

DRAFT
Goodwood-Timmins Haul Road and Howse Property
Historic Resources Impact Assessment, near Schefferville, QC

Archaeological Investigation permits #14.42



Irony Mountain, viewed from northwest end of Howse Property Project Area.

Submitted to
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&
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31 October 2014

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Letter of Transmittal

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31 October 2014

Martha Drake
Provincial Archaeologist
Department of Business, Tourism, Culture and Rural Development
Confederation Building
St. John's, NL
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Dear Martha,

Please find enclosed our report "Goodwood-Timmins Haul Road and Howse Property Historic Resources Impact Assessment, near Schefferville, QC" as per Archaeological Investigation Permit #14.42.

Sincerely,

<Original signed by>

Gerald Penney
President

/encls

Executive Summary

From 16 to 21 September 2014, Gerald Penney Associates Limited conducted a Historic Resources Impact Assessment on a c. 30 km Goodwood-Timmins haul road and c. 9 km² Howse Property deposit at an iron ore mine operated by Tata Steele Canada, c. 15 km NW of Schefferville, QC. Surface survey of all uninvestigated sections of the haul road (c. 23 km), and the large Howse deposit project area identified no pre-contact historic resources. 20th century historic resources were identified, though typically recent and within close proximity to an existing access road. Natural finds of potential cultural importance or significance include signs of past caribou presence in the form of several sets of antlers and a skeleton, and several surface-level chert fragments.

Participants

Gerald Penney, M.A.	principal investigator
Blair Temple, M.A.	archaeologist; report preparation
Robert Cuff, M.A.	historical research; report preparation
Toby Simpson, B.A.	archaeologist; drafting/digital mapping
Lori Temple, B.A.	cataloguing
Miki Lee, B.A., Dip. CCM	conservator

The assistance of the Provincial Archaeology Office, Edward Mameanskum, Coco Calderhead, Michael Lewis and Lisa Clancey of Tata Steel Canada, and Vincent Taylor of Gray Rock Mining, is acknowledged. Lisa's help and assistance during the field component is particularly appreciated. Shirley Einish and Judas Shecanapish, of Kawawachikamach, QC, provided valuable field assistance and are gratefully thanked.



Large chunk of dark chert, wpt "Chert8".

Introduction

In the summer of 2013, officials with Tata Steel Canada contacted Gerald Penney Associates Limited (hereinafter GPA) requesting that a Historic Resources Impact Assessment (hereinafter HRIA) be conducted on a proposed 30 km haul road extending from the Goodwood deposit, to their processing facility, c. 20 km NW of Schefferville, QC. The project was put on hold for the remainder of the year, and subsequently revived in 2014. In the spring of 2014, Tata Steel again contacted GPA concerning the assessment of the haul road, as well as an assessment of an iron ore deposit within the Howse property.

Background research was conducted during the summer of 2014. The field component of the HRIA was completed between 16 and 21 September 2014, by archaeologists Blair Temple and Toby Simpson, with the assistance of Shirley Einish and Judas Shecanapish, of Kawawachikamach, QC. Gerald Penney of GPA, had travelled to the mine site at the request of Tata Steel officials for a site familiarization visit on 27 August 2014. No fieldwork was conducted.

Study area/Natural features

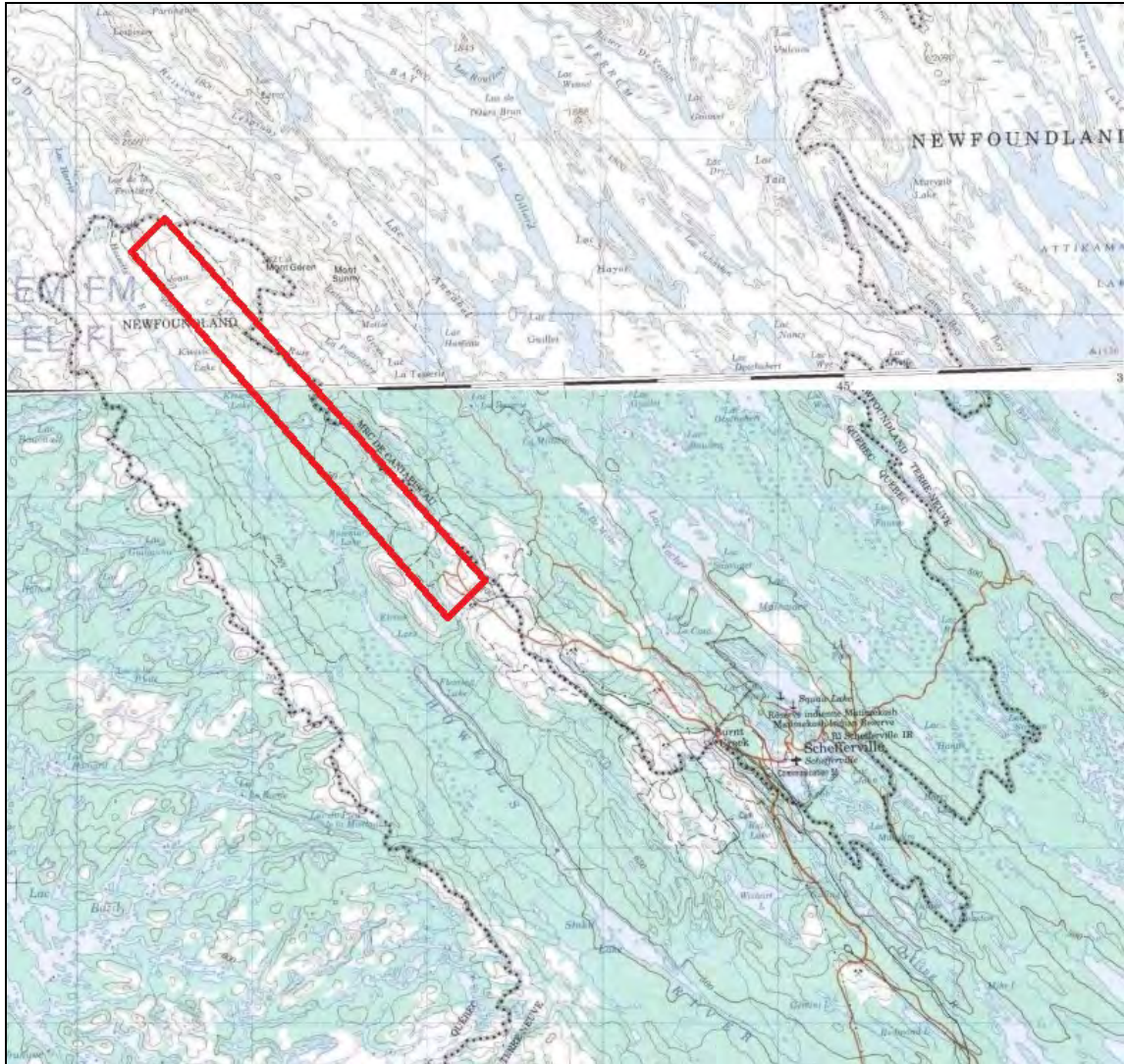
Both project areas are located in western Labrador, NW of the community of Schefferville, QC. The Howse Property is the location of an iron ore deposit, approximately 20 km NW of Schefferville, just over 2.0 km NW of a new processing facility. The property is approximately 9.0 km² in size, of which approximately 1 km² was investigated during a previous HRIA, with no historic resources identified (JWSL 2009). The other study area is the Goodwood-Timmins haul road, approximately 30 km long, which runs between the Goodwood iron ore deposit and the primary processing facility. Portions of this had been previously assessed, to be discussed below.

Both the proposed Howse mine and the Goodwood Road are on the northeast side of a valley of Howells River in western Labrador. The Howells River valley can be conceived of as a 'spur' of Newfoundland and Labrador territory, extending 50 km NNW of the Schefferville.¹ Howells River runs roughly 50 km from headwaters² at the Quebec-Labrador border, SE through several long lakes³ before emptying into Astray Lake, which is naturally drained through the Menihek Lakes, Ashuanipi River, Churchill River and Hamilton Inlet into the Labrador Sea.

¹ For ease of reference we have assigned a field name "Howell River Spur" to the present study area. Field names assigned by GPA will be identified as such on first use and enclosed in double quotes.

² Howells Lake, just NW of Kivivic Lake.

³ From NW to SE: Kivivic, Rosemary, Elross, Fleming and Stakit Lake.



Location of the Howse Property and Goodwood Road project areas, in red. The haul road extends the entire length; the Howse Property is located near the SE end. (Stitch of 23J and 230 NTS 1:250,000 topographic maps).

West of the Howells River Spur, in the Province of Quebec, natural drainage is west and north, into the Caniaspicau River and other tributaries of the Koksoak River. The Koksoak River drains into Ungava Bay above Kuujjuak (formerly, Fort Chimo). East and north of the Howells River Spur is the “Schefferville Pocket”⁴ also in Quebec. The Schefferville Pocket drains north into the Koksoak system via the Swampy Bay River. East of the Schefferville Pocket drainage south into the Ashuanipi/Churchill system defines another Newfoundland Labrador spur, the “Attikamagen Spur.”

⁴ A GPA field name.

Ground cover in the Howells River valley is typically sparse lichen forest, with small patches of black spruce cover. The higher ground tends to be more open and rocky, while boggy areas are common at lower elevations, and around water courses. Bare ground with limited foliage is common. Both project areas have been the focus of mineral exploration and mining operations since the mid-20th century, and thus there are many extensively disturbed areas throughout.



The Labrador Trough (Geological Survey of Newfoundland and Labrador).

The Height of Land which separates the Province of Newfoundland and Labrador from the Province of Quebec (sometimes referred to as the Laurentian Divide) can be conceived of as an “ecological edge” from a number of perspectives. In addition to being a land of “dividing waters” it also corresponds to a division between the sporadically wooded country of NW Labrador and the barren ground and tundra to the north. Geologically, it is part of the Labrador Trough, a significant iron-producing formation straddling the Quebec/western Labrador border. Since 1954 a number of the world’s largest iron ore producers have operated in this formation, and it is further exploration, delineation and development of iron mining in the Labrador Trough that drives current interest and this historic resources assessment.

Previous Archaeology

The study area lies at the centre of the Quebec-Labrador Peninsula, a land mass described as “the last large-sized segment of the North American continent to undergo archaeological exploration” (McCaffrey 2006:164). It also remains an area with a complex and incompletely known cultural history (Holly 2013:57; McCaffrey 2006:165-166).

The larger region received little archaeological attention prior to the hydro-electric developments of the 1970s within Quebec, and 1960s in interior Labrador (Loring et al 2003; McCaffrey 2006). Specific to the Schefferville area, archaeological surveys by David Denton and Moria McCaffrey in the 1980s are among the first in the region. Several pre-contact and historic period sites were identified by McCaffrey in 1989. Of particular interest were the lithic sources recorded, which possibly account for much of the pre-contact presence in the area (Denton and McCaffrey 1988).

During the 1990s and onward, continued mining development and associated activities led to several historic resource assessments in the Schefferville and wider area (e.g. JWSL 2009, McCaffrey 2004). The locations of these investigations were not research-driven, but rather dictated by specific mining activities. Some have proved successful in identifying evidence of pre-contact and historic era occupation. During a 2011 assessment of roadways associated with those proposed here, a pre-contact site (GfDs-03) was identified NE of Morley Lake, near the existing access road (Arkéos 2012:19-24)

Outlining a cultural history of the area has proven difficult due to sparse data, and the slightly differing cultural histories from the surrounding area (i.e. Quebec and Labrador). The earliest occupation of Schefferville and broader area dates to c. 3500 BP (McCaffrey 2006:177). Archaeological evidence suggests that late Archaic and post-Archaic (Intermediate) migration occurred from the east (Labrador coast) and from the south (the Quebec North Shore), both around the same time, resulting in the development of distinctive groups with material traits similar to those to the east and south, yet markedly different (Holly 2013:60; McCaffrey 2006:177-179). Sites of this period are sparse,

however, and tend to be small, suggesting high mobility. Local lithics often predominate, but the range of lithic materials – including Ramah chert from northern Labrador and quartzite from central Quebec – indicate expansive social networks (Denton and McCaffrey 1988). After c. 2000 BP, human presence appears to grow in the central Quebec/Labrador region, with a larger number of sites spread across a wider area. The period is marked by a notable change in both lithic variety and hearth features, the latter suggesting communal groups (Holly and McCaffrey 2012:130; McCaffrey 2006:165-166).

Historic Background

This general area is described in 19th century records as being a meeting-place of the aboriginal inhabitants (now known as Innu or Naskapi) who hunted and travelled the Height of Land. Those hunting caribou in the barren grounds to the west, north and south would gather in the fall before making their way out to the coast at Hudson Bay, Ungava Bay, the Labrador Sea or the Gulf of St. Lawrence. The locale specifically mentioned as such a meeting place is at Petitsikapau Lake, approximately 60-65 km SE of the present study area. As a consequence of such use the Hudson's Bay Company (HBC) established a trading post here, Fort Nascopie, which operated in the mid-19th century.

Sources of historic knowledge of the study area are principally records associated with the fur-trading activities in the mid-19th century, some missionary accounts later in the century and with geological and topographic surveying beginning in 1894, intensifying after World War II, leading to an operating iron mine by 1954.

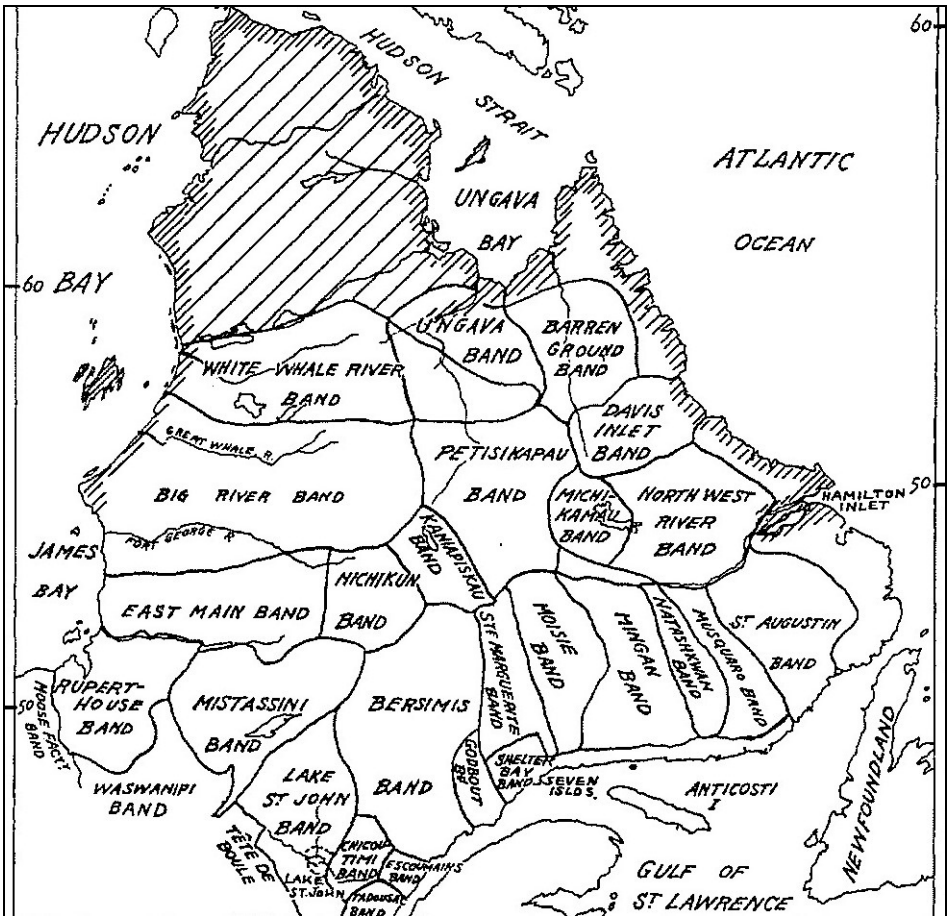
The earliest known trading post in the western Labrador interior was Fort Naskapis, on Ashuanipi Lake. An outpost of the Montreal-based fur traders, the North West Company (NWC), Fort Naskapis⁵ operated from about 1733 to 1750 and channeled trade 350 km south towards NWC posts at Mingan and Sept Isles, Quebec. Fort Naskapis, at the north end of Ashuanipi Lake, was likely near archaeological site Ferguson Bay 1, which derives its significance in part from a presumption of an established "Ashuanipi-Menihek" aboriginal trade travel corridor to and from barren-ground caribou hunting areas proximate to the present study area.

⁵ Naskapis and Nascopie are orthographic variants of an ethnic identifier now often rendered as Naskapi, a term which was used by Europeans to indicate a northern sub-group of the "Montagnais" a people of the north shore of Gulf of St. Lawrence. In Newfoundland and Labrador usage the older terms Montagnais/Mountaineer and Naskapi have been replaced by the term "Innu" to refer to both sub-groups. However, in the Schefferville area of Quebec, where there are two distinct groups recognized based on historical and linguistic differences, the term Naskapi has been retained to refer to a group with northern origins, at the community/reserve of Kawawchikamach. In Quebec the term Innu is usually employed in referring to a group originating in the south (previously, Montagnais), with reserved land at Matimekossh.



Geological Survey of Canada (A.P. Low) mapping of major drainage in the Quebec/Labrador interior – red arrow added to indicate approximate location of the study area.

Coincident with Fort Naskapis there was also a Quebec-based independent trader, Louis Fornel, operating at North West River, Hamilton Inlet from 1742. Although there is likewise frustratingly little known about Fornel's activities, it is likely that part of his trade was drawn from the north, via the Naskaupi River and from the west, via the Churchill River.



Local bands of “Montagnais” and “Naskapi” on the Quebec-Labrador Peninsula, from mid-19th to early 20th century (Speck 1931:565).

Although the HBC’s 1670 charter granted the Company the lands draining into James, Hudson and Ungava bays, HBC trading posts were not established interior of Ungava Bay and the east side of Hudson Bay until the 19th century, after the 1821 merger between the HBC and NWC. Although the merger had an immediate effect in the reduction of the number of fur-trading pots, the removal of competition was followed by increased exploration by HBC employees in search of new sources of furs. Initially this exploration was out of posts on the east side of Hudson Bay, exploring the Eastmain and Big (now, La Grande) river systems. In the 1820s several HBC employees made their way to the Canisapau/Koksoak River system, following the rivers north to Ungava Bay and leading in 1830 to the establishment of a trading post at Fort Chimo (now, Kuujjuak) on the lower Koksoak River. Further exploration out of Fort Chimo led HBC to establish

a number of interior posts in what is now the Quebec-Labrador border area and also to establish a post at North West River on Hamilton Inlet.

The earliest historic account of Height of Land area is from HBC employee Erland Erlandson, who reached Petitskapau Lake in 1834: “There is a lake a little beyond the height of land, Peetaskeekouba by name, in a good fur country, which would be a very eligible situation for an outpost as the Indians separate in it on their way to the different posts on the Gulf” (Davis and Johnson 1963:240). In the 1830s the HBC opened a number of new posts to capture the furs of the Quebec-Labrador Peninsula, including Fort George at the mouth of La Grande River, Fort Chimo, Fort Smith (North West River), and also a series of small interior posts including Fort Canisapau, Fort Nascopee and Fort Winokapau (on the Churchill River).

Fort Nascopee on Petitskapau Lake, built in 1838, was originally to be supplied from and trade through Fort Chimo via the Swampy Bay and Koksoak rivers. However, as the Labrador interior and its inhabitants became better known to the HBC it was decided to close Fort Chimo in 1843 and Fort Nascopee became an outpost of Fort Smith/North West River. The HBC encouraged 20 families of Cree from the vicinity of their post on La Grande River to relocate near Fort Nascopee, where it appears they found:

at least three fourths is unwooded, and the wooded Country is only a few narrow strips they found already in possession of Indians who have long hunted in that quarter, but have only traded at the Ungava Country since 1837. They go by the name of Nascopies and are principally from Seven Islands and others of the Kings Posts.⁶ Their number is as follows:--

64 married men

73 Lads Boys (many growing up to be good hunters)

74 married women

65 girls etc.

As these range over the whole extent of the neighbourhood of Fort Chimo to the hunting grounds of the Indians of the Bay and those of Seven Islands Bay and also towards the post of Canniapiscaw – the most northern in Ruperts River district – they leave little scope for others” (Simpson 1848:2).

⁶ NWC trading posts.

In 1866 the HBC decided to re-establish Fort Chimo and over the next decade closed their interior posts (Caniaspicaw, Nascopee and Winokapau) forcing trade to the coast.

Even though it had been closed for 20+ years, in 1887 explorer R.F. Holme noted that:

the most important point connected with the Labrador interior is the Company's inland post, Fort Nascopee... During the latter years when this post was used, a journey was made annually from North-west river in an inland boat up the Grand [Churchill] river, and through Lake Waminikapou.⁷ The men, about twenty in number, with an officer in charge, went up in the autumn with stores for their own use, and goods for trading purposes, and returned in the spring... leaving the post deserted in the summer months (Holme 1888:192).

The ruin of Fort Nascopee was still being described as a significant gathering-place in 1894, by Canadian geologist A.P. Low:

The ruins of Fort Nascaupée stand in a small clearing, close to the shore of the lake, and only a short distance above high-water mark. The houses were built of small, squared logs, with board roofs. When visited the dwelling-house was in a fair state of repair, with the window sashes and some of the glass still in place. The doors and movables inside had been broken up and used for building is about twelve by eighteen feet, and has a low room under the attic roof above. Adjoining the main building on each side are two smaller buildings, evidently used for a kitchen and store; the roofs of both have fallen in. Traces about twenty yards to the east of these ruins, probably represent the remains of some outbuildings. About fifty yards behind, the powder house covered with earth was seen, with broken roof and partly filled up with earth. Adjoining this is a small burying place with a large wooden cross in its centre, but without any marks on the graves, which are probably those of Indians. In the attic a fragment of "The Albion", of March 7th, 1846, was found. Close to the house were several patches of rhubarb [*sic*] eighteen inches high, while a number of introduced plants still flourish in the door-yard.

Early in the 20th century there were at least two attempts to establish interior fur trading posts: by independent trader John Ferguson on Ashuanipi Lake (1910) and by the HBC at Fort Mackenzie at the confluence of Canisapau and Swampy Bay rivers (1916). In 1918 a HBC trader and his wife, James and Maud Watt, made a journey overland from Fort Mackenzie to Sept Isles, via Petitskapau Lake and the Ashuanipi River. Mrs. Watt described Fort Nascopee as dilapidated, but still an important Innu crossroads and message post: "the meeting place of the long trails."

⁷ Winokapau.

James Watt was instrumental in persuading HBC to open Fort Mackenzie, to recapture the trade of the Innu, who had become increasingly reluctant to cross the barren ground and tundra south of Fort Chimo in the light of a catastrophic decline in the caribou herds on which they depended during their travels. HBC had always been frustrated with the output in furs from the Hudson Bay/Ungava/Labrador interior, as the Innu/Naskapi of necessity spent the majority of their time hunting caribou. Likely the decline in caribou numbers made fur-trapping more of a priority. It is this scenario, during the 1920s, that ethnologist Frank Speck (1931) captured in his description of Innu hunting territories deep in the Quebec-Labrador interior – small family groups which he loosely grouped into three “bands:” Caniapiscau, Petitskapau and Michikamau.



Burnt Creek/Knob Lake camp site, 1950 (Acme News Service).

In 1929 a new era of geological exploration began when a party led by J.E. Gill and W.F. James explored the geology in the area that is now Schefferville/Howells River, identifying significant iron ore deposits at what is now Ruth Lake. Over the next decade detailed mapping of the study area was undertaken as the magnitude of the Labrador ore body began to catch the imagination of industry and governments. In 1937 geologist

W.C. Howells made a watercourse survey between Kivivic and Astray lakes, attaching his name to the river. In 1942 what is known as the Goodwood deposit of iron ore was discovered in Quebec, just north of the border from the Howells River drainage, and the Goodwood-Timmins haul road was built shortly thereafter. The mining/exploration companies (incorporated as the Iron Ore Company of Canada in 1949) built a townsite near the Burnt Creek/Knob Lake deposits, just east of the border and also in the Province of Quebec. The mine, the Quebec North Shore and Labrador railway, and town which later became known as Schefferville were complete and operational by 1954.

Field Results

Field investigations occurred between 16 and 21 September 2014, employing a four-person field crew. The two project areas (hereinafter PAs) were primarily surface and visually surveyed. Due to the nature of ground conditions, areas with exposed soils were frequently encountered, allowing for visual inspection. Test pitting was conducted in areas where historic resources potential was deemed high, based on the natural surroundings and surface conditions. These were determined to be few throughout both study areas. The first four days of field assessment were dedicated to the Goodwood-Timmins PA, with the last two days devoted to the Howse PA. The two separate PAs will be discussed separately. Regarding the Goodwood-Timmins PA, five separate sections of the haul road were investigated, and have been identified as individual “study areas” (hereinafter SAs) for the sake of clarity and discussion.

Goodwood-Timmins Haulroad Project Area. Mapping of the proposed Goodwood-Timmins haul road indicated approximately 30.0 km of road was to be constructed, extending from the processing facility (1.7 km west of Pinnettee Lake), to the Goodwood deposit (approximately 3.0 km west of Lac de la Frontière on the Quebec side of the QC/NL border). The haul road runs in an approximate NW/SE direction. Comparison of supplied mapping, and results of an earlier archaeological investigation of the existing access road system (Arkéos 2012), concluded that approximately 7.0 km of the proposed haul road had already been assessed or was in close enough proximity that no further investigation was warranted. The remaining portions (c. 23 km) are those surveyed during this HRIA.

The remaining sections of the Goodwood-Timmins haul road were split into five subsections or study areas (SAs). All but one (SA4) was investigated in its entirety, within a single field day. The SAs were assessed in approximate order, from NW to SE, and have been designated numerically as such. (This was assigned post-fieldwork). They will be discussed individually, below.

Upon arrival at the mine site, one portion of the haul road were observed to be under construction⁸, and another completed (see Appendix XX): one, the SE portion from point 0+0 m⁹, to c. 5+100 m had been completed before arrival; the other (under construction during GPA's investigation), being a section extending from c. 19+600 m to 24+000 m¹⁰. As the former was under construction, with blasting scheduled within a matter of days, no investigation conducted at this area. The SAs in immediate proximity to the proposed blasting were assess first (SA 2 and 3), in order to complete the work and be significantly removed from the area for health and safety reasons.

Study Area 1 is located at the far NW end of the Goodwood-Timmins haul road PA, and was the first area assessed. It begins at approximately 26+200 m and extends to the Quebec/Labrador border at approximately 28+500 m. Much of this length is located along the edge of a hillside or along rocky ground with rolling topography. Single fragments of chert were identified in two locations (wpt "Chert2" and Chert3"), plus caribou bone and a set of antlers (wpt "Bone" and "Antlers"). The chert fragments were both natural and unused, and would become a common find during the HRIA. Likewise, antlers would become a common find. However, the antlers at SA1 are the only set identified that show evidence of any human modification or interaction. They were found with a large stone on top of the one of the antler, likely having been placed there. The reason for this is unknown. Except for some signs of early mineral exploration, no further historic resources or signs of human presence were identified.

⁸ GPA had been informed of this construction previous to site visit; first observed by Gerald Penney on 27 August 2014.

⁹ These distance markers are derived from construction mapping, and used by road construction crews.

¹⁰ Construction was ongoing at both end of this section, with roadwork advancing daily.



Caribou antlers (wpt “Antlers”) with a flat stone intentionally (?) lain across them.



Rocky landscape at SE end of SA1. Facing SE.

Study Area 2 is a relatively short portion located near the NW end of the larger project area, extending approximately from markers 24+200 m to 25+200 m (its SE end abuts the NW end of the portion under construction, as of 17 September¹¹). It cross-cuts a rocky

¹¹ The construction was constantly proceeding in both a NW and SE direction.

section of Joan Brook running SW from Joan Lake, c. 1.1 km to the north. Caribou antler were recorded (wpt “Antler3”), as well as a possible old caribou path along the southern bank of the brook (wpt “Caritrail”). The presence of this brook was initially thought to hold historic resource potential, but upon examination it was identified as quite rocky and shallow, with steep-sided, rocky banks. Traversing in watercraft would be impossible, and the water level (unless significantly higher in the past), would make it an unlikely place anything but small numbers of freshwater fish. No historic resources were identified.



Section of Joan Brook, SA2, looking south. The haul road will cross the brook at the point where the photo was taken.

Study Area 3 is located from approximately marker 15+300 m to 19+700 m. The NW end abutted the SE end of the portion under construction. The NW end is positioned along the side of a hill, gradually extending into a more wooded area. The only water crossing encountered was little more than a small brook, draining Kivivic Brook into Howells River. Surface level chert fragments were identified in three places (wpt “Chert4”, “Chert5”, and “Chert6”). An interesting geological feature was recorded near the SE end

of the study area. It is a large, prominent rock located within the forest (wpt “Rkshelter”) with no rocks of remotely similar size anywhere in the vicinity. This glacial erratic is has a scallop or large cut on one side at its base, and could provide shelter from the elements in case of an emergency (for human or animal). Examination of the exposed surface identified no evidence of such usage, but it remains an interesting natural feature.



Goodwood-Timmins haul road construction, viewed from NW end of SA3.



Large erratic stone (wpt “Rkshelter”), SA3.



First Aid shack, SE end of SA 3.



Tree-covered terrain, SE half of SA3.

Study area 4 is located immediately NW of SA5, extending from marker 13+600 m to 14+500 m. (SAs 4 and 5 are separated by a large gravel pit, where a seldom-used first aid shack is located). This is shortest portion of the overall haul road to be surveyed. It generally runs along sloped or hilly ground. Despite its proximity to a brook running into Greenbush Lake, the overall area is typically unsuitable for habitation, with the area immediately west of the proposed route quite boggy. Except for a fragment of surface level chert (wpt “Chert12”) and caribou antler (wpt “Antler 2), no historic or cultural resources were recorded.



Large set of caribou antlers (wpt “Antlers2”), SA 4.

Study area 5 is located from point 5+100 km to approximately 13+400 km. This is the longest single section, and was assessed over the course of two days (18 and 19 September 2014). The most NW portion – from 7+600 m to 13+400 m – was assessed after leaving a vehicle at the NW end, and receiving transport to the 7+600 km mark, and walking back to the vehicle. This c. 5.8 km long section proceeded along the SW side of three unnamed ponds, (which flow NW into Greenbush Lake and on to Howells River). Examination along the western sides of these ponds observed largely marsh and wet shoreline. The near absence of modern garbage or debris (exception, wpt “Wrapper”) points to limited usage in recent decades¹². Evidence of past caribou presence was observed throughout, in the form of bone and antler (wpt “Antler6” and “Skull”), as well as possible paths crisscrossing the study area (wpt “Caripath”, “Caripath2”, “Caripath2B”, and “Caripath3”). A single chert fragment was identified (wpt “Chert 9”). Test pitting was

¹² Our crew stopped and had lunch at easily, the most attractive location among the SW face of these ponds, and no sign of previous presence was observed.

limited, with two test pits along the SW side of the largest (most southeastern) unnamed pond (wpt “TPS1” and TPS2”), and two more in a small open area at its NW end (wpt “TPS3” and “TPS4”).



Test pitting NW end of pond, SA5 (wpt “TP3” and TP4”).

The SE portion of SA5 runs from marker c. 5+100 m to c. 7+600 m. A recent fire pit was observed near the road (wpt “Firepit”), adjacent to a large rock. Additionally, the area around GfDs-03 was examined and surface surveyed, with no further historic resources were identified. A large fragment of dark chert was recorded at surface level (wpt “Chert8”) nearby, but was clearly natural with no evidence of cultural modification. Much of this end of SA5 was located on top of, or on the side of a long, rolling hill. No further historic resources were identified.



Recent fire pit next to large erratic boulder (see shovel), near extant access road (wpt "Firepit").

Howse Property Project Area. The other PA assessed during the HRIA was the Howse Property, investigated on 20 and 21 September 2014. A roughly "Z" shaped area, approximately 1.0 km² in size within the center of the PA had already been assessed as part of a previous HRIA in 2008 (JWSL 2009). No historic resources were identified during that assessment.

The circumference of the Howse PA is c. 9.0 km; the total size of the PA is c. 8.0 km², excluding the previously assessed area. The PA was investigated primarily through walking survey, involving assessment along its periphery, the inner portions near the previously assessed area, and along some of the more substantial brooks.



Gravel assess road along SW edge of Howse PA. Base of Irony Mountain at left.

Investigation began on 20 September, focusing on the SE half of the PA. This portion was found to have great change in its topography and ground conditions. The SE end is located quite near ongoing mining operations and is positioned along a rocky ridge. This dips downward to the NE, where Goodream Creek flows into Pinnetee Lake. The land rises sharply again on the opposite, western side of the creek/brook. Much of the SW portion of the PA is rocky, with little foliage, extending all the way to the base of Irony Mountain. A gravel road runs nearly in line with this SW end, near the base of Irony Mountain. This portion is quite accessible, explaining the abandoned truck located in the area. Towards the west, the PA is somewhat more tree covered, with lichen forest, dominated by thick, alder-like growth. Three recent firepits were identified (wpt “Firepit2”, “Firepit3”, and “Firepit4”), two within metres from one another along a gravel access road. Two sets of caribou antler were recorded (wpt “Antler4” and “Antler5”) as well as random bone. A wooden sign with no remaining image or text was recorded, having been used as a rifle target in the past (wpt “target”). Along the western side of the creek running into Pinnetee Lake, two test pits (wpt “TPS8” and “TPS9”) were excavated along the upper bank above the brook. All historic resources identified were quite modern

(dating to the last 2-3 decades), and all within immediate proximity to a gravel access road or past exploration activity.



SE end of the Howse Property PA. Irony Mountain is in background, but obscured by fog.



Recent fire (wpt "Firepit3"), next to access road running through PA.

The remainder of the PA was investigated the following day, 21 September, and involved assessment of the northern and NE portion. The topographic and surface conditions in this portion differ greatly from the other portion of the PA. The extremes in topography are absent, with typically flat or gradually rising/falling landscape. Large portions are quite boggy and marshy, contrasting with the hilly and rocky areas from the previous day along the SE and southern end. There is far more foliage and tree cover, as well more gravel roads for access to drilling locations and various other mining and environmental activities. Finds include the entire skeleton of a caribou (wpt “Skel”), and a further fragment of chert at surface level (wpt “Chert13”). Strictly mining-related finds include an old geotechnical pit (wpt “Oldpit”), a wooden block and pallet in a small cut-over area next to a brook (wpt “Seat”), the function of which is uncertain, and a helicopter pad and water monitoring station c. 100 m to the ESE (wpt “Helipad” and “Helibld”). Along one of the primary gravel roads through the PA, a large teepee was recorded, just metres off the road (wpt “Teepee”). It had no covering (only the upright sticks remain), and has rubber mats leading up a presumed entrance. Its location next to the road, coupled with the modern debris scattered around and the nylon rope used in its construction, suggest a contemporary date for this feature. No other historic resources were identified.



Near complete caribou skeleton (minus skull), north end of Howse PA (wpt “Skel”).



Mining related debris next to brook (wpt "Seat").

Discussion

Extensive surface survey of the Goodwood-Timmins haul road and Howse Property PAs resulted in the recording of several features of cultural interest. Most were admittedly natural, including six sets of caribou antlers and 13 fragments of chert. Some cultural features were identified however. A wide range of features were identified, including recent firepits, a teepee, and mining related debris. All are contemporary or near-contemporary, but the most striking and obvious observation regarding these finds (with the exception of some mining related debris) is that they are nearly always in proximity to an access road. This is not coincidence, as the absence of finds elsewhere shows that access was a predetermining factor in an area's 20th century usage. Finds from the 2011 survey of an existing roadway (Arkéos 2012) highlight this observation. Usage of this specific area was heightened with the development of mining activities and the easier

access it created. Land use is known based on archaeological and ethnographic data, but it was small and possibly seasonal.

One observation regarding land usage beyond the vicinity of any access road is the near absence of debris or garbage. Over the course of many years usage, some quantity of garbage and debris will be left behind. Visual survey of the ponds in SA1 identified a single candy bar wrapper. No camp fires, or signs of recent or past fishing, was found at any location along these particular water bodies. Likewise, survey through general interior area – while admittedly all having limited redeeming quality – identified no sign of any human presence, modern or otherwise. Many parts of both project areas have thin ground cover (i.e. moss, grass) on the upper soil layer. If substantial stone features such as hearths or tent rings are present, they may be partially visible at surface.

In making application for Archaeological Investigation Permit #14.42, GPA stated that watercourses intersected by the proposed haul road route would receive particular attention. During field investigation however, these features were determined to hold little to no historic resources potential. Most were brooks or merely running bogs. The only watercourse crossed of substantial width was that at SA2, but the water levels there were quite low and surrounding ground conditions rocky.

Recommendations

Despite the lack of historic resources identified during the HRIA, review of future development is warranted. Archaeological and ethnographic evidence supports both a pre-contact and historic presence in the Schefferville-Howells River area. Previous to the establishment of the trading posts in the area during the 19th century, human presence in the general vicinity would have been mobile and seasonal, associated with the congregating of people in the larger Lake Michikamau and Lake Petitsikapau area, following caribou herds, and exploiting lithic sources (Denton and McCaffrey 1988). The scarcity of historic resources should not be discussed to the client from further historic resources assessments.

Another issue requiring comment concerns report of an Innu burial at the base of Irony Mountain (personal communication, Coco Calderhead, 22 September 2014). During the field assessment, it was brought to our attention that elders in Schefferville had stated in the past that a human burial was located somewhere along the base of Irony Mountain, seemingly along the face closest to the Howse Property (thus its NE or SE face). No other information was known, and this lack of viable data on this possible burial precluded any search. Additionally, this was beyond the scope of work dictated by permit #14.42. GPA recommends that in the absence of additional information, a buffer zone be established until such time that background research and informant interviews can be conducted. Meanwhile, officials with Tata Steel have stated that there are no plans to extend the Howse Property boundaries any closer to Irony Mountain than they currently exist. The gravel access road running parallel with the base of the mountain is a readily comprehensible barrier, and be employed as an interim barrier. Under this recommendation, no ground disturbance should occur between this road and the base of the mountain.

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Appendix A – Waypoints (NAD 1983, Zone 21U)

Goodwood-Timmins PA (SA1)

<i>Waypoint</i>	<i>Date</i>	<i>Coordinates</i>	<i>Comments</i>
16	16-SEP-14	606597 6105712	
18		606839 6105535	756 m
20		607101 6105313	773 m
23		607252 6104925	778 m
25		607252 6104640	763 m
36		608038 6103641	762 m
441		607122 6105293	787 m
Antler	16-SEP-14	607806 6104175	771 m
Bone	16-SEP-14	607427 6104618	768 m
CAR		605572 6106511	740 m
Chert	16-SEP-14	606218 6106698	782 m
Chert2	16-SEP-14	607545 6104402	771 m
Chert3	16-SEP-14	607961 6103971	763 m
DH-14	16-SEP-14	607966 6104038	761 m
Geohole	16-SEP-14	606650 6105677	765 m
GEOHOLE2	16-SEP-14	607057 6105365	792 m
Oldpeg	16-SEP-14	608276 6103611	757 m
T14		606323 6105913	741 m
T15		606476 6105801	740 m

Goodwood-Timmins PA (SA2)

<i>Waypoint</i>	<i>Date</i>	<i>Coordinates</i>	<i>Comments</i>
Antler3	17-SEP-14	608467 6102416	704 m
Brook2	17-SEP-14	608539 6102607	696 m
Caritrail	17-SEP-14	608550 6102589	703 m
ConNWEND	17-SEP-14	608510 6102335	717 m

Goodwood-Timmins PA (SA3)

<i>Waypoint</i>	<i>Date</i>	<i>Coordinates</i>	<i>Comments</i>
123		613414 6095689	716 m
124		609835 6098915	735 m
A		613175 6096070	640 m
A110		612169 6097150	680 m
Brook	17-SEP-14	611716 6097503	632 m
Chert4	17-SEP-14	610618 6098228	682 m
Chert5	17-SEP-14	611263 6097887	686 m
Chert6	17-SEP-14	613291 6095892	633 m
Rkshelter	17-SEP-14	612407 6096927	656 m
Shacketc	17-SEP-14	612225 6097485	660 m
T100		611029 6098079	677 m

Goodwood-Timmins PA (SA4)

<u>Waypoint</u>	<u>Date</u>	<u>Coordinates</u>	<u>Comments</u>
125		614003 6094987	626 m
A128		613813 6095054	625 m
A130		613973 6094800	669 m
A133		614212 6094419	626 m
Antler2	17-SEP-14	613844 6095014	627 m
Chert12	18-SEP-14	614072 6094680	642 m
Drill?	17-SEP-14	613811 6094872	621 m

Goodwood-Timmins PA (SA5)

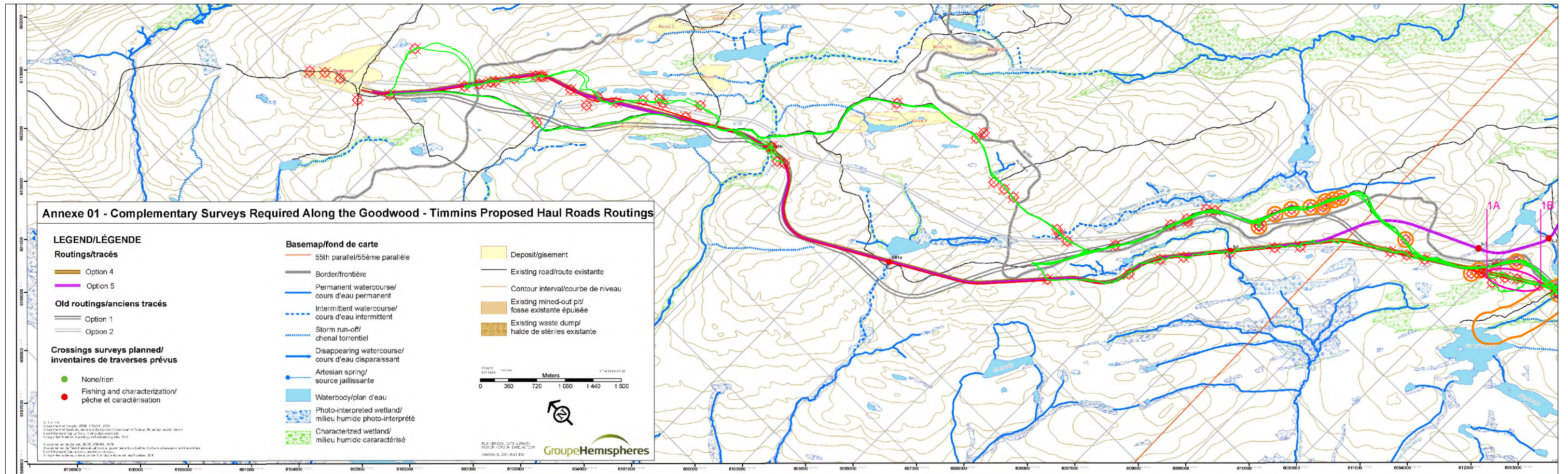
<u>Waypoint</u>	<u>Date</u>	<u>Coordinates</u>	<u>Comments</u>
126	19-SEP-14	614316 6094215	626 m
5+500	19-SEP-14	619971 6088888	666 m
5+750	19-SEP-14	619763 6089040	679 m
6+500	19-SEP-14	619282 6089601	700 m
A135		614371 6094165	669 m
A136		614405 6094111	
A137		614442 6094058	
A140		614619 6093894	669 m
A143		614855 6093739	640 m
A145		614968 6093626	676 m
A147		615087 6093452	640 m
A150		615367 6093029	676 m
A153		615584 6092702	640 m
A155		615731 6092481	675 m
A160		616200 6092024	713 m
A162		616408 6091836	640 m
A165		616652 6091627	713 m
A167		616933 6091492	640 m
A169		617176 6091438	640 m
A170		617291 6091462	728 m
A173		617617 6091199	640 m
A174		617739 6091111	728 m
A176		618033 6090901	640 m
A178		618348 6090674	728 m
A179		618470 6090587	
A180		618570 6090515	730 m
A182		618806 6090276	
A185		619065 6089908	496 m
A188		619323 6089539	686 m
A190		619479 6089317	497 m
A192		619691 6089096	686 m
A195		620109 6088799	499 m
A196		620222 6088774	686 m

A198		620320 6088767	671 m
A200		620442 6088715	500 m
A202		620521 6088642	501 m
A205		620643 6088386	707 m
A206		620715 6088204	671 m
Antler8	18-SEP-14	617876 6091184	733 m
Brook3	18-SEP-14	615004 6093763	668 m
Caripath	18-SEP-14	616857 6091661	710 m
Caripath2	18-SEP-14	616645 6091786	702 m
Caripath2B	18-SEP-14	616399 6092027	694 m
Caripath3	18-SEP-14	616558 6091876	697 m
Chert10	18-SEP-14	614407 6094118	634 m
Chert11	18-SEP-14	614321 6094255	636 m
Chert7	17-SEP-14	619339 6089759	720 m
Chert8	17-SEP-14	619331 6089803	722 m
Chert9	18-SEP-14	617427 6091471	723 m
CJB		619336 6089793	714 m
Cuttree	18-SEP-14	614628 6094044	656 m
DF03		619330 6089771	614 m
End	19-SEP-14	620046 6088825	666 m
Firepit	19-SEP-14	618781 6090621	725 m
Skull	18-SEP-14	617874 6091184	732 m
TPS1	18-SEP-14	616080 6092321	682 m
TPS2	18-SEP-14	616077 6092328	680 m
TPS3	18-SEP-14	615873 6092511	684 m
TPS4	18-SEP-14	615867 6092519	684 m
TRD		618890 6090575	728 m
Wrapper	18-SEP-14	615991 6092364	681 m

Howse PA

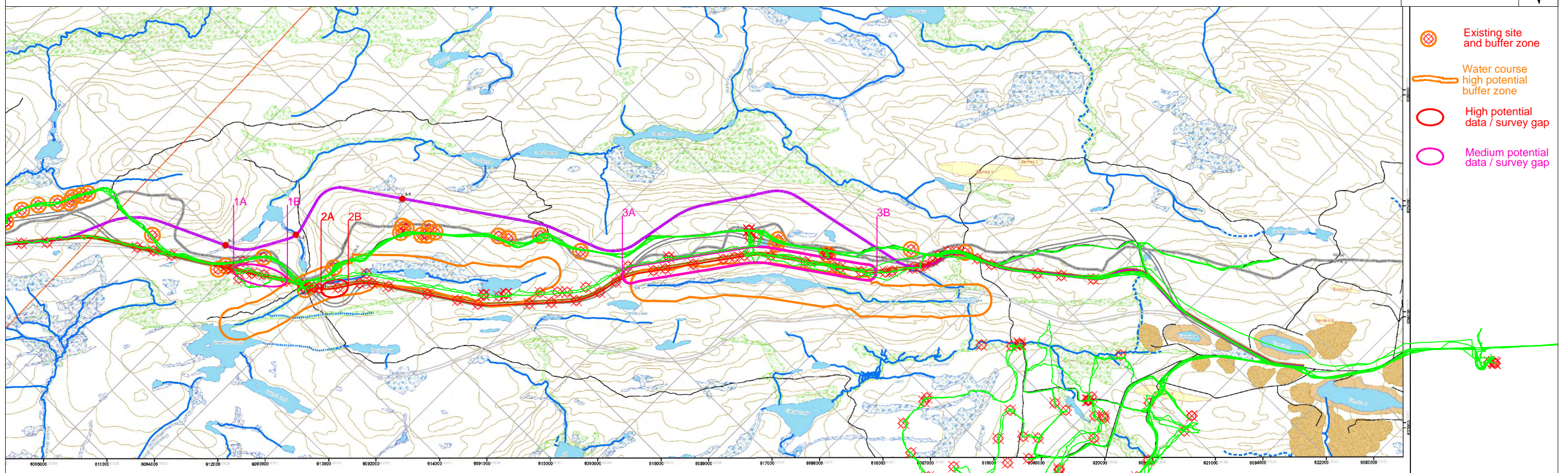
<i>Waypoint</i>	<i>Date</i>	<i>Coordinates</i>	<i>Comment</i>
443	20-SEP-14	619070 6085721	692 m
AH1		619549 6085024	683 m
AH2		621155 6085034	682 m
Antler4	20-SEP-14	619069 6085720	692 m
Antler5	20-SEP-14	619281 6085751	681 m
AP		620282 6085908	660 m
Bog	21-SEP-14	618367 6086390	637 m
Bog2	21-SEP-14	618233 6086864	610 m
Bog2END	21-SEP-14	618291 6087238	612 m
Bogend	21-SEP-14	618285 6086525	628 m
Bone3	20-SEP-14	620425 6086109	672 m
CA		620888 6085535	673 m
Chert13	21-SEP-14	618932 6087588	632 m
DD		619302 6086121	665 m

Firepit2	20-SEP-14	620949 6084965	690 m
Firepit3	20-SEP-14	620354 6086117	669 m
Firepit4	20-SEP-14	620373 6086103	671 m
Gear	21-SEP-14	620039 6086387	669 m
H1		619549 6085024	
H2		621155 6085034	701 m
H3		621065 6086223	
H4		620258 6087225	701 m
H5		619900 6087571	
H6		618491 6087571	
H7		618491 6086076	
HB		620109 6084982	645 m
HB1		620363 6085027	619 m
HD		620015 6085007	648 m
Helibld	21-SEP-14	620249 6087225	628 m
Helipad	21-SEP-14	620259 6087246	631 m
HM1		619073 6085714	
HM2		619073 6086274	655 m
HM3		618553 6086274	
HM4		618553 6086725	625 m
HM5		619571 6086725	640 m
HM6		619571 6086221	
HM7		620072 6086221	
HM8		620072 6085714	
Oldpit	21-SEP-14	619207 6086577	655 m
Peg2	20-SEP-14	619469 6085743	690 m
Seat	21-SEP-14	620162 6087290	625 m
Skel	21-SEP-14	618872 6087580	625 m
Target	20-SEP-14	619484 6085753	691 m
Teepee	21-SEP-14	619449 6086372	669 m
TPS8	20-SEP-14	620347 6085805	662 m
TPS9	20-SEP-14	620359 6085831	662 m



The title of the figure

Scale 1:50000



Map of test pits

Scale 1:50000

Appendix B

