although tradition has it that the "room" at Snug Harbour was established in the 1850s by a Captain Ryan of Harbour Grace. In the 1860s the Harbour Grace firm of Munn and Co. purchased Snug Harbour and made it the base for supplying "stationer" crews out of Conception Bay who established fishing premises at nearby coves, such as Tub Harbour *qv*. It was also at about this time that the Ward family moved to Snug Harbour from Styles *qv*, perhaps as resident caretakers for Munn's room. The community first appears in the *Census* in 1884, with a population of 10, although summer residents numbered over 100 in some years.

In the 1960s, although the Labrador fishery was by this time a shadow of its former self, Snug Harbour still had a store and fishing premises, owned by Bay Roberts Fisheries, and was occupied by 17 stationers from Carbonear and Greenspond, in addition to the Wards. The year-round residents subsequently "relocated" to Norman Bay, previously a winter place, about 6 km to the northwest. In 1990 there were seven crews fishing out of Snug Harbour. P.W. Browne (1909), A.P. Dyke (1969), John Parsons (1970), *Alluring Labrador* (1980), *DA* (Oct. 1979), *List of Electors* (1955), *Obituary on the Labrador Coast Fishery* (1992), *Them Days* (Jan. 1991), Archives (A-7-4/36). RHC

SOCIETY OF UNITED FISHERMEN. See FISHERMEN, SOCIETY OF UNITED.

SOFTBALL. See SPORTS.

SOLDIER'S COVE (pop. 1945, 8). An abandoned fishing community, Soldier's Cove was located on the mainland of western Placentia Bay, facing the channel between Sound Island and Woody Island *qv*. The

Snug Harbour

settlement was first noted in the *Census* in 1911, with a population of 22 — four families who probably moved there from Woody Island for the lobster fishery. The Reach, between the mainland and the islands, was known as a good herring fishing area. The Allen, Hynes and Strowbridge families were at Soldier's Cove in 1921 and these families were also those recorded in 1945. There were no services such as a church, school or store in the community. It was a decline in the lobster fishery in the late 1940s that probably led to the abandonment of the site. *Census* (1911-1945). ACB

SOLOMON, SIMON (1767?-1839). Postmaster. Father of William L. Solomon *qv*. Solomon was a resident of St. John's by 1792 and soon established a jewellery and watch-making business on Water Street. He was appointed by Governor Erasmus Gower *qv* as the Island's first postmaster in 1805, at an annual salary of £30 to £40. Having minimal equipment, Solomon was obliged to carve a hand stamp to show that letters had been through the post office. By 1814 the volume of mail had increased to the point where Solomon advised residents that he would no longer be able to deliver mail but would instead post outside his shop a list of letters received. After the jewellery and watch-making business was declared insolvent in 1818 Solomon operated the Free Mason's Tavern and Inn. He continued as postmaster, assisted by his son, until his death. (In some accounts Solomon is said to have been a Jew, the first to have lived in Newfoundland). See POST OFFICE. Nicholas Dodd (1983), Paul O'Neill (1975, 1976), *Mercantile Journal* (May 15, 1818). ACB

SOLOMON, WILLIAM LEAMON (1811?-1861). Postmaster. Born St. John's, son of Simon Solomon *qv*. Married (1) Louisa Winton; (2) Eliza Ward. Between 1805 and 1839 Solomon was assistant to his father, the first postmaster of Newfoundland, and himself assumed the position after his father's death. In 1851 new postal regulations were passed and Solomon was given the title of postmaster general. For years he urged the legislature to adopt the use of postage stamps, and in 1857 the first Newfoundland stamps were issued (see POSTAGE STAMPS). Solomon retired in 1860. Nicholas Dodd (1983), Paul O'Neill (1975; 1976), *Patriot* (Mar. 26, 1850), *Public Ledger* (Apr. 28, 1854). ACB

SOME GOOD MAGAZINE. First issued in 1989, this free-distribution "family magazine" was distributed to selected neighbourhoods and retail stores, as well as to senior centres, professional offices and shopping malls throughout St. John's, Mount Pearl and the capital region. Published quarterly by Grainger's Editorial Services, with Peter F. Grainger as editor, it was printed by the Sunday Herald Ltd. in St. John's. Several of the issues were subtitled "Some Shockin' Good". It has contained sections for seniors and children, poetry, stories, advice on financial planning and homes, recipes, interviews with politicians and other well known Newfoundlanders, as well as articles on travel, health, nutrition and education. *Some Good Magazine* (1990-1993, *passim*). ILB

SOMERSET. Until 1917 known as Broad Cove, in 1993 Somerset was considered a part of the community of Harcourt *qv*, as was the contiguous community of Foster's Point. All three settlements are located on the north shore of Smith Sound, east of Clarenville, and share a similar history.

Somerset would appear to have been settled in the 1860s, by the Pelley family of Hant's Harbour, likely after some years of winter logging by people from the other side of the Bay. Other families — notably the Hydes, Noseworthys and Whites — settled in the area from either Hant's Harbour or the New Bonaventure area, logging the timber-rich hillsides above Smith Sound and using the few coves on the Sound (such as Broad Cove) to build schooners in which to prosecute the Labrador fishery. Somerset first appears in the *Census* in 1884, with a population of 78. The population climbed to 120 by 1945, but by this time, with the Labrador fishery all but dead, most were employed as labourers or loggers away from the community. Thereafter the population declined (to 35 by 1961) and the community effectively came to be considered a part of Harcourt. In 1991 it was probable that half of the 263 people living in Harcourt were residents of what was formerly known as Somerset. However, the name was only rarely used locally, that part of Harcourt being more usually known by the old name of Broad Cove. Catherine Frampton (MHG 103-B-2-7), *Census* (1884-1991), Archives (A-7-3/21; VS 63; VS 68; MG 276/5). RHC

SOMME, THE. The Battle of the Somme, a series of attempted advances by the British and French armies in northern France in the summer of 1916, took its name from the Somme River, which flows through the area. The battle commenced on July 1 and on that day, during an attack on Beaumont Hamel *qv* the Newfoundland Regiment suffered extraordinary casualties. Of the 801 men who went into action, only 68 unwounded answered the roll call next morning. The remnants of the Regiment held portions of the front lines on two other occasions during the summer: July 14-17 and again on August 9. The Regiment was later awarded the Battle Honours "Somme 1916" and "Albert (Beaumont Hamel) 1916". See REGIMENT, ROYAL NEWFOUNDLAND. Martin Middlebrook (1971), G.W.L. Nicholson (1964). RHC

SONS OF ENGLAND BENEFIT SOCIETY. The Sons of England Benefit Society was founded in Toronto in 1872 by George Clatworthy. Its purpose was to assist needy Protestants of English extraction and to promote loyalty to the monarchy. Clatworthy visited Newfoundland on July 16, 1896 at the request of St. John's resident John Coffin in order to inaugurate a lodge of the Society here. At a meeting held that night at the Fraternity Hall, 14 men were initiated into the 'Red Rose Mysteries', with eight more men the following

night. This lodge, known as Lodge Dudley (#227), held meetings at the Temperance Hall. Lodge Diamond Jubilee (#236) of Harbour Grace was inaugurated the following year, and in 1905 another was established in St. John's, Lodge Empire (#270). The activities of the Society included an annual card party and dinner and dance on the eve of St. George's Day; and, up to the 1950s, participation in community parades. In 1960 J. Bishop of St. John's was elected Supreme President of the Supreme Lodge of Canada. The Society disbanded soon thereafter. *BN II* (1937), *DN* (Dec. 31, 1962), *ET* (Aug. 10, 1960), *Golden Jubilee Souvenir Book of Dudley Lodge #227* (1946). ELIZABETH GRAHAM

SOOLEY'S BROOK. See SNOOKS HARBOUR.

SOPER, PLEMAN LLOYD (1919-). Judge. Born Grand Falls, son of Laura (Noel) and Pleman Soper. Educated Memorial University College; Boston University; Dalhousie University. Married Elizabeth Angel. From 1950 until 1964, Soper was in private legal practice in St. John's. During this time he was also a visiting lecturer in commercial law at Memorial University and worked as a solicitor for the Department of Justice. In 1964 he was made Queen's Counsel and appointed district court judge for Humber-St. George's. He was appointed Justice of the Newfoundland Supreme Court in Corner Brook in 1986. Soper has been a strong supporter of the arts community in Corner Brook, taking a leading role in the promotion of music and drama. For several years, for example, he was a key organizer of the Corner Brook Rotary Club music festivals. He was awarded an honorary doctorate by Memorial University in 1988 on the occasion of the opening of the School of Fine Arts, Sir Wilfred Grenfell College. *Newfoundland Who's Who* (1967), *MUN Gazette* (Aug. 25, 1988; Oct 6, 1988), *A Special Convocation: Sir Wilfred Grenfell College* (Oct 1, 1988). LBM

Justice P. Lloyd Soper

SOPER, THOMAS AUGUSTUS (1908-1980). Athlete; sports builder. Born Freshwater, Carbonear; son of Pleman and Laura (Noel) Soper. Married Daisy Elliott. Educated Grand Falls. Gus Soper first played hockey shortly after his family moved to Grand Falls in 1917, earning a reputation as a goaltender.

In 1935, he went to work with the Buchans mining company, with the understanding that he would play hockey in the company town. He soon became a key executive in local hockey, and by 1945 was the manager for the Buchans Miners and treasurer of the Buchans Social and Athletic Club, holding both positions for 20 years. Teams managed by Soper won the Herder Cup five times. He is generally given credit for bringing the Province's first "import" players to Buchans in 1948. Soper was also a strong supporter of minor hockey, playing a major role (with Jimmy Hornell) in organizing it in Buchans in 1954. In 1960 he was hired to manage the stadium in Buchans, a job he held until 1973. Soper was first elected to the board of the Newfoundland Amateur Hockey Association in 1944, and served in various posts until 1970. He was posthumously inducted into the Newfoundland Sports Hall of Fame in 1981. P. Lloyd Soper (interview Jan. 1994), Newfoundland Sports Hall of Fame (1985). JEAN GRAHAM

SOP'S ARM (pop. 1991, 327). Sops Arm is an 8-km long inlet of the western side of White Bay *qv*, sheltered from the open Bay by Sops Island *qv*. The logging and fishing community of Sop's Arm is located on the north side of the Arm, centred on Western (locally Budden's) Tickle, a narrow passage separating George's (Goat) Island from the mainland. There are also a few families living at Deadman's Cove, west of the Tickle, and at Old House Cove and Schooner Cove, to the northeast. On the south side of the Arm is the community of Pollard's Point *qv*, which shares many services with Sop's Arm. There is no generally accepted explanation for the name Sops Arm, but Seary notes eighteenth century English usage of the word "sop" to mean a lump of blacklead or like stone — conceivably descriptive of the north end of Sops Island.

Sops Island and the mouth of the Arm were first frequented by European fishermen when the English firm of John Slade & Co. established a fishing plantation in about 1763. This business was later acquired by Richard and Netlam Tory, who operated a profitable salmon and cod fishery until 1786, when they were forced to remove their establishment to avoid encroaching on the French Shore. In 1994 many of the inhabitants of Sop's Arm were descendants of people who had settled Sops Island in the 1800s at the sufferance of the French, notably William Pittman, who is known to have been in the area by 1810. Pittman and his heirs for many years exercised the right to fish the rivers flowing into the west end of the Arm: the Main River *qv* and Corner Brook.

As the resident population of White Bay increased in the mid-1800s, Sops Arm was frequented by fishing families from Sops Island and Jackson's Arm for winter woods work and boat building. Meanwhile, merchants of Greenspond and Fogo Island established cod and salmon fisheries on the south side of the Arm near its mouth, at Sprucy Cove and Spear Cove, as well as just outside the Arm on Granby (Big) Island. In the mid-1890s Tilt Cove merchant J.M. Jackman established a large sawmill on Corner Brook (in 1994 a part of the community of Pollard's Point) and for the next five years there was an influx of people into the Arm from Tilt Cove as well as from fishing communities all over White Bay. However, Jackman's mill burned in 1900 and most people soon returned to the fishery.

While there were winter houses in the area, the site of the community of Sop's Arm was not inhabited

year-round until the mid-1920s, when a pitprop operation began. Most of the loggers employed came from Sops Island (family names Gale and Pittman), Big Island (Gale and Ricketts), Coney Arm *qv* (Hynes and Ralph) or from communities on the east side of White Bay (Fradsham, Pinksen and Regular). Although most timber was cut on the south side of the Arm, a mill and shipping wharf were built on the north side, managed by Selby John Budden (from Woodford's Cove, Notre Dame Bay *via* Tilt Cove, Baie Verte and Jackson's Arm). Soon the shipping of lumber to St. John's merchants superseded pitprop-cutting, with the sawmill eventually being taken over by the firm of Hounsell Brothers. Meanwhile, Budden established a box mill, manufacturing cases in which to pack iced salmon collected from several nearby communities. Josiah Kearley of Herring Neck established a second salmon-packing operation in 1943.

Sop's Arm first appears in the *Census* in 1935, with a population of 147. In the late 1930s Bowater's began cutting pulpwood in the area, collecting the pulpwood at Old House Cove for export. However, the largest operation in White Bay was at Hampden *qv*, from whence pulpwood was trucked to the Upper Humber River, and by 1945 the population of Sop's Arm was reduced to 85. The community again grew slowly until the mid-1950s, when many of the people of Sops Island moved to the mainland. However some of the Pittman family remained on Sops Island until 1967, when they resettled to Schooner Cove.

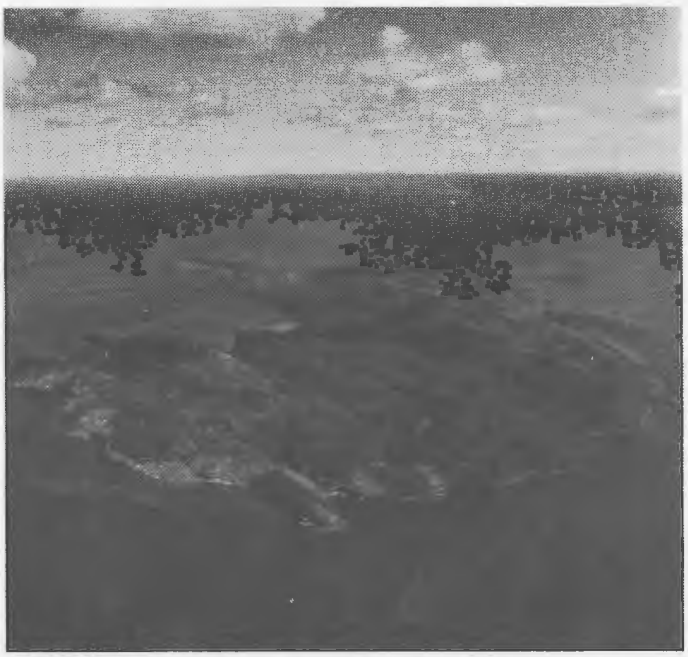
With the notable exception of the fishing families of Schooner Cove and those working in fish plants established at Jackson's Arm in the 1970s, the majority of the people of Sop's Arm were employed in logging for Bowater's or for local sawmills until 1980. In that year Newfoundland Hydro began construction of a generating station at Cat Arm, which became operational in 1985. Cat Arm saw an increase in the population of Sop's Arm to nearly 500 people, but there has since been a marked decline. Cranley Budden (interview, Jan. 1994), Ab Pittman (interview, Aug. 1993), E.R. Seary (1958), W.H. Whiteley (*NQ* Dec 1977), *Census* (1935-1991), *JHA* (1873), *Newfoundland Directory 1936* (1936), Archives (VS 94), Maritime History Archive (Keith Matthews name file, P140). RHC

SOPS ARM, NOTRE DAME BAY (pop. 1911, 11). A logging community for about 25 years, Sops Arm was abandoned following a 1904 forest fire in which several homes and premises were burned. Located approximately 8 km southwest of Pilley's Island *qv*, the 3 km-long Arm is sheltered by Sops Arm (Kay) Island across its mouth. The earliest known settler at Sops Arm was a salmon fisherman named Thomas Lewis. One of the earliest recorded settlers in western Notre Dame Bay, Lewis was one of the party led by William Cull *qv* which journeyed to Red Indian Lake in 1810 in an attempt to establish contact with the Beothuk. By the time of the first *Census* in 1836 Lewis was middle-aged and living at Sops Arm with a male servant. The 1845 *Census* also records two people.

Thereafter there were no inhabitants for some years, although in 1872 fisheries inspector Thomas Peyton noted that people from Ward's Harbour (now Beaumont North) frequented the area for winter woods work. Sops Arm was probably settled for the second time in the early 1880s, a time when settlement was generally expanding in western Notre Dame Bay. While the sides of the Arm are generally steep-to, homesteads were established at scattered sites on either side, where small points of land provided a landing-place for boats and enough flat land for the homes and gardens of families such as the Dinneys, Penneys, Pooles, Snows, Tilleys, Ways and Weirs. Well removed from fishing grounds further out the bay, the residents made their living from a mixture of boat-building, fishing, and logging for small family-owned sawmills. The largest of the mills at Sops Arm was that operated by Albert Penney at the mouth of Sops Arm Brook.

By 1901 the population of Sops Arm had grown to 43. However, three years later a forest fire ravaged much of the lumber in western Notre Dame Bay (see FIRES) and burned several houses at Sops Arm. Most of the people moved after the fire, several families to Pilley's Island. By tradition the last family to leave Sops Arm were the Weirs. In 1993 there was a cabin at Sops Arm, and a mussel farm just outside the Arm, at Big Husseys Cove. J.P. Howley (1915), C.F. Poole (interview, Oct. 1993), *Census* (1836-1911), *JHA* (1872), *McAlpine's Newfoundland Directory* (1894), *Sailing Directions Newfoundland* (1931), Archives (A-7-1/13; MG 323/1/2). RHC

SOPS ISLAND (pop. 1966, 39). A resettled fishing community, Sops Island was located on an island of the same name. Near the head of White Bay *qv*, on its western side, the island nearly blocks the entrance to Sops Arm. Sops Island is 6.5 km long and is shaped like an inverted comma: it is only 600 m wide at its



Aerial view of Sops Island

Sops Cove, 1993

north end and 3 km wide at the south. The east coast of the island is rocky and steep-to, and historically has been the best fishing ground in southern White Bay. Settlement occurred around several coves on the west side of the island — including Gills Cove, Rum Cove, Apsy Cove and Sops Cove — which is wooded and faces the North Channel and Sops Arm.

Sops Island can lay claim to being the oldest settlement in White Bay, and indeed the oldest English settlement beyond Cape St. John. It seems that John Slade and Co. of Twillingate established a fishery there in about 1763, with the premises soon being acquired by Richard and Netlam Tory of Poole. For more than 20 years the Torys operated a cod fishery at Sops Island and a salmon fishery on the Main River *qv* in Sops Arm, with crews overwintering to trap furs and hunt seals. The Torys were forced to remove their establishment in 1786, when the British navy assisted the French in removing illegal English residents from the French Shore.

Among the servants employed by the Torys at Sops Arm in the 1780s was one William Pittman. While it is not known whether the two were related, tradition identifies "Old Billy" Pittman (1791-1864) as having been the first settler. William Pittman appears in Slade's ledgers as a resident of White Bay in 1810. It was said that the French gave him the right to fish for salmon on the Main River. By 1821 he was master of a 48-ton fishing schooner, and over the next two decades built several others.

Sops Island first appears in the *Census* in 1857, with a population of 29: the families of William Pittman and his sons and a family named Gill (Gale). While the Pittmans lived on the north end of the island, at Sops Cove, the Gales and later arrivals (such as the Osmonds and Rickettses) lived at the south end. There were still only 40-50 residents until 1901, when the opening of a sawmill and mine on the south side of Sops Arm attracted some further settlement to the south end of the island (see POLLARDS POINT). In the late 1920s there was considerable logging in the Sops Arm area and, at first, this was reflected in a rapid increase in the population of the south end of Sops Island and on the nearby mainland, which community came to be known as Sop's Arm *qv*. By 1935 there were 211 people on the island, increasing to 324 by 1951. However a general move to the mainland began in the early 1950s and was virtually complete by the end of the decade. The only inhabitants left were the Pittmans, at Sops Cove, where the family had continued to engage in the fishery, and a few others, mostly loggers, on the other end. After the 1967 fishing season the remaining families of Pittmans resettled to Sop's Arm. In 1994 most of the Pittmans were still living in the eastern end of the community of Sop's Arm, at Schooner Cove, which provided the best access to the fishing grounds off Sops Island. Ab and Ford Pittman (interview, Aug. 1993), E.R. Seary (1960; 1977), Robert Wells (1960), W.H. Whiteley (*NQ* Dec. 1977), *Census* (1857-1966), *JHA* (1873), *Sailing Directions for Newfoundland 1931* (1931), Archives (A-7-2/P; VS 94), Maritime History Archive (Keith Matthews Name File, P140). RHC

SORDELLO. One of the largest wooden vessels built in Newfoundland up to the World War II, the *Sordello*, a sister ship to the *Bella Scott*, was a tern schooner built in Botwood in 1919 for the AND Company. Towed by the steam tug *Ingraham qv*, and commanded by Stan Duder, the *Sordello* left Botwood late that fall for engine installation in St. John's. It encountered a blizzard off Fogo, and the towline broke. The *Sordello* drifted and went aground on Rocky Bay Point (near Carmanville). Refloated, it was anchored inside the Point, where it was held fast in the packed slob ice. It was towed to St. John's in the spring of 1920. The *Sordello* was later sold to Ashbournes of Twillingate:

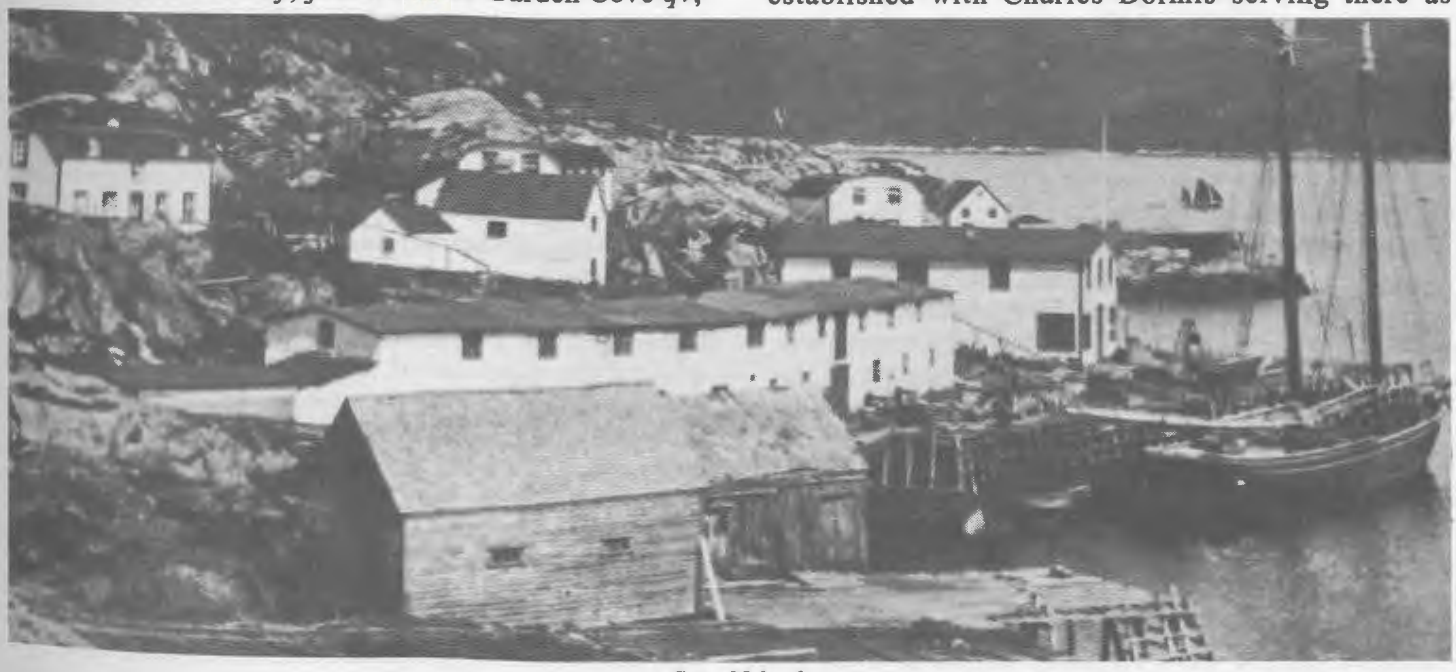
Centre for Newfoundland Studies (*Sordello*), Newfoundland Historical Society (*Sordello*). ILB

SORSOLEIL, PHILIP H. (1820-1894). Merchant. Born Jersey. Sorsoleil was an employee of the Jersey firm of W. and J. Nicolle in 1840. By 1862 he had become manager of the Ridley premises at Rose Blanche and was involved in the winter fishery. Sometime before 1872 Sorsoleil established his own business at Rose Blanche. He was still living in that community in 1885, when the death of his wife Ellen was recorded, but retired to St. John's sometime before 1890. *Might and Co.'s Directory* (1890), *Royal Gazette* (Dec. 19, 1885), Centre for Newfoundland Studies (Philip Sorsoleil). ACB

SOUCY, PETER (1960-). Actor; artist; writer. Born Corner Brook, son of Beryl (Hannah) and Ron Soucy. Educated Memorial University of Newfoundland; Cabot Institute; Nova Scotia College of Art and Design. Married Marion J. Cheeks. Soucy became involved with the Stephenville Festival in 1980, and spent a year with Maxim Mazumdar's *qv* Theatre Newfoundland and Labrador before moving to Halifax. In 1984 he began teaching art in Clarenville, and helped to organize the local theatre community there. He moved to St. John's in 1987, and in 1988 had his first solo exhibition of paintings, entitled "Tidal Tech". In addition to acting, Soucy has directed plays and designed sets for local productions. He also wrote the scripts "Flux", "O'Carolan" and "Jigging". In 1994 Soucy was appearing regularly on CBC TV's "Here and Now" as the comic commentator Snook. Centre for Newfoundland Studies (Peter Soucy), Peter Soucy (interview, Feb. 1994). LBM

SOUND ISLAND (pop. 1951, 89). The site of an abandoned fishing community, Sound Island is in northwestern Placentia Bay, just south of Garden Cove *qv*, to which many of the inhabitants of Sound Island moved in the 1950s. The island was settled by one or two families at several locations, but the two main concentrations were coves on the northeast corner of the island, facing the sound which separates the island from the mainland: Back Cove (identified on maps as Maggotty Cove) and Newtown. The first recorded reference to settlement is from 1805, when William Cummins was resident. Rev. Charles Blackman noted a small Protestant congregation there in about 1820, while Cyrus Carew (or Crewe), formerly a fisherman with Spurrier and Company of Bar Haven, was on Sound Island in 1830, acting as an agent for merchant William Magill. Other early family names of Sound Island include Allen, Beazley, Beck, Brinston, Eddy, Gilbert, Hollett, Guy, Piercey and Stacey. Family traditions identify another pioneer settler as being Patrick Brown (of Kilkenney, Ireland). The Brown family were Roman Catholics and settled at Brown's Cove, on the east side of the island. In later years most of the Roman Catholic minority at Sound Island lived at the south end, known as Muddy Hole or Bollard's Town. The settlement of Sound Island appears to have been seasonal at first, as in 1835 Wix reported that many families spent their winters at Piper's Hole (Swift Current *qv*), hunting caribou.

In 1836 there were 157 people on the island, fishing for cod and salmon and keeping a handful of cattle and sheep. By mid-century Sound Island supported a thriving *western boat *qv* fishery, concentrating on the grounds around Cape St. Mary's. There were also a few sealing vessels sailing from the settlement. As merchants began to withdraw from Isle Valen and Bar Haven, Sound Island became a centre of trade in inner Placentia Bay. Merchants operating in 1871 were Philip Brown and James Hollett. The first Episcopalian (Church of England) church was built sometime before 1845. Two years later a Methodist church was established with Charles Dormis serving there as



Sound Island

resident clergyman by 1869. A small Roman Catholic chapel was opened by 1884, but for most of the community's history, Methodism was the dominant religion.

Twenty-five lobster factories had been started on the island in 1901 as the area's many inlets, shoals and small islands provided an ideal habitat. Herring were also taken by nets and seines in The Reach between the mainland and Barren, Woody and Sound Islands. A.H. Murray *qv* of St. John's began trading in herring at Sound Island in the early 1900s and eventually became the largest merchant in the community, with the firm in later years being known as Sound Island Stores. Between 1921 and 1935 the fishery in Placentia Bay declined and the population of Sound Island fell from 236 to 178. In 1935 the Beck family began a branch of their business at Swift Current and they eventually moved to the growing centre on the mainland and were followed by other Sound Island families. In 1953 the remaining residents decided to resettle to Garden Cove. In August of 1993 a reunion at the island was attended by several hundred people. H.C. Brown (1974; 1985), George and Shirley Hollett (interview, June 1993), E.R. Seary (1977), Robert Wells (1960), Edward Wix (1836), *Census* (1836-1951), *Lovell's Newfoundland Directory* (1871), *Sound Island Reunion '93 Book of Memories* (1993). ACB

SOUNDBONE. This organ of the Newfoundland and Labrador Association for Adult Education (NLAAE) first appeared in May 1977. Editors have included Cheryl Stagg *qv*, Alexandra Milburn and, since October 1982, various editorial committees. It contained spotlights on new board members, profiles of members, highlights of association activities, news from various branches and book reviews. The format changed in May 1986, with each issue featuring articles on a specific theme; the news function was handled by a newsletter published regularly by the NLAAE provincial board. The paper was not published in 1992, but in 1993 was published twice a year as "a journal of the NLAAE." Neil Tilley (interview, May 1993), *Soundbone* (1977-1991, *passim*). ILB

SOUTH BRANCH (pop. 1991, 237). A farming and logging community, South Branch is on the Grand Codroy River, where the North and South branches of the River meet. The South Branch area is quite fertile and is said to have been farmed by the MacIsaac family as early as 1852. In the nineteenth century the area was not recorded separately from other farmsteads in the Codroy Valley *qv*, which were generally recorded as Grand River. There was no community as such until the 1890s, when the railway was built through the valley. The line crossed the Grand Codroy at South Branch. Railway labourers unearthed a seam of coal nearby, at Coal Brook *qv*, and this provided employment for a few miners for a short time from 1902. (The seam was worked for a time during World War I). South Branch and a nearby siding, known as Overfall, also became home to railway sectionmen and their

South Branch

families. The community first appears in the *Census* in 1901, with a population of 19. This number had increased to 135 by 1911. Most of the new arrivals were farming families, such as the Aucoins (O'Quinns), Brakes, MacArthurs and MacNeills, but there was also some employment available in sawmilling and in guiding and accommodating salmon anglers. After 1925 and the opening of the Corner Brook paper mill, work in cutting pulpwood became important, and had outstripped farming by the 1940s. Margaret Bennett (1989), Gilbert Higgins (interviews, May-June 1994), Donald J. Tompkins (interviews, May-June 1994), *Carpe Diem: Tempus Fugit* (1977), *Census* (1901-1991), Archives (A-7-2/Q). BARRY MOORES

SOUTH BROOK, HALLS BAY (inc. 1965; pop. 1991, 720). A logging community located at the bottom of Halls Bay, at the mouth of a river of the same name, South Brook was one of the first sites in western Notre Dame Bay to have been settled by Europeans. Previously, the Brook had been part of an aboriginal route to the coast from the interior around Red Indian Lake. From the 1750s traders at Twillingate and Fogo were venturing into Halls Bay to trap, build boats and to catch salmon at the mouths of the South, West and Indian brooks. These salmon fisheries would appear to have come into the possession of George Rowsell of Fogo by the early 1800s. Two of Rowsell's sons eventually settled further out the bay at Ward's Harbour (now Beaumont North) and Leading Tickles, while a third made his home in Halls Bay, at the mouth of South Brook. Up until the mid-1800s the Rowsell family were the only year-round inhabitants of Halls Bay, while a few families of Micmac frequented the area near the mouth of Indian Brook in spring and summer. Meanwhile, some of the Ward's Harbour Rowsells and related families were accustomed to wintering in tilts at South Brook, while schooners were often built at two coves to the west: Upper Wolf (Goodyears) Cove and West Bottom. Beginning in the 1870s several sawmills were established in Halls Bay and a few families settled near the Rowsells, although the greatest growth took place near the mouth of Indian Brook, at Springdale *qv*. In the 1880s South Brook was proposed as the

western terminus of the "Hall's Bay Railway", but under new plans it was by-passed.

By the early 1900s the old "Indian path", over South Pond and Crooked Lake to the Exploits River, had became a fairly well-travelled winter route, connecting with the railway at Badger. The opening of the Grand Falls paper mill in 1909 increased winter traffic, and after World War I it was proposed to make the Halls Bay Line between South Brook and Badger an all-weather road. The Line was completed, as a public work, in 1924 and by 1927 a Springdale company was offering a bus/boat "rapid transit" service between Springdale and Badger via South Brook. Soon there were a few settlers along the Halls Bay Line, most of them at first living in tilts. By 1935 there were 58 people living at South Brook, including the families of Merrick Dicks, Harold Mackey, shopkeeper Augustus Matthews, Eli Seymour and J.J. Whalen. In the late 1930s Bowater's began cutting pulpwood in the area, establishing a lumber camp at South Brook and several others in the area. Many of the people who began flocking into South Brook to work in the lumberwoods were families from Beaumont who had a tradition of winter woods work in the area (the Burtons, Crouchers, Heaths, Hewletts and Rowsells). A second influx in the 1950s included many people from other island communities off the mouth of Halls Bay, such as Triton, Pilley's Island and Sunday Cove Island. Common family names of South Brook — in addition to those listed above — include Fifield, Fudge, Grant, Milley, Morey, Newman, Parsons, Roberts, Shiner and Thomas. By 1956 there were almost 500 people, a considerable growth from the 210 recorded in 1945.

In 1945 South Brook and Springdale were incorporated as a rural district. The communities remained under a single council until 1965, by which time the improvement of roads in the area had the effect of making the communities, in one sense, farther apart. (While South Brook is only 7 km south of Springdale by sea the road journey is approximately 25 km.) Springdale continued to develop as the major service centre for the region, while services at South Brook include Integrated and Pentecostal elementary schools, and churches of the Pentecostal Assemblies, Apostolic Faith and United Church. Economically, the fortunes of South Brook have largely depended on pulpwood cutting, supplemented by general labour away from the community. The general trend towards mechanization of lumbering has meant periods of high unemployment in the community. Roland Rowsell (interview, Oct. 1993), *Census* (1836-1991), *List of Electors* (1948), *JHA* (1872), Archives (A-7-1/K; A-7-3/14), Newfoundland Historical Society (South Brook; Springdale). RHC

SOUTH BROOK, HUMBER VALLEY (pop. 1981, 477). A residential community in the Humber Valley, South Brook was amalgamated with nearby Pasadena *qv* in 1986. Of the communities which made up the municipality of Pasadena in 1994 (which also includes Midland *qv*), South Brook can claim to have been the earliest settled. The first people to live at South Brook were railway employees, a section house and flag station having been built near the confluence of South Brook and the Humber River. When the community first appeared in the *Census*, in 1921, there were only six inhabitants, but this number soon changed. In 1923 the International Power and Paper Company began logging in the area, to supply the pulp and paper mill then under construction at Corner Brook. The company built a woods road to Grand Lake, along the valley of South Brook, throwing the pulpwood into Deer Lake near the railway station. The Company also constructed bunkhouses and a company store, which was managed by William Seaward (considered the first permanent inhabitant of South Brook).

Pasadena was first settled in 1933, while in 1935 a *land settlement *qv* was built at Midland. There were 43 people living in these farming communities by the time of the 1935 *Census*. But in that year there were 115 people at South Brook, and this number increased to 216 by 1945. When Pasadena and Midland incorporated in 1955, as the municipality of Pasadena, South Brook was excluded. It incorporated separately in 1965 and continued as an independent municipality until 1986. *Census* (1921-1981), *When I Was Young* (1986). JEAN GRAHAM/RHC

SOUTH DILDO (pop. 1991, 272). An unincorporated community at the head of Dildo Arm, in southern Trinity Bay, South Dildo includes an area known as Brazil's, first settled by people of that name. The nearby communities of Dildo and Old Shop *qqv* were settled by the early 1800s, but there is no record of settlers in South Dildo prior to 1866, when the family of Edward Lynch was recorded. The community first appears in the *Census* of 1869, with a population of 16. The Lynches and Brazils were Roman Catholics, but they were joined by a number of Church of England families by the 1880s. A school had been built by 1884 and there was a Church of England chapel in Old Shop and a Roman Catholic chapel at Brazil's by 1901.

Most men worked chiefly in lumbering, but there was at least one schooner from South Dildo involved in the Labrador fishery. At the turn of the century there were 62 residents, including nine Salvation Army members. A small lobster factory had begun and there was one full-time farmer. Family names in 1904 were Brazil, Emberly, Pretty, Pike and Reid. The shore fishery continued to be important to the community and a fresh fish plant was opened in 1950. Pothead whaling also played a part in the local economy until this industry ceased in 1972 (see WHALING). During the resettlement programs of the 1960s, South Dildo received families from Spread Eagle and Harbour Buffett, and had a population of 257 by 1971. In later years a small museum in the community displayed artifacts from Dildo Arm's sealing and whaling past. E.R. Seary (1971; 1977), *Census* (1869-1991), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1904), *Statistics: Federal-Provincial Resettlement Program* (1975?). ACB

South River

SOUTH RIVER (inc. 1966; pop. 1991, 786). The community of South River is located at the head of Bay de Grave, between Clarke's Beach and Cupids. The river from which the community takes its name flows through a broad valley into a large harbour pond south of Clarke's Beach, known as Southern Gut. The incorporated community of South River includes the areas known as The Gut, Salmon Cove (northeast of the River) and Springfield (which is inland, along the river valley). To the northeast of Salmon Cove, at the entrance to Cupids harbour, lies the tiny abandoned community of Caplin Cove.

South River was known to the early settlers at Cupids, where John Guy *qv* established a colony in 1612. The mouth of the River is believed to have been the site of a mill established by Guy, while the colonists may also have attempted to establish a farm some distance upriver. Although the Cupids colony was short-lived, fishermen from fishing villages on the Port de Grave Peninsula became well acquainted with Southern Gut and the River as a winter route into the interior for woods work. By the mid-1700s Port de Grave fishermen had gardens and winter-houses in the area, and settlement soon followed. The earliest family names of Southern Gut and Salmon Cove (Andrews, Bussey, Hussey, Morgan, Mugford and Richards) have earlier associations with Bareneed, Port de Grave or Ship Cove. Lands towards the "bottom" of Southern Gut (including Springfield and much of what was in 1994 considered to be a part of the community of Makinsons *qv*) were probably cleared by winter logging and later settled as farmland. Many family names of Springfield, including Byrne, Hearn, Mabin and Walsh, are Irish in origin. There were 232 people living at Southern Gut by 1836. Salmon Cove and Southern Gut had a combined population of 520 in 1857. Of these, 27 had been born in Ireland, probably including settlers at Springfield (which does not appear in the *Census* separately until 1869, with a population of 95). At Salmon Cove and Southern Gut the Church of England was the predominant religion.

By 1901 South River and environs had a population of approximately 700 people, with most fishermen being involved in the Labrador fishery, particularly in the Domino Run-Spotted Island area. However, with the decline of the Labrador fishery in the 1920s and 1930s South River's population declined, and upon incorporation there were only 421 people. Farming and the fishery continued to be major local sources of employment, but as roads were improved many South River residents commuted to work in larger centres as far away as Carbonear and St. John's. A growth in local services has also contributed to the number of commuters who have settled at South River from the 1980s. D.W. Prowse (1895), E.R. Seary (1977), *DA* (Mar.-Apr. 1986), *Census* (1836-1991), *Hutchinson's Newfoundland Directory for 1864-65* (1864). ACB

Cable Terrace, Heart's Content

SOUTHCOTT, JAMES THOMAS (1824-1898). Carpenter; architect. Born Exeter, Devon; son of John and Mary Southcott. Married Georgina Norman; father of John Thomas Southcott *qv*. James Southcott came to Newfoundland with his brother John in 1847 to take advantage of the building boom that followed the Great Fire of 1846. The brothers established the firm J. and J.T. Southcott, which under James's management came to dominate the St. John's building trade. In 1856 they built Gower Street Methodist Church, and in 1866 were hired by the Anglo-American Telegraph Company to build cable offices and staff housing in Heart's Content. Other projects include Devon Row *qv* and the St. John's Athenaeum *qv*. James's son John Thomas joined the firm in 1875. See also ARCHITECTURE (but note John Thomas is mistakenly referred to as James Thomas in this article). Gertrude Crosbie (1986), *DCB XII*. LBM

SOUTHCOTT, JOHN THOMAS (1853-1939). Architect. Born St. John's, son of James Southcott. Educated Church of England College. Married Mary S. Roscoe. After completing an apprenticeship as carpenter and joiner in the family firm, Southcott studied architecture in Exeter, Devon. After working in Sheffield and London, he returned to Newfoundland around 1877, introducing the Second Empire style.

The first trained architect in Newfoundland, Southcott worked in several styles, including the

Gothic cottage style, designing a house for Sir Robert Bond and senior staff houses in Heart's Content. But he is best remembered for his work with the Second Empire mode, with its characteristic concave-curved mansard roof, bonnet-topped dormers and elaborate detailing of windows and eaves-line (often known locally as the Southcott Style). His influence in this style began with houses on Rennies Mill and Monkstown roads. In the rebuilding that followed the Great Fire of 1892 the Second Empire style was almost universally used. The extent of this style, as O'Dea notes, can be seen in the fact that by 1895 the area covered by the fire was distinguishable by having mansard-roofed houses, whereas the area that escaped the fire had gabled-roofed structures. A prominent freemason, Southcott was elected to the Municipal Council in 1892. In 1898 he was made Superintendent of Public Works — the first person to hold the office. Sometime after 1910 he moved to Vancouver. H.Y. Mott (1894), Shane O'Dea (*Heritage Canada*, Oct. 1979), *DNLB* (1990), Centre for Newfoundland Studies (John Southcott). ILB

John T. Southcott

SOUTHCOTT, MARY MEAGER (1862-1943). Nurse; educator; hospital administrator. Born St. John's, daughter of Pamela and John Southcott. Educated St. John's; London, England. Mary Southcott was born at 56 Prescott Street to parents who had emigrated from Exeter, England, possibly after the St. John's fire of 1846. Her father, a successful architect and builder, in partnership with his brother James T. Southcott *qv*, had the resources to enter his daughter at the Church of England's girls' school, there to receive the education deemed appropriate for a young woman of her class.

Born two years after Florence Nightingale founded the pioneering nurses' training school at St. Thomas's Hospital in London thereby establishing nursing as a respectable occupation for women of her background, Mary Southcott is thought to have harboured ambitions of becoming a nurse. But she was opposed by her parents, to whom she temporarily deferred. Whether the desire to follow in Nightingale's footsteps manifested itself before or after her abortive engagement, in 1888, to the Church of England missionary Arthur C. Waghorne *qv*, who shared her interest in botany, is a moot point. The following year, claiming to have crippled himself financially through his clerical efforts, the impecunious clergyman called off the engagement. In March 1899, having inherited her father's share of J. and J.T. Southcott two years previously, Southcott, at the age of 36, entered nurses' training at the London Hospital as a paying probationer. After completing her training in March 1901, she enroled in a four-week midwifery course at the Maternity and District Nurses Home, Plaistow. Southcott returned to St. John's in June 1901. In March 1903 she was appointed superintendent of nurses and nursing at the General Hospital, having been suddenly catapulted into this top position by the recent resignation of the hospital's only trained nurse.

As the General Hospital's first nursing superintendent and founder of its school of nursing, Southcott brought to the task an enormous desire to raise the level of its nursing care to that achieved by Nightingale and her followers elsewhere. The Nightingale 'system' which she sought to emulate had over the course of the previous 40 years transformed nursing in British and American hospitals from a haphazard occupation pursued by the equivalent of untrained domestic servants into a vocation pursued by educated and trained nurses. Over the course of the next 13 years, 1903-15, Southcott shepherded over 50 nurses through the training program, young women typically between the ages of 21 and 30 who had passed Council of Higher Education examinations or their equivalent. Her responsibilities included the bulk of student instruction, both practical and theoretical, as well as the superintendence of all nurses and nursing matters in (after 1909) a hospital of 120 beds. The effect of her nursing reforms, which within the local context were revolutionary, contributed significantly to the establishment of the General Hospital as a treatment facility in the modern sense. A feminist who believed in the autonomy of female nurses and nursing management, she struggled against male medical and political prerogative to upgrade nurses' pay, status and living and working conditions.

Mary Southcott

Southcott seems to have got along well with her first medical superintendent, Dr. Henry Shea *qv*. But towards the end of 1909 Dr. L.E. Keegan *qv*, a personality every bit as forceful as Southcott, replaced Shea, and was eager to limit if not usurp her nursing authority. Differences between the two eventually reached a head and led to the appointment, in May 1914, of a Royal Commission of enquiry to look into the Hospital's affairs. Keegan portrayed Southcott as incompetent, but several other doctors gave evidence to the contrary. Presenting their report a year later, the three male commissioners concluded that differences between the two contending parties were irreconcilable, but that there was "no purpose" in apportioning blame (JHA 1915). Early in 1916, however, the Hospital's board of governors forced Southcott to resign.

Given an annual pension of $620 upon what was termed her "honourable retirement", and with her prestige undiminished, Southcott went on to an equally distinguished career in the private and voluntary sector. In 1916 she opened a private hospital on King's Bridge Road, two years later transferring it to 28 Monkstown Road, her family home. It catered to maternity cases, women and children. In 1916 she was also in charge of a temporary military hospital at Donovan's, after which she organized and ran a military convalescent hospital, Waterford Hall. Southcott had been instrumental in 1913 in founding the Graduate Nurses Association, forerunner of the ARNN (see NURSING). For many years she served as its first president and was honorary president at the time of her death. In the 1920s she became active in the child health and maternity movement. She was vice-president of the Newfoundland Midwifery Board, established by legislation in 1921, and also president of the Child Welfare Association formed that same year. She held the CWA presidency until failing health forced her to relinquish it. A member of the St. John's Midwives Club which offered lay midwives a course of instruction, in 1923 she became a member of the Grace Maternity Hospital Association and helped design its 18-month maternity nursing course. In these years she was also active in NONIA, the Girl Guides (serving as its vice-president), the Girls' Friendly Society, women's suffrage and the League of Women Voters. Her single published work aside from articles, *Some Newfoundland Wild Flowers* (1915), is a 42-page booklet containing a brief description of flowers found in and around St. John's. She was also an accomplished artist of local flora and a keen photographer.

Southcott must have been in her late sixties at least when, in the process of preparing an injection for one of her patients, she suffered a stroke. Seriously incapacitated, she was forced to close Southcott Hospital and thus ended one of Newfoundland's most distinguished professional careers. Margot I. Duley (1993), Joyce Nevitt (1978), Paul O'Neill (*Monitor* Oct. 1977), Mary Southcott (*NQ* Dec. 1915; 1915), Linda White (1992), *JHA 1915*, CNS Archives (coll. 177/12.01.001). PATRICIA O'BRIEN

SOUTHEAST. A Labrador fishing station, Southeast is a large, triangular cove on the east side of Isthmus Bay, about 28 km east of Cartwright. Since the 1930s it has been a minor summer station of Cartwright, although in 1965 it was noted that it was being used for the summer fishery by seven stationers from Carbonear, in addition to 22 people out from Cartwright. A large and well-sheltered harbour, near Grady *qv* (a much-frequented station whose chief disadvantage was a small harbour), Southeast was probably in use by English and Newfoundland fishing vessels early in the nineteenth century. It was visited by the first Labrador court in 1828. (The only business transacted was the granting of a liquor license to Joseph Wills, who had premises at Round Island, just offshore).

In the late 1800s the station was a minor outpost of John Munn and Co. of Harbour Grace, at that time the Newfoundland firm with the largest interest in the Labrador fishery. By 1890 there was also one resident fisherman, Charles Brown, and it was probably Brown's household which made up the population of two recorded there in 1901 — the only time Southeast appears in the *Census*. As the Newfoundland-based Labrador fishery declined through the twentieth century, the station was increasingly frequented by fishermen of Cartwright and Sandwich Bay. *Alluring Labrador* (1980), *Them Days* (Sept. 1993), Archives (MG 8/10/3; VS 95). RHC

SOUTHEAST BIGHT (pop. 1991, 116). Southeast Bight is a fishing community on the east side of Paradise Sound, in western Placentia Bay. In 1994 the community was one of few on the Island not accessible by road. (Since 1993 there has been a road connection to Petite Forte *qv*, only a short run by ferry from The Bight). The first permanent settlers of the community may have been the Handlins, a Roman Catholic couple met by Church of England missionary Edward Wix *qv* at "the south-east bight" in 1835. The *Census* of 1836 records 30 Roman Catholics living at Southeast Bight and Darby's Harbour *qv*. They were employed in the shore fishery and in small-scale farming. Family names of 1871 were Dunphy, Hayne, Hefferon, Hunt, Pitman, Reddy, Ward and Wight. A church and school had been established by 1884.

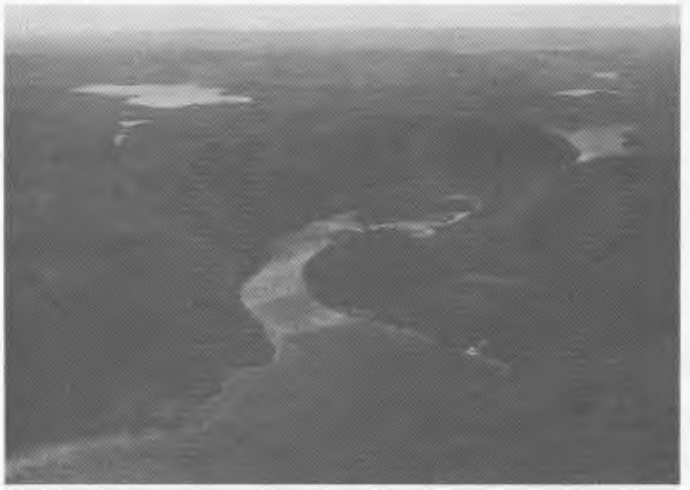
As the lobster fishery flourished in Placentia Bay between 1890 and 1920, several factories were built at Southeast Bight. The end of that boom coincided with a general decline in the cod fishery as well, and by 1945 only 51 people remained (from roughly three times that number early in the century). Despite isolation, some residents, including the Ward and White families, resisted the pressure to resettle. Others relocated to the Placentia area. Indeed, a few families even moved into the community as other isolated fishing communities in the area were abandoned, notably the family of Pius Power, from Clattice Harbour. Continuing to rely on the shore fishery, the remaining residents

maintained both a church and school, while a new government wharf was built for the approximately 35 inshore fishermen and their families still living at Southeast Bight in the early 1980s. Robert Wells (1961), Edward Wix (1836), *Lovell's Newfoundland Directory* (1871), *Rounder* (Autumn, 1982), *Statistics: Federal-Provincial Resettlement Program* (1975?), *Census* (1836-1991). ACB

SOUTHERN ARM, GREEN BAY (pop. 1945, 38). An abandoned logging community, Southern Arm was located at the bottom of an inlet of that name to the north of Little Bay Islands *qv*. In 1878 geologist J.P. Howley noted that "Southern Arm is destitute of inhabitants; the barrenness of its soil not offering any inducement to settlers, while it has too long an indraft for the purposes of fishing establishments. . . . There is a good deal of fair timber covering the surface of the country. . .". This timber soon began to attract attention as one of the last unexploited stands of pine in the area. One family had settled by 1885 and in 1891 Southern Arm appears in the *Census* for the first time, with a population of six. By 1901 a sawmill had been established and the population had grown to 46, then to 70 by 1911. Family names of Southern Arm included Bowers, Inder, Saunders, Verge and Webber, most of whom fished in the summers and logged in the wintertime. The mill was operated by Adolphus Yates, formerly of Southeast Arm, near Cottrell's Cove. Yates' brother was also a mill owner and general merchant at nearby King's Point and had a small branch store at Southern Arm.

The sawmill was scaled down in the 1930s, the area's pine stands having been cut out, and many of the people moved to Springdale. By the early 1950s the only inhabitants left were the Verge family, who were soon resettled to Wild Bight (Beachside) *qv*. The road to Southern Arm from Beachside was kept open by winter logging, and in the 1970s some cabins were built there. By the early 1990s there were as many cabins at Southern Arm as there had formerly been homes, while the Saunders family built a sawmill and Southern Arm Sea Farms established a mussel farm at Shoal Arm, to the northeast of the former community. Keith Croucher (interview, Mar. 1993), Murray and Howley (1881), Roland Rowsell (interview, Mar. 1993), *Census* (1891-1945), *List of Electors* (1948; 1955), Archives (A-7-1/K). RHC

SOUTHERN ARM, WHITE BAY (pop. 1921, 54). Southern Arm is a 5 km-long inlet to the south of Seal Cove, White Bay *qv*. It was first settled in the 1880s at Pumbly Cove, just inside its southern headland, by the Pardy family. Pumbly Cove, Southern Arm first appears in the *Census* in 1884, with a population of 5. By 1891 there were 41 people recorded at Southern Arm, which included the Pardys and several new arrivals — the Fradshams and Sparkeses from Conception Bay and the Mackeys and Pollards from the opposite side of White Bay (Sops Arm and Coney Arm). While some of these families lived at Pumbly Cove and were primarily engaged in the fishery, others were living at the bottom of the Arm (where there was a sawmill) or at Path End on the north side of the Arm (where freight and passengers for Seal Cove were landed in the absence of a wharf or anchorage in that community). The peak recorded population for Southern Arm was in 1921, after which many of the people would appear to have left to work at pulpwood camps being opened elsewhere in White Bay. Although a few families remained at Path End, these were probably considered residents of Seal Cove. Southern Arm was used by Bowater's as a pulpwood depot and shipping port from the 1930s until the 1960s, when the completion of a highway network on the Baie Verte Peninsula led to the transport of pulpwood by truck. *Baie Verte Peninsula Regional Study 1960* (1961?). *Census* (1884-1921), *Sailing Directions for Newfoundland 1931* (1931), Archives (A-7-2/P; VS 94), Newfoundland Historical Society (Southern Arm). RHC



Southern Arm, White Bay

SOUTHERN BAY (pop 1991, 139). The community of Southern Bay is located on an inlet of the same name (also known as South'ard Bay), in southern Bonavista Bay. In most early records the name refers to the nearby community of Charleston *qv*, while some early records for Southern Bay also include Princeton *qv*. Southern Bay proper is a community spread along the old railway line and the Cabot Highway on the southeastern side of the Bay.

Southern Bay first appears in the *Census* in 1869, with a population of 109 (including both Charleston and Princeton), most of whom were engaged in the Labrador fishery and had moved into the Bay from older communities to the north, such as Tickle Cove and Red Cliff *qqv*. In Southern Bay proper there was also considerable subsistence farming, and by the early twentieth century there were lobster factories and two sawmills in the community. But after the railway was built through the community in 1911 lumbering became the major economic activity in the area. Railway ties were cut for the local line, timber was sent to the Avalon Peninsula, pulpwood to Grand Falls and pit props exported through Musgravetown. By the 1970s, however, few residents of Southern Bay were

working at fishing or lumbering. Instead, most were employed in service trades or at the Charleston fish plant. Predominant family names of Southern Bay include Breen, Fry, Gould, McCormack, Moss, Prince, Quinton, Russell, Ryan, White, Wicks and Yetman. Roger Brown (1953), H.A. Wood (1952), *Census* (1869-1991), *DA* (Mar./Apr. 1984), *Lovell's Newfoundland Directory* (1871), *Newfoundland Resettlement Program* (1971), *Sailing Directions: Newfoundland* (1986). ILB/LBM

***SOUTHERN CROSS*, S.S.** Built in Arendal, Norway in 1886, the *Southern Cross* served as a Norwegian whaler for eleven years under the name *Pollux*. In 1898 it was bought by explorer Carstens Borchgrevink. With engines and a new name it sailed on its first Antarctic expedition on December 19, 1898, and the next year made marine history by going through the Great Ice barrier to the hitherto unexplored Ross Sea. Sold to Daniel Murray and Thomas Crawford of Glasgow, Scotland, outfitted by Baine, Johnston and commanded by Darius Blandford, it was sent to the Newfoundland seal hunt in 1901 and was the first ship to arrive back in port with a full load (26,563 pelts). It went to the ice each spring for the next 14 years.

In 1914, with George Clarke of Brigus in command, the *Southern Cross* sailed to the Gulf of St. Lawrence with a crew of 173, mostly young and inexperienced sealers from Conception Bay. As it was not equipped with wireless its course, and ultimate fate, can be reconstructed only from other wireless messages and visual sightings. A March 29 report noted that the *Southern Cross* had passed Channel at 6:30 PM with all flags flying. At 11:00 AM on March 31 it was sighted by the *S.S. Portia* (Captain Thomas J. Connors *qv*) about five miles west-southwest of Cape Pine. High winds and heavy snow had reduced visibility to nearly zero, and the *Southern Cross*, low in the water with pelts, could be seen only dimly. It answered the *Portia*'s whistle, but was never heard from again. The S.S. *Kyle qv*, joined later by other vessels, was dispatched on April 3 to search for the missing sealer, but 20 days after the storm the *Southern Cross* was officially declared lost. The *Southern Cross* disaster, with the loss of 173 crew, resulted in the greatest loss of life in any Newfoundland sealing disaster. A Sealing Commission, appointed to investigate the disappearance of the *Southern Cross*, could attribute it only to "An Act of God". The intensity of the storm, the high bulwarks, the heavy load of pelts and a low-mounted engine were all thought by some experienced mariners to have contributed to the disaster. Galgay and McCarthy (1987), H.M. Mosdell (1923), T.B. Rogers (*NQ*, Sept. 1980), Shannon Ryan (1987), Shannon Ryan ed. (1989), Centre for Newfoundland Studies Ship File (*Southern Cross*). ILB

Captain George Clarke

SOUTHERN GAZETTE. This weekly paper was begun on May 29, 1975 by Robinson-Blackmore Publishing Ltd. Devoted mainly to news of the Burin Peninsula, it resembled other community newspapers in the Robinson-Blackmore chain in content and format, with letters to the editor, community reports, entertainment guides, radio and TV listings, a woman's page, sports news, church news and advertising. The paper continued in 1993. Suzanne Ellison (1988), *Southern Gazette* (1975-1993, *passim*). ILB

SOUTHERN HARBOUR (inc. 1968; pop. 1991, 716). The fishing community of Southern Harbour is located on the Placentia Bay side of the isthmus of the Avalon Peninsula, near Arnold's Cove, on the western shore of Little Southern Harbour. The area was surveyed in 1770 by Michael Lane and noted as South Harbour. At the time of the first *Census*, in 1836, 33 people made their homes there. Land was granted to Herbert Whiffen at Little Southern Harbour and Grassy Island in 1838. Twelve Roman Catholic families, including five people born in Ireland, resided there in 1857. Three boats were built to prosecute the shore fishery and cattle and sheep were also kept. There were a number of planters in Southern Harbour in 1864: William Best, Michael Shea, Thomas Smyth and James Whiffen. With the establishment of ten lobster factories in Little Southern Harbour and two in Great Southern Harbour by 1901, the population grew to 66 and 13 respectively. The community had a resident priest, Father Cacciola, by 1904, when family names were Leonard, Lynch, Petty, Whiffen and Best.

In the 1960s, during the resettlement program, more than 400 people were resettled to Southern Harbour from such Placentia Bay communities as Bar Haven, Davis Cove, Red Island, Port Royal, St. Annes and Petite Forte *qv*. To accommodate a larger congregation, a new Roman Catholic church was built in 1967.

Southern Harbour

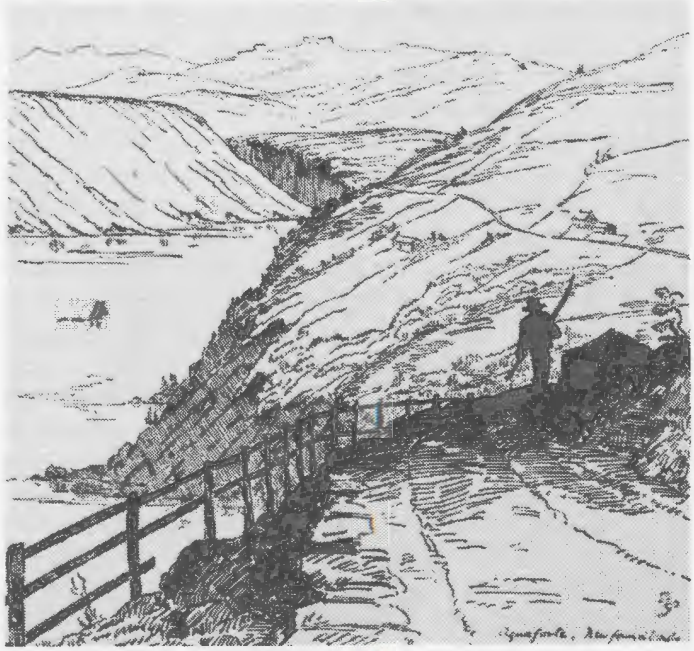
Employment was found in the Come by Chance oil refinery and in the shore and lobster fisheries. Parsons Trucking, established in 1973, was one local business which originally depended to a large extent on the refinery. Port Enterprises Ltd. employed 50 people in the early 1990s, processing groundfish, salmon, herring, mackerel, capelin, squid and lobster. E.R. Seary (1977), *DA* (Dec. 1977; Jan.-Feb. 1990), *Hutchinson's Directory* (1864), *McAlpine's Newfoundland Directory* (1904), *Sailing Directions* (1986), *Census* (1836-1991). ACB

SOUTHERN SHORE. Although the area known as the Southern Shore is without definitive boundaries, it roughly encompasses the east coast of the Avalon Peninsula *qv*, from Bay Bulls in the north to Cape Race in the south, corresponding more or less to the historic district of Ferryland.

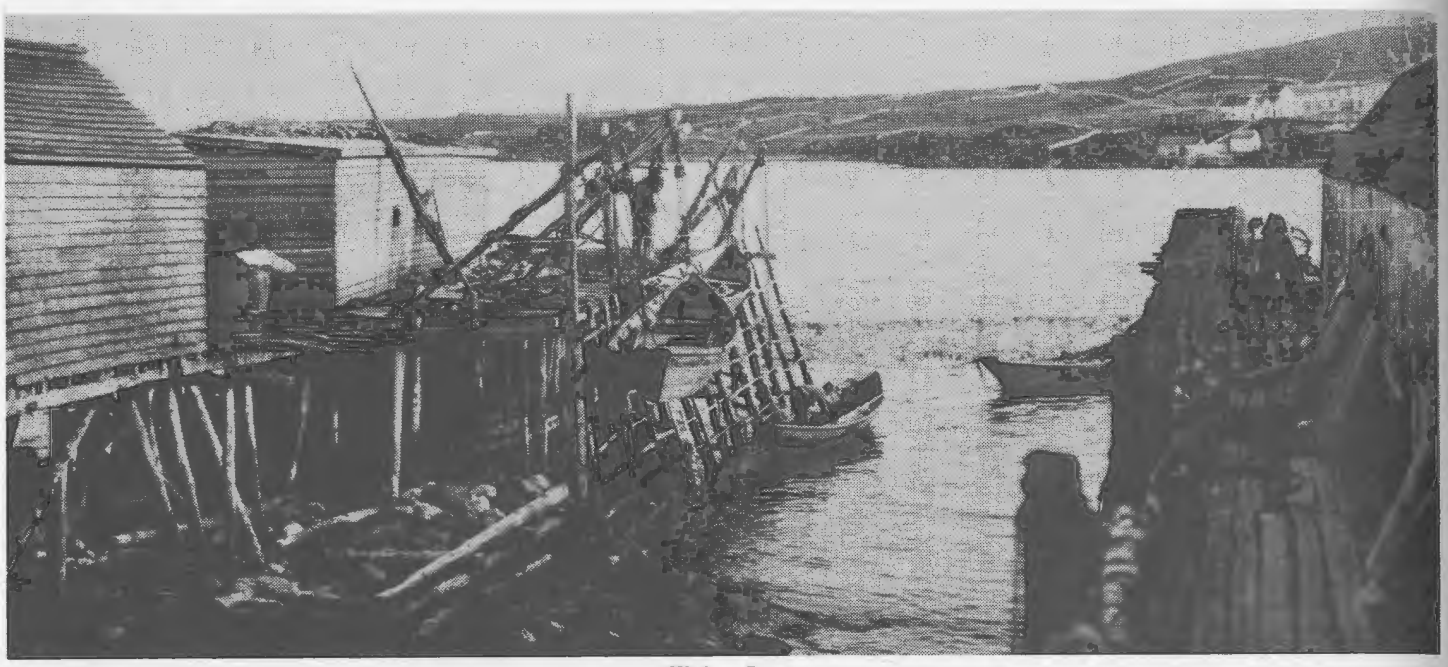
On the Southern Shore in general, from a scenic coastline notable for its many good harbours and deep fiords, the land rises sharply anywhere from 90 to 150 metres to high rocky barrens crisscrossed with innumerable ponds, rock outcroppings and bogs. The greater part of the region is underlain by Pre-Cambrian sedimentary rock and has limited mineral potential; there are no known commercial deposits. The drainage pattern is complex with slow run-offs resulting in large tracts of water-logged land. The area is without major rivers, but many small rivers and swift-flowing streams cut to the coast, usually through narrow wooded valleys. Otherwise, isolated pockets of forest cover, chiefly spruce, occur mainly on the northern portion of the coastal strip. The evidence suggests, however, that forested lands were once far more extensive than they are now, with the majority of coastal inlets providing sufficient sheltered areas of glacial till to grow the needed wood for settlement.

In winter the Southern Shore is one of the warmest parts of Newfoundland. But in summer the moderating influence of the Labrador Current and its associated fogs keeps absolute temperatures within the cool range and delays the onset of the growing season. The area is also one of the wettest in the Province with 1397 mm of rainfall distributed throughout the year. Summers in general become cooler, later and wetter as one proceeds south from Bay Bulls to Cape Race, where the fogs resulting from the chilling of warm Gulf Stream air as it meets the cold Labrador Current greet the visitor on average 4 out of 5 days in July or some 158 days over the course of a year. Far more important, however, geographically the region is located near what have historically been some of the Newfoundland's most productive inshore and offshore fishing grounds.

Highway 10 which follows the coast south from St. John's offers a splendid view of the communities, bays, harbours, hills, barrens, forested stream valleys and bogs that make up the Southern Shore. Most major communities are located within the sheltering embrace of a good natural harbour, small protected bay or fiord-like inlet at the head of which a small area of cultivable land can typically be found. Starting at commodious Bay Bulls harbour, wherein is situated one of only two communities with a population of over 1000 in 1991, the road undulates through the equally populous Witless Bay, 5 km distant, and from there on to Mobile and Tors Cove. At Tors Cove, which lies at the mouth of a large v-shaped valley overlooking a number of small, rugged islands, a secondary road leads to the three neighbouring coastal communities of Burnt Cove, St. Michael's and Bauline East. Southward from Bauline East lies the abandoned community of La Manche, which is barely accessible by road. Moving beyond Tors Cove the main route by-passes Brigus South and Admiral's Cove, in the outer reaches of beautiful Cape Broyle Bay, to reach Cape Broyle proper. From thence it continues to the communities of Calvert (formerly Caplin Bay) and Ferryland. Whereas Calvert reclines in an open bay, Ferryland with its nearly landlocked "Pool" possesses one of the best small-boat harbours on the shore. Aquaforte, Fermeuse and Renews, south of Ferryland, are all situated on narrow, fiord-like indentations extending several kilometres into the high-cliffed



Aquaforte, from a drawing by Rev. William Grey



Witless Bay

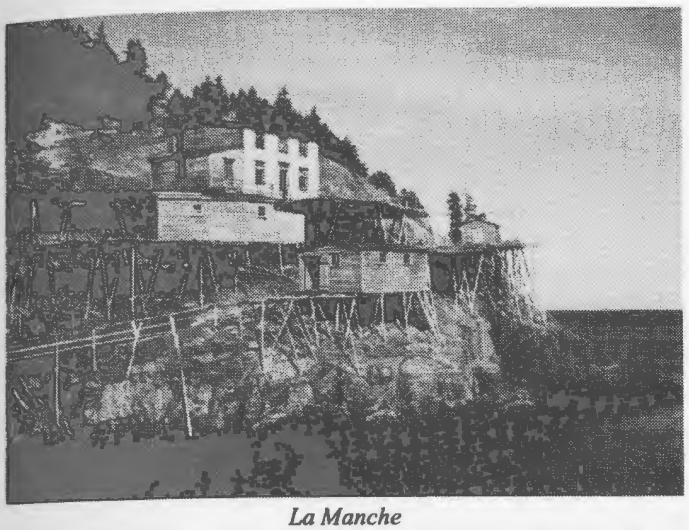
coast. With its steep sides and great depth the harbour at Aquaforte offered early fishermen few moorings until they approached the head of the inlet. Towards the mouth of Fermeuse harbour, on the other hand, the communities of Port Kirwan (north) and Kingman's Cove (south) still exist. Beyond the more gentle-sided Renews harbour with its numerous protected coves, the highway carries on to Cappahayden and then moves inland, by-passing Chance Cove and Cape Race, neither inhabited, to traverse the windswept upland barrens leading into Trepassey Bay.

Aside from the larger settlements of Bay Bulls and Witless Bay, only Renews-Cappahayden, Fermeuse, Ferryland and Cape Broyle have populations in excess of 500, with Calvert, Tors Cove and Mobile recording populations of between 500 and 200. The total population of the Shore is under 7000 people. Municipal government has been organized since the 1960s and most communities are incorporated. There are regional high schools at Ferryland and Mobile and a single large, indoor recreational facility, the stadium at Frogmarsh, on the highway between Mobile and Witless Bay. Communities in the area known as the "lower shore" (the region from Bauline East to Bay Bulls) are not as wholly dependent on the fisheries as are the communities further south, being within easy commuting distance of St. John's. Ferryland has been the recognized administrative centre of the Southern Shore for more than 250 years.

The fishing communities of the Southern Shore are among the oldest in Newfoundland and, indeed, in North America. Rooted in the transatlantic migratory codfishery dating from the turn of the sixteenth century, toponymy suggests that Portuguese fishermen were the first to use the coast, to be followed by the French, Basques and English. Towards the end of the sixteenth century the English gained the Shore, established shore stations and commenced seasonally to prosecute an inshore as opposed to offshore fishery. These shore stations differed considerably in size, by 1677 their summer populations ranging anywhere from a few to as many as 500 men. More importantly, they formed the nucleus of the permanent year-round settlements that slowly evolved. Permanent settlement commenced with the West Country English, but by the early 1760s Irish settlers were the dominant force. In 1760-61, for example, in the five largest communities (in order of size: Bay Bulls, Renews, Ferryland, Fermeuse and Witless Bay) there were 127 families. About three-quarters of these were Irish Catholic, the rest English Protestant. The number of Irish, moreover, continued to grow. The migratory fishery gradually gave way to a resident fishery until by the end of the Napoleonic Wars, the transatlantic fishery was virtually dead.

Aside from the migratory fishery, in the latter half of the seventeenth century the area also played host to a series of colonizing ventures: George Calvert (Lord Baltimore) and David Kirke at Ferryland, William Vaughan and Henry Cary (Lord Falkland) *qqv* at Renews. Each of these ventures quickly lapsed only to leave a few additional settlers behind. There is no archaeological evidence to suggest that the Avalon Peninsula in general or Southern Shore in particular were ever inhabited by native peoples, probably because food resources were restricted. Lacking the reliable return of a breeding harp seal population, and notwithstanding the presence of caribou, harbour seals, nesting sea birds, salmon and cod, it is supposed that native maritime hunter-gatherers never found a way to link the resources of this sub-region into a stable subsistence round.

The settlement pattern of the Southern Shore is typical of that of any long, indented shoreline occupied by sea-borne settlers primarily engaged at inshore fishing. The economy has always been based on fish. This, coupled with the fact that the region is populated today almost entirely by Irish Catholics with only small pockets of Protestant English, means that the



La Manche

Ferryland

Southern Shore possesses a high degree of social cohesion. Over the past century and more the population has remained static, without being greatly affected by either formal or informal resettlement schemes or, aside from periods of economic downturn, by major waves of migration either in or out. Thus it displays a remarkable cultural, linguistic and religious homogeneity to this day. As an outward manifestation of this broad cultural conformity, and heavily influenced by the Roman Catholic church, in the first referendum on confederation with Canada the voters of Ferryland flocked to the polls to cast their ballots, 3364 in total, against confederation. Only 206 ballots were cast in favour and it has been said, moreover, that a number of votes in favour were cast by transient fishermen from outside districts.

Unlike other parts of Newfoundland which in the nineteenth century became heavily engaged in the seal hunt and the Labrador fisheries, the bank fishery and the carrying trade, and because the waters off the Southern Shore were so rich in fish, the labour force has historically concentrated on inshore cod. This was supplemented by a lively trade in bait for the banker fleet. In addition to salt fish production — the economic mainstay until the 1950s — there were various subsistence economic activities: home garden farming (primarily vegetables), the raising of livestock for domestic use, hunting and woods work, for both domestic fuel and building supplies. Commercial agriculture has never occurred on any significant scale. Other sources of employment usually derived from seasonal work or temporary projects: railway building, the seal fishery, World War II military base construction or the construction of hydro-electric generating stations such as those at Mobile, Tors Cove, Cape Broyle, Pierre's Brook, Rocky Pond and Horse Chops. (See ELECTRICITY; in 1994 the Southern Shore was a net "exporter" of power). In the early 1900s whaling factories operated at Cape Broyle and Aquaforte, but they were short-lived. By 1914 Southern Shore residents were served by a spur railway linking St. John's with Trepassey, thereby facilitating the movement of people, mail and goods which formerly could only be transported by sea or over the roughest of roads by horse-drawn vehicles. But like the whaling factories, the railway ceased to operate in 1933, when the tracks were torn up and sold for scrap. Otherwise, there are few monuments to failed industrialization to be found on the Southern Shore.

Although the advent of fresh fish processing in the mid-1950s brought many significant changes, the economic base of the Southern Shore was not substantially altered. The fishery became less traditional, boats and gear more sophisticated and costly. Wage-earning plant workers, many of them women, now dominated the labour force. The major sectors of the economy remained, however, the primary or raw material producing sector (fish harvesting), the secondary or manufacturing sector (fish processing) and the tertiary or service sector. By 1979, a peak year for the fishing industry, there were 13 fish plants operating in the region from Cape Spear to Cape Race (including Petty Harbour). The largest of these, the plant at Fermeuse, directly employed some 200 to 300 people on virtually a year-round basis; it was supported by three offshore draggers during the winter months. The remaining plants depended exclusively on the inshore fishery and were mainly seasonal. At that time there were a total of 1175 people engaged at fishing, 543 full-time and 632 part-time (again including Petty Harbour), representing about 11% of the labour force. A further 26% (1981 figures) were employed at fish processing. In response to the recommendations of the Kirby task force, a major restructuring of the processing sector took place in the early 1980s. Among other things, it resulted in a significant downsizing of the Fermeuse plant. By 1984 only 10 plants were in operation and the number of people employed in the fishery had declined to 762. Declining cod catches in the years after 1984, coupled with smaller fish, led to fears for the survival of the stock. Since 1992 the cod fishery on the Southern Shore has been closed. The harvesting of capelin, crab, lumpfish roe and scallops cannot take up the slack.

The Southern Shore has substantial tourist potential, with special opportunities for outdoor recreation: wilderness hiking, hunting, fishing, canoeing, bird-watching, whale-watching, wildlife observation and

photography. Either within the region or close by there are several unique habitats, three of which have been designated as ecological reserves. They include the 107,000 hectare Avalon Wilderness Reserve, home to the Avalon caribou herd, which in recent years has grown from a few scattered animals to more than 5000. This entire area offers a unique wilderness experience. The Witless Bay Ecological Reserve, comprised of Gull Island, Green Island and Great Island (Peepee is soon to be added), has a total sea bird population of more than 2 million breeding birds, representing the second largest concentration of sea birds in eastern North America. It boasts 780,000 pairs of Leach's storm-petrels, the second largest colony in the world, and 225,000 Atlantic puffin pairs, the largest colony in the western Atlantic. Included as well are black-legged kittiwakes (42,000 pairs), common murres (77,000 pairs), thick-billed murres, razorbills, herring and great black-backed gulls and black guillemots. Gannets can be sighted, and the occasional northern fulmar. The Mistaken Point Ecological Reserve *qv*, located on the coast just beyond Cape Race, is home to the oldest multi-celled fossils on this continent. The only deep-water marine fossils found in the world dating from 620 million years ago are to be seen here. Though not a reserve, the coastline between Bear Cove Point and Portugal Cove South has been identified by the Canadian Wildlife Service as important to sea ducks. There is only one scheduled salmon river, at Renews, but there are other fishing opportunities offered in numerous ponds and streams. Provincial parks can be found at Chance Cove and La Manche. Beyond these obvious outdoor attractions and the rugged beauty of the Southern Shore, there are numerous attractions of historical appeal: fortification and shipwreck sites, lighthouses, churches, graveyards and the museum at Ferryland. Bay Bulls alone holds the distinction of having fallen five times to enemy forces, the last in 1762. The bones of the frigate *Sapphire qv*, scuttled in 1696, lie at the bottom of Bay Bulls harbour; as one of the earliest identified wrecks associated with Canadian maritime history, the vessel represents a significant marine archaeology find. In 1994 an archaeological team was at work uncovering the remains of an early seventeenth century plantation at Ferryland. Galgay *et al* (1983), C. Grant Head (1963; 1976), Patrick O'Flaherty (1992), Paul O'Neill (1983), Peter Pope (1986), "Newfoundland: Introductory Essays and Excursions Guides" (1969), Project Planning Associates (1968), Southern Shore Development Association (1985; 1985?), "Southern Shore Crown Land Plan" (1983). PATRICIA O'BRIEN

SOUTHERN SHORE AND ST. MARY'S BAY WEEKLY. This short-lived weekly paper probably began and ended publication in the fall of 1968 (September 14, 1968 being the earliest extant issue and October 26, 1968 the latest issue located). It contained community and personal news, as well as religious and church news, recipes, TV listings and selected provincial news (usually involving crime and accident deaths). Suzanne Ellison (1988), *Southern Shore and St. Mary's Bay Weekly* (*passim*). ILB

SOUTHPORT (pop. 1991, 134). Known as Fox Harbour until the early 1900s, Southport is a fishing community on the southern side of the entrance to Southwest Arm, Trinity Bay — about 30 km southeast of Clarenville. This snug harbour (one of the most photographed in the Province) attracted early settlement because of its location near fishing grounds around West Random Head and the entrance to Southwest Arm. The harbour also had the advantage of being easily defended: the earliest settlers likely had their fishing premises on Fox Harbour Island.

The harbour was used as an alternative anchorage by seventeenth century English ships, fishing out of nearby Heart's Ease (see LITTLE HEART'S EASE). Heart's Ease was settled by the late 1700s by the Baker family, who were also the first known family of Southport. Thomas Baker was living at Southport in the early 1800s and was recorded there on the 1836 voters' list. In that year the *Census* recorded two families and a total population of 11. Soon thereafter the family name Baker disappeared from Southport, and was replaced by an influx of settlers from the Grates Cove *qv* area, on the opposite side of Trinity Bay. The first permanent settlers of Southport were James Dean (1802-1865) of Old Perlican and James Lambert and Joseph Martin of Grates Cove. These families may have begun winter woods work in Southwest Arm in the 1830s and moved to Southport in the 1840s and 1850s. In about 1870 these early families were joined by Thomas Smith, from Conception Bay. Other surnames of Southport have included Avery, Button, Ivany, Hiscock, Langer, Miller, Pelley, Pond, Seaward and White.

The 1845 *Census* shows a population of 38, increasing to 102 by 1857 (but this figure likely includes Gooseberry Cove *qv*). Southport and Gooseberry Cove, separated by a neck of land only 1 km wide, shared schools and churches: a Church of England school/chapel was located in Gooseberry Cove (as was St. Alban's church in later years), while at Southport the first Methodist school/chapel was built in 1869.

Southport

James Dean was active as a lay reader in establishing the Methodist church at Southport and elsewhere in the Random area. Eventually there were separate school and church buildings of each denomination frequented by people from both communities.

The early settlers were inshore fishing families, but the community also became involved in the Labrador fishery in the 1870s. Early residents traded most catches with merchants at Trinity, but by the 1800s Hickman's Harbour had become the local mercantile centre. In the 1880s Captain Edmund Seaward operated at least one banking schooner and several Labrador schooners from Southport. Early in the twentieth century small merchants began trading into Southwest Arm from Southport (notably Kenneth Smith) and had several Labrador and coasting schooners built in the area, with the Lamberts being the best known shipwrights. Families also continued the tradition of wintering in tilts at a variety of sites in Southwest Arm and Random Sound. Although most seasonal sawmilling work was carried out elsewhere, there was also a small local mill at Muddy Pond and a cooperage mill on Fox Harbour Island (where the Pond family were resident until the late 1800s). Early in the twentieth century, with the establishment of the Grand Falls pulp and paper mill, Southport fishermen drew upon this tradition of woods work to find seasonal employment cutting pulpwood. As the Labrador fishery declined in the early twentieth century, the tradition of working away from the community for much of the year continued, with the emphasis being on woods work and general construction labour. By 1956, when Southport received its first road connection with the Province's highway system, the population of the community had topped 200. By this time, however, the Labrador fishery had died and most fishing was carried out in local waters, for cod and lobster. Fishermen began selling their catches fresh, while a few acquired longliners in the early 1960s, after a small fish plant opened at Gooseberry Cove. Southport became one of the principal centres in Newfoundland for the production of salted or pickled turbot and also developed a mackerel bar seine fishery in the 1960s, with much of this product being pickled and sold to West Indian markets. However, some left the fishery altogether, finding wage labour at Come by Chance or in the Clarenville area — which had an increasing role as a regional service centre as highways were upgraded. Improved roads also made it possible for students from Southport to be bused to an integrated central school at Little Heart's Ease. From the late 1970s a number of families erected homes on the road between Southport and Gooseberry Cove, while others moved to Clarenville. Leslie Dean (MHG 41-O-1-34), E.R. Seary (1977), Ken Smith (MHG 102-B-1-42), *Census* (1836-1991), *Lovell's Newfoundland Directory* (1871), Archives (A-7-2/M; MG 276/15; VS 68), Newfoundland Historical Society (Southport). RHC/LESLIE DEAN

SOUTHSIDE. The land on the south side of St. John's harbour had been claimed by the seventeenth century, when it was mainly used for fishing rooms. It was also the site of several fortifications built to defend the harbour. Construction at Fort Amherst *qv* was undertaken in 1623, and in 1665 the South Castle (replaced by the South Battery in 1794) was built. The first hospital in St. John's was built on the Southside by the British Navy in 1725. Rebuilt during the American Revolutionary War, the hospital was abandoned in 1825. The King's Wharf and Watering Place, and a spruce beer brewhouse were built close to the hospital, around ¼ km east of Riverhead. In 1730 John Bulley (founder of the firm which became Job Brothers) became the first merchant to build premises on the Southside, and by 1795 half of the 20 Southside households were headed by merchants. The merchant practice of building stages, wharfs and warehouses on the Southside while maintaining headquarters on Water Street continued up to the twentieth century, when businesses such as Baine Johnston's, Bowring's, James Baird's, Ayre's and A.E. Hickman's all maintained Southside premises.

As reported by Edward Langman, the Southside had about a dozen residents between 1752 and 1782. In 1795 there was a population of 89, 56 of whom were fishing servants. The population was a mixture of Irish and English, but most of the Irish were servants and owned less than a quarter of the land. Prior to 1845 most land on the Southside was owned by people from Devon or Scotland. By the 1850s the population had grown enough that Edward Feild *qv* ordered the construction of a church (St. Mary's, constructed in 1863). For many years St. Mary's maintained a Seamen's Mission.

Loading seal pelts at Tessier's Southside premises

In the 1860s the Southside was emerging as an industrial part of St. John's. Seal and oil factories were located there, and the docks were used to load and land fish, coal and salt. Coopering was an important Southside industry, and by 1864 John Colton and Edward Cozen had established shops. By 1874 the population had reached 769, with most people living in tall, narrow houses crowded under the Southside Hills *qv*. Although there was little room for physical expansion, in 1911 there were almost 1300 residents, and the area continued to become more industrialized as businesses such as Imperial Oil, Ellis' Stone Crush and Newfoundland Light and Power moved in. During the 1930s settlement took place to the west of St. Mary's church, and the population reached 1654 by 1935. Throughout the 1940s most residents continued to work on the docks or in Southside merchant offices. The area maintained an independent community feeling, despite the fact that residents paid municipal taxes and depended on "going over" Long Bridge to St. John's for supplies and services.

During World War II, the Canadian Army built two barracks on the Southside. Tanks were built into the Hills and several houses were torn down to allow construction of improved docking facilities. The population began to decline, and shrank to 535 by the end of the War. After Confederation, a major blow to the residential and historical Southside occurred when St. John's was brought up to national harbour standards through a series of renovations. Between 1959 and 1964 many houses of Southside East were torn down and much of the Hill dynamited in order to widen the road. St. Mary's Church was demolished, as was the grave of Shawnadithit *qv*, who had been buried in the Royal Navy's Southside cemetery in 1829. Although there are still some residents in the area, with the neighbourhood closest to the Narrows resembling a traditional Newfoundland outport, in 1994 the Southside was primarily a business centre. There were fish plants and oil storage tanks as well as a recycling centre and a cable television studio. The Department of National Defense and the Canadian Coast Guard also had facilities there. Charlene Gear (1988), Paul O'Neill (1975), Helen Porter (1979), Sharon Whalen (1982), *Newfoundland Directory* (1864; 1877; 1885; 1894-97), *St. John's Directory* (1919; 1924; 1936; 1993). LBM

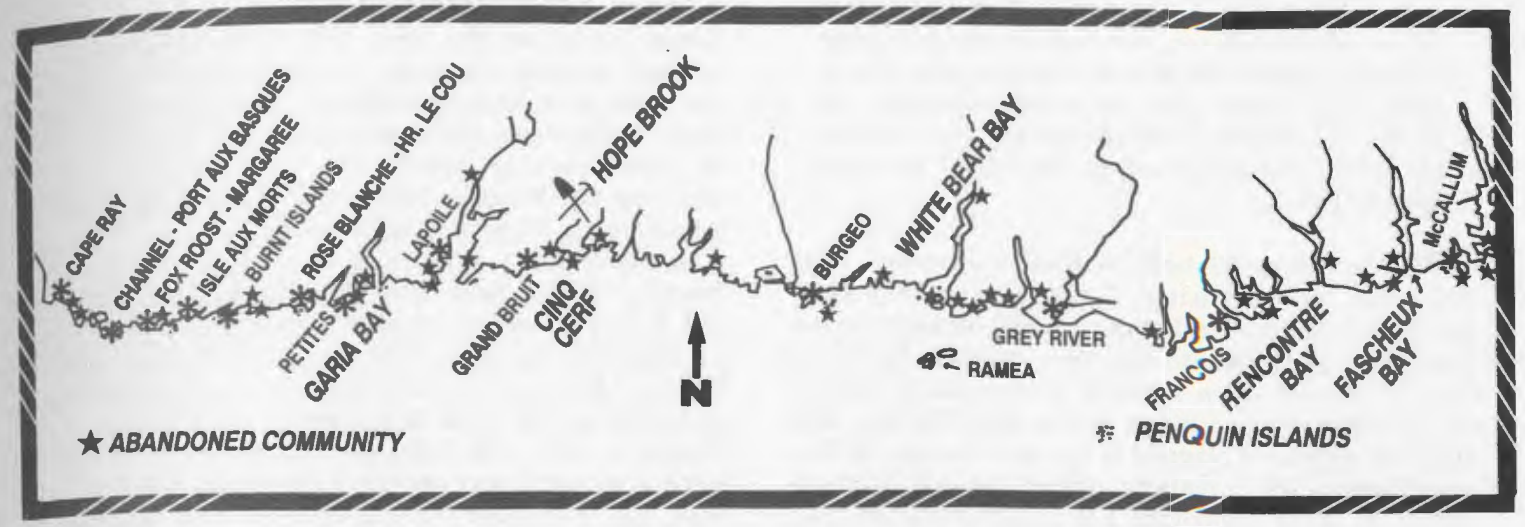
SOUTHWEST ARM (pop. 1951, 9). An abandoned fishing community, Southwest Arm was located at the mouth of an inlet of the same name, directly across Valleyfield harbour from the community of Badger's Quay *qv*. Both Southwest Arm and nearby Safe Harbour *qv* were used as winter harbours for many years by people from off-lying islands (in particular Pool's Island) and were settled in the 1870s as involvement in the Labrador fishery increased in the Bonavista North area. While Southwest Arm was too distant from fishing grounds to support a community of inshore fishermen, early settlers such as the Barbour, Granter, Knee and Pinsent families were involved in the growing Labrador fishery or worked as mariners in the coasting trade. The community first appears in the *Census* in 1884, with a population of 50, increasing to 72 by 1935. Thereafter, the collapse of the Labrador fishery led many people to seek employment elsewhere, while those who remained in the area began to relocate across the harbour to the Badger's Quay, Valleyfield area. By 1955 there were just three residents (Tobias Pinsent, Sam Barbour and Stewart Barbour) and these left soon afterward. John Feltham (1992), *Census* (1884-1951), *List of Electors* (1955), *McAlpine's Newfoundland Directory* (1894). RHC

SOUTHWEST COAST. The Southwest Coast may be defined as stretching from Cape Ray *qv* (the "southwest corner" of the Island of Newfoundland) to Pushthrough *qv*, at the western entrance to Bay d'Espoir. Along this 150-mile coast the land is mountainous and barren and, most especially east of Burgeo *qv*, rises spectacularly from sea level. While there are numerous small islands close to shore west of Burgeo, the major archipelagos are the Burgeo, Ramea and Penguin islands — all off the central portion of the Coast.

The Southwest Coast is dramatically indented by long, glacially-deepened bays and fiords, including (from east to west): Facheaux Bay, Hare Bay, Rencontre Bay, Chaleur Bay, La Hune Bay, Grey River, Bay de Vieux, White Bear Bay, Connoire Bay, La Poile Bay, Garia Bay and Bay Le Moine. For the most part the shores of these bays contain the only supplies of timber on the Coast and were once much resorted to as "winter-houses" by fishing families. A few of these (notably La Poile Bay, White Bear Bay and Grey River) have also supported small-scale sawmilling and boat-building industries, although neither was sufficient to supply local needs. Agriculture might best be described as non-existent — in addition to a lack of topsoil, many communities were located in such steep-sided inlets that there was insufficient direct sunlight even for kitchen gardens.

Geologically, the Southwest Coast is dominated by the volcanic rocks of the Central Newfoundland Dunnage Zone. Until quite recently there had been no mining on the Coast (although in the early 1900s several public buildings in St. John's were constructed of granite quarried at Petites *qv*). However, geologists now believe that in the distant past there was extensive volcanic activity along an arc stretching from La Poile Bay through Red Indian Lake to Pilley's Island in Notre Dame Bay, consistent with the formation of base- and precious-metal deposits. In the 1980s the Southwest Coast became one of the major areas of geological exploration on the Island, although up to 1994 only one mine had been established. The Hope Brook gold mine (in the interior approximately halfway between La Poile and Burgeo) began production in 1986.

Lacking the resource base for the seasonal round of subsistence activities considered a part of the traditional inshore fishery elsewhere in Newfoundland, the



Southwest Coast has been dependent almost solely on the cod fishery. The major fishing areas are the Western (or Rose Blanche) Banks and the Burgeo Bank, as well as the smaller Grey River and Quareau banks (in the vicinity of the Penguin Islands). In addition to these once lucrative fishing grounds, the Southwest Coast has an advantage in that it is free of Arctic drift ice, so that the fishery can be conducted virtually year-round. It is also the region of the Province closest to the major consumer markets of the eastern seaboard of North America. Consequently, the Southwest Coast was the first region of Newfoundland to develop a "fresh-frozen" or industrial fishery. However, this has been a mixed blessing, in that the major fish stocks (particularly on the Western Banks) have long been subject to large-scale fishing by vessels from Nova Scotia, the United States and Europe — as well as from elsewhere in Newfoundland.

The Southwest Coast was probably little frequented by aboriginal peoples in prehistoric times. Some Palaeo-Eskimo *qv* sites have been discovered at the mouth of Bay d'Espoir and near Cape Ray, as well as on the Burgeo Islands. There is no evidence of Beothuk habitation in the historic period, although some visitation appears likely in that the Grey and White Bear rivers in particular offer a natural route to central Newfoundland. Howley reports the discovery of a Beothuk burial site at Rencontre Island, near Burgeo. In the seventeenth and eighteenth centuries Micmac *qv*, crossing Cabot Strait from Nova Scotia, were frequently reported at Port aux Basques and were apparently familiar with the southern interior, while in the nineteenth century there were small bands of Micmac at White Bear Bay and Grandy's Brook *qqv*.

Prior to about 1800 the Southwest Coast was frequented by European fishermen, but was virtually uninhabited. After the French were excluded from the Coast by the Treaty of Utrecht (1713) the coast was surveyed by William Taverner *qv*, who reported that it had been but little used by the French — although he noted that a "little Commonwealth" of French deserters from Cape Breton Island was beginning to emerge at Port aux Basques. In 1765 James Cook *qv* reported only 10 fishing stages on the coast: six in the Port aux Basques-Cape Ray area, one each at Harbour Le Cou and Garia, and two at Burgeo. Cook estimated the summer population at 200 and the winter population at 100 people. In the late 1700s Newfoundland fishermen from the Burin Peninsula began to frequent Cape La Hune and the Burgeo Islands, and soon there was a small resident population at these two places: notably the Anderson family at Burgeo and the LaFosses at Cape La Hune. By 1800 it would appear that the Baker family was living at Garia and the Baggses at La Poile. Channel-Port aux Basques *qv* remained both the major area of settlement (early family names: Gillam, Harvey and Sheaves) and an important gathering-place for vessels engaged in the fishery on the Western Banks.

In the 1820s the first merchant house was established on the coast. The Jersey firm of Nicolle & Co. built a substantial "room" at La Poile and smaller fishing and trading premises at Cape La Hune. People began to move to the coast from inner Fortune Bay, many of them Channel Islanders brought out to Newfoundland by Nicolle & Co., whose Newfoundland headquarters was at Jersey Harbour *qv*. Meanwhile, fishing families from the Grand Bank area were settling at Burgeo. By 1822, when W.E. Cormack visited the Coast, Burgeo was by far the largest centre: there were 12 resident families and another seven or eight in the vicinity. The rest of the 50 or so resident families were scattered — one or two to a harbour. The exception was Channel-Port aux Basques, where there were four families resident year-round and winter quarters for another four or five families who had fishing premises between Cape Ray and La Poile Bay. Cormack also observed that:

> The fishery-grounds in the vicinity of Cape Ray are probably the best on the Newfoundland coast for the resort of fishermen from a distance, they being peculiar in this important point, that the

> cod are always to be found in abundance upon them, and caught at all seasons when the weather is not too boisterous; and then the neighbouring harbours mentioned afford shelter to the fishing craft. The fishery may be commenced here six weeks or a month earlier than at any other part of the coast, and continued in the fall of the year until Christmas.

Many of these "fishermen from a distance" were American, as the United States had in 1818 been granted the right to land at unoccupied harbours on the coast west of Ramea to dry their catches. However, over the next 20 years virtually every tenable harbour on the coast was occupied, as the great Fortune Bay merchant houses of Nicolle & Co. and Newman & Co. *qv* increased their fishing efforts on the Western Banks. In 1839 geologist J.B. Jukes recorded that "Mr. Anthoine [Nicolle's agent] told me that since he came to La Poile he has been obliged to double his stock in almost every year." Meanwhile, the coast east of Cape La Hune was increasingly occupied by families from Hermitage Bay, as Pushthrough began to emerge as a minor mercantile centre. By 1836 there were 778 year-round inhabitants on the Southwest Coast, the largest centres being Burgeo (pop. 143), La Poile (93) and Pushthrough (82).

At that time there was, however, neither church nor school to be found on the Coast. In 1835 Church of England missionary Edward Wix had visited, as did Methodist William Marshall *qv* in 1838 and 1839. Both were appalled by the "ignorance and superstition and depravity" that they found. The first clergy was appointed to the Church of England parish of Burgeo in 1842, and by the end of the decade there were also school/chapels at Pushthrough, Rencontre West, Upper Burgeo, La Poile and Channel. Thereafter the Coast was remarkable in its religious homogeneity, with virtually every village supporting a Church of England chapel and school. Congregations were established at Burgeo and Petites by Methodists from the Grand Bank area but, apart from a small circuit of villages surrounding these missions, converts were few. The only Roman Catholic congregations to be found on the coast were quite small: at Ramea (where the chief merchant family after 1874 was Catholic) and Port aux Basques (where the congregation consisted mainly of railway employees).

In about 1840 Nicolle & Co. began trading at Burgeo, and the firm soon had branches at Channel and Petites in addition to the "fine establishment" at La Poile. Meanwhile, Nicolle's Fortune Bay rival, Newman & Co., was also taking an increased interest, establishing its first Southwest Coast branch at Burgeo in 1844. The 1840s saw a major influx of new settlers to the Coast out of Fortune and Hermitage bays. By 1857 there were more than 3500 people, a fivefold increase in two decades. Burgeo remained the major centre, with a population approaching 800 people. In 1855 the Coast was for the first time represented in the House of Assembly, with Burgeo emerging as the administration and service centre for the district of Burgeo and La Poile.

However, Burgeo soon came to be rivalled by both Channel-Port aux Basques and Rose Blanche-Harbour Le Cou. Newfoundland firms such as Ridley and Co. of Harbour Grace began to take an interest in the Western Banks, as well as in the Gulf seal hunt. Meanwhile, Nova Scotian fishing interests were also increasing their efforts, taking large quantities of herring for bait. It would appear that this increased fishing effort began to take its toll. In the late 1850s catches declined and, to take up the slack, the larger firms began making voyages to the Labrador coast out of both their Southwest Coast ports and Fortune Bay. By the early 1860s a succession of poor fisheries led Newman Co. to withdraw from Burgeo, consolidating its shore operations at Gaultois. Then, in 1863, Nicolle

LaPoile

& Co. failed. Eventually the Jersey firm of DeGrucy, Renouf, Clement & Co. bought premises which had previously belonged to either Nicolle's or Newman's, but the series of poor fisheries continued into the 1870s. Particularly in the La Poile-Rose Blanche area genuine hardship was being experienced: with the departure of Newman's, the failure of Nicolle's and then (in 1870) the bankruptcy of the Ridley firm. DeGrucy, Renouf declined to purchase Nicolle's "big room" at Great Harbour, La Poile, and instead acquired the smaller Newman establishments at Little Bay (in 1994 the site of the village of La Poile) and Burgeo.

In the 1860s and 1870s, then, there was a considerable movement of people out of the Southwest Coast, particularly the areas most affected by Nicolle's bankruptcy. Many of these people found their way to Bonne Bay, which was just opening up as an area of settlement and where DeGrucy, Renouf had a major presence (see NORRIS POINT; WOODY POINT). Others found their way to Nova Scotia, while most of the people of Garia *qv* were persuaded to move to Anticosti Island in 1873. In the late 1800s and early 1900s many small communities west of Burgeo were abandoned, including Cinq Cerf, Wreck Island Harbour, Seal Island, Grandy's Passage, Hiscock's Point and Rocky Barachois *qqv*. Eventually, stocks recovered and local merchants became established in the bank fishery, such as John Penny at Ramea and Robert Moulton and Joseph Small *qqv* at Burgeo. The larger firms continued to maintain banking fleets at Burgeo and Ramea, while elsewhere 10- to 20-ton "skiffs" (typically with six-man crews and later powered by gasoline engines as well as sails) were used in the inshore fishery.

In 1851 F.N. Gisborne *qv* had surveyed a telegraph line along the south coast of Newfoundland, as this was the most direct overland route across the Island. Completed in 1856, the telegraph line ran well inland from most Southwest Coast communities, along the heads of the bays. In use until the turn of the century and the introduction of wireless telegraphy, this line remains the only overland communications link to have been attempted along the Southwest Coast. When the building of the railway across the Island was undertaken in the 1880s and 1890s the route was laid out well to the north, to provide access to the mineral and forest resources of Notre Dame Bay and central Newfoundland. The western terminus of the railway, however, was established at Port aux Basques and from 1898 that port was also the Newfoundland terminus of a ferry service to Nova Scotia. By 1901 there were about 1200 people living in Channel-Port aux Basques, which had come to outrank Burgeo as the major population centre of the Coast.

The next major change in settlement patterns of the Southwest Coast came during World War II, with the beginning of fresh-frozen fish processing. The first fresh-frozen fish plant was established by George J. Penny *qv* at Ramea in 1943 and was soon followed by a plant at Burgeo. By 1951 there were also fresh or fresh-frozen fish plants at Port aux Basques, Margaree and Isle aux Morts. These plants were largely supplied by side trawlers, which came to replace the fleets of banking schooners, while most inshore fishermen had also begun to sell their catches fresh. Accordingly, several small communities in the Burgeo/Ramea area were abandoned (including Coppett, Deer Island, Fox Island, Otter Point and Red Island *qqv*), some without government assistance and some under the first resettlement program. Redfish *qv* became an important commercial catch for the first time, particularly in the deep-water bays.

In the 1960s the side trawlers were replaced by a new technology, the stern trawlers or "draggers". Draggers from Nova Scotia, the United States and European nations also operated extensively, putting further pressure on fish stocks, while in the late 1960s herring seiners came from as far away as British Columbia. Most communities saw their populations decline dramatically, as fishermen moved to the major centres or to mainland Canada. The exceptions were Burgeo, Ramea and the coast west of Rose Blanche. In the early 1960s Rose Blanche, Burnt Islands and Isle aux Morts were connected to Port aux Basques and the Trans-Canada Highway, while each centre along this stretch either already had a fresh-frozen fish plant in operation or soon acquired one. In the late 1960s and early 1970s a second wave of resettlement resulted in the abandonment of virtually all communities east of Cape La Hune (and consequently furthest from the fish plants). In 1994 the only two communities left on this stretch of coast were Francois and McCallum — with a combined population of just over 300 people, as compared to 1500 people in 14 communities in 1945. In the 1980s Southwest Coast fish plants began to experience serious difficulties and several of the largest were acquired by Fishery Products International (FPI) in the 1983 "restructuring" of the deep-sea fishery. Meanwhile, pressure on the Southwest Coast fish stocks continued to mount, particularly in the winter fishery on the Western Banks, as fishermen and fish plant operators from Nova Scotia and elsewhere in Newfoundland turned to the smaller and more versatile "inshore draggers" as one traditional fishing area after another was exhausted. In large part because of the winter fishery and the relatively large capital expenditures required to participate in it, competition for fish stocks on the Southwest Coast has probably been keener than anywhere else in the Province. In the early 1990s, however, the mounting crisis over cod stocks and the eventual moratorium on fishing has caused considerable alarm on the Southwest Coast — where the fishery has traditionally been the only resource industry.

In the 1990s the settlement pattern on the Southwest Coast was very different from its historic one. Of the 1991 population of 14,482, approximately 10,000 lived in the area between Cape Ray and Rose Blanche and a further 3600 at Burgeo and Ramea. Since 1979 and the completion of a road connecting Burgeo to the Trans-Canada Highway, and with a regular ferry service connecting Burgeo with Ramea, there have been only a half-dozen communities without an overland connection to the rest of the Province. In a sense, then, the communities of Petites, La Poile, Grand Bruit, Grey River, Francois and McCallum are all that is left

of the traditional lifestyle of the Southwest Coast. W.E. Cormack (1929), Allen Evans (1992), F.N. Gisborne (1851), C. Grant Head (1976), James P. Howley (1915), Doug Jackson (1993), J.B. Jukes (1843), Kendall and Kendall (1991), Rob Mills (1993), Gerry Penney (interview, Apr. 1994), Shannon Ryan (1986), E.R. Seary (1977), Joseph H. Small (*NQ* Autumn 1940; Christmas 1940; Spring 1941), James A. Tuck (1976), Philip Tocque (1877), Robert Wells (1960), *Census* (1836-1991), *JHA* (1871; 1872), *Report of the South Coast Commission 1957* (1957), *Sailing Directions Newfoundland 1931* (1931). RHC

SOUTHWEST CROQUE (pop. 1956, 39). A resettled fishing community, Southwest Croque was located on the south side of Croque Harbour, about 35 km southwest of St. Anthony. Croque *qv* was a major fishing station for the French migratory fleets and there was a French summer station at the cove on the south side of the harbour, identified on modern maps as Irish Bay. The name Irish Bay presumably was bestowed in honour of James Hope, an Irishman who was *gardien* of the French premises there in the 1850s. In return for acting as caretaker for the French boats and premises, Hope was permitted to settle and fish for cod out of Southwest Croque. By the 1870s the French fishery at Croque Harbour had been largely abandoned and another family, the Wisemans, settled there. The Hopes and Wisemans were the two families recorded in 1921, when Southwest Croque first appears separately in the *Census*, with a population of eight. Southwest Croque was later used by migratory fishermen from Notre Dame Bay, a handful of whom had also settled by 1945 (pop. 22). The inhabitants of Southwest Croque (mainly Wisemans) were resettled to Croque in the 1960s. *Census* (1921-1956), *JHA* (1872), Archives (A-7-2/P). RHC

SOUTHWEST CROUSE. Southwest Crouse (also known as Crouse Neck) is in the southwest corner of Cape Rouge Harbour, on the Great Northern Peninsula. Home to the Byrne family since at least the 1860s, in 1994 Southwest Crouse was considered a neighbourhood of the community of Conche *qv*. Southwest Crouse is separated from the lower part of Conche Harbour by a narrow neck of land and, since a road was built over the neck to connect Conche with the Province's road system in 1969, the two communities have grown together. See also CAPE ROUGE; NORTHEAST CROUSE. RHC

Southwest Crouse

SOUTHWEST PACQUET. See WOODSTOCK.

SPAIN. Spanish involvement in Newfoundland and Labrador dates back to the 1500s when fishermen and whalers, especially those from the Basques province, frequented the area's rich fishing grounds. After about 1600 Spain became primarily an importer, rather than a producer, of Newfoundland fish. Norway and other cod producing nations began to compete with Newfoundland in Spanish markets after 1814. In the twentieth century, Spain once again built up a fishing fleet on the Grand Banks, which in the 1980s and early 1990s has been accused of overfishing. The date of the first Spanish voyage to Newfoundland is unknown, but the fishery appears to have become significant after 1540, while Basque whalers established a large shore station at Red Bay, Labrador. Chateau Bay was the site of another whaling station (see BASQUES; WHALING).

Spain's abundant supplies of salt facilitated a wet cod fishery in Newfoundland. The Spanish fishery, especially that originating from Basque ports, peaked between 1570 and 1580. Anthony Parkhurst *qv*, an English explorer and merchant, reported 100 Spanish fisherman in Newfoundland in 1578. Tensions between England and Spain contributed to a decline in the industry, Spanish ships becoming targets of pirates and privateers. As English and French ships came to the Island more often, the Spanish abandoned the Avalon Peninsula in favour of the south and west coasts. In 1594, 60 Basque ships were reported fishing in Placentia Bay, though most came from the French Basque province. Harassment of Spanish vessels by the English, coupled with a lack of government support for the fishery, meant that by 1597 Spain relied on French Basques for supplies of Newfoundland cod.

Several English merchants were exporting salt fish to Spain in the early 1600s. In 1617, for example, 12 vessels left Plymouth bound for Spain. Cargoes of salt fish also cleared from Dartmouth, Exeter, Poole, Weymouth and Barnstaple. This trade continued throughout the century, disrupted from time to time by periods of war. Competition from Russian and Norwegian sources began to be felt in the Spanish market in the mid-1700s, but Newfoundland still supplied most of the salt fish. During the Spanish War of Independence (also known as the Peninsular War), a treaty granted preferential tariffs to British goods. Cod from Newfoundland was included in the treaty, so that between 1812 and 1814 the Island had a monopoly on the market.

Spanish merchants tended to prefer the higher priced grade of fish (known as Madeira), though heavy-salted Labrador cure became popular in some regions of the country. Newfoundland's salt fish sales

to Spain reached a peak of 400,000 cwt in 1814 — nearly half of the Island's production for that year and all of Spain's imports. But the close of the Napoleonic Wars brought an end to preferential tariffs. The new administration placed heavy import taxes on all salt fish, combining with local tariffs that varied from port to port. The British Board of Trade and the St. John's Chamber of Commerce petitioned unsuccessfully to have the tariffs lowered. Purchases of Newfoundland fish dropped in the 1820s as Norway was able to offer a cheaper product.

Sales of salt fish to Spain varied throughout the nineteenth century, reflecting changes in trade policies. In some years Spain (especially the southern market towns of Cadiz, Seville, Malaga, Alicante and Valencia) remained the Island's best customer. After 1849 the Spanish carrying trade was strengthened. The St. John's Chamber of Commerce noted in 1851 that while 69 Spanish vessels had taken cargoes to Spain, not one British vessel had cleared for that country. Between 1860 and 1864, most of the markets of northern and eastern Spain were lost to the Norwegians though large sales of Newfoundland fish were made to Alicante and Valencia. Demand increased in the mid-1870s but unfortunately coincided with a poor fishing season in Newfoundland. In the period from 1877 to 1914 sales of fish to Spain declined, even though that country was the world's major salt fish market. Preferential tariffs were granted to France in 1878 and to Norway in 1882. The French fishery expanded considerably, while Norwegian fish began to take over the southern Spanish markets previously held by Newfoundland. The Faeroe Islands and Iceland also offered competition. In the years just before World War I there was a slight recovery. In 1911, Job Bros., Bowring Bros. and A. Harvey and Co. began to market their fish in Spain through the English broker George Hawes *qv*. In 1920 Hawes was representing 15 Newfoundland firms including the Tors Cove Trading Co. and Grand Bank Fisheries Ltd.

The 1930s saw growth in Spain's own fishing industry. Merchants organized under government control as the Spanish Importer's Association, and a small national fleet began taking an average of 50,000 dry quintals annually from the Grand Banks. Newfoundland supplied much of the Spanish import market from 1943 to 1945, but at the end of World War II Norway resumed shipments. Spain fell into economic depression in the postwar period and lacked exchange currency to purchase salt fish. Imports were sharply reduced as the country began to rely more on its national fleet. Until 1977 and the establishment of a 200-mile limit Spain took an annual average of 200,000 tons of cod and other fish from the Grand Banks. In the early 1980s Canada charged Spain with overfishing the area, as up to 44 Spanish trawlers fished the Grand Banks, disregarding quotas established by the Northwest Atlantic Fisheries Organization (NAFO). Spain became part of the European Economic Community (EEC) in 1986 and was thereafter a party to NAFO, but allegations of fisheries violations went on. A number of vessels were charged and convicted by Canadian authorities, the dispute culminating in the banning of Spanish ships from Canadian ports, except in cases of emergency. In April, 1992 the Spanish trawler *Pedra Rubia* was confronted by a number of vessels which had left St. John's to protest foreign overfishing. The Spanish fleet was decreased after EEC officials pledged to investigate, but up to 20 factory freezer trawlers and 14 smaller boats remained on the banks, just outside Canada's 200-mile limit. David Alexander (1977), Gillian Cell (1969), R.G. Lounsbury (1969), Shannon Ryan (1983; 1986), Centre for Newfoundland Studies (Fisheries - General). ACB

SPANIARD'S BAY (inc. 1965; pop. 1991, 2198). A fishing and service community, Spaniard's Bay is situated on the northwest side of Conception Bay. The broad indraft known as Spaniard's Bay is separated from Bay Roberts *qv* to the south by a small peninsula while a ridge of hills runs to the northeast. The settlement is spread along the northwest shore of Spaniard's Bay, consisting of Vokey's Shore, Northern Cove, Mint Cove, Green Head and the neighbourhood of Goddenville, just inland. The south shore of the Bay has not been settled, because of rough seas and poor anchorage. Though exposed to high seas during easterly gales, the low shoreline between Northern Cove and Green Head provides relatively safe anchorage. Once considered to be neighbourhoods of Spaniard's Bay, Bishop's Cove and Tilton *qqv* were not included when the municipality was incorporated, while Shearstown *qv* (formerly Spaniard's Bay Pond) is now a part of the municipality of Bay Roberts.

Spaniard's Bay would appear to have been frequented by Basque and Portuguese fishermen (referred to as "Spaniards" by English fishermen) in the 1500s and 1600s. In 1610 John Guy noted a path leading from Spaniard's Bay to Trinity Bay, suggesting at least seasonal occupation of the area. At the time of a French raid in 1705, the Smith and Barrett families occupied Bread and Cheese (Bishop's) Cove, the Smiths claiming to have been in possession of the land since 1625. Gradually, other English fishermen and their families settled in Spaniard's Bay. American traders made frequent visits to fishermen in the area before 1776, exchanging salt, rum and tobacco for salt fish.

Initial settlement of Spaniard's Bay was concentrated at Mint Cove and Northern Cove (described by local historian Eric M. Gosse in his *The Settling of Spaniard's Bay*). Jonathan Sheppard, John Warford, Timothy Collins and William Chipman were living in Mint Cove before 1800, while William Gosse and Robert Gosse, Jr. had a dockyard in Northern Cove in 1790. Thomas Noseworthy and William Porter were living at Green Head in 1796. By 1805, when the total population is estimated to have been about 400, 38 families were occupying 36 registered properties in Spaniard's Bay. Additional family names included Peddle, Kelly, Neil, Besom, Brown, Forter, Phelan, Seymour, Vokey, Butt, Baggs, Baker and Menchion. Most early settlers were of Dorset origin, while Irish immigration to the area increased after 1798.

The local shore fishery virtually collapsed at the end of the Napoleonic Wars, forcing many Spaniard's Bay people to find berths with the larger Harbour Grace firms, initially as migratory fishermen on the Bonavista north "Straight Shore" *qv* and eventually on the Labrador, at such harbours as Dark Tickle, Horse Harbour and Emily Harbour. Though most of the community's population was involved in the Labrador fishery by the 1870s, a few were also involved in the "western boat" *qv* fishery off Cape St. Mary's. From the 1820s to about 1860, Spaniard's Bay builders also supplied vessels for the seal hunt and the Labrador fishery, often for the Harbour Grace merchants. But after William Donnelly of Mint Cove, a renowned shipbuilder, moved to Harbour Grace in 1857 shipbuilding went into a decline.

Most of the settlers in Spaniard's Bay belonged to the Church of England. A chapel had been built in Bread and Cheese Cove by 1818, and there were Church of England and Roman Catholic churches in Spaniard's Bay by 1845. The Society for the Propagation of the Gospel opened a school in Bay Roberts in 1810, and this was available to the children of Spaniard's Bay. The Newfoundland School Society operated a school in Spaniard's Bay in 1829 (taught by Joseph Griffen) and in 1843 a Catholic school was begun in Mint Cove. Goddenville had a Church of England school by 1901. Local Methodists had their own chapel in Spaniard's Bay in 1894. At the turn of the century, 1348 people were living in Spaniard's Bay, while Goddenville first appeared in the *Census* of 1901 with a population of 93. Fishing and farming were the primary occupations, but mining on Bell Island was also important to the local economy. As the prices of salt fish, iron ore and lumber fell during the Depression there was a general movement of people away from the community. The Labrador fishery continued on a smaller scale, supplied by local merchants G. and M. Gosse, Lorenzo Noseworthy and Moses Young *qv*. Mark Gosse and Son and H.W. Sheppard operated lumber yards, and supplied ships' timbers to local shipwrights Abraham Sheppard and Lemuel Barrett. During the 1940s the population of Spaniard's Bay was roughly 1200.

Since Confederation the employment provided by numerous small service enterprises has become increasingly significant to the local economy. In the early 1990s, Golden Ocean Seafoods Ltd. processed groundfish, salmon, char, herring, mackerel and capelin at a plant in Spaniard's Bay. In 1994, with the fishery in a serious decline, most people were employed in clerical, service and construction work in the area. Eric Martin Gosse (1988), E.R. Seary (1977), *Lovell's Newfoundland Directory* (1871), *Sailing Directions Newfoundland* (1986), *Census* (1836-1991). ACB

SPANIARD'S COVE (pop. 1935, 19). An abandoned fishing community in northern Trinity Bay, Spaniard's Cove was located just southwest of Trouty *qv*. Known as Spaniard's Bay up until the 1900s, the Cove was probably settled in the early 1800s. There was a population of 15 adults in 1836. After 1857 the size of the population remained steady at around 30 people, with a peak of 55 in 1911. Spaniard's Cove was described as a small and impoverished settlement by a visiting missionary in 1897, and had a poor and unsheltered harbour. People lived mainly from the inshore cod, herring and salmon fisheries, with some subsistence farming. A Church of England school/chapel was built in 1896. By 1945 the community was abandoned. Family names of Spaniard's Cove included Janes, Miller, Waldron and Wiseman. *Census* (1836-1935), *Diocesan Magazine* (May 1897), *Lovell's Newfoundland Directory* (1871), *Newfoundland Pilot* (1966). LBM

SPANISH ROOM (pop. 1991, 149). The fishing community of Spanish Room is located in Mortier Bay, northeast of Marystown *qv*. The community is ranged around a broad cove formed by a peninsula known as Cow Head. The name Spanish Room is said to derive either from the early migratory fishery or from a time when large quantities of "Spanish" or Madeira-grade fish was dried on the shore. Family traditions indicate that a man named Devereaux settled at Spanish Room in 1837 and that John Dober of Dorset, England was also an early settler. Settlers in the 1800s practised a mixed economy, fishing from the shore and keeping some livestock. Between 1836 and 1857 the settlement grew from 37 to 138 people. John Dober was recorded as a planter in the community in 1871, when there were also three full-time farmers and one person who made a living as a ferryman on Mortier Bay. Family names other than Dober were Cody, Power, Milea, Brake, Clarke, Hanrahan, Pike and Ward. The population fell to as low as 74 in 1884, but then slowly increased. In the early 1900s James Devereaux ran a lobster factory in Spanish Room, but the shore fishery was the primary activity.

Since the 1950s work in service industries at Marystown and seasonal work in construction elsewhere has rivalled the fishery as a source of employment. Most services were provided in Marystown, including periodic visits by a priest to a Roman Catholic chapel noted as early as 1884. The Marystown Shipyard has provided some jobs since its opening in the 1960s, while in the 1980s a steel fabrication and oil rig servicing facility was built at Cow Head. E.R. Seary (1977), *The Burin Peninsula* (n.d.), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1904), *Sailing Directions Newfoundland* (1986), *Census* (1836-1991). ACB

SPARKES, GRACE MARGARET (1908-). Teacher; community worker. Born Grand Bank, daughter of John and Elizabeth (Hickman) Patten. Educated Grand Bank; Mount Allison University; Memorial University. Married John C. Sparkes. She taught in Twillingate in the early 1930s. During the referenda debate Sparkes was an active opponent of confederation, and was a Progressive Conservative candidate in provincial and federal elections between 1949 and 1953. From 1952 to 1957 she was a journalist with the *Daily*

News qv. She returned to teaching at Curtis Academy, in 1959, and later taught at Prince of Wales Collegiate. Sparkes retired in 1972.

Sparkes was active in the founding of MUN Alumni Association, and served on its executive in the 1960s and 1970s. She was appointed to the MUN Board of Regents in 1974, and chaired its nomenclature committee, and for six years headed its appointments committee. She did volunteer service with the YWCA and Canadian Red Cross Society, and was named to the provincial curling hall of fame for her work in introducing the teaching of curling in high schools. Sparkes played the role of Grandma Walcott in the CBC-TV production of Ted Russell's *The Holdin' Ground*, aired in 1987. She is the recipient of several honours. In 1989 she was awarded an honorary Doctor of Laws degree by Mount Allison University, and in 1991 was presented with the MacDonald-Cartier Award by the Progressive Conservative Party. The next year she was named St. John's Jaycees Citizen of the Year. Memorial University has also honoured her: an entrance scholarship in music has been named in her honour, she was Alumnus of the Year in 1986, and in 1992 was awarded an honorary Doctor of Laws degree. *DNLB* (1990), *ET* (Sept. 7, 1989; Sept. 26, 1991; Apr. 9, 1992), *Luminus* (Winter 1987), *MUN Gazette* (Apr. 30, 1992), Centre for Newfoundland Studies (Grace Sparkes). ILB

Grace Sparkes

SPARKES, HUBERT CLAYTON (1922-). Businessman. Born Shearstown, son of James and Emily (Beecham) Sparkes. Educated Shearstown. Married Joyce Hillier. Sparkes worked at the Argentia base in 1941 and the next year started a trucking business. In 1944 he opened a meat market in St. John's, which continued until 1970. This company was the first in the Province to wholesale fresh sausage and pre-cut meats. In 1968 Sparkes bought controlling interest in Hotel Gander and Terra Nova Hotel, and has since acquired other hotels in Corner Brook and Gander, as well as two St. John's clubs. H.C. Sparkes (interview, Mar. 1994), *Who's Who Silver Anniversary Edition* (1974). JAMES MOORE

SPARKES, IAN DOUGLAS (1946-). Educator; artist. Born St. John's, son of Robert and Moira (McCabe) Sparkes. Educated Prince of Wales College; Royal Military College, Victoria, B.C.; Memorial University of Newfoundland. Married Mary Graham. An art teacher, Sparkes has painted in watercolour and acrylic, capturing simple outport scenes. His character and group portraits are a social commentary on the effects of long years of hard work and the bleak prospects of traditional fishing communities. Much of his work has been done as private commissions, for government and business. In 1993 one of his designs, "the last R.C.M.P. Dog-Team Patrol", was selected by the Royal Canadian Mint for the 1994 commemorative silver dollar. Ian Sparkes (letter/interview, Mar. 1994). JOHN PARSONS

"End of the Season", by Ian Sparkes

SPARKES, REGINALD FORD (1906-1990). Educator; politician; writer. Born Jackson's Arm, son of Isaac and Roseanna (Ford) Sparkes. Educated Jackson's Arm; Bishop Feild College; Columbia University. Married Hannah Bugden. Sparkes began his teaching career in Trinity Bay, and also taught at Change Islands. In 1936 he was appointed a supervising inspector by the Department of Education with responsibility for west coast schools, and was based in Woody Point. During World War II he administered the educational service of the Canadian Legion. In

R.F. Sparkes, in the Speaker's chair

1949 Sparkes was approached by J.R. Smallwood to stand as a Liberal candidate for St. Barbe, with the understanding that he would be appointed Speaker of the House of Assembly after the first provincial election. He was Speaker and MHA for St. Barbe until 1956, when he left politics to become manager of the Newfoundland Savings Bank. The Bank of Montreal took over that institution in 1962 and Sparkes remained a special representative with that Bank until 1967. He then retired to his summer home at Hallstown, North River. In his retirement he began to write a weekly column "A Countryman's Notebook", using the pseudonym Jonathan Miles, and in 1981 (under his own name) he published a memoir of his boyhood in Jackson's Arm, *The Winds Softly Sigh*. A collection of his "Jonathan Miles" writings, *Sense and Nonsense*, was also published, shortly before his death in January 1990. Ralph Andrews (1985), Hannah Sparkes (interview, Dec. 1993), *Newfoundland Who's Who 1961* (1961). RHC

SPARKES, STANLEY (1942-). Educator; author. Born Glovertown, son of Gertie (Dowden) and Basil Sparkes. Educated Memorial University of Newfoundland. Married Judy Martin. A teacher in Glovertown and a former member of the Provincial English curriculum committee, Sparkes has written teachers' guides to Bill Freeman's *First Spring on the Grand Banks* and Cassie Brown's *Death on the Ice*. Along with Eric Norman and June Warr *qv*, he edited the textbook *Landings: A Newfoundland and Labrador Anthology* (1984). In 1986 he established a publishing company, Glovertown Literary Creations, which has published several books of local history as well as Sparkes' research and writing manual for high school students, *Search and Shape* (1988), and a collection of his prose, *Bragg's Island Sweetheart and Other Folklore Fantasies* (1988). Judy Sparkes (interview, Feb. 1994), Stanley Sparkes (1984; 1988), *Glovertown in Pictures* (1986-1988), *NTA Bulletin* (Apr. 1973). LBM

SPARKES, WILBUR (1928-). Educator; municipal politician. Born Lynn, Massachusetts; son of Edward G. and Maude (Sparkes) Sparkes. Educated Bay Roberts; Memorial University of Newfoundland. Married Audrey French. Sparkes taught at Hillview, St. John's, Channel-Port-aux-Basques and, from the early 1960s, at the Amalgamated School in Bay Roberts. He was a noted local athlete in both hockey and baseball, and in 1983 was elected to the St. John's baseball hall of fame. Sparkes has been active on the Bay Roberts council since 1964, and since 1981 has been mayor, serving his fourth term in 1994. Wilbur Sparkes (letter, Mar. 1994), *Cap and Gown* (1950), *ET* (Jan. 22, 1994). JOHN PARSONS


Wilbur Sparkes


Walter Sparks

SPARKS, WALTER S. (1898-1988). Labour leader. Born St. John's. Educated Bishop's College; Memorial University College. A clerk employed by the Newfoundland Railway, Sparks is considered to have been "the driving force" (Gillespie) behind the rise of the labour movement in St. John's in the 1930s.

In 1934 Sparks organized a local of the Brotherhood of Railway Clerks (BRC) — one of Newfoundland's first "white collar" unions. Although the Commission of Government initially refused to negotiate with the BRC, Sparks engineered an appeal to the British House of Commons and was successful in achieving recognition in 1936. In 1937 he was a delegate to the founding convention of the Newfoundland Trades and Labour Council (later the Newfoundland Federation of *Labour *qv*) and was appointed to head a St. John's executive committee to organize city workers. He assumed primary responsibility for organizing retail clerks — culminating in the founding of the Newfoundland Protective Association of Shop and Office Employees (NPASOE) in February of 1938. As president of the BRC Sparks continued to be a respected figure in the St. John's labour movement through the 1940s, and in 1948 headed a Railway Labour Executive Board during a strike of railway employees. The next year he resigned his union positions on being appointed to a management position with the railway. See also UNIONS. Bill Gillespie (1986), *DNLB* (1990). RHC

SPARROWS. In insular Newfoundland and Labrador there is a variety of species of native sparrows, some of which are quite abundant. They make up much of the chorus of delightful song that fills our forests, scrub-land and barrens in spring and early summer. This discussion does not include certain other birds of the same large family, which includes warblers, buntings and blackbirds. Sparrows are not flamboyant birds; their usual brown colours are somewhat drab. One very noticeable characteristic of the sparrow group is that in most species the sexes are very similar. The ten species which breed within the Province also breed in adjacent provinces.

The fox sparrow (*Passerella iliaca*) is an early spring arrival. (A few stay all winter, but most go to the southern U.S.A.) Its cheerful song in April is especially delightful, seeming to announce that winter is past. A sturdy sparrow, larger than the house sparrow, with streaked breast and rusty appearance (from which the name), it is often seen on the ground. It is abundant and breeds throughout the Province, except in the mountains north of Nain. The white-throated sparrow (*Zonotrichia albicollis*) is also abundant. It is a medium-sized member of the group, and is distinguished by a conspicuous white patch on the throat. The head

White-throated sparrow

is striped. Its delightful, plaintive song can always be heard in late spring and early summer in open woodland and scrub-land throughout its breeding range, which includes insular Newfoundland and southern Labrador. Its song has been variously described as "Maids! Maids! Bring out the teakettle — teakettle — teakettle!" or "O sweet Canada — Canada — Canada!" There is indeed some variation in the song.

The white-crowned sparrow (*Zonotrichia leucophrys*) is very much like the white-throated one except in details of head and throat. The white on the throat is much less distinct. Its breeding range is more northerly, extending from northernmost Labrador to the Great Northern Peninsula. In more southerly parts of Newfoundland it is sometimes seen in migration. The savannah sparrow (*Passerculus sandwichensis*) is a smaller bird, somewhat striped, and often with a noticeable yellow eyebrow stripe. Subspecies are found throughout most of North America, including the far north. It is abundant throughout the Province, nesting in marshes, old meadows and fields. The Lincoln's sparrow (*Melospiza lincolnii*) and the swamp sparrow (*Melospiza georgiana*) are two very similar species, just slightly larger than the savannah sparrow, and less distinctly striped. They both breed within the Province, and are officially listed as common. They are less abundant and more retiring than the savannah.

The dark-eyed junco (*Junco hyemalis*) is quite abundant throughout most of the Province. The "slate-coloured" form which breeds in Newfoundland and most of Canada was formerly regarded as a separate species. It is a small, dainty bird, dark above with a white belly. The male is appreciably darker than the female. It is distinguished in flight by the flash of white from the outer tail feathers. It nests on or near the ground, and is commonly seen year-round in southern Newfoundland, although its winter range extends into the southern U.S.A. Since the house sparrow has declined in numbers the junco has become increasingly common in gardens and dooryards.

The American tree sparrow (*Spizella arborea*) breeds throughout most of Labrador, and has been reported breeding in insular Newfoundland — where it is common. Its song is very sweet. It winters from Nova Scotia south and west through southern Canada and central U.S.A. The chipping sparrow (*Spizella passerina*) has been known to breed in southwestern Newfoundland, but it is rare. The song sparrow (*Melospiza melodia*) breeds in western Newfoundland, and is occasionally seen in the east. It is not common in Newfoundland. Its habitat is in deciduous shrubbery in open areas such as farms. It is not impressive in appearance, and to the casual observer looks much like other small brown sparrows. It is more easily distinguished by its energetic, frequent and melodious song. Several other native American sparrows are sometimes seen in Newfoundland, but they are rare, and outside their normal range. The house sparrow is an introduced bird, and it belongs to a separate (Eurasian) family (see WEAVERS). Mactavish, Maunder and Montevecchi (1989). CHARLIE HORWOOD

Savannah sparrow

SPEAKER. Later known as the *Avalon Guardian*, this weekly paper was first published by Speaker Publishers, and then by Avalon Guardian Publishing Co. It is not known when the paper first appeared, but the earliest extant issue is dated January 2, 1954, and the last February 14, 1958. Edited by Edgar A. Russell, it called itself "Conception Bay's only newspaper" and was surprisingly political for a small, mimeographed journal. It contained local news and sports, social and church news, and advertisements. Suzanne Ellison (1988). ILB

SPEAR HARBOUR (pop. 1884, 5). Spear Harbour is located approximately 12 km north of Fox Harbour, Labrador *qv* (St. Lewis) and in 1993 was a minor fishing station of Fox Harbour. Spear Harbour was one of the earliest English fishing, sealing and trading posts on the Labrador coast, and was also a fishing community in the early- to mid-1800s.

The harbour takes its name from Spear Point, dubbed Pointe d'Espoir (Hope Point) by the French when they were involved in a migratory ship fishery in the area in the early 1700s. In about 1775 trader Jeremiah Coghlan *qv* made Spear Harbour the headquarters for his Labrador fishing, sealing and fur trading operation, attracted by a harbour suited for large ships, close to headland fishing and sealing grounds, with its inner harbour sheltered by two islets. Coghlan had as many as 50 men employed at his Spear Harbour post and in 1780 was supplied with three six-pound cannon by the Governor of Newfoundland, to defend his premises from the depredations of American privateers. In 1782, however, Coghlan's business collapsed and Spear Harbour was acquired by the firm of Pinson and Noble to serve as a sealing post.

In the 1780s and 1790s English mercantile activities in the area increased, particularly at Battle Harbour *qv*, and winter crews were often left in key harbours such as Spear Harbour, to trap, hunt seals and act as caretakers for the merchants' premises. The harbour was also frequented by American fishermen in the early 1800s, one observer noting 30 vessels in 1830. Newfoundland stationers from the Carbonear area were also using Spear Harbour at about this time and a few eventually decided to settle. By 1850 and the opening of a Church of England mission at Battle Harbour resident families included those of John

Chubb(s), John Hedge and James Poole, as well as families named Cox, Chennix (Sinnick) and Marshall. When the first census of Labrador was taken in 1857 Spear Harbour was one of its largest settlements, with a population of 50, while there were another 35 living to the west (at Murray Harbour and Seal Bight *qqv*) and 50 at harbours just to the south (Little Spear Harbour, Salmon Bight, Petty Harbour *qv* and Deepwater Creek). Most Spear Harbour residents would appear to have wintered at Seal Bight, only about one mile away over a neck of land.

The largest population recorded for Spear Harbour was in 1857. By 1874 there were only three families, with 28 people, further reduced to five in 1884, which is the last time that the community appears in the *Census*. Those families who remained on the Labrador coast year-round appear to have made the usual residence in other harbours (particularly Seal Bight and Deepwater Creek), while others became stationers and spent their winters in Carbonear. While Spear Harbour was suited to larger vessels, trade in the area came to be centred at harbours to the north and south: Battle Harbour and St. Francis Harbour *qv*. However, Spear Harbour remained a gathering place for area residents in some respects: a Church of England cemetery was consecrated in 1869, and after 1888 the Harbour was a regular port of call for the coastal steamers, dropping off and picking up the Carbonear stationers each season, as well as the area's "post harbour". (Visiting in 1903 Rev. P.W. Browne commented that at Spear Harbour was "the smallest post office, perhaps, in existence", with the harbour having no residents and five or six families of stationers.)

In the twentieth century Spear Harbour would seem to have been the summer station for a handful of Carbonear families. The stationer fishery progressively declined and by the 1930s there was only one elderly bachelor fishing there, supplied by the firm of A.M. Earle, which had premises just to the south, at Salmon Bight. Eventually, the Harbour became a summer station for two or three families of Fox Harbour. There were five crews using the station in the summer of 1990. P.W. Browne (1909), A.P. Dyke (1969), J.B.K. Kelly [1870], George Poole (1987), W.H. Whiteley (*NQ* Dec. 1977), *DCB IV* (Jeremiah Coghlan), *Obituary on the Labrador Coast Fishery* (1990), *Sailing Directions Labrador and Hudson Bay* (1974), *Them Days* (Jan. 1991), Archives (VS 113). RHC

SPEARMAN, JAMES MORTON (*fl.*1832-1850). Collector of Customs. Son of Agnes and Brigade Major Spearman of the Royal Artillery. From 1832 to 1849 Spearman served several terms on the Executive Council. He was appointed collector of customs by 1838. Early in 1840, the newspaper *Newfoundlander* reported that Spearman had abused his position with the customs department. He was charged with attempting to gain for himself a 3% interest on public monies deposited in the Bank of British North America prior to the quarterly payment to the treasury. Spearman denied the charges and sought £1000 in damages from the paper and its editor, William Shea *qv*. In July, 1842 the court gave a verdict in favour of the defendant, but the trial revealed that Spearman had indeed tried to gain the interest for himself but that the bank had denied his request. Despite this revelation, he continued as collector of customs until 1849, when he retired on a pension. Gertrude Gunn (1966), D.W. Prowse (1895), *DCB VII* (William Shea), *Royal Gazette* (Dec. 24, 1850). ACB

SPECK, FRANK GOULDSMITH (1881-1950). Ethnologist. Born Brooklyn, New York. Educated Columbia University; University of Pennsylvania. A specialist in linguistics and ethnology, Speck also made contributions to archaeology. He was primarily interested in the Algonkian peoples of the northeastern United States, eastern Canada, Newfoundland and Labrador. He conducted field work among the Innu, Inuit and Micmac peoples of Newfoundland and Labrador at different periods between 1908 and 1935. During one of his trips to Newfoundland he compiled a list of Micmac hunters and their territories on the Island. A meeting with Santu *qv* sparked his interest in the Beothuk, and he spent time at Red Indian Lake and the Exploits River searching for material traces of their culture. As a lecturer at the University of Pennsylvania Speck served various terms as president of the American Folklore Society. He was the author of over 200 scholarly papers and monographs, including *Beothuk and Micmac* (1922) and *Naskapi, Savage Hunters of the Labrador Peninsula* (1935). Frank Speck (1922), *New York Times* (Feb. 8, 1950). ACB

SPECKLED ALDER. See ALDERS.

SPECTATOR. Officially registered September 6, 1915, this weekly paper was published by the Spectator Publishing Co., and managed by H. T. Wiseman. There are no known extant copies of this publication. Suzanne Ellison (1988). ILB

SPEED THE LIGHT. This mission vessel was the second boat owned by the Pentecostal Assemblies of Newfoundland (*Gospel Messenger* being the first). *Speed the Light* was commissioned for use in the northwestern district, and from 1949 to 1955 primarily serviced White Bay, allowing its crew to spread Pentecostalism to outlying areas. A logbook recently discovered allows one to retrace activities during those years: sailing into communities where churches had been established and to others that were unfamiliar with Pentecostalism; and transporting people to and from official functions. *Speed the Light* spent her last days in Labrador. Donald G. Churchill (letter, Feb. 3, 1992), PAON Archives (*Speed the Light* log-book). BURTON K. JANES

SPEEDWELLS. Speedwells or veronicas are members of the snapdragon family of plants (*Scrophulariaceae*). They are low, creeping plants bearing four-petalled blue-violet flowers. Many species abound in Newfoundland and Labrador, frequenting lawn edges, banks of brooks and road banks. Species common in

Newfoundland and Labrador include *V. scutellata* or marsh speedwell, *V. serpyllifolia*, and *V. tenella*. *V. officinalis* or common speedwell and *V. arvensis* or corn speedwell are among the veronicas found on the Island. The species name of *V. officinalis* means "of the shops" and probably refers to early pharmaceutical use of the plant as a tonic and diuretic. Foster and Duke (1990), William A. Niering (1979), Peterson and McKenny (1968), Ernest Rouleau (1978), Frank D. Venning (1984). KATHLEEN WINTER

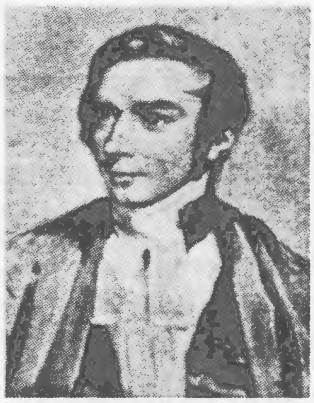
SPENCE, JANIS (1946-). Actress; writer. Born Sheffield, England, daughter of Elwyn and Rosina (Phillips) Jones. Educated St. John's. Married Michael Cook *qv*. Her family emigrated from England when she was 11 years old. In 1969, with Michael Cook and Ray Bellew, she wrote and acted in *Our Man Friday*, a live-to-air CBC-TV comedy program. In 1972 she moved to Toronto and adopted the surname Spence. From 1979 to 1982 she had a leading role in the TV comedy "Up at Ours", dividing her time between Toronto and St. John's. She moved back to Newfoundland permanently in 1982.

Spence has appeared in several Newfoundland theatre productions, notably *Terras de Bacalhau*, and has directed others, including *Hank Williams: The Show He Never Gave*. Her first play, written with Greg Thomey *qv*, was . . . *and this is Bob and Irene*. With Cathy Jones *qv* she wrote *Live Soap*. Her first full-length solo writing project was *Chickens* (1988). In 1990 her play *Cat Lover* was presented. Like much of her work, it delved into dreams and their meanings. The next year she co-wrote *Naked Bungalow* with Jon Whalen and Elizabeth Pickard. In 1992, Spence's play *Walking to Australia* dealt with the domestic, simple concerns of everyday life — another hallmark of her writing. In 1989 Spence wrote a short-lived column for the *Evening Telegram*, and subsequently contributed weekly commentaries to CBC Radio's "Arts Magazine". Karl Moores (*the muse*, June 26, 1985), Janis Spence (interview, Jan. 1994), J.M. Sullivan (*Globe and Mail*, July 23, 1988), *Atlantic Insight* (May 1983), *Newfoundland Herald* (June 9, 1990; Mar. 9, 1991; June 6, 1992). JEAN GRAHAM

SPENCER, ALBERT ROY (1916-1991). Businessman. Born Shearstown, son of Ernest and Elizabeth (Tetford) Spencer. Educated Shearstown; Bay Roberts. Married Marjorie Gosse. At an early age Spencer worked in the cooperage division of William Dawe and Sons of Bay Roberts. In the mid-1930s he worked with the A.N.D. Company in Grand Falls and in 1939 began a trucking business transporting freight between St. John's and Conception Bay. The business expanded during World War II, with the building of the American bases at Fort Pepperell and Argentia, into transporting tradesmen from Conception Bay north to the bases. By 1949 a brother, George, had joined Spencer and his wife in A. Spencer and Co. Ltd. By the 1950s the company owned a wharf and warehouses in Bay Roberts, having diversified into retail sales, shipping and an automotive service centre. Although his activities were curtailed after an illness in 1973, Spencer played a role in establishing a shopping mall in Bay Roberts in 1976 and continued to be active in business until his retirement in the mid-1980s. He died at Bay Roberts on August 28, 1991. David Spencer (letter, Mar. 1994), Marjorie Spencer (letter, Mar. 1994). JOHN PARSONS

SPENCER, AUBREY GEORGE (1795-1872). First Church of England Bishop of Newfoundland. Born London, England. After serving in the Royal Navy for a short time, Spencer took Holy Orders in the Church of England in 1819. He was sent as a missionary to Newfoundland by the Society for the Propagation of the *Gospel (S.P.G.) *qv*. Spencer's first acquaintance with the Island was a short one, as he was soon transferred to Bermuda (at that time a part of the same Church of England diocese as Newfoundland). In 1839 Newfoundland became a separate diocese, and Spencer was appointed its first bishop.

During his term of office — a mere four years — Spencer made himself familiar with the various parts of his territory, travelling soon after his arrival to Conception, Trinity and Bonavista bays, confirming candidates for church membership at five services and examining several hundred school children. The following year he travelled as far as Twillingate, inducting some 4000 people into the Church of England communion in 15 scattered settlements. He spent the summer of 1843 on the Island's south coast, where no priest was stationed at the time. With the Church of England community distributed over a wide area there was a great need for more clergy. When appeals to London headquarters could not satisfy the demand, Bishop Spencer decided that local candidates must be trained as priests. With some financial help from the S.P.G., an old house was obtained in St. John's and six students were enroled. From this small beginning grew Queen's Theological College *qv*. To meet the needs of the most isolated parts of the Island, Bishop Spencer authorized the part-time service of schoolmasters employed in Newfoundland School Society's institutions. The arrangement proved to be less than satisfactory when the Society's Committee decided to deduct from teachers' salaries their earnings in pastoral work.


Bishop Spencer

With a view to providing better service Spencer divided the diocese into districts. The building of churches went on apace, and by the time he left, in 1843, Newfoundland had 65 churches serving its 30,000 members. And just before he left the Bishop laid the foundation stone for the Church of England Cathedral of St. John the Baptist. During his years in Newfoundland Spencer was troubled by poor health.

When he was offered the bishopric of Jamaica he accepted the invitation to work in a milder climate under less arduous conditions. He spent 10 years in Jamaica before retiring to Devon. He died in 1872. C.H. Mockridge (1896), E. Rusted (1970), *DCB X*, *DNLB* (1990). RUTH KONRAD

SPENCER, CHARLES BENNETT (1854-1944). Merchant. Born Fortune, son of John Spencer. Spencer and his brother Thomas inherited from their father a small merchandising business in Fortune. By 1904 Charles Spencer was in business for himself as a general dealer, and the firm soon became one of the largest fishery supply businesses on the Burin Peninsula. Spencer and Fortune businessman John E. Lake *qv* were outfitting schooners for the bank fishery before the turn of the century. A pioneer in this regard, Spencer also built and captained his own vessel on the banks. Like other businessmen in the area, after 1900 he began to sell directly to dealers in Halifax and in Spain and Portugal. Fred Douglas (1973), *DNLB* (1990), *McAlpine's Newfoundland Directory* (1904). ACB

SPENCER, EDWARD SAMUEL (1893-1973). Engineer; politician. Born Pilley's Island, son of Sarah (Roberts) and Edward Spencer. Educated ICS, Scranton, Pennsylvania. Married Daisy E. Sellars. After training as an engineer in the United States, Spencer worked on Bell Island from 1910 until 1921. In 1921 he did some highways engineering work for the Newfoundland government, including topographical and geodetic surveys, and in 1925 began working with the government on a full-time basis.

Spencer was in charge of the construction of the Island's first seaplane base, at Botwood, and from 1940 to 1942 was maintenance engineer at Gander Airport. In 1944 he was hired to supervise construction of the RCAF Station in North Bay, Ontario. By 1946 he had returned to Gander. He led rescuers to the site of a Belgian airliner crash in September, and was awarded a medal of bravery by the Belgian government. Spencer's involvement in politics began when he ran unsuccessfully in St. Barbe district during the 1932 election. In 1949 he was elected MHA for Grand Falls and appointed Minister of Public Works. He held this portfolio until 1957, when he began a seven-year term as Minister of Finance. After being a member for the Grand Falls district for 10 years, Spencer was elected in Bonavista North in 1959. In 1962 he was elected in Fogo district, which he served until his retirement from politics in 1966. During his 17-year career as an MHA, Spencer served for 15 as a member of Cabinet. He died on June 17, 1973. *Canadian Parliamentary Guide* (1964), *Newfoundland Who's Who* (1961), *NQ* (Summer 1961). LBM

Ned Spencer

SPENCER, ERLE ROSE (1897-1937). Writer. Born Fortune, son of Thomas and Clara (Rose) Spencer. Educated Methodist College; Canada Business College, Chatham, Ontario. As a teenager Spencer contracted tuberculosis and was sent to the Grenfell Hospital in St. Anthony for treatment. His ill health continued for the rest of his life. He worked in a Calgary business office for five years. Later he visited Portugal, and during the crossing began his first book, *Yo-ho-ho!*. Leaving Portugal, he became a journalist with the *Daily Express* in London, and also wrote a number of articles for *Pall Mall Magazine*.

Probably Newfoundland's most prolific writer of fiction, Spencer used Newfoundland "as a setting for melodrama and romance, a terra incognita suitable for staging far-fetched adventure"(Rompkey). Most of his books were sea-adventure stories drawing upon his knowledge of rum smuggling between St. Pierre and Newfoundland. His books, which were all published in London, include: *A Young Sea Rover*; *Contraband: A Tale of Modern Smugglers*; *The Death of Captain Shand*; *The Piccadilly Ghost*; *Stop Press!*; *The Four Lost Ships*; *Or Give Me Death!* and *The King of Spain's Daughter*. Spencer remains virtually unknown in Newfoundland, although *Yo-ho-ho!* was republished in St. John's in 1986 (by Creative Publishers). Ronald Rompkey (1985), *WORD* (Feb. 1993), Centre for Newfoundland Studies (Erle Spencer). ILB

SPENCER, JOHN THOMAS (1909-1984). Delegate to the National Convention. Born Pass Island, son of John J. and Frances (Gaulton) Spencer. Educated Pass Island; Normal School, St. John's. Beginning a teaching career at the age of 16, when he took a school at Furby's Cove, Spencer taught for 10 years in a number of communities in the Hermitage Bay-Bay d'Espoir area. In 1935, after teachers' wages had been subjected to drastic cuts, he joined a lumber company at Milltown, where he had been teaching. He worked with pulpwood contractors J. Goodyear & Sons from 1938 to 1940, when he returned to a management role in the Milltown Lumber Co.

In 1946 Spencer was elected by acclamation as Hermitage district's delegate to the National Convention, and was generally a supporter of confederation with Canada. After Confederation he was appointed welfare officer for a large stretch of the South Coast, from Sagona to Cape La Hune. In 1965 he was relocated to St. John's, many of the communities formerly within his area having been resettled. Spencer retired from the civil service in 1974 and died at St. John's on December 10, 1984. M.F. Harrington (letter, Mar. 1989), George Lee (letter, Oct. 1988), *DNLB* (1990). RHC

SPENCERS COVE (pop. 1961, 163). A resettled community on the north end of Long Island, Placentia Bay, Spencers Cove was apparently named in honour of Bishop A.G. Spencer *qv*, the first Church of England bishop of Newfoundland. Evidence of the presence of prehistoric peoples has been found in a low-lying pasture at the northern extremity of Long Island. Two

Spencers Cove

Spillars Cove

small sites of the Dorset *Palaeo-Eskimo Tradition *qv* indicate probable use of the area as a seasonal hunting camp. The Spencers Cove site is one of the southernmost Dorset sites to have been identified.

Permanent European settlement probably began in the mid-1800s, an early inhabitant being John Rodway. By the time Spencers Cove was first listed in the *Census*, in 1857, there were 87 residents — all members of the Church of England. Sheltered from westerly winds by the northern tip of Merasheen Island *qv* and from other winds by a broad, natural harbour, Spencers Cove was well situated to become a trading centre for inner Placentia Bay. Samuel Coffin appears to have been the first merchant in Spencers Cove, from about 1869. Other residents at that time included families of Brownes, Butchers, Peaches, Rodways, Slades and Warehams.

By the late 1800s the lobster fishery of inner Placentia Bay was booming, and there were 11 factories in 1901. The trade in lobsters formed a large part of the business established at Spencers Cove by Alberto Wareham *qv* in the early 1900s, and by the 1930s Wareham was shipping live lobsters to markets in New England. In the early 1960s Wareham's premises were destroyed in a fire and the business was moved to Arnold's Cove by Freeman Wareham. By 1966, Spencers Cove was deserted, except for use as a summer fishing station (largely by former inhabitants who had moved to Arnold's Cove). Brown and Hollett (1992), Urve Linnamae (1971), *Lovell's Newfoundland Directory* (1871), *Census* (1857-1961). ACB

SPILLARS COVE (pop. 1991, 133). A fishing community, Spillars Cove is located just southeast of Cape Bonavista, about 5 km east of the town of Bonavista. The cove is named for prominent pillars of rock on a nearby headland, locally known as The Spillards. Tradition has it that two Bonavista men, Thomas Fleming and William Pearce, were fishing the lucrative inshore grounds near the Cape in the early 1800s, and, landing at Spillars Cove for water, decided that it would make a suitable landing place for small boats. They probably made Spillars Cove their summer fishing station for some years before moving from Bonavista. Another early settler was Jasper Street, whose family moved to their summer residence from Knights Cove. Indeed, for many years after Spillars Cove was settled year-round it, nearby Lancaster *qv* and Cable John were all used as summer stations by families from Bonavista. Spillars Cove does not appear in the *Census* until 1857, when the population was 59 (a number which probably includes a handful of people at Lancaster). The population increased slowly, to a peak of 171 in 1945, but has since slowly declined. After Confederation several families relocated to Bonavista. The resettlement of Fisher's Cove (the Cape Shore), Lancaster and Villa Verde *qv* (Back Side) left Spillars Cove the only remaining community on the Cape. H.A. Wood (1952), *Census* (1857-1991), *DA* (Apr. 1979), Newfoundland Historical Society (Spillars Cove). ILB/LBM

SPILLARS COVE, GREAT NORTHERN PENINSULA. See STRAITSVIEW.

SPILLWAY (pop. 1991, 224). A residential area just southwest of Deer Lake *qv*, Spillway was first settled in 1923 when construction began on the Deer Lake powerhouse, to supply electricity for the pulp and paper mill then under construction at Corner Brook. Soon people began arriving to look for employment, some building shacks along the railway line at Power House Siding. Meanwhile a telegraph operator, William Squires, built a home near the site, just across the projected path of the penstock from the growing town of Deer Lake. This area came to be known as Spillway. Squires's wife ran a boarding house for labourers working on the powerhouse, while his son opened a shop catering to the families living at Power House Siding. In 1929, when Power House Siding was flooded, it was decided that the families living there would have to be relocated, some of them to Spillway. The community first appears in the *Census* in 1945 (as Deer Lake West), with a population of 15. In addition to Squires, common family names of Spillway include Bown, Corbett, MacIsaac and Young.

When the town of Deer Lake was incorporated in 1950 the penstock and power house formed the western boundary, leaving Spillway outside the town. Still,

the community depended on Deer Lake for most services — it was not connected to the highway by road until 1964. Spillway was incorporated as a Local Service District in 1981, and in 1992 was amalgamated with Deer Lake. *Census* (1945-1991), *When I Was Young* (1986). RHC

SPIRITY COVE (pop. 1956, 48). A resettled fishing community, Spirity Cove was located near the southern entrance of Ingornachoix Bay, approximately 12 km south of Port au Choix. The community first appears in the *Census* in 1884, with a population of eight in two families. Two of the earliest known residents were Michael and Thurza Thatchell, from St. John Island to the north, while other early residents include related families named Diamond and Gould (Thurza Thatchell having married William Gould of Flower's Cove after being widowed in 1900). Just to the north of Spirity Cove is another small cove, appearing on maps as Trappers Cove but known locally as Kings Cove, which was used and eventually settled by a family of Knotts, while there were also fishing premises at Mugwan (Wigwam Cove) at the mouth of Hawke's Bay.

In 1921 there were only 16 people recorded at Spirity Cove and a further eight at Kings Cove. But the 1935 *Census* shows 33 at Spirity Cove and 63 at Kings Cove. In 1933 the International Power and Paper Company had begun cutting pulpwood at Hawke's Bay, which encouraged some people who had fishing premises in Spirity Cove or Kings Cove to settle and engage in winter work at Hawke's Bay. New arrivals at Spirity Cove were the Biggins, from Port Saunders, while family names at Kings Cove came to include House, Plowman, Pope and Shinnicks. Subsequently, the population of Spirity Cove slowly increased while Kings Cove declined, with most workers engaged in the lobster and cod fisheries in the summer and in logging at Hawke's Bay in the winter. A one-room school was built between the two coves, but in 1959 many residents were spending much of the winter in Hawke's Bay and were willing to move to a larger centre for better schools. The path between River of Ponds and Spirity Cove was made passable for vehicular traffic, but the road was not extended to Kings Cove (where there were by this time only two families) and it would appear that Kings Cove was only a seasonal station by 1960. Spirity Cove was resettled after the 1966 fishing season, to Hawke's Bay and Port Saunders, although two families remained until the winter of 1968. In 1993 the road to Spirity Cove was still maintained, after a fashion, for the use of lobster fishermen and a few cabin owners. Robert Wells (1960), *Census* (1884-1956), *List of Electors* (1955; 1966), *Sailing Directions Newfoundland* (1931), *Statistics: Federal Provincial Resettlement Program* (1975?), Archives (A-7-2/P). RHC

***SPITFIRE* H.M.S.** The *Spitfire* was the first steamer to come to Newfoundland. It sailed into St. John's on November 5, 1840, bringing troops from Halifax for garrison duty. J.B. Jukes *qv*, who was on it when it left St. John's, noted that its appearance caused "[great] wonder and admiration. . . among the population of St. John's." Archbishop M.F. Howley's *qv* account was more descriptive: "What seemed to be a ship on fire, with a great, curling black cloud of smoke vomiting forth from the depths of her hold, was seen entering the Narrows. . . [a] strange monster of the deep. . . [which] left its long, roiling, yellow-black steamer of smoke behind it, filling up the whole gorge of the Narrows. . . [on] the sides of this phantom ship were two wheels which splashed and churned up the placid waters of the basin, leaving a great, wide, seething wake behind, which spread in ever widening circles, dashing the waves up to Pancake and Chain Rock on either side, and almost swamping the fishing boats, whose occupants stood nearly paralysed and unable to move out of the way. . . ." (*Atlantic Guardian*). This "great

Spirity Cove

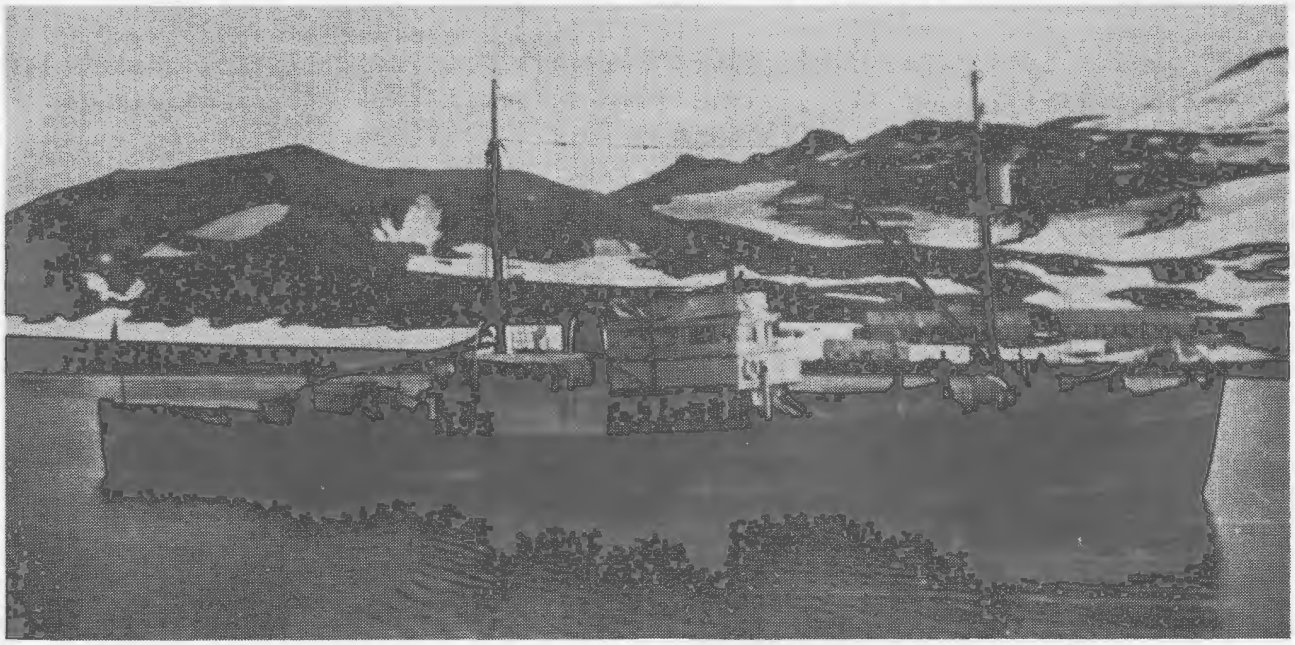
marvel of engineering,'' which had attracted so much curiosity in St. John's, was lost on October 6, 1842. J.B. Jukes (1842), Michael P. Murphy (*Atlantic Guardian*, Apr. 1957), *ET* (Aug. 25, 1986), *NQ* (Dec. 1920), Newfoundland Historical Society (*Spitfire*). ILB

SPLINTER FLEET. As a result of a 1942 Board of Trade recommendation that ships be constructed in Newfoundland with Newfoundland materials, ten identical 500-ton wooden vessels were built at Clarenville between 1944 and 1947 for the Department of Natural Resources. Designed by William J. Roue, and named for Newfoundland settlements (Bonne Bay, Burin, Clarenville, Codroy, Exploits, Ferryland, Glenwood, Placentia, Trepassey and Twillingate) they were to be used as minesweepers and cargo ships.

In November 1944 the *Clarenville*, the fleet's flagship, was commissioned for the passenger/freight service on Newfoundland's northwest coast. After Confederation, it was purchased by Canadian National Railways for the coastal service. It was later acquired by S.W. Mifflin Ltd. of Catalina, to be used as a maritime museum, and in 1981 was sold in Ontario as a floating restaurant. The *Twillingate*, now the *Avalon Voyager II*, was also operated as a floating restaurant by the same owners. While en route to Owen Sound, it developed engine trouble in a heavy gale on October 30, 1980, and sank. The *Trepassey*, chartered by the Royal Navy in 1946/47, made two trips to the Antarctic. The second trip — the British Grahamland Expedition — provided weather reports for the Falklands and its dependencies. (The *Trepassey*'s image appeared on a 1947 Falkland stamp commemorating the event.) On returning to St. John's, it engaged in the fish-carrying trade. In 1950 it was purchased by the Winsor Trading Co., and chartered by CNR for the northern Labrador service. As an icebreaker in the 1950s, it assisted Bowater's paper-carrier ships in the Bay of Islands. Sold in 1962 to maritime shipping interests, it sank July 19, 1964 while servicing an oil rig in the Sable Island area, following a fire in the engine room.

Launching the Clarenville

After Confederation, most of the fleet were sold to private interests. The *Bonne Bay* was wrecked at St. Shott's in 1946, while en route from Halifax to St. John's. The *Placentia*, bought by H.B. Dawe Ltd., was chartered to carry fish to the Caribbean. The *Exploits* was also purchased by the Dawe company, which later sold it to mainland interests. It was lost at the seal hunt in the Gulf. The *Glenwood* (with the *Exploits*) was chartered for the seal hunt in 1952, and was later sold abroad. The *Twillingate* was sold to T. Hollett and Sons of Burin, and in succession to Puddister and Bennett and to an Ontario firm for service on the Great Lakes. Puddister Trading Co. acquired the *Burin* and *Codroy*. The *Burin* sprang a leak and was lost with a load of fish, while the *Codroy* (later under the names *Avalon Trader* and *Northern Trader*) was sold to mainland interests and, with the *Glenwood*, was crushed in the ice floes in the Gulf. Andrew Horwood (*BN VI*), Centre for Newfoundland Studies Ship File (*Clarenville; Trepassey*). ILB



The Trepassey *in Antarctic waters*

SPONGES. Sponges are aquatic animals belonging to the phylum *porifera*, with pores in their body walls and rigid internal skeletons. The most primitive of multicelled animals, sponges are permanently attached to the sea bed and account for a large part of the sea bed fauna. They also exist in fresh water. There are over 5000 species of sponges worldwide, occurring in a wide variety of shapes, colours and sizes. Sponges are filter-feeding organisms which continuously pump water through their tissues to collect microscopic plankton.

The scientific study of freshwater sponges in Newfoundland was carried out as early as 1885, when Nova Scotian Alexander H. Mackay accompanied naturalist Rev. Moses Harvey *qv* to Virginia Lake. Mackay later published an account of two previously unknown freshwater species they found. Despite this early beginning, there has been no thorough inventory made of sponges in Canadian waters. A study of the waters of Terra Nova National Park, however, has revealed no fewer than eight different species present. Though filter feeders, sponges may cause damage to commercially important shellfish. The common *cliona celata*, for example, is a boring sponge which has been known to cause damage to scallop and mussel shells. Patricia Bergquist (1978), Deichman and Bradshaw (1984), A.H. Mackay (1886). ACB

SPOON COVE. Just south of Upper Island Cove *qv*, Spoon Cove has been considered a part of that community since 1965. Frequented by migratory fishermen in the 1700s, the cove was home to settler Nicholas Dobbin by 1770. Twenty years later the Dobbins had been joined by the families of James Byrn, Michael Power, William Sharp and Elizabeth Lynch. In 1994 common family names of Spoon Cove included Dobbin, Lynch, Sharpe and Clarke. Spoon Cove appears in the 1836 *Census*, with a population of 32 and with all the men involved in the Labrador fishery. The Labrador fishery, along with a modest shore fishery and some farming, supported a population of 122 by 1884. The Clarke family in particular traditionally fished out of such Labrador harbours as Corbett's Harbour, Webber's Harbour and Five Islands.

Mining became increasingly important in the early twentieth century as men commuted to work on Bell Island. With the decline of the Labrador fishery by the 1940s most people were working away from the community, many at the Argentia naval base and a few in the Labrador fishery. Apart from the Dobbins, most people of Spoon Cove belonged to the Church of England and attended religious services and school in Upper Island Cove. E.R. Seary (1977), *DA* (Mar.-Apr. 1989), *List of Electors* (1849), *Census* (1884-1945). JOHN PARSONS/ACB

SPORT NEWFOUNDLAND AND LABRADOR. This voluntary organization was established in 1972, as the Newfoundland and Labrador Amateur Sports Federation, to promote amateur sport throughout the Province. Its name was changed to Sport Newfoundland and Labrador in 1990. In 1994 approximately 40 governing bodies for various amateur sports in the Province were members. Sport Newfoundland and Labrador delivers programs and provides information services to members, and represents amateur sports organizations in dealing with government and the media. In addition, Sport Newfoundland and Labrador administers awards for the provincial athlete, coach, team and executive of the year; as well as for the Newfoundland and Labrador *Sports Hall of Fame *qv*. Glenn Normore (interview, Jan. 1994), *Sport Newfoundland and Labrador* (pamphlet, n.d.). RHC

SPORTFISHING. The Atlantic salmon in both its sea-running and land-locked forms is probably the most popular game fish native to Newfoundland and Labrador. Large lake trout and brook trout are also sought after, as are giant bluefin tuna. Among the game fish introduced to the Province are varieties of pink salmon, brown trout and rainbow trout. Early efforts at promoting tourism were aimed almost entirely at foreign sports fishermen and hunters, who began visiting the Island in the late 1800s. Most of these men were interested in big game trophies, but a few came armed with fishing rods and flies. Charles Hallock, a writer for the American publication *Harper's Magazine*, was one of the latter. His book, *The Fishing Tourist: Angler's Guide and Reference Book* (1873), briefly surveyed the rivers of Newfoundland. Although several of the rivers of northern Labrador also afforded good fishing, Hallock noted that "a trip to this inhospitable land can hardly be recommended, unless indeed the angler be enthusiastic enough to volunteer for a Polar Expedition".

As an early conservation measure, a group of anglers formed the St. John's Game Fish Preservation Society. John Martin, a member of the Society, introduced brown trout to Long Pond from Scotland in 1884. A few years later, R.A. Brehm *qv* placed rainbow trout eggs from California in the Long Pond hatchery. This species was also raised at Murray's Pond hatchery. Hybrids of salmon and brown trout were released into Quidi Vidi in 1889. Release sites of trout included Whiteway's Pond and Robin's Pond near Torbay, and Hodgewater, Clement's and Lee's ponds.

Early anglers

The Southeast River at Placentia became a popular spot for anglers. A hotel run by Edward Fulford catered to visiting sportsmen in the community of Southeast Placentia. A number of small inns and hotels around Conception Bay also attracted sports fishermen. The railway made many streams and rivers accessible on the west coast and in central Newfoundland. From at least 1911, "trouter's specials" ran from St. John's. The most popular of these trains was the annual 24th of May excursion, the departure of which marked the beginning of the trout fishing season. Popular magazines of the first two decades of the century frequently printed accounts by visiting sportsmen. The *Newfoundland Quarterly*, for example, carried a series of illustrated articles on camping, hunting and fishing in Newfoundland. Some visiting sportsmen wrote books on their experiences. C.H. Palmer's *The Salmon Rivers of Newfoundland* (1928), for example, surveyed the main fishing rivers and streams. It included some practical advice for tourists, cautioning them that, "The guides expect to be supplied with tobacco and look on it as part of their hire". As sportfishing became more popular, the Game and Inland Fisheries Board placed limits on the number of salmon which could be taken in a day or a season. The trout fishery, however, was much less regulated. After World War II, a number of commercial fishing and hunting camps were established near Gander, Conne River, Grand Codroy, Portland Creek, White Bear River and Forteau among other sites. These commercial camps catered largely to American, Canadian and British tourists.

The first tuna fishing tournament in Newfoundland was held in 1937, the sport attracting a small but dedicated following. Lee Wulff *qv* promoted the idea of an expanded tuna fishery to the Newfoundland *Tourist Development Board *qv* and a survey was commissioned in 1940. It was not until 1956, however, that the Tourist Development Office of the Department of Economic Development purchased two tuna boats to encourage this fishery. The venture was successful and the boats were sold to private interests in 1959. Within a few years there were more than a dozen charter boats in Conception Bay and Notre Dame Bay. In 1958 biologists with the Fisheries Research Board attempted to introduce Pacific salmon to Newfoundland. Eggs of British Columbia pink salmon were hatched and released at several sites. The experiment met with some limited success, especially on the North Harbour River in St. Mary's Bay. But the project was abandoned after 1966 when it became apparent that the salmon had failed to establish a self-sustaining population.

Salmon fishing

Regulations requiring non-residents to employ licensed guides in the Province helped an expanding outfitting trade. By 1977 there were 32 commercial sportfishing camps in Labrador, the most northerly being Umiakovik Char Camp near Okak Bay. Most camps were in the vicinity of Lake Melville, which was easily accessible by air. In 1989 there were 87 outfitters in the Province, 22 of whom had operations in Labrador. The fishing camps generally ran from June to September, attracting sports people from the northeastern United States, central Canada and elsewhere.

By the early 1990s it had become apparent that salmon stocks in Island rivers were in decline. In 1992 the Canada Newfoundland Agreement for Salmonid Enhancement Conservation was signed by the federal and provincial governments. Scheduled salmon rivers on the Island became subject to closure and outfitters were forced to offer catch and release programs, while most of Labrador's 47 commercial camps in 1994 offered fishing for Atlantic salmon, lake trout and brook trout. Arctic char, pike and whitefish were also taken. Catch and release methods were also used in Labrador as a conservation measure. There were critics of catch and release policies, however, who argued that fish returned to the water usually did not survive.

The sportfishery has supported tourism in Newfoundland and Labrador since the nineteenth century and has helped develop the outfitting industry. It has remained a popular pastime for residents and tourists, despite the demise of the "trouter's special", a train run for anglers. Enthusiasts could often be seen fishing near the sides of highways, where licenses were not required for either residents or non-residents. There were several trout farms and other game fish hatcheries in operation in the Province in 1994. See also SALMON, ATLANTIC; TOURISM; TROUT; TUNA. R.I. McAllister (1964?), C.H. Palmer (1928), *BN III*, *NQ* (passim), *Newfoundland Sportsman* (Winter 1994), *Outfitting Overview* (1989), Smallwood Files (Salmon; Tourism). ACB

Playing street hockey at Tilting

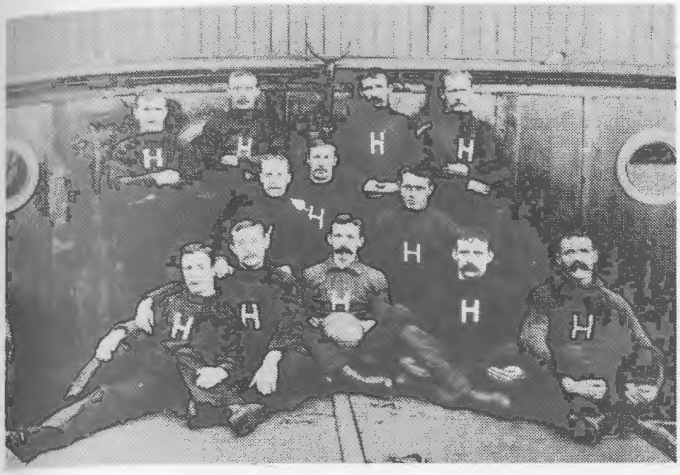
SPORTS. Sport and competitive games probably originated as a means of sharpening skills necessary for survival. Thus the first sporting events in Newfoundland and Labrador were likely running races, target shooting, tests of strength and other contests held among aboriginal peoples. Among the Labrador Inuit, such games were often held during the winter as part of large social gatherings. Some of these skills, such as archery, canoeing and snowshoeing, later became popular among non-natives both as sports and as recreational activities. Archery for example, was practised at the Newfoundland Archery and Lawn Tennis Club in St. John's, and snowshoeing was popular as a winter activity for men and women around St. John's in 1877 when the Terra Nova Snow Shoe Club was formed. Canoes and kayaks were of course used for transportation, but more recently have gained in popularity for recreational use.

Some of the games played by native people and settlers in Labrador have been incorporated into the annual Labrador Winter Games, held in early spring since 1983. Contests included the blanket toss, tug-of-war, dogsled races, spear throwing, ball games and tests of strength and agility. One of the more unusual competitions is the Labrathon, designed especially for the Labrador Winter Games. It involves travel by snowshoe and sled, building a fire and boiling a kettle, sawing a log, target shooting and cutting a hole in the ice.

TRADITIONAL GAMES. A variety of games played in Newfoundland and Labrador were played most frequently in the relatively idle months of winter. Even team games such as soccer and cricket were often played on the harbour ice — in many outports the only level "ground" to be found. Tests of strength such as "Tug o' War", "Rise the Grey Mare" and "Start the Cask out of the Cargo", were particularly popular pastimes in the winter-houses or logging camps. A speed-testing game was "Grump", in which four players would stand on bases or in the corners of a room. A fifth player would try to steal an empty place as the other four changed bases. (This game had an added challenge when played on a wharf. It is presumed that this was the origin of the name, as a grump is a wharf pile to which boats are tied.) Other running or chasing games included "Scout" and "Wooly, Wooly, Wolf". In the latter, one player stood a distance behind the rest and on a signal tried to catch as many as possible before they crossed into a safe zone called the "goolos". Goolos was the name applied to the home base or safe zone in a variety of children's games, and in many parts of the Province the children's game of tag is called goolos.

The name "goolo" or "goals" was also applied to soccer in some parts of Newfoundland. Often played with an inflated pig's or cow's bladder, soccer was the most widespread team game prior to Confederation. Other early team games include "hurley", a traditional Irish field sport using sticks and ball, "rounders" and "cat". The later two are traditional English stick-and-ball games, which evolved into baseball in nineteenth-century America. In rounders four rocks were set up as bases, while in cat the bases were holes in the ground or ice (variations were called "two-hole cat" or "four-o'cat" depending on the number of bases and players). A major difference between cat and baseball is that each hole or base was guarded by a batsman. Thus both cat and rounders have some similarity to cricket — a popular early sport in St. John's, Conception Bay and on parts of the northeast coast. In each game, outs were made by catching a batted ball on the fly or by the field team taking possession of a "base". In cat, outs were recorded by throwing the ball into a hole while the batsmen were changing bases in order to score runs. Cricket batsmen could be put out by knocking over the wicket with the ball, while a runner between bases in rounders could be tagged or "plugged" by a thrown ball. "Piddley" (or "tiddley") was a popular children's game. To play, one stick about a foot long was balanced on two stones. A second stick, about three feet long, was then used to hook the shorter stick into the air and bat it. If not caught by the opposing team (making an out) the distance the short stick flew was marked with stones, with the winning team being the one that achieved the greatest distance (measured by lengths of the longer stick). While children's games and winter pastimes may be regarded as having been the beginnings of sports in Newfoundland, the work ethic had little toleration for "scuffin' the taps off yer boots, kickin' ball". However, garden parties or church "times" often featured games such as skittles (bowling) and quoits (a ring-toss game, often played with horseshoes), horse- and foot-racing or even a game of soccer or cricket.

SPORTS HISTORY TO 1939. Apart from horse races and rowing competitions, the earliest sports were probably matches played by members of the military garrisons in such team games as cricket and soccer. One of the earliest recorded instances of the playing of sports is from the winter of 1812, when troops at St. John's were encouraged to play hurley on the harbour in order to keep warm. Reference was made in 1824 to the St. John's Cricket Club. There are also anecdotal



Soccer team of the S.S. Home

accounts of regular cricket matches played between officers of the St. John's garrison in the 1820s and 1830s, while the sons of Water Street merchants are also reported to have taken up the game. In 1833 the Carbonear Cricket Club announced in a Harbour Grace newspaper that they were prepared to take on "all comers".

In St. John's the most eagerly anticipated sporting events were cricket matches between the garrison and the crews of visiting warships. The first "Newfoundland" sports team was also a cricket eleven, which competed in an intercolonial match in Halifax in 1871. The first regularly scheduled games were those of the St. John's Cricket Association, formed in 1879. By 1886 there was an inter-town league in Conception Bay, with teams from Brigus, Carbonear and Harbour Grace. Employees of the Anglo-American Telegraph Co. at Heart's Content also fielded a cricket team. The first inter-collegiate sports association was a cricket league formed in 1893 among the denominational colleges in St. John's.

The next sport to gain widespread popularity was soccer. As in the case of cricket, the first clubs were apparently organized to challenge visiting warships. One such club was known as "Gemmel's men" or the "Terra Novas", formed by employees of Hugh Gemmel's Terra Nova Foundry. St. Andrew's Society *qv* also fielded a football club, made up of Scottish apprentices. The team joined the first Newfoundland Football League (along with the *Star of the Sea, the *Benevolent Irish Society and a team sponsored by stationer George Knowling *qqv*), formed in 1890. Football soon superseded cricket in popularity. Organized schoolboy cricket died out after 1907, when St. Bon's dropped out of the intercollegiate league. The St. John's senior league was inactive by 1914, when the Pleasantville cricket ground became a camp and training ground for the Newfoundland Regiment.

The turn of the century saw significant developments in sport in St. John's — still the only town where recreation had become organized. In the 1890s the construction of a railway brought a significant influx of Canadian-born employees of the *Reid Newfoundland Company *qv*. The Reids had the money and inclination to upgrade sports facilities. The most notable example of this was the Prince's Rink, for ice hockey, constructed in 1898. In 1899 Robert G. Reid Jr. *qv* organized a team among railway employees, with the first matches being played against a team of bankers. R.G. Reid Jr. and the bankers were also among the small group that introduced another North American team sport, baseball, a few years later.

The early 1900s saw a significant increase in the popularity of spectator sports. In the 1890s the major religious denominations sponsored boys' brigades, including the Catholic Cadet Corps, Church Lads' Brigade and Methodist Guards Brigade *qqv*. The brigades drew on a much wider membership than the colleges, and were soon involved in virtually all aspects of sports. Not only did the brigades sponsor boys' teams and tournaments, but the senior city leagues in most sports soon had teams of brigade or college "old boys", ensuring that rivalries continued. The brigades also took a general interest in encouraging fitness and were able to utilize their "armories" for indoor training and some indoor sports. The first purpose-built indoor facilities were at the King George V *Seamen's Institute *qv*, which opened in 1912 and included a bowling alley, gymnasium and swimming pool.

The 1920s, sports historian Frank W. Graham *qv* remarked, was the "Golden Age of Sport" in St. John's. The new sports of baseball and hockey were drawing substantial crowds, while soccer was experiencing a revival in interest. The early 1920s saw a keen rivalry between distance runners Jack Bell and Ron O'Toole *qv*, while in 1921 George Ayre *qv* took the lead in forming the first Newfoundland Amateur Athletic Association (NAAA). The 1920s also saw the introduction of the first regular sports columns in the St. John's *Evening Telegram*, while the *Daily Star* began to feature wire-service accounts of North American professional sports (particularly boxing, but also baseball and hockey) and other dailies soon followed suit.

The first national sports meets took place when, in July of 1924, Lord Douglas Haig *qv* visited St. John's to unveil the National War Memorial. During "Haig Week" a special regatta was held, as well as various track events and a boxing tournament. Visiting athletes participated, including several from Grand Falls (already a worthy rival to St. John's in most team sports) and Bell Island. The NAAA also sponsored a "Sports Week" in 1928. In 1930 the first Newfoundland team was sent to an international competition, the British Empire Games at Hamilton, Ontario (forerunner of the Commonwealth Games), and the following year the NAAA affiliated with the Canadian Amateur Athletic Union. (The NAAA was disbanded after the 1934 British Empire Games in London, its resources exhausted.) The 1930s saw the end to the hegemony of St. John's in Newfoundland sports. The superiority of soccer teams from the Burin Peninsula was beginning to be acknowledged, Bell Island and Bay Roberts could field superior ice hockey teams, while Grand Falls was prominent in baseball. In 1932 Corner

Sports Day at St. Bon's

Brook's Chester Lawrence *qv* made a spectacular showing at a St. John's track meet, and the new town won the first all-Newfoundland hockey championship in 1935. The "hard times" of the 1930s, however, generally saw a decline in organized sport which continued until the establishment of American and Canadian military bases.

ARCHERY. A Newfoundland Archery and Lawn Tennis Club was established at St. John's in 1876, but in the twentieth century archery has attracted only small numbers of participants. In 1975 all competitive archers in Newfoundland were registered on the west coast and in 1978 Corner Brook's Lorraine Hewlett became the first Newfoundland archer to win a national title. It was not until the 1980s, with the establishment of the Argentia, Avalon, and Conception Bay South clubs, that competitive archery began to be practised in eastern Newfoundland. The number of participants has remained low, with 120 registered archers in 1994. In that year the largest club was at Foxtrap, while there were also clubs at Corner Brook, Botwood, Deer Lake, Gambo and Goose Bay.

BADMINTON. Badminton was first played at St. John's — in the period prior to World War II — and was often introduced to smaller communities by teachers who had played the sport at Memorial University College. The Newfoundland Badminton Association was formed in 1965. In 1994 there were 50 affiliated clubs in the Province. In the 1980s Ben Munden had national and international success in the sport, and in the 1990s the mixed doubles team of Robin Park and Jasmine Wadhwa were Canadian national junior and juvenile champions. From 1977 the sport was governed by Badminton Newfoundland and Labrador, and in 1988 a provincial Badminton Hall of Fame was established.

BASEBALL. Organized baseball was probably introduced more or less spontaneously in St. John's and Port au Port West in about 1913. On the west coast baseball was introduced by Billy Archer, a craftsman with the limestone quarry at Aguathuna, who made bats, gloves and balls for local boys in his spare time. In St. John's the driving forces were R.G. Reid Jr. and J.O. Havermale (the American-born manager of the Imperial Tobacco Company), who formed a league in 1913. Meanwhile, baseball was also being played in Grand Falls, and in 1915 the first inter-town games were played between St. John's and the paper town, with a regular inter-town series being inaugurated in 1920. In the early 1930s a league was organized in Corner Brook and when the McCormack Trophy was introduced in 1948 for the Newfoundland championship it was first won by that town. The Corner Brook Barons achieved Newfoundland's best record at the

Canadian Senior Championships, winning a bronze medal in 1992, while pitcher Frank Humber of Corner Brook was a member of the Canadian team at the 1988 Olympics and later played professional ball in the Los Angeles Dodgers system. In 1993 there were an estimated 4000 baseball players registered with the Newfoundland Amateur Baseball Association (established in 1954).

BASKETBALL. Invented in 1891, basketball was first played in Newfoundland by the Catholic Cadet Corps in their armory in St. John's, the earliest game on record being a contest between the "Pink 'uns" and "Slugs" in 1910. But over the next two decades it was played almost exclusively by women's teams, with intramural competition at Bishop Spencer College being the first organized league. By 1923 there was an intercollegiate girls' league. The first men's teams were organized in 1929, as the *Young Men's Christian Association (Y.M.C.A.) *qv* helped to popularize the sport. In 1930 the first regulation basketball court was built for Memorial University College, and there was a city basketball league by 1933. Outside St. John's, the sport was rarely played until the late 1950s, when school gymnasiums began to be built. In the late 1960s and the 1970s graduates of Memorial University popularized basketball at many of the schools and, as the sport is one of few team sports specifically designed for indoor play, it soon became a regular component of most intramural and interschool programs. By 1991 basketball was a close second to volleyball in the numbers of participants at the high school level.

BOWLING. The early game of bowling, also called skittles, was played outdoors on a green. Indoor 10-pin bowling developed in the United States, while 5-pin bowling originated in Canada in the early 1900s. St. John's had at least one "skittle alley" in the 1870s, off Water Street. An advertisement in the *Evening Mercury* of Dec. 21, 1882 advised the public that the bowling alleys connected with the Temperance Saloon and Bavarian Beer Depot on Duckworth Street would soon be open. At the time of the 1892 fire there were at least four indoor alleys in the town. The first organized bowling leagues were formed through the King George V Seamen's Institute in 1922. John V. Rabbits *qv* helped to popularize the sport in St. John's in the 1940s and 1950s, and it spread across the Island. By the 1930s the Newfoundland Labrador Export Company in Fogo also had a skittles alley in one of its fish stores. As bowling could be enjoyed by players of all ages and both sexes it became one of the more popular indoor sports in the Province.

BOXING. Organized boxing was introduced to St. John's in the early 1900s, when many boxers trained at the Avalon Athletic Club and amateur bouts were fought at Prince's Rink. From 1900 up until the 1930s boxing was a popular spectator sport, with most early bouts featuring local fighters (such as James "Hooks" Vinicombe *qv*) taking on crew members from British warships. By the 1920s there were also boxing clubs at Grand Falls and Bell Island, and the sport was so popular that a Newfoundland Boxing Commission was set up in 1927 to promote local fights. In the 1930s boxing went into a decline, but there was a major rebuilding in the 1970s. In 1975 the Newfoundland Amateur Boxing Association was formed, under the leadership of Hank Summers (president from 1975 to 1988). Between 1984 and 1987 the number of registered fighters rose from 35 to 150, and in 1987 a new governing body, Boxing Newfoundland and Labrador, was incorporated. Newfoundlanders have won national and international acclaim. Early champions include Johnny Dwyer and Mike Shallow *qqv*, and, starting in the mid-1980s, young boxers have had national success, winning eight medals at the 1987 Canada Winter Games.

CURLING. Curling, though of Scottish origin, is one of the most popular winter sports in Canada. It was being played in St. John's as early as 1838 when the Grand Royal Caledonian Curling Club was formed, presumably by the same "Scots drapers" who formed early football clubs in the city. The frozen surface of Quidi Vidi Lake was the site of many early games. By 1870 curling matches were being held at the Avalon Rink in Bannerman Park. Several other skating rinks also had facilities for the game on the "infield". The first curling rink as such was the St. John's Curling Club. Built adjacent to the Prince's Rink at Fort William in 1910, it was burnt in 1941 and was replaced in 1943. Curling clubs were formed in Wabana, Gander, Goose Bay and Grand Falls in the 1950s. The first Newfoundland curling team was a provincial team, at the Canadian Brier in 1951. Newfoundland won its first national championship in 1976, when a rink skipped by Jack MacDuff *qv* won the Brier.

DIVING. Recreational diving is known to have been popular in the early 1900s, when members of City Point Bathing Club performed acrobatic dives into St. John's Harbour, diving off rocks and wharves. It has of course been a traditional summer recreation throughout Newfoundland. Despite a lack of facilities Newfoundland has produced some top competitive divers (especially since the Aquarena was built in St.

Racing sled at Quidi Vidi

John's for the 1977 Canada Games), including national team member Paul Merlo and PanAm Games silver medallist Pam Ennis. The sport is governed by the Newfoundland and Labrador Diving Association. Starting in the mid-1970s, underwater diving to explore shipwrecks and marine life became an increasingly popular recreation. By the late 1970s diving clubs had been established at Carbonear, Fortune, the Bay of Islands, St. John's and Kilbride. In 1994 scuba- and skin-diving instruction was offered by several private businesses in St. John's.

EQUESTRIAN SPORTS. The holding of horse-and-sleigh races on Twentymile Pond (Windsor Lake) was noted by Aaron Thomas in 1790s, and several other early observers also noted the popularity of this sport. Informal horse races would seem to have been held between military personnel and the leading merchants of St. John's from about 1800, and by 1818 there were fairly regular racing meets at Best's Farm on Topsail Road. By the 1840s there were two race tracks in St. John's and one in Mount Pearl, and races were also held in Harbour Grace. After motor vehicles replaced horses for transportation horse racing became less common, but in 1962 the Avalon Raceway in the Goulds was opened, featuring trotting and pacing races. The Newfoundland *Equestrian Association *qv* was formed in 1975 to promote recreational and competitive horseback riding. The group sponsored a number of annual horse shows where competition involved jumping and dressage. Equestrian sports are among the few where men and women compete against each other (see also HORSES).

FENCING. Fencing began as a form of military training, but by the late 1800s had developed into an organized sport. The modern sport is divided into foil, épée and sabre events, according to the type of weapon used. Women usually compete in the foil event. Fencing became popular in western Newfoundland in the late 1970s and was organized through the Western Newfoundland Fencing Club. Newfoundland participants were particularly successful in the 1979 Canada Winter Games, winning three medals. However, the specialized equipment necessary for fencing has kept it from becoming more widespread in the Province.

FIELD HOCKEY. Field hockey was introduced in about 1904 for girls at Bishop Spencer College. Men who had attended public schools in Britain were also familiar with the sport, and occasionally played informal games. But field hockey remained primarily a women's game, and for the most part was confined to St. John's. Notable school teams have been Bishop Spencer and Prince of Wales Collegiate. Stella Greene, coach of the Memorial University women's team, met with some success in encouraging the sport across the Province, but in 1994 it was being played mainly by a few schools in St. John's and Corner Brook.

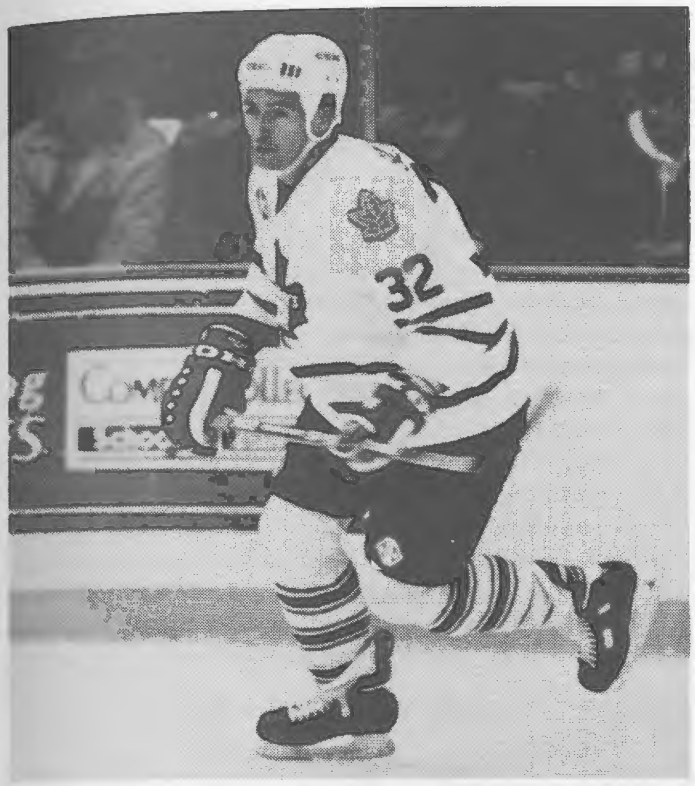
GOLF. See GOLF CLUBS.

GYMNASTICS. Recreational gymnasts were active at the Avalon Athletic Club in the early 1900s, but competitive gymnastics were not introduced to Newfoundland until 1963. Their development in the 1960s and 1970s was hampered by a lack of training facilities and coaching. But a major boost to the sport came through the efforts of Gordon Bennett, who introduced it to rural Newfoundland. Also important in the efforts to raise Newfoundland gymnasts to national standards was the formation of the Cygnus Gymnastics Club at St. John's in 1986. To increase the number of male competitors, in the 1990s Newfoundland coaches began teaching power tumbling. In 1993 there were eight clubs on the Island and three in Labrador, all governed by the Newfoundland and Labrador Gymnastics Association and with 4000 registered members.

HOCKEY. Tradition has it that first game of ice hockey in Newfoundland was played on Quidi Vidi Lake in February of 1896 (only two years after the first Stanley Cup game). One of the skaters in that game, which was played with walking sticks and a cricket ball, was Dr. Wilfred Grenfell. Two years later the construction of the Prince's Rink provided the first indoor venue, and by 1900 there was a six-team league in St. John's. In 1904 Governor Cavendish Boyle donated the Boyle Cup. Originally intended to be awarded to the winners of a "challenge" series between teams from Newfoundland and the Maritimes, the Boyle Cup was later awarded to the city champions. By 1909 there were regular games between St. John's and Brigus, and by 1913 there were also teams at Grand Falls, Bell Island and Bay Roberts (where a team was formed by employees of the Western Union Telegraph Co.). The Herder Trophy, donated for the inter-town championship in 1935, was first won by Corner Brook. The St. John's league reacted in 1936 by hiring Newfoundland's first professional hockey coach, Harold Gross from Prince Edward Island.


Alex Faulkner

With the destruction of the Prince's Rink by a fire in 1941 and a preoccupation with the War, Newfoundland senior hockey lapsed. After the War, however, the sport reached new levels of popularity, particularly in central Newfoundland — with leagues in Grand Falls, Buchans and Gander. In 1946 the Newfoundland Amateur *Hockey Association (N.A.H.A.) *qv* was formed, and in 1948 the first modern rink was opened at Grand Falls. By the mid-1950s several N.A.H.A. teams in central Newfoundland were employing "imports". In 1958 Frank D. Moores (later the Premier) began to build the first hockey "powerhouse" on the east coast: the Conception Bay CeeBees. Playing out of the new S.W. Moores stadium in Harbour Grace, the CeeBees recruited some of the best players



Southern Shore native Andy Sullivan playing for the St. John's Maple Leafs

from the central region as well, including George and Alex Faulkner *qqv*. Alex Faulkner in 1962 became the first Newfoundlander to play in the National Hockey League (N.H.L.), while in 1966 George Faulkner played for Canada at the world championships. It was also in 1958 that former N.H.L. player Howie Meeker *qv* came to St. John's, where he played a leading role in organizing minor hockey. In 1992 St. John's acquired the Province's first professional sports franchise — the top minor-league affiliate of the Toronto Maple Leafs. By 1994 the Province was able to contribute several players to the professional ranks, including John Slaney (a first-round draft choice of the Washington Capitals in 1991) and Dwayne Norris (who followed his contribution to the Canadian team's silver medal Olympic performance by turning professional with the N.H.L. Quebec Nordiques).

LACROSSE. Lacrosse is a ball game which originated among the Algonquian Indians in Canada and became popular in central Canada in the late 1800s. The game was introduced in Newfoundland by Montreal-born J.P. Kiely *qv* in 1909, but was not often played thereafter. During World War II interest in the game was revived by Canadian military personnel and an indoor version, sometimes called box lacrosse, was played in Gander. In the 1970s some competitive lacrosse was played in the St. John's area, where schools also began teaching the sport. By 1994 both indoor and outdoor versions were sometimes played informally in St. John's, Gander and Goose Bay.

MARTIAL ARTS. Martial Arts first came to Newfoundland in the early 1970s, when judo was introduced at Memorial University by Yves LeGale and *tae kwon do* had its start in Stephenville under instructor Warren Chan. Kenpo karate was introduced by Dave Jackman, who did much to promote the sport in the late 1970s, including a regular column in the *Newfoundland Herald* and a school program in St. John's. In the 1990s schools for the instruction of various martial arts, governed by bodies such as the Kenpo Association of Newfoundland, the Newfoundland and Labrador Aikido Association and the Tae Kwon Do Association of Newfoundland, have been established throughout the Province.

RACQUETBALL. Racquetball was introduced to Newfoundland in the 1970s, but by 1985 there were still only four courts. But with the increased number of indoor recreational facilities and private fitness clubs being built in Newfoundland, the popularity of sports such as racquetball and squash has increased. And the Province has been successful in national competitions. In 1979 and 1991 Newfoundland racquetballers won medals at the Canada Winter Games, and in 1984 Donna Manning won a Canadian title.

ROWING. It is probable that informal rowing contests were held from the early days of settlement. The best known of the organized competitions is the annual St. John's regatta, held on Quidi Vidi Lake, with the generally accepted starting date for the competition being 1826. The races were divided into contests for amateurs, tradesmen, brigade members and fishermen. The first women's race was held in 1856. The St. John's regatta was also the first Newfoundland sporting event to have a "professional" element. As fishermen could hardly be considered "gentlemen amateurs" in the sport of rowing, visiting dignitaries would sometimes offer a cash purse for the fishermen's race. The course record of the 1901 Outer Cove crew was finally broken by Smith-Stockley in 1981, and in the next few years interest in the event was renewed. Rowing contests were held annually in other communities such as Holyrood, Gander, Placentia, St. Phillips, Whitbourne and Wabush and in Bonne Bay (see also REGATTAS).

RUGBY. Rugby was first played in Newfoundland in 1887, but appears to have been played only sporadically and most often in St. John's, by men who were educated in England or who were taught the game by English masters at Bishop Feild College. When the city colleges stopped fielding cricket teams in 1907, Bishop Feild College attempted to start an intercollegiate rugby league and for a few years competed against the Methodist College. By the 1920s the sport was played only by an "Old Feildians" team, assembled whenever a visiting warship proposed a match. The sport was revived in the early 1970s by English and Irish expatriates in St. John's. Several of these players had had extensive experience in the sport and, with good coaching and some early successes in the Atlantic championships, it soon took off and was organized by the Newfoundland Rugby Union. In 1982 Mike

Luke and Garland Jennings were selected to the Canadian national team. The first high school rugby was organized in 1986, and by 1994 there were 12 high school teams, all in the St. John's-Mount Pearl area.

SHOOTING. Sport hunting is a popular recreation in Newfoundland and Labrador, but there has not been a high number of competitive trap or skeet shooters. In 1985 there were fewer than 100 active competitors registered at rod and gun clubs, perhaps because of the high cost of the necessary equipment. Newfoundland shooters such as Bob Gute and Jim Piercey have been successful nationally, and in 1991 the Province won a bronze medal in the men's air pistol competition at the Canada Summer Games.

SKATING. Skating has been a popular pastime since the latter half of the nineteenth century. The Victoria Rink was built in St. John's in 1866, followed by the Avalon in 1870 and the Prince's Rink in 1898. Skating competitions took the form of speed races in the early period, with courses set at distances up to five miles. Fred Chislett *qv* was the reigning skating champion at the turn of the century, when races drew large crowds. Figure skating for men and women grew more slowly in popularity. The Premier Figure Skating Club met at the Prince's Rink, which had artificial ice by 1936. When this rink was destroyed by fire in 1941 skaters used facilities belonging to St. Bon's. Construction of St. John's Memorial Stadium began in 1950. In the next few years multi-purpose arenas were built across the Province. The Newfoundland Figure Skating Association was the regulatory body for the sport in 1994.

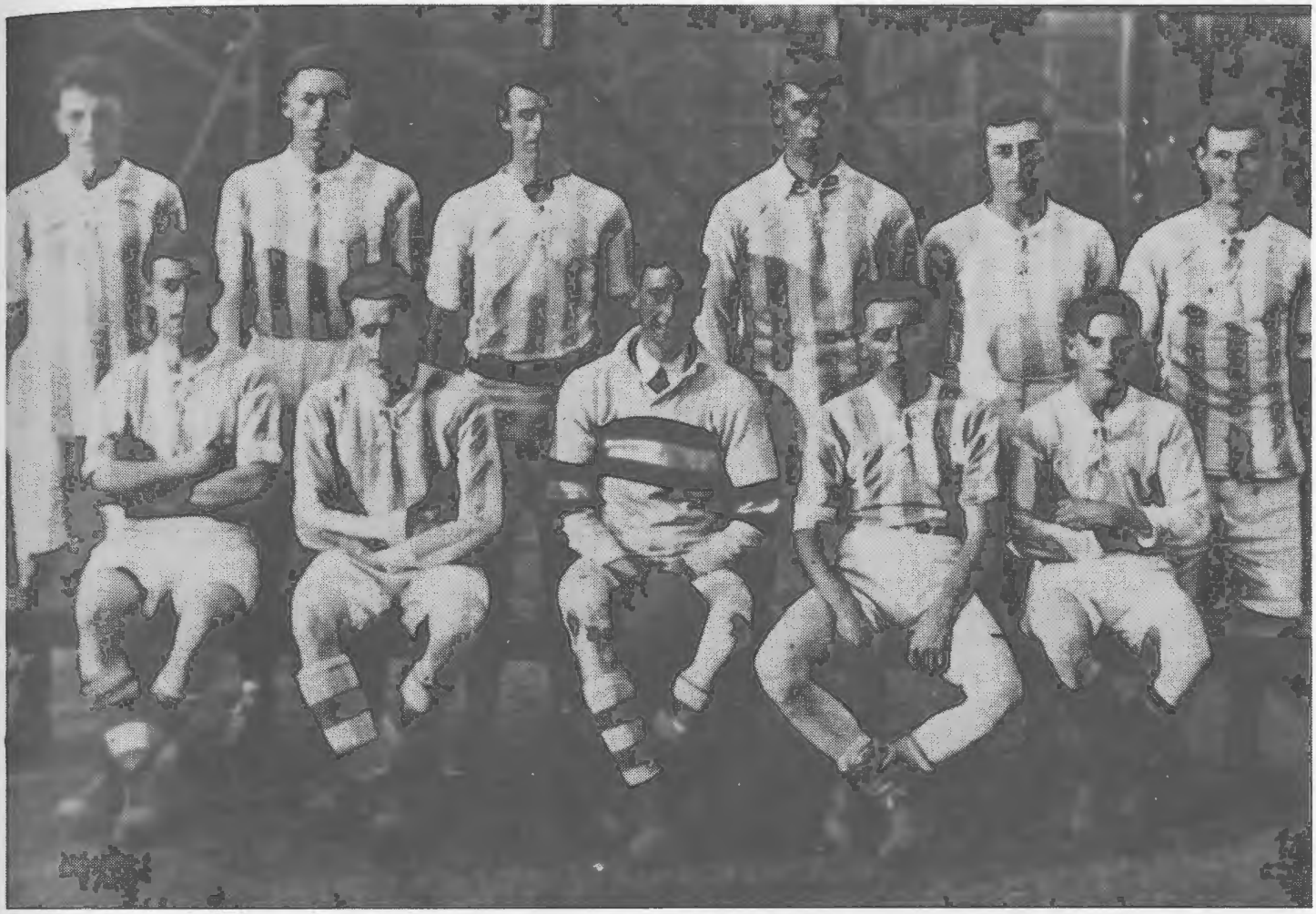
SKIING. Nordic (or cross-country) skiing may well have been practised as a means of winter travel by the Norse during their visits to Newfoundland and Labrador in about 1000 AD. The use of skis, most often made from barrel-staves, for winter travel is documented in a number of communities early in the twentieth century — including some in northern Labrador and Summerford, New World Island. The first organized ski clubs were started in St. John's and Corner Brook in the 1920s, and by 1931 the Newfoundland Hiking Club was holding annual races in the capital. The Hiking Club race was won for the first five years by Ferd Hayward *qv*, who was an early advocate of the sport as a means of keeping fit during the winter. During World War II skiing continued to increase in popularity. At several American and Canadian military bases equipment was available for winter physical training and recreation. In the 1980s recreational cross-country skiing became increasingly popular in North America. By the 1990s many communities had established cross-country trails, while the Province's abundance of ponds, logging roads and snowmobile trails made it an increasingly popular locale for "back-country" skiing. Competitive nordic skiing has also been organized at the high school level, and has become especially popular in Labrador West, with the Menihek Nordic Ski Club hosting a World Cup race in 1983 and several North American meets.

American servicemen cross-country skiing during World War II

Smokey Mountain, Labrador

Alpine (or downhill) skiing was introduced by Scandinavians employed by the Corner Brook paper mill in the 1920s, and Corner Brook has remained the major locale of the sport in Newfoundland, especially after the Corner Brook Ski Club moved from Massey Drive to Marble Mountain *qv* in 1963. Downhill facilities were also developed at Smokey Mountain and Snow Goose in Labrador. The success of the ski resort at Marble Mountain spurred several expansions of the facility (with more work going on in 1994), and in the early 1990s led to the development of the White Hills facility near Clarenville and Copper Creek Mountain at Baie Verte. Emphasizing recreational rather than competitive alpine skiing, several of the downhill ski clubs also offer groomed cross-country trails.

SOCCER. Organized soccer in St. John's dates from the mid-nineteenth century, when games were played between teams from local garrisons. In 1878 the Terra Nova Club became the first organized football association in the city, and by 1894 intercollegiate football had been organized. Four years later the Newfoundland Football League was established. Soccer was a



Twillingate soccer team, assembled for a series of matches with Botwood, 1940s

very popular spectator sport in the city up to World War I, with most games being played at Lash's Meadow (later called St. George's Field). The second major centre of soccer, and the area that has produced many of the best teams, is the Burin Peninsula. There is no generally accepted explanation as to how the tradition of soccer success began in this area, but it may be related to the proximity of St. Pierre and Miquelon (against whom Burin Peninsula towns have played "international" matches for many years), as well as to the number of fairly large towns in close proximity to each other. In 1950 players from the Burin Peninsula arranged the first Newfoundland championship (later known as the Challenge Cup), and between 1967 and 1991 teams from the region won the Cup 14 times. In 1977 St. Lawrence hosted the Canadian Challenge Cup, and finished in second place.

Soccer is also popular in all parts of the Province, and in 1987 a provincial league was founded. It is a sport in which Newfoundland has had a winning tradition: in 1970 a Memorial University team won the C.I.A.U. championship, and in 1988 Holy Cross captured the Canadian Challenge Cup. Governed by the Newfoundland Soccer Association (NSA), in the early 1990s soccer had become more technical than the football played earlier in the century. There were increased numbers of female and juvenile leagues throughout the Province, and high participation rates at both the competitive and recreational levels. In 1994 it was estimated by the NSA that there were 7500 registered players in the Province, including 1200 at the senior level.

SOFTBALL. The first softball league was formed in St. John's in 1929. Games were held indoors at the Prince's Rink for a time, but failed to attract much interest. Hib Saunders, a Canadian, attempted unsuccessfully to reintroduce the game in 1936. It was not until World War II that the game caught on when Canadian and American military personnel began organizing both men's and women's teams. In 1994 such perennial softball "powers" as Freshwater, Placentia Bay owed their ascendency in part to competition with military personnel.

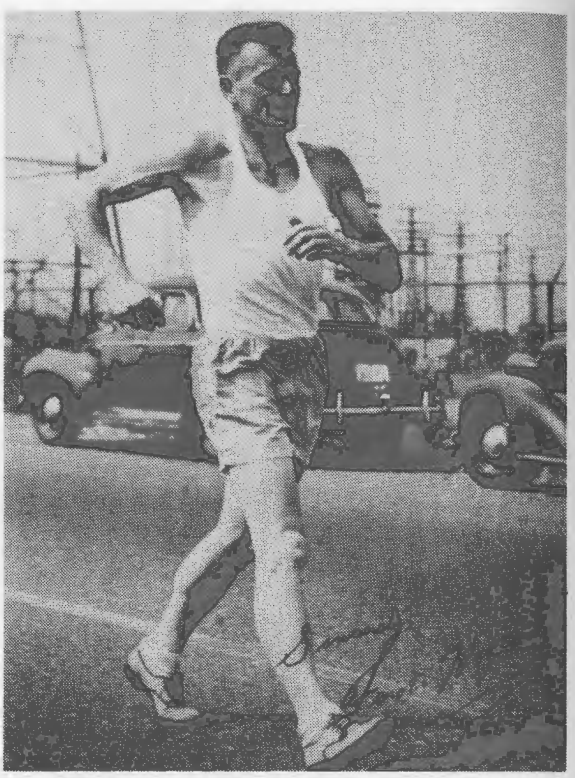
Since Confederation softball has been introduced to many young players. The Newfoundland Amateur Athletic Softball Association (later Softball Newfoundland) was organized in 1961, largely through the efforts of Dennis (Dee) Murphy *qv*, the "father of softball" in Newfoundland. Women's softball was revitalized a few years later. Many communities built softball fields as centennial projects in 1967, and the game has become one of our most popular recreational sports. In 1973 Len Beresford of St. John's became the first Newfoundlander to play on the Canadian national team. Since that time both male and female players

and teams have enjoyed considerable success nationally and internationally. Teams have been formed in schools all over the Province, and in 1993 there were over 800 participants at the high school level. In 1994 St. John's was host to an International Women's Tournament.

SWIMMING. Usually referred to as "bathing" in early records, swimming is a traditional summer recreation. One of the earliest attempts at organization came in 1887, when the City Point Bathing Club was formed in St. John's. Likewise, in the early 1900s, St. John's Swimming Club members swam in the mouth of the harbour near Chain Rock. Some of the earliest competitive swim meets were held at Quidi Vidi Lake from 1906 to 1914, as part of St. John's Regatta. Competitive swimming was also encouraged when the St. John's Rotary Club opened a swimming pool at Rennie's River in 1928 and hired two instructor/lifeguards. In the latter half of the twentieth century, competitive swimming continues to grow in popularity as the number of indoor facilities grows. In 1969 Jim Landrigan, swimming for Memorial University, became the first Newfoundlander to place in the national rankings of the Canadian Amateur Swimming Association. Other top swimmers have included Chris Daly and Paula Kelly. The sport is governed by Swimming Newfoundland and Labrador. In synchronized swimming, Newfoundland has not had much national success, except for a Memorial University team win in 1969.

TENNIS. Tennis was first organized at St. John's in 1876, with the forming of the Newfoundland Archery and Lawn Tennis Club. With an upper-class membership, this club stressed the social rather than the athletic aspects of the game. Many wealthy St. John's homeowners had private courts installed, and by 1909 two public courts had been built. The Terra Nova Tennis and Country Club was formed in 1928, and in the next year clay courts were built at Bowring Park. In 1935 the Newfoundland Lawn Tennis Association (known in 1994 as the Newfoundland and Labrador Tennis Association) was formed, and the first inter-town tournament held. The first all-Newfoundland tournament for the Lever Cup was held the next year. A Newfoundland Tennis Hall of Fame was established in 1985.

TRACK AND FIELD. Race walks and marathon "go as you please" walks were popular around St. John's in the latter part of the nineteenth century, and between 1906 and 1912 the St. Andrew's Society held an annual walking race around Windsor Lake. Race walking was revived by Grant Burnell *qv* in the 1920s, Ferd Hayward being another notable race walker (he was awarded the first provincial Athlete of the Year Award in 1951 and represented Canada at the 1952 Olympics). Newfoundlanders have achieved notable success in distance-running or cross-country events. The first Newfoundlander to compete in the Olympic Games was Eric M. Robertson *qv*, who ran the marathon for Great Britain in 1920. At the time, however, Newfoundland's champion distance runner was generally considered to be Jack Bell of St. John's. The early 1920s saw considerable excitement surrounding a rivalry between Bell and young runner Ron O'Toole, who eventually surpassed Bell. O'Toole was challenged in turn by Cliff Stone *qv* later in the decade. The *Evening Telegram* 10-mile road race, inaugurated in 1922 and first won by O'Toole, has continued into the 1990s as Newfoundland's best-known road race. In the 1980s and early 1990s middle-distance runner Paul McCloy *qv* was generally regarded as the Province's best athlete, competing for Canada in the 1988 Olympics and winning five consecutive Canadian cross-country championships.



Ferd Hayward

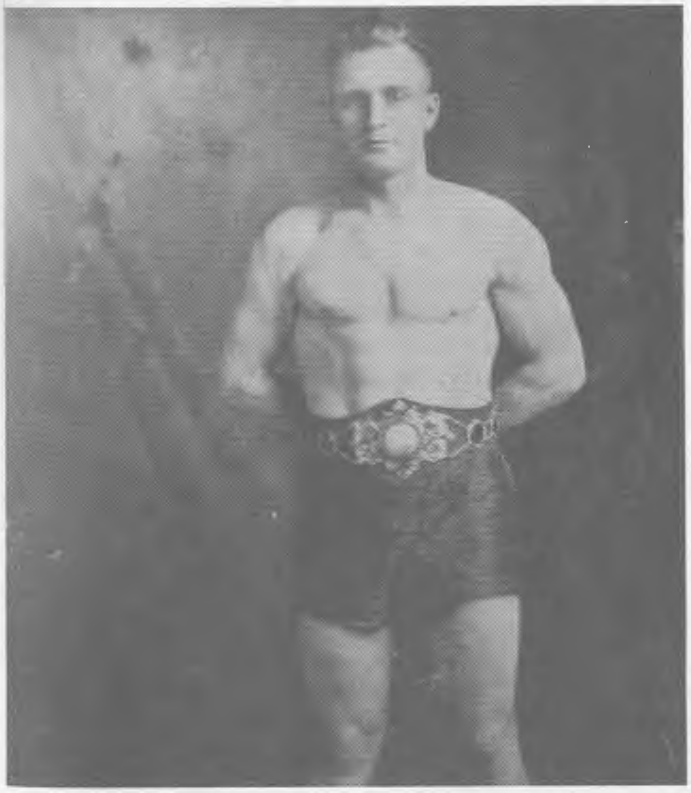
Since St. Bonaventure's College began holding an annual sports day before the turn of the century, track and field has been a large part of school athletics. In 1993 there were about 20 track and field school teams, but with a dearth of coaching expertise and specialized facilities for some events the Province lagged well behind other parts of Canada. About 2000 students were involved in cross-country running at the high school level.

VOLLEYBALL. Volleyball, developed in the United States in the late 1800s, was introduced to Canada through the YM/YWCA. After indoor gymnasia became common in Newfoundland the game rapidly became popular. By 1969 St. John's alone had 30 competing teams. Memorial University's teams began in the late 1960s, and the women's team especially enjoyed success in inter-provincial tournaments. In the early 1990s some 86 schools had teams, involving over 3000 players. In some parts of the Province beach volleyball has also become popular (providing a use for old herring nets).

WEIGHTLIFTING. Although practised at the Avalon Athletic Club in the early 1900s, weightlifting was not officially recognized as a sport by the Newfoundland and Labrador Amateur Sports Federation until 1974.

But the Province has produced several world-class weightlifters. In 1980 Bert Squires *qv* won a gold medal at the Olympic Alternate Games, and in 1984 his fifth-place finish in the heavyweight class was the best showing ever recorded by a Newfoundland athlete at the Olympics. Corner Brook powerlifter Joy Burt has also had international success, including a world championship in 1987. Other top powerlifters have included Walt Forsey, Vascal Simpson and Terry Young. The sport is governed by the Newfoundland and Labrador Weightlifting Association. Starting in the mid-1980s with the new emphasis on fitness, body-building with weights became popular in Newfoundland. In 1987 the first Eastern Newfoundland Body Building Championships were held, and the Newfoundland and Labrador Amateur Body Building Association established.

WRESTLING. In 1908 wrestling was a sport at the Avalon Athletic Club, and the next year the Newfoundland Amateur Championships were held at Prince's Rink. By this time two former professional wrestlers who had made their homes in St. John's (Young Olsen and Otto Opelt *qv*) were giving instruction. One noted Newfoundland wrestler was Tom "Dynamite" Dunn, who returned to Newfoundland after his retirement in 1933 to organize and promote local matches. In the 1980s there were several professional wrestler/actors, including "Sailor" White and "Hartford Love". Local technical wrestling, however, has a low profile. Most interest in competitive Graeco-Roman wrestling has been shown on the west coast, and Newfoundland has had consistent success in Atlantic wrestling competitions. In 1984 John Dwyer *qv* was named to the national wrestling team, and the next year a west coast team was successful at a national schoolboy competition.



One of the Goodyears of Grand Falls, with a belt won for wrestling in army bouts during World War I

WOMEN IN SPORTS. Women have competed in organized sports since at least the middle of the nineteenth century, despite social constraints which held athletic contests to be "un-ladylike". The first women's race was held at the Quidi Vidi regatta in 1856. By 1900 women were active members of the Newfoundland Golf Club and the Lawn Tennis and Croquet Club. Harriett (Carter) Alderdice was a noted golfer and curler of the period. Bishop Spencer school had a girls' field hockey team in 1904, about the same time that the Avalon Ladies' Curling Club was formed. Many other sports, such as basketball, softball and volleyball became popular men's sports in later years, after having been originally introduced to Newfoundland as "girls' games". The St. John's Athlete of the Year award, instituted in 1951, was awarded to a woman (Maria Fitzpatrick) for the first time in 1969. The first woman inducted into the Newfoundland and Labrador Sports Hall of Fame was golfer Winnifred McNamara *qv* in 1983. Since then there have been several more female inductees. Well known female athletes include Joanne McDonald *qv*, who has excelled in wheelchair sports at the international level, and Joy Burt.

PHYSICAL EDUCATION AND FITNESS. Apart from college facilities in St. John's there were few physical education facilities prior to Confederation. From 1954 to 1968, however, 70 schools were constructed, virtually all of them with physical education facilities. In 1961 the federal government passed the National Fitness and Amateur Sports Act, designed to "encourage, promote and develop" both amateur sports and fitness among the population. What has been described as the "bureaucratization of sport" began in Newfoundland the next year, when Graham Snow *qv* was appointed to report on physical fitness and sports activities in schools. In 1964 Snow was appointed the first director of the physical fitness division of the Department of Provincial Affairs. In 1968 Howie Meeker chaired a special Commission on Sport, Recreation and Related Youth Activities. Since that time sports and fitness have been both encouraged and organized by the Newfoundland and Labrador Sports Federation (later *Sports Newfoundland and Labrador *qv*) and by the Newfoundland and Labrador *High School Athletic Federation *qv*, both founded in 1969.

NEWFOUNDLAND AND LABRADOR GAMES. The Newfoundland and Labrador Games had their origins in 1972, when a number of regional competitions were held. In 1974 some provincial tournaments were held, and a region was named overall provincial champion for the first time. The first Games to feature a single region hosting all competitions were the 1976 Summer Games at Stephenville and Corner Brook. Other Summer Games have been hosted by the Burin Peninsula (1980), Botwood and Bishop's Falls (1984), Mount Pearl (1988) and Harbour Grace/Carbonear (1992). Hosts for the Winter Games have included

A women's ice hockey team of the early 1900s

Gander/Grand Falls (1978), Labrador City/Wabush (1982), Corner Brook (1986), Lewisporte (1990) and Clarenville (1994).

The Newfoundland and Labrador Games, held every two years, are multi-sport competitions for young athletes, with alternating summer and winter games. The first sport festival of its kind in Atlantic Canada, the stated goal of the Games is "to permit a large number of Newfoundland and Labrador's youth to participate in athletic competition with emphasis on development and excellence". Regional awards include the Premier's Cup, which is given for the highest number of points; and the Newfoundland and Labrador Amateur Sports Federation Trophy, for the most improved region. In 1990 the Lieutenant-Governor's Award was established, for the region judged most spirited and sportsmanlike. Beginning in 1986 there was an effort to integrate disabled athletes into the competition. Sheila Anderson (1982), Stewart A. Davidson (1982), Ken Dawe (letter, Apr. 1994), P.K. Devine (1990), Garfield Fizzard (1987), Frank Graham (1988), W.J. Higgins (*NQ* July 1901; *NQ* Dec. 1901; *NQ* Mar. 1907), Dave Jackman (1979), Mike Luke (interview, Feb. 1994), Aubrey MacDonald (*BN IV*, 1967), Joseph Mokry (1988), Dave Molloy (interview, Jan. 1994), H.M. Mosdell (1923), Bette Murphy (1984), Glenn Normore (interview, Feb. 1994), Paul O'Neill (1975), Carol Sharpe (interview, Jan. 1994), Susan Sherk (1979), David Walsh (1980), *Annual Report, Fitness and Amateur Sport* (1972-1993), *BN II* (1937), *Building Friendships: Newfoundland and Labrador 1990 Winter Games* (1990), *DNE* (1990), *ET* (Feb. 24, 1979; Jan. 14, 1983; Mar. 12, 1983; Apr. 23, 1983; Feb. 9, 1984; Mar. 14, 1984; Oct. 5, 1985; Nov. 19, 1985; Mar. 8, 1986; May 2, 1986; Mar. 1, 1991; Mar. 3, 1991; June 19, 1994; June 26, 1994; July 3, 1994; July 17, 1994), *NQ* (July 1901; Aug. 1924; Apr. 1929), *Report of the Special Commission on Sport, Recreation and Related Youth Activities* (1968), *Winter Games 1982 Newfoundland and Labrador* (1982), Memorial University Folklore and Language Archive (files), Smallwood Files (Sports). ACB/LBM/RHC

SPORTS HALL OF FAME, NEWFOUNDLAND AND LABRADOR. The Newfoundland and Labrador Sports Hall of Fame is a program of Sport Newfoundland and Labrador *qv*. It was established in 1973 to honour individuals, groups, associations, families, or teams that distinguished themselves in sports. Members may be elected in the category of athlete and/or as "builders" for their role in developing and advancing amateur sport. The Hall is administered by a board of governors, whose selection committee chooses candidates for recognition.

Successful nominees are inducted into the Hall of Fame at an annual dinner in St. John's. The inaugural

dinner took place on October 13, 1973, when 11 nominees were inducted, including a team entry — the record-setting Outer Cove crew who were the 1901 St. John's Regatta champions. Up to 1993, 111 people were chosen, including Ferd Hayward, Ank Murphy, Alex and George Faulkner, Winnifred McNamara, Frank Graham and Joanne McDonald *qqv*. In 1991 inductees included the Guards, Feildians, Holy Cross, St. Bon's and St. Pat's athletic associations. Glenn Normore (interview, Jan. 1994), *Newfoundland and Labrador Sports Hall of Fame Twenty-First Annual Induction Dinner* (1993). PAUL F. KENNEY

SPOTTED ISLAND (pop. 1961, 64). A resettled fishing community, Spotted Island was located on the Labrador coast, to the north of Black Tickle *qv*. The majority of "liveyers" on the island have lived on the southeast corner of the Island (Spotted Island Harbour) while Griffin Harbour, on the north side, has been a summer station for Newfoundland fishermen.

Spotted Island takes its name from large white patches on its shores — it forms the north side of Domino Run, which probably takes its name from a fanciful resemblance of the rock patches to black and white domino pieces. The Run and areas to the southeast, off the Island of Ponds, have historically been some of the most prolific fishing grounds on the Labrador coast, and it would seem that Spotted Island was one of the earliest fishing stations frequented by Newfoundlanders, when fishing crews from the Island began frequenting the coast in the early 1800s. By 1820 a few people were wintering there, to oversee and maintain fishing premises in the winter months and to take advantage of the spring seal hunt.

Spotted Island appears in the first census of the Labrador coast, in 1856, with a population of 22. This number probably included the family of Benjamin Circum (the earliest recorded resident, in 1847). By the winter of 1863 families named Mesher and Whittle were on the island, while others (Dysons, Holwells and Morrises) wintered at Porcupine Bay *qv*, with the total population being 40 people. Other family names associated with Spotted Island include Elson, Webber and Turnbull. Spotted Island Harbour was also frequented each summer by stationers from the Cupids/Clarke's Beach area of Conception Bay (a 72-year-old stationer from Clarke's Beach once noted that he had come out to Spotted Island for the fishery every summer, and as a consequence "I never saw a potato blossom in my life": *Them Days*). At the same time Griffin Harbour was established as a summer station by the "Riverhead men" (St. John's Irish). When Rev. P.W. Browne visited in the early 1900s he noted that "everything in the vicinity. . . seems Irish" (although by this time most stationers at Griffin Harbour were Irish Roman Catholics from Conception Bay — and Spotted Island Harbour was being frequented by stationers supplied by the Trinity firm of Ryan Brothers), while in later years most stationers were from St. Brendan's, Bonavista Bay.

One of the best-known shipwrecks in the history of the Labrador fishery occurred off Spotted Island Harbour late in the fishing season of 1867, when Captain William Jackman *qv* and several resident fishermen rescued 27 people from the schooner *Sea Clipper qv*. Along with "Jackman the Hero", Spotted Island residents Samuel and John Holwell were decorated for bravery, although their role in the rescue has been largely ignored in published accounts.

Another milestone in Labrador history also occurred at Spotted Islands — in the summer of 1892. When Dr. Wilfred T. Grenfell anchored in Domino Run at the beginning of his first trip to the Labrador, he was prevailed on to go ashore — for the first time on the coast with which his name would ever after be associated — to treat a Spotted Island resident who was too weak to go aboard the vessel. The International Grenfell Association later established a school,

Spotted Island

which opened in 1913, as well as a summer dispensary and nursing station. (Although residents had built their first school by 1883, it was opened only on those occasions when a teacher could be obtained). The women of Spotted Island Harbour became known for their handicrafts and particularly for skin boots, which the Grenfell organization marketed all over the world to raise funds for the mission.

By 1935 the resident population of Spotted Island had peaked at 88. In the next few years half the people left for work in the lumberwoods at Port Hope Simpson. The establishment of a Royal Canadian Air Force radio detachment squadron at Spotted Island during World War II provided some local wage employment, and since that time Spotted Island has continued to play a role in communications, as it is at the point where the Labrador coast "turns the corner" and trends northwest. A radar station was built there in 1960 and, although it soon became obsolete, a radio beacon and repeater station was later established on the site at the northeast corner of the island.

In the summer of 1965 it was estimated that there were 170 people living at Spotted Island in the summer months: seven stationers from Cupids, 23 from St. Brendan's (at Griffin Harbour) and 15 from Happy Valley. Of the 125 who were considered more or less resident, 40 wintered at Porcupine Bay. At the end of the fishing season the community was resettled — to Cartwright, Happy Valley and South River, Conception Bay — with many of those resettled to Cartwright continuing to go out to the island for the summer fishery. A few families refused to be resettled and continued to winter at Porcupine Bay, but eventually reconsidered, and the last family was resettled to Happy Valley after the summer of 1970. Spotted Island Harbour and Griffin Harbour continued as summer fishing stations, with 10 crews being recorded there in the summer of 1990. P.W. Browne (1909), A.P. Dyke (1969), Larry Jackson ed. (1982), J.B.K. Kelly [1870], H. Robinson (1851), *Census* (1857-1961), *Obituary on the Labrador Coast Fishery* (1992), *Sailing Directions Labrador and Hudson Bay* (1974), *Statistics: Federal Provincial Resettlement Program* (1975?), *Them Days* (June 1988; Jan. 1991), Archives (A-7-4/36, VS 113). RHC

SPOUT COVE (pop. 1966, 4). An abandoned fishing community on the north shore of Conception Bay, approximately 10 km northeast of Carbonear, Spout Cove was named for a small waterfall or spout which is clearly visible from the sea. Nearly everyone who lived in the community was either a Trickett or a Kelloway. In the early 1800s John Trickett of Christchurch, Hampshire established himself in Spout Cove as a planter, with his fishing room in nearby Kingston *qv*. Conducting business with fishermen in surrounding communities, he married Elizabeth Rose of Salmon Cove. Their daughter married Michael Kelloway of Perry's Cove, and raised a family at Spout Cove. By 1857, the year Spout Cove first appears in the *Census*, there were 32 people involved in the shore fishery and small-scale farming. Most people belonged to the Church of England, and had a small

Spout Cove

chapel at the turn of the century. John Trickett is said to have been a teacher for his family in the early years of the community. A schoolhouse had been built by 1884. In later years, some children attended the Methodist school in Broad Cove.

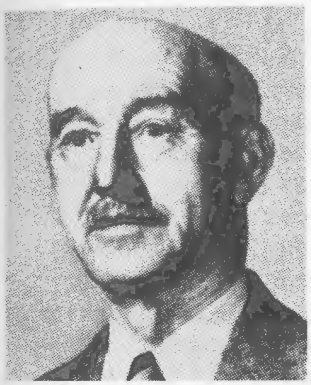
The population of the Conception Bay north shore boomed in the mid-1800s. The pressure on fishing grounds and useable shore space encouraged participation in the Labrador fishery, and Spout Cove was no exception, with 15 men fishing on the Labrador in 1891. The peak population recorded at Spout Cove was 112, in 1921, but by this time the Labrador fishery was in decline and it had all but disappeared by 1930. Many families moved away in the early years of the twentieth century, especially to the Boston area, while others either returned to the shore fishery or found work as miners at Bell Island or Cape Breton. By 1945 the population was only half of what it had been 25 years earlier, and 10 years later the settlement was abandoned except for one Trickett family. E.R. Seary (1977), George Trickett (1967), *List of Electors* (1948; 1966), *Census* (1857-1966). ACB

SPRAGUE, SAMUEL WILLIAM (1814-1893). Clergyman. Born England. Married Jean Manson Currie. Sprague came to Newfoundland to work with the Carbonear firm of Slade, Elson & Company. He was converted to Methodism, and became the first candidate from Newfoundland to be ordained by the English Conference. From 1838 Sprague spent 20 years in Methodist circuits, including Grand Bank, Island Cove, Burin, Port de Grave, Harbour Grace, St. John's and Brigus. In 1858 he moved to the Maritimes and worked in all three provinces. Chairman of districts in periods between 1855 and 1872, Sprague died at Hampton, New Brunswick in May 1893. Gertrude Crosbie (1986); Charles Lench (1916); *A Century of Methodism in St.John's, Newfoundland, 1815-1915* (1915). LBM

SPRATT, HERBERT AUGUSTUS (1921-1942). Convicted murderer. Born St. John's, son of Annie (Trelegan) and James J. Spratt *qv*. On St. Patrick's Day, 1942, the body of 18-year-old Josephine O'Brien was found in the home of Herbert Spratt's brother. She

had been beaten to death with a flat iron and Spratt, her fiancé, was charged with murder. The defense noted Spratt's naval record and suggested that the stress of a recent battle had contributed to his violent action, and attempted to have the charge reduced to manslaughter. But he was tried and convicted of murder. The jury recommended mercy, but the sentence handed down on April 28 was for execution by hanging (at H.M. Penitentiary). Amidst a public outcry, the sentence was carried out on May 22. Spratt was the last person to be executed in Newfoundland. Jack Fitzgerald (1981), *ET* (Mar. 18, May 22, 1942). ACB

SPRATT, JAMES J. (1877-1960). Politician. Born St. John's, son of Thomas and Mary (Kavanagh) Spratt. Educated St. Patrick's Hall. Married Annie Trelegan; father of Herbert Spratt *qv*. As a young man Spratt worked in the roofing and masonry trade, and by 1907 had his own contracting and construction business in St. John's. For more than 35 years he served as secretary of the St. John's Bricklayers and Masons Union. Spratt was an active member of the Total Abstinence and Benefit Society. He became a St. John's municipal councillor in the 1930s and was deputy mayor for a time. He left municipal politics in 1949 to run in the first provincial election as a Liberal candidate. Returned in the district of St. John's West, he was minister of Provincial Affairs in the Smallwood cabinet until his retirement in 1951. *DNLB* (1990), *Who's Who in and from Newfoundland 1937* (1937). ACB



James Spratt

SPREAD EAGLE (pop. 1966, 50). A resettled fishing community in southern Trinity Bay, Spread Eagle lies between Chapel Arm and Old Shop. The community was located in the western bight at the head of Spread Eagle Bay, which was noted for its fine beaches. There was a Church of England family living at Spread Eagle from 1869 to 1874 — probably either the Reids or the Hellyers (Hilliers), who were fishing there in 1889. Salmon and herring were taken in addition to cod and the family kept a few cattle and swine. The population had reached 30 in 1891. By 1901 a school had been built for the children of the Reid, Hillier and Smith families. Logging supplemented the shore fishery and by the 1930s there were two sawmills providing local employment. Pothead whaling took place in the area, though concentrated mainly at Dildo and Old Shop. Spread Eagle also enjoyed a reputation as a fine trout fishing area.

With a population which never exceeded 80 people, Spread Eagle was resettled in 1967, when three families moved to Blaketown, four to South Dildo and two to New Harbour. The two remaining families resettled to Old Shop by 1968. Since Spread Eagle remained accessible by road from Old Shop, several families continued to keep summer homes there, and by 1994 there were a great many summer cabins in the area. Robert Wells (1961), *Census* (1869-1966), *List of Electors* (1889), *Statistics Federal Provincial Resettlement Program* (1975?), Newfoundland Historical Society (Spread Eagle). ACB

SPRINGDALE (inc. 1945; pop. 1991, 3545). A regional service centre, the town of Springdale is located on the northwestern side of Halls Bay, around several broad coves north of the mouth of the Indian River *qv* (locally Indian Brook). The area was frequented by the Beothuk in pre-settlement times, Indian Brook being an important route for seasonal migrations between the coast and the interior. After the extinction of the Beothuk, Indian Brook became a migration route for the Micmac, who established an encampment southwest of its mouth, at Dock Point and Beachy Cove.

From the late 1700s Halls Bay was also frequented by crews supplied by traders at Twillingate, who went to the Bay to trap furs, catch salmon and cut ships' timbers. By the mid-1800s there were semi-permanent winter communities at a number of sites in Halls Bay, likely including the two coves at the centre of present-day Springdale: Lower Wolf Cove and Island Rock Cove. However, local tradition traces the founding of Springdale to 1870, when John Curtis of Twillingate built a sawmill at Mill Island. Initially, the mill was operated on only a seasonal basis, but by 1880 several mill workers had settled in the area year-round. It was in that year that Joseph Blackler built the first house at Lower Wolf Cove, while there was a small copper mine at Island Rock Cove from 1880 to 1882. By 1884 there were 202 people living in Halls Bay — at Mill Island, Beachy Cove, Lower Wolf Cove, Island Rock Cove and South Brook *qv*. With the exception of the Micmac at Beachy Cove and the crew of one Labrador schooner, virtually all were employed as loggers or mill workers. Most had come from the Twillingate area (family names such as Anstey, Clarke, Hull, Jenkins, Smith and Taylor), but there were also families from Conception Bay (Butt, Hamilton and Peters) and from Seldom-Come-By (Holmes, Huxter and Penney). This was a time when people were streaming into western Notre Dame Bay to work in the copper mines, especially at nearby Little Bay. From 1878 to 1899 the Little Bay mines were an important market for lumber as well as a source of some employment and the social centre for the area, with Methodist clergy from the mining town making occasional pastoral visits.

In 1890 Mill Island was burned over, and the Curtis sawmill was destroyed. The settling of Lower Wolf Cove and Island Rock Cove continued, as some former employees built smaller mills on the mainland, with George Clarke and his brothers taking over the remnants of the Curtis business and soon becoming the largest employer. Clarke also took the lead in constructing a school/chapel and later a telegraph and post office. When the latter was opened in 1898 the community adopted the name Springdale, which first

Springdale, c. 1950

appears in the *Census* in 1901, with a population of 319. Clarke's, Inder Brothers and the firm of Saunders and Strong were also building ships in Halls Bay, for the Labrador fishery as well as the timber trade. In August of 1904 a forest fire burnt 26 of the 38 homes at Springdale, but spared the Clarke mill as well as a large quantity of lumber awaiting shipment, so the community was quickly rebuilt. After 1914 local mill owners were cutting pitprops in the area, as sub-contractors for Bowring Brothers. The development of a winter herring fishery during the War also contributed to an influx from nearby fishing communities — by 1921 there were 740 people at Springdale and a further 88 across the Brook, at Beachy Cove. At this juncture there were nearly as many fishermen as loggers in the community, while the *Census* also recorded 17 "mechanics" (mostly shipwrights or carpenters), eight merchants, seven farmers, six government employees, three teachers and a Methodist clergyman. The 1904 fire had brought an end to the first attempt to erect a Methodist church, but the determination to rebuild saw a church and school completed within a year. A new school was completed in 1917 — a two-storey structure, this confirmed the status of Springdale as a village a cut above its neighbours. A Salvation Army citadel was also completed in 1917 and the first Pentecostal Assembly begun in 1926.

In the 1930s the Commission of Government augmented Springdale's status as the "capital" of Green Bay district, posting a magistrate and Ranger in the town (with responsibility for Notre Dame Bay west of Exploits and the Baie Verte Peninsula east of Fleur de Lys). The town had its first resident physician after 1930, when Dr. Lidstone moved his practice there from Little Bay Islands. After the Depression, Springdale continued to develop as a mercantile centre for the area, spurred by a major increase in the cutting of pulpwood for Bowater's near Roberts Arm *qv*. There

Springdale, 1993

were also two "dunnage" mills opened, cutting lumber to be used in packing rolls of paper at the A.N.D. Co. port of Botwood. The dunnage mills were operated by the Springdale firm of George Warr Ltd., which also was a major pulpwood sub-contractor. Warr's also operated a bus, boat and snowmobile "rapid transit" service connecting with the railway at Badger from 1927. The Warr family had relocated their business from Pilley's Island in the early 1900s.

After Confederation some other merchant families from nearby outports moved their business headquarters into Springdale, such as pulpwood contractor and merchant T.J. Hewlett & Sons of Port Anson. By the 1960s and the resettlement *qv* program most nearby outports had family connections with Springdale, which was designated the regional "growth centre". A renewal of mining activity in the area in the 1960s further contributed to a growing population — a pattern of growth which continued into the 1990s. Springdale and South Brook were incorporated as a rural district in 1945 and this sharing of services continued until 1965, when the two were incorporated separately. The first mayor was Harvey C. Grant, whose name is perpetuated at the local regional high school (Grant Collegiate, opened in 1961 and extended in 1965) as well as at the community's heritage centre/museum. In 1993 Springdale still had the name of a church-going community, with a strong fundamentalist presence, including the Salvation Army, Pentecostal Assemblies, United Pentecostal Church and Keystone Outreach Centre. The Charisma Pentecostal Assemblies church and school complex, opened in 1981, housed one of the largest Pentecostal congregations in the Province. George W. Clarke (1992), Albert N. Holmes (1980), Doug Jackson (1993), James Lumsden (1906), Melvin Mahaney (1971), Golda Peters (1968), *Grand Falls Advertiser* (Mar. 9, 1964), *McAlpine's Newfoundland Directory* (1894), Archives (A-7-1/K), Newfoundland Historical Society (Springdale; South Brook). RHC

SPRINGFIELD. See SOUTH RIVER.

SPRUCE BEER. Spruce beer is a fermented drink made from an infusion of the boughs and buds of the black spruce. When rum is added to the mixture it produces the beverage known as "callibogus". Spruce beer was being made on the Island as early as the 1600s and was widely believed to prevent scurvy. William Vaughan *qv* was one early writer who promoted it as a health beverage. Surgeon James Yonge *qv* recommended a type of spruce beer to fishermen suffering from scurvy in 1663. The treatment was effective, due to the vitamin C found in spruce and the other fresh leaves and greens he used in making the concoction. The traditional method of making spruce beer was described by Joseph Banks *qv* in 1766: a 12 gallon copper container was filled with spruce boughs and water and boiled until the rind was stripped off. Molasses was then added and the mixture diluted with nineteen more gallons of water. Banks concluded his recipe: ". . .work with Barm [yeast] and Beergrounds & in Less than a week it is fit to Drink'. Cheaply and easily made, spruce beer was the common beverage of fishermen and labourers in the eighteenth and nineteenth centuries. It was still being bottled in Newfoundland in 1994 though its alcohol content placed sales under the jurisdiction of the Newfoundland Liquor Corporation. See LIQUOR, BEER AND WINE. Joseph Banks (1766), James Yonge (1963), *DNE* (1990). ACB

SPRUCE BROOK (pop. 1991, 18). Formerly a railway siding and a substantial sports fishing "resort", in 1993 Spruce Brook was largely a cluster of cabins, with only two or three families living there year-round.

The community takes its name from a stream which flows into George's Lake on its northwest side. Although the area was uninhabited until the building of the railway in the early 1890s, it was on a well-travelled winter route between the Bay of Islands and St. George's Bay — along Cook's Brook, George's Lake and Harry's Brook. With the building of the railway along the route of the old slide path, a section crew was stationed at Spruce Brook, which first appears in the *Census* in 1901, with a population of 10.

Apart from railway employees there were no other inhabitants until 1913, when a hotel known as the Log Cabin was built. Run by Richard Whittington and his sister, the Log Cabin played host to sports fishermen from all over North America and Great Britain. While George's Lake and the rivers flowing into it were replete with superior fishing spots, the Log Cabin also maintained wilderness cabins on Harry's Brook and the Serpentine River *qv*. Eventually there was a second hotel at the siding, as well as a sawmill, operated by Lemuel Symonds. By 1921 there were 48 people at Spruce Brook and this number had increased to 79 by 1945. Thereafter, several substantial pulpwood operations began in the area, notably at nearby Gallants *qv*, with the effect that by 1956 there were 141 people at Spruce Brook.

However, during the 1950s the community suffered the first of several setbacks, when the Log Cabin was destroyed in a fire. Meanwhile, changes in the

Cabin at Spruce Brook, made from the old railway station

The Log Cabin Hotel

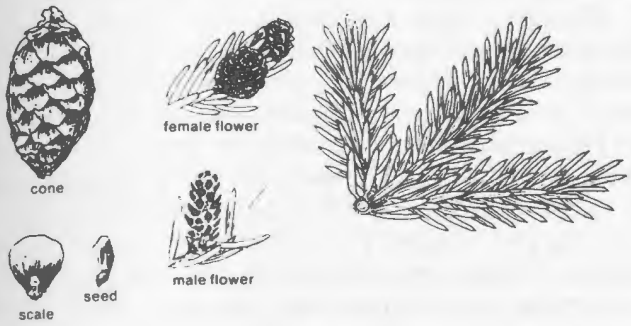
manning of railway sections reduced (and finally eliminated) the railway establishment at Spruce Brook, while pulpwood operations in the area were phased out in the late 1960s. In the early 1970s most of the population of the community was resettled to the Stephenville area. Since that time there have been several cabins built at Spruce Brook (many by former railway employees) and there has been some sawmilling. Garfield Connock (interview, July 1993), M.F. Howley (*NQ* Dec. 1914), *Census* (1901-1991), Archives (A-7-2/Q). RHC

SPRUCE BUDWORM. The spruce budworm (*choristoneura fumiferana*) is a pest of the coniferous forest, notably spruce and fir. While infestations kill stands of old trees, allowing for natural regeneration, in a managed forest the budworm is extremely destructive. The life cycle of the budworm begins in July and August when eggs are laid on tree needles. The eggs hatch in about 10 days and the larvae can be seen hanging from the trees in silken threads before they are dispersed by the wind. The larvae hibernate during the winter and then emerge as adult moths in late summer. Ring growth in old white spruce indicates that outbreaks have been occurring in eastern Canada for at least 200 years, and probably before that. Such outbreaks were minor, lasting only a few years and collapsing without causing significant damage. Natural collapse was caused by cold weather, parasites, disease and predators, especially birds.

Infestations have been recorded in Newfoundland since 1942. This outbreak, on Bell Island, lasted until 1948 and may have been started by moths conveyed by ore boats from Nova Scotia. Budworms also damaged some trees on the west coast between 1952 and 1956. In 1960 infestations occurred near Stephenville, the region of Terra Nova National Park, the Avalon Peninsula and the Lake Melville area of Labrador. In 1971 the most serious infestation to that date began on the Island's west coast. By 1980 over one million hectares of forest had been affected. An experimental program of aerial pesticide spraying began in 1977, but was temporarily halted by concerns of public health. A Royal Commission was convened to address the issue, and spraying resumed in 1981 following release of the Commission's report. In addition to chemical pesticides, a naturally occurring bacteria spray was used. This bacteria (*Bacillus thuringiensis*, more commonly referred to as B.t.) was toxic to the budworm.

A severe infestation of spruce budworm leads to reduced growth, loss of growing stock and eventually to the death of stands of black spruce and balsam fir. Though some pulpwood fibre can be salvaged from dead or dying stands, the cost to forest industries can be high. There is also aesthetic damage and loss of species habitat as fir stands turn reddish grey and are

windblown. The damage done by the spruce budworm, especially in the period from 1971 to 1986, has led to the institution of intensive silviculture programs. By the early 1990s the spruce budworm was in decline in the Atlantic provinces due to a combination of factors such as weather, predation, the use of B.t. and the end of the budworm's natural infestation cycle. See also FORESTRY. G.R. Milne (1986), Otvos and Moody (1978). ACB

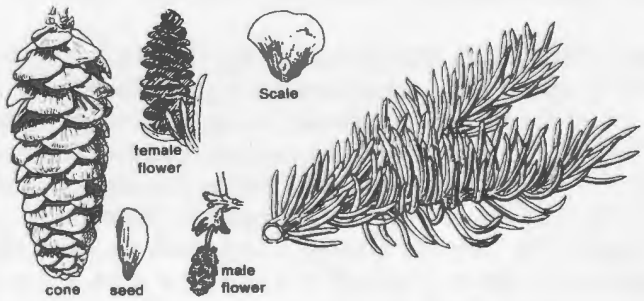


Black spruce

SPRUCE TREES. The two common spruce trees found in Newfoundland and Labrador are the white spruce (*picea glauca*) and the black spruce (*picea mariana*). Used for fuel and as building material, these coniferous evergreens are also vital to the Province's *pulp and paper and *sawmilling *qqv* industries. After the decline of white pine stands on the Island in about 1904 spruce began to be used to a large extent by sawmillers. Because of its abundance and relatively long fibre, black spruce also became the preferred wood for pulp and paper.

Black spruce average 12 m in height, but in open areas may be stunted and irregularly shaped. The straight trunks are without branches for most of their length but have a narrow crown of clustered branches. The bark ranges in colour from red-brown to grey and is scaly in texture. Twigs are light red-brown and covered with short, dense hairs. The leaves are needle shaped, shiny and blue-green and appear to be more crowded on the twig than is the case with the white spruce. In June, male flowers are found in clusters at the bases of the previous year's twigs, while the larger, female flowers are solitary or found in pairs at the ends of branches. The fruit are small ovate cones which are dark red-brown when mature, with firm, rough edged scales. Winged seeds are shed during the first year, but the cones may stay on the tree for several years. The black spruce is found throughout Newfoundland, often mixed with stands of balsam fir. It is the most abundant tree in Labrador, growing as far north as 57°. Unlike the white spruce, the black spruce thrives on poorly drained soils and in wet, boggy areas. It is often one of the first species to regenerate after a forest fire. Repeated burnings have helped to establish black spruce as a characteristic species in the Province.

The slightly larger white spruce average less than 15 m in height, but may reach 25 m. The trunk is straight and tapering and the crown conical. Along the coast and in other exposed areas, the trees are often gnarled and irregular in shape. The bark is grey-brown and scaly while the twigs have a red-brown cast. Needle-shaped leaves are shiny and yellow-green to blue-green in colour, often covered with a whitish bloom. Leaves are in spirals on the twig, twisting upward to crowd the upper side. The fruit are 3-5 cm long cones, which are pale brown when mature. Winged seeds drop during the first autumn, while the cones remain on the branches for another year. White spruce occur throughout Newfoundland and as far as 60° N in Labrador, preferring moist, well drained soils. They may also grow in abandoned fields and on coastal headlands. A. Glen Ryan (1978), *BN I, Report of the Newfoundland Forest Industry* (Oct., 1993). ACB



White spruce

SPURRIER, CHRISTOPHER (1783-1876). Merchant. Born Poole, Dorset; son of William and Ann Spurrier. Married Amy Garland. Spurrier was the son of a Poole merchant who was established in the Newfoundland fishery, and his own ties to Newfoundland were strengthened by his marriage to the daughter of George Garland *qv*. Following the death of his elder brother William in 1800, Christopher reluctantly became more involved in the family business. He ran for public office in Poole in 1807 but was disqualified and the family disgraced when it was discovered that his father had used fraudulent means to secure his election.

Following the death of his father in 1809, Spurrier took control of the business in partnership with a nephew, William Jubber Spurrier and an uncle, Peter Joliffe. He himself does not appear to have visited Newfoundland. The Newfoundland business was based at Burin *qv*, with branches in western Placentia Bay and a salmon fishery at the Colinet and Little Salmonier rivers. The value of the firm's exports and imports rose from £1800 in 1800 to £3500 in 1815, and Spurrier began the construction of a mansion, Upton House, in Poole. As his wealth increased, he made a successful re-entry into public life as MP for Bridport in 1820. He was high sheriff of Dorset in

1824. The *Upton*, a ship of 320 tons, was built in Newfoundland and the firm had 10 other ocean-going ships. Property in Poole included Upton House, a counting house and a coal and timber wharf. At Burin there was a large house, six stores, offices, flakes, cooper and carpenter shops and (as protection against privateers) three batteries of guns. Smaller branches of the firm were in operation at Oderin, Barren (Bar Haven) Island and Isle Valen *qqv*.

Depression in the Newfoundland fish trade, aggravated by Spurrier's penchant for luxury and gambling, forced him to sell Upton House and other estates in 1828. (The house is now owned by the Borough of Poole). A poor fishery precipitated the total collapse of the business in 1830, with debts totalling over £26,000. Spurrier's brothers-in-law, George Garland Jr. and John Bingley Garland *qqv*, were appointed creditors, but most of the properties were sold for a fraction of their worth. Christopher Spurrier continued to live in Poole, apparently unconcerned, and is said to have gambled away his last silver teapot at a dinner party. He died at the age of 93. See POOLE. Beamish *et al* (1976), Maritime History Archive (Keith Matthews name file, Christopher Spurrier). ACB

SQUANTUM (*alt.* TISQUANTUM) (1580?-1622). Guide; interpreter. Squantum belonged to the Pawtuxet band of Wampanoag Indians, living near what is now Cape Cod, Massachusetts in the late sixteenth century. He has been tentatively identified as Tisquantum, one of the Indians of the New England coast taken to England by Captain George Waymouth in 1605. He appears to have returned to Cape Cod with Captain John Smith in 1614 but was then seized along with 20 others by Captain Thomas Hunt to be sold into slavery in Spain. Squantum managed to escape while in Spain and made his way to England where he stayed two years at the home of John Slany *qv*, treasurer of the Newfoundland Company. Slany probably hoped to find a native guide to assist with his colonizing ventures. Squantum was provided with a passage to Cuper's Cove (Cupids) in 1616, where John Mason and Thomas Dermer had settled. Returning briefly to England in 1618, he went to New England with Dermer the following year.

Most of the Pawtuxets had died of smallpox in the meantime, and Squantum proceeded to cultivate a friendship with the Puritan colonists at nearby Plymouth. With his knowledge of English he showed them how to plant corn, where to catch fish and how to use herring as a garden fertilizer. The latter practice he may have observed with capelin while in Newfoundland. While guiding an expedition to Narragansett Bay, Squantum succumbed to "Indian fever", probably smallpox. Carl Waldman (1990), *DCB I*. ACB

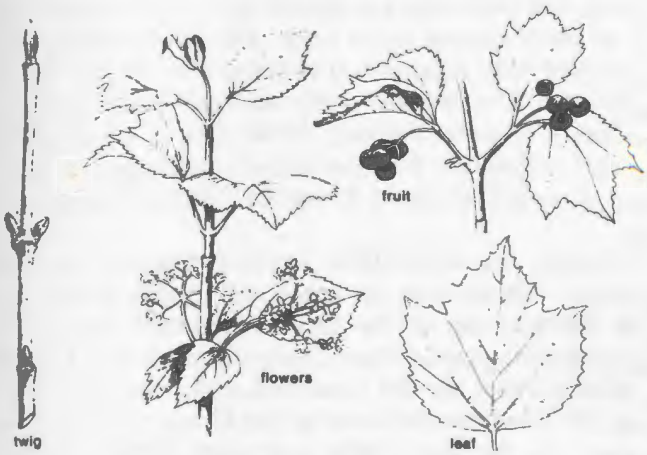
SQUARE ISLANDS (pop. 1966, 102). Square Islands is the largest summer fishing station in St. Michael's Bay, Labrador, the major station of the communities of Charlottetown and Pinsent's Arm *qqv*. Square Islands Harbour is on the southeast corner of the largest of the group (Square Island), and is sheltered by East Island and West Island. The harbour takes its name from West Island, which appears from the sea to be box-shaped. The West and East islands form three tickles leading to the harbour, described by Browne as being "not larger than a mill pond", providing access from the north, south and east. Coupled with close access to the major fishing grounds at the mouth of St. Michael's Bay, it is this feature that has made Square Islands one of the most frequented harbours on the Labrador coast.

While the Labrador fishery *qv* in the 1700s was largely conducted by ships from France, England and the United States, in the early 1800s the coast around St. Michael's Bay was increasingly frequented by fishermen from Conception Bay. As early as 1820 one observer noted seven "adventurers from Newfoundland" (stationers *qv*) at Square Islands Harbour. By the 1850s there were four resident families (Bourne, Edwards, Luther and Thomas), the community appearing in the 1857 census with a population of 25. However, the few "liveyers" were a mere fraction of the summer fishing crews from Carbonear that frequented the harbour each summer, the paucity of shore space around the tiny harbour making for overcrowding. "On every square rod of flat rock on the steep slopes of the harbour was a Newfoundlander's tilt" (Packard). As the Carbonear people were largely Wesleyan Methodists, they took the lead in building a small school in the 1890s, which also served for occasional church services for both stationers and residents (of which there were 63 people in 10 families, according to the 1901 *Census*). There was also a small station on the north side of Square Island, Nowlan's Harbour *qv*, which was frequented by Roman Catholic fishermen from Conception Bay. After 1888 Square Islands was the post harbour and regular steamer port of call for St. Michael's Bay.

In the early years of the twentieth century the Labrador fishery generally was in decline and although the number of Carbonear stationers at Square Islands would appear to have declined somewhat, the harbour was still the major fishing station for what was an increasing number of liveyers in St. Michael's Bay. Common family names of Square Islands included Clarke, Hillyard, Kippenhuck, Marshall, Roberts, Turnbull and Williams. Other family names associated with Square Islands include Campbell — descendants of one John Campbell, who moved to St. Michael's Bay from Hamilton Inlet in 1894 — and Powell (a Powell of Carbonear having married one of Campbell's daughters). In the 1950s, as the population of the Labrador coast was being encouraged to centralize, one of the "winter places" frequented by the people of Square Islands was established as a "permanent" winter community. Since that time the majority of the people previously considered to be residents of Square Islands have been recorded as residents of Charlottetown in most official sources. However, the Pentecostal church subsequently built a church and school at Square Islands — which retained its importance for the summer fishery and as the

steamer port for Charlottetown for some years. (The coastal boat service did not consider the Narrows — the usual route into White Bear Arm and Charlottetown, amongst the islands southwest of Square Islands — to be navigable for large vessels until the 1960s).

In 1990 there were 14 crews fishing out of Square Islands, for the most part from Charlottetown and Pinsent's Arm, selling their catches to Powell Fisheries, whose salt fish plant at Square Islands employed approximately 20 seasonal workers. P.W. Browne (1909), A.P. Dyke (1969), J.B.K. Kelly [1870], A.S. Packard (1891), John Parsons (1970), B.W. Powell (1979), H. Robinson (1851), W.A. Stearns (1883), *Alluring Labrador* (1980), *Census* (1857-1971), *Obituary on the Labrador Coast Fishery* (1992), *Them Days* (Oct. 1988), Archives (A-7-4/36; MG 8/15/1). RHC



Squashberry

SQUASHBERRY. Found in cool woods and on rocky banks of Newfoundland and Labrador, squashberry bushes bear translucent red berries with a flat seed. The berries, borne in clusters low on the plant, have most often been used in Labrador and Newfoundland to make jelly. The squashberry shrub straggles, reaching a height of up to 1.5 metres. The leaves are trilobed like maples. The plant ranges from Labrador to Alaska and northern cool areas of the U.S.A. Fernald and Kinsey (1958), Ernest Rouleau (1958), Peter J. Scott (1979). KATHLEEN WINTER

SQUATTERS. See STATIONERS.

SQUID. There are several species of squid in Newfoundland waters, but it is the short-finned squid (*illex illecebrosus*), also known as the Newfoundland bait squid, which is of major commercial significance. It has been used primarily as bait but is also caught for human consumption. This squid has a body or tube length of up to 30 cm, while the 10 arms surrounding the mouth may account for another 30 cm. Squid can change colour, camouflaging themselves by expanding or contracting colour cells in their skin. When threatened, they can also release a cloudy, ink-like substance to confuse predators. Usually colourless when caught, squid develop a mottled brown colour within a few minutes.

Unloading squid

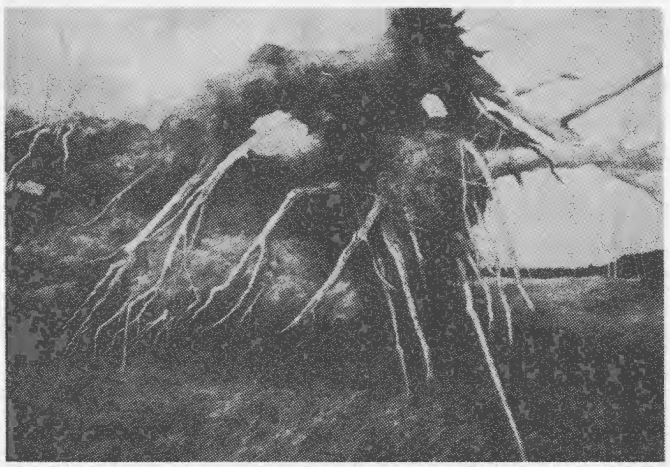
Squid are found in waters from Florida to Labrador, but are numerous around Newfoundland, preferring water temperatures between 5° and 7°C. They spawn in southern waters, and the larvae and juveniles drift north with the Gulf Stream. In the spring squid are found on the outer edge of the Grand Banks, concentrating along the continental shelf in May and June. Some move inshore to feed in the summer and fall. Squid, tending to school, often appear first in Conception Bay, moving north to Fogo and then to Labrador and westward to the Gulf of St. Lawrence. They are found near the bottom during the day and move upward at night, and at dawn are easily taken near the surface of the water. Near the end of their life cycle, squid return to southern waters, where they spawn and die. They feed on krill, shrimp and other small marine organisms. Mature specimens may feed on other squid and a variety of fish and shellfish. They are in turn a food source for many species of fish (notably cod), marine mammals and sea birds.

Traditionally, squid were taken by jigging from small, open boats. More recently, they have been taken inshore and offshore with lines, traps and by factory freezer trawlers equipped with jiggers. Before the 1970s, most squid was processed for use as bait in the hook-and-line fishery, much of it sold to fishing vessels from other nations, such as Portugal, Norway and the Faroe Islands. During the 1930s, some squid was dried and exported to Hong Kong and China for use as human food, but this market was lost during World War II and did not recover. Between 1975 and 1982, however, large markets developed in Japan and across Europe for frozen and dried squid from Newfoundland. Inshore and offshore landings dropped dramatically in the late 1980s and early 1990s as other fisheries experienced a general decline. Sun-dried squid is prepared in many fishing communities by being split, cleaned and washed, then hung to dry on racks, poles or even clothes lines. Squid is also

consumed in the Province fresh, and is most often served marinated, stuffed with brewis, or cut into rings and fried with onions and fat pork. See BAIT FISH; GIANT SQUID. Frederick Aldrich (1964), Sid Hann (1992), Wilfred Templeman (1966). ACB

SQUIRES, ALBERT (1958-). Athlete. Born Grand Bank, son of George and Arthura Squires. Educated Memorial University. Bert Squires began competitive weight lifting as a teenager and by 1980 had won several Canadian championship titles. In that year he competed in both the Commonwealth and Pan American games, and won a gold medal at the Olympic Alternate Games (held for 48 nations who boycotted the Moscow Olympics) in Shanghai, China. Encouraged by this success, Squires suspended his studies in order to train full-time. After a fifth place finish at the 1984 Olympic Games in Los Angeles he retired from competition to resume a teaching career. While teaching on Baffin Island in 1987 Squires organized the first weight lifting championships held in the Northwest Territories. He returned to competitive weight lifting in 1991, winning the heavyweight division of the Canadian championships. *ET* (May 23, 1991), *DNLB* (1990), Centre for Newfoundland Studies (Bert Squires). ACB

SQUIRES, GERALD LEOPOLD (1937-). Artist. Born Change Islands. Educated Danforth Technical School, Toronto; Ontario College of Art and Artists' Workshop. Married Gail Tooker. The son of Salvation Army parents, Squires moved to Toronto with his family in 1949. He attended the Danforth Technical School, where instructors encouraged him to take up landscape painting. After further training, Squires went to Mexico in 1958 and studied under graphic artist Carl Pape, learning painting, drawing and printmaking. Back in Toronto he worked as an illustrator with the *Toronto Telegram*, doing portraits of visiting musicians and illustrating the entertainment section. At one time he had his own column (''Squires' Sketchbook''), which focused on churches. At 21 he had his first exhibition, at the Beach Library in Toronto. He enjoyed modest success in Toronto with two exhibitions: St. Francis of Assisi and Related work (1965) and The Canticles of St. John of the Cross (1966). The first was a series of pen, ink and wash drawings, and the second a series of acrylics on paper. Both were early attempts by Squires at marrying literature and visual art.



''Uprooted'' by Gerry Squires

In 1969 Squires and his family moved back to Newfoundland. Two years later Squires moved to Ferryland, where he rented an abandoned lighthouse and stayed for 12 years. There he produced three major series of work — the Boatman, The Ferryland Downs and Cassandra — and with them established his reputation as a surrealist and painter of landscapes. The 11 Boatman paintings are a powerful lament for a lost Newfoundland, inspired in part by the resettlement program. In a style of macabre surrealism, with forms set against raging seas and windswept cliffs and downs, the paintings are linked by the precarious figure of the Boatman in his craft. The Ferryland Downs dispensed with figures and concentrated on the barren landscape. The works, some of them huge, show a profusion of textural detail. In the Cassandra series of the early 1980s the Ferryland Downs are again a backdrop to a psychological drama full of poetry and symbol.

Through the mid-1980s Squires' fascination with spiritual themes was to reach its fullest flowering, with the creation of the Newfoundland Passion. On permanent display at Mary Queen of the World Church in Mount Pearl are the Crucifixion-Resurrection triptych, the Fourteen Stations of the Cross and The Last Supper. In the late 1980s and early 1990s Squires continued to produce at a prolific rate, including portraits, sculpture, book illustrations, religious commissions and landscapes. In 1993 his eighteenth solo exhibition, a five-year retrospective of his landscapes, was held at MUN Gallery. Squires was awarded an honorary doctorate by Memorial University in 1992. Peter Bell (*ET* 1976), Patricia Gratten (1982), Gerald Squires (interviews, 1985-93). JAMES WADE

SQUIRES, HELENA E. (1879-1959). Politician. Born Little Bay Islands, daughter of the James M. Strong *qv*. Educated Methodist College; Mount Allison University. Married Richard A. Squires *qv*. Squires was the first woman to stand for election to the Newfoundland House of Assembly and the first to sit as MHA.

Lady Squires had completed courses in elocution and public speaking at the Emerson College of Oratory in Boston, taken a course at the Harvard University Summer School, and studied Domestic Science at the Farmer Cooking School and Interior Decorating while visiting New York. Interested in child welfare and public health, she was for many years president of the Grace Hospital Auxiliary. In 1930 she was elected to the Newfoundland House of Assembly as the member for Lewisporte in a by-election necessitated by the death of George Grimes *qv*. Ironically, both Lady Helena and her husband, the Prime Minister, had strenuously opposed giving women the vote during Sir Richard's first term in office (1919-23). Female

suffrage was introduced in 1925, after Sir Richard's first fall from popular favour. Lady Squires was defeated as a Liberal candidate in 1932.

Her last role in Newfoundland public life was in 1949 when she was elected the first president of the Liberal Association of Newfoundland, presumably a gesture initiated by Liberal leader J.R. Smallwood, who had considered her husband a mentor. Paul O'Neill (1976), *DNLB* (1990), *Remarkable Women of Newfoundland and Labrador* (1976). ILB

SQUIRES, RICHARD ANDERSON (1880-1940). Prime Minister. Born Harbour Grace, son of Alexander and Sydney (Anderson) Squires. Educated Harbour Grace; Methodist Academy, Carbonear; Methodist College; Dalhousie University. Married Helena Strong. The Newfoundland Jubilee Scholar for 1898, Squires graduated from Dalhousie law school and in 1902 was admitted as a solicitor of the Supreme Court and joined the legal firm of Edward P. Morris (who was Minister of Justice and Attorney General in the government of Robert Bond). In 1907 Morris broke with Bond and formed the People's Party, which became Bond's major opposition in the November 2, 1908 election. Squires was a candidate for the People's Party in Trinity, where he missed winning the seat by only five votes. The general election ended in a tie, and, with neither party able to gain the confidence of the House, a new election was called for May 8, 1909. In that election, Squires topped the poll in Trinity and the People's Party won 26 of the 36 seats.

The next four years were relatively quiet ones for Squires. In 1911 he was enroled as a barrister and he was made King's Counsel in 1914. The 1913 general election pitted the People's Party against the Liberal party in coalition with the newly-formed *Fishermen's Protective Union (FPU) *qv*. Squires again contested Trinity, but the voters returned three Liberal-FPU supporters, with Squires finishing fourth. In 1914 Morris appointed Squires Minister of Justice and a Member of the Legislative Council.

The Royal Newfoundland *Regiment *qv* suffered disastrous losses during the first years of World War I. The need to encourage more volunteers called for a united legislative front and resulted, in 1917, in the formation of a National Government consisting of members from all three parties, with Morris remaining Prime Minister and Squires becoming Colonial Secretary. The election due in 1917 was postponed. When Morris resigned on December 31, 1917 a new National administration was formed, with Liberal leader William Lloyd as Prime Minister. Squires was invited to be a member of the new administration but declined, indicating, among other reasons, that he wanted no part of a government that was apparently unduly influenced by the *Reid Newfoundland Company *qv*.

Before the election of November 1919, Squires's hope to succeed Morris as leader of the People's Party had been thwarted when Michael Cashin *qv* formed a new administration. What was left of the Liberal party tried to convince Bond to come out of retirement, but

Prime Minister Sir Richard A. Squires

he refused. Squires made contact with Bond and reported that Bond had advised him that the party needed to be revitalized by younger men, a decision Squires communicated to a number of leading citizens and Liberal supporters. They urged Squires to accept the leadership, which he did, and he soon effected a coalition with the FPU. During the campaign he promised, among other things, improved education and health care, an increase in the old age pensions, new emphasis on the fisheries, more roads and the "dawn of a new political and industrial era".

The administration fulfilled several of its promises. It established the Departments of Posts and Telegraphs and of Education, and allotted $100,000 for the establishment of a teachers' training school. Other legislation included regulations on cutting and exporting timber, the introduction of the sales tax and a business profits tax, and the incorporation of St. John's as a city. Fisheries regulations, introduced by Minister of Marine and Fisheries William Coaker *qv*, were withdrawn early in 1921 under severe criticism from merchants and some southern European markets. Two major projects were the infusion of public money into the financially troubled Newfoundland Railway and the establishment of a pulp and paper mill in Corner Brook.

Proud of his record, especially the successful negotiations for the establishment of a paper mill in Corner Brook, Squires called a general election for May 3, 1923. The Liberals won 23 seats, the opposition 13. Legislation was passed establishing the Newfoundland Power and Paper Company, which would build and operate the new mill. This deal was not without its costs to the people of Newfoundland as the Reids refused to relinquish the timber rights unless the

government took over complete operation of the railway and cancelled the remainder of their contract. Thus on July 1, 1923 the government assumed full financial responsibility for the railway. Shortly after the railway deal was completed, the first cracks appeared in the Squires administration. Dr. Alexander Campbell *qv*, a close friend, after defeat in the 1919 and 1923 elections was appointed to the Legislative Council and to Cabinet as Minister of Agriculture and Mines. In mid-July the opposition and the press charged that Campbell had used his position and government funds to dispense election patronage. An examination of the expenses of the Department of Agriculture and Mines added fuel to the fire. On July 23, four Cabinet Ministers insisted that Campbell be dismissed from cabinet. When Squires refused and all four resigned, Squires himself resigned as Prime Minister, and sat as an Independent. William R. Warren, one of the four dissident ministers, formed a new administration. A commission of enquiry, headed by Thomas Hollis Walker *qv*, into the charges against Campbell found evidence to support allegations against both Campbell and Squires. Warren ordered their arrest, but Squires was immediately released on bail. Meanwhile the caucus was split and a motion of non-confidence in Warren's administration carried by one vote. Squires did not run in the 1924 election, won by the opposition party under Walter S. Monroe. In the meantime he succeeded in having a grand jury dismiss the charges for lack of evidence, and this decision was later upheld by the Supreme Court. (The next year he was fined for income tax evasion.)

During the next four years Squires pursued his political ambitions behind the scenes. He was elected Grand Master of the *Loyal Orange Association *qv* in 1925, embarked on a fence-mending campaign with many Liberal members who had opposed him in 1923, was reconciled with Coaker and became leader of the Liberal party once again. The 1928 election saw him return to power, with 28 of the 40 seats. He himself ran in the new district of Humber, taking 83% of the votes cast.

The first year of the new administration was relatively prosperous, with expanded markets for fish and newsprint and new mining ventures. Then came the Great Depression. The administration had no sooner survived a fiscal crisis in 1931, when 1932 brought new trouble. Finance Minister Peter Cashin *qv* resigned from cabinet, and when the House opened on February 4 accused Squires of falsifying cabinet minutes to conceal misuse of public funds by the Prime Minister and several of his ministers; and later alleged that Squires was receiving a yearly government stipend of $5000 as Newfoundland's War Reparations Commissioner. The opposition demanded an enquiry into Cashin's charges by a select committee of the House. But the House finally agreed with Squires that an enquiry into the charges against him should be conducted by the Governor. Governor Middleton reported that he found no evidence to support the charges. Meanwhile, the government was still desperately trying to meet the demands placed on it by the banks. Among other measures taken in 1932, it increased import tariffs and reduced benefits to war veterans. When the House met on April 5 about 10,000 demonstrators gathered outside. After a delegation was denied entrance to the Legislature a riot ensued and a mob forced its way into the building. Squires, in disguise, barely escaped. The House was dissolved and an election set for June 11, 1932. The government went down to defeat, and Squires himself lost his seat in Trinity South. He continued his law practice and spent much time at his farm at Midstream (now a part of Bowring Park). Appointed K.C.M.G. in 1921, Sir Richard Squires died at St. John's March 26, 1940. Ian Carter (1991), Hiller and Neary eds. (1980), Ian Macdonald (1987), Peter Neary (1988), S.J.R. Noel (1971), T. Hollis Walker (n.d., collected newspaper clippings), *DN* (1900-40, *passim*), *Daily Globe* (1924-26, *passim*), *Daily Mail* (1923-24, *passim*), *ET* (1900-40, *passim*), *Manifesto of the Hon. R. A. Squires, K. C., Leader of the Liberal-Reform Party* (1919), *Manifesto of Sir R.A. Squires, K.C.M.G., Leader of the Liberal Party* (1923), *Manifesto of Sir R.A. Squires, P.C., K.C.M.G., K.C., Leader of the Liberal Party* (1932), *NQ* (1900-40, *passim*), *Who's Who in and from Newfoundland 1927* (1927). BERTRAM G. RIGGS

SQUIRREL. The 10-ton *Squirrel* was one of several ships used by Sir Humphrey Gilbert *qv* in his attempts to colonize the New World. On Gilbert's 1583 voyage, the second attempt, this small frigate was one of a fleet of five ships. It left Cawset Bay on June 11, with William Andrewes as captain and "one Cade, master." After a seven-week crossing of the Atlantic, Gilbert claimed Newfoundland for the English crown. Planning to explore the Nova Scotia coast, Gilbert transferred from the 120-ton flagship *Delight qv* to the *Squirrel*. When the *Delight* was wrecked off Sable Island the remaining ships set course for home. The *Squirrel* was lost on Sept. 9, and its crew "devoured and swallowed up of the sea." David Scott Daniell (1962), *The Voyages and Colonising Enterprises of Sir Humphrey Gilbert* (1940). ILB

SQUIRRELS AND CHIPMUNKS. Of the four species of squirrels (family *sciuridae*) that exist in Newfoundland and Labrador, the red squirrel (*Tamiasciurus hudsonicus*) is the most common and the most easily recognized. This small tree squirrel measures from 28 to 35 cm in length and weighs from 140 to 250 grams. Its long tail is usually either orange, yellow, or red, while its body is normally olive-red on the sides and white underneath.

The local subspecies, *T.h. ungavensis*, is found all across the Island and throughout Labrador, except for the northern tip. While red squirrels are native to Labrador, they were introduced to the Island in 1963. The first introduction was an unauthorized one; the animals were brought from Labrador to the Northern Peninsula near Main Brook, where they were not discovered by wildlife officials until six years later. In 1964, officials introduced six Labrador squirrels to Camel Island, Notre Dame Bay and later part of this

population was released near Glenwood and the Northwest Gander River. In 1974, eleven animals from the Northern Peninsula were introduced to Salmonier Nature Park. Since then the animals have spread across the entire Island.

The red squirrel breeds in late winter as well as in June or July. An average of four young are born in each nest, which may be located underground, inside a tree or on a tree branch. In the latter case, the animal builds a nest, known as a drey, from twigs and leaves. The young are born naked and blind, and their eyes do not open until they are a month old. They stay with their mother until they are almost fully grown. The red squirrel may live as long as ten years. It is preyed upon mainly by fishers, martens, birds of prey and, occasionally, large fish. This loud, quick animal is active throughout the year, staying in its nest only during very cold periods. Its main diet consists of tree seeds, cones and fruits, while fungi, eggs, young birds, shoots, and other plants constitute its secondary diet. It hoards seeds, cones and fungi, eating them when food becomes scarce. While the other species are protected in Labrador, red squirrels are hunted for sport, food and for their fur. The fur is used in clothing, such as gloves and collars, and also for tying fishing flies.

The eastern chipmunk (*Tamias striatus*) — not found in Labrador — was introduced to the Island from Nova Scotia in 1962, when 30 animals of the subspecies *T.s. lysteri* were released in Barachois Pond Park. In 1964, 26 more were captured in Nova Scotia and released in Sir Richard Squires Memorial Park, but apparently did not survive. Nineteen animals from Barachois Park were taken to Butterpot Park in 1968. Chipmunks have not spread much further than the areas in which they were released. These small rodents (22.5 cm; 75-115 grams) have white bellies and reddish-brown bodies which are covered with grey and brown stripes. They hibernate intermittently throughout the winter in their underground nests, and are thought to live for three years on average.

The marmot or woodchuck (*Marmota monax*) and the northern flying squirrel (*Glaucomys sabrinus*) are also found in Labrador. The former (subspecies *M. m. ignava*), a brown, heavy-set, ground-dwelling animal, is common throughout southern Labrador but does not occur north of Lake Melville. The marmot measures from 50 to 66 cm, and weighs between 1.78 and 5.3 kg. The northern flying squirrel (subspecies *G. s. makkovikensis*) weighs between 100 and 200 grams and measures from 28.5 to 35 cm. Using its broad tail and a specialized membrane that stretches from its wrists to its ankles, this animal can glide from tree to tree. It is found at least as far north as Rigolet, but otherwise its range and frequency are unknown. Tony Chubbs (interview, July 1993), Donald Dodds (1983), John Gurnell (1987), Randolf L. Peterson (1966). MARK PADDOCK

STABB, EWEN (1797-1872). Merchant. Born Torquay, Devon; son of Thomas Stabb. Married Anne Carter. Stabb began his career as a clerk with Hunt, Stabb, Preston and Co., a firm in which his father was resident partner. Described in Prowse as a young man who shot champagne bottles off a wharf on Sunday afternoons, Stabb went on to become an important member of the St. John's mercantile community. As early as 1823 he had established a fishing room at Ferryland, and in 1827 was appointed deputy sheriff for the Southern District. In 1833 Stabb leased these premises and moved to St. John's, where he entered into partnership with his brother Nicholas *qv*. He also eventually resumed his association with Hunt, Stabb, Preston and Co., taking the business over in his own name and later as Ewen Stabb and Son. Politically conservative, Stabb came out in support of Chief Justice Henry John Boulton *qv* and testified to the Select Committee on Newfoundland in 1841 to the effect that the constitution of 1832 should be repealed. Throughout the 1830s Stabb was a member of the St. John's Commercial Society, the Chamber of Commerce and the Committee for Pilots. Described as "a perfect type of a true old English gentleman" in his April 1872 obituary, Stabb had spent over 50 years in the Newfoundland trade. Gertrude Gunn (1966), Mildred Howard (1980), H.M. Mosdell (1923), D.W. Prowse (1895), *DCB XII*, *Newfoundland Journal of Commerce* (April 1965), Maritime History Archives (Keith Matthews name file S065). LBM

STABB, HENRY HUNT (1812-1892). Physician. Born Torquay, Devon, son of Thomas Stabb. Educated Torquay; University of Edinburgh. The son of a St. John's merchant, Stabb returned to St. John's after graduating in medicine from the University of Edinburgh in 1837. He served as medical superintendent of the Mental Asylum from 1847 to 1890. A lifelong advocate of reform in the area of mental health, he persuaded the government to establish a provisional asylum in his first year in office. In 1853 he oversaw the beginning of construction of a permanent asylum. The Hospital for Mental Diseases was opened the next year, and was enlarged between 1858 and 1877, with the addition of a wing for 60 female patients. Stabb advocated the creation of a physical and mental environment that would encourage the social adjustment of patients. In 1867 Stabb was elected president of the new Medical Society of St. John's. He retired in 1889. Patricia O'Brien (1989), *DCB XII*, *DNLB* (1990), Centre for Newfoundland Studies (Henry Hunt Stabb). ILB

STABB, NICHOLAS (1803-1876). Merchant; politician. Born St. John's, son of Thomas Stabb. Married Rachel Chancey. Stabb was in business at Renews until 1827, when he sold his premises and moved to Harbour Grace. He was appointed deputy sheriff of the Northern District in 1828. Stabb moved to St. John's in 1839 and entered into partnership with his brother Ewen *qv*. He also became a principal in the supply firm of Stabb, Row and Holmwood. When in the fire of 1846 premises belonging to both firms were destroyed, Stabb established the firm of N. Stabb and Sons.

During the 1840s Stabb was a member of the St. John's Diocesan Society, president of the St. George's

Society and a member of the Newfoundland Committee of the London Mission Society. He was also chairman of the Gas Company, a member of the St. John's Factory Committee; and held executive positions with both the Commercial Society and the Chamber of Commerce. In 1859 Stabb was named to the Legislative Council by Liberal John Kent. He was appointed to the Executive Council by Conservative Hugh W. Hoyles in 1861, and was reappointed by Frederick B.T. Carter in 1866. Prior to the election of 1869, Stabb was a member of a delegation appointed to discuss terms of confederation with Canada. He was a member of the Executive Council until 1870. Stabb died in June 1876. Gertrude Crosbie (1986), *DNLB* (1990), Maritime History Archives (Keith Matthews name file S065). LBM

STABB, WILLIAM B. (*fl.* 1874-1880). Writer. Married Henrietta Emerson. Very little is known about Stabb, but he is generally acknowledged to be the author of three novels: *Florimel Jones*, published in 1876 by Sampson Low, Marston, Searle and Rivington, London, *Wreaths of Smoke*, published in 1880 by Rivington, and *Hard Hit: A Newfoundland Story*, also published in 1880, by the author. All three books were pseudonymously written by "T.U." J.W. Kinsella, writing in *Christmas Bells* 1906, designated *Florimel Jones* as Newfoundland's first novel, without revealing the author's name. In *Ye Olde St. John's*, P.K. Devine noted that Stabb was among the staff of Ambrose Shea, the local agent for the Allan Line. Devine also attributed the authorship of *Florimel Jones* to Stabb and suggested that Stabb was following in the footsteps of Charles Lamb who wrote from the inspiration of the wharves and premises of the defunct South Sea House in London. But Devine lamented that whereas Lamb's novel has been preserved and handed on for posterity, *Florimel Jones* had, even in Devine's day, disappeared. There are likewise no known copies of *Hard Hit*, while the single known copy of *Wreaths of Smoke* was stolen from the A.C. Hunter Library in St. John's. G. Crosbie (1987), P.K. Devine (1936), *Christmas Bells* (1906). ILB

STAG HARBOUR (pop. 1991, 280). A fishing community on the southwest corner of Fogo Island *qv*, Stag Harbour was settled in the 1920s by people from nearby Indian Islands *qv*. The harbour had been frequented for woods work and as a winter harbour for laying up schooners by the people of Indian Islands for many years (see WINTER-HOUSES), but there is no record of settlement until 1921, when one family of 8 people was recorded in the *Census*. The next year a major storm (locally known as "the Washout") destroyed fishing premises and several homes at Eastern Cove, on Eastern Indian Island, and over the next few years most of its inhabitants relocated to Stag Harbour. Some moved into and built on former winter-houses, while others floated their homes across Stag Harbour Run. The Bixby, Coish, Collins, Hynes, Kinden and Sheppard families were all living at Stag Harbour by

Stag Harbour

1935, when the population was recorded as 198. During the 1950s many of the remaining families of Eastern Indian Island resettled to Stag Harbour, and a few moved there from the western (Perry's) island, and by 1966 the population had reached 379. Since that time the population has decreased as younger people have left to seek employment elsewhere. Since the mid-1980s the Fogo Island terminal for the ferry service has been located at nearby Man o' War Cove. Don Downer (1991), *Census* (1921-1991). RHC

STAGEHEAD. A magazine committed to recording the way of life, past and present, on the Eastport Peninsula in central Bonavista Bay, *Stagehead* is perhaps most noteworthy for having been edited throughout its existence by Kevin Major *qv*, later a noted writer. Three issues were published in 1977 and 1978 with the aid of a Canada Council grant. The periodical contained interviews with older citizens of the communities of the Eastport Peninsula, and one issue included a script for a traditional Mummers Play. There was a strong emphasis on photography, with the front and back covers a collage of photographs of people and places. The magazine also contained recipes for local fish and game. *Stagehead* (Nov. 1977; Jan., Apr. 1978). ILB

STAGG, CHERYL JOAN (1945-). Educator; administrator. Born Bell Island, daughter of Sadie (Ludlow) and Frederick Rees. Educated Memorial University of Newfoundland. Married Frederick Stagg *qv*. Stagg taught school in Newfoundland and in Fredericton, New Brunswick before taking up residence in Stephenville. In 1977 she was hired by the government to assess adult literacy levels in the Province and was later involved in developing an adult reading program specifically for use by Newfoundlanders. Stagg was a founder of the community newspaper the *Georgian qv*, and was for a time its managing editor. When the Stephenville Theatre Company was founded in 1982 Stagg became its administrative director. She has been a member of the Newfoundland and Labrador Arts Council, a board member of the Sir Thomas Roddick Hospital and of Terra Nova Communications Inc., and

has served as director of the Stephenville district PC Association. Ron Pumphrey (1987), Centre for Newfoundland Studies (Cheryl Stagg). ILB/LBM

STAGG, FREDERICK ROSS (1942-). Politician. Born Boswarlos, son of Gwendolyn (Billard) and Chesley Stagg. Educated Memorial University of Newfoundland; University of New Brunswick. Married Cheryl Joan Rees. Originally a teacher, Stagg later studied law. Admitted to the Newfoundland Bar in 1970, he began practice in Stephenville. First involved in politics during John Crosbie's *qv* 1969 Liberal leadership campaign, Stagg later joined the Progressive Conservative party. He was elected MHA for Port au Port in 1971 and was re-elected in 1972, serving as Deputy Speaker of the House until his retirement from politics in 1975. In 1979 he was again elected MHA, this time in the district of Stephenville, which seat he held until 1982. He served as a member of the Public Accounts Committee and as parliamentary secretary to the Resource Policy Committee. Active in community affairs in the Stephenville area, Stagg was president of the Stephenville Jets hockey team for several years. *DNLB* (1990), *Who's Who Silver Anniversary Edition* (1975), Centre for Newfoundland Studies (Fred Stagg). ILB/LBM

STAMPS. See POSTAGE STAMPS.

STANDARD AND CONCEPTION BAY ADVERTISER. Also known as *Harbour Grace Standard and Conception Bay Advertiser* and *Harbour Grace Standard*, the earliest extant issue of this paper is dated December 7, 1859. The paper, published weekly from its inception to March 3, 1888, semiweekly from March 19, 1888 to possibly December 1894, and again weekly until its demise, ceased publication in 1936. It was printed and published in succession by William Squarey, Robert Thomas Squarey, Archibald Munn *qv*, J.F. Munn and Munn & Oke. Its prospectus stated that the object of the paper was "to make it a good family newspaper, printed on Royal size, containing the latest local and foreign news, shipping intelligence, select stories, poetry and miscellaneous pieces." The paper strongly opposed confederation in 1865 but apparently supported it in 1869. The *Standard* folded in 1936 because of economic problems. Only a few issues from its last 40 years have been located in the Province. Suzanne Ellison (1988), *Standard and Conception Bay Advertiser* (1859-1862 *passim*). ILB

STANDARD MANUFACTURING COMPANY. The Standard Manufacturing Company was founded in 1902 by Marmaduke G. Winter *qv*, and originally manufactured soap. It later manufactured laundry dyes and (after 1907) paint. Winter was president of the company until 1936. For the next 50 years the presidency was held by his son, Robert G. Winter (1936-59) and by a grandson, Gordon A. Winter *qqv*. In 1983 the company was purchased by Harold Duffett and was renamed Matchless Inc. In 1994 Matchless Inc. was Atlantic Canada's largest manufacturer of paints and protective coatings for both the home and the industrial markets, having extended its business into the Maritime provinces in 1957. See PAINT MANUFACTURE. *ET* (July 4, 1987), "Matchless 90th Anniversary Thankyou to Dealers & Customers" (1992), *Who's Who in and from Newfoundland 1930* (1930). RUTH KONRAD

STANHOPE (pop. 1991, 420). Stanhope is a community in the Bay of Exploits, about 4 km northwest of Lewisporte *qv*. Originally known as Scissors Cove, the community developed a mixed economy based on the Labrador fishery, lumbering and farming. By 1994, however, Stanhope was largely a dormitory town for the service centre of Lewisporte.

The Chaulk family was in the area of Stanhope by the 1860s, at nearby Milord Arm (locally Lord's Arm). In the late 1870s Scissors Cove was settled by two families from Exploits, Burnt Islands — the Downtons and Balls — likely after some years of winter woods work in the area. The Chaulks also moved into the community from Lord's Arm and in 1883 a 35-ton schooner was built for the Labrador fishery. The next year the community appeared in the *Census* for the first time, with a population of 29. In the early days of Stanhope most families were to some extent involved in the Labrador fishery, supplementing their incomes with seasonal woods work and small farming. After the opening of the Grand Falls paper mill in 1909, however, cutting pulpwood became the community's major employment. In about 1911 lumber contractor Robert Pike established an operation at Stanhope. Others to arrive at this time included families named Clarke, Coles and Day. By 1921 there were 118 people, and a Salvation Army corps had been established. The 1960s saw a further influx of people into Stanhope (most of them families resettled from island communities in the Bay of Exploits, Change Islands or Fogo Island), attracted by cheap residential land close to Lewisporte and the opportunity to continue small-town living. A Pentecostal church was built in the 1970s. *Census* (1884-1991), *McAlpine's Newfoundland Directory* (1894), Archives (A-7-2/K; VS 88; VS 92). RHC

Stanhope

STANLEY COVE (pop. 1945, 7). An abandoned fishing community, Stanley Cove is located on the western side of the Northern Arm of Bay d'Espoir, about 7 km north of Pushthrough *qv*. The Cove is a small bight at the head of a broader cove, identified on maps as Birchy Cove (although locally Birchy Cove referred only to another small cove just north of Stanley Cove). Both Stanley Cove and Birchy Cove were probably settled in the 1870s, after John Penny *qv* established a business at Great Jervais *qv*, supplying fishermen in a number of scattered coves in the area.

Stanley Cove first appears in the *Census* in 1884 with a population of 27, while Birchy Cove first appears in 1891, with a population of seven. The family living at Birchy Cove were Willmotts, while the settlers of Stanley Cove included Bobbetts, Haggertys, Longs, McDonalds and Morrises. The nearest school was (periodically) at Great Jervais, where the people of Stanley Cove also visited once or twice a year on the occasion of the visit of the Roman Catholic priest from Harbour Breton. Catches of cod were in early years traded to Penny at Great Jervais, while after about 1900 Stanley Cove had more dealings with Pushthrough. The population of Stanley Cove increased to 38 by 1911, with Birchy Cove appearing in the *Census* in that year for the last time, with a population of five. In the 1930s the people began to leave Stanley Cove for the Head of Bay d'Espoir area, where there was some employment available in the woods. The last few people (mostly Morrises) moved to Pushthrough in the early 1950s, although former residents continued to maintain their homes at Stanley Cove for use during the lobster fishery up until 1969, when Pushthrough was resettled. *Census* (1884-1945), *McAlpine's Newfoundland Directory* (1894), *Sailing Directions for Newfoundland 1931* (1931), Archives (A-7-2/J), Newfoundland Historical Society (St. Alban's). RHC

STANLEY, EDGAR (1886-1975). Businessman. Stanley worked for the Reid Newfoundland Company before establishing a business as a general merchant in Clarenville. In 1933 he formed Clarenville Light and Power Co., built a generating station at Shoal Harbour Brook and began providing electricity to the communities of Clarenville, Shoal Harbour and Milton. Stanley ran the company, with the assistance of family members, until it was sold to Union Electric Light and Power Co. in 1953. He died at Clarenville on February 11, 1975. Baker *et al.* (1990), Geneva Cholok (letter, Feb. 1994), *DNLB* (1990). RHC

STANLEYVILLE (pop. 1921, 45). An abandoned sawmilling community, Stanleyville was located on the East Arm of Bonne Bay. The small cove around which the community was located was used as a winter house by fishing families from Rocky Harbour before the St. Lawrence Timber, Pulp and Shipping Co. established a sawmill there in about 1893. The community, perhaps named after an early manager or after Lord Stanley (then the Governor General of Canada), first appears in the *Census* in 1901 with a population of 48. Of these people five had been born in Canada (presumably the management). The remainder were families from other communities in the area, most notably the Goosneys from Gad's Harbour *qv*. Other family names of Stanleyville include Galliot, Gilley and Maynard. In 1916 the company removed its headquarters to nearby Lomond *qv*, where there was more room for settlement. Although Stanleyville does not appear in the *Census* after 1921, up to the 1950s one or two families continued to live there seasonally while logging for the Lomond mill. In 1994 Lomond was quite accessible, being a recreation area within Gros Morne National Park, and the path to Stanleyville was a popular hike from the picnic area. Roy M. Osmond (1987), *Census* (1901-1945), *DA* (July/Aug. 1988), Archives (A-7-2/P). RHC

STAR AND CONCEPTION BAY SEMI-WEEKLY ADVERTISER. Probably beginning publication in 1872 (vol. 1 #7 is dated June 7, 1872), this semiweekly paper was printed, published and owned by A.A. Parsons *qv* and W.R. Squarey. It contained domestic and foreign news, legislative and court proceedings, poetry, serial fiction, advertisements and other features. There was little editorial commentary, although Parsons unsuccessfully contested the 1873 election as an anti-Confederate candidate and supporter of C.F. Bennett *qv*. It is not known when this paper ceased publication, but the last known extant issue is dated December 24, 1873. Suzanne Ellison (1988). ILB

STAR AND NEWFOUNDLAND ADVOCATE. This weekly paper, printed and published by John Thomas Burton *qv*, had as its motto "Liberty, and My Native Soil." It contained foreign and local news, reports on legislative proceedings, agricultural, fishing and shipping news, proverbs and other moral platitudes, articles reprinted from other papers, poetry, fiction and advertisements. Editorially the paper was conservative and Protestant and supported the mercantile class. Burton had previously been involved in the *Star and Conception Bay Journal* and was later to become more political as proprietor of the *Telegraph qv*. The earliest extant issue of the *Star* is dated November 14, 1840 (v. 1 # 2), and the last January 14, 1847. Suzanne Ellison (1988), *Star and Newfoundland Advocate* (1844-1847 *passim*). ILB

STAR OF THE SEA ASSOCIATION. The Newfoundland Fishermen's Star of the Sea Association is a social and mutual benefit organization founded by Father Daniel Lynch in St. John's on February 28, 1871. Branches of the Association were soon opened in other communities across the Island. Intended as a social organization for fishermen, and dedicated to moral betterment, membership was at first restricted to Roman Catholic men. More recently the group has widened its membership and has concentrated on community service and sponsorship of local sports programs.

Members of the first Star of the Sea Association were, according to the group's by-laws of 1898, expected to be sober, moral individuals and to lead

"industrious" lives. The St. John's branch had as many as 1500 members within the first six months and for many years was the largest society in the city. The association was placed under the spiritual patronage of the Virgin Mary, known in church liturgy as *Stella Maris*, the Star of the Sea. The position of spiritual director was held by Lynch and after his death by Revs. Dean Ryan and Alexander Howley *qv*, among others. In the early years there were three lay leaders of the group, all sealing captains. Of William Jackman *qv*, William Ryan and a Captain Cummins, Jackman has most usually been identified as president of the group. Later presidents included such public men as E.M. Jackman and P.J. Cashin *qqv*. The group met first at the Fishermen's Hall on Queen St. In 1873, under the direction of Bishop Thomas J. Power, the building was renovated and consecrated to accommodate St. Peter's Chapel and the Sisters of Mercy School. Headquarters of the Star of the Sea Association were then established at a hall on Henry Street. The Association's flag, a white star and pink cross on a green ground, was prominently displayed at all functions. With a peak membership of about 2000, the St. John's Star of the Sea Association was noted for its annual New Year's parade, complete with marching band.

The first branch of the Association was formed in Placentia by Thomas O'Reilly *qv* in 1876. Initial membership was about 200, dropping to a low of 13 in 1883 before regaining most of its members by 1893. Parades and processions, especially on St. Patrick's Day, were conspicuous features of the Placentia Star of the Sea. A fife and drum band was later replaced by a brass band. The Placentia branch quickly developed into a benefit society, establishing funds to assist the families of sick and deceased members. In 1902, the Rev. Joseph Murphy began a Star of the Sea Association in Holyrood. Sharing the hall with Holy Cross parish, it offered athletic and debating clubs for the benefit of its members, and occasionally provided theatrical entertainment for the general public. By 1911 a branch had been established in St. George's. Branches were also established in St. Brendan's, Bonavista Bay and at Trepassey, Ferryland and Bell Island before 1921.

In 1892 the hall of the St. John's association was destroyed by fire. Rebuilt on the same site in 1893, most of the new hall was rented to the government for use as the Supreme and Central District courts, pending the construction of a new courthouse. This brought a substantial revenue to the club for some 10 years. When the court moved out, the space was rented to travelling theatre companies and local amateurs. The association began sponsoring local athletics, sharing the city soccer championship in 1890. The Star of the Sea's long involvement with the annual St. John's regatta also began at about this time. In 1910 the Star of the Sea Hall hosted the city's billiard tournament. The association established a savings bank for its members in 1912 and began contributing to public causes such as the Permanent Marine Disasters Fund. Following another fire in 1920, president James Martin oversaw the erection of a new hall, which was also to be used by the local church parish. Bazaars were held in the Hall in aid of church institutions and revenues were also provided by a movie theatre, The Star, which operated from the 1930s to 1957.

Interest in the Star of the Sea Association fell in the following decades, reaching a low point in the 1950s and 1960s. Though active membership fell, the halls continued to be used for community functions. In the late 1970s there was a renewed interest in the Association. The Placentia branch celebrated the centennial of its founding in 1975 and, to mark the occasion, the Association's brass band and annual parade were revived. The Placentia hall was extensively renovated. In 1989 the St. John's Star of the Sea renewed its sponsorship of local sports such as softball and rowing. The Hall improved its indoor facilities for such activities as ball hockey, darts, weight training and basketball, and was rented out for bingo games and concerts. Membership rules were changed in 1989 to allow non-Catholics to become full members (for some years previously, non-Catholics were accepted as associate members). In the early 1990s, membership in the St. John's club had risen to about 500, the largest number in some years. William Graham (*BN II*, 1937), Paul O'Neill (1975), Mary Veitch (1987), *ET* (Mar. 17, 1991), *Placentia, Newfoundland Star of the Sea Association* (1976), *Rules and Bye Laws of the Newfoundland Fishermen's Star of the Sea Association* (1898), *Census* (1911-1921). ACB

STARFISH. Belonging to the invertebrate phyllum *echinodermata*, the starfish or sea star is a common marine animal found from the shore to the ocean depths. Starfish usually have five arms joined to a central disc, but some species have more. Lost or damaged arms can be regrown. On the underside of the arms are rows of tube feet, which are the principal means of locomotion. Starfish often feed on snails and small bivalves by trapping prey with their arms and then pushing their mouths and stomachs into the shells to digest the contents.

The most common species in the Province is the northern starfish (*asterias vulgaris*), also called the purple star, which may be as much as 8 cm across. It has five, and sometimes six, arms and ranges in colour from purple or red to orange, yellow, brown or greenish. It is found in tide pools and sub-tidal regions. Though known to feed on bivalves, studies suggest that the northern starfish does not eat larger, market-size shellfish. Another common species is the daisy brittle star (*ophiopholis aculatea*). The central disc — about 2 cm in diameter — is surrounded by five thin, flexible arms each about 7.5 cm long. It is brown-red to blue, green or brown in colour, and is often found under rocks in tidepools. Other common species found in Newfoundland waters are the spiny sunstar (*crossaster sp.*) and the bloodstar (*henricia sp.*). Michael Collins (1993), Sandra O'Neill (1981), Maritime Research Associates, Ltd. (1983). ACB

STARFLOWER. The Latin name of this flower, *Trientalis orealis*, refers to the plant's height of about one-third of a foot. Ranging from Labrador to British Columbia and south to Virginia, it grows in cool, peaty coniferous or hardwood forests. It is a delicate plant whose star-shaped flowers of seven pure white petals contrast with its dark, shiny whorl of pointed leaves. A member of the primrose family, starflower spreads by slender stolons. Like bunchberry and wild lily-of-the-valley, starflower plants can spread to form a ground-cover of flowers. They are common in northern woods. Diane Griffin (1984), Niering and Olmstead (1979), Peterson and McKenny (1968), Frank D. Venning (1984), *Wildflower* (Winter 1993). KATHLEEN WINTER

STARKES, HAROLD ERIC JAMES (1917-). Businessman; politician. Born Nippers Harbour, son of Mary (Noble) and Roland Starkes *qv*. Educated Prince of Wales College. Married Muriel Hazel Noble. After working as a government forestry officer, in 1948 Starkes became managing director of the family business, the Northern Trading Company. By 1952 he was also managing director of R.G. Starkes and Sons and president of Notre Dame Agencies Ltd. of Lewisporte. Starkes first became involved in politics as deputy mayor (1955-1958) and mayor (1958-1960) of Lewisporte, and also served a term as president of the Newfoundland Federation of Mayors and Municipalities. In 1962 he was elected MHA for Lewisporte as a Liberal. Minister of Highways from 1969 to 1972, in the latter year he left politics and returned to his business at Lewisporte. Ron Pumphrey (1984), *DNLB* (1990), *Who's Who in and from Newfoundland* (1961). LBM

Harold Starkes

STARKES, ROLAND GEORGE (1890-1950). Politician; businessman. Born Nippers Harbour, son of Daniel Starkes. Educated Nippers Harbour. Married Mary Noble; father of Harold Starkes *qv*. In 1920 Starkes became manager of the *Fishermen's Union Trading Co. *qv* store at Nippers Harbour. In 1924 he established his own general business there, buying the former F.U.T.C. premises, and was soon trading in fish and general supplies throughout Green Bay. His Northern Trading Co. became involved in the French Shore fishery in 1928, with a branch at Great Brehat, and later with one at Lewisporte.

It was also in 1928 that Starkes was elected to the House of Assembly, as a Liberal-Unionist representing the newly-established district of Green Bay. He was re-elected in 1932, with F. Gordon Bradley *qv* one of only two Liberals returned. He sat as member for Green Bay until the House of Assembly was suspended in 1934. In 1946 he was elected to represent Green Bay, as a delegate to the National Convention. During the Convention he generally followed Bradley's lead, and supported confederation with Canada. In the last years of his life Starkes lived in Lewisporte, where his business interests had become concentrated. He died in Montreal on November 19, 1950. M.F. Harrington (letter, Mar. 1989), *DNLB* (1990), *Who's Who in and from Newfoundland 1930* (1930). RHC

STARKS BIGHT (pop. 1891, 18). An abandoned fishing community, Starks Bight was located on a broad cove on the north side of Hare Bay, 7 km southwest of St. Anthony. Starks Bight was known to the French as Anse au Borleaux (Birch Cove). (Nearby Goose Cove East *qv* was a French fishing station from the 1640s and assumed some importance in the French migratory fishery in the early to mid 1800s). Though Starks Bight was known to the French, it would appear that they had no shore facilities there and tolerated Newfoundlanders who came from Fogo Island each summer for the cod fishery. It is likely that the Bight was named for one of these fishermen, as Starks was at that time a common name in the Joe Batts Arm area. By the 1870s the French were becoming more tolerant of settlement, and two families from Fogo Island took up residence: the Lanes and the Wards. Starks Bight first appears in the *Census* in 1874, with a population of 11.

Thereafter most of the people recorded as living at Starks Bight were members of the Ward family, but it appears that others from Fogo Island were there seasonally. In 1882 Patrick Reardon came from Tilting to join Simon Ward as a shareman and the next season he married Ward's daughter and settled at Starks Bight. By 1891 the population had increased to 18, but soon after this the Wards and Reardons moved to Goose Cove, which afforded more shelter and where premises were becoming available as the French withdrew. Former residents continued to maintain gardens at Starks Bight, as earlier settlers at Goose Cove had already taken up most of the space suitable for crops. In the 1920s the gardens and hayfields at Starks Bight were further expanded by descendants of the original settlers. Goose Cove residents continued to cut hay there up until the 1960s. Ben Reardon (MHG 43-D-1-19), E.R. Seary (1960; 1977), *Census* (1874-1891), *JHA* (1849; 1873), *McAlpine's Newfoundland Directory* (1894). RHC

STARLINGS. The starling (*Sturnus vulgaris*), a common black bird, is plentiful in and around our cities and larger towns. It is often seen in groups lining telephone wires, the eaves of buildings, and on lawns. For most of the year it is blackish in colour, with light speckles and a dark bill. As winter ends, the starling puts on its breeding, or summer, plumage and looks more impressive in silky, shiny black. The feathers, although very black, take on a beautiful purple and green iridescent sheen and the bill changes from dark to yellow.

Starlings are opportunistic feeders, and will eat a wide variety of food, including insect larvae, berries, garbage and carrion. They often make pests of themselves by attacking crops such as cherries, but most of their time is probably spent taking insects and insect

larvae. They use their long, strong bills to probe lawns, or freshly turned earth, in the manner of robins, and in doing so are, no doubt, beneficial to lawns. Starlings are capable of making a large variety of sounds, from high musical notes to very harsh and rasping ones. Good imitators, they have been heard mimicking the mewing of a cat. As a flock, they produce a most confused chatter. Not native to North America, starlings were first introduced to this continent in Cincinnati in 1872, and in Quebec in 1875. The most famous introductions were made in Central Park, New York City, in 1890 (60 birds) and 1891 (40 birds). These introductions were soon seen as a serious mistake. The original transplants soon grew to millions. Besides competing for food with native species, starlings are very aggressive, ousting native, cavity-nesting birds, such as woodpeckers and bluebirds from their nesting sites. But as in the case of similar mistaken introductions which have run amok, very little, if anything, could be done about it. The first starling was recorded in Newfoundland in 1943. A factor in the outstanding biological success of starlings has been their ability to thwart natural enemies. An enemy approaching a group of adult starlings will be confronted by phalanxes flying in tight formation. Adults are also able to exert remarkable control over their young in times of danger. Once they find a suitable nesting cavity, or crevice (in cities often in or around the eaves of old buildings) a nest is constructed of small sticks, straw and similar material. It is lined with feathers and grass, and is noted for being dirty and messy. Four to six eggs are laid which range in colour from a pale shade of green or blue to nearly white. Incubation is from 10 to 14 days.

The starling family (*Sturnidae*) contains about 100 species, most of which belong to the old world tropics. The best known of these is the talking mynayh (*Gracula religiosa*) which is often seen in pet shops. The natural range of the common starling includes much of Europe and Asia. Larger than a house sparrow but smaller than a robin, the starling is easily distinguished by its short tail, yellow bill, and black body (speckled in winter). There is some southward withdrawal in winter, but many stay on their breeding range. JOHN HORWOOD

STARVE HARBOUR. See HERRING NECK.

STATIONERS. Stationers, also known as "freighters", "roomers" and sometimes "squatters", is the term applied to migratory fishermen, women and children from the northeast coast of Newfoundland who pursued the northern Newfoundland or Labrador cod fishery from fixed shore bases. Leaving their homes primarily in Conception Bay in the late spring of each year, they made their way north in all manner of conveyance to be dropped off at points along the French Shore (rarely) or Labrador coast. There they resumed possession of fishing premises or "rooms" vacated the previous fall to spend the next roughly four months fishing and curing their catch. In a sense, the Newfoundlanders conducting this inshore fishery were repeating in Labrador the pattern established by the original West Country fishermen who came seasonally to Newfoundland.

Bartlett's station at Turnavik Islands qv

The first of the stationers had arrived on the Labrador coast by the early 1800s, forced first to leave the resource-short shores of established communities in Conception Bay for rooms on the Petit Nord, vacated by the French during the Napoleonic Wars. With the end of hostilities and the return of the French, they were compelled to go even further afield, to Labrador. At the beginning, the Labrador shore fishery was concentrated in the Strait of Belle Isle region and was dominated by merchants from Conception Bay. Red Bay, for example, at its centre, was controlled by William Penney *qv* of Carbonear. Penney, like many other planters, merchants and agents — for example, William H. Whiteley *qv* at Bonne Esprance, Samuel Blandford *qv* at Blanc Sablon and large outfitters such as Baine, Johnston (Battle Harbour), Rorke & Sons (Venison Tickle, St. Francis Harbour) and John Munn & Co. (Shoal Bay, Snug Harbour) — maintained sizeable premises and employed large numbers of Newfoundland men, women, girls and boys as both fishing and shore crews. They were recruited either on wages or shares. Over a period of time many fishermen who commenced as share or "shipped" men began to operate on their own; they acquired rooms, hired their own fishing crews and brought their families north with them. In this manner smaller establishments frequently operated by single families and their kin gradually stretched as far as Cape Harrison, the stationers' northernmost extremity, consisting of at least a stage, fishhouse, bunkhouse and dwelling. Other former crew members settled on the Labrador coast to become "liveyers".

Unlike their fellow-travellers, the floaters *qv*, stationers did not possess schooners of their own and thus depended for their passage on vessels of all sizes and devious conditions. These vessels included the large wooden sealing vessels, which later gave way to the steel steamer fleet; schooners large and small, usually belonging to the merchant with whom the skipper dealt and a part of the floater fishing fleet; and eventually government coastal steamers such as the S.S. *Kyle qv*. Descriptions abound of conditions aboard

Unloading nets from the coastal boat

these vessels as scores of men, women and children crowded aboard with all their provisions and belongings, along with their hens, pigs and goats, and their own boats and fishing equipment; to these were added cargoes of fish and casks of oil on the return voyage. This human cargo was herded below for days at a time (it was not unusual for a schooner of 40 tons to carry 80 people), in holds stacked with barrels, boxes and gear to within four or five feet of the deck, with bunks spread out on layers of twine and each family or crew allotted a section, without sanitation, privacy or provision for meals. Gosling observed that "Decency was impossible, and vice was flagrant"; the vessels were "floating coffins" (Shortis). At length, in 1881, legislation was enacted which attempted to regulate this passenger traffic, relating, for example, the number of passengers to tonnage and stipulating the conditions under which women could be carried. But it was widely disregarded. In the early 1900s the cost of passage for fishermen, their families and their gear was 25¢ per quintal of fish caught, payable on the return voyage. By the 1930s, on government vessels such as the *Kyle* a "fishermen's ticket" could be purchased at a cost of $5, which by the 1950s and 1960s had been raised to $6, one way. Travel was still in the ship's hold and food was not supplied.

By the twentieth century the heaviest concentration of stationers was above Cape Charles on the inner and outer island fringes. Tucked away in isolated harbours and numerous small, sheltered coves, their dwellings typically facing the south or southwest for protection against the northeast and northwest winds and wild Atlantic gales, the stationers generally occupied the best fishing sites. As described by Dr. Grenfell in 1895, their huts or "tilts" were built of logs or planks with moss-filled chinks, were sod-covered and had a single low doorway and one small window, also low down, to prevent heat escaping. An 'American' stove or more often an open-air fireplace served for both warmth and cooking. In the smaller huts or bunkhouses single young women of the shore crew often slept with the men, either hanging a curtain in front of their bunks or having a separate section partitioned off. In the larger huts they might be accommodated in a lean-to. Conditions varied, but the best of them could be clean, tidy and quite comfortable. Over the years this situation improved, however, until some summer homes came close to rivalling permanent homes on the Island: neat frame structures, clapboarded and painted white. Cod caught by crews working from small boats, generally with traps, sometimes hook and line,

Occasional Harbour

occasionally jiggers and rarely trawls, were processed on the stage, laid down in salt bulk and eventually washed and dried, either on flakes or a 'bawn' (an expanse of rocks). All hands were involved. Because they were fixed to the spot, if fish ran heavily in a particular harbour, cove or bight stationers made a good voyage; if not, they faced ruin. Since annual returns for the Labrador fishery fail to distinguish between its four different components (floater, stationer, banker and liveyer), it is impossible to determine the relative weight of the stationer sector either in terms of numbers employed or relative yields. In 1884, however, 9.1% of the total Newfoundland population (6.5% men, 2.6% women and children), representing nearly 18,000 people, summered in Labrador, including 44%, 26.5% and 25.8% of the respective districts of Carbonear, Port de Grave and Harbour Grace. This pattern persisted, though with slightly fewer participants, until 1911, after which there was a marked decline. Once an integral part of the economic adaptation of many rural Newfoundlanders, the migratory fishery gradually gave way to a resident fishery and many fishing rooms were vacated; but the tradition continued.

In the 1920s, 1930s and 1940s Greta Hussey *qv* spent 15 summers at Lear's Room, Batteau, first as a child and then a cook, along with about 16 other fishing crews. In 1949, 117 stationer positions were occupied between Battle Harbour and Smokey, their crews averaging 4.3 men, predominantly skipper and sharemen, in most cases in family groups. Average earnings were $724 per man; 390 cod traps were in use. Until recently, the stationers' annual migration in ever-dwindling numbers was less of an economic movement than a tribute to the past. See also LABRADOR FISHERY. P.W. Browne (1909), Norman Duncan (1905), W.G. Gosling (1910), Wilfred T. Grenfell (1895), Grenfell *et al* (1909), Greta Hussey (1981), John Parsons (1970), John Proskie (1951), Shannon Ryan (1986), H.F. Shortis (n.d.), Michael Staveley (1977), V. Tanner (1944), David J. Whalen (1990), Albert S. Whiteley (1977). PATRICIA O'BRIEN

STATUS OF WOMEN COUNCILS. Status of Women councils are autonomous community organizations which promote the political, social, economic and personal equality of women while working within a feminist framework. In 1994 there were seven such councils in the Province, funded through the Department of the Secretary of State, private donations and membership fees.

The councils were formed in response to the recommendations of the *Report of the Canadian Royal Commission on the Status of Women* (1970). The first council to operate in the Province was formed in St. John's in November 1972, following a Status of Women Seminar the previous April, at which time a group of volunteers decided to implement the recommendations of the Royal Commission. This council, taking the name Newfoundland Status of Women Council, bought a house on Military Road, which opened as a permanent Women's Centre in June 1977. It had a lending library, services directory and space for group meetings. A grant from the city of St. John's allowed the Centre to operate a 24-hour rape crisis hotline. Other community outreach and women's education projects included the publication of pamphlets and books on subjects such as law, voting and the labour force.

Other Councils around the Province are based on the St. John's model, but remain autonomous. Each has opened a Women's Centre, which provides support and information referrals. The Corner Brook Status of Women Council was organized in December 1974. In January 1976 this Council made headlines when it opposed the annual Miss Winter Carnival Contest, succeeding in having the contest renamed the Winter Carnival Ambassador Contest and open to both boys and girls. Grand Falls organized a Status of Women Council in 1975, but the Demasduit Women's Centre was forced to close in 1986 due to failure to attract new members. In 1977, the Labrador West Status of Women Council was formed, its Women's Centre offering programs to meet the special needs of women in the single-industry town. The Mokami Status of Women Council in Happy Valley/Goose Bay was organized in 1979, and the Gateway Status of Women Council in May 1983 in Port aux Basques. May 1983 saw the formation of the Gander Status of Women Council, which provides a weekly column on women's issues in the local newspaper. A Council was formed for Bay St. George in February 1985, and has since produced a newsletter and organized an annual March for Peace. In 1979 the other councils objected to the St. John's group's using "Newfoundland" in its title, and in 1984 the name was changed to the St. John's Status of Women Council.

In 1990 all the women's centres in Canada were threatened with immediate closure as a result of funding cuts. When letters and petitions of protest had no effect, a decision was made to occupy local offices of the Secretary of State. Charges were laid against the occupiers, but funding was reinstated in May of that year. The St. John's Centre was closed for 20 months in 1991 while it reexamined its policies. Laura Fitzpatrick (interview, Nov. 1993), Linda Kealey ed. (1993). ELIZABETH GRAHAM

STAVELEY, MICHAEL (1940-). Educator. Born Swanland, Yorkshire; son of Florence (Carter) and James Staveley. Educated University of Reading; University of Alberta. Married Anne Stewart. Staveley came to Newfoundland in 1966 as a research fellow with the Institute of Social and Economic Research (ISER *qv*) at Memorial University and in 1968 was appointed to the geography department. He was department head from 1979 to 1983, when he was named director of geographic research and a member of the board of directors at ISER. In that year he was also appointed Dean of Arts, a position he held for the next 10 years.

In the early 1980s Staveley was involved in efforts to set up an educational television service, and recorded a series of lectures for Memorial's ETV and for CTV's "University of the Air". His publications include contributions to *Encyclopedia Canadiana (1975)* and

A Geography of Canada: Heartland and Hinterland (1982). He is also the author of *Resettlement and Centralization in Newfoundland, Population Potential, Isolation and Accessibility in Labrador, Historical Seismicity of Newfoundland* (with John Adams), and *The Labrador Boundary* (with Richard Budgell). Staveley is a member of the Canadian Committee for Geography and of the Humanities Association of Canada, which he served as vice-president from 1987 to 1989. In 1994 he was a visiting fellow at Corpus Christi College, Cambridge University. *Canadian Who's Who* (1993), Centre for Newfoundland Studies (Michael Staveley). LBM

William E. Stavert

STAVERT, WILLIAM EWART (1861-1937). Member of the Amulree Commission. Born Summerside, Prince Edward Island. Son of Robert and Eliza (McEwan) Stavert. Educated Summerside. Married Alma Kate Thomson. Stavert established a branch of the Bank of Nova Scotia in St. John's before the turn of the century, and was later a superintendent of the Bank of Montreal. He worked in the British treasury as an accounting officer during World War I and was knighted in 1919. Stavert was a prominent lawyer in 1931 when he became financial advisor to the Newfoundland government. As a member of the Amulree Commission, he was one of those who recommended the suspension of responsible government in Newfoundland. The Amulree Report *qv*, released in 1933, led to the formation of a Commission of Government. S.J.R. Noel (1971), *BN III*, *Canadian Who's Who II*. ACB

STEAD, BENJAMIN (1868-1943). Merchant. Born Elliston, son of Elizabeth (Romaine) and Benjamin Stead. Educated Elliston. Married Jane Chaulk. Beginning work as a shoemaker at Musgravetown in 1890, in 1894 Stead went into business, and up until 1919 built and supplied schooners for the Labrador fishery. By about 1900 he had also become involved in the lumber business as owner/operator of several sawmills around Musgravetown. In 1915 he began cutting and exporting pit props and pulpwood and gradually withdrew from involvement in the fishery, although he continued to supply fishermen through his general store. Later, Stead's son Abel became involved in the business, and it was renamed Benjamin Stead and Son. *DN* (July 6, 1943), *Who's Who in and from Newfoundland* (1927). LBM

STEADY BROOK (inc. 1953; pop. 1991, 421). Located in the Humber Valley, the community of Steady Brook is best known as the location of the Marble Mountain *qv* ski resort. In 1927, when the area was surveyed to choose a site for a holding boom for logs destined for the Corner Brook pulp and paper mill, the site chosen was the confluence of Steady Brook and the Humber River. In 1930 John Caines established a tourist lodge nearby, catering largely to sport fishermen. The second family to settle, in 1936, was that of Hedley Wilton, at that time a foreman on the road being constructed between Deer Lake and Corner Brook. With the completion of the highway in 1938 other families also settled, while several families from Corner Brook built cabins. Steady Brook first appears in the *Census* in 1945, with a population of 46.

An area of undeniable scenic beauty, Steady Brook was already largely dependent on providing accommodation and other services to travellers by 1960, when the Corner Brook Ski Club began developing Marble Mountain, opened to the public in 1963. Since that time the expansion of the ski facility has been paralleled by a growing number of tourist cabins and other services at Steady Brook. In 1994 most of the work force was employed either in tourism or in the city of Corner Brook, approximately 10 km to the west. *Census* (1945-1991), *Marble Mountain Recreational Area Newfoundland* (1971), *When I Was Young* (1986). JEAN GRAHAM/RHC

STEARNS, WINFRED ALDEN (1852-1909). Naturalist. Born United States. Stearns made several trips to Labrador and the lower north shore of Quebec between 1875 and 1882, travelling from Mingan to Fox Harbour and St. Lewis Sound. He collected botanical specimens and made detailed observations, especially of bird life. In 1884 he published *Labrador: a Sketch of its Peoples, its Industries and its Natural History*, described by Patrick O'Flaherty as a "weighty, plodding" book. His bird sketches and notes appeared first in the magazine *American Field* in 1890 and were later published in his *Bird Life in Labrador* (n.d.). Stearns also wrote a novel, *Wrecked on the Labrador*. Published in 1880, it told the story of a Boston family's adventures sailing along the coast. Stearns continued to write on natural history, but apparently did not return to Labrador. Patrick O'Flaherty (1979), W.A. Stearns (1884; 1888). ACB

STEEL. An alloy of iron and carbon, steel was increasingly in common use in manufacturing in the late 1800s. As none was smelted in Newfoundland, steel had to be imported as a raw material to be turned into finished goods. In 1873 the Victoria Boiler Works, and other firms, were producing steel boilers. Just after the turn of the century, the contracting firm of H.J Thomas *qv* was the first to use steel in local building construction.

Meanwhile, large quantities of iron ore and limestone from Newfoundland were being used in steel production at the Sydney, Nova Scotia steel mills. Ore from Bell Island was shipped to the mills by the Nova Scotia Steel and Coal Co. and by the Dominion Iron and Steel Co. But after 1958 the mills began using less Newfoundland ore, and full-scale production at the Bell Island mines ceased in 1966. Limestone was used as a flux in the smelting process and when large deposits were discovered at Aguathuna on the Port au Port peninsula, the Dominion Co. developed a quarry there. The Aguathuna quarry closed in 1964. In the 1940s the Iron Ore Company of Canada (IOCC) was formed with several American steel producers among its shareholders. The first IOCC ore from Labrador was ready for shipment to the United States in 1954. In the early 1950s, J.R. Smallwood held unsuccessful negotiations with German entrepreneurs on establishing a steel mill in Newfoundland. Domestic manufacturing continued to rely on imported steel. The most ambitious of these manufacturers was the Canadian Machinery and Industry Construction Co. (CMIC), which had a plant at Octagon Pond after 1952. The company was acquired by the Newfoundland government in 1958, and was later sold to McNamara Industries Ltd. Other manufacturers produced steel products such as wire, fencing and pipe.

In 1965 Premier Smallwood announced that a steel mill would be constructed at Octagon Pond, at a projected cost of $3.6 million. Steel was to be produced from scrap materials melted in electric arc furnaces. A rolling mill would then form the material into structural steel and similar low technology products. Production began in the fall of 1966, but the plant encountered problems almost immediately. Much of the machinery was second hand, manually operated and slow. Up to 60% of the scrap had to be imported and transportation costs were high. By 1968 the Provincial government had spent over $8 million to keep the mill running. A crown corporation, Newfoundland Steel Co. (NESCO) was formed and Lundrigan's Ltd. was contracted to operate the mill. But continuing problems forced the melt shop to close in 1971, leaving 90 people without work. The Steel Company of Canada (STELCO) was then approached to manage the mill with an option to buy. The new operators found the mill in a state of deterioration, with tons of rebar stacked haphazardly throughout the rolling mill. Working conditions were reported as unsafe and there were few inventories of raw materials. The mill was closed in February, 1973 and sold to an Ontario corporation, Planet Steel, for $900,000. The machinery was dismantled and shipped to Toronto. In more recent years, most steel has been imported to the Province. There were a number of manufacturers and dealers in steel pipe, structural steel and small steel-hulled vessels in the early 1990s. See also IRON ORE; FOUNDRIES; NEW INDUSTRIES; SHIPBUILDING. Brian Bursey (1980), Geren and McCullogh (1990), Wendy Martin (1983), *Directory of Manufacturers* (1991). ACB

STEELE, GEOFFREY LEONARD (1933-). Supreme Court justice. Born St. John's, son of Victor and Sybil (Earle) Steele. Educated Bishop Feild College; Memorial University of Newfoundland; Dalhousie University. Married Jane E. Sodero. Steele was called to the bar in 1958 and joined the firm of Halley, Hickman and Hunt. Appointed Queen's Counsel in 1972, he later served as chairman of the Newfoundland branch of the Canadian Bar Association, the Judicial Council of the Provincial Court and of the Newfoundland Labour Relations Board. In 1975 Steele was made a judge of the district court of St. John's East, becoming chief justice of the consolidated district court in 1977. He was appointed to the trial division of the Newfoundland Supreme Court in 1982 and of the appeals division in 1989. Since 1966 Steele has served on three Royal Commissions and on a number of advisory committees at the provincial level. G.L. Steele (letter, Mar. 1994), Centre for Newfoundland Studies (Geoffrey Steele). ACB

STEELE, HAROLD RAYMOND (1929-). Businessman. Born Musgrave Harbour, son of Stanley and Katie (Power) Steele. Educated at Musgrave Harbour; Memorial University of Newfoundland; Royal Navy Signals School, HMCS *Mercury*, Plymouth. Married J. Catherine Thornhill. While at Memorial University Harry Steele joined the University Naval Training Division and was commissioned sub-lieutenant. On graduation he joined the Royal Canadian Navy and served for 24 years, retiring in 1974 as Base Commander, Canadian Forces Base, Gander, with the rank of lieutenant commander.

After leaving the Navy, Steele joined Eastern Provincial Airways (E.P.A.) as vice-president (sales and marketing). He spearheaded the development of E.P.A., acquired control and sold it to Canadian Pacific Airways in 1984. In 1981 he founded the Newfoundland Capital Corporation Ltd., a publicly-traded transportation and communications company which operated from St. John's to Vancouver and of which he was president and chief executive officer in 1994. A transportation division operates ships and trucks under the trade name of Clarke Transport Canada Inc. The communications division publishes a daily newspaper in Halifax/Dartmouth, 24 community newspapers and nine speciality magazines; and operates 13 radio

Harry Steele

stations across Canada. The company also manages Halterm, the Halifax container pool in which it has a 50% interest.

Steele is involved in a wide range of activities in the business community. He is a director of the Dynamic Fund of Canada, P.W.A. Corporation and Fishery Products International Ltd. He is a member of the Dalhousie Medical Research Foundation and of the J.R. Smallwood Heritage Foundation; and is past governor of the Atlantic Provinces Economic Council. Steele was awarded an honorary doctorate by St. Mary's University and is an Officer of the Order of Canada. M.O. MORGAN

Lieut. Owen Steele, at Gallipoli

STEELE, OWEN WILLIAM (1887-1916). Soldier. Born St. John's, son of Sarah (Harris) and Samuel O. Steele *qv*. Educated Bishop Feild College. A clerk in his father's crockery business on Water Street, Steele joined the Newfoundland Regiment at the outbreak of World War I and was made company colour sergeant before he left St. John's with the First Five Hundred in October, 1914. The Regiment trained in England and Egypt and saw action at Gallipoli and in France. Lieutenant Steele survived the battle of Beaumont Hamel *qv* on July 1, 1916 and became acting company commander. But he was wounded by a shell on July 7, and died the next day. Steele kept a diary of his daily activities during the War, providing a record of the Regiment's activities up to the time of Beaumont Hamel. G.W.L. Nicholson (1964), *McAlpine's Newfoundland Directory for 1904* (1904), *NQ* (Autumn 1915), Centre for Newfoundland Studies Archive (MF-147). ACB

STEELE, SAMUEL OWEN (1862-1936). Merchant. Born near Manchester, England. Married Sarah Blanche Harris. Steele came to Newfoundland in 1882 and entered the employ of Philip Hutchins. He later worked for the firm of Ayre and Marshall. In 1885 he opened his own dry goods store, and then ran a furniture shop in the basement of the Total Abstinence and Benefit Society building in St. John's. Steele acquired in 1889 the business of J.H. Martin, a relative of his wife, who operated a crockery and tableware import and retail business on Water Street. Steele's sons — James, Victor and Owen *qv* — joined the business, which consisted largely of wholesale orders to outport merchants. It was incorporated as S.O. Steele and Sons Ltd. in 1919. Three years later Steele retired to England, eventually settling in Paignton, Devon, where he died. The firm continued to operate from its Water Street location until 1989, when James Steele, a grandson, retired. *DN* (Sept. 14, 1936), *ET* (Jan. 18, 1989), *Royal Gazette* (June 3, 1886). ACB

STEELE, ZIPPORAH (1903-1979). Businesswoman. Born Burgoyne's Cove, daughter of Elizabeth (Pittmann) and Joseph Steele. Starting in 1930, Steele worked as a telegraph operator at New Bonaventure, Glenwood, Gambo, Millertown and Botwood. In 1942 she became one of the few female sawmill operators in Newfoundland history when she formed a partnership with Katherine Murphy *qv* at Glenwood. When Appleton *qv* separated from Glenwood to become an independent community in 1962, she was chosen to chair the first community council. After Murphy's death, in March 1966, Steele sold the sawmill and opened a flower nursery. She retired in about 1978, and died on July 30, 1979. Phoebe and Samuel Steele (interviews, May and June 1994), *BN IV* (1967). LBM

Zipporah Steele

STEER, CHARLES ROBERT (1861-1935). Businessman. Born St. John's, son of Amelia (Ayre) and John Steer *qv*. Educated Wesleyan Academy. Married Janet Duder. Completing his education in 1879, Charles Steer joined his father's firm, John Steer Ltd., engaged in the general retail and wholesale trade, and the outport fishery business. After the firm failed in the Bank Crash of 1894, he was active, with his brothers John E. and Francis H. *qv*, in the formation of a new company, John Steer and Sons, which, after their father's death in 1917, became Steer Brothers. He retired in 1925 when the firm, renamed Steers Ltd., was bought out by a group headed by Calvert C. Pratt *qv*.

A prominent member of George Street Methodist Church, Steer served for many years on its boards and committees, and sang in its choir. (His staunch and well-known Methodist affiliation, like that of his mother's family, the Ayres, gave rise to a popular

contemporary couplet: "Be a good Methodist, say your prayers,/ And buy your goods at Steers and Ayres.") Mainly in recognition of his valiant efforts in helping to supply fish protein to famine-stricken parts of Europe after World War I, he was awarded the M.B.E. Described by one who knew him as "an exuberant, enthusiastic personality, charged with energy and fertile schemes and ideas" (Story), he spent his summers on a small farm he had inherited in what is now the western section of Bowring Park, cultivating "with passionate intensity" strawberries and other horticultural exotics. He died at St. John's on March 29, 1935. G.M. Story (letter, Nov. 1993), J.R. Smallwood (*BN I*, 1937), *DN* (Mar. 30, 1935), *ET* (Mar. 30, 1935). DAVID G. PITT

STEER, FRANCIS HENRY (1859-1947). Merchant; politician. Born St. John's, son of Amelia (Ayre) and John Steer *qv*. Steer was one of the principals in the family mercantile firm of Steer Brothers. During World War I he was a member of the Newfoundland Patriotic Association as well as treasurer of the local branch of the Imperial Red Cross and he was awarded an M.B.E. for his services. In 1920 he was appointed to the Legislative Council. As a member until 1933, Steer was present at that body's last sitting prior to the formation of the Commission of Government. While Steer Bros. was sold outside the family in 1925, Steer held a number of directorships, including that of the Dominion Atlantic Insurance Co. Ltd., the Newfoundland Curling Rink Co. and the United Can Manufacturing Co. Ltd. He was also involved with the unsuccessful Newfoundland Fish Packing Ltd., which produced canned cod, marketed under the description "fish cheese". *BN II* (1937), *ET* (Oct. 13, 1947), *JLC* (1920-1933), *NQ* (Summer 1918), *Census* (1921). ACB


Frank Steer

STEER, JOHN (1824-1918). Merchant. Born Torquay, Devon. Married Amelia Ayre, father of Charles and Frank Steer *qqv*. Coming to Newfoundland as an infant, Steer eventually entered the employ of Job Bros. as a dry goods clerk. From 1844 to 1858 he was in business with his father-in-law Charles R. Ayre *qv* as drapers and general dealers. When the partnership was dissolved he established John Steer Ltd., a dry goods firm operating under the sign of the polar bear. His sons had entered the business by 1890 and it later became known as Steer Bros. Steer sat briefly as the MHA for Trinity in 1873-74 as a supporter of F.B.T. Carter. He was active in the Methodist church. Keith Matthews (1980), H.Y. Mott (1894), Paul O'Neill (1976), *DN* (Oct. 28, 1918). ACB


John Steer

STEFFLER, JOHN EARL (1947-). Author; teacher. Born Toronto, Ontario; son of Dorothy (Hoelscher) and Harold Steffler. Educated University of Toronto; University of Guelph. Married Shawn O'Hagan Steffler *qv*. Steffler was appointed to the English department of Sir Wilfred Grenfell College in 1974.

Steffler's poems have appeared in many periodicals and in anthologies such as *Three Fires Down* (1974); *East of Canada* (1976); *31 Newfoundland Poets* (1979); *The Maple Laugh Forever* (1981); and *The Atlantic Anthology, vol.II* (1985). He has also published collections of poetry entitled *An Explanation of Yellow* (1981), *The Grey Islands* (1985) and *The Wreckage of Play* (1988). Steffler also collaborated with his wife on the children's book *Flights of Magic* (1987). In 1992 he published his first novel: *The Afterlife of George Cartwright*. A critically acclaimed piece of historical fiction, the book was short-listed for a Governor General's Award and earned Steffler the Smith Books/Books in Canada First Novel Award. He was also named 1993 Artist of the Year by the Newfoundland and Labrador Arts Council. In 1994 Steffler was still teaching at Sir Wilfred Grenfell College in Corner Brook. Shawn Steffler (interview, Feb. 1994), *Arts Atlantic* (Fall 1993), *M.U.N. Gazette* (Jan. 15, 1981), *Who's Who in the League of Canadian Poets* (1991), Centre for Newfoundland Studies (John Steffler). ILB/LBM

STEFFLER, SHAWN O'HAGAN (1950-). Artist. Born Toronto, Ontario; daughter of Nancy (Fraser) and Leslie O'Hagan. Educated University of Guelph; University of Toronto. Married John Steffler *qv*. Since coming to Newfoundland in 1975 Steffler has had many exhibitions of her paintings, including "Without Shadows" at Memorial University Art Gallery in 1984 and "Frequent Visitors" at Emma Butler Gallery in 1989. As a book illustrator, Steffler's projects have included Al Pittman's *One Fine Day for a Sculpin Named Sam* (1983); Don Gale's *Sooshewan, Child of the Beothuk* (1988); Ellen Bryan Obed's *Wind in My Pocket* (1990); Brenda Silsbe's *Just One More Colour* (1991); and Robert Munsch's *Get Me Another One!* (1992). In 1987, for her work in *Flights of Magic*, Steffler won the Governor General's Award for Illustration, and was nominated for the Canada Council Children's Book Illustration Prize. Shawn Steffler (interview, Feb. 1994), Centre for Newfoundland Studies (Shawn Steffler). ILB/LBM

STEIN, ROBERT CARL VON (1855-1914). Engineer. Born Stettin (now Szczecin, Poland). Educated Lübeck, where he studied marine engineering. Stein went to England in 1876, where he was employed by C.T. Bowring Ltd. as chief engineer of the newly

constructed SS *Kite qv*. He came to Newfoundland in 1877 when the *Kite* joined the sealing fleet owned and operated by Bowring Brothers of St. John's. In 1881 he married Annabel Morison, the sister of Attorney General Donald Morison *qv*. Stein dropped the "von" from his name (indicating noble lineage) and never contacted his German relatives. His descendants in Newfoundland believe that his father was one of Kaiser William's bodyguards, that Stein had been married in Germany, and that he had left a family behind who made fruitless attempts to get in touch with him.

In Newfoundland, Stein's engineering expertise was in great demand. While in the employ of Bowring's, as chief engineer on the SS *Baer*, he devised ingenious ways of carrying out difficult repairs on the ice. After the *Baer* had been sold to the U.S. Navy, Stein found employment with the Newfoundland Railway as travelling engineer and chief mechanical engineer, in charge of the machine shop in Whitbourne. In 1884 as the railway's marine superintendent and master mechanic, he was given responsibility for all the watering works of the Reid Newfoundland Company. He built and maintained the water chutes for the locomotives' steam boilers from St. John's to Port aux Basques as well as water tanks for services and steamships in various Newfoundland ports. In 1895 he supervised the construction of the new iron bridge at Holyrood.

Stein was an enthusiastic sportsman, both with rod and gun. For many years he was on the committee of the Game Protection Society and in 1899 was elected the second president of the Murray's Pond Fishing Club. His major contribution to St. John's civic life was his involvement in the organization of the annual Regatta. From 1896 to 1910 he served on the Regatta committee, after 1900 as an honorary member. In 1896 he was one of the proponents of a plan to celebrate the discovery of Newfoundland by Cabot. After his retirement Stein operated a nursery with two steam-heated greenhouses on his estate on Kenna's Hill as well as a flower shop on Water Street. The grounds around his stately white house, which he baptized "Herzberg" (heart's hill), was attractively landscaped and came to be known as Stein's Hill. On his death, just a few days before the outbreak of World War I, Stein was eulogized as a "prominent and popular" Newfoundlander. Personal interviews: Gertrude Crosbie, Robert Furlong, Wallace Furlong, Shane O'Dea, Eric Rankin, Dorothy Stein, Mark Stein and Shirley Stein. A.R. Penney (*BN III*, 1966), *DN*, *ET*, *Evening Herald*, *Mail and Advocate*. GERHARD P. BASSLER

STEINHAUER, JAMES PRATHER (1932-1990). Businessman. Born St. John's, son of Sarah Louise (Springer) and James P. Steinhauer. Educated Upper Canada College; Memorial University of Newfoundland. Married Mildred Bursell. Prior to his taking up a business career, Steinhauer, an engineer, worked as a surveyor with Imperial Oil, and with the Americans during the construction of the radar site on the White Hills and the air base in Stephenville. Chairman of Stop and Shop Supermarkets Ltd., Steinhauer was a member of the International Food Marketing Institute, the Retail Institute of Canada, the Canadian Federation of Grocers and the Canadian Federation of Independent Business. Besides directing Stop and Shop, Steinhauer was head of Newfoundland Fuel and Engineering Co. Ltd., Steinhauer Holdings Ltd., Newfoundland Securities Ltd. and the St. John's Gas Light Co. Ltd. and was treasurer and secretary of ResourceCan Ltd. A former director of the St. John's Rotary Club, Steinhauer chaired the Rotary committee that sponsored the city's Royal Canadian Sea Cadets Corps, and was provincial president of the Navy League of Canada. At various times he was a member of the St. John's Board of Trade, the Better Business Bureau and the Newfoundland Credit Bureau. He died on July 26, 1990. Ron Pumphrey (1983), Centre for Newfoundland Studies (James P. Steinhauer). LBM

STELLA MARIS. This 250-ton wooden vessel, originally the H.M.S. *Starling*, was built in England as a gunboat, and served in the China Sea for 50 years before being sold and converted to a freighter. In 1917 its superstructure was blown off in the Halifax explosion. It made its first sealing voyage in 1924. In March 1925, supplied by J. A. Farquhar & Co. of Halifax, the vessel left port under the command of George Whiteley *qv*. After arriving at the front it was crushed by ice and had to be abandoned. After being marooned on the ice for eight hours Whiteley and his crew of 90 were rescued by the S.S. *Prospero*, which had received the SOS. Later that day the ice on which the men had been stranded broke into pieces. William Howe Greene (1933), Michael Harrington (1986), Shannon Ryan ed. (1989), George Whiteley (1982), *DA* (May-June 1984). ILB

STEPHANO, S.S. Built in 1911 in Glasgow by Charles Cornell & Sons as a sister ship to the *Florizel qv*, the *Stephano* was operated by Bowring Bros. of Liverpool. The 3000-ton steamer carried passengers and cargo between St. John's, Halifax and New York as one of the ships of the Red Cross Line *qv*. It could carry 180 first-class and 60 second-class passengers.

The *Stephano* took part in the seal hunt each year, making trips in 1912, 1913 and 1914 under Abram Kean *qv*. It was during its last trip to the ice, in 1914, that the Captain Kean's actions at the time of the *Newfoundland qv* disaster were questioned. In October 1916 (prior to American entry into the War), the *Stephano*, en route to New York under Clifton Smith, was fired at by a U-boat about five miles off Nantucket. An SOS was sent out, and for the benefit of the American destroyers in the area it was emphasized that most passengers were American. When three more shots were fired Smith gave the order to abandon ship. (He later commented that because of the presence of the neutral American vessels, there was no panic aboard the *Stephano*). Within 15 minutes of the warning shots, all passengers and crew were in the lifeboats. The U-boat left to sink another vessel, but after 15 minutes returned and torpedoed the *Stephano*. American destroyers took the passengers and crew to

Newport, Rhode Island. As the *Stephano* was operating mainly in neutral waters Bowrings had not insured it against war risks. Don Morris (*Express* Sept. 18, 1991), H.M. Mosdell (1923), Roberts and Nowlan (1982), Shannon Ryan (1987), Shannon Ryan ed. (1989), *Bowring Magazine* (Spring 1965), Centre for Newfoundland Studies (*Stephano*), Newfoundland Historical Society (*Stephano*). ILB

STEPHENSON, EDNA BAIRD (1907-). Educator. Born Botwood, daughter of Bertha (James) and William Baird. Educated Methodist College; Memorial University College; Dalhousie University; McGill University. Married Robert J. Stephenson. Stephenson worked at Johns Hopkins University Hospital in Baltimore before joining the faculty of Memorial University College in 1933. Besides teaching Household Science at the College, Stephenson gave classes in dietetics and nutrition to student teachers and nurses. From 1943 to 1946 she worked with the Newfoundland Council of Nutrition as a dietician, producing radio broadcasts, newspaper articles and booklets. She returned to her position as head of Household Science at Memorial University in 1946. Stephenson joined the Extension Service in 1959 as organizer of educational activities. She produced the television program "At Home with Edna Baird". Stephenson retired from Memorial in 1970. In 1990 a Women's Studies scholarship was established in her honour. Malcolm MacLeod (1990), Edna Stephenson (interview, May 1994), *DA* (November 1970). LBM

STEPHENVILLE (inc. 1952; pop. 1991, 7621). Local tradition has it that the first settler of Stephenville was Felix Gallant, who moved from Margaree, Cape Breton in 1845 and began fishing from premises below Indian Head, southeast of the present town. In 1848 Gallant's family was joined by the families of Stephen LeBlanc and Tassian Aucoin, followed by Rueben Cormier and Dominic LeBlanc — all Acadian families from Cape Breton Island. Until about 1870 the community was known as Indian Head. Some people maintain that the name Stephenville was adopted to honour Stephen Leblanc, while others claim that it was named after St. Stephen's Roman Catholic church. Indian Head first appears in the *Census* of 1857, with 107 inhabitants. The name Stephenville was first used in the 1874 *Census*, when the population was 268. At that time the main occupation was farming, with 349 acres of land under cultivation. By the turn of the century, fishing (especially for herring and lobster) had taken over from agriculture as the major occupation, although subsistence farming remained a strong tradition. Stephenville was already known as Newfoundland's "Acadian Village", being almost exclusively Roman Catholic and largely French speaking up until World War II. In 1994 the most common family names of Stephenville (such as Cormier, Leblanc and Gallant) were clearly of French origin, while others (such as Alexander, White and Young) had become Anglicized over time.

St. Stephen's church, 1907

In the 1901 census, Stephenville had 643 residents, only nine of whom were Protestant. There were nearly 1000 people by 1935. Lumbering had become one of the main sources of employment after the opening of the Corner Brook paper mill in 1925, but the opening of the mill also gave a renewed emphasis to farming. The amount of fishing out of Stephenville had become negligible after the lobster fishery was closed in the 1920s. By this time there were three distinct neighbourhoods in the town: the western end, or Parish, by St. Stephen's church; the Village to the northeast; and, east of the Village, a group of homes known as "the Back of the Pond" (in 1994 the site of the Abitibi-Price mill). Early Stephenville businesses included a woollen mill on Brook Street (the area known as Moonshine Valley), pulpwood contractors M.J. Bishop and Goodyear and Sons and A.V. Gallant's sawmill.

The major impact on Stephenville came with the construction of the air base. Stephenville was inside the largest area specified in the 1941 lend-lease *qv* agreement between the United States and Great Britain: 8159 acres of land in the northeast end of St. George's Bay. The base became the largest U.S. air force base outside the continental U.S. and a major refuelling stop for aircraft en route to Europe. Construction began in March 1941, with the creation of a support camp, where more than 1500 men from the surrounding area soon found work as tinsmiths, sheet metal workers, construction labourers, carpenters, etc. The population increased to over 7000 virtually overnight. A rail line was built around Indian Head to Stephenville Crossing.

In June, 1941 the air base was officially named Harmon Field *qv*, in memory of pioneer test pilot Ernest Harmon. Harmon Field was primarily an emergency landing field until 1943, when it became a major refuelling centre for transatlantic flights and a servicing centre for all U.S. overseas installations. In 1953, its role changed to an in-flight refuelling base for the KC-97 Stratotankers and F-102 jet fighters, the first line of defence against any Soviet cross-polar attack. At that time there was a major expansion, from 2000 to 5000 military personnel, and the Americans also dredged a harbour (Port Harmon) to facilitate the landing of shipments of

aviation fuel, built a highway to Stephenville Crossing and erected a hospital. The base fire department served the whole area, and military vehicles were used to keep roads open during the winter. The first television station in Newfoundland, CFSN, was operated out of Stephenville by the USAF.

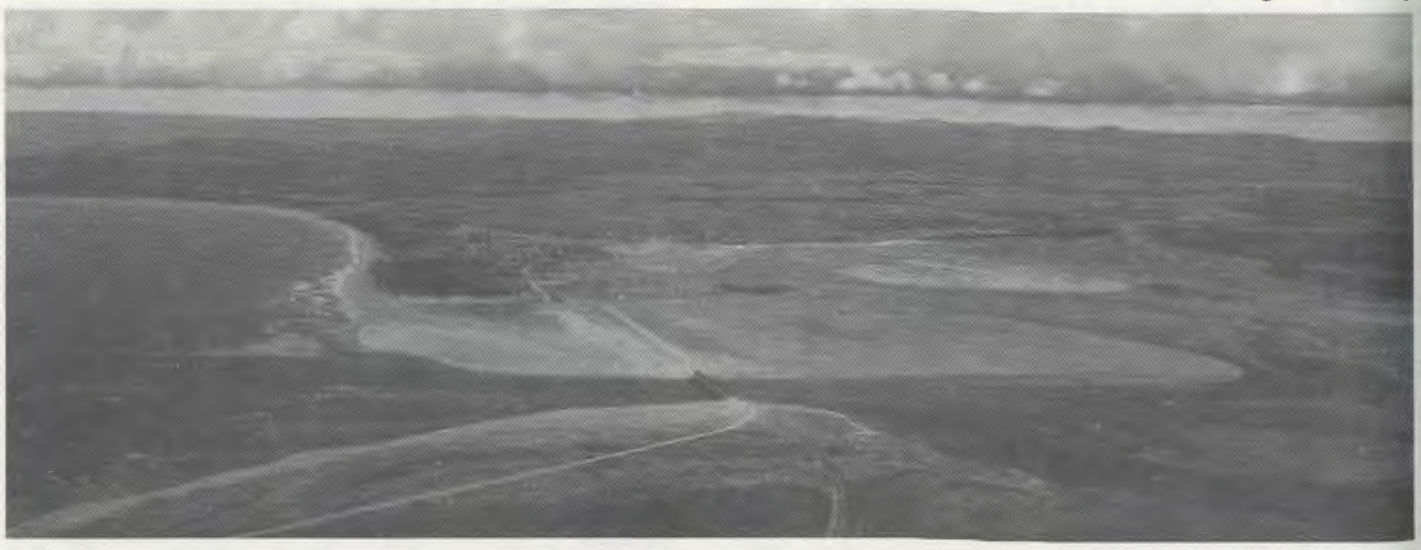
But, with the end of the age of supersonic bombers came the end of Harmon Field. The closing of the base in 1966 was a blow to the economy, but the town was left with over $100 million worth of military buildings and a world-class port, while the provincial government made a commitment to help the town. The first provincial cabinet meeting held outside St. John's was held in Stephenville in 1966, and a development corporation was formed, the Harmon Corporation *qv*, which attempted to attract industrial development with schemes like Canada's first "International Free Trade Zone". Transport Canada took over operation of the airport, but since Air Canada left in 1988 the airport has scrambled to stay alive as a regional departure point for small carriers and (with its 10,000-ft runway) as an alternate site for international flights. Meanwhile, the USAF Hospital was turned over to the Province and converted to a civilian hospital in 1967, and in 1969 the Strategic Air Command facilities were occupied by the Stephenville Adult Centre (a vocational training school which later became Western Community College, then Westviking College). The College has since become one of the town's major employers, using one of the old six-storey "Harmon Hilton" buildings as its headquarters.

Meanwhile, Premier J.R. Smallwood announced that Stephenville would be the site of Newfoundland's much-talked-about "third mill", Labrador *Linerboard Ltd. *qv*. Construction began in 1971 and the mill was opened in 1973, but it lost over $252 million before it was taken over by the Province and then closed in 1977. In 1978 the government sold the mill to Abitibi-Price Ltd. for $43.5 million. Conversion of the facility into a pulp and paper mill began in 1979, and the first sheet of newsprint was manufactured in 1981. Abitibi-Price converted the mill to produce high-quality newsprint, with a production capacity of 170,000 metric tonnes yearly (see PULP AND PAPER MANUFACTURE). With its 250 employees, the mill provided an industrial "heart" on which to build the economy, while the viability of the town has depended largely on the service facilities: the airport, the college, the hospital and the annual Stephenville Theatre Festival (begun in 1979). In 1994 these facilities and a high percentage of the town's other businesses, industries and municipal services were housed in structures which were once part of Harmon Field.

John Cardoulis (1990), Gilbert Higgins (interview, Sept. 1993), *Carpe Diem Tempus Fugit* (1976; 1977; 1978), *Census* (1857-1991), *DA* (July-Aug. 1984), *ET* (May 30, 1966), *Harmon Air Force Base, 20th Anniversary* (*WS* supplement May 19, 1962), *Newfoundland Government Bulletin* (1969), *Stephenville 1991 Community Profile* (1991). BARRY MOORES

STEPHENVILLE CROSSING (inc. 1958; pop. 1991, 2172). Stephenville Crossing is located at the head of St. George's Bay *qv*, between Stephenville and St. George's *qqv*. The community, lying on a flat flood plain, with its western side exposed to a rocky beach, was nearly demolished in 1951 by a December storm that swept away breastworks and covered it with four feet of water.

The first settlers at what is now known as Stephenville Crossing were farming families, including the Benoits, Lucases and Alexanders (who probably moved there from Sandy Point *qv*) and the Young family, who were fishing at Seal Cove. In the 1890s the area, which had previously been known as *La Grange* or The Prairie, became a substantial camp for labourers working on railway construction (and in particular on the bridging of the Gut) and for loggers cutting railway ties. When the line was completed, The Crossing became a regional headquarters for sectionmen, and the railhead for Stephenville and the Port au Port Peninsula. A notable early settler was Joseph O'Keefe of Placentia, the first station master, and by the mid-1910s Charles McFatridge of Sandy



Stephenville Crossing

Point had established a general business and Antonio Nardini had established a lumber mill by the River. With the coming of the railway a substantial dairy farm was begun in the area by Charles White, whose name is commemorated in the neighbourhood of White's Road, just to the north of The Crossing. Two creameries, manufacturing butter and oleomargarine, were established during World War I.

Stephenville Crossing first appeared in the *Census* in 1901, with a population of 112. Increasing to 156 in 1911 and to 512 by 1935, by 1945 the population had reached 925. With the development of the U.S. Air Force base at Stephenville during World War II, The Crossing became an important transshipment point for mail, supplies and travellers. For nearly 30 years it was also the health care centre for the Port au Port Peninsula, with an eight-bed cottage hospital being opened in 1937. When the American base was phased out in 1966, medical services were relocated to the former base hospital in Stephenville. Although the railway remained the major employer, there was employment in cutting pulpwood after the Corner Brook pulp and paper mill was opened in 1925, while there was also a small amount of herring and lobster fishing. The effects of the closing of the base in 1966 were initially somewhat blunted by construction of the Labrador Linerboard mill between The Crossing and Stephenville (see PULP AND PAPER), which operated as a linerboard mill from 1972 to 1977, when it was purchased by Abitibi-Price and modified for the production of paper. But the unemployment problem was exacerbated by the scaling-down of railway services, culminating in their closing in 1988. Gilbert Higgins (interview, Nov. 1993), G.M. Story (interview, Dec. 1993), Wayne Watton (1969), *Census* (1901-1991), *Tempus Fugit Carpe Diem* (1976; 1977; 1978). Archives (A-7-2/Q). BARRY MOORES

STEPHENVILLE NEWS. A bi-weekly newspaper published in Stephenville by Temple Butler, who also served as editor, the *Stephenville News* carried local, provincial, national and foreign news, as well as advertisements and editorials. Small-scale and somewhat amateur in appearance, the exact dates and duration of publication for the *Stephenville News* are not known. Extant issues of the paper date from between January and June 1958. Suzanne Ellison (1988), *Stephenville News* (January 11, 1958). LBM

STEVENSON, CARL MALLAM (1939-). Artist. Born Harbour Grace, son of William and Phyllis (Mallam) Stevenson. Educated Harbour Grace; Carbonear; Memorial University of Newfoundland; University of Heidelberg. Stevenson worked as a technician in St. John's and Frankfurt, and was later a lecturer in physics at the College of Fisheries (later the Marine Institute of Memorial University). In the meantime, Stevenson developed his art through self-instruction and workshops. Many of his paintings are scenes of rural Newfoundland and the older sections of St. John's. His work has been exhibited in Newfoundland

Carl Stevenson

and elsewhere in Canada, and has been purchased by private and corporate collections throughout the Province. In 1983 one of his commissioned oil paintings was presented to the Prince and Princess of Wales at Harbour Grace, as a gift from the people of the area. Stevenson has also donated his work to various groups for fundraising, including the Canadian Cancer Society, the Newfoundland Symphony Orchestra (NSO) and the Youth Symphony. A charter member of the NSO, playing double bass, he has been a board member at regular intervals since 1970. C.M. Stevenson (interview/letter, Mar. 1994). JAMES MOORE

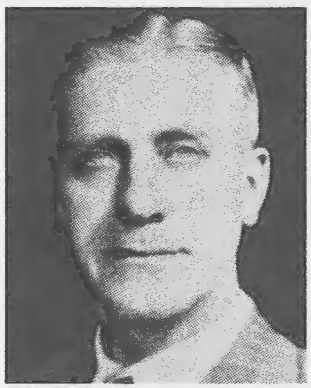
STEVENSON, LORENZO (1884-1928). Mariner. Born St. John's, son of William and Mary (Andersen) Stevenson. Educated Harbour Grace; Bishop Feild College. Married Mary Elizabeth Wiseman. Stevenson first went to sea a young man, and later studied navigation under F.J. Doyle (see NAVIGATION SCHOOLS). He was certified as a master mariner in 1910. He served on the S.S. *Stord*, sailing into Hudson Bay, and was later third officer on the S.S. *Byron*. Late in 1911 he became chief officer on the S.S. *Invermore qv*. In 1913 he went to Newcastle-on-Tyne to supervise the building of the S.S. *Kyle qv*, and brought her to Newfoundland. He took the *Lintrose* and *Bruce qqv* to Archangel in 1915, and upon his return resumed

Captain Lorenzo Stevenson

command of the *Kyle*, first on the northeast coast and then on the North Sydney-Port aux Basques run. In 1923 he moved his family to North Sydney. In 1925 Stevenson was sent to Rotterdam, Holland to superintend the construction of the S.S. *Caribou qv*, brought her to St. John's on October 22 of that year and later assumed command of the ship on the Gulf crossing. He commanded the *Caribou* until about a month before his death, on March 18, 1928 at North Sydney. C.D. Cook (1991), Penney and Kennedy (1990), James L. Stevenson (interview, Apr. 1994), *DN* (Mar. 19, 1928), *ET* (Mar. 19, 1928), *Sydney Post* (Mar. 19, 1928), *Them Days* (June 1984), *Who's Who in and from Newfoundland 1927* (1927). JOHN PARSONS

STEWART, JAMES (1788?-1838). Merchant. Born Greenock, Scotland; son of James Stewart. Married Maria Snook. From 1809 to 1819 Stewart was resident agent and managing partner for the firm Rennie, Stuart and Co. at St. John's. In partnership with William Stewart (perhaps his brother), in 1819 he started the firm of J & W Stewart. Known locally as "Foxy Stewart's" to distinguish it from Rennie, Stuart and Co., the firm is credited with being the first in Newfoundland to establish a fish trade with Brazil. Stewart returned to Greenock in 1827 and was elected provost of the town. In D.W. Prowse's time Stewart was spoken of with both praise and disparagement, and was credited with the comment that "30,000 quintals of fish, well-handled, could make any man's fortune". Stewart died at Greenock in 1838, but the firm he founded remained part of the Newfoundland trade until 1888. Keith Matthews (1980), D.W. Prowse (1895), *Times* (Jan. 8, 1831). LBM

STICK, LEONARD TRETHEWAY (1892-1979). Soldier; politician. Born St. John's, son of James R. and Emma (Colton) Stick. Educated Methodist College. Married Hilda Norman. From 1910 to 1914 Stick worked with the Bank of Nova Scotia in St. John's. He volunteered for service at the outbreak of World War I and was assigned regimental number one in the Blue Puttees. After service at Gallipoli and in Egypt he was wounded at the Battle of the Somme in July 1916. He later served in India, retiring with the rank of captain.

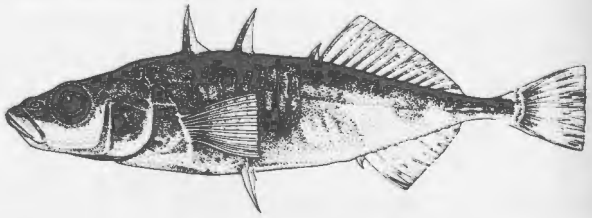


Leonard Stick

Upon his return to Newfoundland Stick spent several years as an accountant with the British Import Co. Ltd. before establishing a wholesale business at Coley's Point. He was president of the Great War Veterans Association in Bay Roberts and from 1941 to 1946 was president of the Patriotic Association. From 1936 to 1939 he was commanding officer of the Newfoundland Ranger Force. During the 1940s he managed a fishery company and ran unsuccessfully as a confederate candidate for the National Convention. Elected as the first Member of Parliament for the district of Trinity-Conception, Stick was re-elected in 1953 and 1957. He retired to Bay Roberts where he died on December 9, 1979. *Canadian Who's Who 1964-66* (1966), *DNLB* (1990), *Who's Who in and from Newfoundland 1927* (1927). ACB

STICKLAND, CECIL N. (1905-1969). Salvation Army officer. Born Moreton's Harbour, son of Adjutant John and Drusilla (Beston) Stickland. Educated in various outports where his parents served as officers; Officers' Training College; Memorial University College. Married Pearl Moulton. Commissioned a Salvation Army officer in 1927, Stickland served in a number of communities, including Gambo, Grand Bank, Carbonear, Britannia and Winterton, as an officer/teacher. As an officer he was especially known for his musical talents and the promotion of music education through choirs and brass bands. The first Salvation Army officer to graduate from Memorial University College, he held the U-grade teaching certificate at a time when most teachers in Newfoundland had no university education; and is remembered for his holding up to many students for the first time the possibility of pursuing higher education. During World War II Stickland served with the Salvation Army Canadian War Services. Following the War he was, for 10 years, the officer in various Canadian corps. From 1952 to 1969 he held a number of administrative positions with the Army in Ontario. At the time of his death in Toronto Stickland held the rank of brigadier. Irene Stickland (letters 1992, 1993), Eva Thorne (interview, June 1994), Railton Heritage Centre, Toronto. OTTO G. TUCKER

Brig. Cecil Stickland



Threespine stickleback

STICKLEBACKS. Four species of sticklebacks, which are fish of the family *Gasterosteidae*, are found in fresh or brackish waters in Newfoundland. They are distinguished from other small fish by a number of sharp, stiff spines in front of the dorsal fin. This family inhabits cool, salt, brackish and fresh waters in the northern hemisphere. Sticklebacks are famous for their fascinating spawning behaviour, the male building a rather complicated nest from aquatic plants and defending the eggs and fry from any perceived danger.

The threespine stickleback (*Gasterosteus aculeatus*), sometimes called spantickle, banstickle and pinfish, is the most common in Newfoundland. It is equally at home in fresh or salt water, and spawns in fresh water in early summer. It is olive, blue, or grey above, while the belly is silvery. Breeding males have blue eyes and some reddish colouring in the ventral area. This stickleback rarely exceeds 75 mm. It has three, rarely four, spines preceding the dorsal fin. Its range is circumpolar. The fourspine stickleback (*Apeltes quadracus*), sometimes called bloody stickleback or pinfish, is mainly found in estuarine waters in Newfoundland. About 60 mm in length, its range is in coastal waters of the Gulf of St. Lawrence, and from Newfoundland south to Virginia. The colours are mottled olive or brown above, and the belly is silvery. The pelvic spine turns red on breeding males in late spring or early summer. Three or four spines are in front of the dorsal fin, with one attached to its leading edge.

The twospine or blackspotted stickleback (*Gasterosteus wheatlandi*) reaches a maximum length of 75 mm, and is restricted to coastal localities in eastern North America, from Newfoundland to Massachusetts. It is greenish yellow, with dark spots resembling stripes on the posterior half of the sides. The belly is silvery. The male develops orange colour on the pelvic fins when breeding. It can be distinguished from the threespine stickleback by the cusps on its pelvic spines. The ninespine stickleback (*Pungitius pungitius*) is distinguished by nine (or seven to twelve) short dorsal spines. It reaches a length of 50 mm. The colours are olive with dark, irregular bars above. The belly is silvery. Some red appears, especially around the head, in breeding males. It is widely distributed in northern countries. Scott and Scott (1988). JOHN HORWOOD

STILTS. These birds, together with the avocets, form the family *Recurvirostridae*, and are closely related to plovers and sandpipers *qqv*. Avocets and stilts have a worldwide distribution in subtropical and warm temperate zones, but only two species are found in North America: one species of avocet and one of stilt. The bill is curved upward in the avocet (which has not been recorded in Newfoundland); in the stilt it is straight. The black-necked stilt (*Himantopus mexicanus*) breeds widely but locally in wet habitats throughout much of the U.S.A. It is casual on the Great Lakes. The back, crown and bill are glossy black, the underparts white, and its body about 14 inches in length. The legs are very long, hence the name. It is known in Newfoundland from two specimens: one from Biscay Bay, Trepassey, in 1947, and one from the south coast in 1958. W.A. Montevecchi (unpublished records). CHARLIE HORWOOD

STINKING ELDER. See ELDERBERRY, RED.

STIRLING, ARTHUR BOTWOOD SUTHERLAND (1877-1963). Clergyman. Born St. John's, son of Mary J. (Graden) and William R. Stirling. Educated Bishop Feild College; King's College; Queen's College, St. John's. Married (1) Della Jardine; (2) Elsa May Carson. Stirling was ordained a priest of the Church of England in 1903, and served in Heart's Content, Whitbourne, Twillingate and Trinity East. Rector in Bay Roberts from 1916 to 1919 Stirling was appointed to St. Mary's-Southside in 1919 and served there for 35 years. (In 1962 he preached the sermon in the last service in that historic church and participated in the dedication services of the new St. Mary's.) He was rural dean of Notre Dame Bay from 1914 to 1916 and of the Avalon from 1923 to 1926. In 1931 he was appointed canon of the Newfoundland Cathedral. The Hall in the new St. Mary's Church was named the Canon Stirling Hall in 1963. *DNLB* (1990), *ET* (Mar. 19, 1963), *Who's Who in and from Newfoundland 1930* (1930). ILB

STIRLING, DAVID (1822-1887). Architect. Born Galashiels, Scotland; son of Margaret (Sanderson) and James Stirling. Married (1) Jane Fullerton; (2) Clara Richmond Lea. Trained in Scotland, Stirling settled in St. John's around 1847 and worked on the rebuilding of the town after the Great Fire of 1846. He moved to Halifax in 1850, and later to Toronto. He returned to Halifax in 1862, and by 1870 was one of the best known architects in the Maritimes. In 1872 he was appointed Dominion architect responsible for federal works in Nova Scotia. He moved to Charlottetown in 1877. Stirling designed several of the most striking buildings in nineteenth century St. John's. These include the Bank of British North America building, built in 1849, and the St. John's Athenaeum *qv*, on which construction started in November 1875. Both buildings were destroyed in the Great Fire of 1892. In 1880 Stirling was named associate architect of the Royal Canadian Academy of Arts, but resigned in the mid-1880s because of ill health. He died at Charlottetown in April 1887. Bill Guihan (1988), *DCB XI*. LBM

STIRLING-FRASER, EMILIE GALLOP. (1868-1958). Educator; suffragist. Born English Harbour West, daughter of Albert and Selina Stirling. Married Malcolm Allan Fraser. Stirling began teaching in 1885, and joined Bishop Spencer College *qv* in 1890. From 1898 to 1920 she was principal of the College, and under her direction it became one of the largest and most respected schools in Newfoundland. Stirling recruited an international teaching staff for the College, and enrolment tripled from 65 in 1898 to 200 by 1919. In 1898 she was involved in William Pilot's *qv* efforts to establish a Church of England Teachers' Association, and in 1899 was elected to the executive council of the Newfoundland Teachers' Association *qv*. She left the N.T.A. council in 1908, but was reelected in 1919 and 1921. In 1917 she participated in an interdenominational teacher training program at St. Bonaventure's College, and taught at the first Normal School in 1921. In the 1920s Stirling was on the executive of the Franchise League and the League of Women Voters. She was especially active in the fight for pay equity, having seen female teachers receive only 80% of the salary paid to males. Ralph Andrews (1985), Harry Cuff (1985), Margot Duley (1993), Linda Kealey (1993), *Spencerian* (1953), Archives (VS 104). LBM

STIRLING, GEOFFREY WILLIAM (1922-). Businessman. Born St. John's, son of Mary (Uphill) and Weston Stirling. Educated Ramsgate, England; Bishop Feild College; University of Tampa. Married (1) Jean Fox; (2) Joyce Cutler. A noted track and field athlete, Stirling went to the University of Tampa on an athletics scholarship, where he became a correspondent for *Time* and the *Chicago Tribune*.

After leaving university, Stirling worked in Central America, and later in Washington with American Lend-Lease Office. In the mid-1940s he returned to Newfoundland and started the newspaper *Sunday Herald* — the forerunner of the *Newfoundland Herald qv*. During the debates on Newfoundland's future he joined Chesley Crosbie and Donald Jamieson *qqv* in promoting the idea of economic union with the United States. After 1949 Stirling became a supporter of J.R. Smallwood. In 1975 he ran unsuccessfully as a candidate in Humber West for Smallwood's Liberal Reform party.

In 1950 Stirling, in partnership with Donald Jamieson, established CJON Radio, and founded the Newfoundland Broadcasting Company. They started CJON-TV in 1955, the first commercial television station in the Province. Throughout the 1960s Stirling acquired radio stations in Montreal, Toronto, Winsor, and Arizona as well as in Newfoundland, and in 1965 established Apache Communications International. Stirling also brought FM radio to Newfoundland. By 1977 the Newfoundland Broadcasting Company had nine FM radio stations operating in the Province. When the partnership was dissolved Stirling retained ownership of the television and FM stations — known as NTV and OZ-FM — while Jamieson took over the AM stations. Stirling became known as somewhat of an eccentric, for his editorializing on the air and for his involvement in eastern religions. As a film maker, he is probably best known for "Waiting for Fidel", a documentary of a trip Smallwood made to Cuba. In 1991 he was appointed to the Council of Advisors for Canada's Sports Hall of Fame. Stirling established a printing and publishing company in 1993, Sterling Press Ltd. See also BROADCASTING. Don Jamieson (1989), *Canadian Who's Who* (1964-66), *DNLB* (1990), *St. John's City Directory* (1993), Centre for Newfoundland Studies (Geoff Stirling). LBM

Geoff Stirling

STIRLING, GEORGINA ANN (1867-1935). Opera singer. Born Twillingate, daughter of Ann (Peyton) and William Stirling *qv*. Educated Twillingate; Toronto; studied singing in Paris, Italy and Germany. With the professional name of Marie Toulinguet (the original French name of Twillingate), she made her debut in the celebrated opera houses of Milan and Paris, and as the prima donna soprano of an opera company toured the United States.

Church organist before she was 15, Stirling continued her academic and musical studies in a Toronto boarding school. After her return to Twillingate, she was instrumental in the formation of a local branch of the *Dorcas Society *qv*. Her ambition being to sing opera, she left for Paris in 1888 to study voice with Madame Malthide Marchesi, who was considered one of the best professional music teachers of Europe. As one of Marchesi's most promising students Stirling was noticed by an impresario of a Milan opera company and offered a singing engagement in Italy. She returned to Paris to resume her studies with Marchesi in 1891-92. During the summer of 1893 she visited Newfoundland and performed at the Methodist College Hall in St. John's. She also made musical appearances in St. John's in 1895.

Georgina Stirling

Accepting a two-year engagement with the New Imperial Opera Company of New York City, under the direction of the well-known impresario Col. J. Henry Mapleson, Toulinguet made her debut in October 1896. Her singing held the audiences spellbound. When the company collapsed, she accepted an engagement with the Boston Harmony Orchestral Society for the remainder of the season, and sang with them in Washington and Brooklyn, New York. She joined the Scalchi Opera Company for the 1897-98 season, and toured the United States. She returned to Italy at the conclusion of the tour.

At the peak of her career Toulinguet was suddenly confronted with a serious throat ailment. She eventually made a comeback, not as an opera singer, but as a concert artist. But the realization that her voice would never be restored led to periods of depression and the use of alcohol. After a lengthy stay at the Duxhurst Farm Colony in Surrey, which was devoted to the reformation of "women inebriates", she returned to Twillingate to live with her sister Rose. She became absorbed in gardening, and renewed her interest in the Dorcas Society. She died of cancer in 1935. For 29 years her body lay in an unmarked grave in the Snelling's Cove cemetery, but in 1964 a 6-foot monument was erected to "The Nightingale of the North". Amy Louise Peyton (1983), *DNLB* (1990), *Remarkable Women of Newfoundland and Labrador* (1976), Centre for Newfoundland Studies (Georgina Stirling). ILB

STIRLING, GORDON MCKENZIE (1907-1985). Lawyer. Born St. John's, son of Mary Gertrude (Hart) and Frederick M. Stirling. After graduating from Bishop Feild College, Stirling read law with his uncle, Charles E. Hunt *qv*, and was admitted to the Newfoundland Bar in 1930. In 1956 he was made Queen's Counsel, and in 1962 became Master of the Supreme Court. In 1964 Stirling served as president of the Governing

Bodies of the Legal Profession in Canada. He was also on the executive of the Canadian Bar Association and the Law Society.

A former president of the St. John's Curling Club, in 1951 Stirling was a member of the first Newfoundland team to compete in the Canadian Curling Championships. He was also involved with the Feildian Athletic Association, and played on the Boyle Trophy winning team of 1926. Stirling served on the Select Vestry of St. Thomas's Church from 1933 until 1964, was long-time executive director of the Anglican Church of Newfoundland, a member of the General Synod of the Anglican Church of Canada and honorary colonel of the Church Lads' Brigade. He served as president of St. John Ambulance, as director of the Canadian Scholarship Trust Foundation and as a member of the International Grenfell Association and the National Council of the Duke of Edinburgh Award in Canada. In 1967 Stirling was awarded a Centennial Medal, and in 1980 was appointed a Member of the Order of Canada. Memorial University of Newfoundland awarded him an honorary doctorate in 1984. Centre for Newfoundland Studies (Gordon M. Stirling). LBM

STIRLING, HERBERT WILLIAM (1874-1956). Musician. Born St. John's, son of Mary (Gaden) and William Stirling. Educated Royal College of Music, London. Married Mina Simms. Starting in his mid-teens, Stirling was organist at St. Andrew's Presbyterian Church for 14 years. He then studied in London, and was appointed organist and choirmaster at St. Thomas's Church in 1906. Stirling taught singing, violin and piano at Bishop Spencer and Bishop Feild colleges, and gave private lessons. For several years he produced annual Christmas operettas at Bishop Spencer College. In 1952 poor health forced him to retire as organist at St. Thomas's. In the following year he was named Organist Emeritus of the Church. He died in November 1956. *Who's Who in and from Newfoundland 1937* (1937?), *DN* (Nov. 13, 1956), Joan Stirling (interview, Feb. 1994). LBM

STIRLING, LEONARD WALTER (1937-). Businessman; politician. Born Corner Brook, son of Anna (Walsh) and Samuel Stirling. Educated University of Toronto Extension; Insurance Institute of Canada. Married Margaret Grace Evans. Stirling began work with Johnson Insurance in Corner Brook in 1954, and in 1956 was transferred to Grand Falls to open and manage a branch of the company. Moving to St. John's in 1960, he eventually became vice-president of Johnson Insurance and director of related companies. In the early 1960s Stirling worked with Harry Cuff of the Newfoundland Teachers' Association *qv* to develop a comprehensive insurance program for teachers (which was later widely accepted as a model throughout Canada).

In 1969 Stirling ran in the St. John's municipal election, and was subsequently appointed deputy mayor. He served for a time as vice-president of the Federation of Mayors and Municipalities. In 1973 he was elected president of the provincial Liberal Party, and in 1979 was elected MHA for Bonavista North. In November 1980, on the resignation of Donald Jamieson *qv*, Stirling was elected leader of the party. The Liberals were defeated in the 1982 general election, Stirling losing his own seat. He resigned the leadership and returned to Johnson's as first vice-president in charge of operations. Ron Pumphrey (1982), *DNLB* (1990), *Newfoundland and Labrador Who's Who Centennial Edition* (1968), Centre for Newfoundland Studies (Len Stirling). LBM

STIRLING, WILLIAM (1813-1891). Physician. Born Harbour Grace, son of William and Emma (Mayne) Stirling; father of Georgina Stirling *qv*. Educated University of Edinburgh. Married Ann Peyton. Stirling graduated from medical school in 1839, receiving a Licentiate in the Royal College of Surgeons of Edinburgh the same year. After graduation he returned to Newfoundland, and was associated with his father's practice in Harbour Grace. He probably set up his practice in Twillingate around 1843, as the town's first physician (Dr. R. Tremblett) had died in 1842. His residence and surgery were located on the Northside of Twillingate. He served not only the immediate area, but communities throughout Notre Dame Bay. Stirling had been in practice in Twillingate for 40 years before he obtained the assistance of another doctor. His daughter was performing in Milan when he died. John C. Loveridge (1970), Amy Louise Peyton (1983), Newfoundland Historical Society (Twillingate). ILB

STOCK COVE (pop 1991, 70). A small fishing settlement, Stock Cove is located on the south side of Bonavista Bay, just south of King's Cove *qv*. The community is sometimes referred to as Stocks Cove in early records, and this name may have come from the practice of sawing logs, or "stocks", in the woods around the community. But, with a strong farming tradition in Stock Cove, it has also been suggested that the name originated with the keeping of livestock there by early residents of King's Cove. The community appears in the first Newfoundland *Census* (1836) with a population of 28, all Roman Catholics of Irish descent. Traditionally, residents farmed and pursued the

Stock Cove

inshore salmon, lobster and cod fisheries, selling their catches and produce (including wool and dairy products) to merchants at King's Cove. Lumbering was an important winter activity. For much of its history Stock Cove has shared church and school facilities with nearby Knight's Cove *qv*. Predominant family names include Aylward, Barker, Brennan, Fitzgerald, Galleher/Gallahue, Mahoney, Ricketts and Walsh. H.A. Wood (1951), *DA* (Mar./Apr. 1984), *Newfoundland Directory* (1871, 1936), *Newfoundland Resettlement Program* (1971), *Sailing Directions: Newfoundland* (1986). ILB/LBM

STOCKING HARBOUR (pop. 1921, 28). Stocking Harbour is located on the northwest side of Green Bay, Notre Dame Bay, just to the north of Smith's Harbour *qv*. The two tiny fishing communities of Stocking Harbour (The Beach) and East Stocking Harbour (The Bight) were abandoned in the early 1930s, leaving King Island *qv* (on the south side of Stocking Harbour, but more often considered a part of Smith's Harbour) as the only inhabited part.

Stocking Harbour first appears in the *Census* in 1857, with a population of 26 (probably including the Shiner family at King Island). Three of the inhabitants in that *Census* were born in England. The other family names associated with Stocking Harbour are Hounsell, Penney, Tilley and Noble. The population of Stocking Harbour rose to 40 by 1869 and to 59 by 1891. It would appear that in most cases King Island was included. In 1921, when the component parts of the harbour were recorded separately, there were 20 at King Island, 8 at Stocking Harbour Bight and 20 at Stocking Harbour "proper". By this time the grounds frequented by Stocking Harbour fishermen were quite some distance away, further into Green Bay. Coupled with the fact that children had to walk to school over the ice or be carried in boat to Smith's Harbour, this fact led the people to relocate to Smith's Harbour in the early 1930s. Mr. and Mrs. Ged Noble (interview, Oct. 1993), Max Rideout (interview, Aug. 1993), E.R. Seary (1977), *Census* (1857-1935), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894)., Archives (A-7-1/K). RHC

STONE, CLIFFORD (1906-1969). Athlete. Born Fogo. Educated Bishop Feild College. Introduced to athletics while at school in St. John's, Stone once held Newfoundland records for the half mile, mile, five mile and ten mile races. Every year from 1926 until 1932 Stone won the annual *Evening Telegram* ten mile road race, and he twice ran for Newfoundland track and field teams that were successful at competitions in the Maritimes, including Newfoundland's successful entry in the *Halifax Herald Evening Mail* Modified Marathon in 1927. Stone was also a member of the Newfoundland team that participated in the 1930 British Empire Games at Hamilton, Ontario. He died in April 1969. In 1975 he was posthumously inducted into the Newfoundland and Labrador Sports Hall of Fame. Frank W. Graham (1988), Centre for Newfoundland Studies (Clifford Stone). LBM

STONE, CYRIL GEORGE FURNEAUX (1900-1954). Clergyman; soldier. Born Fogo. Educated Fogo; Trinity College, University of Toronto. Stone served overseas with the Royal Newfoundland Regiment during World War I. After the War he finished his high school education and in 1922 entered Trinity College, graduating in theology in 1926. He served several Church of England parishes in Western Canada. During World War II he again went overseas as a Canadian Army chaplain. Awarded the O.B.E. in 1944 for his military services he returned to Canada the next year with the rank of honorary lieutenant-colonel. Shortly after the War he was appointed principal chaplain of the Canadian Army. J.R. Smallwood (1975), Emmanuel Willis (interviw, 1984), Department of National Defense (release file: C.G.F. Stone). JOHN PARSONS

STONE, HENRY WILLIAM (1914-). Mariner. Born Monroe, son of Emmanuel and Emily (Dalton) Stone. Educated Waterville; Gin Cove. Harry Stone first went to sea at the age of 14. He later studied navigation, and in 1941 received his master's certificate. During World War II he enlisted in the Canadian Navy, and served on minesweepers in the north Atlantic and in the English Channel. After the War, Stone continued his studies in navigation and, on receiving his first mate's foreign-going certificate, became first mate on the *Trepassey*, which had been chartered by the British government to service scientific bases in the Falkland Islands and the Antarctic. He was subsequently captain of several vessels on the eastern seaboard of North America and was engaged in supplying American bases in Greenland and on Baffin Island. From 1960 until his retirement in 1979 he was harbour master of St. John's. Throughout his life Stone collected photographs of ships and other marine subjects, which he donated to the Maritime History Archive at Memorial University. Patricia Doel (1993), H.W. Stone (interview, Apr. 1994). JAMES MOORE

STONE, JOHN GLOVER (1876-1934). Politician. Born Catalina, son of Thomas and Lenora Stone. A boatbuilder and shopkeeper at Catalina, Stone joined the *Fisherman's Protective Union *qv* in 1911. Appointed manager of the Union Trading Company store at Catalina the next year, he later became the Union's inspector of stores and chairman of the Trinity district council.

J.G. Stone

In October 1913 Stone was elected Trinity MHA for the Union Party, led by William F. Coaker *qv*. When the Unionists joined the coalition National Government in 1917, he was made Minister of Marine and Fisheries. In 1919 he was given the same position in the government of Michael P. Cashin *qv*, even though his party did not support the administration.

Subsequently attacked by Coaker and the F.P.U. as "Traitor", Stone ran unsuccessfully for re-election in 1919. After a further electoral defeat in 1923 Stone left Newfoundland, but returned five years later to join a short-lived administration of Frederick C. Alderdice *qv*. Failing to win a seat in the next general election, he managed a fish plant at Badger's Quay until 1932, when he was elected MHA for Trinity North. He was again appointed Minister of Marine and Fisheries by Alderdice, and held that post until his death in January 1934. S.J.R. Noel (1971), *DNLB* (1990), *DN* (January 15, 1934), Archives (VS 67). LBM

STONE VALLEY (pop. 1971, 60). A resettled fishing community, Stone Valley was located on the southern side of Little Bay, a narrow inlet on the south side of Long Island, Hermitage Bay. For most of its history the community was known as Little Bay. The name was changed in the late 1940s to avoid confusion with numerous other communities of the same name.

Stone Valley was an early fishing station of Gaultois *qv* (12 km to the east), offering admirable shelter for small boats and good access to fishing grounds. Visiting in 1835 Rev. Edward Wix recorded that fish was so plentiful "all the year round, that the women and children cut holes in the salt-water ice, and catch great quantities of cod-fish all though the winter". However, Stone Valley offered neither wood for fuel nor soil for gardens and was settled by only a few families, who wintered further in Hermitage Bay (see ROUND COVE). It first appears in the *Census* in 1869, with a population of 18. These people were likely the families of William Kendall and William Stickland, who appear in earlier records as residents of Sam Hitches Harbour *qv*, on the north side of Little Bay. Other family names of Stone Valley include Dominie (three brothers of that name moved there from Jersey Harbour in about 1900), Engram and Walsh (a family with apparent connection to the Sticklands — a William Stickland, alias Walsh, appearing in some early records).

There were 51 people at Stone Valley in 1884 and the population remained at a similar level until resettlement. The people relied almost exclusively on the inshore fishery for cod and, in later years, on lobster. Stone Valley was resettled after the 1971 fishing season, with 39 people moving to Fortune and most of the remainder to Harbour Breton or Hermitage. E.R. Seary (1977), Edward Wix (1836), *Census* (1845-1971), *Statistics: Federal-Provincial Resettlement Program* (1975?), *Welcome to Harbour Breton Newfoundland* (1989), Archives (A-7-1/J/21; VS 99; VS 106). RHC

STONEMAN, WILLIAM R. (1826- ?). Writer. Born Trinity, son of William and Catherine Stoneman. After converting to Methodism at a young age, Stoneman published the confessional autobiography *The Penitent's Tale; or, The Backslider's Experience* (1848). Printed at the office of the *Morning Post* in St. John's, the pamphlet is one of the earliest works published in Newfoundland. In it Stoneman describes how, at age 16, he experienced a spiritual and moral decline after going on a picnic with a party of young women. By 1847 he had recovered, and was teaching school at Cupids. William R. Stoneman (1848), *Gazette* (Sept. 6, 1876). LBM

STONE'S COVE (pop. 1961, 46). A resettled fishing community, Stone's Cove was located on the north side of Fortune Bay, just west of the entrance to Long Harbour. According to local tradition the cove was named after a family who originally lived at Crant's Cove, which is identified on modern maps as Grants Cove, along with a family named Crant. Crant's Cove is east of Stone's Cove, around Long Harbour Point (locally Stone's Point), and offers better protection than Stone's Cove from prevailing westerlies. The two families of Crant's Cove are said to have moved to Stone's Cove after a fire, but subsequently left the area. Long Harbour Point appears in the first *Census* (1836), but it is not known whether the 17 people enumerated were living at Crant's Cove or Stone's Cove. In 1845 there were two families and a total of 14 people listed for Stone's Cove, increasing to 29 by 1857.

It is likely that it was during the 1850s that the first of the Pope family arrived in Stone's Cove. Other family names associated with the community include Bond, Buffett, Elms, Tibbo and Francis (as well as Riggses, who came as keepers of the lighthouse at Stone's Point), but the Popes were by far the most numerous throughout the community's history. The various communities in the Long Harbour area were not enumerated separately again until 1884, when the population of Stone's Cove was 56. These early fishing families relied on a bait fishery, for herring, supplemented by the shore cod fishery. Catches of cod were traded to merchants at Belleoram, with bait being sold to visiting banking schooners.

From about 1890 to 1930 the community experienced its heyday, as it took a greater role in the bank fishery, originally by providing crews for vessels out of Belleoram. Jeremiah Pope, local agent for a St. John's firm, also acquired two bankers, outfitting local crews. The community built its first Church of England school/chapel in 1898 (with a larger church being built in 1927). By the early 1900s Thomas Bond

Stone's Cove

owned four banking vessels and acted as local agent for Harvey and Co., who had their major premises at Belleoram. (It was while en route to Belleoram in 1905 that the schooner *Columbine* was lost with five Stone's Cove men.) By 1911 the population of Stone's Cove had reached 183, with 21 men employed in the inshore fishery and 67 working the bankers — several as masters. In about 1918 Bond's firm became insolvent and was taken over by Harvey's, whose branch operation at Stone's Cove continued to expand to the mid-1920s. The bank fishery suffered a general decline in the 1930s and Harvey and Co. sold their Fortune Bay operation to W.G. Knott, who closed out the Stone's Cove branch. While some men returned to the inshore fishery, many found work at sea or otherwise continued to work away from the community for much of the year.

In the early 1950s the population of the community declined by almost half, to less than 100, as many of the younger people moved to Grand Bank or Nova Scotia to work on trawlers. Those still remaining in the shore fishery by this time received much of their income from a revived herring fishery. By 1960 it was noted that the community consisted of a "declining population of older people". In 1964 Stone's Cove was resettled, some people moving to nearby Anderson's Cove only to be resettled once more a few years later and others to communities across the Bay, in the Bay L'Argent area. In the 1970s the National Film Board of Canada made a short film, *Stone's Cove*, which intercut images of the abandoned community with historic still photographs. In 1993 there were a few fishing shacks at Stone's Cove, maintained by fishermen of St. Bernard's. Lloyd Pope (MHG 102-B-1-31), Tom Pope (interview, June 1993), Robert Wells (1960), *Census* (1836-1961), *Lovell's Newfoundland Directory* (1871), *McAlpine's Newfoundland Directory* (1894), Archives (A-7-1/I). RHC

STONEVILLE (pop. 1991, 426). Stoneville is located on the northwest side of Dog Bay, approximately 55 km north of Gander. At various times the community has been known as Dog Bay West and Horwood North, Stoneville being a modern "post office name".

The site of Stoneville, at the mouth of Dog Bay Brook, is said to have been frequented by the Beothuk and was also one of the first sites on the northeast coast to have been frequented by Europeans. In the 1720s George Skeffington *qv* established a salmon fishery at Dog Bay Brook, and the site of Stoneville would appear to have been frequented for the salmon fishery by crews out of Fogo throughout the 1700s. In about 1817 the Hodder family of Fogo purchased the fishery, and built a home at the mouth of Dog Bay Brook in about 1820. When the first Newfoundland *Census* was taken in 1836 there were seven people living at Dog Bay: the families of John and George Hodder. In 1994 Hodder was still by far the most common name at Stoneville.

In the 1870s some families from Herring Neck, Fogo and Change Islands were wintering in Dog Bay and a family of Stones from Herring Neck eventually settled alongside the Hodders. Although the family name Stone was no longer present in the community, it was this family name that was commemorated when a post office was established in the 1950s, presumably because there was already a Hoddervill (in Bonavista Bay). In the 1880s several families from Change Islands settled: Ginns, Peckfords and Steeles. By 1891 there were 70 people in Dog Bay (this number includes families living on the other side of the Bay, later known as Horwood *qv*). Apart from salmon and a few herring, the shore fishery at Dog Bay was not lucrative and many people continued to fish in the summer months out of Change Islands, on the Labrador or at Little Fogo Islands *qv*. There was also a fairly substantial farm noted at Dog Bay in 1891, producing root crops, hay and 15 bushels of wheat.

In 1902 the Horwood *Lumber Co. *qv* built a substantial sawmill across the Bay. Many of the men of Stoneville left the fishery to work as loggers or millworkers at Horwood, which also provided a ready market for surplus vegetables and other products. Several families settled in Stoneville in the early 1900s — in order to be close to the mill but beyond the paternalistic influence of the Company. By 1911 there were 77 people at Stoneville, including families such as the Hickses, Tulks and Russells (from the Carmanville area) and the Bennetts (from Deep Bay, on Fogo Island).

By 1945 there were 165 people at Stoneville, but the Horwood mill, already winding down, was closed in 1954. Most of the work force of Stoneville continued to rely on lumbering as their primary employment, increasingly in pulpwood camps some distance from home. The mobility of the work force was increased in the 1960s by the construction of a road to Lewisporte and then by another road to Gander. However, the 1970s found Stoneville experiencing high unemployment. A few longliners were constructed to engage in the fishery out of Stoneville, some smaller sawmills were built and commercial farming was also revived, but in 1994 most employment was found away from the community in the woods or in construction. Handcock and Sanger (1980), C.G. Head (1978), Glendon Necho (1981), E.R. Seary (1977), *Census* (1836-1991), Archives (A-7-5/7; MG 323/1/2; VS 83; VS 89). RHC

STORM-PETRELS. Storm-petrels (family *Hydrobatidae*) are birds of the open oceans. They are of the same order as the shearwaters *qv* and fulmars, which they resemble in many ways, although much smaller. Only one species breeds around the coast of Newfoundland, and one other species is often seen at sea. Leach's storm-petrel (*Oceanodroma leacorhoa*) is abundant around the coasts of Atlantic Canada and is known to breed on many coastal islands of insular Newfoundland and of southern Labrador. W.A. Montevecchi has reported more than three million pairs on Baccalieu Island alone. It is about the size of a robin and darkly sooty in appearance except for v-shaped white on the rump. The nostrils, in a fused tube on the bill, and the hooked tip of the bill, show its relationship to other birds of this order.

Leach's storm-petrels come in from sea only to nest, and then only to islands that are secure from land-based predators. Large gulls prey on this little bird, so it comes to its nest only in darkness. The nests are in colonies, each in a burrow from one to three feet long. Often the entrance is concealed by growing vegetation, while the end of the burrow is enlarged as a nest cavity. Usually some nesting material such as dry grass is used. Only one egg, almost white, is laid. The male and female take turns incubating for about 42 days. The petrel will not venture from its burrow in daylight and indeed will not exit every night. The colony is silent in daylight, but at night quite noisy, with returning birds and their underground mates exchanging greetings, presumably in order to locate the correct nest in total darkness. This feat, accomplished among thousands of burrows in a confusion of fluttering birds, is one of the great wonders of nature. Attempts have been made to describe the vocal sounds of petrels at their colonies — a variety of alien sounds, some of them guttural. The newly-hatched bird is brooded for three or four days, then left alone during the day, and fed at night with regurgitated oily food. It is at first a comical little ball of fluff with long soft hair that is grey at the ends. It grows slowly, and is usually fully fledged by late September or early October. Alone in total darkness, it creeps or stumbles from its burrow and launches itself from the rocks.

There are red foxes on Baccalieu Island *qv*, the site of the world's largest petrel colony, and the burrow-nesting birds are their chief prey. But apparently a shortage of food in winter keeps the fox population down. Montevecchi suggests the possibility that the foxes may actually contribute to making Baccalieu Island such an ideal nesting place for the petrels, since they deter the large ground-nesting gulls, which are major predators of the burrow-nesters. Individual petrels are sometimes found stranded on shore after a storm, as their weak legs do not permit them to rise from a level surface. In such cases the finder may be able to save the bird by launching it into the air at the edge of the sea. To avoid attacks by gulls this should be done only in the dark.

Wilson's storm-petrel (*Oeanites oceanicus*) is a little smaller than Leach's. It is frequently seen in Newfoundland waters, but it does not breed anywhere in the Northern Hemisphere. Montevecchi and Tuck (1987). CHARLIE HORWOOD

STORY, COLIN (1917-1987). Civil servant; businessman. Born St. John's, son of Dorothy (White) and George E. Story. Educated Prince of Wales College; University of Maryland. Married Janet Harvey. Story worked as a surveyor in the 1930s, and served with the Newfoundland Overseas Forestry Unit and the Royal Navy during World War II. He later studied fish processing technology, and in 1949 became a special consultant with the Newfoundland Department of Fisheries. Later made director of fisheries engineering and development, in 1963 Story directed the new division of agricultural and rural development. He retired from the provincial civil service in the mid-1970s to work with the World Bank on fisheries development projects in Southeast Asia. Upon returning to Newfoundland, Story opened a fish processing business at Portugal Cove and became involved in efforts to organize an association of independent fish processors. He died in March of 1987. *Canadian Who's Who* (1973), *ET* (March 21, 1987). LBM

STORY, GEORGE MORLEY (1927-1994). Author; educator; editor. Born St. John's, son of Dorothy (White) and George E. Story. Educated Bishop Feild College; Memorial University College; McGill University; Oxford University. Married Laura Alice Stevenson. A Shakespeare Scholar at McGill University in 1949, Story was named Newfoundland's Rhodes Scholar in 1951. On returning from Oxford, he was appointed to Memorial University's English department in 1954, where he built an international reputation as a lexicographer and Renaissance scholar. A model of learning, rigorous scholarship and wise counselling, he had a crucial influence on the development of the fledgling University.

He was named Henrietta Harvey Professor of English in 1979. Story was a pioneer in the study of Newfoundland history, culture, language and literature (see NEWFOUNDLAND STUDIES). His publications include *Sonnets of William Alabaster* (1959), with Helen Gardner, and *Sermons of Lancelot Andrewes* (1967). He co-authored, with E.R. Seary *qv*, *Reading English: A Handbook for Students* in 1966, and with Seary and William J. Kirwin *qv* published *The Avalon Peninsula of Newfoundland: An Ethnolinguistic Study* in 1968. With Herbert Halpert *qv* he published *Christmas Mumming in Newfoundland* (1969), and co-edited *A Festschrift for Edgar Ronald Seary* in 1976. He edited, with W. J. Kirwin and J.D.A. Widdowson *qv*, the monumental *Dictionary of Newfoundland English*. Story was also editor of *Early European Settlement and Exploitation in Atlantic Canada: Selected Papers* (1982), and contributed to *Encyclopedia Canadiana* and the *Dictionary of Canadian Biography*. Named Public Orator in 1960, he published *Selected University Orations* in 1984.

Story was president of the Newfoundland Historic Trust from 1969 to 1971, and from 1972 until 1974

Dr. G.M. Story (seated) and colleagues at work on the Dictionary of Newfoundland English

chaired the Newfoundland Task Force on Community Development. He co-chaired the Committee on Federal Regulations Relating to Seafisheries in Newfoundland. In 1974 he was appointed to the editorial board of the *Collected Works of Erasmus* translation project at the University of Toronto. From 1978 to 1981 Story was president of the Newfoundland Historical Society, and in 1980 was named the first chairman of the Newfoundland and Labrador Arts Council. In 1984 he was appointed to the editorial advisory boards of *Acadiensis* and the *New Oxford English Dictionary*, and was chairman of the editorial board of *Newfoundland Studies qv* from 1984 until 1992. He also served on the board of directors of the Canadian Institute for Historical Microreproductions, and on advisory boards of the National Library of Canada and the Australian National Dictionary Centre. He was named director of the J.R. Smallwood Centre of Newfoundland Studies in 1988, and in 1989 was appointed chairman of the editorial advisory board of the *Encyclopedia of Newfoundland and Labrador*. In 1993 Story was appointed to the Historic Sites and Monuments Board of Canada.

Story was the recipient of several major honours. He was named a Fellow of the Royal Historical Society (1976), the Society of Antiquaries (1978) and of the Royal Society of Canada (1982). In 1977 he was awarded the Canada Council's Molson Prize, and in 1988 was appointed a Member of the Order of Canada. For his distinguished scholarship and crucial influence on the development of Memorial University, Story was posthumously awarded an honorary D. Litt. in May 1994 just a few days after his untimely death on May 9. *Canadian Who's Who* (1993), Centre for Newfoundland Studies (George Story). LBM

STORY, GEORGE PHILLISKIRK (1853-1894). Clergyman; educator. Born Filey, Yorkshire, son of William and Elizabeth (Jenkinson) Story. Educated Westminster Training College, London. Married Elizabeth Steer. After teaching in Methodist schools in Yorkshire, Story came to Newfoundland in 1875 as headmaster of the Carbonear Grammar School. Within a year he left this position for the Methodist ministry, and was ordained in 1880. The next eight years were spent as a circuit preacher: at Channel, Hant's Harbour, Catalina and Freshwater, Conception Bay. From 1888 to 1894 he was guardian and chaplain at the Methodist College residence in St. John's. In this position he travelled in Canada to raise money for the rebuilding of the College after the fire of 1892.

Story was secretary of the Newfoundland Conference of the Methodist Church in 1891-92 and president in 1893-94. He worked to link Newfoundland Methodists with the Church in Canada and to establish a close liaison between the College and Mount Allison and Acadia universities. Editor in 1890-91 of the St. John's *Methodist Monthly Greeting qv*, he was also author of over 100 sermons that have survived in manuscript. Story died of pneumonia while serving the Whitbourne circuit. *DCB XII*, *DNLB* (1990), Centre for Newfoundland Studies (George Philliskirk Story). ILB

STORY, JANET STEER (1925-). Nurse. Born St. John's, daughter of Dorothy (White) and George E. Story. Educated Bishop Spencer College; Memorial University College; General Hospital School of Nursing; University of Toronto; McGill University. A former director of nursing at the General Hospital, Story was president of the General Hospital School of Nursing Alumni Association from 1951 to 1955. From 1956 to 1960 she was president of the Association of Registered Nurses of Newfoundland. She also has served on the boards of the Victorian Order of Nurses, the St. John Ambulance Association and the Canadian Heart Foundation. In 1994 Story was curator and archivist of the Lillian Stevenson Nursing Archives and Museum in St. John's. *DN* (July 10, 1978), *Who's Who Silver Anniversary Edition* (1975). LBM

STOURTON, ERASMUS (1603-1658). Church of England missionary. Born Narborough, Leicestershire, England; son of Edward and Mary Stourton. Educated St. John's College, Cambridge. Married Elizabeth Gravenor. Stourton is the first Church of England missionary to Newfoundland whose name is known. It seems likely that Stourton, ordained in 1625, arrived on the Island in 1627. As chaplain at Ferryland, he quickly became embroiled in a confrontation with the Roman Catholic proprietor of the colony, George Calvert *qv*. Stourton objected to the illegal celebration of mass in the colony and claimed that a child of Protestant settler William Poole had been baptized in the Catholic faith against the wishes of the father. Calvert considered Stourton "a trouble-some, meddle-some busybody" and banished him to England in 1628, where he tried unsuccessfully to turn the Privy Council against Calvert's Ferryland colony. M.F. Howley (1915), *DCB I*. ACB

STRACHAN, IAN (1940-). Businessman; politician. Born Aberdeen, Scotland; son of William and Edith Strachan. Educated Robert Gordon's College; Technical College. Married Merrill G.L. Corbin. Strachan came to Newfoundland in 1964 as a lecturer in food technology at the College of Fisheries. In the late 1960s he went to Labrador in connection with the building of a fish plant at Nain, and also established a hotel, the Atsanik Lodge. Strachan was elected MHA for Eagle River in 1975 as a Liberal, but left politics after only one term. In the 1980s he became involved with the Mokami Project Group, a regional development council which supported the expansion of military training in Labrador. He was active with the group until it folded in the early 1990s. Marie Wadden (1991), *Canadian Parliamentary Guide* (1977), *Newfoundland Lifestyle* (Nov.-Dec., 1987). ACB

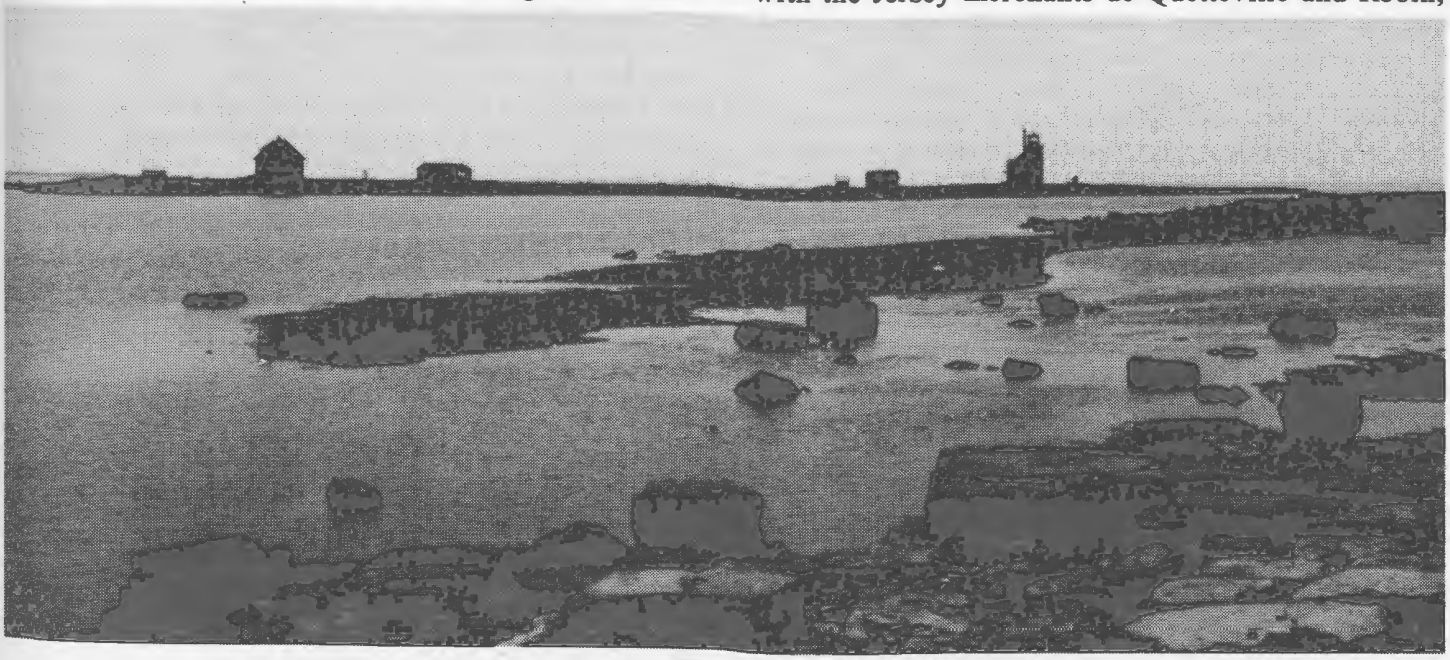
Ian Strachan

Deadman's Bay

STRAIGHT SHORE. The Straight Shore stretches some 45 km northwest of Cape Freels *qv* to Musgrave Harbour *qv* and west along the southern shore of *Sir Charles Hamilton Sound *qv* to Gander Bay. The name was probably first applied to the stretch between Cape Freels and Musgrave Harbour — known for its sandy beaches and lack of sheltered harbours — by migratory fishermen. Conception Bay vessels would appear to have begun frequenting the area around Cat Harbour (Lumsden *qv*) after 1815, when the French returned to the Petit Nord *qv* after some years' absence, during the Napoleonic Wars. Meanwhile, Bonavista fishermen dominated the migratory fishery to the Wadham Islands *qv* and the northern part of the Straight Shore. Eventually, some fishing families settled and the migratory fishery came to an end, for, although the waters were dangerous ones indeed, the shoal waters made for a lucrative shore fishery. There have been only two settled locations on the Straight Shore "proper": Lumsden and Deadman's Bay *qv*. West of Musgrave Harbour the Shore is less straight and forbidding, and has been settled at Ladle Cove, Aspen Cove, Carmanville, Noggin Cove and Fredericton *qqv*. E.M. Gosse (1988), R.W. Guy (1994). RHC

STRAIT OF BELLE ISLE. This strait extends in a northeast-southwest direction separating Newfoundland's *Great Northern Peninsula *qv* from southern Labrador. Navigation through the Strait is often hampered by heavy swells and drifting ice. Communities on the steep, rocky Labrador side include L'Anse au Claire, Forteau, L'Anse Amour, L'Anse au Loup, Capstan Island, West St. Modeste, Pinware and Red Bay *qqv*. The comparatively low and featureless Newfoundland coast includes the settlements of Flower's Cove, Savage Cove, St. Barbe North, Pines Cove, Green Island Cove, Green Island Brook, Eddie's Cove East, Big Brook, North Boat Harbour and Cape Norman *qqv*.

Prehistoric occupation of the Strait of Belle Isle was by the Palaeo-Indian, Maritime Archaic and Palaeo-Eskimo traditions and possibly by a proto-Beothuk group. In the early historic period, Basque whalers and fishermen frequented the Strait. A migratory French fishery based in Brittany developed after 1700 and flourished to mid-century. This activity did not encourage settlement, although a few individuals acted as caretakers of fishing premises over the winter. Labrador came under British control after 1763 and English firms began to establish themselves in the Strait. The Dartmouth firm of Noble and Pinson, later Pinson and Hine, became the most important of these for some time. In the early 1800s, the Dorset firm of *Bird and Co. *qv* controlled much of the trade, along with the Jersey merchants de Quetteville and Robin,



Near Flower's Cove

Pipon and Company. Sealing was prosecuted by Quebec interests as far as Red Bay and the Strait was visited by fishing ships from New England and Nova Scotia.

The stationer fishery of eastern Newfoundland brought the first generation of permanent settlers to the Labrador side after 1830. On the Newfoundland shore, a number of fishery servants settled and were supplied as furriers by a planter named Genge at Anchor Point. Between 1850 and 1880 there was a larger influx of settlers to the Straits area, most of whom came from the east coast of the Island. Job Brothers, which gradually took over from British and Jersey firms, brought a number of single male and female servants as well as families to the area. By 1874, no communities on the Labrador side had less than five families while several on the Newfoundland side consisted of a single family.

Local merchants and co-operatives were established in later years, the first local store being located at Red Bay in 1896. Flower's Cove was the site of another co-operative store in 1910. The region remained relatively isolated but basic services such as health care and schools came to be provided. Roads were improved in the post-Confederation era. With a decline in the main industry — the fishery — outmigration has been on the increase in recent years. The Strait of Belle Isle region suffers from a general lack of services and jobs but its unique scenery and history have attracted a growing number of tourists. Patricia Thornton (1979), James Tuck (1976), *DA* (July-Aug., 1982; Sept.-Oct., 1986). ACB

STRAITSVIEW (pop. 1991, 133). Straitsview is a community near the tip of the Great Northern Peninsula, about 2 km southeast of L'Anse aux Meadows *qv*. It is ranged around Spillars Cove, on the west side of Noddy Bay *qv*, and was known as such until the 1960s, when the current name was adopted to avoid confusion with the Spillars Cove near Bonavista. The name Straitsview implies a view of the Strait of Belle Isle, but the Strait is only visible from the well-sheltered cove's southeastern extremity. Spillars Cove first appears in the *Census* in 1891, with a population of 12, although it may well have appeared earlier in combination with Noddy Bay. The family names associated with the community (Blake, Hedderson and Tucker) have earlier associations with Noddy Bay or Quirpon, where some migratory fishermen from Conception and Trinity bays settled in the late 1800s. Straitsview has relied almost exclusively on the inshore cod fishery throughout its history. E.R. Seary (1977), *Census* (1891-1991), Archives (A-7-2/P). RHC

Straitsview

STRANGE, LLEWELLYN (1892-1973). Chief of police; politician. Born Port de Grave, son of John and Jane E. Strange. Educated Port de Grave. Married Mary Ellen Morgan. After a number of years working in the fishery, Strange joined the Newfoundland Constabulary in 1921. From 1926 to 1933 he was attached to the criminal investigation division, and attended a training course at Scotland Yard. Promoted to head constable in 1933, he became assistant chief of police and a justice of the peace the following year. In January, 1945 Strange was made the eighth commanding officer of the Constabulary. During his 11-year term as chief, the police force underwent several changes such as the introduction of two-way radios to police vehicles. Strange retired from police work in 1956 and became Liberal MHA for Port de Grave. He was re-elected in 1959 but chose not to contest the election of 1962. He retired to Port de Grave. Arthur Fox (1971), Kenney and Wentzell (1990), Sim Wentzell (letter, May 1994), *Who's Who in and from Newfoundland 1937* (1937?). ACB

Chief Strange

STRATHCONA. A hospital ship used by Wilfred Grenfell *qv* along the Labrador coast, the *Strathcona* was built by the Dartmouth shipyard of Philip and Sons and launched on June 27, 1899. It was 97 feet in length and had a displacement of 130 tons. Its saloon could be transformed into a mission hall, and had spaces for a dispensary and a hospital. The ship was presented to

The Strathcona *approaching Rigolet*

the Royal National Mission to Deep Sea Fishermen by Donald Smith *qv*, Lord Strathcona, in 1900.

The *Strathcona* (and three hospitals) treated nearly 3000 patients annually. Each summer the hospitals had to be visited and their supplies of medicine, fuel and clothing replenished. The *Strathcona* visited practically every occupied Labrador harbour. In October 1922, it sank off Seldom Come By. En route from St. Anthony to Bay Roberts, its winter port, the vessel encountered rough weather and began to leak. With its boiler and pumps disabled, it had to be abandoned. Dr. Grenfell and the crew escaped in a dory and were picked up by a schooner. The ship was replaced by the 84-ton *Strathcona II*, a small steam yacht purchased by the International Grenfell Association in England. Wilfred Grenfell (1928; 1933), H.M. Mosdell (1923), Ronald Rompkey (1991), Centre for Newfoundland Studies (Sir Wilfred Grenfell). ILB

STRATHIE, ALEXANDER (1791-1869). Born Greenock, Scotland. As a young man Strathie came to Bonavista to build a house for merchant William Alexander, also a native of Greenock. This structure, Bridge House, was completed in 1814 and in 1994 was one of the oldest surviving residential structures in Newfoundland — the first of the many built in Bonavista by Strathie and his descendants. Strathie made his home in Bonavista and he and his family became staunch Methodists. Charles Lench (1919), *DNLB* (1990), *Ten Historic Towns* (1978). ILB

STRAWBERRIES. Strawberries are plants of the family *Rosacea* and the genus *Fragaria* (from the latin name *fraga*, given to the fruit because of its fragrance). Strawberries are herbaceous perennials that spread into colonies by underground stems and runners. The plants have toothed, three-parted leaves with veins, and produce a flower with five white petals. The berries are attached to a hull (calyx), and vary in size according to species. The leaves, if picked when the plant is in bloom, can be used to make a "tea" high in vitamin C.

There are two species of wild strawberries, with variations, common to Newfoundland and Labrador. The woodland strawberry (*Fragaria vesca*) was probably introduced to North America from Europe, although it is often considered native. The plant grows in fields or upland woods, and has leaves with silky undersides and sharp, divergent teeth. A variation, *Fragaria americana*, thrives in cool woods and produces an elliptical berry. The common strawberry (*Fragaria virginiana*) grows in dry woods, and produces clusters of blossoms. The leaf has a blunter tooth, with a smaller terminal point than that of a woodland strawberry. The two variations seen in Newfoundland and Labrador are *Fragaria canadensis*, which produces a long, narrow fruit, and *Fragaria terrae-novae*. The latter closely resembles, and intergrades with, the *Fragaria virginiana*. In Newfoundland, wild strawberries ripen in mid-July, range in size from 1 to 1.5 cm in diameter and are most often found in clearings along the edges of woods or on roadsides.

The cultivated or garden strawberry (*Fragaria chiloensis*) is of hybrid origin. It has a larger, coarser leaf than the wild species and produces a much larger fruit. It was first grown commercially in Newfoundland during the 1930s, by Pasadena farmer Leonard Earle. After interest in growing strawberries commercially quickened in the 1960s, experts were brought in to teach farming methods. By the early 1980s the industry was flourishing on fresh market and U-Pick sales. The Newfoundland Strawberry Growers Association was formed in 1981. With the Humber Valley producing most of the berries grown in Newfoundland (500,000 litres in 1990), in 1984 the annual Humber Valley Strawberry Festival was introduced to promote the industry and encourage tourism. Henry A. Gleason (1952), Gregory Mercer (1991), Peter Scott (1975), *Canadian Encyclopedia* (Berries, Wild). LBM

STREET CARS. Robert G. Reid and Sons (See REID NEWFOUNDLAND COMPANY) established the St. John's Street Railway Company in 1896, and was given permission in the 1898 Railway Contract to build

St. John's street car, at Duckworth Street

an electrical railway in St. John's and a hydro plant at Petty Harbour to supply it. The original cars came from the Lariviere Car Company of Montreal. They held up to 50 passengers, required a brakeman and conductor, and travelled up to 8 miles per hour. The street cars ran on fixed iron rails, and were powered through a conducting rod that carried electricity to the car from overhead wires. In 1925, after the *Newfoundland Light and Power Company *qv* took over the railway, cars built by the Birney Car Company of Ottawa were used. They required only a single driver/conductor, and could legally travel at 20 m.p.h. after 1937. Street cars ran in St. John's from May 1, 1900 to September 1, 1948. While there were some mishaps with street cars, there were no major accidents. After 1902 the route remained basically unchanged: cars left the depot on Water Street West, travelled east to Holloway Street, north to Duckworth Street and east to the end of Duckworth. They turned onto Military Road, went west to Queen's Road and rejoined Water Street via Adelaide Street. (From 1900 until 1902 two spur lines serviced LeMarchant Road and Hamilton Avenue). After World War II the cars were replaced by a bus service. Baker *et al.* (1990), William Connors (1989). LBM

STREET, THOMAS (1724-1805). Merchant. Born Poole, Dorset, son of John and Mary Street. Married Christian Rowe. Both Street and his brother Peter were ships' captains employed by the White family of Poole. Street first arrived on the Island in 1764 as the captain of Joseph White's ship *Mermaid*, and continued as an agent of the firm until 1771. Upon the death of Joseph White, the estate — valued at £150,000 — was divided between his nephew, John Jeffrey, and the firm's Newfoundland agents and servants: Thomas and Peter Street, James and Joseph Randall and William Munday. The new firm was known as Jeffrey and Street by 1775 as the other partners were bought out. Street handled the Newfoundland end of the business from Trinity while Jeffrey remained in Poole.

Despite losses to privateers during the American Revolution, the business increased its shipping and established branches at Bay de Verde, Heart's Content, Old Perlican, Winterton, Catalina, Bonavista, Barrow Harbour and Greenspond. The firm was also involved in the Gander River salmon fishery and took over the premises of Jeremiah Coghlan *qv* at Fogo. It was exporting some 50,000 quintals of salt fish in 1786, an amount surpassed only by the firm of Benjamin Lester *qv*. As the fishery began to decline in 1789, two new companies were formed: John Jeffrey and Company and Thomas Street and Sons. Street left the management of the firm in the hands of his sons and retired to England. Four years after his own death, Thomas Street's last surviving son drowned on a voyage to Poole and the firm was dissolved. *DCB V.* ACB

STRETTON, JOHN (*fl.*1740-1810). Born Limerick, Ireland. In 1763 Stretton was converted to Methodism by Mrs. Eliza Bennis, a Wesleyan evangelist in Waterford. Carrying on a mercantile trade with Newfoundland, he decided in 1770 to emigrate, settling first in Carbonear, later in Harbour Grace, where he married Mary Parsons. There he soon became a protégé and supporter of Laurence Coughlan *qv*, who had already scattered some of the seeds of Methodism in Conception Bay. When Coughlan left in 1773, Stretton, joined by Arthur Thomey and Thomas Pottle *qqv*, took up the Methodist cause and, despite occasional disagreements with his lay cohorts and opposition from other religious bodies and public officialdom, kept it alive for more than a decade. In the winter of 1776-77 he made a long and hazardous journey on foot to Trinity Bay where he preached the first Methodist sermons in Heart's Content and environs. In 1778 he and Thomey made a similar excursion around Conception Bay and called briefly at St. John's.

When Thomey died in 1784, Stretton wrote John Wesley — with whom he engaged in correspondence for several years — requesting the appointment of a "regular preacher" to counter the "superstition and profaneness" of "this dreary region". Wesley replied sympathetically (Feb. 25, 1785), promising shortly to send an ordained missionary. The promise was kept in October 1785 with the arrival in Carbonear of Rev. John McGeary *qv*, who found that Stretton and his colleagues had not only kept Methodism alive in Harbour Grace and Carbonear, but had taken it to several other communities in Conception and Trinity bays. To help consolidate the work in Harbour Grace, Stretton in 1788 built at his own expense the first Methodist chapel in that community. McGeary, with whom Stretton did not get on, withdrew in 1791, and he was left again to carry on virtually alone until Rev. George Smith *qv* arrived in 1794. Though Stretton's leadership of Methodism in Harbour Grace was disrupted for a time by his falling victim to "strong drink", he was later able to redeem himself and resume his pastoral role, so that when he died (*c.*1810) his friends could bear "his body. . . to the grave with songs of Christian triumph" (Smith). See METHODISM. C.H. Crookshank (1885), D.W. Johnson ([1925]), T.W. Smith (1877), John Telford (1931), William Wilson (1866), Naboth Winsor (1982). DAVID G. PITT

STRICKLAND, URIAH FIFIELD (1907-1976). Politician. Born Hant's Harbour, son of George and Mary Ann Strickland. Educated Salvation Army College, St. John's; Memorial University College. Married Susan Scott. After fishing for a time in Hant's Harbour Strickland became a teacher. He later earned his master mariner's papers and joined the marine service of the Newfoundland Railway. In 1956 he was elected Liberal MHA for Bonavista South. Three years later he was returned by acclamation in the district of Trinity South. Strickland was appointed to cabinet in 1971, as

Capt. U.F. Strickland

the Minister of Municipal Affairs and Housing. He represented Trinity North from 1971 but lost his seat when the Liberals were defeated in 1972. *Canadian Parliamentary Guide* (1972), *DNLB* (1990), *Census* (1921), Centre for Newfoundland Studies (Uriah F. Strickland). ACB

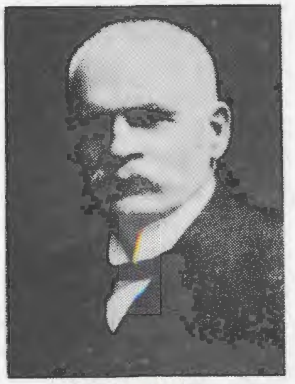
STRONG, CYRIL WELLINGTON (1912-1987). Labour organizer. Born St. John's, son of Ralph and Martha (Newhook) Strong. Educated Harbour Grace; Methodist College. Married Hazel Guest. Strong was working at the Newfoundland Hotel when hotel workers organized a union in 1942. After serving on the executives of the local union, the St. John's Trades and Labour Council and the Newfoundland Federation of Labour, in 1948 he became the Newfoundland organizer for the American Federation of Labour. Following the creation of the Canadian Labour Congress in 1956, Strong became its representative in the Province. He continued with the CLC until his retirement in 1977. Thereafter he remained active in the labour movement and in the St. John's City Consumers Co-op. His memoir, *My Life as a Newfoundland Union Organizer*, was published in 1987. Greg Kealey ed. (1987), *Who's Who Silver Anniversary Edition* (1975). ILB

STRONG, DAVID FREDERICK (1944-). Geologist; university administrator. Born Botwood, son of Elva (Granville) and Chester Strong. Educated Botwood; St. John's; Memorial University of Newfoundland; Lehigh University; University of Edinburgh. Married Lynda Marshall. Joining Memorial University in 1970, Strong built an international reputation as a specialist in plate tectonics and the origin of mineral deposits. He helped to establish modern geochemical facilities at Memorial and did pioneering studies of volcanic rocks in western and central Newfoundland, which demonstrated that these rocks formed in ocean floor environments, such determinations being critical to the development of the theory of plate tectonics. He also completed extensive geochemical studies of mineral deposits and granitic rocks in Newfoundland, Nova Scotia and France.

David Strong

Strong played a crucial role in the development of advanced analytical laboratories at Memorial University's department of earth sciences and in the establishing of a Centre for Earth Sciences Resources Research (CERR); and worked on the Ocean Studies Task Force and Oceans 2000. In 1985 Strong was named Memorial University research professor, and from 1986 to 1987 served as special advisor on research to the president. In 1987 Strong was appointed vice-president (academic), but resigned in 1990 to become president of the University of Victoria. His numerous honours include the Steacie Fellowship from the Natural Science and Engineering Research Council (the first geologist to receive this award), Canadian Institute of Mining Distinguished Service Award (1979) and the Geological Association of Canada Past President's Medal (1980). A Fellow of the Geological Society of America and the Royal Society of Canada, Strong was awarded honorary doctorates by Memorial University (1991) and St. Francis Xavier University (1992). David Strong (letter, April 1994), Centre for Newfoundland Studies (David Strong). DEREK WILTON

STRONG, JAMES MOORES (1849-1938). Merchant; Member of the Legislative Council. Born Twillingate, son of William and Elizabeth Strong. Educated Little Bay Islands; Methodist Academy, St. John's. Married (1) Ann Murcell; (2) Lydia Rooney. Strong was involved in the French Shore fishery from an early age and in 1873 established a fishery supply business at Little Bay Islands, in partnership with a brother, as J. & J. Strong. The firm, subsequently known as the Little Bay Islands Packing Co., supplied the local shore fishery and voyages to the French Shore. After the Bank Crash of 1894 the firm was reorganized as Strong & Murcell and expanded into the Labrador fishery — where some of the largest firms had been forced into bankruptcy by the Crash. Known as James Strong Ltd. after 1922, the firm supplied as many as 50 schooners each year to the French Shore and the Labrador coast.



J. M. Strong

In 1930 Strong was appointed to the Legislative Council by his son-in-law, Sir Richard A. Squires, serving as a member of that body until it was dissolved in 1934. By this time management of James Strong Ltd. was in the hands of a son, William, who predeceased his father in 1936. Thereafter the firm continued on a reduced scale under another son and a grandson, maintaining a retail store at Little Bay Islands until the early 1970s. In 1981 the ledgers and other papers of James Strong Ltd. (including some material from its predecessor firms, dating back to 1880)

were donated to the Provincial Archives by the Strong family. *DNLB* (1990), *Who's Who in and from Newfoundland 1927* (1927), Archives (F.A. 235). RHC

STROUD, RICHARD ELLIOTT (*fl.*1816-1871). Pioneer settler of Glovertown *qv*. Born Pimperne, Dorset? Married Deborah Viney Smith. Stroud may have come to Newfoundland in 1816-17 as master of a fishing ship sailing from Poole. He settled at Greenspond, but between 1829 and 1834 moved his family to Salmon Island at the mouth of the Terra Nova River. Stroud engaged in the salmon fishery, supplied by the merchant firm of Brookings and Garland. In 1840 the Strouds were the only residents of Bloody Bay (Glovertown), except for an elderly cooper who made casks for the salmon. In the winters Stroud earned a living selling game and furs. The family later moved to an area known as Stroud's Point, where they raised sheep and grew vegetables to supplement the fishery. Stroud was a planter in Bloody Bay in 1871, at which time the settlement had grown to a population of 120. J.B. Jukes (1842), Alan G. MacPherson (1977), *Lovell's Newfoundland Directory* (1871), *Census* (1857). ACB

STUCKLESS, TED (1948-). Artist. Born Twillingate, son of Sheila (Belle) and Frank Stuckless. Married Gladys Murcell. Stuckless moved to Toronto in 1966 and worked with Dow Chemicals, doing artwork and screen processing for labels. He began painting seriously around 1968, and after selling several pieces in Toronto returned to Twillingate to become a full-time artist. A major work is the "Revelations" series, featuring Biblical scenes ranging from Creation to the Apocalypse. Stuckless often works from old photographs of the Twillingate area, using his painting to record local history and culture. He also builds scale models of ships and houses. A musician and a boatbuilder, in 1994 Stuckless was working on a water conversion project and on the construction of a large windmill near his home at Twillingate. He was featured in the Lorne Hollett film "Ted Stuckless of Newfoundland". Ted Stuckless (interview, May 1994), Centre for Newfoundland Studies (Ted Stuckless). LBM

STURGE, EDWIN CLIFTON (1919-). Clergyman. Born Pound Cove, Bonavista Bay; son of Herbert and Amy (Davis) Sturge. Educated Glovertown; Memorial University College; Dalhousie University; Acadia University; Pine Hill Divinity Hall. Married Marie Pike. Accepted as a candidate for the United Church ministry in 1939, Sturge served his probationship at English Harbour and Topsail. Ordained in 1946, he was stationed thereafter at Springdale, Buchans-Millertown, Gander, Botwood, St. James (St. John's), and at Waterville-Woodville, Kingston and Halifax in Nova Scotia. He retired in 1984, but remained active during the following decade as retired supply minister or Minister of Visitation both in Newfoundland and on the mainland. During his more than 50 years in the ministry, he held most of the offices of both Presbytery and Conference, including the presidency in 1966-67. He was twice a commissioner to General Council and was a member of several of its boards and committees. He was also active for many years in the work of the Canadian Red Cross. E.C. Sturge (letters, Feb. 1990, July 1993), *Minutes of the Newfoundland Conference* (1966-67). DAVID G. PITT

Rev. E.C. Sturge

STUWITZ, PETER (1806-1842). Scientist. Born Bergen, Norway. Stuwitz, professor of natural history at the University of Christiania, in 1839 was sent by the Norwegian government to study the Newfoundland fishery. The following March, he and J.B. Jukes *qv* observed the seal hunt aboard the *Topaz* with Captain Furneaux. The two men then visited parts of Conception, St. Mary's and Placentia bays. Stuwitz visited the north coast of the Island in 1841 and travelled as far north as Battle Harbour. He was the first scientist to visit Funk Island, where he made several sketches and noted "enormous heaps" of Great Auk bones. He died of tuberculosis in Newfoundland in 1842. J.B. Jukes (1842), *Newfoundlander* (July 7, 1842), *JHA* (1866). ACB

STYLES. A Labrador fishing station, Styles is located on the southeastern corner of Hawke Island, east of Hawke Harbour *qv*. It probably takes its name from one John Styles, who was recorded at Hawke Harbour in the 1780s. Although Styles' harbour is quite small (less than 500 metres long), it is well protected by several islets and close to headland fishing grounds. It has been used by fishermen out of Carbonear since at least the 1850s, notably by the Hamilton family. In 1990 there were six crews out of Carbonear maintaining premises there, selling their catches to the firm of Powell Fisheries at Square Islands.

For about 10 years, from 1854, Styles also had a single family of livyers. The family of Thomas and Mary Ward made up the six people recorded there in 1856 in Labrador's first census. The Ward family numbered 10 individuals by 1863, wintering at nearby Squasho Run (the passage between Hawke Island and the mainland). In later years the Wards moved to Snug Harbour *qv* and in 1993 the family name was the predominant one at the community of Norman Bay *qv*. P.W, Browne (1909), A.P. Dyke (1969), *Them Days* (Jan. 1991), Archives (VS 113). RHC

SUBERCASE, DANIEL AUGER DE. See AUGER DE SUBERCASE, DANIEL.

SUBMARINE MINER. This monthly newsletter was published by Dominion Wabana Ore Ltd. of Bell Island for distribution to its employees. It was introduced in June 1954, the last issue appearing in August 1959, when it was replaced by the quarterly *Dosco World*. Edited by Alphonsus P. Hawco, it contained general

plant news, articles on specific aspects of mining (such as blasting, drilling or loading) and announcements of appointments. The *Submarine Miner* was usually six to eight pages in length. By mid-1958 there was less emphasis on mining, with more focus on community activities and events in Wabana. *Submarine Miner* (1954-1959, *passim*). ILB

SUFFRAGE. See WOMEN'S MOVEMENT.

SULLEON (*fl.*1839). Micmac guide. The area around Grand Lake was Sulleon's hunting territory, where he maintained several wigwams and a small boat. In August of 1839 geologist J.B. Jukes *qv* encountered Sulleon at Sandy Point, St. George's Bay, and he was engaged as a guide to Grand Lake. On September 2 Jukes was taken to a small creek on the lake, and was shown a small seam of coal which had been discovered by one of Sulleon's friends.

The name, usually rendered in English as Souliann or Suley Ann, is quite common among the Micmac. Knowledge of Jukes' guide is limited. Jukes described him as "a very decent fellow with a good character" and was much impressed by his hunting ability. He was a devout Roman Catholic who, when his daughter was married, travelled as far as White Bay with his family to have the ceremony performed by a priest. Jukes recorded a story Sulleon told him about a battle between the Micmac and Beothuk at the north end of the lake in the late 1700s. Such stories, given credence by Jukes and later by J.P. Howley *qv*, helped to perpetuate the myth that Micmac were responsible for the demise of the Beothuk. J.P. Howley (1915), J.B. Jukes (1842). ACB

SULLIVAN, ARTHUR DOUGLAS THOMSON (1904-1932). Aviator. Born St. John's, son of Kathleen (Thomson) and Michael S. Sullivan *qv*. Educated Grand Falls; Chigwell Grammar School, England; Bishop's College, Lennoxville, Quebec. In 1929 Sullivan founded Newfoundland Airways Ltd. and in a single-engine DeHavilland Gypsy Moth carried passengers and mail to St. Anthony and Labrador. He took his first flying lesson from Douglas Fraser *qv*. The flight of the Gypsy Moth from Toronto, with Fraser as pilot, was the first foreign airmail flight into Newfoundland. Sullivan again made history on February 18, 1931 when, on a flight to St. Anthony, he made the first winter airmail delivery. At 8:30 AM on May 30, 1932, Sullivan and Kurt Karl A. Kuehnert, a dentist from Illinois, took off from St. Anthony on a pleasure flight and were never seen again. Sullivan's overnight bag and a strut from the plane later washed ashore. Paul O'Neill (1975), *NQ* (April 1931), Centre for Newfoundland Studies (Arthur Sullivan), Newfoundland Historical Society (Douglas Fraser). ILB

Arthur D. Sullivan

SULLIVAN, ARTHUR MICHAEL (1932-). Psychologist; university administrator. Born Trinity, son of William and Rose Sullivan. Educated St. Bonaventure's College; Memorial University of Newfoundland; Dalhousie University; Oxford University; McGill University. Married Joan Lewis. Before studying psychology, Sullivan taught school at Summerville and Bell Island. He was chosen Newfoundland's Rhodes Scholar for 1957. In 1960 he joined the department of psychology at Memorial University, and in 1968 became founding director of the Institute for Research in Human Abilities. Former department head and dean of junior studies, he was named first principal of the West Coast Regional College (later Sir Wilfred Grenfell College) in 1975. He was appointed director of Memorial University's Extension Service in 1977. Sullivan chaired the 1978 federal Commission of Inquiry into Transportation in Newfoundland and Labrador, and in 1984 chaired the provincial Commission of Inquiry into the impact of Eastern Provincial Airways' move from Gander. Frederick Rowe (1976), *DNLB* (1990), *Who's Who Silver Anniversary Edition* (1975), *WS* (Feb. 19, 1977). LBM

Arthur M. Sullivan

SULLIVAN, JOHN J. (1846-1918). Policeman. Born Trinity, son of Florence and Annie (Handlon) Sullivan. Educated St. John's. Married (1) Annie Donoghue; (2)

Chief Sullivan

Mary E. McCourt. Sullivan joined the newly-formed Newfoundland Constabulary in 1871, and was a sub-inspector by 1885. He spent four years on the south coast, with the Bait Protection Service and, following the St. John's Great Fire of 1892, was named fire commissioner. He later reorganized the St. John's fire department (a division of the constabulary), while continuing to serve as second-in-command of the police. When John R. McCowen *qv* was appointed to head the constabulary in 1895 there was considerable public support for Sullivan and relations between the two were strained for some years thereafter. After McCowen's death in 1908 Sullivan became acting Inspector General, and the next year was confirmed in the post — the first native-born head of the constabulary. A recipient of the Imperial Service Order and the King's Police Medal, Sullivan retired in 1917. Melvin Baker (letter, Mar. 1994), H.M. Mosdell (1974), H.Y. Mott (1894), *NQ* (Dec., 1909; Spring, 1915). ACB

SULLIVAN, LOYOLA JOSEPH (1949-). Educator; politician. Born St. John's, son of Marie (Keough) and Martin Sullivan. Educated Memorial University of Newfoundland. Married Verna Walsh. A teacher at Baltimore Regional High School in Ferryland and a small businessman, Sullivan was elected mayor of Fermeuse in 1979. He was also involved with the Association of Kinsmen's Clubs and stepped down as that group's president in 1987. Following the resignation of Ferryland MHA Charlie Power *qv* in 1992, Sullivan won a by-election as a Progressive Conservative. Despite a landslide victory for the Liberals, he retained the Ferryland seat in the provincial general election of 1993. *Canadian Parliamentary Guide* (1993), Centre for Newfoundland Studies (Loyola Sullivan). ACB

SULLIVAN, MICHAEL S. (1876-1929). Politician. Born Presque, son of Selina (Brown) and Patrick Sullivan. Educated St. Bonaventure's College. Married Kathleen Thomson. Sullivan was a civil engineer with the Reid Newfoundland Company before being elected to the House of Assembly in 1904, as a Liberal representing Placentia and St. Mary's. He was re-elected in the tie election of 1908, but lost his seat to a People's Party candidate in 1909. As a surveyor and woods superintendent for the Reid Company from 1905 until 1914, Sullivan is said to have given names to many places around Red Indian Lake. He established his own business as a pulpwood agent in 1914. During World War I he was a lieutenant-colonel in the Newfoundland Forestry Battalion. Returning to politics in 1919, he again represented Placentia and St. Mary's. Sullivan was known as an advocate of forestry development, especially in the Humber Valley. Appointed to William Warren's "four-day" cabinet in 1924, he retained his cabinet seat in the administration of Walter Monroe as minister without portfolio. He was named Colonial Secretary in the short-lived administration of Frederick Alderdice in 1928 and was a member of the Railway Commission in the 1920s. At the time of his death Sullivan represented Placentia West in the House of Assembly. William Browne (1981), *DNLB* (1990), *Who's Who in and from Newfoundland 1927* (1927). ACB

Michael S. Sullivan

SULLIVAN, WILLIAM V. (1900-1961). Priest. Born St. John's, son of Mary Ellen (McCourt) and John Sullivan *qv*. Educated St. Bonaventure's College; St. Augustine's Seminary, Toronto; Holy Heart Seminary, Halifax. Ordained in 1923, Sullivan was made an assistant at the St. John's Basilica. He became parish priest of Lamaline in 1929 and served there until transferred to St. Agnes' parish of Pouch Cove and Flatrock in 1932. While on a visit to the shrine at Lourdes, France in 1954 Sullivan was struck by the site's physical similarity to Flatrock, and on his return devoted himself to building a grotto in the cliff face behind St. Michael the Archangel Church (see FLATROCK). The grotto was dedicated by Archbishop P.J. Skinner in 1958. Sullivan served as chaplain of the Terra Nova Council of the Knights of Columbus and after his death the Flatrock area council of the K. of C. was named in his memory. *Monitor* (Nov. 1961). ACB

SULPHUR. Sulphur, a yellow native element with a characteristic "rotten eggs" smell, has been used mainly for the production of sulphuric acid for industry. In the nineteenth century most sulphur was produced from iron sulphide (FeS_2, also known as iron pyrite, or fool's gold). Several large deposits of iron sulphide have been identified in Newfoundland and Labrador, particularly in the Notre Dame Bay area.

Initially, production of pyrite from early Newfoundland mines was incidental to the mining of copper ores. By the early 1890s, however, British chemists had begun smelting iron pyrite as a source of sulphur for the production of sulphuric acid and allied sulphates. This led to the development of a sizeable deposit of pyritic ore at Tilt Cove *qv* East Mine, breathing new life into an operation which had been previously sustained primarily by copper production. Production of pyrite from the East Mine continued until the early 1900s, when the more accessible ore deposits were exhausted.

While iron pyrite was mined in small quantities at a number of other sites, the only other production of consequence was at Pilley's Island *qv*. Although the Pilley's Island deposit was staked in the late 1860s it was not brought into production until 1887 (by the Standard Pyrites Co. Ltd.). The property was sold to the Pyrites Co. Ltd. in 1891, which modernized the mine and shipped large quantities of pyrite ore, some of it containing a significant percentage of copper minerals, to Canadian and American smelters between

1892 and 1899, when the miners encountered a zone of particularly hard ore that made extraction difficult. Ownership then passed to a West Virginia firm, the Newfoundland Exploration Syndicate, which formed the Pilleys Island Pyrites Company in 1902. Production resumed in 1902 and continued until 1908, when the accessible reserves were exhausted. Since that time large quantities of sulphur have been produced as a by-product of petroleum production and refining, with the result that deposits of iron sulphide are no longer considered of economic importance. Wendy Martin (1983), Mason and Berry (1968). BRIAN C. BURSEY

SUMMERFORD (inc. 1971; pop. 1991, 1157). In 1994 the community of Summerford was just over 100 years old and, though a relatively new settlement, was the major service centre for New World Island *qv*. Originally known as Farmer's Arm, from the 1870s Summerford was being frequented by winter crews from older communities on the island, particularly Tizzard's Harbour *qv*, building schooners for the Labrador and French Shore fisheries. In the early 1890s the families of Thomas Wheeler, Elijah Wheeler and James Boyd (who was married to a Wheeler) decided to move their households to Summerford. By 1894 these pioneering families were well established, and over the next few years they were joined by a veritable flood of settlers from Twillingate (family names Anstey, Jenkins, Compton, Elliot, Maidment, Pelley, Bulgin and Troake), as well as by the Watkins family from Indian Cove and a few additional families from Tizzard's Harbour (Burts and Yateses). The 1894 Bank Crash *qv* had wiped out a number of key suppliers to the Labrador fishery (most notably the Duder firm at Twillingate) and it is likely that some of the early settlers at Summerford saw striking out on their own as an attractive option. Farmer's Arm first appears in the *Census* in 1901, with a population of 183. By 1911 there were 246 people and the community had been renamed Summerford, in order to avoid confusion with Farmer's Arm, Twillingate (now Gillisport).

In the first two decades of settlement at Summerford more than 20 schooners were built, about half by master builders Elijah Boyd and James Boyd Sr. Although the land around Farmer's Arm was soon cleared and settled, Summerford also was a good location for further lumbering and shipbuilding "up the bay", while many men from Summerford found seasonal employment logging for the Horwood Lumber Company's sawmill at Horwood *qv* and their pulp mill at Campbellton *qv* (until that mill closed in 1916). By the time the Labrador fishery began its precipitous decline in the 1920s, many experienced loggers from Summerford were working in the pulpwood camps of central Newfoundland to supply the AND Company paper mill at Grand Falls. The local shore fishery was largely confined to spring catches of herring and to a lobster fishery in Dildo Run. In later years longliners out of Summerford returned to the French Shore and the Labrador coast.

By 1921 there were 344 people in Summerford and the community had its first Methodist Church (opened in 1918) and a one-room school. In the late 1920s a second school was constructed on the south side. Reportedly, when the initial request for this school was rejected on the grounds that there was already a school in Summerford the chairman of the local school board resubmitted the request, noting that there was no school in the community of Strong's Island (the south side of Summerford being on an island separated from the mainland by a narrow tickle, since bridged). This effort was successful and Summerford and Strong's Island were thereafter officially considered two communities, until the incorporation of Summerford in 1971.

In 1994 there were two central elementary schools in Summerford, the integrated and Pentecostal, both built in the early 1970s. The Pentecostal Assemblies have grown considerably since the denomination built its first church in 1949, and in 1994 was the largest denomination. In the 1950s resettlement of the islands of the Bay of Exploits brought some new settlers to Summerford, but the area did not become the growth centre for New World Island until the 1960s, when construction of causeways and a system of roads gave the community a much more central location. Since that time many of the services for New World Island have located either at Summerford or just outside the community, along the Road to the Isles. Allan Boyd (letter, 1979), Baxter Boyd (MHG 41-D-1-72), Harvey Bulgin (1991?), *Census* (1901-1991). RHC

SUMMERHOUSE, BONNE BAY. See WOODY POINT.

SUMMERS, ELIZABETH (1915-1993). Nurse; educator. Born St. John's, daughter of Georgina (Branscomb) and Patrick J. Summers *qv*. Educated Memorial University College; Halifax Infirmary School of Nursing; McGill University; Catholic University, Washington. During World War II Summers served as a nursing sister with the Royal Canadian Navy. After graduating from McGill with a bachelor of nursing degree she was employed by the Newfoundland Department of Health as educational director and associate director of nursing services. In 1954 she became president of the Association of Registered Nurses of Newfoundland and Labrador, and from 1956 to 1963 was director of nursing at the General Hospital. Summers joined Memorial University's School of Nursing in the mid-1960s and spent 13 years as an associate professor and assistant to the School's director. She retired in 1980 but remained a consultant with the school. Summers was awarded an honorary LL.D. degree by the University in 1991. Margaret Summers (interview, Jan. 1994), Centre for Newfoundland Studies (Elizabeth Summers). ACB

SUMMERS, GEORGE BERNARD (1906-1993). Diplomat. Born St. John's, son of Georgina (Branscomb) and Patrick J. Summers *qv*. Educated St. Bonaventure's College. Summers was called to the bar in 1928 and practised law in St. John's and Corner

Brook before being appointed secretary for justice in the mid-1930s. At the outbreak of World War II he was secretary for defence, until he joined the British Army, eventually rising to the rank of colonel. Following the War, he was judge advocate with the military government in occupied Germany. After Confederation, Summers joined the Canadian Department of External Affairs, serving in Ottawa and Czechoslovakia until 1957, when he was made head of the United Nations division in New York. In 1961 he was appointed ambassador to Iran, and from 1964 to 1971 served as ambassador to Chile. He then retired to Javea, Spain, where he died on November 29, 1993. Summers was awarded an honorary LL.D. by Memorial University in 1973. *ET* (Dec. 4, 1993), *MUN Gazette* (Jan. 13, 1994). RHC

Harry Summers

SUMMERS, HARRY (1931-1993). Businessman. Born St. John's. Educated St. John's. Married (1) Josephine Oakley; (2) Rose Tulk. In the early 1950s he ran a body shop on Forest Road in St. John's, and from 1962 to 1987 operated a body and repair shop on Job Street. He became quite well-known from his appearances in television commercials, which featured speeded-up film of broken down cars being pushed onto his Job Street site and reappearing moments later as good as new. In addition to the body shop, Summers also ran a trucking firm for many years, as well as a gas station and a novelties shop. After he retired he became a literacy advocate, telling stories of how, having left school at the age of 12, he bluffed his way through life pretending to be able to read. Summers died in January 1993. Centre for Newfoundland Studies (Harry Summers). JAMES WADE

SUMMERS, PATRICK J. (1867-1926). Lawyer; civil servant. Born St. John's, son of Patrick and Catherine (Deneef) Summers. Married Georgina Branscomb. Called to the bar in 1891, Summers set up a law practice in St. John's. He made two unsuccessful attempts to enter politics as a Liberal, contesting the district of Harbour Main in 1908 and Placentia and St. Mary's in 1913. In 1909 he became editor of the opposition newspaper *Evening Herald*. He continued as editor after the paper was purchased by P.T. McGrath *qv* and supported the government of Edward P. Morris. He later became its managing director. The wartime National Government appointed Summers deputy minister of Justice in 1917 — a position he held until his death. He was appointed King's Counsel, received an O.B.E. for his wartime service and was a Grand Knight of the Knights of Columbus. Suzanne Ellison (1988), *NQ* (Dec., 1926), Centre for Newfoundland Studies Archives (MF-242). ACB

P.J. Summers

SUMMERS, WILLIAM FRANCIS (1919-). Geographer. Born St. John's, son of Georgina (Branscomb) and Patrick J. Summers *qv*. Educated Memorial University of Newfoundland; Dalhousie University; McGill University. Married Mary Tansey. During World War II, Summers served in the Royal Canadian Air Force. He taught at McGill University from 1950 until 1959, and in 1960 became the first head of the department of geography at Memorial University. His areas of research include Newfoundland settlement and land surveys, the Labrador fisheries and resource use. Among his writings are *The Avalon Peninsula* (1963) and the grade five textbook *Geography of Newfoundland* (1965), co-authored with his wife. Summers bred Newfoundland dogs from 1966 to 1973 and is former president of the Newfoundland Kennel Club. He is a founder and former president of the City Consumers Co-op. Summers retired in December 1985. William Summers (interview, June 1994), Centre for Newfoundland Studies (William Summers). LBM

William Summers

SUMMERSIDE (pop. 1986, 798). A community on the north shore of Humber Arm, Bay of Islands, in 1994 Summerside was a dormitory community of Corner Brook. In the latter part of the twentieth century the community has shifted inland, along the highway, but was historically centred around a broad bight known as Petipas Cove. In the nineteenth century the community was known as Carrick Bend, Pleasant Cove or (most frequently) Petipas — after an Acadian family who arrived in the 1830s.

The Petipas family settled on a point on the west side of the Cove, which provided some shelter and a deep water anchorage in Humber Arm. In about 1840 John Loder (from Devon, England) settled at Loder's Point, on the east side of the Cove, after his marriage to a Brake from nearby Meadows *qv*.

Summerside, Bay of Islands

Shortly thereafter the family of William Ruth settled to the east of the Loders — on modern maps this site appears as Rood Point. Ruth is said to have come from Conception Bay, become familiar with the Bay of Islands while stopping there for herring, and concluded that he could as easily engage in the Labrador fishery from Summerside. Other settlers who arrived from the Harbour Grace-Carbonear area in the 1850s and 1860s moved for similar reasons: families named Murphy, MacDonald, Penney and Pynn. The Pynns established a small sawmill on the brook running into Petipas Cove (since known as Pynn's Brook), while the Quigleys and Christophers (from Torbay and Portugal Cove respectively) settled at Davis Cove, to the west of Petipas. The *Journal of the House of Assembly* for 1872 describes Summerside as the principal settlement in the Bay of Islands: "healthy, orderly and industrious, and moderately well to do".

From the 1850s American and Nova Scotian vessels had been coming to the Bay of Islands for bait. Although Summerside was well in from the prime herring grounds, it was an early centre of the trade in herring, provisions and fishery supplies for the growing population of the Bay. The Petipas, Loder and John Barry families were all involved in this trade, but from about 1867 the principal merchant was Thomas Carter, who moved to Summerside from Nova Scotia. Carter also established a sawmill and a shipyard, bringing in experienced dory-builders from Nova Scotia to train local builders in the construction of small boats for the herring fishery. Carter's yard also built schooners for the carrying trade between the Bay of Islands and Halifax, but this industry ended after the launching of the 180-ton *Pretoria* in 1889. (It is said that the Nova Scotian master builder undertook to bring the first load of fish to market, but sold not only the cargo but the vessel as well, absconding with the proceeds.) The yard was later acquired by the Penneys and some small Labrador schooners were constructed there. But, by this time, the Labrador fishery out of Summerside had declined, with only the Penneys and Christophers continuing to make the summer voyage to the Labrador coast.

By the 1860s most of the suitable shore space at Summerside had been occupied, the surrounding hills limiting further growth. Thereafter, a village grew up on the opposite shore of the Arm, at Birchy Cove (later renamed Curling). In 1865 the Church of England mission for the Bay of Islands was founded at Curling, and as settlement expanded in the area further services were established at Summerside's rival village. (Summerside originally had a Roman Catholic majority — a chapel was built in 1875). By 1891 there were 205 people at Curling and only 139 at Summerside. After the railway was built through Curling in the mid-1890s its place as the major settlement in the Bay was assured. The only direct benefit to Summerside of the coming of the railway was a slate quarry established by the Reid Newfoundland Co., which operated for about 10 years in the early 1900s.

Meanwhile, the herring fishery was coming to be centred on Curling and Wood's Island *qv*. Carter established a branch of his business on the island, as well as a lobster factory. With the decline of the Labrador fishery many Summerside families established summer premises on islands further out the Bay for lobster and cod and in North and Middle arms for herring. Increased prices for herring during World War I (from $1.25 to $5 per barrel virtually overnight) saw several families move out of the community to their fishing stations: Goose Arm, Penguin Arm, North Arm *qqv* and Crab Brook. Soon after this herring boom ended many turned to employment at Corner Brook (where a pulp and paper mill began construction in 1923) or in the lumberwoods. In 1926 the Hann brothers from Trout River established a sawmill at Summerside, supplying Corner Brook with lumber and dunnage (packing for cargoes of paper).

In 1943 Crosbie and Company of St. John's opened a herring reduction plant at Davis Cove. This plant was the major local employer for about 10 years until herring stocks declined. (In 1994 the huge oil vats and skeleton of the plant were still a major local landmark.) By this time, however, much of the work force was commuting to Corner Brook. Commuting was further facilitated by a new bridge built over the Humber River in 1956 and subsequent improvements to the highway. Summerside was incorporated in 1970, and in 1991 amalgamated with nearby Irishtown *qv*, as the municipality of Irishtown-Summerside (pop. 1560). Howard Brown (*NQ* Winter 1975), C.S. Costello (1972), Crocker *et al* (1971), Phyllis Gilbert (MHG 43-A-1-28), Wesley Manning (MHG 36-A-1-78), Noel Murphy (1970), William Parsons (1973), U.Z. Rule (1927), E.R. Seary (1977), W.C. Wonders (1951), *Census* (1884-1991), *JHA* (1871), *McAlpine's Newfoundland Directory* (1894), Archives (A-7-2/Q). RHC

SUMMERVILLE (pop. 1991, 278). Originally known as Indian Arm, the community was renamed in the early twentieth century. It is located in southern Bonavista Bay, on the western side of Indian Arm. The harbour, despite some shoals, can accommodate large vessels and is protected by surrounding hills. Starting in the mid-nineteenth century, Summerville was mainly settled by people from the overcrowded harbours of the outer bay (such as Keels and Tickle Cove *qqv*) who selected the site because it was well-wooded and appeared to have some agricultural potential. Soon after 1874, when the population had reached 286, a major fire (locally known as "Rod's Fire") occurred in the community. Most homes were destroyed, but residents escaped by taking their boats out into the harbour. In 1901 there were 3 schools in Summerville, but since the 1970s students have been bused to neighbouring communities. A Roman Catholic church was built by 1901, and a Church of England church by 1911. Many Summerville Methodists joined the Salvation Army in the 1930s.

Traditionally, fishing has been the main source of income in Summerville. Sealing and the inshore cod, herring, and salmon fisheries were pursued from the time of settlement, but from the late nineteenth century to the 1930s the Labrador fishery was the major source of employment. Residents were also involved in the capelin, lobster and squid fisheries. Until the mid-twentieth century, most residents also engaged in subsistence farming. From the earliest days of settlement in Bonavista Bay, people from neighbouring communities came to Indian Arm to cut firewood and ships' timbers. Logging took place during the winter months, and much of the wood cut by residents was used as lumber to build houses, outbuildings, wharves and fences. Except for a brief period in the early 1900s when residents cut and sold ties for railway construction, little wood was sold commercially. In the late twentieth century lumbering was important in the Summerville economy, but in the 1980s and 1990s more residents were employed in labour and construction work than in the fishery. Prominent family names of Summerville include Brennan, Fry(e), Hollohan and

Summerville, B.B.,

Humby. Eileen Brennan (1975), Mary E. Brennan (1975), Lorne Maloney (n.d.), H.A. Wood (1952), *Bonavista Peninsula Tour*, *Decks Awash* (Mar./Apr. 1984), Census (1845-1986). ILB/LBM

SUNDAY EXPRESS. Little is known about this weekly paper edited by William Dooley *qv*. It began publication in October 1912. Ellison notes that although there appears to be no extant copy its existence is confirmed by a notice in the *Fishermen's Advocate qv* of October 26, 1912, which recorded how the residents of St. John's were shocked by its appearance on the Sabbath; that it was printed at the *Plaindealer* office and that it was edited by "one Dooley of Western Star fame." It was suggested that "Every pulpit in the Colony should resent the outrage and call upon the people to defend their Sabbath from such intrusion. Men turned white with anger as they beheld boys parading the streets offering the paper for sale as the people proceeded to Church. Newfoundland is not America and this Dooley will realize before many weeks."(Ellison). Suzanne Ellison (1988). ILB

SUNDAY EXPRESS. Beginning publication on September 28, 1986, the *Sunday Express*, launched by Harry Steele *qv* with Michael Harris as editor, was published by the Robinson-Blackmore Printing and Publishing Co. It published local, provincial and national news, sports, history, entertainment, social and political commentary, advertisements and other features. Started on a weekly basis the *Express*, noted for its investigative reporting, quickly won national recognition as "the best little newspaper in Canada." The last issue of the paper, with David Stewart-Patterson as editor, appeared on August 11, 1991. It was succeeded by a Wednesday morning tabloid called *The Express*. Suzanne Ellison (1988), *Sunday Express* (1986-1991 *passim*). ILB

SUNDAY HERALD. See *NEWFOUNDLAND HERALD*.

SUNDEW. Sundews are insectivorous bog plants. The species found in Newfoundland is the round-leaved sundew (*Dorsera rotundifolia*). The leaves are the most conspicuous part of this plant. Growing in a basal rosette, they are small — less than two inches high and often just ¼ inch across — but unusual. Each leaf is covered in red spiny hairs topped with red glands that exude the sticky, dewy liquid that traps insects. Once stuck, the prey are enfolded by the leaves and their nitrogen-rich juices are sucked out by the plant, whose bog habitat is otherwise nitrogen-deficient. When the sundew has sucked the insect dry it releases the remains to the wind. The white or pinkish flowers grow on a one-sided raceme and open only in sunshine. Sundews have been used medicinally. The same enzymes that digest protein from insects have been used to dissolve warts, and the leaves have also been used traditionally for lung ailments. The plant contains the chemical component plumbagin, a known antibiotic.

WORLD
Dutch citizens spent the weekend protesting over the release from prison of two Nazi war criminals. 5

INSIGHT
The Sunday Express brings you the first in a series of articles on the province's denominational schools. 25

ENTERTAINMENT
Newfoundland actress Debora Joy breaks out of her brother's shadow. 26

Voice your feelings.

The SUNDAY EXPRESS

Volume 3 Number 19 Sunday, January 29, 1989 50¢ A Robinson-Blackmore Publication

IT'S TIME TO CALL FOR THE BLUE.

INSIDE

SLIM PICKINGS
Organizers for the provincial Liberals are finding slim pickings while hunting for ace candidates. Their star choices say there just isn't enough cash.
page 3

CANADA
Five provinces are working behind the scenes to resolve the impasse over the Meech Lake accord.
page 4

RAY GUY
Leaving in such a hurry without any obvious reason is the most 'ruthless' thing our premier has ever done, says Ray Guy.
page 7

COUNSELLORS WALK
All of the counsellors at a Labrador rehabilitation centre have walked off the job, succumbing, they say, to overwork

Calgary engineer warned province

Sprung greenhouse unfit for occupancy

By LINDA STROWBRIDGE
Sunday Express Reporter

Weeks before Sprung opened its east coast greenhouse, the Calgary firm's former chief engineer warned Newfoundland authorities that the hydroponic complex was "unfit for human occupancy."

In a November 1987 letter, which was obtained by The Sunday Express through Newfoundland's Freedom of Information Act, former project engineer Richard Balliant claimed that the Sprung organization violated basic engineering principles while constructing its 8.5-acre complex in Calgary.

While the original designs for the greenhouse carry the seals of three professional engineers, Mr. Balliant stated that engineers working for Sprung were never allowed sufficient information or authority to ensure that the greenhouse was designed and constructed properly.

"The Sprungs refused to disclose any 'research' results that were essential for a professional engineer to proceed in designing the project," Mr. Balliant said in his two-page letter.

During the eight-month, "fast track" construction project, "the Sprungs" frequently rejected the advice of professional engineers, Mr. Balliant said.

"In Calgary, (the) Sprungs discarded and changed several of the drawings submitted for (building) permits, and generally directed the project in a totally unacceptable manner," Mr. Balliant said. "(The) Sprungs proceeded to make the engineering decisions themselves and completely ignore the advice of their professionals."

Ultimately, "the actual engineering was manipulated and synthesized by the Sprungs to suit their purposes," Mr.

I REFUSED • page 18

PC leadership contest

Rideout in lead: poll

By MICHAEL HARRIS
The Sunday Express

The hopefuls are barely out of the starting blocks, but Fisheries Minister Tom Rideout is the candidate to beat, according to the first poll on the Conservative leadership race, with Treasury Board President Len Simms second, and Finance Minister Neil Windsor a surprisingly strong third, The Sunday Express has learned.

to 33 per cent for Len Simms, 65 per cent for Finance minister Neil Windsor, and 42 per cent for former politician John Lundrigan — the only one of the top four choices who has ruled out seeking the leadership.

A respectable 32 per cent believed St. John's lawyer Danny Williams would be in the top four (Mr. Williams too has decided not to run), compared to 28 per cent for Justice Minister Lynn Verge, and 22 per cent for Youth and Recreation Minister John Butt.

yet to declare that they are seeking the PC leadership.

Party sources told The Sunday Express that John Laschinger, Mr. Rideout's campaign manager and the man who ran Brian Peckford's successful leadership bid in 1979, has also conducted a poll, using a larger sample size drawn from the participants in the PC party's last two annual meetings. The sources say that Mr. Laschinger's poll also showed Mr. Rideout with a comfortable lead over

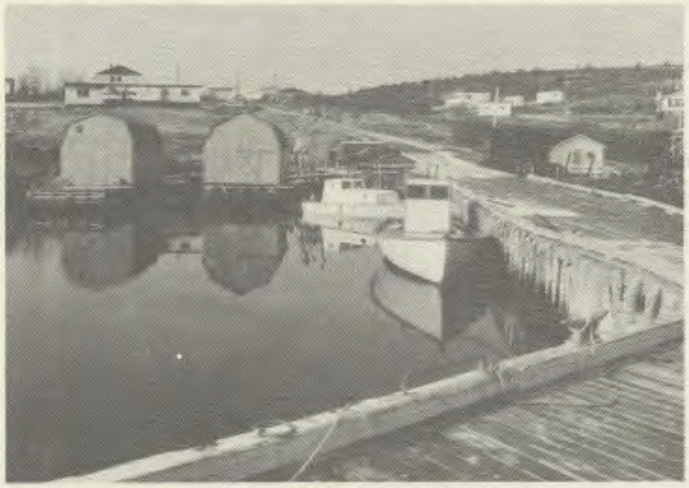
Tim Fitzharris (1986), Foster and Duke (1990), Louis C. Linn (1978), Niering and Olmstead (1979), Peterson and McKenny (1968), Frank D. Venning (1984), *Wildflower* (Winter 1993). KATHLEEN WINTER

SUNNYSIDE (pop. 1991, 622). The community of Sunnyside is ranged around the shore at the head of Bull Arm, in southwestern Trinity Bay. Called Truce Sound by John Guy *qv*, the Arm was the site of a brief meeting between colonists from Cuper's Cove (Cupids) and a small group of Beothuk on November 7, 1612, when the two groups exchanged gifts and shared a meal. Accounts of the 1612 meeting suggest that there was a considerable aboriginal presence in Bull Arm in the 1600s, and archaeological investigations have confirmed the early presence of Europeans and Beothuk, as well as an earlier Dorset *Palaeo-Eskimo *qv* presence on nearby Frenchman's Island.

Four families were living at the head of Bay Bulls Arm in winter tilts in 1835, when Church of England missionary Edward Wix *qv* managed to assemble 15 people for services. In the 1850s the first attempt to land a transatlantic telegraph cable was made at Bay Bulls Arm, but the cable broke. A second cable was later landed at Heart's Content.

Bay Bulls Arm was first listed in the *Census* of 1869, with a population of 28. The Arm was divided into Centre Cove (population 12) and The Bottom (population 22) in the *Census* of 1884. The Snook family of New Perlican and Joseph Lilly of Harbour Grace were early residents of Centre Cove. Hutchings and Smith families came to Bay Bulls Arm from Chance Cove, Trinity Bay. By 1889 the Parsons and Peddle families had begun a sawmill in Bay Bulls Arm. The fishery employed the remaining families, who by this time also included Bensons, Coshs, Drovers and Temples. At the turn of the century there were a total of 241 people in Bay Bulls Arm. The community had both Church of England and Methodist chapels and schools. A Salvation Army church had been built by 1911, while a Pentecostal church would serve the settlement in later years.

In 1921 the population had reached 337 and the name of the community had officially been changed to Sunnyside, to avoid confusion with Bay Bulls on the Southern Shore. In the 1960s a total of 34 people were resettled to Sunnyside from the communities of Tack's Beach, Deer Harbour, Isle Valen and Butter Cove. The fishery and the lumber industry became less important as jobs became available at the Come by Chance oil refinery and in service industries. By the early 1990s most people were employed outside the community, and only a few full-time fishermen remained in Centre Cove. Nearby Great Mosquito Cove was chosen as the site for construction of the Hibernia oil production platform in 1990. William Gilbert (*Newfoundland Studies* 6, 2; 1990), Edward Wix (1836), *Census* (1869-1991), *DA* (Jan.-Feb., 1990), *List of Electors* (1889), *McAlpine's Newfoundland Directory* (1904), *Statistics: Federal-Provincial Resettlement Program* (1975?). ACB



Sunnyside

SUPPLE, HENRY (? -1857). Fisherman. Born St. John's. Married Catherine Reddy. Supple had fishing premises at Stafford's Side, between Petty Harbour and Cape Spear, and supplemented his earnings by the spring seal hunt. He is best known for his role in several sealers' protests in the 1840s, culminating in the "Great Sealer's Strike" of 1845. Supple was involved in protests over increases in "berth money" as early as 1838, and by 1842 was considered the spokesman for the cause. In the spring of 1843 he addressed a large assembly of sealers, who then paraded through St. John's in a show of strength. In 1845 he was again the sealers' spokesman in a strike which resulted in outfitting charges being substantially reduced. He left Newfoundland for Brooklyn, New York some time thereafter, but the name of "Captain Harry" Supple continued to be invoked by sealers, who felt that their rights were being trampled, up to the sealers' strike of 1902. A son, Henry Jr., later became an ironworker in New York, and in August of 1876 performed the feat of crossing the East River on a wire in the course of building the Brooklyn Bridge. Devine and O'Mara (1900), *DNLB* (1990), Maritime History Group (Keith Matthews name file, S469). RHC

SUPREME COURT OF NEWFOUNDLAND. See JUDICIARY.

SUVLA BAY. See GALLIPOLI; REGIMENT, ROYAL NEWFOUNDLAND.

SWAINS ISLANDS (pop. 1921, 84). Swains Islands are a group of low-lying islands on the north side of Bonavista Bay, just to the southeast of Wesleyville *qv*. Eight of the islands were at one time or another inhabited, before being abandoned in favour of the growing settlement of Wesleyville on the adjacent mainland.

The Outer Swains Islands — Hill's (or Tiller's) Island, Winsor's Island and an off-lying islet known as Brenton Point — were the earliest settled. The Outer Islands offered the closest access to the fishing grounds to the east, as well as shelter for vessels in the Outer Tickle and a prime location for the netting of seals in the spring. The islands were probably used by migratory fishermen out of Greenspond for some

Swain's Islands

years prior to being settled by William Tiller and William Winsor in about 1810. Soon other families settled: the Brentons at Brenton's Point (connected to Winsor's Island by a footbridge); the Mulletts, Stockleys and Dykes at Middle Island (the largest of the group) and the Hills at Hill's Island. By 1836 these four islands had a combined population of 85, and a Church of England school/chapel had been built on Hill's Island. The population had increased to 171 by 1857, and Ford's Island had also been settled. The inner islands (Stockley's, Dyke's and Sammy Hoyles') were the last settled, each of them home to only two or three families.

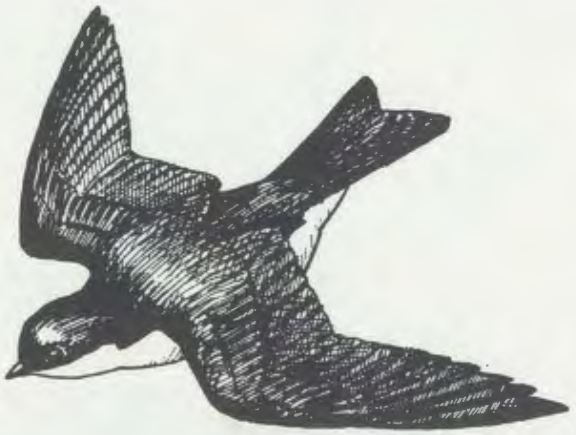
By the 1860s Swains Islands had begun to prosper, based on inshore fishery and supplemented by the Labrador fishery and a growing vessel-based seal hunt. The tickles between the islands and islets provided sheltered anchorages for the schooners which many of the families were building up the Bay, and the islands soon developed a reputation for their sealers and "fish-killers". The Winsor family in particular produced a number of noted skippers, beginning in the 1840s with Sam Winsor. In 1843 E. Churnside Bishop began his long service to the community as layreader and teacher. He helped organize the building of a new school, opened in 1848, and Church of England church (consecrated 1861).

In 1869 the population of Swains Islands was 265, and the Outer Islands and Middle Island were severely overcrowded. Ironically, the Labrador fishery, which contributed so much to the community's prosperity and reputation, made the Islands less attractive as a site for settlement, as it became unnecessary to live close to local fishing grounds. By the 1860s some people had settled on the adjoining mainland (originally known as Swain's Reach) as well as at Cold Harbour, just to the north. Several of the families who moved to the mainland — after a school-chapel was built in 1874 — were those who had become converts to Wesleyan Methodism in the 1860s. Former Swain's island residents were joined in what came to be known as Wesleyville by people moving from the more isolated islands further out the Bay. By 1891 two community leaders had moved to the mainland, merchant Ned Bishop and noted master William Winsor Sr. *qv*. The population of Swain's Islands dropped to 219. Services were also becoming concentrated at Wesleyville. After the death of Churnside Bishop in 1883 the islands sometimes experienced difficulties in getting a teacher, and a ferry service was established in 1896 primarily to bring the children to Wesleyville to attend school.

Winsor's and Hill's islands were the first vacated. They were home to only a handful of families by 1909 (when the church was closed), and were abandoned by 1921. Within four years Middle Island was also abandoned, while a few families remained on Dyke's and Stockley's Island until 1930. Clifford Andrews (1984), John Feltham (1986), Eric Winsor (MHG 103-C-1-3), Frank C. Winsor (MHG 36-B-1-61), Naboth Winsor (1976; 1984), *Census* (1836-1921), *Lovell's Newfoundland Directory* (1871). RHC

SWALLOWS. Swallows are birds of the family *Hirundinidae*. Three species are known to breed in Newfoundland, but only one is common. Cold winds in spring, which reduce the activities of flying insects, cause serious problems for swallows, since they depend upon this source of food. The cold springs no doubt explain why even the tree swallow is not as abundant as we might wish, and why the purple martin, a very desirable garden bird and the largest of the American swallows, is rare in Newfoundland. All swallows return to the Gulf of Mexico and beyond in summer and fall.

The tree swallow (*Tachycineta bicolor*) is common. It breeds throughout insular Newfoundland and southern and western Labrador. It does not shun human habitation, and nests even within the city of St. John's. It is usually seen on the wing, flying gracefully and



Tree swallow

tirelessly over a lake or river as it patrols for insects. The nest is a hole in a tree, or other cavity near water. It will accept a nest box if this is offered in the neighbourhood of lake or stream. The entrance to the box should be the correct size, and should not be opened until the arrival of the swallows (about May 12), because of competition from other birds, especially house sparrows. The male in breeding plumage is strikingly steel blue with greenish iridescence on crown and back. The female is duller.

The barn swallow (*Hirundo rustica*) and the bank swallow (*Riparia riparia*) also breed in the Province; the former in southern parts of insular Newfoundland, the latter in the southwest. Both are uncommon. The barn swallow is larger (6 ¾") than the tree swallow. It is distinguished by its very deeply forked tail, reddish-brown throat and cinnamon underparts. The bank swallow, attaining only 5 ½", is smaller than the tree swallow. It is distinguished by a brownish-grey band on the breast. It nests in colonies, burrowing into river banks or other steep banks. Three other species are occasionally seen in Newfoundland: the cliff swallow, the northern rough-winged swallow and the purple martin. All three species are considered rare. Mactavish, Maunder and Montevecchi (1989). CHARLIE HORWOOD

SWAMP CANDLES. Swamp candle (*Lysimachia terrestris*), a member of the primrose family *qv* of plants, inhabits marshy areas of Newfoundland and Labrador, ranging south through New England to Georgia and west to Manitoba. Swamp candles bear racemes of yellow flowers and lance-shaped leaves in whose axils red bulbs appear after flowering. Their underground stems can spread quickly, enabling the plant to form showy areas in its wetland habitat. A related plant, tufted loosestrife (*L. thysiflora*), bears blazing yellow tufts in Labrador wetlands. Swamp candles and tufted loosestrife hybridize to produce intermediates having terminal and axillary flowers. William A. Niering (1979), Peterson and McKenny (1968), Ernest Rouleau (1978), Frank D. Venning (1984). KATHLEEN WINTER

SWAN, ELIZABETH (1924-1985). Figure skating coach. Born Gawler, Australia, daughter of Frederick and Sophia Modra. Educated Adelaide; Glasgow. Married John Swan. Swan came to Newfoundland in the early 1950s with her husband, a dentist, and settled in Clarenville. She was active in many community organizations, but her greatest contribution was to figure skating: as provincial figure skating section chairman; a member of the national board of directors; and chairman of the committee that established precision figure skating in Canada. She was selected to judge at the 1982 Precision Skating Championships held in London, Ontario. In 1967 Swan received a Centennial Medal and in 1977 was the first recipient of the Leroy Miller Award. She was selected for the 1985 Volunteer of the Year Award by the National Figure Skating Association. While returning from judging at a provincial figure skating championship in Labrador City in 1985, she was killed in a traffic accident. Swan was posthumously inducted into the Newfoundland and Labrador Sports Hall of Fame in 1986. *DNLB* (1990), *Extraordinary People, Extraordinary Lives* (1992), *Who's Who Silver Anniversary Edition* (1975), Centre for Newfoundland Studies (Elizabeth Swan). ILB

Elizabeth Swan

SWAN ISLAND (pop. 1945, 5). An abandoned fishing community, Swan Island was located on the largest of the Swan Islands — in the Bay of Exploits, approximately 5 km south-southeast of Exploits Harbour. In most early records the island appears as Swan Harbour Island, apparently taking its name from a sheltered ship anchorage formed by the southern side of Swan Island, Little Berry Island and Long Island. As the swan is a bird quite uncommon in Newfoundland, it may be that the harbour takes its name from a ship.

Swan Island was apparently known to the Beothuk, as there was an Indian burial ground near Swan Harbour. When the island was settled by fishermen in the 1880s they chose to settle at Boat Harbour in the northwest corner, nearest Exploits. The two original settlers were Samuel and Zephaniah Wells, who moved from Exploits in about 1888. Virtually all the residents recorded at Swan Island either bore the surname Wells or had married into the Wells family. Swan Island first appears in the *Census* in 1891, with a population of 22. The peak population of 45 was recorded in 1921. By this time, in addition to the Wells family at Boat Harbour, there were apparently one or two houses at Twisty Anne Cove (on the south side of the island) and at Frampton Cove (on the east side).

The inhabitants of Swan Island fished local waters for lobster, cod, herring and salmon or went to the Labrador fishery out of Exploits. It would appear that the original impetus for settlement was the lobster fishery and by 1921 there were four small canneries operating on the island. By the early 1920s the lobster

fishery was beginning to feel the effects of over-fishing and from 1925 to 1927 it was closed to allow the stocks time to recover. It would appear that Swan Island was abandoned during this time, as it does not appear in the 1935 *Census*. In 1945 only one family was recorded at Swan Island, that of fisherman William Henry Wells, and this family would appear to have left by 1948. *Census* (1891-1945), *List of Electors* (1889; 1946), *McAlpine's Newfoundland Directory* (1894), *Sailing Directions for Newfoundland 1931* (1931), Archives (A-7-2/K; A-7-5/G; VS 92). RHC

SWANGER'S COVE. See ST. ALBAN'S.

SWANN, WILLIAM (1847-1928). Clergyman. Born England. Swann entered the ministry in Newfoundland in 1871, serving his probationship at Shoal Harbour, where he was the first pastor, and at Fogo. While at Fogo, in the winter of 1875, he joined Rev. John Reay *qv*, stationed at Twillingate, on an extensive missionary excursion to numerous isolated communities, during which they covered some 180 miles in 18 days. Surviving the perils of travel, Swann was ordained and posted to Twillingate. Thereafter he served at Old Perlican, Blackhead, Exploits, Grand Bank, Burin, Harbour Grace, Cupids-Clarke's Beach, Western Bay, Catalina, Fortune and Channel-St. George's. He was for three years (1887-90) secretary of the Newfoundland Methodist Conference, and its president twice (1890-91; 1895-96). He retired in 1913 and settled in Cupids, where he died on December 28, 1928. Because of his dedication to extending the Church's work to small, isolated communities, he was commemorated in 1929 by having his name bestowed on a boat serving a sprawling mission in Trinity Bay. D.W. Johnson ([1925]), *Minutes of the Newfoundland Conference* (1890-91; 1895-96; 1929). DAVID G. PITT

SWEET BAY (pop. 1991, 160). The community of Sweet Bay is located along the southwest arm of an inlet of the same name on the southern side of Bonavista Bay. With its deep and sheltered harbour far removed from most fishing grounds, Sweet Bay was probably used for winter woods work by families from the Tickle Cove *qv* area before being settled by families engaged in the Labrador fishery. Tradition has it that the first settler was Daniel Dooley, who came there around 1870. Other early settlers included Elias and William Mullowney (Maloney), Mark Walker *qv* and Patrick Treacey. Sweet Bay appears in the 1874 census with a population of 57, and by 1884 there were 181 people, most involved in the Labrador fishery.

Sweet Bay

In the late 1800s residents also became involved in the lobster fishery, and by 1901 there were 10 lobster factories. In 1994 lobstering remained the main source of fisheries income in the community. Woods work has also historically been important: for boat and schooner building as well as sawmilling. In the 1950s people from Sweet Bay not only sawed lumber, but also sold firewood throughout the Bonavista Peninsula. Many of the early settlers kept livestock, and subsistence farming continued up into the twentieth century. Since the 1980s, the fish plant at Charleston has been the major employer. Primarily a Roman Catholic community, predominant family names of Sweet Bay include Maloney, Dooley, O'Neill, Kelly and Fitzgerald. H.A. Wood (1952), *Census* (1874-1991), *DA* (Mar./Apr. 1984) *Newfoundland Directory* (1936), *Sailing Directions: Newfoundland* (1986), Newfoundland Historical Society (Sweet Bay). ILB/LBM

SWEET GALE AND BAYBERRY. Members of the wax-myrtle family (*Myricaceae*), sweet gale (*Myrica gale* Linnaeus) and bayberry (*M. Pensylvanica* Loiseleur) are aromatic shrubs that form part of the indigenous flora of Newfoundland. The deciduous sweet gale is found in bogs and shallow waters. Also called gold-withy *qv*, as are numerous shrubs of the barrens, it produces aromatic resin through its leaves and young twigs. Its berries, root bark and leaves have been used medicinally, and the plant's essential oil is known to inhibit bacterial growth. The greyish leaves can be dried and used as an infusion, and the fruit are reported usable as a peppery condiment. Bayberry inhabits sterile coasts from Vancouver to the Island portion of Newfoundland. It possesses white to grey branches, and the young fruit are quite hairy. The Micmac have reportedly used the leaves, bark and fruit medicinally, though the wax of this plant is considered toxic. Foster and Duke (1990), Peter J. Scott (1975), Ernest Rouleau (1978). KATHLEEN WINTER

SWEETMAN, PIERCE (1761 or 1770-1841). Merchant. Born Newbawn, Ireland, son of Roger Sweetman and a daughter of Richard Welsh. Married Juliet Forstall. Following the death of Irish merchant Richard Welsh, his extensive business holdings in England, Ireland and Newfoundland were divided amongst his daughters and their husbands: William Saunders *qv*, Paul Farrell and Roger Sweetman. The Newfoundland part of the business was managed by Saunders, under whose direction the company was to invest an estimated £50,000 in the fishery. In 1785 a young Pierce Sweetman was sent to Placentia as an assistant agent. Though an Irish Roman Catholic, Sweetman took the oath of allegiance from Prince William Henry while in Placentia in

1786 and made a substantial contribution to the building of a Church of England chapel in the settlement. The previous year he and Saunders, who was a Protestant, had supported efforts to build a Catholic chapel.

For the next few years Sweetman divided his time between Waterford and Poole. On the death of Saunders in 1788 Sweetman became a full partner with Saunders' son Thomas. The name of the firm was then changed from William Saunders and Co. to Sweetman and Saunders. Sweetman spent the next two winters in Placentia, supervising wood-cutting, shipbuilding and the shipment of cured fish to Spain and Portugal. He personally accompanied at least one of the firm's shipments to Cadiz. In 1791 Sweetman married the daughter of an influential Irish farmer and became director of the company's operations in Waterford. He returned to Newbawn five years later to manage his father's own numerous farms, but soon resumed travelling between Poole, Waterford and Placentia. He visited the Island for the last time in 1803, leaving the Newfoundland business in the hands of his brother Michael. The Sweetman brothers became sole owners of the firm in 1808 when Thomas Saunders died, and headquarters were moved from Poole to Waterford.

Apart from the premises at Placentia, the firm of Sweetman and Saunders also had branches at Point Verde, Point Roche, Little Placentia (Argentia) and Marticot Island. From 1794 it had also conducted a fishery at St. Pierre. Sweetman's only son, Roger *qv*, was sent to the Island in 1813 to manage the trade. The association between the Catholic Sweetmans and the Protestant Saunders' had proved a successful, though unusual alliance. One of the last of the Irish migratory merchants, Sweetman relied heavily on Irish labour, bringing many of the early settlers to the Placentia area. *DCB VII*, Maritime History Archive (Keith Matthews name file, Pierce Sweetman). ACB

SWEETMAN, ROGER FORSTALL (? -1862). Merchant; politician. Born Ireland? Son of Juliet (Forstall) and Pierce Sweetman *qv*. The son of an Irish merchant involved in the Newfoundland fishery, Roger F. Sweetman was sent to Placentia in 1813 to revitalize the Newfoundland end of the family business. Although Sweetman presumably made frequent trips to Ireland, he was still living in Placentia in 1818 when he bought land from Michael Blanch. His name appears often in Placentia court records, as jury foreman and as complainant bringing charges against various employees for non-fulfilment of duty. When the first House of Assembly was elected in 1832 Sweetman became one of two members for Placentia and St. Mary's. He was Justice of the Peace for the Southern District from 1834 to the 1840s, road commissioner for Holyrood and Salmonier in 1835 and a member of the board of education in 1836.

Following a poor fishery in 1834, Sweetman unsuccessfully petitioned the House of Assembly to provide relief for the district. Owner of the ships *Leonard* and *Alert*, he was an early investor in the seal fishery, sending ships to the ice in 1835. After the death of his father Sweetman was in partnership with Patrick Hogan. The business never fully recovered from several years of poor fisheries and was declared insolvent in 1859. Sweetman's obituary notes that he had spent most of his life in Newfoundland. Michael McCarthy (1971), *DCB VII* (Pierce Sweetman), *Newfoundland* (Nov. 27, 1862), Maritime History Archive (Keith Matthews name file, Roger Sweetman). ACB

SWIFT CURRENT (pop. 1991, 292). The community of Swift Current is located at the head of Placentia Bay, at the mouth of an inlet known as Piper's Hole. According to local tradition the name Piper's Hole, which was also applied to the community before its name was changed in about 1920, comes from a ghostly apparition seen in the area, always accompanied by the mournful sound of bagpipes.

In the nineteenth century Piper's Hole was used as a wintering place for residents of nearby Sound Island *qv*. The Piper's Hole River was also home a small band of Micmac, notably the family of John Barrington. Barrington is said to have settled at Swift Current after being employed in surveying the telegraph line across the south coast in the 1850s and later maintained and repaired the line between Placentia and Fortune bays. The community first appears in the *Census* of 1869, its 16 inhabitants belonging to no fewer than four denominations: Church of England, Roman Catholic, Methodist and Presbyterian. In that year, one fishing room was in use and cattle and sheep were being raised. In 1904, family names were Barrington, Beck, Crocker, Gilbert and Smith, some of whom had moved to the community from Sound Island in order to work a short-lived pulp mill at nearby Black River (see PULP AND PAPER MANUFACTURE). A majority of the inhabitants belonged to the Methodist church, the Rev. W.B. Ambrose having started a mission in 1894 at Sound Island. Swift Current had its own Methodist church by 1911.

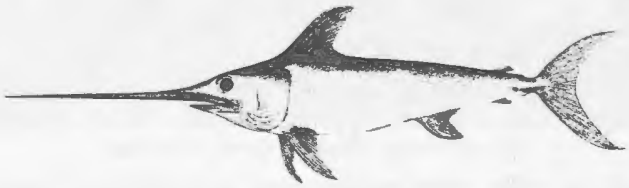
The lobster fishery expanded in Placentia Bay in the late 1800s and by 1911 there were four processing factories in the community. The shore fishery also supported several crews from Swift Current and there were three sawmills in operation. At this time it was

Swift Current, 1990

proposed that a branch railway to Fortune Bay be constructed through Swift Current, but while a roadbed was laid construction was suspended during World War I and the line was never completed. The roadbed proved convenient for the numerous anglers frequenting the Piper's Hole River, but the anticipated influx of people did not develop until the 1950s, when Sound Island was resettled. During the 1960s several families were also resettled to Swift Current from Davis Cove, Woody Island and Port Elizabeth. By 1966 the population had reached 414. Many people found jobs outside traditional fishing and lumbering activities — in construction and labour work — but after 1976 the population began to decline again. Swift Current is surrounded by scenic hills and is a popular area for boating. Kilmory Resort was built in 1991 to cater to sports fishermen and other visitors. H.C. Brown (1974; 1985), J.G. Millais (1907), E.R. Seary (1971; 1977), Edward Wix (1836), *McAlpine's Newfoundland Directory* (1904), *Census* (1869-1991), Newfoundland Historical Society (Swift Current). ACB

SWIFTS. These small, agile birds are usually seen in flight, and may seem to the casual observer to resemble swallows. But anatomically they are closer to the hummingbirds, although larger than the hummingbirds and lacking bright colours, and are placed in a family by themselves, the *Apodidae*. They are tireless, acrobatic fliers, and, like swallows, depend for food upon insects which they take in flight. It is said that they commonly pass nights on the wing, and mate in the air. Nests are in hollow trees, caves, chimneys or rock crevices. There are many species in tropical and near-tropical regions, but only one species occurs in Newfoundland. The chimney swift (*Chaetura pelagica*) breeds in eastern and Atlantic Canada, but nests have never been recorded in Newfoundland. Since the nests are in chimneys and other inaccessible places, they would be difficult to observe and some ornithologists have suggested that it is probable that nesting does occur in the Province. The chimney swift is officially listed as very uncommon, but there have been consistent sightings over a period of many years. Mactavish, Maunder and Montevecchi (1989). CHARLIE HORWOOD

SWOIR COVE (pop. 1921, 2). An abandoned southwest coast fishing community, Swoir Cove was located in a cove at the eastern entrance to White Bear Bay *qv*, about 9 km northeast of Ramea. Also known as Swyer's Cove (and appearing on modern maps as Squier Cove), it would appear that Swoir Cove was in essence home to only two families, for a single generation. John and Susan Clark were living there by 1845. The Clarks and their eight children make up the population of 10 recorded there in the 1857 *Census*. It would seem likely that Clark was an Englishman (each *Census* report until 1874 notes that one resident had been born in England), brought out to Newfoundland by one of the merchant houses of Burgeo. The Clarks were joined by a second family, the Crants, by 1866, both families likely wintering in White Bear Bay. In 1874 a population of 26 was recorded (five families), an increase which coincided with the opening of a sawmill in the Bay. However, 10 years later no population at all was recorded and it would appear that Swoir Cove became a seasonal fishing station. The only other *Census* record is from 1921, when Samuel and Elizabeth Coles of Fox Island were recorded as residents, engaged in the lobster fishery. *Census* (1857-1921), *Lovell's Newfoundland Directory* (1871), Archives (A-7-2/J; VS 101). RHC



Swordfish

SWORDFISH. The swordfish (*xiphias gladius*) is a distinctive-looking fish in which the bones of the upper jaw are prolonged to form a long, flat "sword". The appendage is used for defense and to stun and kill prey. Also called a broadbill, the swordfish is dark grey-purple in colour on the upper body and dusky on the underside. Average body weights range from 56 to 136 kg. Found from June to November in the waters around Newfoundland, it may occasionally be seen basking on the surface. More often, swordfish prefer deeper water during the day (up to 500 m in depth) and nearer the surface at night. They are opportunistic feeders, preying on squid, redfish, mackerel and hake. Fish removed from the stomachs of swordfish are often found slashed on or near the head. Swordfish are noted for their aggressive behaviour and have been known to attack whales and even dories. Adult swordfish have few natural enemies. Swordfish have been fished in Atlantic Canada for decades, but since the discovery of high mercury levels in the flesh in 1970 the fishery has been reduced. Traditionally harpooned, they have been taken with longlines since the 1960s. Swordfish are especially sought after by sports fishermen. The dense flesh commands a high price, and most of the fish taken in Newfoundland is exported to the U.S. market. Scott and Scott (1988). ACB

SWYERS, JOSEPH THOMAS (1876-1965). Merchant. Born Bonavista, son of George and Hannah Swyers. Married Alice Keel. To support his family after the death of his father, at age 16 Swyers opened a small store at Red Point, Bonavista. The next year he opened a general store at Bayley's Cove, and soon expanded to nearby communities. Supplying schooners for the Labrador and French Shore fisheries, by around 1910 he was handling up to 120,000 quintals of dried cod annually. He also shipped squid to China, and salmon and partridgeberries to the United States. During World War I, in partnership with A.E. Hickman *qv*, Swyers opened a shipyard at Charlottetown, Bonavista Bay, where schooners of up to 450 tons were

Swyers's store, Bayley's Cove, Bonavista

built. In 1920, with headquarters at Bonavista, Swyers incorporated under the name J.T. Swyers Company Ltd. By 1947, when he became an original member of Newfoundland Associated Fish Exporters Limited (NAFEL), Swyers was collecting fish from Red Bay, Labrador to Random Sound, Trinity Bay, and had become one of the eight leading salt fish exporters in Newfoundland. Swyers died at Bonavista in June 1965. David Alexander (1977), Ron Pumphrey (1984), *DNLB* (1990), *Who's Who in and from Newfoundland* (1930). LBM

SYLVESTER, JOSEPH. See JOE, SYLVESTER.

SYMONDS, JOHN (1931-). Businessman. Born Porth, South Wales; son of Olive and George Symonds. Educated Blackpool Grammar School; London University. Married Sheila Forth. Symonds did flight training in Saskatchewan and Manitoba while a pilot with the Royal Air Force, and emigrated to Canada on completion of his R.A.F. service in 1955. He worked at Bell Canada in Toronto until 1962, when he was transferred to the Newfoundland Telephone Company. After holding several executive positions with the telephone company, Symonds resigned in 1975 to pursue other business interests. From 1975 to 1982 he was director and vice-president of National Office Equipment. He became general manager for Jesperson Printing and Publishing in 1984, and ten years later was president and publisher of the company (see PRINTING AND PUBLISHING). A director of Sanitary Products Ltd. and Fannings National Office Inc., he has also been a director of the St. John's Board of Trade and of the Crow's Nest officers' club. John Symonds (letter, June 1994). LBM

SYMPHONY ORCHESTRA, NEWFOUNDLAND. The Newfoundland Symphony Orchestra (NSO) Association was incorporated in 1979, and in 1994 it comprised a full orchestra (66 players), the Philharmonic Choir (60 singers), a Youth Orchestra (100 members) and a Junior Choir (70 members). It receives most of its funding from the Canada Council, the Newfoundland and Labrador Arts Council, the City of St. John's and private donations. The Association is run by a board of directors, which includes representation from around the Province and from all NSO divisions. The Newfoundland Symphony Orchestra is the only full orchestra in the Province.

Prior to 1957, the Orchestra (known as the St. John's Symphony Orchestra) consisted of ad hoc gatherings of players who gave occasional concerts under Ignatius Rumbolt *qv*. During the early 1960s, with the aid of the Memorial University Extension Service, the Orchestra expanded to include winds, brass and percussion. In the years between 1968 and 1972 a permanent group was formed under a board of directors, and public performances increased from two to six per year. Under concertmaster Peter Gardner, the Orchestra also began to tour outside St. John's. In 1976 it became the Newfoundland Symphony Orchestra. Canada's first orchestral training program began in St. John's in 1978. This was also the year of the NSO's first provincial tour, with visits to Gander, Grand Falls, Corner Brook, Wabush and Labrador City. In 1994 the Orchestra was composed of seven full-time professional players (including the Atlantic String Quartet), three paid part-time players, 18 seasonal paid players and 41 unpaid musicians. From 1976 to 1994 the NSO played under the conductors David Gray, Charles Bornstein, Mario Duschenes and Marc David. Wendy Stevenson (interview, Feb. 1994), NSO files. ELIZABETH GRAHAM

SYRIAN COMMUNITY. See LEBANESE COMMUNITY.