

## Chapter 7

Social Studies 8

### The Growth of Land-Based Economy

- For the first three hundred years after European settlement, the economy of Newfoundland and Labrador depended almost solely on the fisheries, and the culture of the province to this day is dominated by references to the sea and to the fishing way of life

- The recognition of the need to diversify Newfoundland's economy from its over-dependence on a single industry is not new.
- It was not until the 19th century, however, that economic diversification became public policy when it was included as an integral part of the colony's home-rule movement.
- The results of these efforts have been mixed.

- None of the efforts at diversification proved entirely successful, and almost all entailed expensive mistakes and were much criticized.
- Over the years, virtually every known approach to industrialization and diversification has been tried in Newfoundland and Labrador.

### Six main approaches to Economic Diversification

#### (1) Opening up the interior:

- Beginning in the mid-19th century, the main approach to diversification was to build roads and a railway to open up the interior of the island part of the province.
- The aim was to discover and then exploit land-based resources, especially minerals and forest products.

#### (2) Small-scale manufacturing

- From time to time, there have been efforts to encourage small-scale manufacturing which would make equipment for the fishery and other resource industries, and manufacture consumption goods that were being imported into the country/province.
- This approach enjoyed limited success prior to Confederation in 1949, and became a major but mainly unsuccessful part of J.R. Smallwood's economic development efforts in the 1950s.

▪ (3) Industrialization/Urbanization

- Industrialization through large-scale manufacturing and resource projects, and urbanization through a community centralization program under which people from hundreds of small fishing outposts were resettled into larger growth centres.

▪ (4) Resource-led growth

- Focused most of their economic development energies on trying to gain control of the province's rich resources and to manage them so as to maximize local benefits.

(5) Rural development

- Governments and local communities themselves have introduced schemes aimed at diversifying the local economies of rural communities.
- This approach had its strongest support at the local level as a reaction against the resettlement movement during the 1970s; and a "new", purportedly more professional and business-like approach to community economic development.

▪ (6) New economy opportunities

- The most recent effort at economic diversification was outlined in the province's strategic economic plan, *Change & Challenge*, which was published in 1992. This approach is based on the premise that technological changes, especially in telecommunications, and the opening up of new markets in the global economy, have created new economic opportunities in a host of sectors, ranging from adventure tourism to information industries to health products and services.
- Several Newfoundland firms are now competing successfully in these new industries, but it remains to be seen how important they will become in the overall economy.

## Railway



- The Newfoundland railway operated for a little over a century.
- From 1882-97 the trains ran over completed portions of a projected trans-insular line.
- The first passenger train across the island ran in June 1898. Regular passenger service ceased in July 1969, and the last freight ran in June 1988.
- The railbed has since been designated a "Trailway" and a linear provincial park.



- Built to narrow (3'6") gauge for reasons of economy, the Newfoundland railway was the longest such line in North America, and was regarded with particular affection by railway buffs (its gently mocking nickname, "the Newfie Bullet" dates only from World War II).
- The main line was 548 miles, from St. John's to Port aux Basques. Numerous branch lines made the operating trackage in the peak years (1915-31) 906 miles.

### **The History of the Newfoundland railway can be divided into five periods.**

1. The construction period (1881-97)
2. Operation by the Reid family (1898-23)
3. The Government of Newfoundland (1923-49)
4. Canadian National Railway
5. TerraTransport (1978-88)

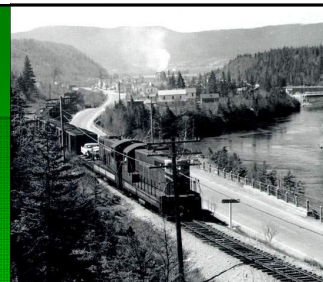
- In 1880 a committee of the legislature recommended a narrow-gauge railway from St. John's 340 miles west to Halls Bay.
- Over three years the Newfoundland Railway Company built a line 57 miles to what is now Whitbourne, before going into receivership.
- A second branch, to Placentia, was built as a public work 1886-88. Thereafter a new Whiteway government sought a private contractor to complete the trans-insular line.

- In June 1890 a Scots-Canadian contractor, Robert G. Reid agreed to build and equip the railway to Halls Bay, for \$15,600 per mile.
- By late 1892 grading approached the Exploits River, virtually the half-way point  
for now the government proposed to continue to Port aux Basques by diverting the line from Halls Bay to Grand Lake across the Topsail.

- 1894-97 saw steady progress across the central and western interior.
- The first through passenger train ran 28-29 June 1898, connection with Reid's new Gulf steamship, the *Bruce*, at Port aux Basques.



- James S. Winter negotiated with the Reid family to take over the Harbour Grace railway and unify railway operations and also for an extended system operating contract.
- The Reids agreed to continue operating the line for 50 years in return for outright ownership at the end, as well as further lands grants.



- **Freight Train, near the Humbermouth, n.d.**  
When the railway was taken over by C.N. in 1949, there was a rapid increase in the amount of freight carried.

- 1949, under the Terms of Union, the railway as well as connecting coastal and marine services were taken over by C.N. and a certain level of service seemed assured.
- But the transportation boom in the new province was also reflected in a growing trend towards road transport.
- The last train ran in June of 1988, with rails of the main line being taken up by November 1990

## Early 20th Century Exploration

- Exploration in Newfoundland and Labrador occurred on a smaller scale during the first half of the 1900s than in previous centuries.
- Adventurers and geologists from North America and Europe arrived at Labrador to study its vast and largely uncharted interior, while the island of Newfoundland served as a taking off point for some of the world's first transatlantic flights.

## Mapping the Labrador Interior

- Early exploration and mapping discovered large iron ore deposits in western Labrador
- Considerable mystery still surrounded land to the west and north of Hamilton Inlet. (Churchill Falls)
- This attracted a handful of Canadian and American adventurers who wished to explore what they considered one of North America's last uncharted frontiers.

Picture of the mouth of the Hamilton (now Churchill) River in Labrador, ca. 1890s



### Leonidas Hubbard's 1903 Expedition

- On 15 July 1903, 31-year-old American journalist Leonidas Hubbard led a small expedition into the Labrador interior from the Hudson Bay Company's post at North West River.

He hoped to observe the annual caribou migration across Labrador – something no white man had done before – and make contact with Innu living in the area.

- Depending on the weather and lateness of the season, the party would at that point either continue north to Ungava Bay or make a return trip to North West River.



- Hubbard invited his friend Dillon Wallace to join the expedition and hired George Elson, a Métis woodsman from Ontario, to act as its guide.
- A series of mistakes and bad luck, however, hampered their progress from the outset.
- He was sent badly off course just one day after leaving North West River. (He took the wrong river)

- A string of other problems compounded the error. Bad weather slowed their progress, an unusual scarcity of game made hunting difficult, and neither Hubbard nor Wallace packed enough clothing and footwear to withstand the elements.
- Cold, hungry, and disoriented, the party decided to turn back on 15 September. Hubbard's condition, however, quickly deteriorated and by mid-October it was apparent to all expedition members that he could go no further.

- Their guide left them and went for help.
- When rescuers arrived on 30 October, they found Hubbard dead and Wallace in a highly confused and weakened condition.
- In three months, Wallace's weight dropped from 170 to 95 pounds and gangrene appeared in his foot.





- In 1905, Wallace published a best-selling book about the expedition, *The Lure of the Labrador Wild*. He also announced an intention to return north and complete the work that killed his young friend.

## Mina Hubbard

- Mina (Benson) Hubbard learned of her husband's death on 22 January 1904 after receiving a 10-word telegram from Wallace: "Mr. Hubbard died October 18 in the interior of Labrador."
- She felt it unfairly depicted her husband as a naïve and inept adventurer. She also believed Wallace was trying to appropriate the praise and recognition that rightfully belonged to her husband by planning a second trip north.

- Angry and wishing to finish her husband's work, Hubbard secretly planned her own Labrador expedition.
- She invited George Elson to join the team, as well as Gilbert Blake, a Labrador trapper who helped rescue Wallace in 1903.



- The rival expeditions departed North West River on the same day, 27 June 1905.
- Hubbard beat Wallace by eight full weeks and her maps were used for about 60 years for the area.
- She also met many of the Innu groups in the area.

## Robert Bartlett (explorer)

- Born in Brigus, Newfoundland.
- By the age of 17, he mastered his first ship and began a life-long love affair with the Arctic.
- Bartlett spent more than 50 years mapping and exploring the waters of the Far North and led over 40 expeditions to the Arctic, more than anyone before or since.



- Bartlett was captain of the *Roosevelt* and accompanied Commander Robert Peary on his attempts to reach the North Pole.
- He was awarded the Hubbard Medal of the National Geographic Society for breaking the trail through the frozen Arctic Sea to within 130 miles of the pole, yet was excluded from the final exploring party (possibly due to a rivalry between the two men).
- Bartlett took a ship and was the first person to sail north of 88° N.

- In 1914, Bartlett's leadership in the doomed Karluk Expedition helped save the lives of most of its stranded participants after the leader abandoned the expedition.



- After being stranded on Wrangel Island for several months, Bartlett walked 700 miles over the ice of the Chukchi Sea and across Siberia and then mounted an expedition from Alaska to rescue his surviving companions from Wrangel Island.



- He received the highest award from the Royal Geographical Society for his outstanding heroism.
- In 1917, Bartlett rescued the members of Donald Baxter MacMillan's ill-fated Crocker Land Expedition, who had been stuck on the ice for four years.



- From 1925-1945, at the command of his own schooner, the Effie M. Morrissey, Bartlett led many important scientific expeditions to the Arctic sponsored by American museums, the Explorers Club and the National Geographic Society, and he also helped to survey the Arctic for the United States Government during World War II.

