

NATIONAL PARKS HISTORICAL THEME STUDY

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National Parks Historical Theme Study

Part I

A general analysis of historical man-environment themes in Canada, including an outline of the theme system and the rationale and criteria for its breakdown.

A. Rationale

This report deals with the identification of major themes in Canadian history. The central criterion is man in interaction with land*. The interaction depends on two sets of circumstances: the nature of the land, actual, potential and as perceived by man; and the background of man, his traditions, objectives and technology. The result of the interaction is twofold. First, the landscape changes; wherever man lives, he alters the earth. Settlement patterns are established; new means of production are introduced; resources are depleted and transportation is extended. Secondly, the society interacting with the land also changes. A new set of ideas, organization and technology is applied to the environment. Man's never ending attempts to come to terms with the land continue. The whole span of time - prehistoric, distant, recent, even present and future - is involved.

The complex nature of man-land relationships is apparent. They are embedded in the history and geography of the country. Their interpretation is beset with many of the same problems that confront anyone who

* The term "land" is used in its widest sense to refer to the whole complex of visible features in the landscape or to components of the landscape.

tries to make sense out of the past. Combining history and geography adds to the problem. The purpose of this report is to introduce some order, to simplify the complexity of our historical geography. As background to the proposals, the following general points should be kept in mind. First, the report deals with an extraction from our past. Secondly, only those developments that are part of man's interaction with land have been considered. Thirdly, these developments are dynamic; they have been part of an ongoing process. Finally, certain constraints have been introduced to ensure consistency. The objective is to provide a useful framework in which the many details of Canadian man-land relations may be set in an orderly way, so that significant aspects may be highlighted and comprehensiveness of development retained.

B. Criteria for the Selection of Themes

1. Each theme identifies some aspect of man's interaction with land.
2. The interaction incorporates the following ideas: man's use of the land (the transformation of landscape); the effect of the land on man (such as the determination of locations by physical geography); and man's perception of the land (as revealed in writing and other forms of expression).
3. The theme is dynamic; it expresses a process or a set of processes operating over time.
4. Each theme has national significance.
5. Each theme is divided into three parts:
 - (i) The major theme represents a development that is

fundamental in Canadian history. The basic nature of the theme is such that it may also be applied to the continental areas of which Canada is a part, namely North America and the New World.

(ii) The sub theme is a basic unit identifying a set of man-land relationships within the major theme. The sub theme has national or regional significance.

(iii) The theme segment is a subdivision of the sub theme representing important developments which are local in scale or restricted in time.

C. Outline of the Themes

In the following outline all major themes, sub themes and theme segments have been identified. Many of these, in particular the theme segments, are highly tentative and subject to change for the purposes of the second report.

(i) Major themes

- I. Native Entry and Settlement
- II. European Entry
- III. European Settlement
- IV. Resource Utilization
- V. Transport Development
- VI. Industrialization and Urbanization
- VII. Regionalization

(ii) Subdivision of the Themes

I. Native Entry and Settlement

1. Post glacial entry (to 10,000 B.P.)
 - (i) Corridors of migration in the west
 - (ii) Evidences of early migrations elsewhere in Canada
2. Post glacial settlement (10,000-1,000 B.P.)
 - (i) Palaeo - Indian cultures (10,000-7,000 B.P.)
 - (ii) Archaic cultures (7,000-3,000 B.P.)
 - (iii) Initial woodland cultures (3,000-1,000 B.P.)
3. Entry and early settlement in the Arctic
 - (i) Proto Eskimo Cultures (8,000-5,000 B.P.)
 - (ii) Pre Dorset cultures (5,000-3,000 B.P.)
 - (iii) Dorset cultures (to 600 B.P.)
4. The entry of farming
 - (i) Early farmers (1,000-500 B.P.)
 - (ii) Climax farmers (500 to 250 B.P.)
5. Historic settlement
 - (i) Eastern hunters, fishermen and gatherers
 - (ii) Eastern farmers
 - (iii) Interior hunters, fishermen and gatherers
 - (iv) Pacific Coast fishermen
 - (v) Arctic hunters (Inuit)

II. European Entry

1. Discovery
 - (i) The first landings (The Norsemen)
 - (ii) Rediscovery (Cabot and Cartier)

- (iii) Entry to the North
 - (iv) The first arrivals on the Pacific Coast
- 2. Exploration and mapping
 - (i) The French in the 17th century
 - (ii) The search for the Northwest Passage
 - (iii) French and British in the interior
- 3. The early fisheries
 - (i) The English and the dry fishery
 - (ii) The French fisheries
 - (iii) Other fisheries (the Portuguese)
- 4. The early fur trade
 - (i) The French in the east
 - (ii) French and British in the interior
 - (iii) Competition in the west
- 5. The intersection of Native and European cultures
 - (i) Changes in native life due to contact
 - (ii) Native influence on the Europeans
- III. European Settlement
 - 1. The French settlements
 - (i) Acadia
 - (ii) New France (Canada)
 - 2. Early British settlements (before 1880)
 - (i) Newfoundland
 - (ii) The Maritime region
 - 3. The coming of the Loyalists
 - (i) The Atlantic Provinces
 - (ii) The St. Lawrence Valley

4. Laying out the land
 - (i) The Seigneurial System
 - (ii) Townships in Ontario and Quebec
 - (iii) River lots and sections in the west
 - (iv) Land survey in B.C.
5. Group settlements in the 19th Century
 - (i) Irish and Scots in the Atlantic Provinces
 - (ii) Groups in Ontario and Quebec
 - (iii) Group settlement in the west
6. Delimitation and defense of territory
 - (i) The emergence of the international boundary
 - (ii) Provincial boundaries
 - (iii) British-French conflict
 - (iv) British-American conflict

IV. Resource Utilization

1. Farming the land
 - (i) Subsistence agriculture
 - (ii) Commercial agriculture
 - (iii) Specialized agriculture
2. Utilizing the forest
 - (i) The square timber trade
 - (ii) The lumber industry
 - (iii) Shipbuilding
 - (iv) The emergence of pulp and paper
3. Mining
 - (i) Gold and silver
 - (ii) The base metals
 - (iii) Oil

- 4. Fishing
 - (i) The Atlantic fisheries
 - (ii) The Pacific fisheries
- 5. Hunting and Fishing
 - (i) The continuing fur trade
 - (ii) Hunting and fishing for subsistence
- 6. Resource Conservation
 - (i) Resource management vs exploitation
 - (ii) The emergence of recreational resources

V. Transport Development

- 1. The role of water
 - (i) Maritime movement
 - (ii) Inland waterways
 - (iii) Canals
- 2. Road transportation
 - (i) Early trunk roads
 - (ii) Later trunk roads
 - (iii) Local roads
- 3. The coming of the railway
 - (i) Transcontinental lines
 - (ii) Regional trunk lines
 - (iii) Local lines
- 4. High speed transportation
 - (i) Airlines and air space
 - (ii) Pipelines
 - (iii) Communications systems
 - (iv) Space transport

VI. Urbanization

1. Planting the first towns (to 1800)
 - (i) French towns
 - (ii) British towns
2. Commercial development (to 1900)
 - (i) Port cities
 - (ii) Administrative centres
 - (iii) Western urban growth
3. Industrialization
 - (i) The metals industries
 - (ii) Other manufacturing developments
4. Metropolitanism
 - (i) Eastern Canada
 - (ii) Western Canada

VII. Regionalization

1. The emergence of regions
 - (i) Pre-Confederation regions
 - (ii) Post-Confederation regions
2. Regional differentiation
 - (i) Language zones
 - (ii) Economic disparities
3. Regional perceptions
 - (i) Canadian Writing
 - (ii) Canadian Painting
 - (iii) Canadian Music

D. Relevance to Theme Literature

Reference is made in this section to the following theme studies:

- (1) Historical Sites Branch, Division of Parks, Ontario Ministry
of Natural Resources: *A Topical Organization of Ontario*

History (O.H.)

- (2) National Park Service, U.S. Department of the Interior: *Part One of the National Park System Plan - History* (P.H.)
- (3) National and Historic Parks Branch, Parks Canada, Department of Indian and Northern Affairs: *National Parks System Planning Manual* (P.M.)

The present report is similar to the first two studies (O.H., P.H.) in attempting an organization of history into themes and sub themes. The United States plan (P.H.) groups American history into nine major themes, some of which are based on people ("The Original Inhabitants"), some on military and political events ("Major American Wars" and "Political and Military Affairs"), some on historical processes ("European Exploration and Settlement" and "America at Work") and some on social affairs ("The Contemplative Society" and "Society and Social Conscience"). The themes are widely cast. Man-land relationships are not a fundamental common consideration.

The Ontario study is closer in conception to the present report. Historical themes are based on common activities or procedures. Most of them are grouped under an "Economic and Social Area" and coincide with many of the themes selected for this report. These include "Indigenous Settlers and Traders", "Indigenous Farming Societies", "Fur Trade", "Farming", "Mining" and "Transportation". A number of contrasts with this report may be noted. First, O.H. themes are fewer in number and less extensively conceived. Secondly, "O.H." departs from a man-land concern by including

separate "military" and "political" conceptual areas. Thirdly, the sub themes and segments are usually presented as regional examples, not as sub-processes. In this report, regional examples do occur but they have not been used as a basis for subdivision. There are two reasons for this. One is that regionalization is deferred to the second phase where themes will be fitted to national park natural regions. The other is that an attempt has been made to retain process or activity as a basis for subdivision.

The third theme study (P.M.) is regionally oriented and so differs conceptually from this report. However, its natural history themes may be compared to historical themes. Also, the incorporation of natural history in the natural regions may be a useful guide to the similar application of historical themes in the next phase of this report.

R. Louis Gentilcore

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NATIONAL PARKS HISTORICAL THEME STUDY

PART II

(Revised)

The application of the thematic system to the national park natural regions of Canada demonstrating which themes are represented and the most significant in each region.

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THEME I. NATIVE ENTRY AND SETTLEMENT

The theme is concerned with interaction between native peoples and the land. The time span ranges from the first examples known of human entry and occupancy to those recorded in historic time with the coming of the Europeans.

Subthemes:

The divisions of the theme are based on successive adaptations to the environment as men developed their livelihoods in different parts of Canada. Each new subtheme is marked by a recognizable advance in man-land relationships.

The evidence for the subthemes comes from archaeological work in Canada. This work derives from a small number of sites: it is scattered, highly tentative and has not been correlated or summarized. What I have done is to use some of the site information as a point of departure to identify large areas over which a particular occupancy may have occurred. As far as possible, selection is based on archaeological sites of known or suspected significance. I should emphasize that almost everything in this section is highly tentative and subject to correction. Occurrences are shown on Table 1.

1. Post-glacial Entry (to 27,000 B.P. +)

The basis for this subtheme is the oldest evidence so far discovered for man in Canada. The site, the Old Crow area in the northern

Yukon, consists of a number of bones modified by man. The entry and associated occupancies are confined to non-glaciated areas which might have served as corridors between the ice sheets.

National Park natural regions (Major regions underlined): 9, 5, 8, 12, 13.

Major Region: 9 (based on Old Crow site)

Minor Regions: 8, 5, 12, 13 - non glaciated areas which might have served as corridors. The adjacent plains (12, 13) are added because of recent evidence suggesting activity significantly pre-dating Old Crow.

2. Post-glacial Settlement (to 11,500 B.P.)

The second episode of prehistoric occupancy in Canada - the next 15,000 years at least - is missing, probably obliterated by ice. The third episode, which is the subject of this subtheme, includes the re-occupation of many parts of Canada, following the retreat of the ice.

(i) Palaeo-Indian settlement (to 11,500 B.P.)

This segment of the subtheme identifies early hunters, thinly distributed along the edges of the ice sheet. Differentiation follows with emergence of big game (bison) hunters in western Canada. Evidence of eastward penetration is limited but appears in widely separated areas including southern Ontario and the remarkable Debert site in Nova Scotia.

Natural regions: 12, 13, 29a, 33, 5, 8, 9, 11, 15, 16, 17.

The term "Palaeo-Indian" is used to embrace the earlier Clovis hunters and the later Plano culture which overlaps with Archaic hunters. Movement is primarily from the south in the western part of the continent.

Major regions are 12 and 13, with a fanning out in two directions: northward to 11, 8 and 9 and northeastward to 17, 15 and 16. In the east, major areas are 29a (exemplified by the Sheguindah site on Manitoulin Island) and 33, containing the Debert site.

(ii) Archaic settlement (to 8,500 B.P.)

This segment deals with subsistence based on hunting of big game animals plus use of small animals, fish and plants. A northern and southern complex are recognized, the former uniform over huge tracts of land, the latter marked by regional variations. The archaic is also differentiated with respect to four major natural regions in which it occurred. On the Shield, the main food was caribou and fish; on the Plains, bison were most important; in the Great Lakes - St. Lawrence Area, fauna in the lakes and rivers and along the coasts were basic; in the Maritime area food ranged from sea mammals to shell fish.

Natural regions: 1, 18, 19a, 16, 17, 27, 19c, 20; 5, 12, 13, 11, 14; 29a, 19b; 34, 21, 33, 35.

Four environments are incorporated in the regionalization. A fifth, the Pacific coast, although not co-related to the continental archaic, is contemporary and should be included.

Shield Archaic:

Major regions: 18 and 19a - the central areas, according to J.V. Wright, The Shield Archaic. Associated minor regions are 16, 17 and 27 to the north; 19c and 20 to the east.

Plains Archaic:

Major regions: 13 and 12 (Head Smashed In and Mortlach sites).

Associated minor regions: 11 to north and 14 to east.

Great Lakes Archaic:

Major Region: 29a (Frank Bay site); associated are minor regions 19b, 29b.

Maritime Archaic:

Major region: 34; minor regions 21, 35, 33 (see J.A. Tuck: Newfoundland and Labrador Prehistory).

British Columbia:

Major regions: 1, 2. An abundance of studies for the region emphasizes local developments, contemporaneous with continental archaic cultures.

(iii) Initial Woodland settlement (to 3,000 B.P.)

There is no distinct break in the nature of subsistence between the archaeologists' Archaic and Woodland periods. The hunting of animals continues as the basis of livelihood. The woodland complexes begin with the appearance of pottery, a development whose significance to man-land relations is not clear. The presence of mound builders not only indicates cultural change but also raises questions about changing perceptions of the land.

Natural regions: 19a, 19b, 29a. Based on Map 4, p.38, in Wright (see References).

3. Arctic Entry and Settlement (to 5,000 B.P.)

Arctic occupancy has been separated as a distinctive phase of native settlement because of its close association with a particular environment (the tundra), its persistence in this environment and its distinctive history of entry, development and migrations.

(i) Pre-Dorset settlement (to 5,000 B.P.)

This occupancy moves eastward across the deglaciated Arctic from Alaska to northern Newfoundland, introducing techniques adapted to the tundra coast. These include harpooning of sea mammals, fishing, and the hunting of caribou, musk oxen and birds.

Natural regions: 17, 24, 37, 39; 9, 11, 15. From mapping of sites in Freeman, p.121 (see References).

(ii) Dorset settlement (to 3,000 B.P.)

The occupancy continues as small bands, thinly scattered near Arctic shores. New adaptations to the tundra include skin tents and subterranean huts.

Natural regions: 24, 25, 26, 39; 21, 28, 34, 35, 36. (See Freeman, map p.20.)

(iii) Thule settlement (to 1,000 B.P.)

The Thule marks the emergence of a fully Eskimo culture, moving from its homeland on the north Alaska coast eastward to Labrador. New occupancy features include whaling, the use of dogs, and building of sturdy houses. The settlement extends over almost every stretch of coast on the mainland and islands.

Natural regions: 16, 25, 26, 39; 10, 15, 24, 28, 36, 37. (See Freeman.)

4. Entry of Farming

This subtheme deals with the introduction of farming as a new livelihood in Canada. As farming increases in importance it significantly alters man-land relationships. Populations increase, villages develop and sedentary life becomes established.

(i) Early farming settlement (to 1,000 B.P.)

This segment is concerned with the earliest examples of agriculture, when it appears as a supplementary activity carried on by a nomadic population.

Natural regions: 19b, 29a, 29b. (From Wright, particularly Map 6, p.65)

(ii) Climax farming (to 600 B.P.)

In this segment farming becomes an economically dominant activity, carried on by villagers.

Natural regions: 19b, 29a, 29b. (See Wright, p.65.)

5. Post Contact Native Settlement

This subtheme deals with native societies whose coming to terms with the environment is reflected in a wide range of subsistence activities carried on in every part of Canada. The occupance reaches a climax of development and begins to undergo drastic changes as European contact spreads.

The theme segments are based on dominant livelihood patterns

recognized and described by Europeans in the various environments of the country. Names of linguistic groups and specific tribes have not been used but could easily be attached to each of the segments.

(i) Eastern hunters, fishermen and gatherers

Natural regions: 19b, 19c, 20, 21, 22, 23, 29c, 30, 31, 32, 33, 34, 35.

The regions are the homelands of Algonkin speakers. The major regions have been chosen as type examples. The Micmac in region 33 and the Beothuk in region 35 represent the range of activities being carried out in this part of the country. Other groups in other regions might be chosen and serve equally well for this purpose. For this and for theme segments (ii) to (iv) the major source is Jenness.

(ii) Eastern farmers

Natural regions: 19b, 29a, 29b.

The tribes in this region belong to the Iroquoian linguistic family. The major farmers are the Huron in 29a. (See Jenness and Wright.)

(iii) Interior hunters and gatherers

Natural regions: 3, 4, 5, 7, 8, 9, 11, 12, 13, 14, 17, 18, 27.

The interior hunters include Algonkin, Athapaskan and Siouan speakers in the Great Plains and the Subarctic as well as interior groups such as the Salish in British Columbia. Again only type examples have been chosen: the bison hunters of the plains, including the Assiniboine and Blackfoot (12, 13), the various Cree (18), the northern Chipewyan (18) and the interior Salish (4).

(iv) Pacific Coast fishermen

Natural regions: 1, 2.

The great variety of livelihoods on the Pacific Coast is well represented by the range of conditions to be found in Regions 1 and 2.

(v) Arctic hunters (Inuit)

Natural regions: 10, 15, 16, 21, 24, 26, 36, 37, 38, 39.

The regions have been based on Freeman, in particular Map 72, p.137 and on other studies of current settlement. The major areas are those which have larger concentrations of population.

References for Theme I

Freeman, M.R. (ed.) Inuit Land Use and Occupancy Project, Vol. II: Supporting Studies, Department of Indian and Northern Affairs, Ottawa, 1976.

Human History Branch, National Museum of Canada, "Archaeology in Canada", Canada Yearbook 1968, 20-29; "Canada Before Cartier", Canada Yearbook 1973, 49-53.

Jenness, D., The Indians of Canada, Bulletin 65, Anthropological Series No. 15, National Museum of Canada, 1932.

Wright, J.V., Ontario Prehistory, National Museum of Man, Ottawa, 1972.

THEME II. EUROPEAN ENTRY

This theme deals with the beginnings of a series of developments that transform the geography of Canada. The coming of the Europeans introduces a completely new culture, a new technology and a new set of ideas about the utilization of the environment. The arrangement in this theme follows the sequence of activities engaged in by Europeans, from discovery to exploration to exploitation.

1. Discovery (before 1,600 A.D.)

This subtheme is concerned with the first known visits of Europeans to Canada, beginning with the Norsemen in the eleventh century. Major rediscovery occurs late in the fifteenth century with the landfall of Cabot. The first important ventures providing detailed information about Canadian lands to the old world are the explorations by Cartier in the Gulf of St. Lawrence and the search by Frobisher and Davis for a passage around the northern part of the continent. (See Table 2.)

(i) The first landings

Natural regions: 21, 26, 34.

The regions cited include the locations of Markland (21) and Helluland (26) and the most famous of the Viking landings, Vinland (34).

(ii) Rediscovery

Natural regions: 29b, 29c, 30, 31, 32, 34, 35.

The regions include shorelines described by Cartier (29b, 30, 29c, 32) and Cabot (34, possibly 31). Major status is given to 29b (the St. Lawrence Valley) because of Cartier's activities here and to 34 because of the associations with both Cabot and Cartier.

(iii) Northern entry

Natural region: 26.

The search for the northwest passage (particularly by Davis and Frobisher) is primarily associated with Davis and Hudson Straits, both in region 26.

2. Exploration and Mapping

This subtheme emphasizes a second phase of the discovery initiated in the preceding subtheme. Detailed mapping accompanies exploration, bringing forth a sizeable body of information on which subsequent exploitation and settlement will be based. The theme segments identify three major developments: those of the French, particularly Champlain, on the east coast; the English in the north; and finally, the discovery and mapping of the Pacific Coast, halfway around the world from Europe, which does not occur until late in the eighteenth century.

(i) The French in the 17th century

Natural regions: 19b, 29a, 29b, 29c, 31, 32, 33.

The outstanding explorations are by Champlain. The major region of association is the St. Lawrence Valley (29b). Other regions include the Bay of Fundy and the southern Nova Scotia coastline (31, 33), the Ottawa

Valley and the Georgian Bay-Trent River routes in Ontario (19b, 29a).

(ii) The search for the Northwest Passage

Natural regions: 25, 26, 27, 28; 36, 37, 38.

The expeditions in the 17th century are associated with Davis Strait and Baffin Bay (Region 26). The entry into Hudson and James Bay by Hudson, James, Foxe and others is an extension of this; the regions recognized are 25, 28, 27. Later explorations reaching a climax with Amundsen's voyage of 1903-05 could be inserted here to update the search for the passage. This adds regions 36, 37, 38 to the list, with 36 pre-eminent because of its association with Franklin and Amundsen.

(iii) Mapping the Pacific Coast

Natural regions: 1, 2.

Two regions are recognized (1, 2); the early Spanish and English explorations are all included within them.

3. The Early Fisheries

The first Canadian resource holding economic interest for Europeans is fish. The interest in salt codfish as an inexpensive protein food increases in the fourteenth and fifteenth centuries. The subsequent discovery of new fishing grounds off the North American Coast leads to their exploitation from scores of ports in Europe. Knowledge of the coasts increases and one basis for settlement is established. The English dry fishery which requires use of the shore for salting fish is particularly significant. Further north, another marine activity that draws attention

beginning in the 17th century, is whaling.

(i) The English fishery

Natural regions: 35, Atlantic Southeast and Labrador Sea Marine Regions.

Emphasis here is on the Avalon Peninsula and adjacent areas where the English established and maintained a dry fishery. The entire territory is within region 35.

(ii) The French and Portuguese fisheries

Natural regions: 30, 31, 32, 33, 34, 35; Atlantic Marine Regions.

Beyond the tightly controlled Avalon Peninsula, French and Portuguese fished on the Grand Banks and established fishery stations over a wide area, particularly on the shores of the Gulf of St. Lawrence. The Newfoundland shore adjacent to the Avalon was pre-eminent. The retention of French fishery rights in western Newfoundland (the French shore) is the basis of recognizing region 34 as "major".

(iii) The whaling industry

Natural regions: 26, 28; Subarctic and Hudson Bay Inland Sea Marine Regions.

This industry, particularly in its early commercial phase in the 17th century is associated most closely with the shores included in region 26. The later whaling industry (late 19th century) also moves to the Hudson Bay area, off the shores of Southampton Island (in region 28).

4. The Fur Trade

Just as the fishery resource emphasizes the shorelines, so the fur

resource draws Europeans to the interior. Furs lead to the penetration of the continental areas and with it, the intersection of European and native cultures. The theme segments recognize three phases of the trade: the early French activities in the St. Lawrence - Great Lakes corridor; the penetration of the interior by French and English traders, the latter via Hudson Bay, the former from their Great Lakes routeway; and finally the period of intense competition from these two entry areas. The phases culminate in the crossing of the continent to the Pacific and Arctic Oceans, introduce Europeans to all parts of Canada and result in an extensive knowledge of the country.

(i) The French trade in the east

Natural regions: 19b, 19c, 20, 29a, 29b.

The French fur trade is most closely associated with the St. Lawrence and Ottawa Rivers and the Great Lakes (regions 19b, 29a, 29b). Adjacent areas of lesser importance are found in regions 19c (including Tadoussac) and the nearby Shield (20).

(ii) French and British trade in the interior (to 1770's)

Natural regions: 12, 14, 15, 17, 18, 19a, 27.

Major regions: 27 (the English posts on Hudson Bay); 14 (the major French concentrations in southern Manitoba).

Minor regions: 19a (astride the great portage to the west), 12 (the north Saskatchewan River area reached by Henday in the 1750's), 15 and 17 (explored by Hearne for the Hudson's Bay Co.) and 18 (associated with Peter Pond).

(iii) Intensive competition

Natural regions: 3, 12, 19a, 27; 5, 8, 11, 13, 17, 18.

Major regions: 3 (major area of Northwest Company posts in B.C. - Fraser and Thompson Rivers); 12, (along route of N. Saskatchewan River, Northwest Co. and Hudson's Bay posts); 19a (the major portage west), 27 (Hudson's Bay posts).

Minor regions: The Mackenzie route (11, 8); other regions associated with the major regions listed above (5, 17, 18).

References for Theme II

Heidenreich, C.E. and A.J. Ray, The Early Fur Trades, A Study in Cultural Interaction, Toronto, 1976.

Morison, S.E., The European Discovery of America: The Northern Voyages A.D. 500-1600, New York, 1971.

Warkentin, J., The Western Interior of Canada, A Record of Geographical Discovery, 1612-1917, Toronto, 1964.

THEME III. EUROPEAN SETTLEMENT

The subject of this theme is the initiation of direct cultural and economic imprints on Canada. The land is taken up, at first tentatively to facilitate exploitation. In time, the occupancy becomes permanent. A new attachment to territory is established. Groups of people put up buildings and lay out fields, transforming one area after another. The achievements are passed on to subsequent generations who make their own contributions to the modification of landscape.

1. The French Settlements

This subtheme deals with the first two permanent settlements in Canada. A farming community is created on tidally flooded lands adjacent to the Bay of Fundy; further inland, along the St. Lawrence River a mixed settlement of traders, farmers, missionaries and officials is planted and takes root. (See Table 3.)

Natural regions: 29b, 29c, 30, 31, 32, 33.

The major concentrations of early Acadians are at Port Royal and along the Minas Basin (region 33). Another concentration is at Beaubassin at the head of the Chignecto Basin (32). The heart of New France is the St. Lawrence Valley between Montreal and Quebec City (29b).

2. Early British Settlement (before 1780)

The first examples of permanent British settlement appear on the

east coast in association with seventeenth and eighteenth century maritime activities. These include communities associated with the fishing industry in south-east Newfoundland and, later on, those which are part of the military planting at Halifax.

Natural regions: 35, 33.

Early British settlement is associated with the dry fishery in the Avalon Peninsula (region 35) and military activity in the Halifax area (33); subsequently New Englanders displace Acadians in the Annapolis Valley (33).

3. The Coming of the Loyalists

This subtheme deals with a particular migration which initiates settlement in two new areas, in the future provinces of New Brunswick and Ontario. In the wake of the American Revolutionary War, disbanded troops and colonial British loyalists move to the St. John River and the Great Lakes - St. Lawrence Valley.

Natural regions: 19b, 29a, 29b, 31, 32, 33.

The major areas of Loyalist immigration and settlement are southern New Brunswick (region 31) and southern Ontario (29a). Smaller in extent or feeling less impact from the migration are parts of Nova Scotia and Prince Edward Island (32, 33) and the St. Lawrence Valley (19b, 29b).

4. Organizing the Land

This subtheme considers the major ways in which land was physically organized to receive and maintain settlement in an orderly way. The theme

segments identify four systems which make an imprint on the landscape which survives to the present day: the long lot system that was part of seigneurial tenure along the St. Lawrence River; the rectangular townships subdivided into lots and concessions that precede entry into southern Ontario and southern Quebec; the river lots laid out along the Red and Assiniboine Rivers in the early nineteenth century, followed by the very regular sectional surveys in the latter part of the 19th century; and the highly accurate surveys laid down by the Royal Engineers on the lower mainland of British Columbia in the late 1850's.

(i) The seigneurial system

Natural regions: 19b, 19c, 20, 29b, 29c, 30.

Seigneurial tenure is characteristic of most parts of the St. Lawrence and associated valleys in Quebec. The heart of the system between Montreal and Quebec is in region 29b. Associated areas are in regions 19b, 19c, 30.

(ii) The township system

Natural regions: 19b, 29a, 30, 32.

Southern Ontario, south of the Shield contains the full range of township examples, all within region 29a. Another major illustration of comprehensive survey is Prince Edward Island (32). Similar examples, on a lesser scale, occur on the fringes of the Shield in Ontario (19b) and in the Eastern Township area of southern Quebec (30).

(iii) River lots and sections

Natural regions: 12, 13, 14.

The river lot surveys laid out along the Red, Assiniboine and other rivers in the west are best exemplified in the oldest area of settlement, within region 14. Other examples occur throughout regions 13 and 12. The sectional surveys also begin in the Red-Assiniboine area (region 14) and then become widespread throughout the rest of the settled west (regions 12 and 13). Region 14 has been identified as major because of its early association with both types of surveys.

(iv) Lower Mainland surveys (B.C.)

Natural region: 2.

The Fraser delta area of British Columbia (region 2) is exceptional in the province because of the regular division of land put down here by the Royal Engineers.

5. Group Settlement

This subtheme emphasizes the tradition of group settlement which comes to play an important role in the establishment and growth of communities. Government policy fosters group settlement as a means of speeding up occupancy and establishing viable communities as quickly as possible. The tradition is coincident with European settlement activity but finds its best expression in the nineteenth century. The theme segments recognize three sets of examples, representing a variety of settlement experiences, each of which may be associated with recognizable features in the visible landscape (houses, other buildings, fences, cemeteries, etc.). The examples chosen include ethnic communities in various parts of the Atlantic Provinces, a range of similar settlements in Ontario and Quebec,

and groups brought to settle the prairie interior by the governments of Canada and Manitoba and the Canadian Pacific Railway. Other examples may be added as information and interest warrant.

(i) Group settlement in the Atlantic provinces

Natural regions: 31, 32, 33, 35.

The main groups that could be selected here include Irish in Newfoundland and New Brunswick, Scots in Nova Scotia and Prince Edward Island and Germans in Nova Scotia. Newfoundland (35) where survivals are easier to identify and describe, and Nova Scotia (33) with a good range of examples are identified as major regions.

(ii) Groups in Ontario and Quebec

Natural regions: 19b, 29a, 29b.

Examples include Irish and Scots in eastern Ontario (19b, 29a), Germans in southwestern Ontario (29a); various British groups in southern Ontario (29a); and Irish in the St. Lawrence Valley in Quebec (29b). The major region identified is 29a because of the range of examples it presents.

(iii) Groups in the west

Natural regions: 2, 12, 13, 14.

Settlement in blocks by ethnic groups is a distinctive feature of the filling up of the west. The earliest and most diverse range of examples (including Mormons, Icelanders, Ukrainians) are in southern Manitoba (region 14). Numerous other examples are scattered in Saskatchewan and Alberta (12, 13). The lower mainland of British Columbia (2) could also furnish some

examples.

6. Delimitation and Defense

This theme deals with attempts to maintain territorial integrity in support of the established society's settlement goals. As such, the fixing of boundaries and the actions of armed forces reflect both settlement achievements and aspirations. The theme segments identify five phases; the delimitation of the boundary with the United States; the settling of boundary claims between the provinces; warfare between the British and French before 1763; British-American conflict in the War of 1812; and conflict in the west between the Métis and the Canadian government.

(i) Delimiting the international boundary

Regions: 2, 19a, 30; 1, 3, 4, 5, 13, 14, 29a, 29b.

Major regions are those where the drawing of the boundary posed special problems: regions 2 and 19a, at either end of the 49th parallel and region 30 where the dispute over the boundary between New Brunswick and Maine was not resolved until the 1840's. Other regions are those where the boundary is a major limit of territory.

(ii) Defining provincial boundaries

Regions: 18, 19a, 21, 22, 24.

Major region: 19a, closely associated with the major provincial boundary dispute, between Ontario and Manitoba.

Minor regions: 18 (continuation of Ontario-Manitoba border); and the regions associated with the Labrador-Quebec boundary (21, 22, 24).

(iii) British-French conflict

Regions: 29b, 29a, 31, 32, 33, 35.

Major region: Region 29b (the St. Lawrence Valley) embraces sites of major engagements between French and English, culminating in Seven Years War.

Minor regions: Battles or exchanges of territory took place in areas within regions 29a, 31, 32, 33, 35.

(iv) British-American conflict

Regions: 29a, 29b.

The war between the United States and Canada (1812-14) was fought principally along the Great Lakes border region (29a). The lower St. Lawrence Valley (29b) which figures less prominently is identified as a minor region.

(v) Conflict in the west

Regions: 12, 13, 14.

Major regions: Region 12 (the Valley of the North Saskatchewan River in present day Saskatchewan is the areal focus of the discontent culminating in the rebellion of 1888.

Minor regions: Surrounding areas (in regions 13, 14) representing the areal expression of discontent on the part of Métis, Indians and white settlers.

References for Theme III:

Harris, R.C. and J. Warkentin, Canada Before Confederation, Toronto, 1974.

Lower, A.R.M., Colony to Nation, Don Mills, 1964.

Mannion, J.J., Irish Settlements in Eastern Canada, Toronto, 1974.

Morton, W.L., Manitoba, a History, Toronto, 1961.

THEME IV. RESOURCE UTILIZATION

This theme emphasizes the role of natural resources in the development of Canada. Before the mid-nineteenth century most Canadians, regardless of cultural background, are primary producers. The natural wealth of the country provides exports to Great Britain and to a lesser extent to the United States. From both these countries, Canada receives new technological ideas which help maintain and increase natural resource exploitation.

A major reference for this theme is the Atlas of Canada.

1. Farming the Land

This subtheme deals with the use of a fundamental natural resource in the country, arable land. The quality of soil, in combination with suitable climates, varies significantly in different parts of the country. Agriculture production reflects both this variation and changing ideas and technology applied to production throughout the settlement period. The theme segments distinguish three main types of agricultural land use: grain farming which begins in the east with the entry of Europeans and reaches a commercial climax in the west at the turn of the century; livestock production which emerges as a separate activity in association with crop farming, frequently utilizing lands marginal for crops; and later examples of specialization in agriculture. The latter which includes fruit farming, tobacco growing and dairy production, represent a response to unique physical and marketing conditions.

(i) Grain farming

Natural regions: 12, 13, 14, 29a, 29b, 32, 33.

The regions are based on major areas of grain production, particularly wheat, in the past and to the present.

Major regions: 29a (southern Ontario), main area of production in the nineteenth century; 13 (southern Saskatchewan and adjacent areas), main areas of recent production.

Minor regions: Regions associated with the major regions (12, 29b), of historic importance (14) and of moderate production of grains other than wheat, past and present (32, 33).

(ii) Livestock ranching and farming

Regions: 3, 4, 5, 12, 13, 14; 29a, 29b.

Major regions: Ranching in the western foothills and southern and central Alberta (5, 12, 13).

Minor regions: Central British Columbia (3, 4); livestock and crop combinations in southern Manitoba (14), southern Ontario and Quebec (29a, 29b).

(iii) Special crops and livestock

Regions: 2, 3, 29a, 29b, 32.

(iii) Special crops and livestock

Major regions: Dairy specialty (2, 29a), fruit and tobacco (29a), potatoes (32).

Minor regions: Associated with major regions or of lesser importance: fruit (3), dairy (29b).

2. Using the Forest

The commercial exploitation of forest resources emerges after a long period in which trees are regarded either as an obstacle to farming or as a source of materials necessary for subsistence. The original immensity of the resource makes it seem unlimited, resulting in removal on a large scale. Three phases of activity characterizing this period of high exploitation are identified by the subtheme segments: the square timber trade; the advance to a sawn timber industry which spawns a shipbuilding industry; and the more recent emergence of a pulp and paper industry, utilizing smaller trees in less favourable environments.

(i) The square timber trade

Regions: 19b, 20, 29a, 29b, 31, 32.

Major regions: Ottawa and St. Lawrence Valleys (19b, 29b), St. John and Miramichi Valleys (31, 32).

Minor regions: Associated areas (20, 29a).

(ii) Timber and shipbuilding

Regions: 1, 2, 19b, 29b, 20, 31, 32.

Major areas: St. Lawrence (29b), St. John (31), Pacific Coast (1, 2).

Minor areas: Associated areas (19b, 20, 32).

(iii) Pulp and paper industry

Regions: 1, 2, 18, 19b, 19c, 20.

Major regions: Pacific Coast (1, 2), Shield fringes, Ontario and

Quebec (19b), Saguenay Valley (19c).

Minor regions: Areas adjacent to the Shield fringes (18, 20).

3. Mining

The mineral resource attracts populations to areas on the margins of settled territory, bringing prominence to little used environments dominated by rugged topography and soil conditions marginal for agriculture. Relations with land take on a new dimension based on the economics and technology of mineral recovery and processing. The subtheme segments recognize the variety of mineral resources and their changing significance over time. The first important activities are associated with gold and silver, resources whose high value overcomes problems of accessibility and lack of livelihood facilities. In the second segment, mining moves to large scale operations based on less valuable metallic minerals, demanding a certain amount of processing in the mining areas. The third segment recognizes the value of a third group, energy resources (water power and fossil fuels), which differ from the metallic groups, both in areas of occurrence and in the type of developments they promote.

(i) Gold and silver mining

Regions: 3, 7, 18, 19b.

Major regions: Interior B.C. and Yukon (3, 7) - areas of major historic impact.

Minor regions: Areas of scattered production, particularly in northern Ontario (18, 19b).

(ii) Other minerals (largely metallic)

Regions: 1, 3, 4, 18, 19b, 30.

Major regions: the Kootenay area of British Columbia (in 4); northern Ontario, north of Lake Superior (in 18).

Minor regions: Interior and coastal B.C. (1, 3), southern Shield in Ontario and Quebec (19b); asbestos area in Quebec (30).

(iii) Energy resources

Regions: 1, 12, 14, 18, 19b, 19c, 20, 22 (Water power), 5, 12, 13 (Fossil fuels).

Water power: Major areas are in the Pacific coast mountains (11), the Quebec Shield (20) and southern Labrador (22). Minor areas are in the Prairie provinces (12, 14), the Shield (18 and 19b) and the Saguenay Valley (19c).

Fossil fuels (oil and coal): Major area is in northern Alberta (12); associated areas are 5 and 13.

4. Fishing and Hunting

This subtheme recognizes the continuing importance of faunal resources with which economic development of the country began. The segments identify three aspects of this activity: the commercial fisheries of the Atlantic and Pacific, still prevalent; the still active, albeit minor, activity in trapping and hunting for furs; and fishing and hunting for subsistence among widely scattered native populations.

(i) The commercial fisheries

Regions: 1, 2; 21, 31, 32, 33, 35 (Marine regions).

Major and minor regions according to plates on fishing in the Atlas of Canada.

(ii) The fur trade

Regions: 10, 11, 27, 34.

Major regions: 27 (associated with Hudson's Bay Company posts); 34 (associated with the hunt of fur seals).

Minor regions: Regions 10 and 11 contain a scattering of activity oriented to posts in the area.

(iii) Subsistence hunting and fishing

Regions: 1, 11, 12, 16, 17, 18, 22, 26, 27.

Major and minor regions have been recognized on the basis of the predominance of native peoples, not living on reserves. From plates in the Atlas of Canada.

5. Resource Conservation

Experience with the utilization of resources eventually leads to increased knowledge of the conditions under which they occur. It is recognized that resources are not unlimited, that they exist in a definite relation to their environments and that protection and proper care of these environments is essential to continued production. This subtheme deals with activities to conserve resources. Theme segments identify

two aspects: the increased attention to management of renewal resources, particularly forests and marine fauna; and the growing appreciation of scenery as a recreational resource.

(i) Resource management

Regions: 1, 19b, 20, 32, 33, 35.

Major regions: coastal B.C. (1) where both the forest and the fish resources have received significant conservation attention.

Minor regions: areas which have received some attention include the Shield forests in Ontario and Quebec (19b, 20) and the fisheries (32, 33, 35) on the Atlantic coasts.

(ii) Recreational resource development

Regions: 1, 5, 12, 19b, 31; 4, 13, 18, 30, 35.

In this category, only a sample of the areas generally recognized, appreciated and visited for their scenic value have been included. Others could easily be added.

Major regions: Pacific coast (1), western mountains (5), the Boreal Plains in the Prairie provinces (12), the Shield in Ontario and Quebec (19b), the Bay of Fundy and Prince Edward Island coasts (31, 32).

Minor regions: Included here are less visited and less known examples: the Okanagan in B.C. (4), the Prairie grasslands (13), the Shield north of Lake Superior (18), the St. Lawrence estuary (29c, 30), and Newfoundland (35). Potential areas, for example in the north, could be added.

References for Theme IV

Innis, H.A., Settlement and the Mining Frontier, Toronto, 1936.

Jones, R.L., History of Agriculture in Ontario, Toronto, 1946.

Lower, A.R.M., Settlement and the Forest Frontier in Eastern Canada, Toronto,
1936.

The National Atlas of Canada, Ottawa, 1974.

THEME V. TRANSPORT DEVELOPMENT

This theme deals with transportation facilities and their contribution to Canadian economic and cultural changes. Not only does transportation influence development; it also reflects the roles of the physical environment, settlement and resource utilization.

1. The Role of Water

This subtheme recognizes the critical role of water transport both to native settlement and to the later entry and early movements of Europeans. The theme segments distinguish early dependence on the sea, the movement inland as a function of river and lake facilities and the building of canals as man-made devices to improve water transportation. Since transport development cuts across a variety of areas, it is difficult to draw clear cut regional associations. In this and the subthemes which follow, segments should be regarded as samples, not as comprehensive examples. At the same time, an attempt has been made to identify areas where major transportation breakthroughs or the provision of critical services occurred. (See Table 5.)

(i) Maritime routes

Natural regions: 2, 27, 29c, 31, 32, 33, 34, 35, (appropriate marine regions may be added).

Major regions: coastlines where Maritime contact is most fully developed; major ports are located here (in regions 2, 31, 33 and 35).

Minor regions: where contact is less developed and less vital; major ports are lacking (27, 29c, 32, 34).

(ii) Inland routes

Natural regions: 1, 2, 3, 4, 8, 10, 11, 12, 14, 17, 19c, 27, 29a, 29b.

Major regions: these are associated with major waterways, the St. Lawrence - Great Lakes (29b, 29a), and the Red-Assiniboine and Saskatchewan systems (12, 14).

Minor regions: these are associated with less travelled waterways, including the Thompson-Fraser (1, 2, 3), the Kootenay (4), the Hayes (27), the Athabaska-Mackenzie (17, 11, 8, 10) and the Saguenay (19c) systems.

(iii) Canals

Natural regions: 19b, 29a, 29b.

The major canals are the Welland (region 29a), the Rideau (19b) and the St. Lawrence canals above Montreal (29b).

2. Land Transportation

In contrast to water routes, a "network" of land transportation appears slowly. Poor access to interior areas is a major hindrance to development until after Confederation. Eventually, the system which emerges coincides with the pattern of settlement. The roads and railways which are the subject of this subtheme go where the people are. Again theme segments are difficult to regionalize. Areas indicated for trunk roads are those which were opened up by the roads. In the case of trunk railways two types of regionalization are included: those which presented

major obstacles, topographical or spatial, to railway transport; and those which emerge with a concentration of rail facilities.

(i) Trunk roads

Natural regions: 1, 2, 3, 12, 14, 29a, 29b, 30, 31, 32, 33.

Major regions: Trunk roads figures prominently in two parts of the country: in the Great Lakes - St. Lawrence Valley (regions 29a, 29b) where east-west land transport by road is still important; and the Caribou Road and the brigade trails into the interior areas of British Columbia (1, 2, 3).

Minor regions: limited road transport, preceding the coming of the railway developed in southern Manitoba (14), between Winnipeg and Edmonton (12), and in various parts of southern Quebec and the Maritimes (30, 31, 32, 33).

(ii) Trunk railways

Natural regions: 1, 3, 4, 5, 12, 13, 18, 19a, 19b, 30 (obstacles); 2, 14, 29a, 29b (concentrations).

Regions where railways overcome major obstacles:

(i) Topographic, represented primarily by mountain passes in region 5; also in regions 1, 3, 4.

(ii) Spatial, represented primarily by the expanse of the Shield (19b, 18) and to a lesser extent by distances on the open prairies (12, 13) and around the state of Maine to the St. Lawrence Valley (30).

Regions of railway and population concentration:

Major regions: the Great Lakes - St. Lawrence Corridor (29a, 29b); the

western gateway at Winnipeg (14) and the western terminus at Vancouver (2).

3. High Speed Transportation

This theme deals with transport development that has been important in two ways: in increasing the speed of connection between settled areas and in making accessible many areas which were previously isolated. In the first of the theme segments, air transport, the latter development has been emphasized. The second segment, the building of pipelines, foreshadows increased entry into isolated areas and raises questions about this impact on physical environment and native settlement.

(i) Air transport

Natural regions: 7, 10, 11, 12; 16, 17, 22, 23, 24, 25, 26, 36, 38, 39.

Major regions: emphasis has been placed on accessibility provided by air transport, particularly in otherwise isolated areas in the north. Major regions are those most affected, minor areas, less so. (From plates in Atlas of Canada).

(ii) Pipeline construction

Natural regions: 10, 11, 12.

Major pipeline construction has been in region 12. The Mackenzie Valley (10, 11) is a likely area for future construction.

THEME VI. URBANIZATION

This theme deals with the nucleation of settlement into towns and cities, from the early seventeenth century to the present time. The growth of the first urban places is a response to the European outlook towards its colonies. The outlook is military and "extractive"; concern is with production for a European market. Accordingly urban places are closely associated with the themes of European settlement, resource utilization and transportation. The subthemes recognize distinct phases in this development, from a period of dominantly colonial activities to later urban growth tied to continental expansion.

1. Planting the First Towns (to 1763)

This subtheme is concerned with the planting of the first towns. Both French and English establish a special type of urban centre, the fortress city, which serves as a model in Canada for the next 200 years. The subject of the subtheme segments are those places put down at sites associated with the great entry route into the continent, the St. Lawrence estuary. The French build a fort at Quebec at the beginning of the estuary and later, Louisbourg at its southern entrance. The English counter with the planting of Halifax. (See Table 6.)

(i) French towns

Natural regions: 29b, 33.

Major regions: Region 29b contains the most important towns of New France: Quebec, Montreal and Trois Rivières.

Minor region: Region 33 (Nova Scotia) contains Louisbourg and Port Royal.

(ii) English towns

Natural regions: 33, 35.

Major region: Region 33 (containing the major fortress, Halifax) and region 35, with the smaller town of St. John's.

2. Commercial Towns (to 1900)

This subtheme emphasizes the emergence and growth of urban places handling the export of staples, in particular cereals, wood ash and timber. The growth emphasizes again the role of the Great Lakes - St. Lawrence route as the major commercial artery between the Atlantic and interior areas of the continent. The subthemes recognize an earlier development of ports and administrative centres associated with this route in the late eighteenth and early nineteenth centuries and a later series of events in the continental interior beginning late in the nineteenth century.

(i) Ports and administrative centres

Natural regions: 29a, 29b, 31, 33, 35.

Major urban development in the nineteenth century occurs in the St. Lawrence Valley of Quebec (29b) and the Great Lakes region of Ontario (29a). Lesser urban places are St. John, Halifax and St. John's (in regions 31, 33, 35).

(ii) Interior places

Natural regions: 2, 13, 14.

Major urban growth in the interior, before 1900 occurs at Winnipeg (region 14) with lesser growth at Regina and Calgary (13) and on the west coast at Vancouver and Victoria (2).

3. Manufacturing

This subtheme deals with the emergence of manufacturing and its impact on urban growth. The subtheme segments recognize two phases. At first, manufacturing is a response to the distribution of settlement; the firms are small, numerous and widespread. By the end of the nineteenth century, a major change takes place; firms decrease in number, become larger and are increasingly concentrated in these locations. Manufacturing becomes a determinant of urban growth.

(i) Early manufacturing

Natural regions: 29a, 29b, 31, 33.

The major concentrations are in southern Ontario and Quebec (29a, 29b). Minor regions are 31 and 33, containing St. John and Halifax.

(ii) Modern manufacturing

Natural regions: 2, 12, 14, 29a, 29b.

The major regions are those containing Toronto and Montreal (29a, 29b). Minor regions are based on Vancouver (2), Edmonton (12) and Winnipeg (14).

4. Metropolitanism

This subtheme recognizes a special type of urban growth. At a

particular size level, the growth impetus becomes self sustaining. The urban place no longer is restricted to a local or regional market but sells nationally and internationally. Only three cities have clearly attained this level, Montreal, Toronto and Vancouver. Since Winnipeg has come close to attaining this status and Edmonton may achieve it in the near future, their regions have been listed as minor examples.

Natural regions: 2, 12, 14, 29a, 29b.

Major regions: Metropolitanism is fully developed around Montreal (in region 29b), Toronto (29a) and Vancouver (2).

Minor regions: Incipient metropolitanism is associated with Edmonton (in region 12) and Winnipeg (in region 14).

References for Theme VI

Simmons, J. and R. Simmons, Urban Canada, Toronto, 1968.

Spelt, J., Urban Development in South Central Ontario, Assen, 1955.

Stelter, G.A. and A.F. Artibise, The Canadian City, Essays in Urban History, Toronto, 1977.

THEME VII. REGIONALIZATION

The six preceding themes in this report have dealt with a defined set of man-land events changing over time. This theme attempts to synthesize these events. Although presented separately, the themes are not independent. They operate in combination with each other. This combination may be expressed in the form of regions, each possessing its own association, traditions, way of life, outlook and interests. At selected points in time the regions summarize developments which have been looked at thematically.

1. Emergence of Regions

This subtheme recognizes the emergence of regions, based upon the growth of population and the role of settlement development. Regions may be drawn at a number of points in time, to summarize important periods of development. In this report only two points have been chosen to serve as examples. Regionalization has been drawn for 1867 and 1914. These are critical dates in terms of national development and serve to present a contrast in regions over a period of time. Other critical dates may be chosen as interest warrants. Occurrences chosen are based on the extent of the ecumene (or inhabited areas). Areas of sparse population have not been included.

(i) Regions in 1867

Natural regions: 2, 14; 19b, 19c, 29a, 29b; 30, 31, 32, 33; 35.

The major regions chosen contain the leading concentrations of population and economic development in their respective regions: the Winnipeg area (in 14) for western Canada; the Great Lakes - St. Lawrence Valley (29a and 29b) in central Canada, the Halifax and St. John areas (in 31 and 33) in the Atlantic provinces, and the Avalon peninsula in Newfoundland (35).

The minor regions are the frontier areas in B.C. (2), in Ontario and Quebec (19b, 19c) and in Atlantic Canada (30, 32).

A major source of information for this and the next theme segment are population maps in the National Atlas of Canada.

(ii) Regions in 1914

Natural regions: 2, 12, 13, 14, 29a, 29b, 30, 32, 33, 35; 3, 4, 5, 18, 19a, 19b, 19c, 21, 29c, 31, 34.

Major regions are those which dominate the economy, minor regions have had lesser development and tend to be on the frontiers of the ecumene.

2. Social and Economic Contrasts

This subtheme emphasizes certain highly visible features of Canada's development which lend themselves to regional expression. The segments distinguish language as one aspect of cultural development and economic disparity as a measure of the country's material well being.

(i) The development of French and English language zones

Natural regions: 19c, 20, 29b, 29c, 30, 32 (French); 1, 2, 12, 13, 14, 29a, 33, 34, 35 (English); 18, 19b, 29b, 30, 31, 32 (Bilingual).

The major regions contain the most significant concentrations of French, English or bilingual populations. The minor regions have lesser concentrations. Data is drawn from Cartwright.

(ii) The emergence of economic disparity (areas of stress)

Natural regions: 8, 10, 11, 13, 14, 18, 19a, 19b, 19c, 30, 31, 32, 33, 34, 35.

The major regions identified are those with major economic difficulties. The minor regions also contain areas of stress but on a lesser scale. Data is drawn from Arda report (see References).

3. Regional Perceptions

This subtheme deals with the perception of regional differences in Canada and the major ways in which they have been expressed. The segments recognize two means of expression, literature and painting. A third, music, might be added but has not been substantiated at this time.

(i) Literary perception

Natural regions: 1, 2, 3, 4 (Carr, Birney, Mackay); 12, 13, 14 (Grove, Marriott, Mitchell, Roy); 18, 19b, 20 (P. Anderson, A.J.M. Smith); 19b, 29a (Leacock, Rainey, A. Creighton); 29b (Roy, MacLennan, Hémon, Klein), 32 (Montgomery), 33 (Buckler, MacLennan), 35 (Pratt).

(ii) Painting perception

Natural regions: 1 (Carr), 18, 19b (Group of Seven); 26 (Harris).

References for Theme VII

ARDA, Canada Department of Forestry, Economic and Social Disadvantage in Canada. Ottawa, 1964.

Cartwright, D.G., Language Zones in Canada. A reference supplement to the report of the second bilingual districts advisory board. Ottawa, 1976.

Gentilcore, R.L. (ed.), Canada's Changing Geography, Toronto, 1967.

Harris, R.C. and J. Warkentin, Canada Before Confederation, Toronto, 1974.

Summary

An overall summary of occurrences by themes and subthemes is presented in Table 8.

TABLE 1

Summary of occurrences by National Park Natural Regions

THEME: NATIVE ENTRY AND SETTLEMENT

Subthemes and Segments														
NPNR	1	2			3			4		5				
		i	ii	iii	i	ii	iii	i	ii	i	ii	iii	iv	v
1			•										•	
2			•										•	
3												o		
4												o		
5	o		o	o								o		
6														
7												o		
8	o	o										o		
9	•	o			o							o		
10							o							o
11		o	o		o							o		
12	o	•	•									•		
13	o	•	•									•		
14			o									o		
15		o			o		o							o
16		o	o				•							•
17		o	o		•							•		
18			•									•		
19a			•	•										
19b			o	•				o	o	o	o			
19c			o							o				
20			o							o				
21			o			o				o				•
22										o				
23										o				
24					•	•	o							o
25						•	•							
26						•	•							•
27			o				o					o		
28						o	o							
29a		•	•	o				•	•			•		
29b			o					o	o			o		
29c										o				
30										o				
31										o				
32										o				
33		•	o							•				
34			•			o				o				
35			o			o				•				
36						o	o							o
37					•		o							o
38														o
39					•	•	•							o

(i) Major occurrences •

(ii) Minor occurrences o

TABLE 2

Summary of occurrences by National Park Natural Regions

THEME: EUROPEAN ENTRY

NPNR	Subthemes and Segments												Totals	
	1			2			3			4			(i)	(ii)
1						•							1	-
2						•							1	-
3											•		1	-
4													-	1
5											o		-	1
6													-	-
7													-	-
8											o		-	1
9													-	-
10													-	-
11												o	-	1
12											o	•	1	1
13												o	-	1
14											•		1	-
15											o		-	1
16													-	-
17											o	o	-	2
18											o	o	-	2
19a											o	•	1	1
19b						o					•		1	1
19c											o		-	1
20											o		-	1
21	o												-	1
22													-	-
23													-	-
24													-	-
25						o							-	1
26	o		•			•			•				3	1
27						o					•	•	2	1
28						o			o				-	2
29a						o					•		1	1
29b			•			•					•		3	-
29c			o			o							-	2
30			o						o				-	2
31			o			o			o				-	3
32			o			o			o				-	3
33						o			o				-	2
34	•	•							•				3	-
35		o						•	•				2	1
36						•							1	-
37						o							-	1
38						o							-	1
39													-	-

(i) Major occurrences •

(ii) Minor occurrences o

TABLE 3

Summary of occurrences by National Park Natural Regions

THEME: EUROPEAN SETTLEMENT

Subthemes and Segments

NPNR	1 2 3			4				5			6					Total	
				i	ii	iii	iv	i	ii	iii	i	ii	iii	iv	v	(i)	(ii)
1									o		o					-	2
2							•				o					1	1
3											o					-	1
4											o					-	1
5											o					-	1
6																-	-
7																-	-
8																-	-
9																-	-
10																-	-
11																-	-
12						o				o					•	1	2
13						o				o	o				o	-	4
14						•				•	o				o	2	2
15																-	-
16																-	-
17																-	-
18												o				-	1
19a											•	•				-	-
19b			o	o	o			o								-	4
19c				o												-	1
20				o												-	1
21											o					-	1
22											o					-	1
23																-	-
24											o					-	1
25																-	-
26																-	-
27																-	-
28																-	-
29a			•		•			•			o		o		•	4	2
29b	•		o	•				o			o		•		o	3	4
29c	o			o												-	2
30	o			o	o						•					1	3
31	o		•				o						o			1	3
32	o		o					o					o			-	5
33	•	•	o					•					o			3	2
34																-	-
35		•						•					o			2	1
36																-	-
37																-	-
38																-	-
39																-	-

(i) Major occurrences •

(ii) Minor occurrences o

TABLE 4

Summary of occurrences by National Park Natural Regions

THEME: RESOURCE UTILIZATION

Subthemes and Segments																
NPNR	1			2			3			4			5		Total	
	i	ii	iii	i	ii	iii	i	ii	iii	i	ii	iii	i	ii	(i)	(ii)
1					•	•			•	•		•	•	•	7	1
2			•		•	•				•		•			4	-
3		•	•				•	•							1	3
4		•						•							1	1
5		•											•		1	2
6															-	-
7							•								1	-
8															-	-
9															-	-
10											•				-	1
11											•	•			-	2
12	•	•					•					•	•		3	2
13	•	•					•						•		2	2
14	•	•					•								-	3
15															-	-
16												•			1	-
17												•			-	1
18						•	•	•	•			•		•	2	4
19a							•	•	•						-	-
19b				•	•	•	•	•	•				•	•	3	5
19c						•			•						1	1
20				•	•	•			•				•	•	1	5
21										•					-	1
22								•				•			2	-
23															-	-
24															-	-
25															-	-
26												•			-	1
27											•	•			1	1
28															-	-
29a	•	•	•	•	•										2	3
29b	•	•	•	•	•										2	3
29c					•								•		-	2
30								•					•		-	2
31				•	•					•			•		3	1
32	•		•	•	•					•				•	3	3
33	•									•			•		1	2
34											•				1	-
35										•			•	•	1	2
36															-	-
37															-	-
38															-	-
39															-	-

(i) Major occurrences •

(ii) Minor occurrences •

TABLE 5

Summary of occurrences by National Park Natural Regions

THEME: TRANSPORT DEVELOPMENT

NPNR	Subthemes and Segments						Total		
	1			2		3		(i)	(ii)
	i	ii	iii	i	ii	i	ii		
1		o		•	o			1	2
2	o	o		•	•			2	2
3		o		•	o			1	2
4		o			o			-	2
5					•			1	-
6								-	-
7						•		1	-
8		o						-	1
9								-	-
10		o				•	o	1	2
11		o				•	o	1	2
12		•		o	o	•	•	3	2
13					o			-	1
14		•		o	•			2	1
15								-	-
16						•		1	-
17		o				•		1	1
18					•			1	-
19a					o			-	1
19b			•		•			2	-
19c		o						-	1
20								-	-
21								-	-
22						o		-	1
23						o		-	1
24						o		-	1
25						•		1	-
26						o		1	-
27	o	o						-	2
28								-	-
29a		•	•	•	•			4	-
29b		•	•	•	•			4	-
29c	o							-	1
30				o	o			-	2
31	•			o				1	1
32	o			o				-	2
33	•			o				1	1
34	o							-	1
35	•							1	-
36						o		-	1
37								-	-
38						o		-	1
39						o		-	1

(i) Major occurrences: • (ii) Minor occurrences: o

TABLE 6

Summary of occurrences by National Park Natural Regions

THEME: URBANIZATION

Subthemes and Segments									
NPNR	1		2		3		4	(i)	(ii)
	i	ii	i	ii	i	ii			
1								-	-
2				o		o	•	1	2
3								-	-
4								-	-
5								-	-
6								-	-
7								-	-
8								-	-
9								-	-
10								-	-
11								-	-
12						o	o	-	2
13				o				-	1
14				•		o	o	1	2
15								-	-
16								-	-
17								-	-
18								-	-
19a								-	-
19b								-	-
19c								-	-
20								-	-
21								-	-
22								-	-
23								-	-
24								-	-
25								-	-
26								-	-
27								-	-
28								-	-
29a			•		•	•	•	4	-
29b	•		•		•	•	•	5	-
29c								-	-
30								-	-
31				o		o		-	2
32								-	-
33		o	•	o		o		1	3
34								-	-
35			o	o				-	2
36								-	-
37								-	-
38								-	-
39								-	-

(i) Major occurrences •

(ii) Minor occurrences o

TABLE 7

Summary of occurrences by National Park Natural Regions

THEME: REGIONALIZATION

NPNR	Subthemes and Segments						Total	
	1		2		3		(i)	(ii)
	i	ii	i	ii	i	ii		
1		•			•	•	3	-
2	o	•	•		•		3	1
3		o	o		o		-	3
4		o	o		o		-	3
5		o	o				-	2
6		o					-	1
7		o					-	1
8		o		o			-	2
9		o					-	1
10		•		•			2	-
11		•		o			1	1
12		•	•		•		3	-
13		•	•	•	o		3	1
14	•	•	•	•	•		5	-
15		o					-	1
16		•					1	-
17		•					1	-
18		•	o	•	•	•	4	1
19a		o	o	o			-	3
19b	o	•	o	o	o	•	2	4
19c	o		o	o			-	3
20		o			•		1	1
21		•	o				1	1
22		o					-	1
23		o					-	1
24		o					-	1
25		•					1	-
26		•				o	1	1
27		•					1	-
28		o					-	1
29a	•	•	•		•		4	-
29b	•	•	•		•		4	-
29c		o	o				-	2
30	o	•	•	o			2	2
31	o	•	o	o			1	3
32	•	o	•	•	•		4	1
33	•	•	•	o	•		4	1
34		o	o	o			-	3
35	•	•	•	o	•		4	1
36		•					1	-
37		o					-	1
38		o					-	1
39		•					1	-

(i) Major occurrences •

(ii) Minor occurrences o

TABLE 8

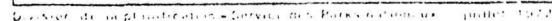
Summary of occurrences by themes and natural regions

MAJOR AND MINOR OCCURRENCES BY THEMES

NPNR	Major occurrences							Minor occurrences							NPNR
	I	II	III	IV	V	VI	VII	I	II	III	IV	V	VI	VII	
1	2	1	-	7	1	-	3	-	-	2	1	2	-	-	1
2	-	-	1	4	2	2	3	1	-	1	-	2	1	1	2
3	-	1	-	1	1	-	-	1	-	1	3	2	-	3	3
4	-	-	-	1	-	-	-	1	-	1	1	2	-	3	4
5	-	-	-	1	1	-	-	4	1	1	2	-	-	2	5
6	-	-	-	-	-	-	-	-	-	-	-	-	-	1	6
7	-	-	-	1	1	-	-	1	-	-	-	-	-	1	7
8	-	-	-	-	-	-	-	3	1	-	-	1	-	2	8
9	1	-	-	-	-	-	-	3	-	-	-	-	-	1	9
10	-	-	-	-	1	-	2	2	-	-	1	2	-	-	10
11	-	-	-	-	1	-	1	4	-	-	2	2	-	1	11
12	3	1	1	3	3	-	3	1	1	2	2	2	2	-	12
13	3	-	-	2	-	-	3	1	1	4	2	1	1	-	13
14	-	1	2	1	2	1	5	2	-	2	3	1	2	-	14
15	-	-	-	-	-	-	-	4	1	-	-	-	-	1	15
16	2	-	-	1	1	-	1	2	-	-	-	-	-	-	16
17	2	-	-	-	1	-	1	2	2	-	1	1	-	-	17
18	2	-	-	1	1	-	4	-	2	1	4	-	-	1	18
19a	2	1	2	-	-	-	-	-	1	-	-	1	-	3	19a
19b	1	1	-	3	2	-	2	5	1	4	5	-	-	4	19b
19c	-	-	-	1	-	-	3	2	1	1	1	1	-	1	19c
20	-	-	-	1	-	-	1	2	1	1	5	-	-	1	20
21	1	-	-	-	-	-	1	3	1	1	1	-	-	1	21
22	-	-	-	2	-	-	-	1	-	1	-	1	-	1	22
23	-	-	-	-	-	-	-	1	-	-	-	1	-	1	23
24	2	-	-	-	2	-	-	2	-	1	-	-	-	1	24
25	2	-	-	-	1	-	1	1	1	-	-	-	-	-	25
26	3	3	-	-	1	-	1	-	1	-	1	-	-	1	26
27	-	2	-	1	-	-	1	2	1	-	1	2	-	-	27
28	-	-	-	-	-	-	-	2	2	-	-	-	-	1	28
29a	5	1	4	2	4	4	4	1	1	2	3	-	-	-	29a
29b	-	3	3	2	4	5	4	4	-	4	3	-	-	-	29b
29c	-	-	-	-	-	-	-	1	2	2	2	1	-	2	29c
30	-	-	1	-	-	-	2	1	2	2	3	2	-	2	30
31	-	-	1	3	1	-	1	1	3	1	3	1	2	3	31
32	-	-	-	3	-	-	4	1	3	4	3	2	-	1	32
33	2	-	3	1	1	1	4	1	2	2	2	1	3	1	33
34	1	3	-	1	-	-	-	2	-	-	-	1	-	3	34
35	1	2	2	1	1	-	4	2	1	1	2	-	2	1	35
36	-	1	-	-	-	-	1	3	-	-	-	1	-	-	36
37	1	-	-	-	-	-	-	2	1	-	-	-	-	1	37
38	-	-	-	-	-	-	-	1	1	-	-	1	-	1	38
39	3	-	-	-	-	-	1	1	-	-	-	1	-	-	39

TABLE 9
 Historical Theme Representation in National Park Natural
 Regions, by Major and Minor Occurrences

NPNR	Major Occurrences	Minor Occurrences	NPNR	Major Occurrences	Minor Occurrences
1	14	5	20	2	10
2	12	6	21	2	7
3	3	10	22	2	4
4	1	8	23	-	3
5	2	10	24	4	4
6	-	1	25	4	2
7	2	2	26	8	3
8	-	7	27	4	6
9	1	4	28	-	5
10	3	5	29a	24	7
11	2	9	29b	21	11
12	14	10	29c	-	10
13	8	10	30	3	12
14	12	10	31	6	14
15	-	6	32	7	14
16	5	2	33	12	12
17	4	6	34	5	6
18	8	8	35	11	9
19a	5	5	36	2	4
19b	9	19	37	1	4
19c	4	8	38	-	4
			39	4	2





Man-Land Themes in Canadian History

I. Native Entry and Settlement

1. Post glacial entry
(to 27,000 B.P.+)
2. Post glacial settlement (to 11,500 B.P.)
 - (i) Palaeo - Indian settlement (to 11,500 B.P.)
 - (ii) Archaic settlement (to 8,500 B.P.)
 - (iii) Initial woodland settlement (to 3,000 B.P.)
3. Arctic entry and settlement
 - (i) Pre-Dorset settlement (to 5,000 B.P.)
 - (ii) Dorset settlement (to 3,000 B.P.)
 - (iii) Thule settlement (to 1,000 B.P.)
4. The entry of farming
 - (i) Early farmers (to 1,000 B.P.)
 - (ii) Climax farmers (to 600 B.P.)
5. Post contact native settlement
 - (i) Eastern hunters, fishermen and gatherers
 - (ii) Eastern farmers
 - (iii) Interior hunters, fishermen and gatherers
 - (iv) Pacific Coast fishermen
 - (v) Arctic hunters (Inuit)

II. European Entry

1. Discovery (before 1600 A.D.)
 - (i) The first landings
 - (ii) Rediscovery

(iii) Northern entry

2. Exploration and mapping

(i) The French in the 17th century

(ii) The search for the Northwest Passage

(iii) Mapping the Pacific Coast

3. The early fisheries

(i) The English fishery

(ii) The French and Portuguese fisheries

(iii) Whaling

4. The early fur trade

(i) The French trade in the east

(ii) French and British trade in the interior

(iii) Intensive competition

III. European Settlement

1. The French Settlements

2. Early British settlements (before 1780)

3. The coming of the Loyalists

4. Organizing the land

(i) The seigneurial system

(ii) The township system

(iii) River lots and sections

(iv) Lower mainland (B.C.)

5. Group settlements in the 19th Century

(i) Group settlement in the Atlantic Provinces

- (ii) Groups in Ontario and Quebec
- (iii) Groups in the west

6. Delimitation and defense

- (i) Delimiting the international boundary
- (ii) Defining provincial boundaries
- (iii) British-French conflict
- (iv) British-American conflict
- (v) Conflict in the west

IV. Resource Utilization

1. Farming the land

- (i) Grain farming
- (ii) Livestock ranching and agriculture
- (iii) Special crops and livestock

2. Using the forest

- (i) The square timber trade
- (ii) Timber and shipbuilding
- (iii) The pulp and paper industry

3. Mining

- (i) Gold and silver mining
- (ii) Other minerals
- (iii) Energy resources

4. Fishing and hunting

- (i) The commercial fisheries
- (ii) The fur trade
- (iii) Subsistence hunting and fishing

5. Resource conservation

- (i) Resource management
- (ii) Recreational resource development

V. Transport Development

1. The role of water
 - (i) Maritime routes
 - (ii) Inland routes
 - (iii) Canals
2. Land transportation
 - (i) Trunk roads
 - (ii) Trunk railways
3. High speed transportation
 - (i) Air transport
 - (ii) Pipeline construction

VI. Urbanization

1. Planting the first towns (to 1763)
 - (i) French towns
 - (ii) English towns
2. Commercial towns (to 1900)
 - (i) Ports and administrative centres
 - (ii) Interior places
3. Manufacturing
 - (i) Early manufacturing
 - (ii) Modern manufacturing
4. Metropolitanism

VII. Regionalization

1. The emergence of regions
 - (i) Regions in 1867
 - (ii) Regions in 1914
2. Social and economic contrasts
 - (i) The development of French and English language zones

(ii) The emergence of economic disparity

3. Regional perceptions

(i) Literary perception

(ii) Painting perception

NATIONAL PARKS HISTORICAL THEME STUDY

PART III

The application of the thematic system to selected
National Parks and Natural Areas of Canadian
Significance.

R. Louis Gentilcore

August 10, 1978

National Parks Historical Theme Study

Part III

In this report, the historical man-environment themes which are set out in Part I and applied to the national park natural regions in Part II, are applied to a National Park and a Natural Area of Canadian Significance (NACS) in each of the country's five administrative divisions.

The representation of themes, by major and minor occurrences, is summarized in Table 1. The summary permits some general comments to be made about representation, both by themes and by the selected areas. First, the occurrence of themes is extensive and well distributed. Secondly, representation ranges from strong to weak, reflecting the variety of areas to be found in the parks system. Themes concerned with native settlement (I, 2 and 5*), natural resources (IV, 1, 2 and 5) and the organization of land (III, 4 and 6) are most prominent. Themes moderately well represented deal with some aspects of European entry (II, 2 and 4) and further resource development (IV, 4). Representation is lacking in only a few instances, in particular where development has been spatially limited (I, 1 and 4; III, 2 and VI, 1 and 4).

The Parks and NACS selected show a range of representation that reflects their place in Canadian man-land history. Most of the

* Themes and sub-themes are identified on the accompanying outline.

National Parks are strongly associated with one or two sets of themes: Cape Breton Highlands emphasizes resource themes (IV, 2, 4 and 5); Aiyuittuq, native settlement (I, 3 and 5) and European entry (II, 1, 2 and 3); and Waterton Lakes, native settlement (I, 2 and 5) and resource utilization (IV, 1, 3 and 5). La Mauricie shows no particular concentration, exhibiting only one major occurrence in three of the themes (II, IV and VI). St. Lawrence Islands, on the other hand is strongly represented in six of the seven themes, reflecting its location in the historically active St. Lawrence heartland.

Among the NACS, East Point emphasizes European settlement (III, 1, 3 and 6) and resource utilization (IV, 1 and 5) and Anticosti Island shows a similar emphasis (III, 1 and 4; IV, 2 and 5). Manitoulin Island is associated with three themes (I, 2 and 5; III, 4 and 5; IV, 1, 2 and 5); Grasslands is strongly represented in five themes and the Queen Charlotte Islands emphasizes native settlement (I, 2 and 5) and resource utilization (IV, 2 and 4).

Table 1
Representation of themes in selected National Parks*
and Natural Areas of Canadian Significance*

Themes**											Occurrences***	
	1	2	3	4	5	6	7	8	9	10	Major	Minor
I.												
1.											0	0
2.		0	•		•	0		•	•	•	5	2
3.				•							1	0
4.											0	0
5.	0	0	•	•	•	•	0	•	•	•	7	3
II.												
1.	0	0		•			0				1	3
2.		0	•	•			0			•	3	2
3.	•			•			0				2	1
4.		•	•		0			0	•	0	3	3
III.												
1.						•	•				2	0
2.											0	0
3.			•			0					1	1
4.	0	0	•			•	•	•	•		5	2
5.	0				0	0		•	•		2	3
6.	0		•	0	•	•	0		•	0	4	4
IV.												
1.					•	•		•	•		4	0
2.	•	•	0				•	•		•	5	1
3.		0			•					0	1	2
4.	•			•						•	3	0
5.	•		•		•	•	•	•		0	6	1
V.												
1.		0	•			0	0	0		0	1	5
2.		0			0				•		1	2
3.				•							1	0
VI.												
1.											0	0
2.		0	•								1	1
3.		•									1	0
4.											0	0

(cont'd)

Table 1 (cont'd)

Themes**												Occurrences***	
	1	2	3	4	5	6	7	8	9	10		Major	Minor
VII.													
1.						●			0			1	1
2.	0	0				●			●			2	2
3.				●	0				0	●		2	2

* National Parks

1. Cape Breton Highlands
2. La Mauricie
3. St. Lawrence Islands
4. Auyuittuq
5. Waterton Lakes

* Natural Areas of Canadian Significance

6. East Point
7. Anticosti Island
8. Manitoulin Island
9. Grasslands
10. Queen Charlotte Islands

** Themes and sub-themes are identified on the accompanying outline.

*** ● Major occurrence
 0 Minor occurrence

Man-Land Themes in Canadian History

I. Native Entry and Settlement

1. Post glacial entry
(to 27,000 B.P.+)
2. Post glacial settlement (to 11,500 B.P.)
 - (i) Palaeo - Indian settlement (to 11,500 B.P.)
 - (ii) Archaic settlement (to 8,500 B.P.)
 - (iii) Initial woodland settlement (to 3,000 B.P.)
3. Arctic entry and settlement
 - (i) Pre-Dorset settlement (to 5,000 B.P.)
 - (ii) Dorset settlement (to 3,000 B.P.)
 - (iii) Thule settlement (to 1,000 B.P.)
4. The entry of farming
 - (i) Early farmers (to 1,000 B.P.)
 - (ii) Climax farmers (to 600 B.P.)
5. Post contact native settlement
 - (i) Eastern hunters, fishermen and gatherers
 - (ii) Eastern farmers
 - (iii) Interior hunters, fishermen and gatherers
 - (iv) Pacific Coast fishermen
 - (v) Arctic hunters (Inuit)

II. European Entry

1. Discovery (before 1600 A.D.)
 - (i) The first landings
 - (ii) Rediscovery

- (iii) Northern entry
- 2. Exploration and mapping
 - (i) The French in the 17th century
 - (ii) The search for the Northwest Passage
 - (iii) Mapping the Pacific Coast
- 3. The early fisheries
 - (i) The English fishery
 - (ii) The French and Portuguese fisheries
 - (iii) Whaling
- 4. The early fur trade
 - (i) The French trade in the east
 - (ii) French and British trade in the interior
 - (iii) Intensive competition

III. European Settlement

- 1. The French Settlements
- 2. Early British settlements (before 1780)
- 3. The coming of the Loyalists
- 4. Organizing the land
 - (i) The seigneurial system
 - (ii) The township system
 - (iii) River lots and sections
 - (iv) Lower mainland (B.C.)
- 5. Group settlements in the 19th Century
 - (i) Group settlement in the Atlantic Provinces

(ii) Groups in Ontario and Quebec

(iii) Groups in the west

6. Delimitation and
defense

(i) Delimiting the international boundary

(ii) Defining provincial boundaries

(iii) British-French conflict

(iv) British-American conflict

(v) Conflict in the west

IV. Resource Utilization

1. Farming the land

(i) Grain farming

(ii) Livestock ranching and agriculture

(iii) Special crops and livestock

2. Using the forest

(i) The square timber trade

(ii) Timber and shipbuilding

(iii) The pulp and paper industry

3. Mining

(i) Gold and silver mining

(ii) Other minerals

(iii) Energy resources

4. Fishing and hunting

(i) The commercial fisheries

(ii) The fur trade

(iii) Subsistence hunting and fishing

5. Resource conservation

(i) Resource management

(ii) Recreational resource development

V. Transport Development

1. The role of water
 - (i) Maritime routes
 - (ii) Inland routes
 - (iii) Canals
2. Land transportation
 - (i) Trunk roads
 - (ii) Trunk railways
3. High speed transportation
 - (i) Air transport
 - (ii) Pipeline construction

VI. Urbanization

1. Planting the first towns (to 1763)
 - (i) French towns
 - (ii) English towns
2. Commercial towns (to 1900)
 - (i) Ports and administrative centres
 - (ii) Interior places
3. Manufacturing
 - (i) Early manufacturing
 - (ii) Modern manufacturing
4. Metropolitanism

VII. Regionalization

1. The emergence of regions
 - (i) Regions in 1867
 - (ii) Regions in 1914
2. Social and economic contrasts
 - (i) The development of French and English language zones

(ii) The emergence of economic disparity

3. Regional perceptions

(i) Literary perception

(ii) Painting perception

1. Cape Breton Highlands National Park

National Park Natural Region: 31, Maritime Acadian Highlands.

1. Native Entry and Settlement

2. Post Glacial Settlement

Archaeological evidence for Palaeo-Indian and Archaic settlement is very scant on Cape Breton Island, although the well known Debert site in central Nova Scotia indicates its presence in this part of Canada. Undoubtedly, a search for sites would uncover further evidence. The sites at North Aspy, particularly pertinent to the park, and at Little Narrows to the south, indicate an occupancy least 3,000 years old and an association with the Maritime Archaic tradition. At present, however, evidence is too scanty to permit designation of this sub-theme for the park area.

5. Post Contact Native Settlement

(i) Eastern hunters, fishermen and gatherers

At the time of European contact, the inhabitants of Cape Breton Island are the Micmac Indians, nomadic hunters and gatherers of the Eastern Woodland culture. During the winter, they hunt moose, caribou and other woodland game. In the summer, they move to the shores where they obtain fish, shell fish and berries. They use birch bark to make wigwams and canoes. The simple culture and economy of the Micmac, compared with some of their neighbours, may reflect an early migration to the area and a geographical isolation from the diffusion of ideas and

technology.

The Micmac carry on no agriculture. Even after contact, they remain migratory hunters, fishers and collectors, living in the late eighteenth century much as they had done in the centuries preceding. Their contributions to European settlement include the use of birch bark for canoes, containers and buildings; a lore of fishing and hunting; a knowledge of local nuts, roots and berries; and the making of clothing and footwear from local materials.

II. European Entry

1. Discovery and Rediscovery

Cape Breton may have been visited by Norsemen, sailing south from Vinland, in northern Newfoundland. Later, some part of the Cape Breton coast, such as Cape North, on Aspy Bay, may have been the location of John Cabot's landfall in June, 1497. Cabot's return brings news of the rich fishery and contributes to the subsequent voyages to the east coast by fishermen from many countries. There is no evidence of Jacques Cartier landing on any part of Cape Breton. On his second voyage, in 1535, he sights Cape North, which he names Cap de Saint Raoul, and Cape Smoky, which he names Cap Enfumé.

2. Exploration and Mapping

The first accurate depiction of Cape Breton is made by Champlain on his maps of 1612 and 1632. His account of the island is brief but informative (Vol. I, 467-468).

3. The Early Fisheries

In the early part of the sixteenth century, fishermen from European countries seek landing places close to the fishing grounds to dry their fish. The coves of Cape Breton become important for this purpose. The first recorded example of this activity in Maritime Canada occurs at Ingonish where the Portuguese, under Joao Alvares Fagundes, establish a settlement around 1525. Although it lasts only a year, the settlement illustrates the extent to which Europeans have come to know the coasts of North America. The harbour at Ingonish has excellent facilities: two bays, each with a protected harbour and in each, a sand beach with a level area for curing the catch. No other place in Cape Breton has these advantages.

III. European Settlement

1. The French Settlements

Under the terms of the Treaty of Utrecht in 1713, the French retain Cape Breton Island (Ile Royale) with the right to fortify it. The French bring a group of 180 settlers, mainly fishermen and their families from Placentia, in Newfoundland, as the first step towards establishing a permanent settlement. Louisbourg (formerly English Harbour) becomes the capital and chief settlement. To the north, settlement is largely non permanent and dependent upon fishing. By 1726, the port at Ingonish is second only to Louisbourg in the number of men fishing off the coast.

These activities in the early part of the eighteenth century, though removed from the mainstream of French concern, establish two main

features in the subsequent history of the Cape Breton Highlands area: the continued attachment to fishing and the role of the French as a major population. The arrival of small groups of Acadians, from Nova Scotia and later, Prince Edward Island, is part of the latter development.

4. Organizing the Land

(ii) The township system

Although the Cape Breton Highlands are not included as a major or minor example of this theme segment, they do come under the influence of early land organization. With the introduction of British rule in 1763, Cape Breton is annexed to Nova Scotia and included in the areas to be surveyed under the commission to Samuel Holland. The Holland survey has little to say on the Highlands although it contains some vivid descriptions of the difficulties of surveying the coast. Three small areas are organized as part of York county: Township 68, comprising the Cheticamp area where a fishery is recommended; Township 69, around Ingonish where a fishing station and the presence of cleared land is noted; and Township 70, on Aspy Bay at the site of a old fishing station.

5. Group Settlement

(ii) Group settlement in the Atlantic Provinces

Group settlement by French Newfoundlers and Acadians has already been noted. The major example is that of the Scots who begin arriving on Cape Breton Island after 1820. Although they settle mainly in the southern part of the island, small communities also move to the Highlands where they become the dominant population. One of the remarkable

examples occurs at St. Ann, on the Cabot Trail, some 25 miles south of the park. Here in 1820, a group of dispossessed Scottish Highlanders, under Norman McLeod, establish one of the first viable Scots communities on Cape Breton Island.

6. Delimitation and Defense

(iii) British-French conflict

Although the Highlands are not directly involved in the conflict between France and England, the island as a whole plays an important role. France builds the mighty fortress at Louisbourg as a key to her retention of Canada. The sieges of Louisbourg involve not only the French and the English but also the New Englanders, foreshadowing the later conflict between England and the United States.

IV. Resource Utilization

The original policy of the British government on taking control of Cape Breton accurately assesses the resource base of the Highlands. The policy is to keep Cape Breton as a base for the fishing industry and as a timber reserve for the British navy. In subsequent settlement activity, farming is present but not as a dominant or commercial activity. In the Highlands, there are pockets of good soils (such as in the Cheticamp area). An agriculture based on hay, perhaps oats (not wheat) and the raising of livestock is introduced by the Acadians and by other groups, such as the Scots. But the mainstay of the Highlands, from the first exploitation by the Portuguese to the present, has been fish and timber.

2. Using the Forest

In historic terms and in comparison to New Brunswick, the Cape Breton timber resource has been a very minor one. The first load of timber logged off by early settlers leaves St. Ann's in 1818. In 1841, timber merchants appear in Ingonish. However, the main feature in the Highlands has been the establishment in the coastal areas of small mills, operated by one or two men. The site of one of these, a small lumber and shingle mill which burned in 1930, is located near the Cheticamp campground.

4. Fishing

(i) The commercial fisheries

The fishing grounds around Cape Breton Island have been the basis of livelihood and exploitation since the arrival of man. The commercial fishery, introduced by the Portuguese in the 16th century and reintroduced and developed by the French in the 18th century, has been the basis of Highland settlement. The main fish is cod which is dried; mackerel, herring and salmon which is stored in barrels. Lobster is trapped; fish is canned and made into oil. The main processing centre in the Highlands is at Cheticamp. Old fishing stations, such as the one at Cap Rouge, emphasize the historic migratory aspect of fishing, with the men moving significant distances to carry on their work.

5. Resource Conservation

(ii) Recreational resource development

The Cape Breton Highlands with their bold headlands, vistas of

the sea, beaches of sand and gravel and a diversity of rock, topography, animals and vegetation have become a major tourist attraction. The highlight of any visit to the Maritime Provinces is a trip around the Cabot Trail. In addition to natural attractions, the Trail offers access to a variety of settlements, including the Acadian communities and small fishing villages.

V. Transport Development

(i) Maritime routes

The Cape Breton Highlands lie outside the areas of important Maritime connections. The seas around Cape Breton are rough and dangerous, bedevilled by storms and ice. One historic Maritime communications development may be noted. In 1856, a submarine cable is laid between Cape North and Cape Ray in Newfoundland. In 1866 when a submarine cable is laid between Newfoundland and Britain, messages are sent across the Atlantic and via Aspy Bay in the Highlands to mainland North America. A telegraph office is set up at Cape North and functions for a few years.

VI. Urbanization

No major or significant minor urban development has occurred in the Cape Breton Highlands. Villages, where the life of the Highlands has been organized, are part of the fishing and forestry themes. These include Cheticamp with its history of French settlement, Ingonish with its long association with fishing activity and fishing villages or hamlets such as Neil Harbour, New Haven and White Point.

VII. Regionalization

1. Regions in 1867 and 1914

Although the region 31 (Maritime Acadian Highlands) of which the Highlands are a part is identified in these regionalizations, the Highlands themselves do not contribute. The Highlands have always been associated with scanty populations; there has been little regional development.

2. Social and Economic Contrasts

(i) The Highlands retain a bilingual element in their culture, a heritage of Acadian and Scottish settlement.

(ii) The Highlands with the rest of Cape Breton, has been an area of economic difficulty. Dependence on fishing, a marginal economy in an area removed from the main fishing areas, has resulted in sizeable migrations, in particular to New England.

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2. La Mauricie National Park

National Park Natural Region: 19b, Central Great Lakes - St. Lawrence Precambrian Region.

I. Native Entry and Settlement

2. Post Glacial Settlement

Very little archaeological work has been done in and around the park area. Reconnaissances carried out along banks of rivers and lakes indicate that numerous sites could be identified. Troglyphs on the cliffs of Lake Wapizagonka may be the oldest rural vestiges in Eastern Canada. Numerous Archaic artifacts have been found, including scrapers, knives, millstones and potsherds; and more recent axes, hammers, gouges, arrowheads and scraping tools. The most promising sites are in areas around Lakes Wapizagonka, Caribou, Marechal, Terrier, Webber and Anti-kagamac and in the smaller lakes forming a natural habitat between the St. Maurice and Mattawin Rivers.

5. Post Contact Native Settlement

(i) Eastern hunters, fishermen and gatherers

The native peoples most closely associated with the park areas are the Attikamêgue or "Poissons-Blancs" who come down the St. Maurice River to Trois Rivières to trade. Decimated by the Iroquois, they are little mentioned after 1660. The Attikamêgues are Algonkins, one of a number of nomadic people located north of the St. Lawrence between the Montagnais on the east and the Ojibwa of the Great Lakes region on the

west. Living exclusively by hunting and fishing, they utilize two environments: the densely wooded areas in the interior where the best hunting and trapping is found and the rivers and lakes where some of them come to fish in the spring. The bands are small and their distribution over large tracts of territory results in little contact with Europeans.

II. European Entry

1. Discovery

Jacques Cartier passes the site of Trois Rivières at the mouth of the St. Maurice River on his way to Hochelaga in September, 1535. On the way back, he explores the lower reaches of the river.

2. Exploration and Mapping

Champlain first notes the sites of Trois Rivières on his voyage up the St. Lawrence River in 1603. Later, in 1634, he sends Sieur de Laviolette to establish a post here. The first voyage by a European up the St. Maurice River to its headwaters is achieved by the Jesuit, Jacques Buteux, who sets out to found a "New Huronia" among the Attikamégués in 1650-51. Buteux does not succeed in his goal of reaching the Hudson Bay drainage divide. The journey is later completed by two other intrepid Trifluviens, Radisson and Groseilliers, emphasizing the key position of Trois Rivières as a focus of travel into the wilderness.

4. The Fur Trade

Recognition of the St. Maurice River as a major access route into the interior and the mouth of the river as a popular stopping place for

Indians leads to the early establishment of a trading post, in 1634. The post is attacked by Iroquois and remains in trouble to the end of the century. During the blockade of the lower St. Lawrence by the Iroquois, the fur trade route is diverted from the Ottawa to the Gatineau and Vermillon Rivers and through the park areas via the Mattawin and St. Maurice to Trois Rivières.

III. European Settlement

1. The French Settlements

Early settlement is restricted to the adjacent St. Lawrence Valley lands. The park area remains an area of transit to and from the valley lands, until the nineteenth century.

4. Organizing the Land

(i) The seigneurial system

The seigneurial system is established with settlement along the St. Lawrence Valley, including the lower part of the St. Maurice River. The seigneurie of St. Maurice in the government of Trois Rivières, extends along the right bank of the river to the site of Grand' Mère, near the park's southern boundary. The adjacent seigneurie, the Jesuit's Cap-de-la-Madeleine runs north of the St. Maurice through the eastern part of the park.

IV. Resource Utilization

2. Using the Forest

The native vegetation of the park area is a coniferous and mixed

forest. Red and white pine, once extensive along the St. Maurice and other rivers, are cut for timber as early as the 1820's. Large scale exploration begins in the 1850's, with the building of a log slide and retaining booms at Shawinigan and the construction of a road into the interior. A boom in the Mauricie timber industry follows. Chantiers are built along the Mattawin River and a number of large companies extend their operations to the park area. By the 1880's, the best timber is exhausted. A new impetus is provided with the appearance of the pulp industry. A pulp mill is built at Grand' Mère in 1890, utilizing balsam fir and spruce from the park area. Other pulp and/or paper mills are built at Shawinigan, Trois Rivières, Cap-de-la-Trique and Cap-de-la-Madeleine. Cutting is intensified, leading to devastation in some areas.

The lumbering industry also brings agriculture. A number of farms, large and small, are carved out of the bush to supply hundreds of camp horses with hay and grain. A few farms belong to lumber companies, others to colonists from the nearby St. Lawrence Valley. For example, the community of Saint-Roch-de-Mékinac, directly across the river from the park, is founded in 1865 by colonists from the Babiscan region and Mount Carmel. Some farms are also established on sand and clay terraces on the west bank between Rivière à la Pêche and Mekinac Island. These are later flooded out by dam construction at Grand' Mère.

3. Mining

Iron ore is noted nearby in the St. Lawrence lowland in 1650. The industry which grows up around this resource is described under Theme VI, sub theme 3, Manufacturing.

(iii) Energy resources

The rivers and lakes of the park area contribute to hydro electric power development. In 1914, a power dam is built at Grand' Mère, raising the level of the St. Maurice River to 30 feet. The dam is part of a larger complex concentrated downstream and dominated by the power development near Shawninigan.

5. Resource Conservation

(i) Resource management

The Mauricie forests have been extensively cut over, much of them devastated. Reforestation has been carried out by the Quebec government and by some of the paper companies.

(ii) Recreational resource development

Although not yet a major tourist area, the park and its surroundings offer the scenery and activities of the Canadian Shield to large urban populations nearby.

V. Transport Development

1. The Role of Water

(ii) Inland routes

La Mauricie lies adjacent to the most important water route into the continent, that of the St. Lawrence and Great Lakes. Access to the St. Lawrence is provided by the St. Maurice and other rivers, elements of some importance in the period of water transportation.

(iii) Land transportation

Again significance attaches to La Mauricie's location near the major land corridor in eastern Canada.

VI. Urbanization

1. Planting the First Towns

There is no urban development in or very close to the park area. Trois Rivières, close by, is a major example of town development in New France.

2. Commercial Towns

Good examples of nineteenth century urban growth are provided south of the park area, by a variety of places of different size, including Trois Rivières, Shawinigan and Grand' Mère. Since the utilization of park resources was organized in these centres, their substantial effect upon the region merits study.

3. Manufacturing

(i) Early manufacturing

The sites of the first ironworks in Canada are located near the park. Beginning with a foundry established under Talon, the making of iron is carried on intermittently to the end of the 19th century. The area of operations embraces a number of locations on either side of the St. Maurice River between the park and the St. Lawrence River. Various enterprises, using local deposits of ore, appear, compete and merge between 1730 and 1908. The climax of production is reached between 1793

and 1843, with the most famous of the firms, the Forges St. Maurice, leading the way. The best preserved remains of an iron making operation are those of the Forges Grondin, near St. Boniface de Shawinigan. Foundations remain of an earlier establishment, the Forges St. Tite, north of St. Timothée.

VII. Regionalization

1. Regions in 1867, 1914

The park area itself is not part of any significant regional development, although it remains adjacent to the St. Lawrence Valley which is a dominant example.

2. Social and Economic Contrasts

(i) Language zones

The language zone is French but not extensive enough to be identified.

(ii) Economic disparity

Total dependence on the timber resource in an area marginal for other activity has caused economic problems here as elsewhere throughout the shield margins north of the St. Lawrence River. Bleak prospects have led to emigration.

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3. St. Lawrence Islands National Park

National Park Natural Regions: 19b, Central Great Lakes - St. Lawrence
Precambrian Region

29a, West St. Lawrence Lowland

I. Native Entry and Settlement

2. Post Glacial Settlement

(ii) Great Lakes archaic

The Thousand Islands and the adjacent shoreline contain sites identified as Laurentian Archaic (5500-3000 B.P.), representing examples of the first substantial populations of hunters and fishermen to live in southern Ontario. These people are predominantly hunters of big game (deer, bear, beaver) but smaller game, fish, shell fish and wild plant areas are also important. Men concentrate on the hunting while women tend the fish nets or gather wild berries and nuts.

(iii) Initial woodland settlement

Evidences of Point Peninsula culture (3000-1000 B.P.) also occur in the area. These people depend on the same food sources as their Laurentian predecessors, but differ in other ways. They live in small villages, have pottery and build impressive burial mounds. Diffusion of these ideas from the south emphasizes the advantageous location of the Thousand Islands in the communications system of eastern North America. There is also evidence of increased trade of stone implements and materials made of copper, silver and quartzite.

5. Post Contact Native Settlement

(ii) Eastern farmers

The Iroquois culture which the Europeans find in the St. Lawrence Valley represents a new level of achievement in man-land relationships in native North America. Essential features include corn agriculture, supplemented by hunting and fishing and the construction of large villages, frequently palisaded. The Iroquois make clay pots for cooking and grind their grain between stone mortars, a method the early European settlers adopt. First direct contact of the Ontario Iroquois with Europeans occurs in 1615, some 700 years after their recognized culture history begins.

II. European Entry

2. Exploration and Mapping

(i) The French in the 17th century

The early French explorers penetrate into the interior via the Ottawa River, avoiding the rapids of the upper St. Lawrence. The first recorded ascent of the river is made by Remy de Courcille in the summer of 1670. In 1673, Frontenac goes up the river and establishes a fur trading post at the mouth of the Cataraqui River. Next comes the explorer LaSalle who obtains the grant of Fort Cataraqui (now Fort Frontenac) and develops the fur trade there. A chart of the 1686 drawn by Jean Deshayes identifies the upper river as "Lac Des Milles Isles".

4. The Early Fur Trade

The establishment of a major fort and trading post at Fort Frontenac helps the French to hold the Iroquois in check and to extend control of

the fur trade to both sides of Lake Ontario. The presence of the fort means the regular passage of men and supplies through the Thousand Islands. This part of the river becomes well known to the voyageurs; some of the islands or the adjacent mainland may have been used as stopping places. Throughout the 17th century the French trade in this area is challenged by the Iroquois whose territory is being trespassed.

III. European Settlement

3. The Coming of the Loyalists

The north shore of the St. Lawrence is the major reception area in Ontario for the loyalist migration. Desirable sites for settlement are explored in 1783 by a party led by Justus Sherwood of the Loyal Rangers. Families arrived soon afterwards to townships just above the Thousand Islands. One of the leading families who come to the mainland adjacent to the islands are the Mallorys who arrive from Vermont in 1790. They soon become numerous and influential in Front of Yonge township. Their family records, together with similar information for other families provide a basic source for the reconstruction in detail of the settlement process experienced by the loyalists. Another prominent loyalist settler, William (Billa) La Rue built one of the first saw and grist mill on La Rue's Creek, just west of Mallorytown Landing.

4. Organizing the Land

(ii) The township system

Before the loyalists could be settled, the land had to be organized for them. The townships along the St. Lawrence offer the first examples

of the way in which land was prepared for settlement in Ontario. First, land is alienated from Indian title; instructions are then sent to surveyors; townships are blocked out; concessions and lots are marked; and finally, families draw for the land they will occupy. The complete process may be reconstructed in detail.

6. Delimitation and Defense

(i) Delimiting the international boundary

Following the War of 1812, a boundary commission is appointed to redefine and demarcate the boundary between British North America and the United States. Following the principle adopted in the Treaty of Paris in 1783, the boundary is to run through the middle of the Great Lakes and the St. Lawrence River. The Thousand Islands pose a special problem. The decision, following the advice of surveyor David Thompson, is to run the boundary around individual islands so that the country with the greater part of an intersected island is awarded the whole island. In practice, the commission proceeds from island to island, judging each case on its merits, often trading one island here for another there. Much of the final mapping of the islands is done at this time with many on the Canadian side being named for heroes in the War of 1812.

(iii, iv) British-French and British-American conflict

The location of the islands on a major navigation route, astride an international boundary has made them long-time witnesses, if not always participants, in conflict. Attacks on French fur traders by the Iroquois characterize the seventeenth century. Later, part of the French-British

struggle for control of North America is played out nearby with the capture of Fort Frontenac and Amherst's march from Oswego to Montreal, via the St. Lawrence. The river emerges as a lifeline of supply between the two key defensive points, Kingston and Montreal. Troops are stationed along the route at relay points, one of which is Mallorytown. During the War of 1812, American forces travel through the Thousand Islands on their way to a major encounter at Crysler's Farm, near Morrisburg, in 1814. Skirmishes take place closer to the Islands, at Gananoque and Brockville. A "souvenir" of British-American antagonism is located at Mallorytown Landing - the hull of HMS Radcliff, one of the last gunboats completed following the war. Another reminder of continuing military concern is the martello tower on Cedar Island, built during the western border dispute between Canada and the United States in 1846.

IV. Resource Utilization

2. Using the Forest

Good soil is a scanty resource on the Thousand Islands. Pioneer farming and subsequent developments are best studied in adjacent areas of the St. Lawrence Islands, although certain parts of Grenadier Island may be used for this purpose. The soil resource, however, is overshadowed by timber. Oak and pine are rafted down to Montreal and Quebec where they are freighted to England. Lumbering supports farming. To increase his cash resources, the farmer works in the lumber camp in winter, sells timber off his farm and makes potash from the ashes produced by burning tops and large limbs of trees removed in clearing land. Although the processing and organizing facilities of the timber trade lie outside the

area, the islands and adjacent mainland may be identified as a minor source of supply.

5. Resource Conservation

(ii) Recreational Resource Development

The Thousand Islands emerge as a well known summer resort area before 1900. The selection of islands for the building of substantial summer homes by wealthy Americans establishes a model which is copied in many other resort centres. Public interest in the area is enhanced. They become one of the leading tourist attractions in North America. Regular tours have been running for over 100 years, offering visitors an opportunity to view both outstanding scenery and houses associated with famous people.

V. Transport Development

1. The Role of Water

(ii, iii) Inland routes and canals

The park area provides an ideal setting for the unfolding of the history of navigation through the critical St. Lawrence - Great Lakes route, stretching from Newfoundland to Lake Superior. The saga begins with the Iroquois (or their predecessors); is continued by the French, first in canoes, later in the bateaux brigades of the eighteenth century (two park islands, Cedar and Milton are within the channel used); followed by the appearance of Durham boats in the nineteenth century. Steamers are first used on the St. Lawrence upstream from Lachine in 1821, leading eventually to a regular run of steamers from Lachine to Kingston (the Admiralty Islands are close to the route) and finally, steamship rides

by tourists. Navigation on the Thousand Island stretch is also associated with improvements in canal construction, beginning with the first canoes built around the Lachine rapids in 1825. The building of the Rideau System (whose entrance can be seen from Cedar Island) is also relevant, since the expensive system was constructed to furnish an alternative to the St. Lawrence lifeline. Most recently, the opening of the St. Lawrence Seaway in 1958 introduces large ships into the waterway.

VI. Urbanization

2. Commercial Towns

There are no towns within the Thousand Islands, but nearby is Kingston, one of the best examples of Canada of the development of the nineteenth century commercial town. In addition, villages in a township such as Front of Yonge might be historically reconstructed to indicate this aspect of economic and social development adjacent to the park area.

VII. Regionalization

(i, ii) Regions in 1867, 1914

The Thousand Islands are adjacent to significant regional developments in the St. Lawrence lowlands.

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4. Auyuittuq National Park

National Park Natural Region: 26, Northern Davis Region

I. Native Entry and Settlement

3. Arctic Entry and Settlement

James Houston identifies the small settlements along the southern coasts of Baffin Island as "the Athens of the Eskimo World" with "their clever sea hunters, splendid carvers and snowhouse builders, masters of swift dog teams, dancers, singers, storytellers, warm family people who help each other and respect their neighbours". (Houston, vii). From pre-historic times, dating back to pre-Dorset cultures, this has been part of the core area of Inuit development in northern Canada.

(i) Pre-Dorset settlement

The core area of the pre-Dorset period (3700-3500 B.P.) includes southern Baffin Island, where a variety of resources support a significant continuous occupation. Subsistence is based on interior and coastal hunting of land and sea mammals, including winter ice hunting. No pre-Dorset sites have been located in the park area or around Cumberland Sound.

(ii) Dorset settlement

The core area of Dorset settlement (3000-1000 B.P.) includes southern Baffin. New elements identify a marked cultural change from the previous occupance: soapstone lamps, sled-shoes, snow knives and a semi-subterranean winter house. At the same time, there is little evidence to

suggest significant changes in ecological adaptation. Sites with Dorset components have been identified on Quanirk fjord and Iejuniving Island.

(iii) Thule settlement

The Thule migration and occupance depends on a widely and evenly distributed food resource, the bowhead whale, whose range expands well to the north around 1000 A.D. Dog sleds appear for the first time as well as a variety of new weapons for hunting on land and water. Thule sites are located on Quanirk fjord, Canso Island and Maktak fjord. The latter contains the most complete site within the park, a Thule village with well preserved house structures and support features such as kayak stands, fox traps and caches.

5. Post Contact Settlement

(v) Arctic hunters

Franz Boas' classic work on the Inuit in the Cumberland Sound area in the 1880's is an excellent synthesis of the way of life of the native population. Boas plots winter, spring, summer and fall settlements for southeast Baffin Island. He emphasizes, as do other writers, the Inuit familiarity with their environment and their extensive travels over vast areas in search of food. Pertinent to the park are the descriptions and mapping of Inuit activity in this century around Pangnirtung and Broughton Island (Freeman, Vol. I, 137-146). A sensitive description of Inuit life and the consequences of white contact is provided by James Houston in his novel, The White Dawn.

II. European Entry

1. Discovery

(i) The first landings

The coasts of Baffin are sighted and visited by Norsemen during their long period of contact with Arctic North America. The Norse Helluland ("country of flat stones") is a section of the Baffin Island shoreline. Erik the Red explores the Cumberland peninsula in the summer of 982.

(iii) Northern entry

The shores of Baffin Island lie along the sea lanes to the long sought Northwest Passage and so are associated with the early European exploration of North America. The most significant initial voyages are those of John Davis (1585, 1586, 1587) who re-discovers Cumberland Sound and makes major contributions to the exploration, navigation and cartography of the shores along the strait which bears his name.

2. Exploration and Mapping

(ii) The search for the Northwest Passage

With the continued search for the northwest passage, the Cumberland peninsula shares in those voyages carrying exploration along Davis Strait, northward into Baffin Bay. Included might be some of the exploits of Robert Bylot, Thomas Button and William Baffin.

3. The Early Fisheries

(iii) Whaling

Activity in the Davis Strait region reappears with the emergence of a commercial whaling industry, early in the eighteenth century. The

resource is the bowhead whale which had sustained the Thule culture throughout the Arctic. The whale arrives early in the spring to feed on the small shrimps that live off the abundant plankton in the Arctic waters. The areas accessible to Europeans are Davis Strait and Baffin Bay which become the goal of many highly profitable voyages, mainly from British ports. The commercial products are the whale's blubber, rendered into an oil used for fuel and lighting and as a lubricant; and the balon or cartilage plates, the highly prized whalebone. By the mid-nineteenth century the depletion in more accessible areas combined with the introduction of steam power leads to penetrations beyond Baffin through Hudson Strait and Lancaster Sound.

The Cumberland Sound coast, rediscovered again in 1840 helps to stimulate the declining fortunes of the whaling industry. Scottish and American whalers arrive. In order to secure two fishing seasons from one voyage, they establish wintering stations. The Inuit come to these centres bringing skins, hides, whalebone, fresh meat and fish and to work with the whaling crews. A relationship arises, comparable to that of the European fur trader and Woodland Indians in the south 250 years before. Surviving examples of whaling stations on Cumberland Sound (including Blacklead Island and Kekerton) are outside the park. Within the park, Kitivoo on Davis Strait provides an example of one of these stations, with attached graveyard. With a bit of documentation, the site could be a source of information on whaling and the consequences of contact.

III. European Settlement

The Cumberland Peninsula makes a very telling point about European

settlement by emphasizing the lack of it. Despite the long period of contact, the extremely inhospitable environment and the lack of attractions for Europeans has resulted only in a series of brief, tentative settlement encounters. This limited activity has been concentrated on the coasts where whaling stations, trading posts, police detachments and government agencies have succeeded one another in the last 100 years.

6. Delimitation and Defense

(i) Delimiting the International Boundary

A long period of discovery and exploration establishes British claims to the islands of the Arctic. But they only slowly become part of Canada. In the latter part of the nineteenth century, activity in the Arctic is dominated by Americans, Scots and Germans. Under prodding by Britain, Canada finally declares sovereignty with passage of the Colonial Boundaries Act in 1895. In 1897 with American and Swedish expeditions active to the north, the Canadian government sends the S.S. Diana under William Wakeham to Hudson Bay and Baffin Island. At Cumberland Sound, the Union Jack is raised over the whaling station of Kekerten. The Northwest Mounted Police arrive in 1903 although the first resident detachment is not set up until 1921, at Pangnirtung. Officers travel extensively out of the post, including taking trips across the peninsula to Kivitoo. The Department of Northern Affairs and National Resources places a resident officer at Pangnirtung in 1962.

IV. Resource Utilization

4. Fishing and Hunting

(iii) Subsistence hunters and fishing

As in the historic and prehistoric past, the faunal resources of the Cumberland Peninsula continue to provide the basic sustenance for its population. Summer and winter camps are occupied by the hunters whose main food remains seal and walrus. Whale, polar bear and caribou are also hunted. Other activities include fishing, wild fowling and fox trapping. Detailed descriptions of contemporary Inuit hunting out of Pangnirtung and Broughton Island are in Freeman, Vol. 1, pp.137-146.

The strictly subsistence economy of the Inuit is modified by limited trading facilities introduced by the whaling stations. Following the collapse of commercial whaling early in this century, some of the stations are taken over by trading companies. Of the ten located on Cumberland Sound and Davis Strait, one is in the park, at Kivitoo, where a trading company is set up in 1911 and lasts until 1925. Pangnirtung is established as a trading post by the Hudson's Bay Company in 1921 and eventually becomes the central place of Cumberland Sound.

5. Resource Conservation

(i) Resource management

This might be an appropriate place to say something about the conservation of the whale resource.

V. Transport Development

1. The Role of Water

Despite the importance of travel by water for the local populations, the area is removed from maritime routes. This might change if the Northwest Passage becomes a viable route for oil tankers.

3. High Speed Transportation

The accessibility of the Cumberland Peninsula has been dramatically changed with the introduction of air travel. Regular service connects Montreal to Frobisher Bay with connecting flights to Pangnirtung and Broughton Island.

VII. Regionalization

3. Regional Perceptions

James Houston's The White Dawn is a sensitive interpretation of Inuit life and landscape. The writings of F. Boas are classical descriptions of life in the Cumberland Peninsula. Paintings by Lawren Harris and A.Y. Jackson capture essential features of the high Arctic landscape on Baffin Island. Eskimo art, in sculpture and print, proceeding out of Pangnirtung and Broughton Island, present native views of areas in and around the park.

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5. Waterton Lakes National Park

National Park Natural Region: 5, Rocky Mountains

I. Native Entry and Settlement

1. Post Glacial Entry

The park lies in the corridor east of the Rockies which was available for movement during the late stages of glaciation. As yet, no sites have been found to substantiate occupancy before 10,000 B.P.

2. Post Glacial Settlement

Waterton Lakes has the highest archaeological site density of any single small valley system in the northern Rockies. The cultural environmental sequence worked out by Reeves coincides with time divisions set up in the interior, although cultural relationships between the two classifications are not clear. In some rough way, Reeve's "early prehistoric" may tie in with Palaeo-Indian settlement and the "middle" and "late prehistoric" with Archaic settlements recognized to the east. The sites indicate an occupancy for the last 10,000 years, with a population density at least equal to that of nomadic hunters in the adjacent plains and intermontane areas. The park environment provides a number of major attractions for habitation: extensive grasslands supporting large numbers of plains bison, an abundance of fish in large lakes, a high frequency of Chinooks and two major mountain passes facilitating easy movement through the area. Reeves recognizes six life zones in the park, each of which could be utilized at some time in the year. The distribution of

camp and kill sites permits a reconstruction of patterns of settlement and seasonal activities. The basis of livelihood is the bison. Camps shift with the movement of bison from one life zone to another, supplemented by resources peculiar to each zone. Evidence of bison hunters on the valley floor goes back 8000 years, fishing activities 7500-8000 years. Tertiary basalt tools, dated as early as 10,000 B.P., indicate trade and/or cultural connection with the central Rockies.

5. Post Contact Native Settlement

(iii) Interior hunters and fishermen

Historic occupants in and around the park include the Kootenays, first described by David Thompson on his entry into the area early in the nineteenth century. By that time, the Kootenays have been driven westward by one of the Blackfoot tribes but use the South Kootenay Pass to reach the bison herds in the park area and beyond. The same pass attracts fur traders attempting to reach the British Columbia interior but the hostility of the Piegiens effectively closes passage and cuts down use of the area until the middle of the nineteenth century. The livelihood of Kootenay and Piegan continues to be the same as that of their predecessors and contemporaries on the plains, roving the grasslands in search of herds of bison.

II. European Entry

4. The Early Fur Trade

(iii) Intensive competition

David Thompson's explorations for the Northwest Company initiate

European entry. The sporadic fur trade which follows is largely diverted from this area by Blackfoot hostility and the attraction of the richer northern river routes. European exploration is resumed in the 1850's with the arrival of the Palliser expedition. A party under Thomas Blakiston finds South Kootenay Pass (naming it Boundary Pass) as well as the more famous pass to the north, later known as Crowsnest Pass. Blakiston also names the Waterton Lakes. The explorations mark the beginning of the awareness of the plains by eastern Canada.

III. European Settlement

5. Group Settlement

(iii) Groups in the west

No large agricultural community settles in the park area, but nearby, at Cardston, a Mormon group, led by Charles Card introduces farming and dairying in this part of Alberta. At the same time, in the 1880's, a handful of "farmers" moves into the valleys of the Belly and Waterton Rivers.

6. Delimitation and Defense

(i) Delimiting the International Boundary

Following Confederation, the United States and Canada set up a boundary commission to survey the forty ninth parallel from the Lake of the Woods to the Rocky Mountains. Two boundary markers are installed in the park area, at Belly River and Waterton Lake. More important, the work of the commission spurs further exploration of the area. In 1881, G.M. Dawson of the Geological Survey of Canada explores the Bow, Belly

and Red Deer valleys, writing flattering descriptions that help attract settlement to southern Alberta. Dawson is also impressed by Lake Waterton which he describes and maps. The presence of the international boundary assumes a special significance here because it separates a Canadian and an American national park. In 1932, the two parks are united as "Waterton-Glacier International Peace Park".

IV. Resource Utilization

1. Farming the Land

(ii) Livestock ranching and farming

A number of large ranching companies lease thousands of acres of land in and around the park. In 1882, W.A. Henry leases grasslands surrounding the middle and upper lakes and the Cochrane Ranch leases extend north from the lakes. Cheap grazing land attracts British investors (Lord Latham and A.S. Hill) and many small leaseholders. The ranchers attempt to keep out farming settlement but are unsuccessful.

Later the park area becomes part of proposed schemes to extend irrigation to agriculture on the prairies. Storage dams are to be built in the mountains, with two of the suggested sites located in the park. The conflict in resource use results in a public controversy and the proposals are reviewed. Subsequent irrigation surveys in the 1920's and 1930's result in the construction of a comprehensive irrigation scheme for all the prairies. A small dam is built on the Waterton River outside the park.

3. Mining

(iii) Energy resources

The park experiences two "oil booms". Oil from seepages along Oil Creek (Cameron Creek) is used by early settlers as a lubricant for their wagons. In the 1890's speculators form a company to collect the oil commercially. Two holes are sunk in Waterton Lake but the venture is unsuccessful. The second boom follows the building of the Crowsnest railway which spurs a new search for minerals in the mountains. An oil derrick and drilling machinery are installed at Oil City in 1901. Oil is struck and a townsite built. But only small quantities are obtained and in 1907 all drilling activity stops. The boom stimulates the park's development by attracting interest in the area. Visitors increase and a new period of appreciation of the park begins.

5. Resource Conservation

(ii) Recreational resource development

The park might very well serve as a model of national park history in Canada. Its establishment during the infancy of the national park movement illustrates many of the goals, trials and achievements of park development. The preservation of scenery and wildlife, the promotion of tourism, the conflict between conservation and commercial development, and changing public attitudes to park ideas are some of the national themes that could be illustrated with specific reference to Waterton Lakes. Man made landscape in the park is also part of the story. For example, the growth of "urban" activity, including the selection and functioning of the townsite, illustrates the evolution of one type of facility to carry out park

programmes.

V. Transport Development

2. Land Transportation

(ii) Railways

The region in which the park is located (the Rocky Mountains) has a special significance for land transportation because of the well known passes used by the railways. No railway (or road for that matter) goes through the park but the park environs are affected by railway development nearby. The arrival of the Crowsnest Pass line of the CPR in 1897-98 brings new life to the area. Coal mining and coke making spur other activities. Miners arrive; agriculture and ranching expand; and communities grow on the margins of the park. One of the consequences is ecological. Problems with fire lead to the appointment of the park's first Fire and Game Warden in 1901.

VII. Regionalization

3. Regional Perception

The Rocky Mountains have attracted many painters including some members of the Group of Seven. Something may have been done in Waterton.

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1. East Point, Prince Edward Island

Natural Area of Canadian Significance No. 3

National Park Natural Region: 32, *Maritime Plain*

I. Native Entry and Settlement

2. Post Glacial Settlement

(i) Palaeo-Indian settlement

Palaeo-Indian presence on the island is indicated by the Basin Head site in the East Point area. Fluted, projectile points found here correlate with similar ones at Debert (10,600 B.P.). The spread of hunters to the island, probably in pursuit of caribou herds, occurs at a time when a land bridge facilitates passage from New Brunswick.

(ii) Archaic settlement

About 5500 B.P. a new people move northward from what is now the eastern United States into the Maritime Provinces. Mounds of decaying shells, particularly on the north shore, mark their former campsites. The Shellfish people dry and smoke clams and oysters for winter use. Lime from the shells has preserved bones of fish, birds and animals revealing an extremely varied diet, including thirty kinds of birds used for food.

5. Post Contact Native Settlement

The historic native occupants of Prince Edward Island, as in Nova Scotia, Cape Breton and much of New Brunswick, are the Micmacs. The

chief resources for food and clothing are caribou, moose, porcupine, seals, duck, geese, salmon, cod, halibut and shell fish. Birch bark is used to make canoes, lodges, containers and cooking vessels. Seasonal migration is the reverse of the Inuit, the Micmac moving inland for big game in the winter and to the sea coast in the summer for fish. The movement is accentuated in the sixteenth and seventeenth centuries in response to trade introduced by Europeans. The eastern peninsula of the island is a marginal area for activity, the major concentration of Micmac being to the west around the Bedeque-Malpeque isthmus.

II. European Entry

1. Discovery

Cartier's landfalls on Prince Edward Island have not been well identified. Observations seem to indicate the western parts of the island but Cartier's descriptions of the landscape as "the most temperate land that one could ask for" forecast subsequent appraisals of all parts of the island.

2. Exploration and Mapping

Major French interests to the west in Canada, and to the south and east in Acadia and Cape Breton leave the island imperfectly known until the 1760's. Champlain refers to the island in 1604 but it does not appear reasonably portrayed and named (Ile St. Jean) until his map of 1632. Sporadic descriptions appear after 1720, with particular emphasis on the boat harbours of the northern coast.

3. The Early Fisheries

The coves and harbours of the island must have been used by fishermen who also establish some contact with the Micmacs. But the record of these activities is scant; for the eastern part of the island, they are non-existent.

III. European Settlement

1. The French Settlements

The first proprietary grant on the island (in the Charlottetown area) is made by the French in 1719, but Acadians from Nova Scotia begin to arrive before this, in particular to the areas around St. Peter's and Tracadie harbours. A smaller settlement emerges at South Lake, southwest of East Point. Detailed censuses exist from 1752 and 1753, indicating a spreading out of settlement in the main areas and the survival of a handful of families near East Point. By the end of the French regime, the French have occupied the area from East Point to the Malpeque isthmus for over a generation, clearing land, farming and fishing. Despite the deportations in 1753, they leave a nucleus which later grows. The isolated nature of the East Point settlement may have resulted in its being able to escape deportation and eventually move to other locations.

3. The Coming of the Loyalists

The number of loyalists who come to Prince Edward Island is still a matter of dispute. Major settlements take place in the northwestern part of the island. East Point is among a number of scattered areas elsewhere where farms are taken up in 1784 and 1785, with a possibility

of loyalists being involved. Settlement continues to come into the East Point area in the 1780's and 1790's.

4. Organizing the Land

(ii) The township system

The organization of Prince Edward Island for settlements by the British results in the most regular comprehensive division of territory anywhere in British North America. The surveyor, Samuel Holland, lays out the land in 66 townships (called "lots"), of approximately 20,000 acres each, and classifies the lots. The survey makes possible the awarding of land to a chosen group of proprietors whose retention of ownership rights results in serious difficulties in land tenure in the nineteenth century. East Point is located in Lot 47 of the survey, noted "poor" in agricultural potential by Holland and awarded in 1767 to two proprietors, Lt. Col. Gordon Graham and Robert Porter, Esq.

5. Group Settlements

The most distinctive group settlement on the island is organized by Lord Selkirk to provide land for dispossessed Scottish Highlanders. The activity is carried on some distance from East Point (near Orwell Bay) on Lots 57 and 58 purchased by Selkirk in 1803 for the purpose. Before this, some Highland Scots move into the East Point area and become an important component of the population.

6. Delimitation and Defense

(iii) British French conflict

Following the Seven Years War, the French regime in Prince Edward Island comes to an end. The island witnesses no engagement, but in 1758

Lord Amherst sends a detachment to garrison the island, to round up and deport the inhabitants and destroy their settlements. Over two thirds of the approximately 5000 Acadians are expelled. The fate of the small number at East Point is not known; there are no Acadians here in 1798.¹⁹⁷⁸

IV. Resource Utilization

1. Farming the Land

In contrast to the rest of the Atlantic Provinces, the basic resource of Prince Edward Island is soil and its main occupation agriculture. The soils are mostly sandy loams whose productivity decreases as the proportion of sand, and droughtiness, increase. The East Point area where sand is plentiful suffers accordingly and has traditionally been associated with low productivity. High farm abandonment is characteristic.

(iii) Special crops and livestock

The island's dominant agriculture is a mixed livestock and crop farming. The leading sources of revenue are cattle, swine and potatoes, specializations that have developed over the last 100 years. Figures for lot 47 (East Point) indicate swine and cattle numbers close to provincial averages and an emphasis on potatoes which is higher than average.

5. Recreational Resource Development

The sand and sea resources of the northern coasts of the island have acquired an international reputation as recreational areas. East Point presents a mini-version of similar resources. The shoreline contains sand beaches, sand dunes, strand lines and a long spit.

V. Transport Development

1. The Role of Water

The island's external trade, developing with its agricultural economy, has been a vigorous one. Most of this has been channelled through Charlottetown, although in the past, up to fourteen other ports have participated. The one closest to East Point is on Colville Bay which in modern times has been the terminus of a car ferry from the Magdalen Islands. The presence of a one-man station, including a lighthouse, fog horn and radio beacon, at East Point is a visible reminder of the role of maritime routes.

VII. Regionalization

1. Regions 1867, 1914

The whole of the island is well populated, in both years, relative to the rest of the Atlantic Provinces. Densities in lot 47 (East Point) are average compared to rural areas elsewhere on the island.

2. Social and Economic Contrasts

(i) French and English language zones

The population in the East Point area is predominantly Scottish in origin with Acadians nearby around Souris. For the island as a whole, the Acadian population is nearly one-sixth of the total.

3. Regional Perceptions

(i) Literary perception

The writings of Lucy Maud Montgomery, set in the northern part of the

island, present one view of Prince Edward Island to a large reading public. Whatever their artistic merits, the Anne novels display an association with territory as close as any in Canadian literature.

References

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2. Anticosti Island

Natural Area of Canadian Significance No. 20

National Park Natural Region: 29c, *East St. Lawrence Lowland*

I. Native Entry and Settlement

5. Post Contact Native Settlement

The north shore of the St. Lawrence River across from the island is utilized by both the Naskapi and small bands of Inuit. French references in the seventeenth century to the need for fortifications against "Indians and Eskimos" indicate that both of these groups frequent the island, probably for fishing. On the mainland, the Naskapi hunt caribou from mid-summer to early spring, with some then moving to the coast to fish. The Inuit hunt sea mammals as well as going after caribou and fish. The contribution of Anticosti Island to these activities is not clear.

II. European Entry

1, 2. Discovery and Exploration

Jacques Cartier sights the island (East Cape) on his first voyage, July 27, 1534. He ranges along the south and north coasts and describes the appearance of the south coast, "flat, and ... bare of timber ..., with beautiful fields and marvellously green meadows". On his second visit the following year, he looks for a harbour on the island, finds none and seeks shelter on the mainland opposite. The date is August 10, the feast of St. Lawrence. The saint's name, applied to the small harbour is destined

to become one of the most famous in Canadian history. A few years later, in 1542, Roberval comes to the island and leaves a brief description.

2. Exploration and Mapping

Champlain notes the presence of the island "called Anticosty" on his voyage of 1603 and includes it on his maps.

3. The Early Fisheries

The long standing association between the island and fishing indicates visits by European fishermen who thoroughly explore and utilize landing places in the Gulf of St. Lawrence area. The fishing ship Grace out of Bristol in 1594, finds "wonderful faire and great cod fish" around Anticosti. Before this, in the 1570's, one of Humfry Gilbert's New World schemes is to settle the island as a base from which to destroy the fishing fleets of Spain, Portugal and France. The plan does not materialize; nor do specific references to any activity, fishing or otherwise, in the century that follows.

III. European Settlement

1. The French Settlements

The first recognition of Anticosti as property occurs in 1680. The famous explorer, Louis Jolliet, is granted the island as a seigneurie. Jolliet comes here with his family, builds a small house and by 1685 has wintered over twice. The Jolliet settlement does not survive as a permanent occupance and is not succeeded by viable settlement.

4. Organizing the Land

(i) The seigneurial system

Following Jolliet's death in 1700, the seigneurie is ceded to his legal heirs; by 1725, Jolliet's three children have divided the island between them. After this, the question of legal title becomes complicated due to numerous transfers. Throughout the period there seems to be little activity on the island.

6. Delimitation and Defense

(iii) British-French conflict

Throughout the period of British-French conflict, attention is drawn to the island because of its strategic location. In the fall of 1690, the English fleet under William Phipps, on its way to attack Quebec, stops at Anticosti. Jolliet's buildings are destroyed and his family taken prisoner. They are later released in exchange for English prisoners. In 1763, following the Seven Years War the island is not considered important enough to be involved in peace negotiations. Abandoned, it is annexed by Newfoundland. In 1774, it is returned to Canada.

IV. Resource Utilization

2. Using the Forest

In the late nineteenth century the island experiences two abortive colonization attempts: one by a group of fishing families from Newfoundland in 1874; and a second by a colonization company from Quebec in the late 1880's. When the "golden age" of Anticosti arrives in the 1890's, it is based on timber. In 1895, the wealthy French industrialist, Henri Menier,

buys the island for \$125,000 and introduces a plan of economic development. The hamlet at Baie des Anglais becomes the village of Baie Ste-Claire and Port Menier is built as the headquarters settlement. Agriculture is promoted and animal stock is introduced to promote hunting. But the basic activity is forestry. In 1898, three saw mills are operating, employing 250 people; by 1914, extensive cutting for pulpwood is being carried on. The Consolidated Bathurst Company enters in 1918, leasing over 100,000 sq. miles (150,000 sq. km.) for pulpwood operations in the area between La Baie du Grand Makasti and l'Anse Girard. In 1926 the island is bought by a group of companies known as the Anticosti Corporation. While extensive cutting continues, the syndicate undergoes changes, experiences financial difficulties and in 1975, the island is expropriated by the province of Quebec.

5. Resource Conservation

(ii) Recreational resource development

Attempts to build up the hunting and fishing resources of the island begin under Menier. A specialized tourist industry aimed at the wealthy sportsman is promoted by the isolated location of the island and its operation as a private reserve. Camps are set up along the main rivers for deer hunting and salmon fishing. The latter activity makes Anticosti well known throughout North America and Europe. Major rivers for the sport include the Jupiter, aux Saumons, Chaloupe, Becs-Scie, Ste-Marie, MacDonald and Patate.

V. Transport Development

1. The Role of Water

Although occupying a strategic location in the St. Lawrence system, Anticosti lacks good harbours. As a result, the island has been more of a hindrance than a help to water navigation. Numerous shipwrecks have resulted in Anticosti becoming known as the cemetery of the Gulf. In the nineteenth century, a series of government lighthouses are constructed: at Pointe Sud-Ouest in 1831, at Pointe Heath in 1835, at Pointe-Ouest in 1858 and finally, at Pointe-Sud in 1871.

Reference

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3. Manitoulin Island

Natural Area of Canadian Significance No. 26

National Park Natural Region: 29a, *West St. Lawrence Lowland*

I. Native Entry and Settlement

2. Post Glacial Settlement

(i) Palaeo-Indian settlement

The Sheguindah site on the island is a quarry pit that has been used by various people for over 10,000 years. The quarry is excavated through solid quartzite, the raw material from which the hunters made their stone tools. Surrounding the excavation are stakes, cores, and implements broken during the manufacturing process. Information on the Palaeo-Indian occupancy in Ontario is very limited but information from Manitoulin indicates an entry and settlement of people hunting large game animals in the southern parts of the province from 11,000 to 7,000 B.P.

(ii) Archaic settlement

The Sheguindah quarry continues to be utilized through the Archaic period (7000-3000 B.P.) when a substantial population of hunters and fishermen emerges in southern Ontario. Resources exploited include big game animals such as deer, elk, bear and beaver; smaller game animals, fish, shell fish and wild plants.

5. Post Contact Native Settlements

(iii) Interior hunters, fishermen and collectors

Just before and after contact, Manitoulin Island is one of the

centres of Ojibwa culture in North America. Occupied by groups of both Ottawa and Mississauga it continues the long association with native hunters that begins thousands of years before. The Ottawa and Mississauga are keen hunters and fishermen, following moose into the woods in winter, depending on smaller game and fish in spring and summer, and spearing larger fish (trout, whitefish and sturgeon) coming close to shore to spawn in the fall. Their varied resource base makes them less migratory than other Ojibwa groups to the east and north. Their particular location, in contact with more advanced tribes around the southern Great Lakes results in a relatively rich social life. The Ottawa and Mississauga abandon Manitoulin Island after the rout of their friends, the Huron, by the Iroquois. After the War of 1812, the Ottawa are forced out of the United States; they and other Ojibwa return to Manitoulin, which becomes a major Indian reserve in the nineteenth century.

II. European Entry

4. The Early Fur Trade

The location of Manitoulin along the major trading route to the west indicates involvement, albeit sporadic, in fur trading activity from the seventeenth to the nineteenth century. Under the French, a main trading post, Michilmackinac is located nearby, between Lakes Huron and Michigan. The Indian population on the island, although reduced in number after dispersal by the Iroquois, may have been associated with the post. During the period of competition between the Northwest and the Hudson's Bay Company (1770's-1820), the north shore of Lake Huron, continues to be a consistent supply area; the adjacent Manitoulin undoubtedly

makes a contribution. The return of Ojibwa to the island after 1814 establishes a new economy based on hunting grounds, fishing stations and the sugar bush. The new concentrations of population attract traders from all over the Georgian Bay. Furs, fish and maple sugar are obtained for flour, tobacco and most commonly, liquor.

III. European Settlement

(ii) The township system

In August, 1861, the Commissioner of Crown Lands recommends that Manitoulin Island be laid out in townships, following the pattern established elsewhere in the province. The coming of the survey signals the end of the island as exclusively Indian land. Most of the Indians cede their land in a treaty concluded in 1862. The Indians of the east end of the island refuse to sign and a block of over 100,000 acres still remains as "Manitoulin unceded".

5. Group Settlements in the 19th Century

(ii) Groups in Ontario and Quebec

Following the War of 1812, Manitoulin Island is set aside as "a refuge for wandering tribes", particularly those expelled from American territory. By the 1830's, the government of Upper Canada is encouraging Indians around Lakes Huron and Superior to settle on the island. Supervision of settlement is viewed as a means of civilizing the Indians and facilitating their adjustment to life in a white society. The attempt is given specific expression in 1835, in a government sponsored scheme that follows in the tradition begun with the loyalists. But this

settlement is designed to alter the culture of a people. A site is chosen to which Indians are invited to come and learn the ways of the white man. At Manitowaning, the new village, agriculture is to replace total dependence on hunting and fishing: the houses are wooden buildings, not tents; a school, shops and a mission are to inculcate new values and practices among the population. The failure of the project leads to a review of Manitoulin's role as a refuge for Indian groups. White settlement catches up with the experiment. A treaty for cession of much of the Indian land, concluded in 1862, divides the island into treaty and non treaty areas. The difficulties which accompany these changes illustrate basic differences in attitude to land by whites and Indians, both on Manitoulin and in the rest of the country.

IV. Resource Utilization

1. Farming the Land

(ii) Livestock and general farming

General farming and timbering are the bases of white settlement. By the 1880's, a prosperous combination of the activities has been worked out with farming on good pockets of land and cutting of pine, then cedar, in other areas. An oil boom at the turn of the century plays havoc with the land market. Crown lots are re-evaluated; cut over timber limits are dissolved and much of the land becomes private property. Specialized livestock farming, which begins in the 1880's successfully complements the general timbering operations and becomes a significant industry by the 1920's.

2. Using the Forest

White settlement is closely associated with the growth of timbering. The government promotes settlement by offering timber limits to companies in exchange for the building of grist mills, wharves, stores and other settlement facilities. The first large timber limit is granted in the Michael's Bay area. The company town, begun in the 1880's, becomes a model for subsequent organizing centres elsewhere on Manitoulin. Destruction by fire leaves a historic townsite which could be the basis of a revealing reconstruction. A second phase of forestry begins around 1915 when pulpwood becomes an important product.

4. Resource Conservation

(ii) Recreational resource development

Tourism is the major source of income on Manitoulin Island. Visits to the area begin in the 1880's with steamers stopping here. The building of hotels, timbering and the oil boom increase awareness of Manitoulin's attractions. Americans build summer homes here and the reputation of the island is established.

V. Transport Development

1. The Role of Water

Although occupying a location close to maritime routes between Georgian Bay, Lake Huron and the lakes to the west, the island itself has not been a major stopping place. Three examples in the western part of the island recall a variety of past associations: the Mississagi Strait area contains a historic lighthouse; LaSalle's sunken Griffon may

someday be found offshore; and quarries supplied limestone slabs to build the Canada Ship Canal at Sault St. Marie in the 1890's.

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I am grateful to Dr. Robt Wightman, geographer at the University of Western Ontario, for providing me with material from his research.

4. Grasslands

Natural Area of Canadian Significance No. 34

National Park Natural Region: 13, *Prairie Grasslands*

I. Native Entry and Settlement

1. Post Glacial Entry

Evidence of man in Saskatchewan dates back at least 34,000 years, according to points found at Saskatoon. These early point styles may indicate a key role for the Canadian plains in the adjustments of early man to a variety of environments south of the ice sheets.

2. Post Glacial Settlement

(i) Palaeo-Indian settlement

Clovis points (11,500 B.P.) occur throughout the southern half of Saskatchewan. More characteristic are points of the later Plano culture (9500-7000 B.P.), adapted to bison hunting in a grassland environment. The Palaeo-Indian big game hunters establish the basic subsistence pattern that will be followed in the grasslands for the next 10,000 years. They are nomadic hunters, following the bison and other large game and travelling in small family groups.

(ii) Archaic settlement

The sites at Head-Smashed-In and Mortlach identify a Plains Archaic culture which initiates a new period of big game hunting in the grasslands. The onset of drier conditions results in a migration of bison to damper

areas to the north, along the shores of the former glacial lake Agassiz. The drier grassland becomes a transition area with hunters moving into, out of and across it in search of game. The development of better hunting techniques, including communal hunting, and later the bow and arrow and the buffalo jump, increase the ability of the hunters to extract food from the dry plains.

5. Post Contact Native Settlement

(iii) Interior hunters

The Europeans find the grasslands occupied by a culture that has changed very little for thousands of years. The basis of subsistence is still the buffalo, the hunting of which is intensified by the introduction of the horse. The dominant tribe in the grasslands at this time is the Gros Ventre, an ally of the Blackfoot tribes. In the late eighteenth century, they are pushed out by Cree and Assiniboine and the grasslands area becomes a no-man's land vied for by a number of tribes. The situation persists through most of the nineteenth century.

II. European Entry

4. The Early Fur Trade

The location of the grasslands area, removed from major river access, results in late entry by Europeans. The hostility of Indian tribes further discourages interest; the fur trade makes little impact until the 1860's. By this time, the grasslands area has become a refuge for buffalo, attracting Cree, Assiniboine and most important, Métis. This population concentration brings traders to the area for the first

time. Buffalo hides, meat and furs are exchanged for implements, food, whiskey and firearms by traders from both the Hudson's Bay Company and the United States. The developing traffic results in a transport system, based on cart trails emerging in the area. The late development of activity emphasizes the marginal nature of the grassland resource base. More attractive areas elsewhere on the plains are exploited first. The movement to the grasslands marks the last stand of a buffalo economy in the west.

III. European Settlement

4. Organizing the Land

(iii) River lots and sections

The incorporation of the grasslands area into the sectional survey of the west marks the final step in the passage from an economy of subsistence, based on buffalo to one of commerce, based on agriculture. The change is foreshadowed by the exploratory expeditions of Palliser and Hind in the 1850's, evaluating the west for white settlement. The survey also marks the passage of political control from the Hudson's Bay Company to the government of Canada. Despite its different resource base and reports of its fragility, the same framework for subsequent occupancy is set down here as in the rest of the west. The land is divided into townships of 36 sections; each section is one mile square, with one quarter of the section serving as the occupancy unit. The application of the Dominion Lands Act to the area in 1908 opens up every quarter section for settlement.

5. Group Settlements

(iii) Groups in the west

A tradition of group settlement in the area begins in the 1860's with the semi-permanent community of Métis. The community breaks up in 1879 and 1880, with dispersal to the United States and movement east to a new settlement at Willow Bunch. The permanent settlement of the early nineteenth century also has group components, particularly in the enclaves of French in the Val Marie district and around Gravelbourg. Roumanians and Scandinavians locate north of Wood Mountain. Ontario born Anglo-Saxons and a smaller German population scatter throughout the area.

6. Delimitation and Defense

The assumption of control of the western interior by Canada in 1870 is followed by an agreement with the United States to resurvey the International boundary. The work of the Boundary Commission (1873-74) leads to the first comprehensive assessment of the area's resources. The survey by G.M. Dawson in 1874 is a major step in the preparation of the area for the entry of white settlement.

(v) Conflict in the west

Canadian sovereignty in the area is established with the arrival of the Northwest Mounted Police in 1874. A post at Wood Mountain is in nearly continuous use for the next 44 years. From here they keep order along the international border area, manage the Sioux "occupation" of 1876-1881 and provide a needed police presence after the Rebellion of 1885.

IV. Resource Utilization

1. Farming the Land

(i) Grain farming

The semi-arid nature of the grasslands makes them marginal for commercial agriculture. Despite their limitations, farmers are encouraged by the government to take up land in the area early in this century. Success is sporadic, with good crops following sufficient rain, and poor ones following drought. A bumper crop in 1915 confirms wheat as the main crop. But drought follows and the sequence continues. The boom years of the 1920's are followed by the depression of the 1930's. The fragile nature of the resource base for crop production, forecast in the reports of early expeditions, is a dominant note in the recent historical geography of the area.

(ii) Livestock ranching

The ranching era in the grasslands area begins in the 1880's. The security of the police border patrols encourages a number of police veterans to start small ranches in the Wood Mountain district. The ranches are small, well managed and adapt livestock numbers to the physical limitations of a semi-arid environment. By 1906, conditions change. The movement of large cattle companies into the area leads to overgrazing and the loss of large numbers of animals. The companies go out of business but the small operations survive and expand. Ranching and crop production now confront one another. Inevitably, the two merge, resulting in a economy equally dependent on wheat and cattle.

V. Transport Development

2. Land Transportation

(ii) Trunk railways

The coming of the Canadian Pacific Railway to the prairies of western Canada is another dramatic development, marking the end of an old way of life and ushering in a new one. Buffalo are gone. Cattle and wheat, the new products, require marketing facilities. A branchline of the CPR is built through the most populated and productive part of the grasslands area, between Assiniboine and Shaunavon. Following the high production of wheat in the early 1920's the CPR adds another line from Assiniboine to Mankato, again going through the most productive areas. The lack of other rail facilities reflects an appreciation of the production limitation of the grasslands. The two railway lines spawn the development of towns and villages. Along their routes grow up communities with stores, schools, churches and local government facilities. Assiniboine, at the junction of the lines, becomes the largest town and major organizing centre of the area.

VII. Regionalization

1. Regions 1867, 1914

From a sparsely populated area in 1867, the larger region (Prairie Grasslands), of which the grasslands area is a part, emerges as an area of significant population and economic development in 1914. The full range of change from subsistence to commercial livelihood takes place in this period.

2. Social and Economic Contrasts

(i) French and English language zones

The history of occupance in the area moves from the Métis period in which French is the major language to the ranching and agricultural periods when English becomes dominant, with French revived in some enclaves.

(ii) Economic disparity

The physical limitations of Saskatchewan's dry belt have contributed to a sequence of boom and bust periods in the grasslands area. Economic stress is particularly marked in the 1930's when a combination of drought and world wide depression brings deep felt poverty to the area. The limitations remain and with them the need to provide continued periodic supports for the economy which the area has chosen.

3. Regional Perceptions

(i) Literary perceptions

Although not specifically set in the grasslands area, a number of writings present views of the prairie environment that are applicable here. Two in particular may be mentioned; Frederick Philip Grove's Over Prairie Trails and Anne Marriott's The Wind Our Enemy.

References

Loveridge, D.M. and B. Potyondi, From Wood Mountain to the Whitemud. An Historical Survey of the Grasslands National Park Area, 1977.
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5. Queen Charlotte Islands

National Area of Canadian Significance No. 39

National Park Natural Region: 1, *Pacific Coast Mountains*

I. Native Entry and Settlement

2. Post Glacial Settlement

Archaeologists postulate an initial occupation approximately 8000 years ago, 1000 years after the mainland coast. The Lawn Point site on Graham Island contains materials indicating a continuous occupation, from 7000 B.P. to 5700 B.P. Another early site, Kasta on Moresby Island also belongs in the Coastal Early Boreal tradition (to 5000 B.P.), identifying people adept at fishing, fowling and the hunting and trapping of land mammals. The rapidity of expansion across the rough Hecate Strait suggests negotiation by skillful seamen and seaworthy boats. The most abundant fish remains at occupation sites are salmon, with deer and marine game also well represented. Later, shell fish begin to be used. A new tradition, the Northwest Coast subsistence pattern, emerges around 5000 B.P. Improved processing, storage and organizing of the food reserve results in a remarkable security of existence. The conditions continue as part of the contact period.

5. Post Contact Native Settlement

The historic nation of the Queen Charlotte Islands is the Haida. The first European descriptions, gathered by Hudson's Bay Company agents in the mid-nineteenth century, identify a population of 8000 living in

nineteen villages, each containing from six to 40 houses. All the villages are close to the sea and abundant resources of halibut, black cod, sea otters, sea lions and fur seals. Halibut and cod are caught on wooden hooks set on lines of cedar bark and kelp; sea mammals are netted, clubbed or speared. In contrast to much of the Pacific coast area the Haida habitat contains few streams large enough for good salmon runs. Away from the sea, the inland areas provide little subsistence except for timber for houses and boats.

The variety and nature of the resource base contributes to a culture that combines impressive material accomplishments with elaborate art and ceremonial. The houses, embellished with carvings and fronted by huge elaborately carved totem poles, have been a source of wonder to all visitors. Contact with Europeans brings about dramatic changes. Disease takes its toll. Early in the twentieth century the Haida population (less than a 1000) lives in a few coastal villages around Skidegate and Monasset. They still rely on the sea.

II. European Entry

2. Exploration and Mapping

(iii) Mapping the Pacific Coast

The first view of the Queen Charlottes is recorded by the discoverer of British Columbia, the Spaniard, Juan Perez, sent to explore the northwest coast in 1774. The landmark he sights is probably San Cristobal, the highest peak on the islands. Contact is also made with native populations in their canoes, but Perez does not land. Nor does his countryman, Quadra, a year later. The Frenchman, Laperouse first suggests that the

Queen Charlottes are islands. A decade later, the English Dixon who had been with Cook on the Pacific, rediscovers the islands, names them and initiates the fur trade there. A minor part of Vancouver's exploration and mapping of the Pacific coast in 1793 is a brief survey of the west coast of the islands.

The definitive modern exploration of the islands is carried out by G.M. Dawson of the Geological Survey of Canada in the summer of 1878. Dawson's running surveys are incorporated in a new map, replacing existing Admiralty charts based on the surveys of Dixon and Vancouver. Dawson's report, "bearing principally on the geology and geography of the islands", also contains observations on meteorology and plant life and a valuable appendix on the Haida inhabitants. Photographs illustrating "points of geological and picturesque interest" assume a special significance; they are the first, and in some cases only, photographs of Haida houses and carvings in villages later to be abandoned.

4. The Early Fur Trade

A maritime fur trade, outside the mainstream of the continental trades, flourishes for a brief period along the Pacific coast. Sea otter skins, available in quantity from local native populations, are sold in China by English and American traders. With the disappearance of the sea otters in the early nineteenth century, the trade vanishes.

III. European Settlement

6. Delimitation

The islands' political status changes quickly in the mid-nineteenth

century. A separate colony in 1853, the islands are annexed by the mainland of British Columbia colony in 1863, in the midst of the rushes for gold. The islands become part of the united colony of British Columbia in 1866.

IV. Resource Utilization

2. Using the Forest

Within the context of the massive timber industry on the British Columbia mainland, forest activity on the islands has been small. A local resource, clear grain spruce, is in demand for aircraft construction during World Wars I and II. Camps are built in many places, remains of which may still be seen. Logging continues for other purposes; today, timber extraction is the main source of employment on the islands.

2. Mining

Sporadic mining activity on the islands has been part of the much larger and nationally significant operations on the mainland. Gold is sought, particularly around Mitchell's Harbour in the mid-nineteenth century; mining possibilities at Skincuttle Inlet are investigated in 1861; iron mining begins in 1907 at Ikeda Bay (Moresby Island) but closes down in 1920. More recently iron mining has taken place at Harriet Harbour and Tasu Harbour in the 1960's.

4. Fishing

The commercial fisheries consists of two parts, fishing and whaling, both operating in the recent past. Among fishing facilities

installed and now abandoned, are canneries at Alliford Bay, Naden Harbour and Lagoon Inlet; cold storage and fish processing plants at Pacific and Rennell Sound; a saltery at Ledway and a kelp processing plant at Pacific. Some operations continue at Masset. Whaling stations have been located on the islands from 1909 to 1941, including one at Rose Harbour where remains may still be seen. By 1928, decline of whaling stocks leads to the closing of all stations in the province, except for two in the Queen Charlottes. These are shut down in 1941. Fishing continues as a major subsistence activity.

5. Resource Conservation

(ii) Recreational resource development

The islands are only accessible by boat or aircraft and are not prepared for great invasions of tourists. However, they do exert a strong attraction for small numbers of people who want to come to an off-the-beaten-track part of the world. Within the past ten years, the islands have been rediscovered and are visited by more than 1,000 tourists annually. Hunting, fishing, camping and sailing are the main activities. The airport at Sandspit is the common means of entry. The main town on the island, Queen Charlotte City, with a population of 900, provides basic services including hotels, stores, garage, hospital and restaurants.

V. Transport Development

1. The Role of Water

The Queen Charlotte Islands lie far out of sight of the regular lanes of travel including the Inside Passage to Alaska. In the future,

the transport of Alaskan crude oil may result in large tankers passing close to the islands. The marine aspect of tanker routes and the threat they pose to the ecology of the island's coasts raise questions about future development.

VII. Regionalization

3. Regional Perceptions

The Queen Charlotte Islands are unique in Canada, as a native habitat sensitively perceived and presented by one of the country's outstanding artists and writers, Emily Carr. In the words of Lawren Harris, another famous painter, Carr's "life with the Indians and their native culture ... led her to share and understand their outlook on nature and life, and gave her paintings of totems, Indian villages and the forest a quality and power which no white person had achieved before". (Quoted in foreword, Emily Carr, Klee Wyck, Centennial Edition, Toronto, 1971.) Carr's writings, in particular Klee Wyck, her autobiography Growing Pains, and her journals together with her famous sketches and paintings elevate the Queen Charlotte Islands to a place of special prominence among the country's natural areas of Canadian significance.

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