

## 11.0 HUMAN OCCUPATION

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There is a relatively short record of human occupation along the coasts of Hudson and James bays. If this region was occupied during early interglacial periods, then the last (Wisconsin) glaciation certainly eradicated all traces. Its prehistoric occupation apparently began about 4000 years ago, not long after the last glaciers melted. Archaeologically, the prehistory of Eskimo peoples who lived north of the treeline is better known than that of the northern Indian peoples--perhaps because sites of occupation are relatively exposed on the barrens. Because of post-glacial isostatic rebound much of the prehistoric, coastal archaeological record is now situated at varying distances inland (Harp 1976; Plumet 1976). In North American terms, this region has a long history of European occupation, many aspects of which are well documented in the Hudson's Bay Company Archives in Winnipeg.

A number of comprehensive bibliographies are available for the area, including particularly Feit et al. (1972) on the Indians of James Bay, and Levesque (1988) on the social impacts of hydroelectric development in James Bay.

### 11.1 PREHISTORY (2000 BC-1610 AD)

The islands and coastal areas of Hudson Bay and the east coast of James Bay south to about Chisasibi were occupied prehistorically, mainly by Eskimo peoples (Jenness 1932; Figure 11-1). This region appears to have been marginal in Pre-Dorset, Dorset, and Thule periods, and climatic fluctuations may have played an

important role in its suitability for coastally adapted Eskimo peoples (Fitzhugh 1976). The extent of coastal occupation by prehistoric Indians is not well known (Wright 1972, 1981; Chism 1976).

#### **11.1.1 Pre-Dorset Culture (2000-800 BC)**

The first Paleo-Eskimos to occupy the region's coasts crossed the Bering Strait from Siberia and spread rapidly across Arctic Canada, colonizing the eastern and western coasts of Hudson Bay about 2000 BC (Taylor 1968; Plumet 1976; McGhee 1978; Wright 1979). They lived in temporary settlements of tents and perhaps snowhouses, and used harpoons to hunt seals, walruses, and small whales. They also hunted a variety of land mammals and speared migrating Arctic charr at stone weirs (saputit). Oil lamps were used to provide heat and light, skin-covered boats may have been used to hunt marine mammals, and dogs may have been used for hunting or packing.

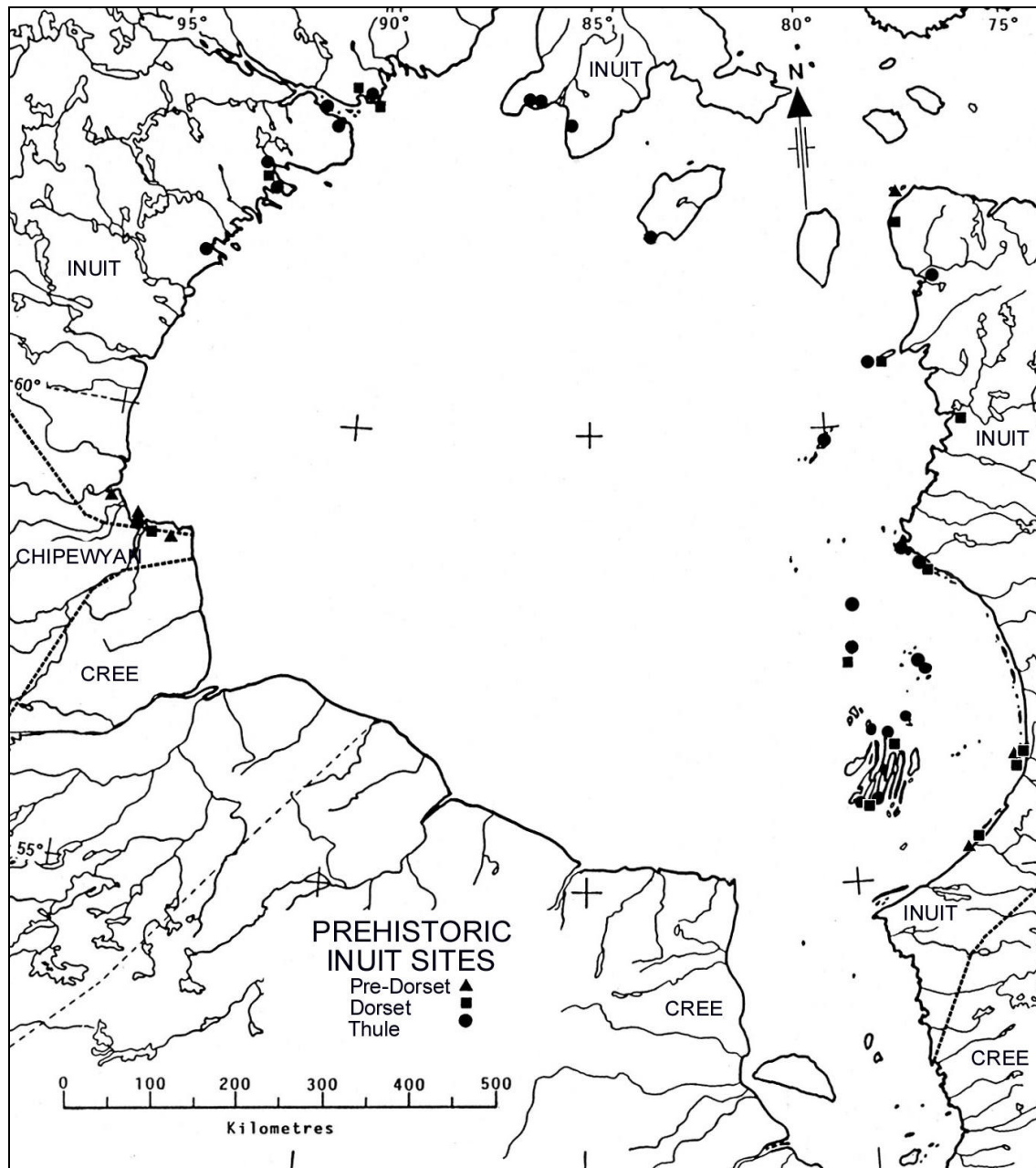
Pre-Dorset people are probably related biologically and culturally to the Inuit, but lacked technology that has allowed the more recent Inuit to adapt to Arctic conditions (McGhee 1978). They often inhabited the same sites as later cultures, and may have built the first fish weirs and caribou drive fences at these locations. The Pre-Dorset culture apparently occupied western Hudson Bay south to the Churchill area, and eastern Hudson Bay south to Grande rivière de la Baleine (Plumet 1976; Maxwell 1984, 1985; Figure 11-1). The Belcher Islands were mostly under water during the Pre-Dorset period and may have been uninhabited (Maxwell 1985). The culture appears to have become extinct about 800 BC in all but the marine mammal-rich areas of northern Hudson Bay, Hudson Strait, and Foxe Basin. This extinction may have resulted from changes in the availability of caribou and/or marine mammals related to a period of colder and unstable climatic conditions (Fitzhugh 1976).

#### **11.1.2 Dorset Culture (800 BC-1500 AD)**

Remnants of the Pre-Dorset culture gradually gave rise to the Dorset Culture between 800 BC and 500 BC (Taylor 1968; Fitzhugh 1976; Plumet 1976; McGhee 1978; Wright 1979; Maxwell 1984, 1985). In early Dorset times southeastern Hudson Bay appears to have been unoccupied, except in the Belchers where ice conditions may have been more suitable (Maxwell 1985). The earliest Dorset sites on those islands, carbon dated between 780 and 500 BC, are elevated 55 m above the present sea level. Some coastal sites occupied by the Dorset Culture are shown in Figure 11-1.

The Dorset people had a more successful economy than the Pre-Dorsets, lived in more permanent houses built of snow and turf, and heated with soapstone lamps (Taylor 1968; Wright 1979; Maxwell 1984). They used hand-pulled sleds and possibly kayaks, but apparently lacked the skin floats that enabled later Inuit to harpoon larger marine mammals so effectively. The Dorsets lived primarily by hunting sea mammals and were capable of taking animals as large as walruses and narwhals, and possibly bowhead whales. They were displaced from most Arctic regions about 1000 AD by an invasion of Alaskan Eskimos but continued to live in northern Quebec and Labrador until about 1500 AD.

The east coast of Hudson Bay may have been a refuge for a terminal Dorset population (Harp 1976; Maxwell 1976, 1984). Some of the most recent Dorset sites, carbon-dated 1400 and 1440 AD respectively, are located near the entrance to Richmond Gulf (Lac Guillaume Delisle) on the northern tip of Belanger Island and the north shore of Gulf Hazard. Both sites were located near areas of year-round open water, and may have been outside the range of the earliest Thule migrants. The Dorsets at Gulf Hazard had either indirect or direct contact with Norse settlers, as evidenced by the discovery of a harpoon-shaped copper amulet of European origin in a Gulf Hazard Dorset house carbon-dated 1155 AD.



**Figure 11-1.** Sites occupied by prehistoric Inuit cultures (after Inuit Land Use and Occupancy Project 1976, vol. 2, p. 117-122) and approximate boundaries of Inuit, Cree and Chipewyan cultures during the first two centuries of white contact (after Canada 1980).

### 11.1.3 Thule Culture (1000-1600 AD)

Climatic warming about 1000 AD facilitated an expansion of Alaskan Eskimos across Arctic Canada, with development of the Thule culture and gradual displacement of the Dorset culture (Taylor 1968; McGee 1978; Wright 1979; Maxwell 1984). Thule people populated the Hudson Bay coasts about 1200-1300 AD (Harp 1976; McGee 1984). They brought with them a sophisticated sea hunting technology that had been developed in the Bering Sea area. It included float harpoons, kayaks, umiaks (large leather boats), dog sleds, and other useful innovations. They hunted animals as large as bowhead whales and were able to store sufficient food to allow winter occupation of permanent villages with houses built from stone, whalebones, and turf. Whales were stalked and chased in the open sea using an umiak and a small fleet of kayaks. Caribou were also hunted in the water

from kayaks, using harpoons or bow and arrow. In winter, some Thule people probably lived in domed snow houses on the ice where they hunted seals.

Sites along the coasts of Hudson Bay that were occupied by the Thule Culture are depicted in Figure 11-1. Sentry Island (Arviatjuaq) near Arviat was first occupied about 1200 AD and has some 117 archaeological sites (Travel Keewatin 1990?). One site may be a beluga hunting/caribou crossing game. It consists of stone outlines of kayaks, shorelines, and other features, and the object was apparently to hone hunting skills. Hunters placed themselves inside the stone kayak outlines while someone pulled a rope with a small loop on the end from one end of the site to the other. If a hunter managed to get the point of his harpoon through the loop, he got a whale. Little is known of the Thule culture along the east coast of Hudson Bay. But, there appears to have been local specialization by Thules living in the Belchers (Quimby 1940; Jenness 1941; Benmouyal 1978). The relationship between these people and the historic occupants of the islands and adjacent coastal areas is unknown (McGee 1984)

The Thule economy declined with deteriorating climatic conditions after about 1600 AD but the people continued to occupy arctic Canada and are directly ancestral to the present Inuit (Taylor 1968; Wright 1979; McGee 1984; Maxwell 1985). In response to the colder environment, which may have prevented bowhead from reaching their Arctic feeding grounds, local groups adapted to survive on the resources of their areas. Life appears to have become poorer and less secure, as evidenced by a marked simplification in technology and a decrease in ornamentation applied to artifacts. The result was a series of local cultures, each with a slightly different dialect and way of life.

#### **11.1.4 Inuit Culture (1600-present)**

Four cultural groups, or regional bands, of Inuit occupied the coasts of Hudson Bay at the time of contact with the first Europeans (Damas 1968; McGhee 1978, Saladin d'Anglure 1984). In Nunavut, the Caribou Inuit lived on the Kivalliq barrens, the Sadlirmiut on Southampton Island and possibly on Coats Island, and the Aivilingmiut on the mainland north of Chesterfield Inlet. The Itivimiut lived along the Quebec coast from Cape Smith south to the entrance of James Bay and on the adjacent islands and interior barrens. The Caribou Inuit were devoted mostly to inland life, while the other groups had a mixed land-sea economy, comparable to that of the Netsilik and Copper Inuit, but with a greater emphasis on sea mammals. The seasonal cycles of these groups were closely related to local resource availability, and the relationships between groups were related to these cycles (e.g., Balikci 1964; Freeman 1964; Damas 1968; Schwartz 1976; Saladin d'Anglure 1984).

Each of these regional bands included several local bands whose members intermarried and shared linguistic and cultural characteristics (Arima 1984; Mary-Rousselière 1984; Saladin d'Anglure 1984). These local bands were often referred to by the generic name of an island or archipelago, for example the *arvilimmiut* of *arviliit* (Ottawa Islands); the *qumiutarmiut* of *qumiutait* (Sleeper Islands); the *qikirtarmiut* of *qikirtait* "the islands" (Belcher Islands).

The Caribou Inuit concentrated on hunting caribou, particularly during the autumn migration, but also fished coastal rivers in spring and fall to catch migrating Arctic charr, and occasionally hunted seals and walrus at the coasts (Damas 1968; Arima 1984). The Sadlirmiut and southern Aivilingmiut hunted walrus at the floe edge and seals at breathing holes in winter, and seals on the ice in spring in their respective areas. In summer one group of Sadlirmiut went inland to hunt birds and catch fish while others hunted seals and walrus from kayaks. Caribou were hunted in September, and after freeze-up the Sadlirmiut moved from tent camps to permanent winter settlements, unlike the other groups. While the Aivilingmiut alternated hunting marine mammals on the ice and in the water with terrestrial hunting and fishing, more importance seems to have been given to caribou hunting (Mary-Rousselière 1984). Repulse Bay, Lyon Inlet, and Wager Bay--areas rich in walrus, caribou, and muskox, were their major centres of habitation. They lived in igloos in winter and skin tents in summer, and used kayaks.

The Itivimiut of coastal Quebec spent winter and much of the summer hunting seals and belugas (Damas 1968; Saladin d'Anglure 1984). Most of the Itivimiut lived in the coastal zone or on the islands, but there were small groups inhabiting the Quebec interior up until the 1930's (Saladin d'Anglure 1984). The Itivimiut were very mobile. Using an umiak, kayaks, and dogs a group of 20 to 30 people with weapons and baggage could travel several hundred kilometers along the coasts or major river courses in summer. The coastal and island Itivimiut either travelled inland periodically to hunt caribou and to fish, or traded with the inland Itivimiut. To obtain caribou skins and warm caribou clothing, the Islanders would trade the Inlanders ivory for making weapons and utensils, and bearded seal skins for making boot soles. They seldom ventured south of the treeline for fear of conflict with the Cree who inhabited the woodlands (Davies and Johnson 1965; Francis 1979). There appears to have been little cultural exchange between the Cree and Inuit (Preston 1981).

Seals, walrus, belugas, and polar bear were hunted for food and materials (Freeman 1964; Schwartz 1976; Saladin d'Anglure 1984). Bearded seals were in particular demand as their skins were used to make boot soles, straps, lines, and tent and boat covers. Lacking caribou, the Belcher Islanders would use other skins to make clothing and tents. Eider ducks skins were sewn together with thread made from dried seagull oesophagus to make winter clothing; the skins of bearded and ringed seals, belugas, and even fish were used to make tents. Stone fish weirs were used in the spring and fall to harvest Arctic charr, and waterfowl and seabirds and their eggs were also harvested in quantity. Mussels in the Inukjuak area, and sea urchins and sea cucumber in the Belchers, provided supplementary foods year-round, offering an appreciated dietary complement and an assurance against famine.

The offshore islands of southeastern Hudson Bay were a valued refuge when violent conflicts broke out on the mainland between Inuit and Indians or between Inuit groups (Saladin d'Anglure 1978, 1984). They were also important areas for the harvest of species such as walrus and polar bear, which were less accessible on the mainland. There were permanent Inuit populations on the Belcher Islands and smaller, less permanent groups on the Sleeper Islands. Both Indians and Inuit have wintered on Long Island and on many of the islands in James Bay (Schwartz 1976).

#### **11.1.5 Indian Cultures**

The extent of Indian occupation and exploitation of the James Bay and Hudson Bay coasts before European contact is not clear. Indians did visit the coast, as evidenced by their meetings with Hudson and other early European explorers, but they may not have lived there year-round until after the Hudson's Bay Company posts were established in the late 1600's (Trudeau 1968; Bishop 1981; Honigmann 1981; Wright 1981). Indeed, the Cree and Chipewyan Indians never developed the sophisticated marine hunting technology that enabled Inuit to thrive along the inhospitable coasts of northern and western Hudson Bay (Irving 1968; Wright 1972; Jenness 1932). Lacking seaworthy boats and harpoon technology, they hunted birds and land mammals and caught fish in the rivers. Many groups in the central Shield region shifted out of their aboriginal territories within the early contact period (Bishop 1981).

Historically, two groups of Algonquian-speaking peoples have occupied the region's coasts, the Swampy or West Main Cree along the western coast of James Bay and southern coast of Hudson Bay from the Hurricana River west to the Nelson River (Honigmann 1981), and the East Main Cree along the eastern coast of James Bay from the Nottaway River north to Richmond Gulf (Preston 1981) (Figure 11-1). Athapaskan-speaking people, the Chipewyan, ranged to the coast near Churchill between the Cree and the Inuit to the north (Jenness 1932).

Maritime harvesting apparently played a minor role in the lives of West Main Cree, who harvested large numbers of waterfowl, land mammals, and freshwater fish (Honigmann 1981). They did occasionally kill polar bear, seals or belugas for skins, oil, and dogfood. But, hunting walruses in fragile canoes was considered to be too dangerous (Johnson 1961).

The basic dwelling for both the East Main and West Main Cree was often a conical lodge supported by poles and covered by bark, skins, brush or, in winter, turf (Honigmann 1981; Preston 1981). Dome-shaped

dwellings walled with bark sewn to a willow framework were also used along the south coast. During the open water the Indians hunted in small canoes and moved the family and possessions in larger craft, both were covered by birch or spruce bark, and were occasionally used to venture into salt water. Toboggans and snowshoes were used for winter transport, but dog traction was not introduced until the mid-1700s.

Maritime resources played a somewhat greater role in the lives of the East Main Cree, but it was still minor relative to the Inuit (Preston 1981). There were two main groups of Eastmain Cree. The Coasters or 'salt-water people' occupied the coastal lowlands and islands year-round, while the Inlanders traditionally lived inland but traded at the coastal posts. The Coaster-Inlander distinction is most pronounced in the north, where maritime efforts, particularly sealing, are most important--Twentieth century Cree regard them as "the same" people who get their living under different circumstances. It is not known whether this coastal occupation is ancestral in origin or an artifact of the fur trade. The Coasters historically got their living by hunting, fishing, fowling, and gathering, with maritime efforts, especially sealing, increasing in importance moving northward. Seals, belugas, and polar bears were among their maritime prey.

The East Main Coasters appear to have had stronger ties to the Inlanders than to West Main Cree who lived along the coasts (Preston 1981). For practical and congenial reasons, Coaster families would accompany an Inlander family if they wanted to spend a season inland, and vice-versa. Coasters and Inlanders would gather for feasts and games. East Main and West Main Cree who lived along the coasts tended to be more closely associated with the trading posts than their inland relatives who visited mainly to trade (Honigmann 1981; Preston 1981).

Cree-Inuit relations occasionally were violent in the past, particularly in the 1700's when West Main Cree would undertake raids on the Inuit of southeastern Hudson Bay, massacring adults and capturing children (Davies and Johnson 1965; Francis 1979). If they failed to find Inuit, the West Main Cree would sometimes attack East Main Cree. When these raids began to interfere with trade, the HBC took steps to promote peaceful co-existence between the Indians and Inuit. East Main Cree narratives trace a period of occasional but violent conflict with the Inuit, which led to a peace parley and to continuing amicable relationships (Preston 1981). There appears to have been little cultural exchange between the two, and close contacts seem to have amounted to individual friendships and rather rare intermarriage.

## **11.2 HISTORY (1610-2004 AD)**

There have been four general phases in the history of the Hudson Bay and James Bay marine regions: 1) early exploration and mapping associated with the search for a Northwest Passage (1610-1632), 2) struggle for control of the bay and early fur trade (1668-1713), 3) development by the Hudson Bay Company and commercial whaling for bowhead (1714-1903), and 4) modern settlement (1903-present). During phase 1, there was little contact between aboriginal peoples and European explorers; phase 2 saw the beginnings of trade; phase 3 was characterized by widespread fur trade and participation in the whaling industry; and the most recent phase has seen increasing contact with traders, missionaries, and police, and the concentration of aboriginal peoples in coastal settlements.

Changing nomenclature presents a real difficulty in following historical accounts of this region. The difficulties of early mapping, the closure and re-establishment of trading posts, and the involvement of four languages compound this difficulty. Table 11-1 is an attempt to cross-reference some of the community names used in historical documents with those now in use.

**Table 11-1. Community or post names used in text and some of their equivalents in other languages. Communities are listed alphabetically by official geographical name (BOLD) (Canada Gazetteer). Old or lesser-used names are in brackets (see Fraser 1968; Honigmann 1984; <http://www.ottertooth.com/>; HBC Archives Post Descriptions).**

English	French	Inuit	Cree <sup>1</sup>
Cape Smith		<b>AKULIVIK</b>	
Eskimo Point		<b>ARVIAT</b>	
			<b>ATTAWAPISKAT</b>
<b>BAKER LAKE</b>		Qamanit'uaq	
<b>BAKER LAKE NARROWS</b>			
<b>BIG HIPS ISLAND</b> , (Willow Island)		Orpiktujuq	
<b>BURY COVE</b>			
<b>CHESTERFIELD INLET</b>		Igluligaajuk	
			<b>CHICHEWAN</b>
Fort George, (Old River), (Big River), (Great River)	La Grande Rivière	Mailasi	<b>CHISASIBI</b> (Keeshay)
<b>CHURCHILL</b>			
<b>COATS ISLAND</b>			
<b>CORAL HARBOUR</b>		Salliq	
<b>EASTMAIN</b> , (Slude Fort)	rivière Slude ou Main		
<b>FORT ALBANY</b> , (Albany), (Albany Factory)	Ft. Ste. Anne		
<b>FULLERTON HARBOUR</b>			
Port Harrison		<b>INUKJUAQ</b> (Inoucdjouac), (Inujjuaq), (Inuksuak)	
Wolstenholme		<b>IVUJIVIK</b> , (Ivugivik)	
			<b>KASCHECHEWAN</b>
			<b>KUPISKAU</b>
Great Whale River (Great Whale), (Big Whale River), (Whale River House)	Poste-de-la-Baleine (Baie de la Poste)	<b>KUUJJUARAPIK</b>	Whapmagoostiu (Wa-pim-ma-koos-too)
<b>LAKE RIVER</b>			
<b>MAGUSE RIVER</b>			
<b>MANSEL ISLAND</b>			
<b>MOOSE FACTORY</b> (Moose Fort), (Moose River)	Ft. St. Louis		Moosu Wiskihagan
			<b>MOOSONEE</b>
			<b>PEAWANUK</b>
		<b>PUVIRNITUQ</b> (Povungnituk)	
<b>RANKIN INLET</b>		Kangiqiniq	
<b>REPULSE BAY</b>		Naujat	
<b>RICHMOND GULF</b> (Fort Richmond), (Richmond Fort)			
Belcher Island, (Eskimo Harbour)		<b>SANIKILUAQ</b> <b>UMIUAQ</b>	
Old Factory (Factory River)	<b>VIEUX COMPTOIR</b>		
<b>WAGER BAY</b>			
Rupert House (Rupert's House), (Charles Fort), (Fort Rupert), (Ruperts River)	Ft. de la rivière Rupert		<b>WASKAGANISH</b>
Paint Hills (New Factory), (Big River)	Nouveaux Comptoir		<b>WEMINDJI</b>
<b>WHALE COVE</b>		Tikirarjuaq	

<sup>1</sup> The actual Cree word(s)–or in the case of Moosonee perhaps Ojibway, from which these anglicized names have been derived are often unclear (see Honigmann 1984; HBC Archives Post Histories).

### 11.2.1 Early Exploration and Mapping (1610-1632)

The early European explorers of Hudson Bay were commercially motivated. They sought an ice-free Northwest Passage that would shorten the route to the lucrative trade markets of the Orient (Rich 1958; Neatby 1968; Williams 1970; Newman 1985). Henry Hudson, in 1610, was the first navigator to leave a record of his entry into Hudson Bay and James Bay (Figure 11-2; Table 11-2). Vikings or fishermen may have preceded him, but they left no records of their visits. The unfortunate Hudson wintered in southern James Bay at the site where Rupert House (Waskaganish) was later built. While there he bartered a few trinkets for skins with a lone Indian. When his crew mutinied in the spring of 1611, Hudson, his young son and a few loyal crewmen were set adrift in a boat off Charlton Island. They may have visited Danby Island and reached Hudson Strait before perishing (Newman 1985, p. 35). The mutineers carried Hudson's map to England.

The discovery of Hudson Bay prompted further explorations, but James Bay was not re-visited until 1631, when Thomas James and his crew wintered at Charlton Island (Helfrich 1972; Kenyon 1975, 1986; Figure 11-2; Table 11-2). They returned to England after a miserable voyage and a worse winter, without contacting a single Indian or Inuit. James was convinced that there was no Northwest Passage via Hudson Bay, and that a more northerly passage was unlikely and in any event would be ice jammed and without commercial value. With this latest report, commercial interest waned and there were few European voyages to this region over the next 30 years.

### 11.2.2 Struggle for Control of the Bay (1668-1713)

Interest in the fur trade and recognition that Hudson and James bays might offer easy access to the fur-rich interior of North America generated a second flurry of commercially motivated exploration (Rich 1958; Neatby 1968; Williams 1970; Newman 1985). It began with the successful voyage of the Nonsuch to James Bay in 1668. A syndicate recruited by Prince Rupert to explore the fur trade potential of Hudson Bay sponsored the expedition under Captain Zachariah Gillam with the trader Chouart Sieur Des Groseilliers aboard. It landed at Rupert Bay, and wintered in a small stockaded house built near the mouth of the Rupert River. That spring nearly three hundred Indians came to trade, exchanging beaver skins--one of the most common commodities in the New World, for the "rare and useful" items brought by the Europeans. The expedition's successful return to England in August proved that it was practical to sail into Hudson Bay, winter on its shores, and return with a profitable cargo of fur. It led to the formation of the Hudson's Bay Company (HBC) in 1670, and soon ships were travelling to the bay every year to trade for furs.

The first establishments in James Bay were trading posts built by the HBC at the mouths of the Rupert (1668), Moose (1673), and Albany (1674) rivers, and a depot at Charlton Island (1681)(Figure 11-3; Table 11-1; see also Kenyon 1986). Among the French there was growing concern that these posts posed a direct and serious threat to the economy of New France.

Open hostilities between the HBC and the French began in 1682 at the mouth of the Nelson River in Hudson Bay (Rich 1958; Mathews 1966; Neatby 1968; Newman 1985; Kenyon 1986). The first trading posts along the Hudson Bay coast, including the HBC's Fort Nelson, Britain's Bachelor's Fort, and France's Fort Bourbon were built near the mouth of the Nelson River in 1682 (Figure 11-3). The French, under Radisson, soon burnt their rival's forts and imprisoned their competitors. In 1684, the HBC built a new post at York Factory and, in 1685, another at Severn. The James Bay posts were not attacked until 1686, when Pierre de Troyes travelled from New France with 107 men and overwhelmed Moose Factory, Rupert House, and Fort Albany in quick succession--leaving the French in control of James Bay. Rivalry between the French and English was intense and many of the posts in James Bay and Hudson Bay changed hands several times over the decade. It was 1692 before James Knight recaptured the James Bay posts, occupying Albany and burning the others to the ground to keep them out of French hands. The conflicts culminated in 1697 with a pitched sea battle near the mouth of the Nelson River in which a lone French man-of-war, Pelican under d'Iberville, sank the H.M.S. Hampshire and the Hudson Bay. The badly damaged Pelican was blown ashore by a squall after the battle but reinforcements arrived soon after and d'Iberville captured York Factory. In 1709 the French mounted their final



attack on Albany, but were repulsed by the HBC who were determined to keep their last remaining Hudson-James Bay post in operation. Unlike the struggle for Hudson Bay, there were no pitched sea battles in James Bay. Signing of the Treaty of Utrecht in 1713, wherein France relinquished all claims to Hudson-James Bay marked the end of the conflict and the beginning of empire building by the HBC.

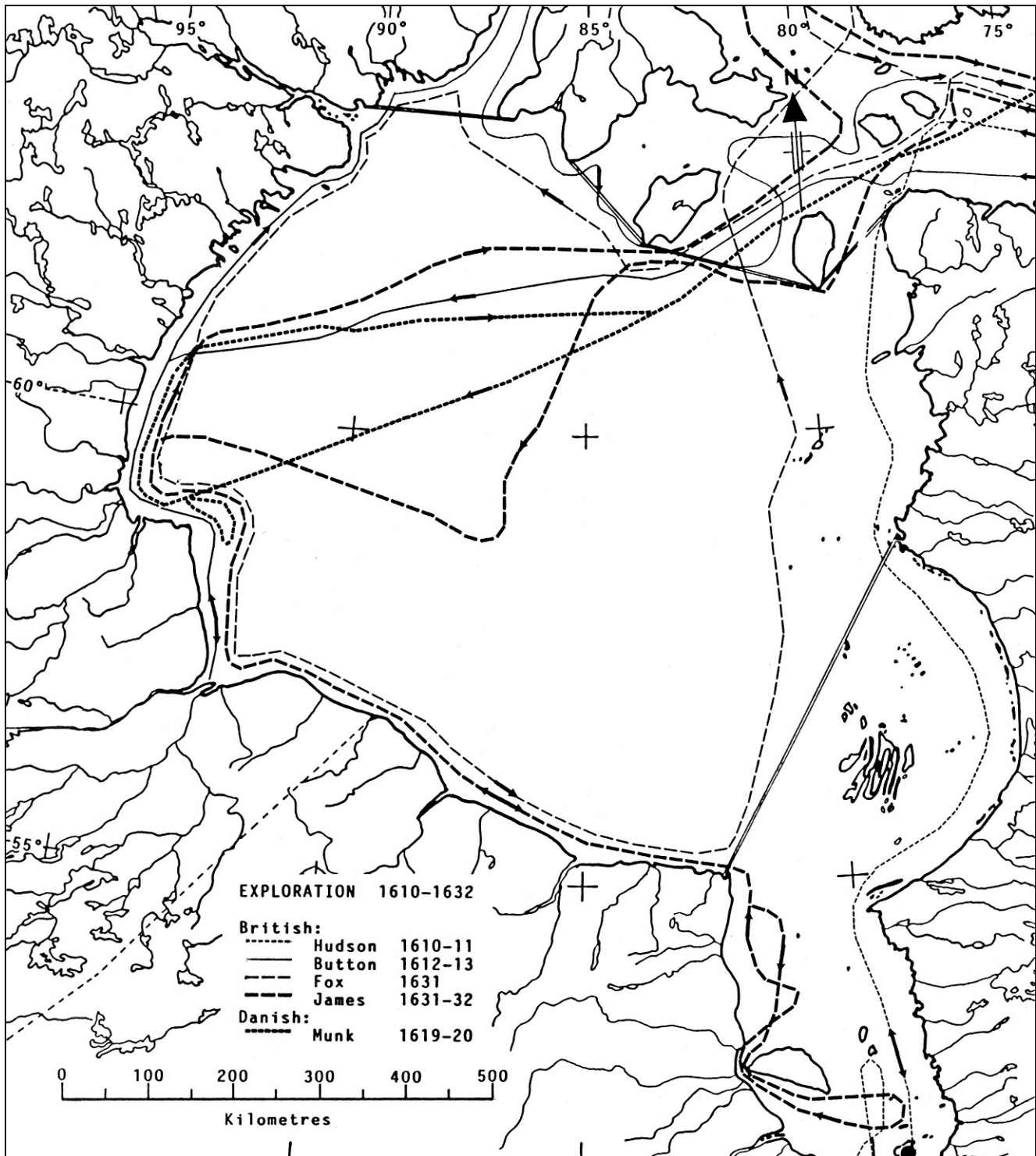


Figure 11-2. European exploration of Hudson Bay and James Bay 1610-1632 (after Canada 1974). Solid dot marks Charlton Island where his crew abandoned Hudson.

**Table 11-2. Early European exploration of Hudson Bay and James Bay. Recent reprints of the original journals are cited where possible. See also Rich (1958) and Newman (1985).**

Date	Principal Explorer	Ship and Nationality	Objectives and accomplishments	References
1610-11	HUDSON, Henry	<u>Discovery</u> , British	Sponsored privately by Smith, Digges, and Wolstenholme to search for a Northwest Passage. Entered Hudson Bay 21 July 1610, proceeded down east coast and wintered in Rupert Bay. On sailing again in June crew mutinied and Hudson and others were set adrift in a boat. Hudson was never heard from again, but the mutineers carried his map of the east coast to England.	Purchas (1613).
1612-13	BUTTON, Thomas	<u>Discovery</u> and <u>Resolution</u> , British	Sponsored privately by Smith, Digges, and Wolstenholme to search for a Northwest Passage. Discovered Coats Island and reached the west coast of the Bay at 60°40'N. Sailed south and wintered at Port Nelson. Sailed north in June 1613 to about 65°N in Roes Welcome, and discovered Mansel Island on the way home.	Foxe (1685).
1619-20	MUNK, Jens	<u>Unicorn</u> and <u>Lamprey</u> , Danish	Sent out by Danish King to search for Northwest Passage. Reaching the west coast at 63°20'N, he turned south and, caught by a very early winter harboured in Churchill River. Here 60 of his men died of scurvy and trichinellosis. Munk and 2 other survivors sailed home.	Munk (1624), Hansen (1970).
1631	FOX, Luke	<u>Charles</u> , British	Outfitted a vessel to search for the Northwest Passage with Royal approval and London Merchant's backing. Crossed to the west coast of the Bay at Roes Welcome, then coasted south meeting and passing James southeast of Port Nelson on 29 August. Turned north and discovered the SW corner of Baffin Island on his way home.	Foxe (1685).
1631-32	JAMES, Thomas	<u>Maria</u> , British	Outfitted by Bristol merchants in rivalry with Capt. Luke Foxe (1685). Sailed SW into Hudson Bay and travelled along the south coast, wintering miserably at Charlton Island in James Bay. Sailed again 2 July 1632, roughly retracing his route on the way home.	James (1633), Kenyon (1975).
1741	MIDDLETON, C.	H.M.S <u>Furnace</u> and <u>Discovery</u> , British	Sent out by the British Admiralty to search for a passage at the northwest angle of Hudson Bay. Wintered at Churchill in 1741 and then traveled up the west coast of Hudson Bay, entering Wager and Repulse bays before being turned back by ice in Frozen Strait and returning home.	Middleton (1743), Dobbs (1744).
1744	MITCHELL, Thomas	<u>Eastmain</u> and <u>Phoenix</u> , British	Sent north from Moose Factory by the Hudson's Bay Company to explore the east coast of James Bay and southeastern Hudson Bay north to 60°N with a view to opening up trade. Charted the entrances of the Eastmain, Great Whale and Little Whale rivers, and entered and mapped Richmond Gulf.	Williams (1963), see also <u>Eastmain</u> sloop journal in HBC Archives.
1749	COATS, William	<u>Mary</u> and <u>Success</u> , British	Sent from England by the HBC to explore the eastern coast of Hudson Bay from Cape Digges to Richmond Gulf in search of a safe harbour where a trading post could be established. Entered and mapped Richmond Gulf and recommended the establishment there of Richmond Fort.	Williams (1963).
1761-2	CHRISTOPHER, William	<u>Churchill</u> and <u>Strivewell</u> , British	Sent by the Hudson Bay Company to determine whether Chesterfield Inlet, then the last possibility in the NW corner of the Bay, offered a Northwest Passage. Ascended 100 mi. until the water was nearly fresh and then returned to Churchill in 1761. Returned the following year and traveled to the mouth of the Thelon River in Baker Lake.	Tyrrell (1896).

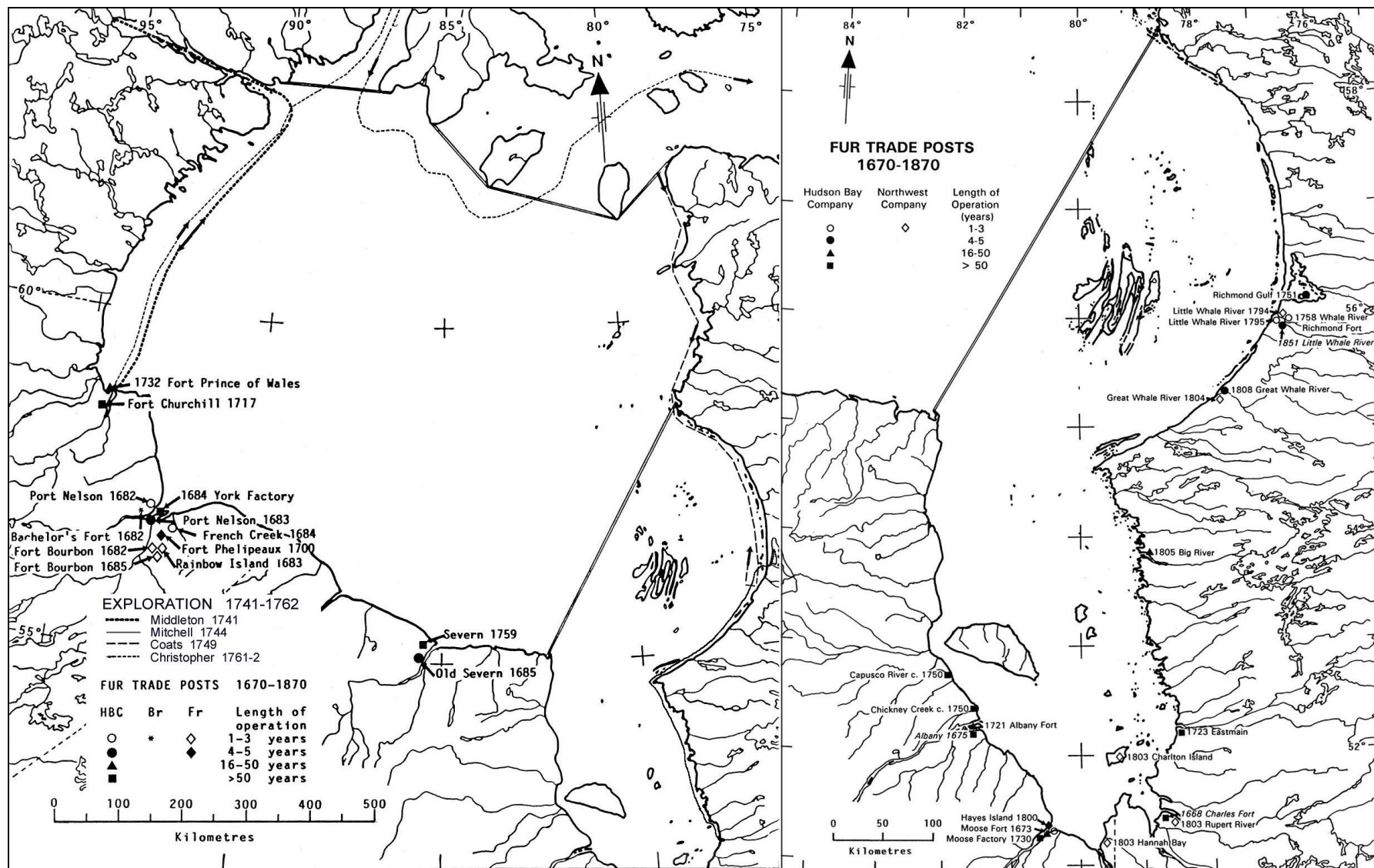


Figure 11-3. Posts of the Canadian fur trade, 1600-1870, and European exploration of Hudson Bay and James Bay 1741-1762 (after Canada 1974).

### 11.2.3 Development by the Hudson's Bay Company and Whaling (1714-1903)

In 1715, with the French wars over, the HBC consolidated their hold on Hudson Bay and James Bay, repairing or building posts, exploring the coastlines and river networks, trading for furs, and catching whales. Albany settled down to a quiet life preoccupied with the fur trade and, in 1731, construction on Fort Prince of Wales was begun at the mouth of the Churchill River, a location that offered a better harbour than York Factory and was a likely site for a whaling operation (Figure 11-3; Payne 1978-9). The massive stone fort was completed in 1746 and stands, partly restored today. It was a hundred yards square and had more cannons (42) than men. Unfortunately, it was not strategically placed or manned to withstand an assault from the sea, and was surrendered without resistance by Samuel Hearne to Comte de la Perouse in 1782 (Rich 1958; Mathews 1966). York Factory was also captured. Both posts were quickly re-established and continued to play their part in a competition of growing intensity with the successors of the French--the Scottish traders from Montreal. A number of new coastal trading posts were built in James Bay and southeastern Hudson Bay (Figure 11-3), and the company was well able to compete with interlopers and the Northwest Company traders who established posts in the 1790's and early 1800's.

During this period Churchill served as a jumping off point for exploration of the interior to the south and west by Stewart (1715-6), Henday (1753-4), and Hearne (1771) and of Hudson Bay by Middleton (1741-2) and Christopher (1761-2)--to name a few. Competition with the French in the south prompted the HBC to explore northward in hope of establishing new trade with the Indians and perhaps Inuit north of James Bay (Rich 1958; Williams 1963). Despite their monopoly the company still had not explored the eastern coast of James Bay or the southeastern coast of Hudson Bay. Two expeditions were sent to complete the task. The first, led by Captain Thomas Middleton in 1744, explored the coastline from Eastmain north to 56°15'N and discovered Richmond Gulf; the second, led by Captain William Coats in 1749, explored and charted the east coast of Hudson Bay south to and including Richmond Gulf, and selected the site for Richmond Fort (Table 11-2; Figure 11-3).

There were few attempts to diversify commerce or explore outside the bay coasts or major rivers. James Knight was sent in 1719 to discover riches in the northwest, but perished with his entire expedition at Marble Island (Hearne 1795; Smith and Barr 1971; Ross and Barr 1972). A bowhead fishery was tried in the same area between 1765 and 1772, but proved unprofitable (Ross 1979a). One venture that was successful was boat whaling for belugas in the estuaries of the Seal and, to a lesser degree, Churchill rivers (Reeves and Mitchell 1989a) (see Section 14.5). Sloops Cove near the fort served as a mooring for the smaller wooden boats, and its shores bear the signatures of Hearne, Taylor, and others. Oil rendered from these whales contributed significantly to Churchill's exports during much of the nineteenth century, and both Indians and Inuit were employed in the whale capture. Marine travel and the harvest of marine mammals however, do not appear to have ever been an important aspect of Hudson Bay's Indian cultures (Johnson 1961; Trudeau 1968).

The coastal posts in James Bay also served as a jumping off point for later coastal surveys and the first surveys of the interior river routes by Turnor (1778-92), Bell (1869-95), Low (1884-1899), and others (Canada 1974). Turnor surveyed the coast of James Bay from Fort Rupert west, and travelled inland along the Albany and Moose river systems; Bell surveyed this region's east coast from Attawapiskat northward, and travelled inland along the Nottaway and Attawapiskat rivers; and Low surveyed a short stretch of coastline between Rupert Bay and Eastmain and the coast of Akimiski Island, and travelled inland along the main rivers of this region's east coast.

While trade with the Indians flourished throughout this period, the HBC did not make a serious attempt to trade with the Inuit of southeastern Hudson Bay until 1750, when the Richmond Gulf post was built on the southern edge of Inuit territory (Francis 1979; Saladin d'Anglure 1984). Relations between the traders and Inuit were strained and suspicious, and the Inuit may have considered the traders to be allies of their Indian enemies. In 1754, Inuit ransacked a summer outpost and whaling station at the Little Whale River and killed a young HBC employee (Rich 1958; Francis 1977). Two Inuit were later killed. In 1758, the Richmond Gulf post was dismantled and moved to Little Whale River, where it closed the following year for lack of trade. A temporary post

established at Little Whale River in 1791, was abandoned in 1792 when the five employees were massacred by Indians or Inuit. Indeed, there was very little contact between Inuit and whites in this area until about 1839 when Inuit began trading at Fort George (Chisasibi) (Francis 1979; Saladin d'Anglure 1984).

The HBC twice attempted to develop commercial whaling for belugas in southeastern Hudson Bay (Francis 1977; Reeves and Mitchell 1987a). The first, in the 1750's at Little Whale River, used Indian manpower and methods but was not profitable. It was abandoned in 1759, although sporadic attempts were made to revive the fishery and company sloops continued to trade with the Indians for whale oil. The main commercial whaling was conducted by the HBC between 1852 and 1868 at the Great Whale and Little Whale rivers. The peak decade was 1854-63 when, with the help of Indians and Inuit, the company harvested at least 7,176 whales from the two rivers using whale nets or harpoons (Reeves and Mitchell 1987a). Oil was rendered from the blubber for use as lamp fuel, and the skins were salted for use as a leather substitute (Francis 1977). Catches declined sharply in the late 1860's and the fishery was abandoned in 1869. Commercial whaling played a minor role in the history of the James Bay, where there were no large summer concentrations of bowheads or belugas to be harvested (see also Section 14.5).

Prior to east-west railway development, Hudson Bay and the Nelson River afforded some of the best access to the interior of North America, and the harsh conditions of the Bay took a significant toll on the supply ships (see Section 15.3, Table 15-9 for a listing of wrecks). Beginning in 1811, the Red River settlement was colonized by Scottish and Swiss immigrants who arrived via Hudson Bay and the Nelson River. This immigration was instrumental in keeping Manitoba and the territories to the west as part of the new Dominion of Canada (Neatby 1968). The Hudson's Bay and Northwest companies were amalgamated in 1821, and for some years York Factory enjoyed peaceful prosperity as the principal port of entry for a trade that extended across the continent (Neatby 1968). By Confederation, the establishment of cheaper southern railway routes had diverted much of the trade south, and York Factory was relegated to a supply post for other stations in the area. Two years later the Hudson's Bay Company's jurisdiction over Rupertsland was transferred to the Government of Canada, and for a generation the bay relapsed into obscurity.

The decline of York Factory as a port of entry coincided with the growth of the whaling industry in northwestern Hudson Bay (see also Section 14.5). Declining whale stocks in the north Atlantic prompted American and Scottish whalers to enter the bay in 1860 and begin their unregulated harvest of the region's bowhead whale stocks (Ross 1974, 1975, 1979a+b; Reeves et al. 1983). American vessels operating from ports in New England did most of the whaling. Whalers rarely visited without securing the help of Inuit to provide fresh meat and catch whales (Ross 1974, 1975, 1979b, 1984; Eber 1989).

The major river systems continued to serve as an easy route to the interior and the HBC developed a network of inland posts in the James Bay drainage basin (Canada 1974). Supplies for the inland posts were transported to the James Bay posts by ship and then inland along the rivers by scows or other means (Howell 1970). Diversification from the largely Hudson's Bay Company development began with the establishment of missions at Moose Factory and Fort George in the 1840's and 50's (Howell 1970; Preston 1981), and continued slowly over the next half century. This region became part of Canada in 1870, the year after the HBC surrendered Rupert's Land to Britain.

For the aboriginal peoples, the presence of Hudson's Bay Company trading sloops working along the coast from the early eighteenth century onward and contact with fur traders, explorers, and whalers marked the beginning of important changes in material culture and economic life (Jenness 1932; McIntosh 1963; Damas 1968; Trudeau 1968; Crowe 1974; Ross 1975; Ray 1977; Honigmann 1981; Preston 1981; Saladin d'Anglure 1984; Ens 1987). Traditional patterns of seasonal movement were interrupted to take advantage of opportunities to obtain trade goods; hunting practices were modified through the introduction of rifles, and need to procure furs and meat to exchange; and aboriginals were exposed to radically different concepts of time, work, and behaviour, and to new languages, social activities and diseases.

Indian and Inuit alike were decimated by disease (Jenness 1932). Indeed, all but 5 of the Sadlirmiut of Southampton Island died of a virulent gastric or enteric disease introduced by Scottish whalers on the steam whaler *Active* (Low 1906; Comer 1910; Munn 1919; Ross 1984). Whalers then settled Aivilingmiut from the Wager Bay-Repulse Bay area onto Southampton Island to help with whaling and to hunt and trap foxes (Munn 1919). By that time the bowhead population had already been reduced severely, and whaling was no longer profitable. The whalers stopped coming and Inuit who had depended on them for their livelihood were left to cope.

By about 1900, the Inuit were venturing south to trade at the post on Charlton Island, and trapping on a number of the islands in James Bay (i.e., Cape Hope, Strutton, and Charlton islands; Schwartz 1976; Saladin d'Anglure 1984). Weeltok, a noted Inuit leader, moved his family from the Belchers to the Cape Hope Islands area; he sometimes trapped on Charlton Island. By 1935 there were eight Inuit families living in the area. They sometimes hunted, fished and camped with the coastal Indians, and moved to Great Whale River in 1960.

#### **11.2.4 Settlement (1903- present)**

In 1903, the French trading company, Révillon Frères, began building trading posts in this region to compete with the HBC (Honigmann 1981; Preston 1981; Saladin d'Anglure 1984). Competition was strong until the Great Depression, which forced closures of many of the marginal northern posts creating great hardship for the Inuit. In 1936, Révillon Frères was absorbed by the HBC and the French departed. Throughout this period there was a gradual abandonment of seasonal camps and slow but irreversible sedentarization around the missions and trading posts. In Quebec, the last inland Inuit moved to the coasts in the 1930's (Saladin d'Anglure 1984)(Table 11-3).

Modern settlement of the Hudson Bay coasts began in 1911 with the establishment of a Hudson's Bay Company post at Chesterfield Inlet, and by the 1930's the company had established posts around the bay (Table 11-3) (Brack 1962; Brack and McIntosh 1963; Fried 1968; Usher 1971; Welland 1976; Finley et al. 1982; Outcrop Ltd. 1984). Church missions and detachments of the Royal Canadian Mounted Police were erected at some of the locations, and permanent settlements began to develop. Declining game resulted in famine among some of the Inuit groups, such as the Padlei people (Harrington 1981), and encouraged the growth of centralized coastal settlements where there were opportunities for employment in mining, building, fish and marine mammal harvesting and processing (see above), and other fields. Vivid, first-hand accounts of the early settlement period have been published by many scientists (e.g., Rasmussen 1927; Twomey and Herrick 1942), traders (e.g., Mallett 1925; Campbell 1951; Anderson 1961; Lyall 1979; Hunter 1983; Robinson 1985; Copland 1985), and missionaries (e.g., Renison 1957; Marsh 1987).

A number of major transitional events followed: the completion of the railway to Moosonee in 1931; construction of radar bases in the mid 1950's; and hydroelectric development in northern Quebec (Damas 1968; Trudeau 1968; Howell 1970; Honigmann 1981; Preston 1981; Saladin d'Anglure 1984). Railway construction facilitated access to the region and changed the routing of supplies to many of the coastal and inland posts and settlements. It made Moosonee an important distribution centre for supplies, and for administration of the Ontario communities. By the late 1940's game was declining and fur prices were relatively low (Honigmann 1981). In the mid-1950's, construction of Mid-Canada Line radar sites at Fort Albany and Kuujuarapik, and of a Pintree Line site at Moosonee, attracted workers to those communities, many of whom remained after the bases were closed in the 1960's and 1970's. By the 1960's most aboriginal people had abandoned their traditional seasonal camps for the coastal settlements to take advantage of schools, health care facilities, and opportunities for wage employment. In the 1970's, major hydroelectric developments in northwestern Quebec provided work and improved services to residents of the east-coast communities. This process will continue and expand if planned developments on the Rupert and Eastmain river systems proceed. Modern development is discussed further in Chapter 15 on Development.

**Table 11-3. Coastal settlement of Hudson Bay and James Bay (see Trudeau 1968; Howell 1970; Barger 1981; OMNR 1985; Canada 1990; Outcrop Ltd. 1990; HBC Archives: Post histories). Dashes indicate continuous (-) or discontinuous (- -) post operation or settlement.**

Settlement	Modern Development	History
<b>Akulivik (Cape Smith)</b>	1922 - present	HBC post on Smith Island at 60°44'N, 78° 28'W and operated from 1924-52.
<b>Arviat (Eskimo Point)</b>	1921 - present	First trading post established by the HBC in 1921. Catholic mission established in 1924, Anglican mission in 1926.
<b>Attawapiskat</b>	1892 - present	An Oblate mission was erected at the mouth of the Attawapiskat River in 1892. It drew Indians to the area and prompted the HBC (1901) and Révillon Frères (1906) to establish trading posts. A permanent mission was established about 1912. A disastrous flood nearly destroyed the community in May 1934.
<b>Baker Lake</b>	1924 - present	Posts operated by Révillon Frères 1924-1936, HBC 1925-present, and Ramey and Patterson 1961-62. Anglican and Catholic missions established in 1927. Temporary RCMP detachment 1915-18, permanent in 1938.
<b>Baker Lake Narrows</b>	1920 - 1922	Post located on the south side of the eastern entrance to Baker Lake at 63°59'N, 94°13'W. Operated by Lamson and Hubbard.
<b>Big Hips Island</b>	1914 - 1926	Operated by the HBC, closed in favor of Baker Lake. Approximate location 64°07'N, 95°40'W.
<b>Bury Cove</b>	1919 - 1920	HBC post, Approximate location 65°26'N, 87°05'W.
<b>Chesterfield Inlet</b>	1911 - present	HBC post established in 1911. Lamsom and Hubbard operated a competing fur trade post from 1920-22. Catholic mission established in 1912, RCMP post moved there from C. Fullerton in 1914.
<b>Chisasibi</b>	1803 - - -1837-present	In 1803 the HBC built a post at the "Big River" to counteract Northwest Company activity in the area. The NWCo. post was abandoned in 1806. The HBC post, renamed Fort George, has operated continuously since 1837. Due to hydroelectric development of the La Grande River, the village was moved from its historic site on Governor's Island to create the new village of Chisasibi on the river's south shore in 1980 (Perreault-Dorval 1982; Canada 1990).
<b>Churchill</b>	1929 - present	Canadian National Railways reached the mouth of the Churchill River in 1929. This was soon followed by construction of harbour facilities, grain elevators, and accommodations. Airbase established by USAF in 1942.
<b>Coats Island</b>	1918 - - - 1928	HBC post located in a small unnamed harbour at 62°55'N, 81°57'W. Moved to Coral Harbour in 1924, but reopened in 1927-28.
<b>Coral Harbour</b>	1916 - - - present	Independent post near Seal Point 64°07'N, 83°11'W operated by Henry Toke Munn from 1916-18. HBC post, known as the Southampton Island post moved from Coats Island in 1924. Anglican mission established in 1924, Catholic in 1927. A large airfield built during WW II was taken over by the Ministry of Transport in 1948.
<b>Eastmain</b>	1723 - - -1870-present	Before building a post at Eastmain, in 1723, the HBC often wintered a sloop there to trade with the Indians. It was often overshadowed by the post at Waskaganish, and remains one of the smaller communities in the region.
<b>Fort Albany</b>	1674 - present	The HBC established a post on the south shore of the Albany River in 1674, and they have operated a post at the river mouth, sometimes on Albany Island, almost continuously since then. Albany was the main Ontario distribution point of supplies for the interior fur trade until about 1912 when railway construction provided easier routes inland. (See Kashechewan).
<b>Fullerton Harbour (64°00'N, 89°00'W)</b>	1913 - 1919	Operated by F.N. Monjo and Co.; sold to the HBC and closed.
<b>Inukjuak (Port Harrison) (Inoucdjouac)</b>	1921 - present	HBC post established in 1921 and in active competition with a Révillon Frères post in the 1920s and early 1930's.
<b>Ivujivik (Ivugivik) (Wolstenholme)</b>	1938 - present	Mission established in 1938. HBC post moved from Wolstenholme ("Erik Cove") on Hudson Strait to Ivujivik in 1947.
<b>Kapiskau</b>	?	Seasonal HBC post established at the mouth of the Kapiskau River, on the north side. Site of a goose hunting camp.
<b>Kashechewan</b>	late 1950's-present	Kashechewan is a largely Cree community on north side of the Albany River about 8 km from Fort Albany. Residents of Fort Albany and Kashechewan were originally part of a single community on an island midway between the present villages. In the mid-1950's, when the mid-Canada line base was built at the present site of Fort Albany, most of the Anglicans settled at Kashechewan and the Catholics at Fort Albany. The communities remained separate after the base closed.
<b>Kuujuarapik</b>	1804 - - -1857-present	The Northwest Company and HBC operated posts for short periods between 1804 and 1857, often for seasonal trade or summer whaling at the river mouth. A permanent post was established by the HBC in 1857, and in 1891 this post became the main site for trade in southeastern Hudson Bay (Barger 1981). A radar control base was constructed in 1955, forming the nucleus for the modern community. When military operations were phased out in 1967, Kuujuarapik became a regional centre for federal and provincial governments. It is one of the few communities where Cree and Inuit live together in significant numbers.

Settlement	Modern Development	History
<b>Lake River</b>	c. 1928-1950	Outpost of the Hudson's Bay Company post at Attawapiskat.
<b>Maguse River</b>	1925 - 1926	Situated on the right bank at the river mouth, 61°17'N, 94°04'W. Independent trading post owned by Oscar Sigurdson. Operated by Sigurdson and Martin from 1942 to 1949.
<b>Mansel Island</b>	1925 - 1949	HBC post at Swaffield Harbour 62°23'N, 79°44'W. Originally an outpost of Wolstenholme, Quebec.
<b>Moose Factory</b>	1673 - - 1730-present	Moose Factory, on Factory Island in the Moose River, was founded by the HBC in 1673. It is the oldest English-speaking settlement in Ontario, and was a major administrative and trans-shipping centre for the HBC in lower Hudson Bay prior to World War I. The community is connected to the mainland by freighter canoe or ferry in summer, and by helicopter for the remainder of the year.
<b>Moosonee</b>	1903 - present	The first permanent settlement on the north shore of Moose River at Moosonee was a Révillon Frères trading post established in 1903 to compete with the HBC post at Moose Factory. Moosonee became the northern terminus of the Temiskaming and Northern Ontario Railway, now the Ontario Northland Railway in 1931. Ontario's only seaport, it was soon the main distribution point for supplies destined for many of the James Bay communities. A Pinetree Line radar base built there in the early 1960's closed in 1975. Moosonee is the Ontario government centre for the region.
<b>Peawanuk</b>	1986 - present	In May 1986, spring floods swept away much of the original settlement at Winisk, which had been located about 6 km upstream from Hudson Bay, and people relocated 30km southwest to Peawanuk.
<b>Povungnituk</b>	1923 - present	HBC post established in 1923.
<b>Rankin Inlet</b>	1957 - present	Established as a mining centre by the North Rankin Nickel Mines in 1955. HBC store built in 1957. Hospital, government offices, school, and 3 churches were added between 1954-60. Mine closed in 1962 leaving the community with a wage-based economy.
<b>Repulse Bay</b>	1920 - present	HBC established a post on Repulse Bay in 1920. Révillon Frères also operated a post there from 1924-36. A Roman Catholic mission was built in 1932 and permanent settlement began in the early 1960's with the construction of rental homes.
<b>Richmond Gulf</b>	1750 - - - 1956	Various companies operated posts for short periods in various locations between 1750 and 1956.
<b>Sanikiluaq</b>	1928 - present	HBC established a seasonal trading outpost near the south tip of Flaherty Island in 1928. In 1934, its status was raised to post, and the buildings were shifted to Tukarak Island. It was moved to the present site of Sanikiluaq in 1961, and other facilities followed.
<b>Severn</b>	? - present	Apparently gradual growth from early fur trade beginning
<b>Tavani (62°04'N, 96°06'W)</b>	1928 -1951	Fur trade post owned by Révillon Frères from 1928 until its sale to the HBC in 1931. HBC outpost of Chesterfield Inlet until 1935.
<b>Umiujaq</b>	1986 - present	Inuit who relocated from Kuujuaq established this community on the coast of southeastern Hudson Bay. It was inaugurated in 1986.
<b>Vieux Comptoir</b>	1938 -1959	The HBC began operating a "camp trade" from Eastmain at Vieux Comptoir (Old Factory) in 1938. The operation was later upgraded to a store, which was closed in 1959 and moved to Wemindji.
<b>Wager Bay</b>	1926 - 1947	HBC post located at 65°55'N, 90°50'W.
<b>Waskaganish</b>	1668 - - - 1813-present	Waskaganish (Rupert House) was established in 1668, before the HBC was incorporated. It was built during an exploratory trip to assess the fur trade potential of the area, on the ruins of Henry Hudson's house, and is the oldest HBC establishment in North America. The post was captured by the French in 1686. It was closed for much of the next 100 years, but has operated continuously since 1813, serving as a supply point to support expansion of the HBC toward Nemiscau and Mistissini.
<b>Wemindji</b>	c.1959 -present	The HBC store at Vieux Comptoir was moved to Wemindji c. 1959 to take advantage of the good harbour.
<b>Whale Cove</b>	1962 - present	Community established as a permanent settlement in 1959 when the government moved inland Caribou Inuit who had survived the famines of 1957-58 the coast. Issatik Eskimo Co-operative was formed in 1962 to harvest and market beluga and operate a store.
<b>Winisk</b>	circa 1900-1986	A church mission established at Winisk prompted the HBC to establish a post there about 1900. Postwar radar base of the Mid-Canada Line closed in 1965. Spring flooding in 1986 swept away much of the community and most of the people relocated to Peawanuk about 30 km inland.

<sup>1</sup> Dashes indicate continuous or discontinuous operation.



Government interest in the natural resource potential of Hudson Bay prompted oceanographic explorations that began in earnest with the Loubyrne in 1929 and in James Bay with the Labrador in 1955, and continue today (Table 5-1). Since then scientists have examined many aspects of the region's fishery and mineral potential, summaries of which are presented in the preceding sections.

Remarkably, the Belcher Islands, which appeared on maps before 1748 (Drage 1748), were not re-discovered until 1914. Flaherty (1918) is generally credited with their 'discovery', but Renouf (1921) actually beat him onto the main islands while recovering the stranded Fort Churchill. In any event, Flaherty explored and mapped the islands later the same year.

Today, there are thriving modern communities scattered along the coasts of James Bay and Hudson Bay, and Inuit and Cree are involved in all aspects of their government and economy. Linked to the south by satellite and various modes of transportation (see Section 15.3), they have roads, supermarkets, hospitals or nursing stations, schools, and limited visitor accommodation. Moosonee, Moose Factory, and Churchill, which are serviced by passenger train, have a well-developed tourist industry with hotels, museums, and scenic tours. The Eskimo Museum at Churchill is perhaps the finest of its kind, and exhibits many aspects of maritime Inuit culture.

Marine resource harvesting still plays an important part in the Inuit and, to a lesser extent, Cree cultures and local economy. These harvesting activities are described in Chapter 14, and in earlier chapters on fish, birds, and mammals. Coastal travel between adjacent communities is common either by boat when there is open water or by snowmobile on the landfast ice.

Large areas of the coastal mainland, and the Belcher Islands area, have been reserved for the use of Cree and/or Inuit under historical treaties or comprehensive land claims settlements. Treaty Nine in 1905 and the James Bay Treaty (No. 9) in 1929-30, between the Government of Canada and the Cree and Ojibwa people of northern Ontario, created a number of small reserves along the west coast of James Bay, at Moose Factory Fort Albany, Attawapiskat, Winisk and Fort Severn (OMNR 1985; Morrison 1986). The James Bay and Northern Quebec Agreement between the governments of Canada and Quebec, the Cree and Inuit of northern Quebec, and Hydro-Quebec was the first comprehensive land claim settlement in Canada reached through a process of negotiation (Quebec 1991; Canada 1992) (Figure 11-4). It does not address land use planning as a topic or requirement or include offshore waters, but does affect coastal development in northern Quebec. The Makivik Offshore Claim, which is under negotiation, will cover the coastal areas around western and northern Quebec, and could give beneficiaries marine rights similar to those in the Nunavut Land Claims Agreement (1992). That agreement, between the Inuit of the Nunavut Settlement Area and the Government of Canada, was ratified by the Inuit in November 1992 and passed by the Senate in June 1993 (TFN and DIAND 1992; Canada 1993). Its provisions include Inuit ownership of large areas of land adjacent to Hudson Bay, and Articles relating to land and resource use, resource management, marine areas, and the establishment of parks (Figure 11-5). The effects of these agreements on harvesting are discussed in the Chapter 14. Indian claims under the Northern Flood Agreement in Manitoba and for outstanding Treaty Land Entitlements along the southwestern coast of Hudson Bay are ongoing (L. Bernier and G. Campbell, DIAND, Winnipeg, pers. comm.) (Figure 11-6).



Figure 11-4. Land claims settlements under the James Bay and Northern Quebec Agreement and Quebec Hydro generating stations in the Hudson Bay watershed (adapted from Hydro Quebec 2001, p. 68).

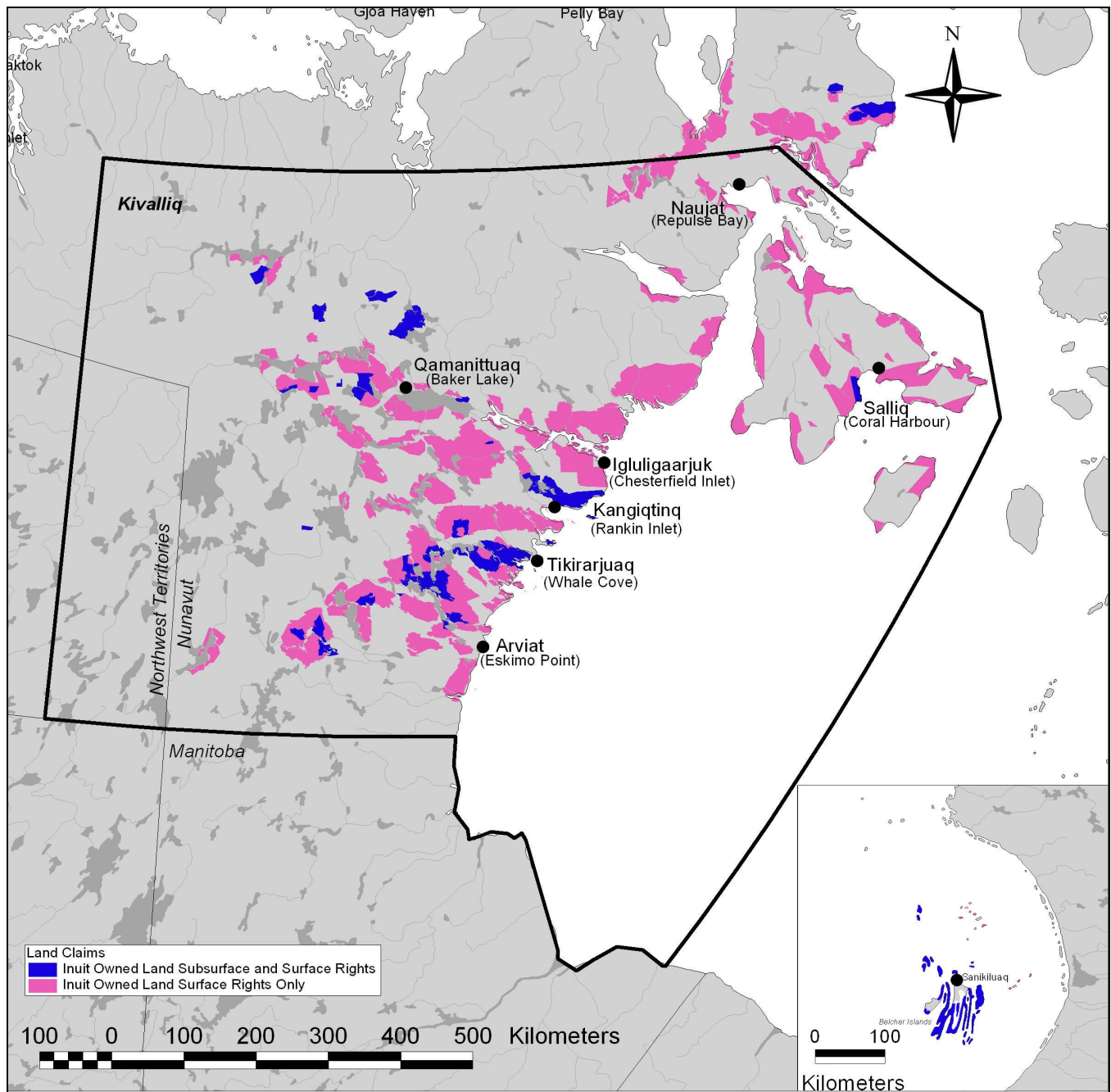


Figure 11-5. Inuit owned lands under the Nunavut Final Agreement.



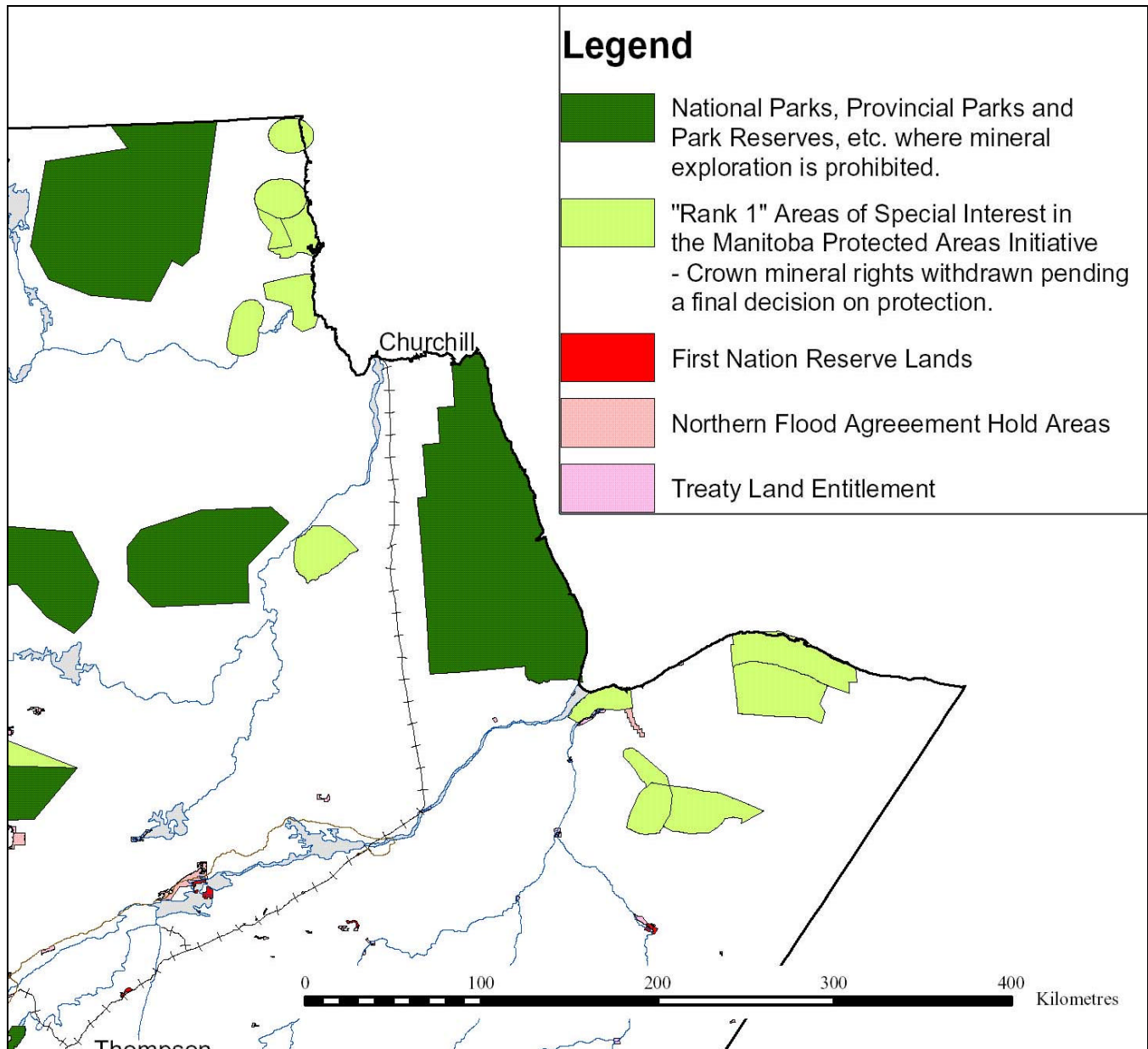


Figure 11-6. Protected Lands and "Rank 1" Areas of Special Interest in Manitoba, May 2004 (from <http://www.gov.mb.ca/itm/mrd/geo/exp-sup/sup-pdfs/fig10.pdf>).

### 11.3 SUMMARY

The prehistorical record of human occupancy of this region's coasts is relatively short due to glaciation. Paleo-Eskimos from Alaska colonized the islands and coasts of Hudson Bay after glaciation and gave rise to the Pre-Dorset (2000-800 BC) and later Dorset (800 BC-1500 AD) cultures. A later invasion of Alaskan Eskimos gave rise to the Thule culture (1000-1600 AD), direct ancestors of the modern Inuit. Each culture had a more advanced marine hunting technology than the last, and the Thule people actively hunted bowhead whales for food and building materials. Sites of prehistoric Inuit occupation are found along the Quebec coast from the Grande rivière de la Baleine northward, from Churchill northward along the west coast, on Southampton Island, and on the islands of southeastern Hudson Bay. They are relatively common but not unique to this region, which appears to have been marginal for these cultures. Some of the latest Dorset sites are located near the entrance to Richmond Gulf. In prehistoric times, ancestors of the Cree occupied the northern woodlands of Quebec, Ontario and Manitoba west to near Churchill, while Chipewyans occupied the area near Churchill. The extent of coastal use by prehistoric Indian peoples is not well known.

The region's historical record is long in North American terms. Early European exploration (1610-1632) of southeastern Hudson Bay and James Bay was in search of a Northwest Passage to the Orient. When no passage was found there was a brief hiatus, until about 1668 when interest in the lucrative North American fur trade prompted renewed explorations and, soon after, construction of Hudson's Bay Company trading posts at Fort Albany, Moose Factory and Fort Rupert. An intense struggle for the control of this region ensued between French and British interests, ending only with the Treaty of Utrecht in 1713, wherein France relinquished all claims to Hudson-James Bay. All of the company's James Bay posts changed hands during the conflict, and for much of the period Albany was their only foothold in Hudson-James Bay.

Over the next 190 years the Hudson's Bay Company consolidated its hold on this region, establishing posts, developing the fur trade, and catching beluga whales at Grande rivière de la Baleine and Petite rivière de la Baleine. The coastline was mapped and, in the 1850's, the first church missions were established. While trade had been brisk with the East Main and West Main Cree since 1669, there was little contact between traders and Inuit until the 1840's.

The region continued to serve as an easy route to the interior until the advent of cheaper southern railway routes in the mid-1800s. The decline of York Factory as a port of entry coincided with growth of bowhead whaling in northwestern Hudson Bay. Between 1860 and 1915, New England and Scottish whalers nearly extirpated the bowhead population in northwestern Hudson Bay. Modern settlement began in 1912 with the establishment of a Hudson's Bay Company post at Chesterfield Inlet, and today there are settlements around the coast.

While the earliest explorers left little evidence of their visits, later explorers, fur traders, missionaries, and settlers had a marked effect on the cultures and economies of the aboriginal peoples. Centralized, permanent coastal settlements replaced temporary seasonal camps, as guns and motorboats replaced the bows and kayaks. Aboriginals were exposed to radically different concepts of time, work, and behaviour; and to new languages, social activities, and diseases. Despite changing culture and technology, marine resource harvesting still plays an important part in modern Inuit culture and economy and, to a lesser extent, that of the coastal Cree. Land settlement agreements have confirmed Cree and Inuit title to large stretches of the Quebec coast, and Inuit title to large areas of Nunavut.

Some of the key differences among the modern coastal settlements are the railway links to Moosonee and Churchill; the all-weather roads to communities along the Quebec coast of James Bay; and the influences of radar base and hydroelectric construction. Kuujuarapik and Chisasibi are unusual in that both Indians and Inuit inhabit them. Moosonee is Ontario's only saltwater port; Churchill is Manitoba's only saltwater port and the region's only deepwater port.

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