

The History and Archaeology of a North West Company
Trading Post and a Hudson's Bay Company Transport
Depot, Lac la Loche, Saskatchewan

by Donald N. Steer

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THE HISTORY AND ARCHAEOLOGY OF A
NORTH WEST COMPANY TRADING POST
AND A HUDSON'S BAY COMPANY TRANSPORT
DEPOT, LAC LA LOCHE, SASKATCHEWAN

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by

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ABSTRACT

The results of archaeological investigations carried out in 1971 and 1972 at two historic sites in the Methye Portage-Lac La Loche area of north-central Saskatchewan are presented. The sites are a late 18th-century North West Company trading post, and a late 19th-century Hudson's Bay Company transport depot. A descriptive account of the structural remains from both sites is presented. Also included is an analysis of the artifacts aimed at identification and interpretation of the two sites. As a background to the archaeology, a history of the establishment of posts in the English River District and a history of the Methye Portage-Lac La Loche area is given.

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INTRODUCTION

Over the past decade and a half historical archaeology has focused on western Canadian fur trade sites (Nicks 1969, 1970; Kidd 1970; Noble 1973; Steer 1976; Steer and Rogers 1976). Of particular interest have been sites of the northern plains. On the other hand, little attention has been paid to sites of the boreal forest regions of the prairie provinces and the southern Northwest Territories (Steer 1973; Karklins 1975).

This paper presents the results of archaeological research carried out at two historical sites located in a boreal forest environment. The sites are situated in the Methye Portage-Lac La Loche area of central western Saskatchewan located approximately 140 miles north of the town of Ile à la Crosse (Fig. 1). They include a North West Company trading post (La Loche House) dating to the late 18th century, and a Hudson's Bay Company transport depot dating to the last quarter of the 19th century. Neither of the two sites was completely excavated.

This thesis has been prepared for two main purposes; first, to provide a description of structural and artifact information from the two sites, and secondly, to give an

interpretation of this information as it reflects cultural activities associated with the sites' use. To these ends the thesis has been organized as basically two archaeological site reports.

In its broadest sense, the problem considered is a general reconstruction of human-related activities at the two posts. The lack of comprehensive historical and archaeological information does not permit a total reconstruction. Nevertheless, enough data is available to define to some extent the technology of the traders, notably their methods of building construction, trading activities, portaging and transportation activities and the interrelationship between traders and native people.

The research methodology mentioned above is based on a specific orientation within the field of historical archaeology, namely a reliance on both archaeological and historical data. Regarding the Methye Portage-Lac La Loche sites, both data sources were used to varying degrees; however, interpretations relied more strongly on archaeology. Probably the most valuable information provided by primary and secondary historical sources was chronological data and information on portaging operations. Archaeological evidence, especially artifact data, supported the former but was of little value as regards to the latter. Specific historical data on trading and other activities at the La Loche House site were non-existent. On the other hand, such data were available for the transport depot site.

Historic sites research employing an anthropological approach is a fairly new endeavour (Nicks 1970; Stone 1974; Hanson and Hsu 1975). It is only in recent years that the quality of results from historic sites excavations has reached a standard long past reached by prehistoric site research. Until recently, historic sites research has been geared to reconstruction and restoration-oriented site development, which focused primarily on evaluating a site's structural data (Ranere 1967; Larrabee 1971; Harris 1972; Steer 1975a, 1976). Such an orientation provided rapid and visible results for the benefit of project sponsors, but lacked analyses of structures, features and their associated artifacts for a complete site interpretation. As Stone (1974: 1) has pointed out, "this emphasis has limited both the interpretation of cultural phenomena which characterize these sites and the comparative value of artifact descriptions presented in many historic site reports".

When the Methye Portage Archaeological Project was formulated in 1970, two primary objectives were envisaged (Steer 1972). The first was a preliminary survey of the Methye Portage-Lac La Loche area, which would include both surface reconnaissance and sampling excavations, designed to give a general view of the archaeological potential of the area. With this was combined a second objective, namely an effort to locate and investigate fur trade sites that could be identified with posts documented by traders and explorers, who either had visited or occupied the sites.

With these two objectives in mind it was hoped that the survey and excavations in association with historical information of the area would expand knowledge of regional variation in the fur trade, particularly between the northern plains and the boreal forest regions. Previous archaeological investigations, which mainly focused on the northern plains, are valuable in their own right, but, to some extent, they have limited our total perspective of the fur trade in the northwest.

In 1971 an archaeological survey was conducted in the Methye Portage-Lac La Loche area by the writer. Eight historic sites dating from the late 18th century to the early 20th century were located and recorded. These sites included two fur trade portage transport depots, two portage campsites, two fur trade posts, a historic native burial and a late 19th-century mission (Table 1). Three other historically recorded sites on Lac La Loche were not found. These were a North West Company post consisting of one house dating to ca. 1790 located on the northeast shore of the lake, a second North West Company post (1820-23) and a Hudson's Bay Company post (1819-23) located adjacent to one another on the west shore of Lac La Loche (Tyrrell 1934; Franklin 1969) (see Figure 2 for site locations).

The two depot sites were located along Methye Portage, one (He0k-2) at the northern terminus of the portage and the second (Hd0k-1) approximately a 1/2 mile up the portage from its southern terminus. The two campsites were situated at

the south end of Rendezvous Lake located 9 miles up the portage (He0k-1), and at the southern terminus of the portage (Hd0k-4). The historic burial was situated about 500 ft. from site Hd0k-1, northwest and along the portage. One of the fur trade posts (Hd0j-1) was situated on the tip of the peninsula which protrudes from the west side of Lac La Loche. This was designated La Loche House. The other site (Hd0j-3) was found within the boundaries of the present-day settlement of West La Loche on the northwest shore of the lake. This site, called Portage La Loche Post, was the Hudson's Bay Company's major fur trade establishment in the area during the second half of the 19th century. It was the parent post for the Company's portage transport depot (Hd0k-1).

The sites of the two depots and two camps on the portage were used continuously from the last quarter of the 18th century until the end of the 19th century by the two major fur trade companies, travellers and explorers. Their locations along the lengthy Methye Portage were ideal as stop-over stations and campsites for the portagers. However, it was not until after 1850 that more permanent structures (residences and storehouses) appeared at the site locations. Test excavations at the two campsites did not reveal definite evidence of buildings. However, it is nevertheless probable that temporary establishments were present at certain times as suggested by other archaeological evidence, i.e., refuse and ash

concentrations. Structural and artifact remains were found at the depot sites; however, even these were scanty.

During the first season (1971) the La Loche House site, the two Hudson's Bay Company depots, and the two campsites were test-excavated to determine their potential for further investigations. The major post at West La Loche was not investigated because of its location within the settlement. The remains of the site were readily visible during a ground survey in the area. The identity of the site seems certain when ethnographic, cartographic and documentary information are considered. The historic burial was completely excavated in 1972. The remains represented those of a female (probably Métis) interred in a wooden coffin. Only the post-cranial skeleton was recovered; the cranium had been removed several years previous by relic hunters. Only 6 badly corroded copper buttons and hand-wrought nails from the coffin remnants were recovered. The burial was tentatively dated to the mid-1800s.

As a result of test excavations, it was felt that the Hudson's Bay Company portage transport depot, Hd0k-1, and North West Company La Loche House, Hd0j-1, held the greatest potential for archaeological research. The other sites had very little to offer in terms of artifacts and structural remains. As well, historical information, though limited, was only available on the depot and La Loche House. Also, consideration was given to the fact that La Loche House was the earliest post in the area, and that the transport depot

was unique to fur trade and historical sites research. As regards the latter, the site was primarily a supply or provisioning station for the brigades, rather than a trading post. No other late historic period transport depot had been investigated in western Canada.

Topography

The Methye Portage-Lac La Loche area lies within the eastern part of the Interior Plains-Alberta Plateau as defined by Camsell and Malcolm (1921: 17) or Lowland Plain (Cameron and Hermesh 1970), and is bordered by the Precambrian Shield to the northeast. Acton (1960) distinguishes four physiographic sections within the area. These include the Lac Ile à la Crosse Lowland, the Methye Portage Plain, the Firebag Hill Upland, and the Clearwater River Plains.

The most prominent topographic features within the area are the Clearwater River valley, Lac La Loche (Methye Lake), as well as numerous smaller lakes, all retaining evidence of past glaciation (Fig. 8). Specific to the area is the height of land, acting as a major divide, which separates the drainage system of the MacKenzie Basin from that of the Churchill Basin to the south and east. This is crossed by the 12 1/2 mile Methye Portage connecting Lac la Loche and the Clearwater River.

The general topography of the area is low and relatively flat with minimal local relief except for key glacial features. The area is drift-covered with Devonian

outcrops visible in the northeast and northwest portions of the Clearwater River Valley, with isolated outcrops throughout southern portions. The Clearwater has numerous rapids and falls, necessitating portaging or tracking during low-water periods. Organic terrain is evident in the central and southern parts, while in the north, because the land rises gradually towards the northern periphery of the map area, such areas are less numerous and the soil more sandy (Figs. 9, 10). The dry areas are marked by predominantly sandy and gravelly reaches, mainly in the form of sand dunes that stand from 6 to 12 ft. above the adjoining organic terrain. North of the Lac La Loche the land becomes higher, increasing from 1500 to 1900 ft. A.M.S.L. Rocky hills rise 100 ft. or more above the adjoining gravelly and organic terrain, interspersed with extensive forest areas of spruce, poplar, pine, tamarack, and some birch. These hills are generally widely spaced and typically situated around or near the periphery of lakes. Transportation in the area is hindered by the organic terrain, and hence roads and trails follow local high ridges. Methye Portage, in general, passes over these ridges.

Drainage

Due to the relatively thick drift cover in the area, the drainage is characteristically deranged and disordered. Towards the northwest portion of the map area the drift

cover is reduced to a veneer supporting a rectangular drainage pattern. The Clearwater River flows due west entering the Athabasca River Valley approximately 80 miles west of the map area. The maximum width of the stream approximates 200 yds, but along certain sections, is much less.

Climate

The climate is in general typical of the boreal forest region, with mild summers, cold winters and relatively high precipitation for the province of Saskatchewan. The mean annual amount of precipitation is 17 inches. Most of the precipitation is concentrated in the summer period, about 50 to 70 per cent of the annual total falling from May to September. The mean annual temperature range is 65°F to 70°F (Richards and Fung 1969: 50-56).

Soils

The major type of soil profile in the map area is Podzolic (grey podzol or grey podzolic) soils. These soils are associated with forest vegetation, and in early developmental stages are characterized by surface layers of organic material (L, F, and H horizons) overlying eluviated platy structured Ae horizons, and darker coloured, finer textured (Bt) horizons of massive to blocky, or weakly prismatic, structures. The parent materials usually contain

lime carbonate, but may be lime-free (CK or C horizons) (Moss 1965: 39).

Solonetzic soils are also found in the area. Dark brown, black, dark grey, and dark grey wooded and grey wooded types are recognizable. Their dominant characteristics are associated with parent materials containing sodium and magnesium salts and with a complex sequence of chemical and physical changes in the parent materials which produce a group of distinctive profiles. These distinctive Solonetzic soils have poorly structured, hard compact, subsoils which are characterized by columnar structures, an accumulation of clay, and a high percentage of salts in the B horizons (Moss 1965: 39).

Regosolic or weakly developed soils appear in all zones of the study area. These soils lack well-developed soil horizons and are featured by very thin L-H or Ah horizons over the parent material of C horizon. B horizons are completely absent and the Regosolic soils consist solely of parent material (Moss 1965: 39).

Due to the low topography and disordered and poorly drained nature of the area, Gleysolic or meadow soils are common. Profiles are wet and saturated, lacking good aeration. These Gleysolic profiles often have organic or mineral surface horizons (L-H and/or Ah). The lower horizons are characterized by a dull greyish background marked with bluish, rusty, yellowish and white spots and streaks (Bg and Cg horizons) (Moss 1965: 30).

The grey wooded soils of the area are due to the continuous tree cover associated with the slightly subhumid climate. These orthic grey wooded soils are characterized by a leaf mat, a thin dark surface horizon of less than two inches in thickness, a light grey platy structured subsurface horizon and a strongly structured subsoil horizon. These soils are low in natural fertility and respond to the application of mineral fertilizers and additions of organic matter (Moss 1965: 39).

Vegetation

The Methye Portage-lac La Loche area lies entirely within the boreal forest zone. No extensive clearing of land for cultivation was evident. Small cultivated garden plots were found in and around the settlements of La Loche and West La Loche. The area in the immediate vicinity of West La Loche has been cleared since the appearance of the Hudson's Bay Company post in the 1850s. No clearing was evident at the site of La Loche House; however, a certain amount of timber removal had taken place on the peninsula. The site of the depot was only sparsely covered by forest. Continuous use of the site since the depot was abandoned has kept vegetation growth at a minimum. According to Rowe (1959), the Methye Portage-Lac La Loche area falls within the Upper Churchill Section with vast areas of swamp, bog and muskeg in lowlands, and extensive areas of jack pine (Pinus banksiana) on low ridges and sandy plains. Locally, two

different forest covers predominate in the two site areas. The La Loche House site is covered by a mature forest of large white spruce (Picea glauca), aspen (Populus tremuloides), paper birch (Betula neoalaskana) and balsam poplar (Populus balsamifera). In the immediate vicinity of the depot site jack pine, open bogs containing black spruce (Picea mariana), willows (salix species), Sphagnum and wet sedge meadows (fens) are absent.

Locally Available Natural Resources

Locally available natural resources played an important role in the human activity associated with the historical establishments in the area. Because the depot site was occupied during the last quarter of the 19th century, it is assumed that natural resources at present in the area were similar to those available at the time of occupation. Similarly, and because of the isolated location of La Loche House, it is assumed the same conditions existed there in the past.

Water was readily available from Wallis Creek which meanders by the depot site less than 100 ft. to the east. With this source of water so near the site residents did not have to trek the 1/2 mile distance to Lac La Loche, the other good water source, or to gather water from semi-static fen or bog areas. The occupants of La Loche House would have secured water directly from the lake.

Aquatic fauna utilized were limited to fish and fresh water bivalves, as indicated by the archaeological remains. Tentative identification of the fish remains showed the presence of northern pike and whitefish. The quantities suggested fish to be one of the main staples, in particular, at La Loche House. It was apparent from historical records from different posts of the English River District throughout the late 18th century and 19th century that fish was a major food. An entry from the records of the Portage La Loche Post on the northwest shore of Lac La Loche in 1871 states the following:

The principal living at this post is

Fish Say for a Ration 4 fish for a man 2 for a woman 1 for a child fresh meat is served out at half Rations with 1/2 of fish during winter time. Pemican is given according to necessity Say 3 lbs for a man 1 1/2 lbs. for a woman and 1 lbs. for a child, but the bulk is used on Portage La Loche during the time of Transport (H.B. Co. Arch. B89/f/1).

Fish were mainly secured through the use of gill nets during both summer and winter.

Documented fish species in the area include lake whitefish (Coregonus clupeaformis), walleye (Stizostedion vitreum), northern pike, (Esox lucius), white sucker (Catostomus commersoni) and burbot or ling (Lota lota) (Hardy 1967). Whitefish, pike, sucker and ling are found in

1972 in the Methye Portage area. Migrating herds of woodland caribou have been historically noted in the area, with isolated present-day sightings (B. Stubbington: pers. com). Methye Portage is located in the southern periphery of their range. The sub-species Rangifer tarandus groenlandicus (barren-ground caribou) probably did not reach the westernmost zones of the English River District during their autumn migration, and therefore were not a staple of the Methye Portage posts.

Several small fur-bearing animals of economic importance frequented the area. The most noteworthy and valuable was the American beaver (Castor canadensis canadensis). Others included muskrat (Ondatra Zibethicus spatulatus), red fox (Vulpes fulva regalis), American black bear (Ursus americanus americanus), American marten (Martes americana actiosa), American mink (Mustela vison lacustris), lynx (Lynx canadensis canadensis), river otter (Lutra canadensis preblei) and wolf (canis lupus griseoalbus). Fur bearers of lesser importance included American red squirrel (Tamiasciurus hudsonicus preblei), fisher (Martes pennanti), ermine (Mustela erminea richardsonii), least weasel (Mustela nivalis rixosa), least chipmunk (Eutamias minimus borealis) and snowshoe hare (Lepus americanus americanus) (Banfield 1974). Several of these species were trapped or hunted not only for their pelts but for food as well. Hare, muskrat, beaver and bear were the mainstay of the posts' winter larders. American porcupine (Erethizon dorsatum dorsatum)

was secured for food and the quills used for decorative work by both Métis and Indian. Other small animals which frequented the area, but of no economic importance, included the heather vole, northern bog lemming, Gapper's red-backed vole, deer mouse, meadow vole, meadow jumping mouse, wolverine and striped skunk (Banfield 1974).

The lakes, rivers and fens of the area supported large populations of game birds. These included, spruce grouse (Canachites canadensis), ruffed grouse (Bonansa umbellus), sharp-tailed grouse (Pedioecetes phasianellus), mallard (Anas platyrhynchos), green-winged teal (Anas carolinensis), blue-winged teal (Anas discors), pintail (Anas acuta), American widgeon (Mareca americana), trumpeter swan (Olor buccinator), Canada goose (Branta canadensis), snow goose (Chen caerulescens), white-fronted goose (Anser albifrons) and brant (Branta bernicla). Several diving ducks such as the ring-necked, canvas back, lesser scoup and scooters were present (Godfrey 1966).

Of principal significance beyond a food source was the swan. Several bills of lading post-dating 1850 for the Hudson's Bay Company recorded at Portage La Loche mention "swan skins" as a common commodity of trade. One of its main uses was the making of quill pens from the larger feathers. A further use of the swan (and goose) was noted in the archaeological record of La Loche House. This involved manufactured bone beads cut from the long bones.

Wood for fire and construction was present in the immediate vicinity of both sites. It seems likely that the sites were cleared of trees during occupation. It was also apparent from a study of tree stands in the depot site area that about 50 or 60 years ago the area was for the most part razed by forest fire. This is assumed from the uniform, climax stand of jack pine in the area. Small isolated stands of much older and larger white spruce also support this observation. Recent burn areas still mottle the landscape between the lake and the Clearwater River. Limited burning has taken place on the peninsula. White spruce and jack pine were used as building material on both sites. However, from the structural remains it was apparent that the trees used were about the same size or just slightly larger than those at present available. White spruce figured in the construction of the building at the La Loche House site and jack pine in the construction at the transport depot site.

Stones for firebox and chimney construction at the depot site could not easily be obtained in the immediate site locale without considerable searching and are generally scarce. Stones were more than likely brought in by boat or cart from the rampart beaches of the lake. Along the shoreline erosion action has separated stones from the boulder-laden glacial till found in the area. Stones were readily available on the shoreline adjacent to La Loche House.

High bush cranberries, mooseberries, and blueberries, as well as other palatable plant species are available around the sites, along the portage and lake.

Indigenous Peoples

Very little is known about the prehistory of the Methye Portage-Lac La Loche area. No prehistoric archaeology has been carried out to date. Excavations into prehistoric levels at the transport depot site revealed evidence for Oxbow (5,000 B.P.), Hanna (4500-3000 B.P.) and Late Period Side-Notched cultural traditions. Agate basin points (7,000-6,500 B.C.) have been recovered north of Methye Portage at Lake Athabasca (Wright 1975) and Black Lake (Minni 1976).

In 1820 the Chipewyan of the Lake Athabasca region explained to George Simpson that they

do not consider this part of the Country to be their legitimate Soil; they came in large Bands from their own barren Lands situated to the North of the Lake, extending to the Eastern extremity of Gt. Slave Lake and embracing a large Track of Country towards Churchill. The Compys. Traders at the latter Establishment, made them acquainted with the use and value of European Commodities and being naturally of a vagrant desposition and these articles becoming necessary to their Comforts, they shook off

their indolent habits, became expert Beaver hunters, and now penetrate in search of that valuable animal into the Cree and Beaver Indian hunting Grounds, making a circuit easterly by Carribeaue Lake [Reindeer Lake]; to the South by Isle à la Crosse; and Westerly to the Banks of Peace River,... (Rich 1938: 355).

This account by the Chipewyans regarding the fact that the Lake Athabasca region "was not their traditional lands but those of the Beaver and Cree (Nahathaway) is in partial conflict with the prehistoric record. It has already been suggested that the Beaver occupied the western half of the lake. There is no evidence, however, for the prehistoric presence of the Cree" (Wright 1975: 142).

Archaeological evidence indicates that the Cree inhabited the northern Boreal Forest, including the Churchill River System, since the 10th century (Wright 1968). This suggests that the Cree were long established in the Methye Portage-Lac La Loche area, and that late prehistoric findings in the area are probably Cree related. It is assumed, therefore, that the Chipewyan did not frequent the area during the period, but instead exploited the taiga-tundra zone (Gillespie 1975: 362; Smith 1975: 411-412). The precise geographical range of the Chipewyan at the time of historical contact is somewhat uncertain, but it is known that they controlled the Barren Grounds north of the Churchill River System by the early historic period

(1690s) (Gillespie 1975: 355). The Cree remained their established southern neighbours. By the 1760s, or later, the Chipewyan "occupied the northern forest border from the upper Churchill River to Hudson Bay" (Oswalt 1966: 40). This period represented the first evidence for Chipewyan movement south. Two major factors for this occurrence are cited: small pox, which greatly reduced the Cree population, and the Chipewyan need to participate more strongly in the fur trade. Regarding the former, since the Cree were weakened by disease (1780s) this removed pressure on the Chipewyan to remain in their more northern territory. Concurrent with the decimation of the Cree was the establishment of trading posts at Great Slave Lake (1786), Lake Athabasca (1788) and the Churchill River system (by 1790) by the North West Company (and shortly thereafter the Hudson's Bay Company) which attracted Chipewyan south. However, "even after the establishment of these posts Chipewyan were not considered the permanent residents" (Gillespie 1975: 382). By the 1790s the Chipewyan reached their southern limits of penetration, being found as far south as Lac La Biche and Cold Lake (Gillespie 1975: 379, 383). The Chipewyan continued to move into their expanded territory in numbers during the 19th and 20th centuries, still attracted by the benefits of the fur trade. A quote from George Simpson's records of 1820 highlights the character of the Chipewyan influx to the south:

Mr. Clarke's [Ile à la Crosse] fame resounds over the country and has attracted Indians from all quarters, from him they expect unlimited supplies, without recompence and calculate on passing an easy comfortable winter without the troubles of hunting. The greater part of this band [Chipewyan] has migrated from Athabasca, numbers are expected to follow... (H.B.Co. Arch. B39/a/18).

During Chipewyan expansion the Cree remained more or less stable, continuing in their traditional territory, participating in the trade and tolerating the sharing of their lands with the Chipewyan.

Traditionally, the Chipewyan were migratory. Seasonal shifts of population occurred in the transitional forest-tundra zone. It was here that bands followed the migratory caribou. During the summer months the bands moved north on to the tundra, returning to the transitional forest zone during the winter. Similarly, the Cree followed seasonal migration patterns. They inhabited boreal forest regions during the winter, but shifted into the southern parklands to hunt bison during the summer.

Traditionally, the geographical concentration of the Cree and Chipewyan varied seasonally. For example, during the summer months the Cree amalgamated into larger, more stationary settlements, then in the winter the group dispersed into smaller bands of twenty to thirty individuals

Ray 1974, 1976). On the other hand, the Chipewyan amalgamated into much larger groups during the summer months, dispersing into smaller bands during the winter period (Smith 1975). "The settlements in which these Indians lived ranged from an individual family dwelling in total isolation from others to clusters of as many as seventy separate households" (Oswalt 1966: 27). Community size was a function of the seasons and the availability of food resources. Summer camps were usually situated near lakes or streams when caribou or bison were not available, to take advantage of fishing. Caribou skin nets with wooden floats and stone sinkers, or wooden, bone or antler fishhooks were used to take whitefish and pike. Other fishing implements included dip nets, weirs, barbed arrows and bows and fish spears (Oswald 1966: 29). Fishing with nets and jiggers was also carried out in the winter through the ice. Woodland caribou, moose and bison were the prime food source for the westernmost Chipewyan bands; barren-ground caribou for northern and eastern bands.

The effect of European impact on the natives in the Methye Portage-Lac La Loche area prior to about 1819 is not well documented. With the onslaught of inland transportation through the area, and trading activities by the Hudson's Bay and North West companies, traditional native movements were at least modified to some extent. However, for this early period the Indians were the dominant party in their relationship with the traders. The traders were faced

with a situation whereby their very survival was dependent upon the native ways of coping with the wilderness environment, rather than the natives relying heavily on European-based materials and ways. This dominant native influence was probably paramount during the operation of La Loche House.

The fur trade created a new way of life for the natives. They began expending energy trapping to acquire furs for trade, and subsequently, spent less time hunting or fishing, thereby, depriving themselves of basic foodstuffs. Consequently, periodic famines became commonplace, and disease further weakened and reduced the population.

About 1819 the first strong indications of natives in the Methye Portage-Lac La Loche area becoming dependent on traders appeared. Native movements during the winter became more restricted and bands became more concentrated year-round in the area of the fur trade posts. The focus of settlement around the posts was caused by the natives becoming more reliant on trade goods and other non-traditional native amenities, and casual employment by the trading companies. The former is supported by the observations of George Simpson in 1820 which was quoted earlier.

In most cases a number of Indians were employed as hunters providing game for the establishments. At Methye Portage itself, Indians were employed by the Hudson's Bay Company to aid in portaging operations from the 1820s on. However, this practice was stopped by 1845 because of the

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consistently unreliable nature of the Indian workers. After 1853 the native population in the area became rather stable, and concentrated on the shores of Lac La Loche. This local Indian and Métis population became the mainstay of the economy in the area. Beyond being suppliers of furs, they were employed as full-time or part-time employees of the Company. They carried out routine work connected with the trade and portaging operations, which included portage maintenance, cutting and gathering hay, tending draught animals, gathering firewood, snaring rabbits, hunting and fishing. However, these functions gradually ceased as the fur trade in the area declined and use of the portage as a major funnel into the northern districts faded in favour of more efficient and less expensive alternate routes into the north.

Today, Chipewyans occupy the area, while Woodland Cree are found further to the south in the Buffalo Narrows and Ile à la Crosse areas. Both groups are engaged to some extent in trapping, serving as guides for sportsmen, hunting for supplementary subsistence, and fishing commercially.

HISTORY

The following section establishes the historical background of the fur trade establishments of the Methye Portage-Lac La Loche area, as an aid for interpreting the results of the archaeological investigations conducted in the area. The historical section is presented in two parts: (a) North West Company Posts of the English River District prior to 1821, and (b) Historical Location and Identification of Posts of the Methye Portage-Lac La Loche area. The first part considers the location and dating of all known North West Company posts in the English River District prior to amalgamation with the Hudson's Bay Company in 1821. The second part specifically focuses on all posts of the Methye Portage-Lac La Loche area since the first establishment appeared in about 1787 until the area faded in importance from the fur trade scene in the 1890s.¹

Before commencing with the history section comment should be made on the site of the North West Company's La Loche House which was located in 1971. At the time of discovery, no documentation had come to light as to the presence of a fur trading establishment in the locality. The post was tentatively designated a Free traders' post of

the late 18th century. However, in the spring of 1972 after extensive examination of the Hudson's Bay Company records in Ottawa, the writer found certain short excerpts relating to the post. The information, though limited, sufficed to date the time of occupation to ca. 1787-91 and identified the post as belonging to the North West Company. The name, La Loche House, has been given to the site by the author as no name had been assigned to the post in the fur trade literature. Additional information regarding the post may exist but at present is unknown to the author.

North West Company Posts of the English River District Prior to 1821

Prior to the termination of the Seven Years War (1763), French traders dominated North American inland trade. As early as 1741, the French had a permanent post, Fort Dauphin, on the northwest point of Lac des Prairies in present-day west-central Manitoba (see Fig. 1 for post locations). Also in 1741 a second post, Fort Bourbon was established on Lac Bourbon (Cedar Lake), Manitoba, followed by Fort Paskoyac (ca. 1751-58) near the present The Pas, Manitoba. A French post, Fort la Jonquière, was reputedly constructed in 1751 on the Saskatchewan River near modern-day Kinistino, Saskatchewan. The location remains unconfirmed, but if it was built, this post could be considered the first trading post in what is now Saskatchewan. The post was probably in operation for no

more than one season. Fort à la Corne (1753-57), established near Fort la Jonquière, was the last and most western post the French traders established (Smythe 1968: 168-186; Morton 1973: 195-96, 231).

During this initial French penetration into the prairies, the rival Hudson's Bay Company carried on its "Sleep by the Frozen Sea" policy which limited exploration and establishment inland. However, the turning point came in 1755 when the Indians from the Athabasca region failed to rendezvous at the Company's forts on the bay. "Trade fell off badly and the masters had to think of missions to the interior and the enticement of the Indians down to trade" (Rich 1967: 122). Subsequent to Henday's explorations in 1754-44 in the prairies, the Company became convinced that they must break their longstanding policy. Henday found that the Indians of the prairies were too preoccupied with their traditional hunting patterns to be able to withdraw seasonally to trading bases on the Bay. More importantly, Henday pointed out that the French traders had a strong hold upon the transport routes. The French at Fort à la Corne and The Pas area intercepted the best quality furs from the Indians as they made their way to the Bay. Thereby, the Hudson's Bay Company received second rate peltry, making transportation costs to England unbearable (Rich 1967: 126). However, even with this knowledge, the Company still did not expand their exploration inland on a large scale until after 1763. Activities were limited to sending men

inland to winter rather than building inland posts. This was due principally to lack of equipment, specifically canoes, and of trained inland traders.

After 1763, with the Peace of Paris, a number of aggressive and enterprising Montreal Traders² replaced the earlier French Traders. These traders, later known as "Pedlars from Quebec" quickly penetrated into the northwest for the lucrative fur returns.

The rival Hudson's Bay Company, because of the Montrealers' threat was forced to take definite action even though it lacked experienced men for inland travel. They began to penetrate into the northwest via rivers flowing into the Bay. The traders "old and new, ...were illiterate, and the value of their journeys is difficult to assess. It is not even clear exactly where they went" (Rich 1967: 138).

In 1765, the Company recruited Louis Primeau, a French deserter who immediately established an effective rivalry against the Montrealers. The following year, Primeau pushed inland from York Fort to the Churchill River thence to the Beaver River. In effect, he was the first to initiate the fur trade in the English River District³ (Rich 1967: 138; Morton 1973: 275). From the trading season of 1766-67 until 1772-73, Primeau wintered inland, returning seasonally to York Factory with abundant high-quality furs.⁴ However, in the spring of 1773, he was won over to the side of the Montreal traders by the Frobisher brothers and did

not return to York Factory. The trading season 1773-74 saw no Company servants in the English River District (Morton 1973: 275-87).

It was not until 1774 with the establishment of Cumberland House in the Saskatchewan River District that the Honourable Company began to become a threat to the Montreal Traders. Even by this period, the Montrealers were penetrating well up the Saskatchewan River system to where the earlier French posts had been established.

The expansion of the Hudson's Bay Company on the Montrealer's self-claimed trading areas brought about the first of many mutual agreements between the competing Montreal trading firms. In 1775 James McGill, Benjamin Frobisher, and Maurice Blondeau obtained a joint licence to take twelve canoes to Grand Portage. Six other interests were involved, of which that of Lawrence Ermatinger was the largest (Innis 1927: 310). The agreement lasted for only one season but set the stage for the better equipping of Pedlars to meet Hudson's Bay Company opposition (Rich 1967: 152-53).

In the winter of 1774-75, Louis Primeau under orders from Joseph Frobisher of the Pedlars established the first post on the route to the Athabasca region. The post was located on the English River end of Frog Portage. Peter Pond's 1785 map delineates the site "X Mr. [Joseph] Frobisher in 1774 called Fort de Trait" (Innis 1930). The post functioned intermittently until 1793 when the Canadian

traders had become firmly established well up the English River and into the Athabasca District. Subsequently, the post was abandoned except for intermittent use as a spring depot (Smythe 1968: 228).

In 1776, the Canadians under Thomas Frobisher penetrated still further up the English River establishing a post on Ile à la Crosse Lake.⁵ During the first season of operation (1776-77), Frobisher had secured valuable furs from the Indians of the Athabasca territory who were intercepted on their way to the Hudson's Bay Company's Cumberland House to trade (Innis 1967: 152). "He [T. Frobisher] had sent a packet overland (the first recorded use of the track by way of Green Lake to the Saskatchewan), and as a result his brother, Joseph, was going north by way of Cumberland House to meet him (with provisions). Joseph made his post on Beaver Lake (1776), occupied during the season by Captain James Tute, the base from which to proceed deep into the forest belt" (Morton 1973: 318).

The post of Ile à la Crosse was situated in the most favourable location, for immediately to the north lay the major funnel into the fur-rich Athabasca District, Methye Portage via the Methye River (La Loche River), and to the south, the Beaver River valley. The Beaver River was a major access route to the plains buffalo territories. It was along this river that pemmican and grease were transported to Ile à la Crosse to outfit brigades bound for the Northern Districts. Beyond Ile à la Crosse's

communication and provisioning value, the post was situated in the heart of rich fur country. Alexander Mackenzie has picturesquely conveyed the value of the Lac Ile à la Crosse region:

The situation of this lake, the abundance of the finest fish in the world is to be found in its waters, the richness of its surrounding banks and forest, in moose and fallow deer, with the vast numbers of smaller tribes of animals, whose skins are precious, and the numerous flocks of wild fowl that frequent it in the spring and fall, make it a most desirable spot for the constant residence of some, and the occasional rendezvous of others of the inhabitants of the country, particularly the Knisteneaux (Mackenzie 1927: 86).

Previous to the founding of Ile à la Crosse, Louis Primeau had established a Canadian post at Primeau Lake immediately below Ile à la Crosse Lake. Joseph Frobisher in 1775-76 instructed Primeau to penetrate up the Churchill to establish a base post for the following season's trading operations. Philip Turnor's journal, dated entry for 4 October 1790, throws light on the location of the post: "came to a lake called...Lewis Primoes Lake...went SWbW1 mile t the north end of a large island then W1-1/2 mile two Islands then appearing to the south, came to a

grassy swampey bay at the mouth of a river, at this place Lewis Primo formerly had a house from which the Lake takes its name, this was then the farthest house in this Country" (Tyrrell 1934: 353-54).

In the spring of 1778, Peter Pond under the auspices of the Canadian traders, passed over the Methye Portage into the Athabasca District. It is not known if he was the first white man to traverse the historic portage, but he was the first to document such a feat.⁶ His initial exploits started a continuous flow of explorers and traders into the northern reaches of the continent for many years to come, all using the Methye Portage as a major outlet.

After Pond's journey to the Athabasca District, the first "formal" Montreal-based North West Company was formed in 1779. Nine partnerships were involved in the Company, each holding varying amounts of shares, together totalling sixteen. These firms included Isaac Todd and James McGill, two shares; Benjamin and Joseph Frobisher, two shares; (Simon) McTavish and Co., two shares; George McBeath and Co., two shares; the independent interests of Booty Holmes and Robert Grant, two shares; Stephen Waden and Co. (St. Germain), two shares John Ross and Co. (Pangman), one share, Forrest Oakes and Co., one share, (Morton 1973: 327; Innis 1927: 312); and Pond (two shares) (Rich 1967: 172). "The agreement of 1779 was renewed in 1780 for three years, but discontinued in two years" (Innis 1935: 312). After the second 1780 reorganization, the North West Company

continued explorations into the Athabasca country. However, after the murderous actions of Pond ⁷ in March, 1782, the North West Company was once again forced into a third major restructuring in the winter of 1783-84. Innis cites three additional reasons for the emergence of the company: the company "emerged as the result of the increased strength necessary to prosecute the trade in the Athabasca country, of the pressure toward the north which followed the dislocation of trade to Detroit incidental to the American Revolution, and of the disappearance of Albany as a rival base to Montreal" (Innis 1927: 313-14). Innis suggests this reorganization was the formal beginning of the North West Company (Innis 1927: 313). The majority of shares and control was held by Benjamin and Joseph Frobisher and Simon McTavish (Rich 1967: 173). Additional shares were in the hands of McBeath, Holmes, Grant, Small, and Montour (Innis 1967: 198). Pond took out a single share the following year. However, the formation of the smaller company, i.e., omission of small independents, led to a period of competition until 1787 when a major amalgamation took place and the full-fledged North West Company came into being. For the next decade and a half, the company controlled all fur-trading activity of the English River and Athabasca Departments by using the Grand Portage-Methye Portage route.

In the years immediately subsequent to the organization of the North West Company, several posts were established by

the company in the English River District. They all functioned principally as wintering posts. One of the earliest was established by Waden in 1779 on the west shore of Lac La Ronge, at the mouth of the Montreal River. The location appears on Pond's 1785 map as "PP 1782" (Morton 1973: 311; Smythe 1968: 229). The post remained an important sub-post to Ile à la Crosse until 1821, principally drawing on Woodland Cree trade.

According to Morton (1973: 451), a North West Company house was erected on Green Lake in 1782. Peter Fidler gives a closely corresponding date regarding the establishment, in his journal entry of 28 August 1799, while on his way to Green Lake with William Auld to establish a Hudson's Bay Company post (Essex House) at that place. "The Canadian master came to us to endeavour to drive away the Indians that we luckily found here...there has been a house here since or before the smallpox of 1781" (quoted in MacGregor 1966: 111). Smythe calls this post Green Lake I and locates it on the southwest shore of Green Lake (Smythe 1968: 235). In October of 1790, Philip Turnor of the Hudson's Bay Company, residing at the North West Company's Ile à la Crosse post while en route to the Athabasca, pointed out that "two Canadian canoes with seven men in each went for a settlement in a small Lake up the Beaver River it lays on the south side of the River between it and the Sask-skash-e-wan ... this house is only kept up in the Winter and is only a detached post belonging to Ile a la

Cross" (Tyrrell 1934: 358). The post was not in operation in the winter of 1792-93 (Smythe 1968: 236). Extracts from The Journal of Duncan M'Gillivray written at the North West Company's Fort George (1794-95) on the North Saskatchewan River reveal that the Green Lake post was occupied during the 1794-95 trading season. In the 8 March 1795 entry M'Gillivray reflects on the condition of the post; "we learn from Mr. McTavish that they are in a starving condition at Lac Verd, the men being forced to pick up the fish bones which they threw out last fall to prolong their miserable existence" (Morton 1929:60). The post was probably abandoned by 1799 when the North West Company built Green Lake House II (1799-1821) in opposition to the Hudson's Bay Company who in that year established posts at Ile à la Crosse and Green Lake (Essex House).

The posts of Green Lake, like the posts at Ile à la Crosse, were valuable from the point of view of their communicational and trading functions. As early as 1798, a reasonably well-maintained trail existed between Green Lake and the buffalo supply posts⁸ of the more southerly Saskatchewan River District. Sir John Franklin in 1820 commented on the location of these southern English River District posts:

These establishments are small, but said to be well situated for the procuring of furs; as the numerous creeks in their vicinity are much resorted to by the beaver, otter, and musquash.

The residents usually obtain a superabundant supply of provisions (Franklin 1969: 123).

Both Hudson's Bay and North West Company posts supplied Ile à la Crosse with fish and meat to outfit the Athabasca-bound trading brigades. The North West Company Green Lake post was abandoned in 1821 but the Hudson's Bay Company post on the lake continued throughout the 19th century, functioning in part as a trading and supply depot in its early years, and later as a way-station on the overland cart trail from Fort Carlton and Fort Pitt to Lac La Loche via Ile à la Crosse.

Many North West Company posts of lesser importance appeared in the district prior to 1821. A house was erected ca. 1781 on Cold Lake, just north of the Beaver River on the present-day Alberta-Saskatchewan provincial border. Fidler commented on the post, and the immediate locale, on his journey up the Beaver River to Lac La Biche in September, 1799. "Put up at 4 p.m. at Cold Lake House...deserted a few years since...now all in ruins within--all the outer walls still standing...the Cold Lake is about 3 miles from the house and river here, about 15 or 20 miles long and 8 or 10 wide...good Tickamig--this house has been established here soon after or about the time of the smallpox of 1781" (MacGregor 1967 : 115).

In 1789, Angus Shaw built Moose Lake Post (Fort Lac d'Orignal) on Moose Lake at the source of the Beaver River. The post was situated approximately 40 miles north of Fort

George on the North Saskatchewan River. In 1792-93, when McGillivray erected Fort George, he used Moose Lake post as a way-station by which pemmican and grease were shipped overland into the English River District hence to Ile à la Crosse via the Beaver River. The North West Company Moose Lake establishment was probably abandoned in 1821, for it was not taken over by the Hudson's Bay Company when it merged with its chief rival (Smythe 1968: 238).

A house was situated on the west shore of Buffalo Lake (Peter Pond Lake) at the mouth of the Dillon River. Lac des Boeufs, as it was called, was occupied intermittently from 1790-1821 and was probably founded by Andrew Graham (or Graeme) (Smythe 1968: 239). Philip Turnor during his stay at Ile à la Crosse in 1790 (q.v.) stated that the Canadians had "another settlement to the Northward of this place in the Buffalo Lake it may be called a part of this Lake but that only a detached temporary House for a Winter and I believe only made to keep the Indians from us" (Tyrrell 1934: 358). Graham wintered at Lac des Boeufs in 1790-91, and Fidler mapped the location in June 1792, pinpointing the post near present-day Dillon, Saskatchewan (Tyrrell 1934: 424).

The dates and approximate locations of other North West Company Posts in the English River District before 1821 will only be briefly mentioned. Reindeer Lake House (1792-97 or later) was located near the source of the Reindeer River at Reindeer Lake (Grey Deers Lake or Lac des Caribou). Rapid River House at the confluence of the Churchill and Rapid

(Montreal) Rivers was occupied intermittently from ca. 1792, while Alexander Fraser's House located on McIntosh Lake north of the Churchill River existed for one season, 1790-91. Lac des Serpents, a post situated on Snake Lake (Pinehouse Lake) on the Churchill River, spanned a period of four years from 1786-90. In 1805, the North West Company built a post near the Hudson's Bay Company Bedford House (1796-97) on the west shore of Reindeer Lake.

Immediately upon Peter Pond's initial penetration into the Athabasca country and the establishment of a post in 1778 (Pond's Fort 1778-88) just below Lake Athabasca, Methye Portage became an important funnel into the fur-rich north. With recognition of the value of the Athabasca country for trade and the convenience of Methye Portage as an access route, trade steadily increased, probably to a greater degree than that reflected in the English River district a decade before. As early as 1784 large quantities of fur were being transported from the Athabasca country to Grand Portage by various competing interests. In 1786 Pond instructed Cuthbert Grant to establish a post at the mouth of the Slave River while Pond himself built a post on the Peace River in the vicinity of Vermilion Falls (Innis 1967: 199). Prior to the formalization of the North West Company in 1787 opposition in the north was severe among the various interests. However, upon amalgamation trading interests were consolidated and expansion began. Posts were established on the southwest shore of Lake Athabasca (Fort Chipewyan,

1788-1800), at the entrance to the MacKenzie River in 1790, below Carcajou which replaced the post near Vermilion Falls and at the forks of the Peace and Smoky Rivers in 1792. These were followed by a post at Marten Lake in about 1793 (Innis 1967: 201; Morton 1973: 413). Contemporary with continuous establishment Alexander Mackenzie explored the Slave and Mackenzie River areas, the aim of which was to promote rapid extension of trade in the north. By 1804 at least four more posts appeared on the Mackenzie River, as well as posts on Great Bear Lake, at the mouth of the Blue Fish River and up the Liard River (Innis 1967: 202). Such was the trend of continuous and profitable expansion and establishment by the North West Company until 1821.

The North West Company received no competition from the Hudson's Bay Company in the Athabasca District until after 1800. Even after that time the region remained almost exclusively a North West Company domain. In 1802 Peter Fidler for the Hudson's Bay Company crossed Methye Portage and built Nottingham House (1802-06) on Lake Athabasca, the first Company establishment north of the portage. However, by 1821 the Hudson's Bay Company had operated no more than 12 posts in the entire district. The Company was far overshadowed by the North West Company's three-fold number of posts and working servants. The main reason for the limited expansion by the Hudson's Bay Company was the long-established and firm trade relations with the natives by the North West Company (Morton 1973: 516-17; Smythe 1968:

241-77).

The importance of the Athabasca country for trade was of such a magnitude that Roderick MacKenzie of the North West Company was sent to locate a better route into the north as an alternative to Methye Portage. No route was found. As a consequence Methye Portage remained the most significant landmark in the northwest as far as trade and transportation was concerned.

Historical Location and Identification of Posts of the Methye Portage-Lac La Loche Area

Philip Turnor in 1792 noted two North West Company houses in the vicinity of Methye Portage. One house was located on the east shore of Lac La Loche on Wallis Bay (Figs. 3, 4). He noted that the "Canadians formerly had a temporary house as while they were upon the Methye carrying place the river was froze over so they returned to this place to fish until the river was fit to walk upon, they then hauled their goods to the Athapescow Lake..." (Tyrrell 1934: 469). The river he refers to was probably the Clearwater located at the northwest terminus of the portage. The location of the house was not found during 1971-72 field investigations. No absolute date can be attached to the occupation of the house. It was probably occupied for a few months only, in the fall of one season, previous to 1790.

The second North West Company house, La Loche House (HdOj-1), was located on the peninsula which divides Lac La

Loche almost in half (Figs. 3, 4). Historical abstracts and archaeological indications suggest that the post was in existence for only a few years. Turnor, accompanied by Peter Fidler, were the only individuals the writer has found who made mention of the establishment. When they progressed along the eastern shore of Methye Lake on 29 May 1792, Turnor described the location of the post briefly as follows:

went to a point on the E side E 3/4S about 4 1/2 miles leaving a kind of double bay about 3/4 mile deep to North, went nearly along the shore EbS 1/2 mile and EbN 1 mile a Pine Island about 1/2 mile long laying about 1/2 mile from the shore. The lake seems about 5 miles wide at this place with a large Island well covered with pine near the North Shore upon which the Canadians formerly had a house but did not find it good for provisions ... The course over the Methy Lake is nearly SE and runs on the North side of the large Island that the Canadians had their house upon ... (Tyrrell 1934: 470-71).

The writer finds some inaccuracies in locations given by Philip Turner. If all geographical features are constant from Turnor's day to present, it is evident that the post Turnor de scribes is not on a "large Island well covered with pine" but on a large peninsula of similar tree cover. The smaller pine island does exist at present, but no large

island. The author feels that the peninsula, because of its shape and the great width of the lake, could have easily been mistaken for a large island (see maps, Figs. 3, 4). On certain days when visibility is hindered by heat waves or fog, one could readily interpret the peninsula as an island, especially when following the route along the eastern periphery of lake taken by Turnor and Fidler.¹⁰

Subsequent to this record, no other explorers or fur traders commented on the abandoned post.

A letter by Alexander MacKenzie of the North West Company dated 1 February 1788 (Ile à la Crosse) to the company's agent at Grand Portage suggests a post may have been located at Lac La Loche as early as the winter of 1787. Extracts from the letter are as follows:

Gentlemen,

I am sorry to inform you that owing to many unforeseen accidents, the goods that were in my charge last Fall did not get in Athabasca. I was stopped, the 2nd October [1787], for five days by the ice within thirty leagues of this place [Ile à la Crosse]. I was obliged to send back two canoes with sixty pieces to lighten the others. Then I proceeded with the other canoes, but being frequently obliged to break the ice, we advanced slowly, and got to Lac La Loche only the 11th. The weather at this time was so very severe that I lost all hopes of

getting any further, and our provisions were almost exhausted. I therefore had only three canoes and their loading carried by all the men across the Portage; but when they arrived there, which was on the 14th, the ice was taken on the river for two leagues, and the ice driving so thick further on, that there was no possibility of pulling a canoe into it. We could not wait here in expectation of the river getting clear, having no hunters, and I had the goods secured from the wild beasts [at the Clearwater] and allowed the men to return to Lac la Loche for their winter quarters.

On the 17th, the weather getting milder, and the ice running not quite so thick, I got eight of my men to embark with me in a light canoe. These men left their own things and we, with great difficulty and risk, arrived at Athabasca the night of the 25th... (Masson 1889: 23).

Although no specific reference is made to a house or post on Lac La Loche or Methye Portage it seems possible that one may have existed on the lake itself. Various points can be brought forward: first, a distinction is made between Lac La Loche and the "Portage." La Loche House is located on the lake and not the portage. Secondly, because of severe ice conditions on the Clearwater River the men were obliged to

cache their supplies and "return to Lac La Loche for their winter quarters." This seems to suggest a house on the lake. If not, the men could just as well have remained at the north end of the portage in make-shift shelters and not have had to trek over the lengthy portage. Also, by remaining on the Clearwater they could readily have observed the ice conditions. Thirdly, the word "quarters" implies an establishment of sorts.

If these assumptions are correct and a house did exist on the lake, it may have been La Loche House. The post could have been in existence earlier than 1787, possibly by 1786.

David Thompson of the North West Company passed over the portage and Methye Lake in 1798 on his return to Grand Portage from the north. He did not leave any description of fur trade establishments in the area.

After the abandonment of La Loche House ca. 1791 no permanent trading establishments were located in the vicinity of Methye Portage until 1819. During the interim period, Richard Sutherland wintered for the Hudson's Bay Company at "Methye Lake" over 1809-10 (H.B. Co. Arch. B.89/a/2). The specific location of the site, its composition and duration of occupation, are unknown. In 1819 the Hudson's Bay Company established an outpost on the west shore of Lac La Loche under the charge of John Clarke (Fig. 4). The following year a rival North West Company post was built on the lake which was in the charge of Paul

Frazer. Franklin in his Narrative of a Journey to the Shores of the Polar Sea commented on the trading posts on the lake on 10 March 1820, as he passed over Lac La Loche.

Quitting the river [La Loche River] we crossed a portage and came upon the Methye Lake, and soon afterwards arrived at the trading posts situated on the western side of it. These were perfect huts, which had been hastily built after the commencement of the last winter [1819] ... The position of the houses by our observations is latitude 56° 24' 20" N., longitude 109° 23' 06" W., variation 22° 50' 28" E. (Franklin 1969: 129-30).

A map produced by the Franklin expedition shows the location of the two rival Lac La Loche posts along the western shore of the lake.

George Simpson's 1820-21 Fort Chipewyan Post journal gives a good account of the human character of the posts. Simpson's 13 September 1820 entry, as his group entered Lac La Loche, is as follows:

Sept. 13th Portage La Loche - Wednesday - left our encampment [source o the La Loche River at Lac La Loche] at five A.M.. Strong wind and shipping much water, got to Mr. Clark's establishment [H.B. Co. English River District, Lac La Loche outpost]. On the Lake at 10 A.M.; one [Joseph] Perring; where I found a very fine

band of Indians [Chipewyans], to whom I made a speech and gave some Rum & Tobacco; from them I learnt that the N.W. [Co.] had circulated a thousand falsehoods to our prejudice, but they appeared delighted to find that they were void of foundation--. This establishment interferes very much with Fort Wedderburn, and is not likely to do good to the trade generally, and therefore in my opinion should be with-drawn. Perring the man in charge is totally unworthy the trust reposed in him, and should be dismissed the service; he is on terms of intimacy with Frazer the N.W. Clerk in charge of the opposite post, who he has supplied with fish the greater part of the season; he is also an habitual drunkard and enjoys himself with his friend Mr. Frazer at the Company's expence in the liquor entrusted to his charge; Mr. Frazer finds him a very convenient social neighbour and as he has not the means of reciprocating, he spends his evenings very pleasantly over a flagon in Mr. Perring's Tent. I have given this fellow a very serious lecture on the impropriety of his conduct, and will write Mr. Clark on the subject...Took leave of this gentleman who is certainly one of the Company's worst bargains, and proceeded to Portage La

Loche (H.B. Co. Arch. B.39/a/18).

Simpson traversed Methye Portage after leaving Perring, but he made no mention of any other posts along or near the portage.

A letter dated 3rd December 1819, from John Clarke to Governor William Williams indicates a date for the establishment of the Hudson's Bay Company post on Lac La Loche. In the letter, Clarke openly admits that the Indians in the Lac La Loche area personally favour him and are "inclined towards us," therefore, he decided to establish "an Outpost at Portage La Loche under the charge of Messrs. Perrin & [Thomas] Swaine¹¹... , our opponents having as yet no intelligence of it" (Correspondence Book Inwards, H.B. Co. Arch. D1/13, 1819-20, Ile à la Crosse). The Hudson's Bay Company post was therefore probably established in the late fall of 1819. It is believed that the North West Company post on the lake was not constructed until the early part of 1820, but was definitely present in March of that year when Franklin passed through. Clarke's 1819-20 Inward Correspondence to the Governor indirectly sheds light on the establishment of the Lac La Loche North West Company post. In the Clarke to Williams letter of 3 December 1819 it is stated that during the winter of 1819-20 "[O]ur Messrs. [John] McLeod & Mason winter at Buffalo Lake, opposed by McMurray and one of the Frasers..." (H.B. Co. Arch. D1/13). The mention of Frazer is of interest. Among the men stationed at the Ile à la Crosse North West Company

post were two Frazers who were clerks. It is believed that the Frazer who wintered at Buffalo Lake (Peter Pond Lake) during the winter of 1819-20 was probably the same Frazer who was in charge of the North West Company Lac la Loche post later in March 1820.

Though Simpson suggested in September 1820, that the Hudson's Bay Company post be abandoned, it is highly unlikely that such a move was carried out before the 1822-23 winter trading season. This assumption is based on entries from an 1821-22 Hudson's Bay Company Account Book (H.B.Co. Arch. B.89/3/5a). The books included inventories of North West Company stores and a list of Canadian servants then employed by the Hudson's Bay Company. The book covered the period 1821-22 and involved four posts: Lac la Loche, Green Lake, Lac La Ronge and Ile à la Crosse. The list of Canadian servants¹² gives their winter residences for 1821-22 and 1822-23 (Table 2). From this it is apparent that a post was functioning on Lac La Loche during the 1822-23 winter trading season. As well, there was a drastic cut in personnel at Lac La Loche from ten wintering servants in 1821-22 to only two in 1822-23. This is probably in line with the phasing out of the houses on the west shore of the Lake. In the reports for the Ile à la Crosse District for 1822-23 and 1824-25, only three posts were considered occupied and fully functional - Ile à la Crosse, Cold Lake and Lac La Ronge (H.B. Co. Arch. B.89/e/1).

Shortly after 1821 there was a major reduction in the

number of outfitted posts in the English River District. This reduction was in response to declining fur returns. Such a trend continued for almost three decades. Only Ile à la Crosse, because of its headquarters status, remained permanently and fully functional (H.B. Co. Minutes of Council, 1821-71). It remained open year-round and continued on that basis into the 20th century.

During the 1820's, the status of other posts in the District was in a state of flux. They would be opened for a season or two and then closed. Lac La Ronge Post was opened as a wintering establishment from 1820-21 to 1822-23. During the winter of 1823-24 it was closed. However, the following year it was reopened on a year-round basis, and continued as such until the end of the 1829-30 winter trading season. Lac La Ronge Post was never again reopened (H.B. Co. Minutes of Council, 1821-71).

From 1820-21 until 1822-23, and again in 1824-25, a post was situated at Green Lake on a winter trading basis. It was not until 1831 that the post was again made operational. The Green Lake Post functioned as a wintering establishment until the summer of 1867 when it reverted to permanent status (H.B. Co. Arch. B.239/k/1; B.239/1/3).

The only other posts to appear in the District during the first decade following amalgamation were two short-lived establishments at Deer's Lake (1824-25) and Cold Lake (1823-24) (H.B. Co. Arch. B.239/k/1).

The winter trading season of 1831-32 saw the

establishment of an important post at the mouth of the Rapid (Montreal) River in the English River District. The post known as Rapid River¹³, remained operational year-round until at least 1871.

Fort Chipewyan journals kept by various Chief Traders and Chief Factors during the 1820s and 1830s refer to activities at Methye Portage during portaging operations. However, no mention of posts in the area over these two decades are made. Many of the extracts are in poor handwriting and are difficult to read. The following are representative entries: James Keith, Chief Factor. "1825 Aug. 30th [Methye Portage]....Our crew consisted of 6 men after subdividing the cargo luggage and Provisions amounting to 25 packages - equal to 6 p[er] man exclusive of the Canoe, commenced...to transport...(Post Journal, 1825-26, Fort Chipewyan, H.B. Co. Arch. B.39/a/24)."

[Recorder unknown] 1835 Sept. 11th [en route to Fort Chipewyan]...unloaded part of our Cargoes to get into the small River [Wallis Creek] that leads to Portage La Loche - at noon we had got the cargoes into the Portage...--examined them all...--laid up Boats for the winter at the usual place--...2 Boats lying here already much cut up by the Indians--and collected the nails--to take with us. Men began to carry...they have 9 pieces each with Provisions, Boat furniture and their own things

make them 5 & 6 Trips each--(H.B. Co. Arch. B.39/a/30).

The limited number of operating posts in the English River District during the 1820s and 1830s would suggest that the fur trade industry was in a state of recession. At any time no more than three posts could function profitably in the District. In most cases the posts acted as way-stations and suppliers for the northern brigades; fur acquisition was secondary. In 1830-40, a post at Deer's Lake joined the English River District's Ile à la Crosse, Rapid River and Green Lake Posts. However, it was not until the late 1850s that more posts were established in the district suggesting that furs had become more plentiful (H.B. Co. Minutes of Council, 1830-59).

During the second quarter of the 19th century, Methye Portage was still one of the most important physical landmarks in the western Canadian fur trade (H.B. Co. Minutes of Council, 1850-71). It continued to act as the funnel through which furs filtered out of the north and trade goods in. It is surprising that an outpost was not continuously operated at the portage for transporting purposes. From the early 1820s, Indians were located at the portage during the transporting seasons. But with no supervision, they were unreliable and in most cases brigade personnel were forced to carry most, if not all, materials over the portage. Several instances of arguments between labourers and guides and disobedience by the former have

been recorded. Nevertheless, this practice continued until 1845 when assigned Company servants began carrying out the necessary portaging functions.

Earlier in 1845 it was resolved by the Council of the Northern Development "[t]hat two Servants of the Company be stationed with a band of about 40 horses on the shores of Lac La Loche so as to be in attendance at the proper season, for the purpose of transporting the Goods and Returns on that Portage free of all charge to the crews and that C.T. [Chief Trader] Campbell be instructed to take necessary steps to carry this object into effect" (H.B. Co. Arch. B.239/k/2, fo. 34). An establishment not larger than a small house may have been erected on or near the shores of Lac La Loche. However, no concrete evidence for such has been found. It is assumed that some residence for the servants and a compound for the animals would have been essential. Whatever the case, the area was occupied at least during the portaging seasons for the purpose of aiding the brigades on the portage. It is not likely that the area was occupied during the winter. The Minutes of Council support such a conclusion. There is good evidence for the return of the servants and animals to District headquarters for the winter. In the case of Methye Portage, headquarters appeared to be Fort Chipewyan (Athabasca District) for in the Minutes of Council predating 1854 resolutions following the summer arrangements for the Athabasca District showed the request for the Chief Factor or Chief Trader in charge

to arrange for a certain number of animals and two servants to be stationed at the portage. This seems to have been inconvenient, for it would have been easier to supply necessities from Ile à la Crosse, English River District Headquarters, only 140 miles to the south. Though such conclusions cannot be fully substantiated, it must be assumed that the Athabasca District was the supplier or at least wintering station for Methye Portage men and animals. In 1852 it was resolved "[t]hat Chief Trader George Deschambeault [Ile à la Crosse] take the necessary steps to procure eight oxen for the service of Portage La Loche from Fort Pitt [Saskatchewan River District]" (H.B. Co. Arch. B.239/k/3, fo. 29). Possibly from this time on providing draught animals to Methye Portage from the south became more a matter of course.

From 1845 until 1852 Methye Portage was supplied with animals for portaging operations. The resolutions from Minutes of Council stated consistently, "[t]hat the necessary arrangements be continued for providing horses for the transport business at Portage La Loche" (H.B. Co. Arch. B.239/k/3, fos. 4 and 28).

In the Minutes of Council, 1853, the first strong evidence for the establishment of a post in the vicinity of Methye Portage appears:

That the necessary arrangements be continued for forwarding horses for the transport business at Porage La Loche and that an

outpost be established in the neighbourhood for the purpose (H.B. Co. Arch. B.239/k/3, fo. 48).

The servant in charge was Antoine Morin, an interpreter. The number of labourers employed during the winter months is unknown; however, during the summer of 1854 an interpreter and two men occupied the post (H.B. Co. Arch. B.239/k/3).

Though no good, reliable documentation was found to confirm accurate locations for an establishment or establishments in the vicinity of Methye Portage-Lac la Loche certain conclusions can be drawn.

It is believed that in 1853 the major establishment, Portage La Loche Post, was erected on Lac La Loche. The location of the post was on the northwest shore of the lake at the present-day settlement of West La Loche.¹⁴ A report on the English River District dating to 1862 stated that a post was located "on Lac La Loche." At the time it was manned by a postmaster and five men:

- Portage LA LOCHE POST. An outpost on Lac La Loche, established with a view to check the trade of Furs and Leather by the Portage Tripmen, also for the care of the Oxen and Horses employed in the Transport on the Portage. This Post is supported by a Fishery on Lac la Loche, it makes good returns. Its Outfit is supplied from Isle à la Crosse in

Fall. A few supplies are forwarded by the Portage Boats to trade any Furs or Leather that may be brought up by the McKenzie's River Tripmen or stragglings Indians who visit the Portage. The carts and wheels required for service on the Portage are made by the Post Master [Pierre Laliberté] in charge of this post (H.B. Co. Arch. B.89/3/1).

As supported by the Minutes of Council, the post was occupied year-round from 1853-54 until at least the summer of 1871 when the last Council meeting recorded arrangements for posts of the English River District. The post remained functional as a trading post and portaging depot whose duties were mainly connected with transportation across the portage, care of draught animals and supplier to the brigades.

Though no specific records have been found it is assumed that the original Portage La Loche Post probably consisted of no more than two or three small buildings. The buildings would have been used as residences for the men and as storehouses or warehouses for supplies and road maintenance equipment.

The following 1855 entry from the Minutes of Council mentions the erection of stables: It was resolved [t]hat Chief Trader Deschambeault [English River District] be instructed to devote his particular attention to the more effective

organization of the transport arrangements of Portage La Loche to be conducted by means of oxen & carts that he furnish 5 oxen for that object from English River District in addition to 5 ordered by the 11th Resolve from the Saskatchewan and that he be careful to have a sufficient supply of winter provider collected at the Portage La Loche Outpost Stabling erected and Carts built so that the Transport may be conducted in an efficient manner next Outfit (H.B. Co. Arch. B.239/k/3, fo. 102).

Resolution 29 [sic 30] as reference to the above is as follows (after Saskatchewan River District summer arrangements):

That Chief Factor Sinclair be instructed to forward from Fort Pitt, to Green Lake next winter, says so soon as travelling is practicable, 10 well trained oxen to be employed on the Portage La Loche transport next season; and that Chief Trader Deschambeault make arrangements for forwarding them from Green Lake to Portage La Loche (H.B. Co. Arch. B.239/k/3, fo. 104).

It would seem apparent that stables first appeared at the Portage La Loche Post in either 1855 or 1856. However, the writer feels that stables or corrals were probably present at the portage itself as early as 1845, that is, from

the first recorded time draught animals were supplied and used for portaging operations.

After 1856 the number of oxen employed on the portage was doubled to twenty, suggesting an improvement in the portaging operations. Concurrent with this step-up was a steady increase in the amount of provisions supplied to La Loche.

In 1861 it was resolved,
 [t]hat the usual quantity of dried provisions
 &c be forwarded for the use of passing Brigades
 in the summer of 1862 and that Chief Factor
 William J. Christie be instructed to forward
 about 160 pieces provisioning from Fort Pitt to
 Beaver River and that Chief Trader
 Deschambeault send men and bring them down the
 Beaver River in Batteaux in the spring of 1862
 With a view to the improvement of the transport
 on the Portage La Loche it is. [Resolve] 22nd
 That Chief Factor W. J. Christie be directed to
 provide and forward from Fort Pitt to Beaver
 River 50 Bags Pemican and that Chief Trader
 Deschambeault send men to bring them down the
 Beaver River in Batteaux in the Spring of 1862
 and to forward them to Portage La Loche for the
 use of people employed in improving the road.
 Resolve 23rd. That Chief Factor William J.
 Christie be directed to forward to Green Lake

this summer 15 oxen and to send a party of men to prepare hay at that Post for their sustenance during the winter and that Chief Trader Geo. Deschambeault be directed to forward them from Green Lake to Portage La Loche next spring (H.B. Co. Arch. B.239/k/3, fo. 223).

It is interesting to note that the resolutions of the Minutes of Council can be fairly reliable for accurate information on the number of men and animals, and goods supplied to the portage. As an example, in the Minutes of Council of 1862 it was resolved that six oxen be forwarded by W.J. Christie via Green Lake to Portage La Loche. The post journals of Ile à la Crosse for 1862-63 imply the request was fulfilled: on 27 November 1862 "the Big Knife and two other men...to Green Lake and to return [to Ile à la Crosse] from that place with the six oxen, which are to be forwarded to the Portage..." (H.B. Co. Arch. B.89/a/33). The oxen were originally transported from Fort Carlton to Green Lake. On 12 December the oxen reached Ile à la Crosse but were in very poor shape. They were later transferred to Portage La Loche.

After 1862 there was also a substantial increase in the number of men stationed at the portage post. Up until the summer of 1862 a postmaster and two men were recorded to have occupied the post during the summer. Though just one person, the postmaster, is listed to have resided there

during the winter, it is probable that more than one person was present. In the summer of 1863, the postmaster and six men were listed. The increase seemed to be coincident with a renewed concern for improvement of the portage and further construction in the area (see Table 3).

[t]hat Chief Trader George Deschambeault be instructed to give his best attention to the improvement of the roads for the Transport on Portage La Loche, and to the erection of enclosed Sheds at both ends of the Portage (H.B. Co. Arch. B.239/k/3, fo. 245).

There are few records of the pre-1870 period classified under the Hudson's Bay Company's Portage La Loche establishment. There are only two account books 1869-71 (H.B. Co. Arch. B.167/d/1-2) and one folder of miscellaneous papers, 1834-70 (H.B. Co. Arch. B.167/z/1). The bulk of historical research has therefore focused on other sources, such as the post records from nearby establishments and those concerned with the transport business and route via the portage, e.g., Ile à la Crosse (H.B. Co. Arch. B.89) and Fort Chipwyan (H.B. Co. Arch. B.39). Four surviving Portage La Loche post journals of the post-1870 period have supplied some post location information, but at the same time have confused the precise locations and numbers of sites mentioned previously. The post journals are for 1873 (H.B. Co. Arch. B.167/a/1), covering the period 1873-78 with some gaps (H.B. Co. Arch. B.167/a/3), 1878-81 (H.B. Co.

B.167/a/3), and 1881-88 (H.B. Co. Arch. B167/a/5).

There seems little doubt that in 1872 the post at Portage La Loche was located on the west side of Lac La Loche, as opposed to being on the portage itself. The Ile à la Crosse correspondence book beginning 1872 (H.B. Co. Arch. B.89/b/4a) indicates that William Spencer who was in charge of the Portage La Loche post was to make preparations for building at the portage itself. Evidence for such a transfer is found in the first surviving Portage La Loche post journal, notably the entry for 3 April 1873:

dug up the frame of the, (to have been), The Big House, which I intend transporting to this End [South] of the Portage where the Future Fort Laloche, is to be (H.B. Co. Arch. B.167/a/1).

Spencer and his men had all apparently left the west bank site for the portage by 13 June 1873.¹⁵ From 21 June the post journal was sporadically kept in French. The men were at the portage, engaged in transport duties until 22 August when they returned to the "Fort":

François Maurice, Catholique, Jolibois, Lacorde Carecefau nous avoions lesser le portage avec le butin pour venir aux Fort nous avoions lesser une vielle aux portage pour garder lais pieces qu'il y a dans le gengar. pieces R district (H.B. Co. Arch. B.167/a/1).

[Translates]

[François Maurice, Catholique, Jolibois, Lacorde Carcefau. We have left the portage with the bounty (goods) to come to the Fort. We have left a watchman at the portage to guard over the items in the storehouse. Items R district.]

It is apparent that in 1873 the entire post on the west shore of Lac La Loche was not moved to the south end of the portage. It would seem that only "The Big House," probably a large storehouse, was moved. Turning to an earlier document of 1872-73, Extracts from the Diary of Inspecting Chief Factor W.J. Christie, West Section, Northern Department a more precise location for the Portage La Loche post is found, as well as a suggestion that a "store" (storehouse) was situated at the south end of the portage before "The Big House" or other buildings were transferred or built at that place:

1872

23 September Christie leaves Ile à la Crosse with Spencer, clerk in charge of the post at Portage La Loche.

27 September paddled on up River to its head & camped on Lac La Loche at Sunset....paddled across Lake to point Moryion [the peninsula] then a small traverse to Portage La Loche...Mr Spencer left us...

at point Moryion & went to his Post in a Bay to the left side of Lake to get oxen & harness brought to the Portage to cart our canoe & Baggage across the Portage...Shortly after noon Mr Spencer arrived with the Harness & 2 Indians...camped at sunset 3 miles from Store. Got some Fish, Rabbits and potatoes from a Halfbreed French Chipewyan settled here old Sylvestre, an old Servant of the Company....

29 September

...walked across Portage with Mr Spencer, examined the Road as we went along, fearfully cut up in places...the Stores are also in a wretched state - doors off Hinges - flooring burnt by Indians, and roofs very leaky requiring new Bark.... (H.B. Co. Arch. E.23/1).

The 28 September entry locates the post "in a Bay to left side of Lake." Considering the general shape of Lac La Loche, the lake consists of essentially two halves - an oval-shaped south half and a slightly irregularly shaped northwest-southwest-oriented north half. The halves are formed by a large peninsula which almost bisects the lake

(Fig. 3). "Point Moryion" and this peninsula are probably one and the same. The north half of the lake is of most concern and has two bays, a large bay to the west and a smaller bay to the north, the latter of which contains the south end of the portage. The bay referred to in the entry by Christie is the large bay. The distance around the two bays between the south end of the portage and the large bay (post) is approximately 3 1/2 miles.

Though the 1872 entries are somewhat confusing because of the writing style, it is assumed that a "Store" was situated at the south end of the portage, and that the Company servant, old Sylvestre, occupied it or lived in a separate residence. The entries also suggest another "Store" along the portage. In all likelihood, this refers to warehouses at the north end of the portage and probably at Rendezvous Lake nine miles up the portage. A site (HeOk-2) consisting of structural remains and artifacts dating to the second half of the 19th century was located and tested at the north end of the portage, on the Clearwater River. Similarly a site (HeOk-1) was found along the south shore of Rendezvous lake. It dated to a similar period. However, no structural remnants were located.

In January of 1873 Christie returned to the Portage La Loche Post from Fort McMurray. The post was still located on the west shore of the lake and old Sylvestre was at the portage:

1873

- 8 January Christie leaves Fort McMurray for Lac la Loche via the Clearwater River and Swan Lake, i.e., not using Portage La Loche route.
- 11 January arrived at the Portage La Loche Post...found Mr. William Spencer clerk in charge....There were a few halfbreed Chipewyan living in Houses here - support themselves on Fish, collected in Fall and by hunting Moose in Winter. There is an old Retired halfbreed Chipewyan Servant of the Companys of the name Sylvestre settled at the Portage in a small Bay opposite the Landing. He makes a living by trapping & working on the Portage in Summer.
- 13 January Left post for Ile a la Crosse (H.B.C. Arch. E.23/1).

Concurrent with Christie's comments on the Portage la Loche Post, Chief Factor William McMurray made a rather detailed account of the post:

Remarks regarding the H.B.Co's. Posts in Upper English River Dist.", dated Ile à la Crosse, 10 January 1873, by Chief Factor William McMurray:¹⁶

Portage Laloche. The trading Post is

situated on the west side of Lake Laloche and is about 6 miles from the store at the south end of the Portage. The soil about the Post is not very good. In former years however, potatoes and barley were raised, but latterly, farming operations appear to have been neglected. The fisheries in the month of October are good, and if proper arrangements are made, a sufficient quantity of fish for the maintenance of a small winter establishment, can always be secured. Moose and Reindeer are more numerous in this section of the country than they are in other parts of the District, but the prices at present given for seasoned provisions, especially grease, are far too high. The people who resort to this place are Chipewyans and the descendants of French Canadian Halfbreeds. They are good fur hunters, but, characteristic of the Chipewyan race - are selfish and hard to deal with. Several families have built houses or huts at certain points on the Lake, and cultivate small patches of potatoes. With the produce of the chase and fish from the Lake, these people are

seldom in want of food. The present Post should be abandoned and requisite buildings erected near the store at the south end of the Portage. The cart road across the Portage is, by all accounts, in a wretched state, and that as well as the carts & harnesses required for the transport of the Athabasca and McKenzie River Returns & Outfits, will have to undergo a through repairing & renewing next spring... (H.B.C. Arch. B.89/b/4a, fos. 18-19d).

In the same account remarks were made regarding a "station" at the mouth of the La Loche River called "Bulls House." This post was directly linked to the Portage La Loche transport operations. It operated for "the purpose of wintering the oxen required for the summer transport of pieces across Portage Laloche..." The post was "about 45 miles from the store on the south end of Portage LaLoche..." (H.B. Co. Arch. B.89/b/4a, fos. 18-19d).

There seems little doubt from this 1873 source that the Portage La Loche operation consisted of a reasonably sized post on the northwest shore of the lake and a storehouse at the south end of the portage. Also McMurray's remarks suggest the abandonment of the west shore post and removal to the portage. However, as mentioned previously, the move was not completed by 22 August 1873. An extract from a

letter, from McMurray to Spencer at Portage La Loche, dated Ile à la Crosse, 16 April 1873, confirms only partial removal to the portage:

Mr. Maurice arrived here on the evening of the 12th Current, and handed me your letter written the day previous from Riviere Laloche... I am glad to learn that you are getting on so well with the cart and wheel work. Attending to this important business, getting harnesses & collars repaired, pulling down some of the houses, transporting building material to the Portage, and the Indian trade, will give you full occupation till the transport business begins (H.B. Co. Arch. B.89/b/4a, fos. 28-28d).

A sketch map by H.J. Moberly made at Fort McMurray, dated 25 September 1874 locates the Portage La Loche post, identified as "Fort," on the west shore of the large bay of Lac La Loche (Fig. 5). However, no store or other post is shown at the portage itself.

After the 22 August 1873 entry no historical sources support the possibility that the entire west shore Portage La Loche post was moved to the south end of the portage. A Geological Survey of Canada map by John Macoun of 1875, interestingly enough, shows a post designated "Methy Ft.," situated on the east side of the portage, and a creek (Wallis) near the south end of the portage. The west shore post was not marked (Fig. 6). No narrative was found to

support Macoun's map. However, a second map (not illustrated) by H.J. Moberley, dating to 3 January 1876, shows the northwest shore post, "H.B. Co. post," but does not pin-point a portage site (H.B. Co. Arch. G1/246). This confusing cartographic information leads to two conclusions: first, sometime after 22 August 1873, the northwest shore post was totally or partially removed to the portage's south end storehouse, the latter remaining the chief trading or portaging depot for a short time. Secondly, the main northwest shore post was never completely phased out or abandoned and the portage depot was simply expanded for portaging operations. The writer favours the latter conclusion. Entries in the Portage La Loche Post journals from 1875 onwards, though poorly kept, still distinguish between activities at a post and those at a portage depot, so that it would be fair to conclude that the operational hub in this area was the northwest shore post. Relevant entries from the journal are as follows:

1875

16 December

François Maurice à été sur
Portage voir le genger que le
vent a cheter a terre Samedi
passer le 11 de decembre...

[Translates]

[François Maurice has been to
the Portage to see the shed
which the wind has blown down
-- Saturday past, the 11th of

December...]

17 December

...Vincent Antoine il lon été
aux portage Ramacer lais
planches du gengar... (H.B. C.
Arch. B.167/a/2).

[Translates]

[...Vincent [and] Antoine have
been to the Portage to pick up
the planks of the shed...]

1878

21 May

Fires runing all over the
country. ...Daniel Lacrd went

3 June

to the Depot the latter to stay
there in case of fire running
there....

20 September

Mr. West arrived here today in
charge of 2 Boats from I.C.
with the Outfit for this place
and Flour &c for Athabasca.

21 September

After discharging the pieces
for this Post, the two boats
proceeded to the Depot &
delivered the pieces for
Athabasca. Mr Laliberté & Mr
West returned to the Post in
the evening with the 2
Boats....(H.B. Co. Arch.

B.167/a/3).

1879

10 March

Donald & Knott afterwards beat a road to the Depot....(H.B. Co. Arch. B.167/a/3).

24 June

Seeing 11 boats pass the Point au Mongrain I started for the Portage today.

25 June

I was employed at the portage today receiving & giving our Cargoes to the 11 Boats all of which got off before sun-set. I came back to the Post to-night.

1880

26 April

janvier Linklater and Kunall Start for P.L.L. to work old Cart Le Blanc work on the Fort.

30 April

Leblanc work in the Fort
janvier and Linklater and Kennall arrive From Portage Depot (H.B. Co. Arch. B.167/a/3).

1882

- 29 June one boat passed for the Depot....
- 21 September the Athabasca boats arrived at
west end [north] Portage
Linklater went to bring the Furs
over and brought Dr Bell
also....
- 22 September Linklater was working at the
portage still at the Furs
Transport and the Dr Bell came
over also to east end [south]...
- 23 September Dr Bell and Littlebury crossed
the Portage and came here at
night with Linklater in
canoe....(H.B. Co. Arch.
B.167/a/5).

1883

- 28 July ...F. Maurice went at Depot
Came Bac the Same day vincent
he pass the day Here at the
Fort (H.B. Co. Arch.
B.167/a/5).

A well-drawn and seemingly accurate map of the Lac La Loche-Fort McMurray area, though unsupported by a narrative account, shows a "H.B. Co. Depot" near the south end of the portage and a "H.B. Co." site on the west shore of the lake (Fig. 7). The map was captioned Map of the Athabasca River

to Illustrate Dr. R. Bell's Exploration and was compiled by the Geological and Natural History Survey of Canada (Bell 1882-84). Lac La Loche and environs are quite accurately illustrated and show a fair degree of detail, including the La Loche River, the large peninsula, a small island, "Indian Houses" (present day location of the settlement of Portage La Loche on the east side of Lac La Loche), the "H.B. Co." site on the northwest shore, the portage, Wallis Creek entering Lac La Loche from the north, and most significantly, the "H.B. Co. Depot." It is apparent from the map that the depot was located where the remains of site HdOk-1 were found and excavated, i.e., on the east side of the portage, a short distance from Lac La Loche. Also, as indicated on the map, the depot was situated near a sharp bend in Wallis Creek, and to the north of the creek. Further, it is located at the disembarkment point along Wallis Creek which was the true south end of the portage.¹⁷

In 1878 first reference in the Portage La Loche Post Journals is given to a "depot" at the south end of the portage. No longer is reference made to "sheds" or "stores." Later, Bell's 1882 map specifically locates a "H.B. Co. Depot" on the portage. There appears to have been an obvious shift of importance from the northwest shore trading post to the portage depot. This becomes quite apparent by 1885. In the Hudson's Bay Company archives, a slim book for the Portage La Loche Transport has survived.

It is entitled Journal of Daily Occurrences kept by Hudson's Bay Company for Portage La Loche Transport (H.B. Co. Arch. B.167/a/4). It chiefly concerns the east or southern end of the portage. Several extracts from this book are included to show references to buildings, activities at the depot and geographical location. This book also included information of work on carts and harnesses, and details about transport operations along the portage. The following extracts are presented:

1885

10 June [First entry] Mr. Woods, James Corrigal and Churchim arrived at the West [north] End....

11 June Mr Woods and two men came over [the portage]....and afterwards went to hunt up fisherman and Linklater at the post [northwest shore of lake].

12 June Mr Woods returned from post with Fontaine & Linklater....

15 June Corrigal & Fontaine went for some mud to Sylvestres and partly mudded office. Fontaine also visited nets and snares and got enough for rations....

16 June Fontaine finished mudding office and visited nets &c. Corrigal

made a bed & repaired windows and put in gauze in them...Linklater brought over a stove &c from post....

17 June

Corrigal repaired and greased 3 waggons and 9 carts. Fontaine attending nets fixing up mosquito gauze in windows and washing &c....

20 June

Fontaine fishing but only got 1 whitefish & 2 Jacks....

21 June

Mr Ross with 3 Boats arriving this morning from Ile a la Crosse accompanied by Mr Pierre Laliberte to take charge of PLL Post....

22 June

Fontaine mending harness...Alexander Sylvestre commenced work & fetched oxen from post....

8 July

J & M Sylvestre only earned their grub today getting a load fire wood & some mud....

10 July

Fontaine re-mudding house.

15 July

The clerks & Corrigal left this aM to cut out a pack trail from

middling track to the Pin.
[rapids on Clearwater] Jacob
Herman went with them....

18 July Gave Fontaines wife a net to
make.

19 July Mr Mercredi & Corrigan returned
today having cleared a good
winter road to opposite the
Pin....

20 July Corrigan went to look for and
found a practicable road through
the muskeg on new track. Mr
Mercredi went to get Linklater
and two men from post to make new
track.

21 July Fontaine & Corrigan ground &
handled axes...Mr Mercredi
Corrigan & Linklater started
after dinner to begin new road.

25 July Mr Mercredi, Linklater & Alexr
Janvier & Ml Lemague came back
this evening having nearly
finished the first bridge over
muskeg.

26 July A big bush fire came close to
buildings....

7 August Alexis Sylvestre went over with 1

- cart making a clean sweep of store [north end of portage].
- 9 August Mr Lalibite came over from the Post also Linklater and roadmen....
- 14 August Paul Fontaine went over to Old Sylvestres point [the peninsula] to get stones for nets....
- 15 August Linklater returned from New Road reporting progress slow having so few men and trees very thick. Blind Jacquot promised 600 dry fish at White fish lake....
- 21 August Francois Mongrain came in with oil & dry fish. Paul Fontaine fixing skiff etc. Alex Sylvestre at hay.
- 22 August Five men...came in from road. Trading dry fish and settling with Indians....
- 24 August Paul caught 32 fish today in two nets, and put down 3 more.
- 25 August Antoine Janvier brought over four nets...for Ft McMurray. Nataway & Boniface brought over dried fish and oil. Paul Fontaine fixing fish stage &c...35 fish

- 17 September Paul Fontaine fixing store & clearing up Depot finishes transport work....
- 5 October Mr Woods and Michael Herman returned from Au Pain by new road....
- 11 October [Last entry from 1885] Mr Woods left for Ft. McMurray....
- 1886
- 10 June [First entry]
- 18 June Linklater came over for the pieces for the post...Mr Trindell walked over from WE with J B St Lue. The latter went to post with Linklater....
- 21 June Pierre Jollibois sent to post with request for 2 Coats 2 Shirts 1 pr Trs & 1 Belt.
- 22 June Bte Lemaigre commenced dressing boats for a skiff. A Linklater came over from post to assist here. sent over tonight to tell J Mcdonald to wait for the Mower which was left by P Jollibois near here on track.
- 23 June Fontaine making oars for skiff &c

&c B....

25 June Fontaine making putty....
28 June P Fontaine piling bacon in store.

2 July [Last entry]. (H.B. Co. Arch.
 B.167/a/4).

No historical information is available which identifies the existence of the portage depot after 1885. Comments could only be found which pertained to the northwest shore Portage La Loche post:

Extract from letter from Chief Factor Joseph Fortescue¹⁸ to Trade Commissioner Wrigley, dated Ile a la Crosse, 21 November 1885

Portage La Loche Post has nothing whatever to do with the Portage, Freight or Transport but is a simple trading Post of the smallest dimensions in Portage La Loche Lake. It was formerly¹⁹ at the Portage under the charge of Mr Maurice,²⁰ Interpreter, Postmaster, Clerk successively (though I believe he could neither read nor write), all of which was managed by a Servant with interpreters gratuity & allowance) but it was found that he could not be depended upon and Athabasca²¹ assumed the total direction of the transport putting Mr Cowie²² to superintend it for which he is said to have been rewarded with a

Commission. It simply furnishes voyageurs for the Portage which Athabasca ought to pay, and did formerly, from a small temporary Shop at the Portage latterly they have drawn upon us for pay for all the summer work on the Portage, employed our men since the steamer began to run sawing boards, building scows, clearing the roads &c &c for which we have paid... (H.B. Co. Arch. B.89/b/7, fo. 64).

An inspection report of Portage La Loche, 28 August 1889 by Richard Hardesty, Inspecting Officer, notes "no outposts" associated with the northwest shore post (H.B. Co. Arch. B.176/e/1). It is also apparent from this source, and from subsequent post-1889 documentation, that the northwest shore Portage La Loche Post was the centre of activity, carrying on as a fur trading establishment that had little to do with portaging and provisioning operations (H.B. Co. Arch. B.167/e/2; B.167/e/4; B.167/e/5). Information available on this post during the 1890s is presented in Appendix A.

In summary, historical documentation identifies at least five fur trading posts and two provisioning or transport depots in the Methye Portage area since first recorded date of use (Table 4). The first post to appear was constructed by the North West Company in about 1786 or 1787, on the large peninsula of Lac La Loche. Its size cannot be determined from the historical record. The post

probably functioned as a winter trading station until about 1791. A second undocumented North West Company post was present in about 1790. Until 1819, no concrete evidence for post construction in the area was found. However, a temporary one-season establishment may have been erected during the winter of 1809-10 by Richard Sutherland's Hudson's Bay Company party, as a wintering station not involved in trading operations. The site location is not known. In 1819 the Hudson's Bay Company opened a post consisting of "huts" on the west shore of Lac La Loche. The post functioned as a seasonal trading station until the termination of the 1822-23 winter trading season. In 1820 the rival North West Company established in the immediate vicinity of the Hudson's Bay Company post. The post was either taken over by the Hudson's Bay Company in 1821 as an enlargement to their own post, or abandoned. If the buildings were still used, then the former North West Company establishment would have operated until the end of 1822-23 winter trading season.

After the closing of the west shore posts, no construction took place until at least 1845. Though not specifically noted in any historical document, an establishment was probably erected on either the northwest shore of Lac La Loche, or the south end of Methye Portage, on the lake, in that year the year Company servants were located at the portage to assist in transport duties. In 1853, a post was definitely established, as officially

documented in the Minutes of Council. As suggested by later documents, the post was probably located on the northwest shore of Lac La Loche rather than on the portage.²³

Initially, and throughout its existence the post, better termed a supply or provisioning depot, functioned as a base of operation for road maintenance along the portage and supplier to the in- and out-going brigades. Later it also functioned as a trading post. The post remained in operation into the 20th century (see Table 4).

Contemporary with or shortly after the construction of the Lac La Loche Post, "sheds" or storehouses were erected at points along the portage. They existed at the north end (Clearwater River Depot) and near the south end (Hudson's Bay Company Transport Depot) and very likely at Rendezvous Lake nine miles up the portage. The south end storehouse, in about 1874, became more important as a provisioning station, and sometime between that date and 1882 became a major "depot." It appeared that its importance overshadowed the more established northwest shore post for several years during the 1880s. However, with the phasing out of the portage during the late 1880s and 1890s, because of the use of alternative routes into the north, the depot was abandoned. Only the Portage La Loche Post remained functional, but as the turn of the 20th century approached, it too was merely an insignificant trading post (see Appendix C for the years which the posts and depots operated in the Methye Portage-Lac La Loche area after 1821).

ARCHAEOLOGY

Previous Archaeological Investigations

Historical archaeology has been noticeably lacking in the boreal forest region of western Canada. In 1969 the present archaeological section, Research Division, of the National Historic Parks and Sites Branch of the federal department of Indian and Northern Affairs in Ottawa conducted a general site survey of the west end of Lake Athabasca (Old Fort Point) in an attempt to locate historically recorded fur trade sites. The survey resulted in the location of two sites (Smythe and Chism 1969: 42-55). In 1971 the two sites were investigated to determine their identities. Test excavations at the smaller site and subsequent artifact analysis revealed a single building dating to the third quarter of the 19th century. The other, much larger, site consisting of a single four-room structure was completely excavated and tentatively identified as the temporary 1817-18 location of the Hudson's Bay Company post of Fort Wedderburn which operated from 1815 to 1821. The site was designated Old Fort Point by the principal investigator (Karklins: pers. com.). In 1972 K. Karklins assisted by W.D. Clark of the present Historic Sites Service of Alberta,

carried out a short foot survey of Old Fort Point to locate additional sites. Nine sites were recorded including a major site believed to be the Hudson's Bay Company Fort Chipewyan I. Following the survey, excavations were carried out at one of the newly located sites. In 1973 excavations were completed at the site and the remains identified as those of the Hudson's Bay Company fort of Nottingham House dating to 1802-06 (Karklins: pers. com.).

In 1969 J.V. Chism and T. Smythe of the National Historic Parks and Sites Branch, Ottawa, also conducted a general site survey in the Ile à la Crosse area of central western Saskatchewan (Smythe and Chism 1969: 35-36). Only one site was located on the old Hudson's Bay Company reserve. It was tentatively identified as a 20th century post. The sites of the earlier Hudson's Bay Company establishment, Fort Superior, and North West Company establishment, Fort Black, were not found. No excavations were carried out in the Ile à la Crosse area during the 1969 survey.

In 1971, a second more extensive archaeological survey was carried out in the Ile à la Crosse area by the National Historic Parks and Sites Branch, Ottawa, under the direction of J.V. Chism. Several additional historical sites were located, recorded and mapped. A limited amount of test excavation was carried out at selected site locations in an attempt to identify various remains. The tentative identification of the site of the North West Company's Fort

Black was a highlight of the survey (Chism 1971).

No other historical archaeology investigations conducted in the boreal forest area are known to the writer, either before or after investigations at Methye Portage-Lac La Loche in 1971 and 1972.

Excavation Procedure

The same fundamental excavation procedure was employed at both sites. It involved the establishment of a baseline transecting each site, which was then expanded into a 10-foot grid system, covering the known extent of the sites. The grid system enabled accurate plotting of sub-surface features and artifact remains as they came to light. All measurements in the field were based on the English system. However, in the laboratory the metric system of measurement was used, except for nail measurements which were in the conventional English system. Each excavation unit corner pin was given a north-south and east-west designation in accordance with its location relative to the arbitrary datum point OON.OOE. Therefore, the pin immediately east of OON.OOE would be OON.1OE, and the pin immediately south, 1OS.OOE, and so forth. The designation of the southeast pin functioned to identify each excavation unit.

During the first field season topographic maps were made of the two sites, which were used to locate all surface features. These maps were tied into permanent datums established on the sites (Figs. 13, 40). The elevation of

the depot datum was fixed at 1500 ft. A.M.S.L. (approximate), and that of La Loche House at 1475 ft. A.M.S.L.

Archaeology of La Loche House

The historic site of La Loche House is situated near the northeast tip of the large peninsula which divides Lac La Loche almost in half (Fig. 2). The site is approximately 160 ft. from the north shore of the peninsula at an elevation of 15 ft. above the present lake level (Figs. 12, 13).

The remains of La Loche House were readily visible when first encountered in 1971. Remains of two collapsed fireplaces indicated by two prominent mounds, two cellar depressions, four other pits, as well as linear depressions associated with building walls, marked the site. After excavations were completed it was evident that two of the depressions were cellars within a single building, while the remaining pits were either storage pits or borrow pits used to extract roofing aggregate, principally gravel and coarse sand.

Several additional surface features lie in close proximity to the site (Fig. 12). Approximately 235 ft. east of the site were eight elongated shallow pits. These depressions were between 23 ft. and 26.5 ft. in length, and had a maximum width of 4.0 ft. They are believed to have been used as moulds for canoe construction, or alternatively

as canoe storage pits for the winter months when canoes were not used. The writer feels the latter is more probable for there have been recorded instances of canoe storage pits at two other sites in Saskatchewan, Manchester House, 1785-94 (MacGregor 1966: 19), and Chesterfield House, 1800-02 (Johnson ed. 1967). The writer had no direct archaeological or documentary evidence to prove the association of the pits with the main site, but certain points can be made. First, the pits are situated quite near the site and are enveloped by similar heavy tree growth. Secondly, both the pits and the house are located approximately the same distance from the existing shoreline on the same stranded beach. Thirdly, but less definite, ethnographic information obtained from local long-time resident Chipewyans suggests that the canoe pits were related to a house, where six to ten "Frenchmen" were said to have traded.

Further to the east of the canoe pits were at least two cellar depressions associated with late 19th century-early 20th century Métis houses. Also in close proximity were the cellar remains of a late 19th century Roman Catholic Mission (1887-91) (Fig. 12).

Little uncontrolled digging had taken place at any of the historic sites on the peninsula. The only major disturbance was restricted to the north chimney mound of the La Loche House site.

During the first season (1971) of fieldwork, exploratory excavations were carried out by digging test

trenches at specific locations along the site grid. The testing aimed at assessing the site stratigraphy, general layout and extent of the major structural remains, and location of possible outer features. After testing was completed, five 10 ft. by 10 ft. excavation units were opened in the area of the major structural remains. At the time, it was not evident whether the site consisted of two separate and closely situated buildings, or one large structure divided by a partition.

The following summer, 14 more units were completely excavated, 11 of which were connected with the building. It was found that the post consisted of one large building.

Description of Features

The site consists of the basal elements of a single wooden building, surrounded by one large depression to the east of the building and three randomly situated smaller pits. The structural remains were well-preserved, allowing delineation of the component parts and tentative identification of construction methods employed.

Each structural feature has been assigned a feature number, e.g., F1, for descriptive purposes (see Table 5 for feature designation and general provenience).

The Building and Rooms

The building was 42 ft. in length (N-S) and 28 ft. in width (E-W). The structure was divided by partitions (F8, F9) into three rooms (Figs. 14, 15). The rooms have been designated the north (F1), central (F2) and south (F3) rooms. Two fireplaces were found, one along the north end (F4), and the other, along the south end (F6) of the building. Two cellars, or sub-floor pits, lay within the building, one (F5) in the north room and the other (F7) in the central room. Each room had a wooden floor, except for a portion (F11) of the central room, along the west side of the building, which was constructed of clay. White spruce (*Picea glauca*) was used exclusively in building construction (E. Perem: pers. com.).

The north room (F1) occupied most of the north half of the building. It measured 17 ft. (N-S) by 25.5 ft. (E-W). All room measurements were taken from the interior wall or interior partition face. The west wall of the room contained an inset of approximately 1 foot, creating a slightly L-shaped structure overall (Fig. 14).

The central room (F2) was apparently L-shaped with the projection extending to the south wall of the building along the west side of the structure. A fireplace located in this room was placed off-centre to the end wall of the building to allow for the room extension. The extension appeared to be related to an entrance. The central room reached a maximum length of 25 ft. (N-S), where the room extended, and only 19 ft. in the east two-thirds of the room. The

east-west dimensions of the largest part of the room and the extensions were 26.5 ft. and 10.5 ft., respectively.

The south room (F3) was the smallest, measuring 6 ft. (N-S) by 16 ft. (E-W). The small size of the room would suggest that it served as a storage area.

The partition (F9), which separated the central and south rooms, consisted of vertical posts embedded directly into the ground (Fig. 16). The posts averaged 0.4 ft. in diameter. The partition (F8), dividing the central and north rooms, was of horizontal timbers, and apparently much more substantial (Fig. 14).

North Fireplace

This fireplace (F4) was located midway along, and just inside, the north wall (Figs. 14, 17). Though disturbance from the collapse of the firebox and chimney and tree growth in the vicinity created recording problems, it appeared that the feature was entirely within the north wall of the building.

Because of extensive disturbance of this fireplace, it was considered unnecessary to excavate the remains totally. Complete dimensions of the fireplace, therefore, cannot be provided. Testing of the feature carried out in the area of the hearth did strongly suggest that it was of similar size and construction to the well-preserved south fireplace in the building's central room. Testing also indicated that the feature was constructed on a prepared, packed clay base

averaging 0.4 ft. in thickness. The firebox and lower portion of the chimney consisted mainly of granitic stones, with a few isolated limestone rocks. The fireplace was at least 7.0 ft. square and reached a maximum height of at least 0.3 ft. The firebox was broadly U-shaped and bonded with chinking. The chinking consisted of fine clay, tempered with grass and very small pebbles. At the base of the firebox was a packed clay hearth which occupied the entire firebox. The clay hearth extended out from the firebox, forming a rectangular apron. The hearth was 2.0 ft. deep (from the back of the firebox to the ends of the cheeks). The apron measured 1.5 ft. (N-S) by at least 4.0 ft. (E-W). Flooring flanked the sides of the apron. In addition, cross-members (sleepers), were used to support the flooring in the vicinity of the fireplace.

Only a limited number of artifacts were recovered from the excavation of the north fireplace hearth and apron areas. These included two red coarse earthenware crock fragments, one clear bottle glass fragment, one hand-wrought nail and one gun sear.

South Fireplace

This fireplace (F6) was located along the partition (F9) which separated the central and south rooms (Figs. 14, 18). It was situated slightly east of the mid-point of the partition and served the central room. The fireplace was totally within the building, with its back occupying a

portion of the south room. The feature had approximately the same horizontal dimensions as the north fireplace, and was constructed of similar stones and bonding material. The height of the fireplace was at least 2.5 ft. The firebox was broadly U-shaped and the maximum distance between the interior faces of the two cheeks was 3.5 ft. Similar to the north fireplace, this fireplace had a packed clay hearth occupying the entire base of the firebox. The hearth was 1.9 ft. deep. The clay hearth extended out from the firebox, forming a large level rectangular apron. The apron was 4.0 ft. (N-S) by 6.0 ft. (E-W). Two small posts were located along the east side of the apron near the east cheek of the firebox (Figs. 14, 19). The posts measured .25 ft. in diameter, and may have functioned as supports for the chimney. Flooring neatly bordered the sides.

Several artifacts were recovered during the excavation of the south fireplace. They included: a silver-plated white metal and a clear glass jewellery piece, three clay smoking pipe stem fragments, a "French" clasp knife blade, two brass wire fragments, two hand-wrought nails, one melted clear bottle glass fragment, two gunflints, 20 small bright blue and oyster white trade beads, a decorated grey steatite pipe bowl fragment, one lead baling seal, one mirror glass fragment, one metal fragment, and one burnt creamware cup fragment.

Flooring

Flooring consisted either of split logs resting on roughly square sleepers, or packed clay. Most floor boards were very well preserved with little natural disturbance evident. They primarily ran north-south, but immediately to the west face of the south fireplace, in the central room, floor boards were laid east-west. In most instances, each floor board was readily distinguishable, facilitating easy measurement and drawing (Figs. 20, 21, 22). The boards reached a maximum length of 17 ft. in the north room, 19.5 ft. in the central room, and 5.5 ft. in the south room. The average width was 0.7 ft., and maximum thickness of the better preserved elements was 0.4 ft.

Ten underlying, roughly square, sleepers were used to support the floor boards. Sleepers are defined as underlying cross-members which rest directly on the ground and are used to support the floor boards. Sleepers were found running flush with, and parallel to, the north and south walls, the two partitions and around the two fireplace aprons. The longest sleeper measured 25.2 ft. in length, spanning the entire width of the north room near the partition which divided the latter from the central room.

Floor boards and sleepers simply abutted the walls and partitions with which they were associated. In many instances, nails were used to secure floor boards to sleepers. However, it was observed that such a practice was

more an exception than the rule. This was particularly true where floor boards reached greater thicknesses dictating simply resting boards on cross-members.

The north room was completely covered with wooden flooring. Only the area in the vicinity of the north cellar depression appeared devoid of flooring (this area was not completely excavated because of the presence of large trees and limited time). Lack of flooring, and the presence of a sleeper (NW Quadrant, 10N.20E), suggested the location of an entrance to the cellar. A trapdoor probably occupied the entrance.

Approximately 75 per cent of the central room had a wooden floor. The remainder of the room had a packed clay floor (10S.10E). It was apparent in the northwest corner of the room that some flooring had been removed, probably during occupation. The packed clay floor extended to the southern limits of the building. It is believed that this area was connected with the entrance to the building. The presence of a large concentration of fish bones and three late period projectile points within the area, suggested that the area was used for fish and game preparation by the traders. Much of this refuse was concentrated in a shallow depression within the area. The depression measured approximately 4.0 ft. (N-S) by 2.5 ft. (E-W) and was found in unit 10S.10E (Fig. 14).

The presence of the chipped stone artifacts suggest that natives may have been employed as hunters for the

trading post.

North Cellar

A small, circular sub-floor pit or cellar (F5) was located immediately to the southeast of the north fireplace (Figs. 14, 23). The feature was only partially excavated (south half). This cellar was no more than 5 ft. in diameter, and about 2.0 ft. deep. The walls of the depression sloped gently down to a concave-shaped bottom. The sides and bottom consisted of coarse sand and gravel.

Artifacts recovered from the cellar included 5 small bright blue trade beads, six oyster white trade beads, two miscellaneous metal fragments, one mirror glass fragment, two coarse red earthenware fragments, two clay pipe bowl fragments, six copper tinkle cones, one light green tinted window glass fragment, three hand-wrought nails, one silver earring and one silver hair brooch.

South Cellar

A second larger cellar depression (F7) was excavated in the east half of the central room (Fig. 14, 24). This circular feature was approximately 10 ft. in diameter, and was situated in front of the clay apron of the south fireplace. The sides and bottom of the cellar simply consisted of natural subsoils. Figure 25 illustrates the general profile and fill characteristics of the feature. The depression was only slightly deeper than its counterpart in the north room.

The greatest concentration of artifacts was recovered in the south room cellar. These artifacts include: three gunflints, one tin fragment, one lead sprue, one lead fragment, 31 coarse red earthenware fragments, 11 bright blue trade beads, 10 oyster white trade beads, one strike-a-light, six hand-wrought nails, powdered vermilion, three window glass fragments, 11 copper fragments, one frizzen, one bone button, five mother-of-pearl buttons, one round brass bead, 17 lead shot, a pair of brass cuff links, one clay pipe stem fragment, one clay pipe bowl fragment, one carved clayey stone object, one retouched flake, one brass wire fragment, one offset awl blade, one copper tinkle cone, and one tin pot handle.

Walls

Lower wall or basal sill remnants were the most poorly preserved structural remains on the site. Extensive burnt sections along all four walls suggested that the building's superstructure had been destroyed by fire, most likely forest fire, shortly after abandonment. Limited burning over the floor areas indicated that the prior collapse of the sand-gravel covered roof protected the floor from fire. No complete basal sill timbers were found. Wood traces (burnt and unburnt), chinking concentrations and soil colour changes were all that delineated the walls. Figure 14 illustrates the approximate locations and configurations of the walls. It was apparent from selected profiling of the

walls that the sills, as well as the partition (F8) which separated the north and central rooms, were squared on all four sides. They were found to be 1.0 ft. wide and 0.5 ft. thick. Because the basal sill was flattened, it could be suggested that all upper horizontal wall components were similarly treated. Because of the lengths of the east and west walls, it is probable that a vertical upright (post-on-sill) was situated at the two points where the respective walls met the main partition, between the north and central rooms. These uprights would have been vertically grooved to accept the horizontal wall and partition logs. The openings between the wall logs were chinked with grass and pebble-tempered clay.

All four corners of the building were delineated. However, very little information regarding the method of corner construction was recovered. Nevertheless, it is believed that half-lap log construction was probably employed.

It was apparent from observation of the irregular surface area surrounding the building that the site was levelled to accommodate construction of the building. Fill material consisting of white beach sand and clay was used to create a stable, and better drained, base for the walls and floor. This fill reached a maximum thickness of 0.7 ft. under the flooring, except in the vicinity of the packed clay floor where it was non-existent. The fill was deeper (1.0 ft.) along the walls. The basal sills were to some

extent embedded in this fill material.

Roof

Construction of the roof was begun by setting in split logs varying in diameter from 0.5 to 0.7 ft. These logs were laid paralleling the north and south walls with an east-west orientation. The pitch of the roof would not have been too great. Between each roof-log, clay chinking was placed to seal off the openings. Subsequent to the clay fill, generous amounts of coarse sand and gravel aggregate were laid to an approximate thickness of 0.4 ft. Overlying the aggregate, sheets of white spruce bark were placed which in turn were held down by large stones. The large roofing stones varied in diameter from 0.5 to 1.5 ft. The stones would have kept the bark in place as it dried up and curled, as well as providing protection from the wind.

In addition to this unique roof construction, but unrelated to it, was the presence of overwhelming quantities of faunal remains. Just on top of the flooring, as it was exposed during excavation, and mixed within the roofing rubble, were enormous concentrations of fish bones and scales as well as a moderate quantity of remains of beaver, moose, bird, rabbit and other boreal species (Fig. 7). This occurrence was due to the fact that during the winter months, generous amount of fish were caught by nets and placed on the roof of the house. The roof acted as a natural deep-freeze for storage of the fish to feed the men

during the trading season. At the end of each season, the post was very likely abandoned when the yearly fur returns were taken to eastern depots by the residents of the house. Consequently, the remaining fish supplies were left to rot during the summer months. After two or three years of occupation and subsequent seasonal abandonment, fish remains would be added unintentionally to the roofing material.

Entrance and Windows

Only one possible entrance to the building was located. This was along the south wall near the southwest corner of the structure (Fig. 14). Three items of indirect archaeological data support an entrance at this location. First, no basal sill was found in this location. Secondly, the southwest corner of the central room possessed a clay floor adjacent to the possible entrance and, apparently as indicated from concentrations of faunal remains throughout the area, was a food preparation area. Thirdly, the central room extended south along the west wall of the building forming a L-shaped compartment, while the south fireplace and south cellar were shifted more to the east.

A very small quantity of window glass was found scattered over the site. Its presence would suggest glass-covered windows. However, parchment covered windows cannot be discounted. Recorded proveniences for the window glass gave no indication of window location.

Associated Features

Four pits were situated around the building (Fig. 12). Three were relatively small and one was quite large. One small pit was located immediately to the north of the north fireplace, one northeast of the building and the other quite some distance south of the building. All these small pits were less than 3.0 ft. in diameter and quite shallow. Excavation revealed that the pits were probably simply used to extract clay, sand or gravel for building construction. The large pit was located just to the west of the building. This pit was oval-shaped, measured 10.5 ft. (N-S) by 8.5 ft. (E-W) and was 4.0 ft. in depth. A test trench run through the depression showed that the pit was lined with a thin layer of wood chips and bark in a clay matrix. No ash, faunal remains, artifacts or other refuse debris were noted during excavation. It is suggested that the pit may have been used for storage.

Stratigraphy

Similar stratigraphic layers were observed over the entire site. These strata are illustrated in the profile of the large central room cellar (Fig. 25) and include:

1. Humus or leaf-mould layer, consisting of dead and decayed leaves and trees, and a dense root system of birch, poplar and white spruce. Depth between .2 and .5 ft.

2. Structural debris layer, consisting of a grey uniformly textured sand and gravel matrix, originating from the collapse of the structure's roof. Partly decayed wood from the roof and walls, stones from the collapsed fireboxes, chimneys and roof, and large concentrations of faunal remains comprise this layer. Depth between .2 and .5 ft.
3. Structural remains, consisting of in situ flooring, sleepers, basal wall and partition elements, such as horizontal logs and vertical posts, under the thick structural debris layer.
4. Fill layer, consisting of a white sand and clay used to level the site prior to construction and present a stable and well-drained base for the building. Depth between .2 and 1.0 ft.
5. Pre-construction layer, consisting of undisturbed subsoils, and composed of a coarse red-brown, sandy gravel.

Artifacts

The artifacts assemblage from the La Loche House site is relatively small. When considering individual item or vessels, no one artifact type stands out in quality or quantity. The first step in the artifact analysis process involved the identification of all artifacts in the assemblage. This was accomplished with a relatively high degree of success. Only one or two artifacts could not be

positively identified as to function. The second step of the analysis involved establishing functional categories for the materials. Seven categories were formed, including building hardware and tools, hunting and defence, household, clothing and personal adornment, recreation, native industries and a miscellaneous category for residual and unidentifiable artifacts. The final step in the analysis was a complete description of each artifact type, with special attention given to individual artifacts when comparative literature on the materials was available.

Tools and Building Hardware

Nails. Fifty-two nails were recovered from the site, of which 22 were complete specimens. All are hand-wrought, square shanked, and have sharp points. Three head types were identified and are used here to classify the nail sample. These types include rose, offset and T. A rose head is characterized by a faceted dome-shaped head, formed by at least four hammer blows (Fig. 26f). The offset head possessed fewer than four distinguishable forging blows, forming a head offset in one or more directions (Fig. 26g). The T-head is, as the name implies, T-shaped, and relatively flat on its upper surface (Fig. 26h). Twelve complete rose head nails, and 11 incomplete specimens, of this type were found. Six complete and 2 incomplete offset head nails, and 4 complete and one incomplete T-head nails appeared. The length of the measurable specimens ranges from $1\frac{1}{2}$ inches to

4½ inches, with 1½, 2, 2½, 2¾, 3½, 3¾, 4 and 4½ inches being represented. The most common lengths were 3½ and 4 inches.

Hand-wrought nails have several physical attributes which characterize their technique of manufacture. Each nail was formed by hammer blows upon a bar of iron, or iron-based compound, or alloy (Priess 1972: 199). As a result of these arbitrary hammer blows, each nail will have slight variations from every nail of the same type, although the basic attributes of each nail are similar. These hammer blows are distinctly recognizable on the nail heads. Hammer blows are also recognizable by examining the surfaces of the shank of each nail. These surfaces will not be perfectly flat or of uniform thickness. The scars, pits and irregularities of the basically flat shank surfaces are a direct result of the use of the hammer during the shaping of the shank. It is square, to very slightly rectangular, in cross-section. The four corners of the shank meet at distinct sharp angles. The shanks usually taper equally on all four sides, but on a few of the specimens the taper is slightly more pronounced on two opposite sides. Occasionally, the taper is located in the immediate vicinity of the point (Priess 1972: 201-202).

Hand-wrought nails were the only type of metal nails in use in the New World during the 16th, 17th, 18th and well into the 19th century. Machine-cut nails, i.e., nails cut from a uniform, sheet of iron, were first produced in the 1780s, but were uncommon until about 1800 (Fontana and

Greenleaf 1962; Mercer 1923; Nelson 1968). This change-over in preferred nail type took as much as half to three quarters of a century, depending on the geographic location in North America. For example, "In the 1820's Philadelphia newspaper advertisements of 'Nails, Brads and Spikes' often included both cut and wrought nails with prices for each in their respective sizes [penny weight]" (Nelson 1968: 3). As indicated above, using hand-wrought nails as chronological indicators has limitations. As Priess has pointed out,

The sequence of techniques for nail manufacture and the dates at which they were initiated are not necessarily a good indication for period of construction of a building in which nails of a specific technology were used (Priess 1972: 206).

Offset Iron Awls. Two complete and one incomplete double-pointed offset iron awl blades were recovered from the south cellar. Bone or wooden handles would have been fitted over one end; these handles were usually made and fitted at the post, after the shipment of awl blades had arrived. Awls were employed to pierce holes in dressed skins for clothing, in bark for canoes, and to repair and make utensils.

Two specimens have round cross-sections. One complete awl (portion of one tip missing) is 94.3 mm in length with a maximum diameter of 4.1 mm (Fig. 26e). The other awl is

incomplete and measures 4.5 mm in diameter (Fig. 26f). The third specimen is square in cross-section and measures 104.6 mm in length and 3.7 mm in width.

Files. One large fragment from a flat bastard file (Fig. 26b) was found in the central room to the west of the cellar. Since the tang is missing, no trademark could be identified. The file has a minimum measurable length of 133.4 mm and a maximum width of 26.4 mm. Bastard files were usually between 7 and 10 inches (180-250 mm) in length.

A second file fragment, identified as the tip from a small triangular file (Fig. 26a), appeared on the floor of the south room, immediately east of the south fireplace.

Strike-a-Light. A steel strike-a-light, or firesteel (Fig. 26p), was recovered from the south cellar. The specimen is incomplete, but it has a recognizable rectangular shape. In its existing state, the striking base is 63.3 mm in length, approximately 11.5 mm wide and 3.1 mm thick. The thicker (3.9 mm), but narrower tapering upper "handle" has a curled-up tip. The length of this portion is 40.8 mm. The base is broken just past the mid-point. In all likelihood, the missing portion is an exact replica of the part recovered. The width of the entire firesteel is 32.0 mm. No maker's mark is evident; however, two diagnostic traits appear. One side of the artifact has a fine fish scale-like pattern while the other is decorated with parallel lines running diagonally the full width of the side of the basal portion. This object may be a reworked file.

The strike-a-light radically changed the production of fire in remote fur trade areas. Thick glass lenses or burning glasses were imported but their use was restricted to sunny days. From the early French period until the 1840s, the most common firesteel was an oval-shaped type (Russell 1967: 349). However, many different shaped varieties made their way into the wilderness.

Hunting and Defence

Gun Material. Parts from trade flintlock guns were limited at La Loche House. They include one frizzen (Fig. 27g), one trigger guard fragment (Fig. 27h), one sear (Fig. 27i) and one breech plug (Fig. 27j).

The one iron trigger guard fragment is broken off at both ends. One end possesses a portion of a countersunk screw hole. The total length of the specimen is 40.2 mm, the shaft is 11.6 mm wide, and approximately 2.7 mm thick. The tear-drop shaped finial is broken off just before the shaft.

The near complete iron breech plug has a diameter of 18.2 mm, with a maximum length, including the severed L-shaped appendage which extends back along the top of the stock, of 42.0 mm. The appendage is broken off at the screw hole.

The steel frizzen is in excellent condition. Its height is 42.7 mm, width 21.9 (maximum), and maximum thickness 5.9 mm.

Two measurements were recorded from the one identified iron sear. They were taken from each end to the right-angled bend of the artifact and are 18.9 mm (incomplete) and 26.1 mm (complete). The sear pivot-screw hole is 3.8 mm in diameter.

Six identifiable gunflints of the spall type were recovered (Fig. 27a-f).

A typical spall gunflint bears a bulb of percussion on the upper conchoidal surface in the area of the heel, with the face sloping down to the edge...the heel and sides are shaped by secondary chipping. The bottom face or bed...often shows the negative impressions of portions of other spalls previously removed (Hamilton and Fry 1975: 107, 109).

All of the La Loche gunspalls vary from grey to dark grey in colour. One specimen is burnt extensively (Fig. 27f).

Three of the spalls were unused (Fig. 27a-c).

The following dimensions were recorded from four of the measurable specimens (the first figure represents the maximum dimension across the bulb of percussion (width), and the second, the maximum dimension along the bulb (length): specimen HdOj-1-222 (Fig. 27a): 31.8, 27.1 mm; specimen HdOj-1-42 (Fig. 27b): 27.0, 28.7 mm; specimen HdOj-1-28 (Fig. 27c); 29.0, 28.3 mm; and specimen HdOj-1-3 (Fig. 27d): 22.5, 28.2 mm. One specimen, HdOj-1-28 (Fig. 27c), is considered of a medium grade flint possessing a moderate

amount of grey-white inclusions. This specimen also exhibits a "chalk-heel", a portion of the chalk cortex or outer chalk rind of the original flint nodule which was normally removed during preparation of the core (Hamilton and Fry 1975: 114).

Gunflints were indispensable commodities in the fur trade. They were used for ignition of flintlock guns and pistols, as well as for firemaking in combination with firesteels. No La Loche House gunspalls showed use with firesteels.

Four musket balls and thirty individual lead shot were found throughout the site. The musket balls (Fig. 27k-m) vary in diameter from 14.25 mm to 14.45 mm. Their sizes approximate a calibrating of 55. The smaller shot (Fig. 27 n-r) range from 3.50 mm to 7.35 mm reflecting a calibre range of approximately 13 to 30.

Sprue. Two specimens identified as lead sprue or droppings from the moulding of musket balls or shot appeared (not illustrated). One small piece of rolled lead (Fig. 34b) was also recovered. The piece is probably original lead stock for the manufacture of musket balls and shot.

Knife Fragments. Two incomplete knife blade fragments were found within the building. One specimen represents a clasp knife (Fig. 26c) and the other a larger type (Fig. 26d).

Due to extensive corrosion of both blades and the fragmentary condition of the larger blade, no identifiable maker's marks appear. The steel clasp knife blade is the

best preserved. It is completely intact with the attachment tang on the proximal end still in place. The choil, or heel of the blade, is rounded while the cutting edge curves gently down towards the tip. Length is about 108.4 mm, with a maximum width of 20.6 mm, and a thickness at the medial point of 1.85.

Knives were an essential part of both the Indian and the fur trader's equipment. Styles remained consistent throughout the early years of the fur trade, but only superior-quality knives survived the rigours of the harsh frontier life (Russell 1967).

Household Items

Coarse Red Earthenware. Approximately 150 fragments from a red coarse earthenware wide-mouthed jar were found in the two largest rooms near the east wall and in the south cellar. Two-thirds of the vessel was reconstructed providing a shape (Fig. 28). The jar measured approximately 30 cm in height and 17.5 cm in width at the shoulders. The body is cylindrical in form, graduating into a short neck and a downturned, slightly everted lip. The base is flat (Fig. 29). A transparent lead glaze had been applied to the interior of the vessel only.

The jar has no attributes (shape, fabric or glaze) which would link it with a European product. It is almost certainly of North American manufacture, most likely Canadian. The author believes it to be a Québécois utility

jar. Webster describes and illustrates a bowl which exhibits similar colour, fabric and glaze as the La Loche House jar which he attributes to a ca. 1770-1800 period (Webster 1971: 9, 10). These jars were used largely for preserving and storing food. This type of coarse red earthenware has not appeared on any other excavated western Canadian fur trade site. Also, it has not been observed by members of Material Culture Research (Ceramics), Archaeology Section, National Historic Parks and Sites Branch, Ottawa (G. Gusset: pers. com.). The jar's suggested Quebec source of manufacture could be indicative of a North West Company item.

Creamware. The only other ceramic type recovered from the site is creamware. This type is represented by one fragment which appeared in the ash layers of the south fireplace. The fragment was burnt, and apparently was not decorated. It is from the base of a small bowl or cup which had a noticeable footring.

Creamware was first developed ca. 1770 in Staffordshire, England. It was distributed to the Americans during the late 18th and early 19th centuries, and has turned up on many historic sites of the period. The La Loche House specimen could fall within a 1770-1815 date range, but a late 18th-century date is suggested (D. Griffiths: pers. com.).

Mirror. Three fragments of plate glass were found scattered throughout the building rubble layer of unit 00.00 (Fig.

31a, b). All pieces are from a single small rectangular hand mirror. The glass is transparent with a very slight blue-green tint, and ranges in thickness from 1.68 mm to 1.86 mm. The fragments still possess residual silvering on one side (back). The "silver" is most likely an amalgam of tin foil and mercury (Kidd 1970: 128-29).

Bottle glass. One fragment from a light green liquor bottle appeared (Fig. 31e). The bottle was apparently round in shape. A single minute fragment from a small cylindrical pharmaceutical bottle is present (not illustrated). The glass is of very light green colour. One mass of melted glass (Fig. 31f) also was recovered. The glass appears to be clear.

One glass fragment from the front panel of a Robert Turlington's Balsam of Life Bottle was also found (Fig. 31h). This patent medicine was first registered in England in 1744, and shortly after 1750 made its appearance on the eastern seaboard of the United States. It quickly became popular, spreading into the American and Canadian western frontiers (Wedel and Griffenhagen 1954: 409). The medicine's popularity promoted the manufacture of many American-made imitations with variant inscriptions, misspellings, and differences in glass colour (Brown 1971: 116). A fairly large quantity of Turlington bottle fragments was found at Fort Michilimackinac. All the "bottles were contact molded and have a diagonal mold mark

across the base and raised letters, with the following inscription:

(Front)	By The	(Back)	Rob
	Kings		Turli
	Royal		ngton
	Patent		For his
	Granted		Invented
	To		Balsom [sic]
			of
			Life.

One side reads : LONDON, the other: Jan.Y 26, 1754"

(Brown 1971: 116). Turlington bottles are generally pear-shaped, with lateral flattening, and about 2½ to 3 inches in height. Such bottle fragments have been found at several other American sites (Brown 1971: 116) and at the North West Company's Forts George (Alberta), 1792-ca. 1800 (Kidd 1970: 131) and White Earth (Terre Blanche), 1800-13 (Nicks 1969: 108). One incomplete and two relatively complete Turlington bottles were recovered from an early 19th-century fort at Rocky Mountain House, Alberta, by the author. The fort was tentatively identified as the North West Company Rocky Mountain House (1799-ca. 1821). In addition to this medicine being used by the North West Company, there is documentary data supporting use by the Hudson's Bay Company (Johnson 1967: 24-25).

The La Loche House Turlington specimen is from the front panel of the bottle. The raised letters include

[K]i[ngs] [R]oy[al]. The glass is heavily patinated, clear and appears to be of the earlier period English lead type, and not the light green tinted cast type common to later period American manufactured bottles (Wedel and Griffenhagen 1954: 414; Griffenhagen and Young 1959).

Tin Pot Handle. A portion of, what is believed to be a handle of, a tin teapot or coffee-pot appeared in the south cellar (Fig. 34i). The handle is approximately 10 cm in length and the distal end has been curled outwards. The specimen consists of two segments, both concave in cross-section, one fitting in the other forming a hollow handle. The inner segment of the handle has been crinkled to secure the outer segment.

Clothing and Personal Adornment

Buckle. A very interesting embossed brass shoe buckle was recovered in the east half of the central room (Fig. 32a). The embossing is a seed-like relief formed during the casting process. Portions of the iron lower and upper forked tongues are missing because of extensive corrosion. The central hinge pin is brass. The buckle is curved to fit the contour of the shoe. Grimm suggests that a basic design change at the pin terminals took place about 1790 (Grimm 1970: 48, 62). However his conclusions were based on specimens from only two sites, the John Bridges Tavern (1775-95) and Fort Ligonier (1758-66). The La Loche House

buckle exhibits pin terminals consistent with a post-ca. 1790 period based on Grimm's findings.

Trade Silver. Two trade silver objects, an earring and a round hair brooch, were represented in the artifact collection. The silver earring (Fig. 32k) consists of three components: a thin wire loop which was made to pass through a pierced ear, a small hollow globe with a small basal wire loop, and a hollow, completely closed cone with a small loop at its apex. The globe and cone components are attached to one another by their small fixed loops.

The small, round hair brooch was recovered from the north cellar. The brooch simply consists of a ring (flat on one side and slightly convex on the other), 20 mm in diameter, with a flat cross-pin attached by one end to the ring. The brooch would have been attached either to braided strands of hair, a headpiece, blouse or jacket. Canadian silversmiths of the late 18th and early 19th centuries mass-produced quantities of this, and other varieties of silver brooches, for the Indian trade (Quimby 1966: 200).

Trade silver has been used frequently to date, and to attach a trading company to, poorly documented fur trade sites. Silver was used for trading purposes by the North West Company from its inception, and possibly by independent pedlars as early as 1760. The rival Hudson's Bay Company did not begin to deal in trade silver until 1790 (Nicks 1970: 45).

Jewellery. The head of a stick pin, or possibly part of a small brooch, appeared on the packed clay apron of the south fireplace (Fig. 32c). This article consists of a white opaque glass centre-piece mounted in an elaborate white metal encasement which has been coated with a thin plating of silver. No identifying marks are evident.

Cuff link. One brass cuff-link or sleeve-button was also recovered in the vicinity of the south fireplace (Fig. 32b). The cuff-link is complete with two buttons attached by a brass loop. The buttons are round and flat, embossed with a peripheral rope-like rosette on the face. A central embossed design also is present on both button faces. The design is a stylized "flower", with a crown representing the petals and a "W" the leaves. A thin stem is found below the "W". On the back of each button is a small brass eye which was cast with the button disc. The design could not be identified as to maker.

Tinkle Cones. Eight relatively small, rolled copper tinkle cones or danglers were recovered at various locations between the floor boards of the north and central rooms (Fig. 32 d-j). The specimens are all less than 20.0 mm in length. Some of the cones have strands of coarse light brown hair and leather remnants attached. Tinkle cones were a common trade commodity found at both Hudson's Bay Company and North West Company posts of the 18th and 19th centuries. In many cases the cones are made on-site from sheet copper or brass, and more rarely from poor-quality trade silver.

Buttons. Five mother-of-pearl buttons (Fig. 33 f-j) and one bone button (Fig. 33e) were recovered. The bone button is incomplete but measures 17.6 mm in diameter. The front and back of the disc are flat with rounded edges on the face. The centre, which has four holes, is recessed.

The mother-of-pearl buttons are flat and have centre recesses either with two holes or four holes. They range in diameter from 9.7 to 14.3 mm.

The well-made appearance of the bone and shell buttons indicates that they were probably not made on-site.

Beads. One hundred and fifty-one classifiable glass beads were recovered from the site of which 12 distinct types are represented. In most cases, they were found in concentrations between floor boards.

To be consistent with more recent studies, the La Loche House beads have been classified according to the Kidds (Kidd and Kidd 1970), a classification founded on processes of manufacture and upon physical attributes, including shape, size, translucency and colour. Two principal methods of bead manufacture are noted, (1) drawn and (2) wound, (1) by drawing out a bubble of molten and viscid glass into a long, slender tube, and (2) by winding threads of molten glass around a wire which is later withdrawn. A third method probably often used in conjunction with each of the above, is by molding the beads in two-part

molds while the glass is still viscid (Kidd and Kidd 1970: 48).

Both tube and wire-wound manufactured beads are represented among the La Loche House specimens.

The following description of each La Loche House bead type includes the Kidd identifying code, followed by shape, size, translucency, colour and condition of the ends. A short definition of each of the above attributes is given.

Examples of the identifying code are Ia (Drawn, tubular, monochrome beads) and WIb (wound, round beads). A second numerical digit following the code, e.g., WIb1, indicates the bead type number already assigned by the Kidds. All but four of the La Loche House beads could be linked to a bead type number assigned by the Kidds. In the case of these four beads, the type number is followed by an asterisk (*), e.g., WIC*.

Included under shape are tubular beads (round cross-sections), circular beads (ring-shaped), round beads (either spheroidal, oblate or barrel-shaped), oval beads, and flat beads (oval or round specimens pressed flat). Flat specimens are not represented in the La Loche House collection. Tubular beads are separated from circular beads by the criterion that the length of the former is greater than the diameter. Specimens with a diameter equal to or greater than their length are classed as circular.

The glass quality or translucency of the beads is described employing the terms opaque, transparent (clear)

and translucent. Opaque glass is impervious to direct light except on the thinnest edges. Objects observed through clear beads are distinctly visible. Translucent beads allow light to pass through, yet diffuse light so objects observed through them are indistinct.

The following size categories are provided by the Kidds: very small, under 2 mm; small, 2-4 mm, medium, 4-6 mm; large, 6-10 mm; very large, over 10 mm. These size groupings refer to the diameter of the bead. When several specimens of a specific type are represented, a diameter range is given. Also included is a length range for each bead type.

Colours are designated using the names and codes in the Color Harmony Manual (Jacobson, et. al. 1948). Also included are colour code equivalencies found in the Munsell Book of Color (Munsell Color Company 1960). An example would read bright navy (13 pg; 7.5PB 3/4).

In the case of drawn beads, ends may be broken or rounded. The later are formed by subsequent reheating and agitation of the beads in a metal drum or pan (Karklins n.d.).

Drawn Beads. Ia4 Tubular; small size; translucent; oyster white (b; N 9/0); 9 specimens; ends range from broken (unaltered) to well-rounded (Fig. 33q, u).

Ia19 Tubular; small size; translucent; brite navy (13 pg; 7.5PB 3/4); 1 specimen; ends rounded (Fig. 33r).

IIa12 Circular; small size; translucent; oyster white (b; N 9/0); 39 specimens (Fig. 33u).

Diameter Range - 2.5 to 4.0 mm Length range - 2.0 to 4.0 mm.

IIa14 Circular; small and medium sizes; opaque, white (a; N 10/0); 9 specimens (Fig. 33u, t).

Diameter range - 2.5 to 5.5 mm Length range - 1.5 to 3.5 mm.

IIa* Circular; small size; translucent; bright blue (16 1c; 5B 5/7); 86 specimens (Fig. 33u).

Diameter range - 2.5 to 3.5 mm Length range - 1.5 to 3.0 mm.

IIIa* Facetted six-sided bead (facets calibrated around mid-section); large size; layered; clear outer layer; translucent oyster white (b; N 9/0) core; 1 specimen (Fig. 331).

Diameter - 7.5 mm Length - 6.5 mm

IVa6 Circular; large size; opaque redwood (6 le; 7.5 R 5/6) outer layer; transparent apple green (23 ic; 10GY 6/6) core; 1 specimen (Fig. 33p).

Diameter - 6.5 mm Length - 4.0 mm

IVa9 Circular; medium size; clear scarlet (7 pa; 5R 4/14) outer layer; opaque white (a; N 10/0) core; 1 specimen (Fig. 33s).

Diameter - 5.0 mm Length - 3.0 mm

Wound Beads. Wib2 Round; large size; opaque (fire burnt); white (a; N 10/0); 1 specimen (Fig. 33n).

Diameter - 5.0 mm Length - 8.0 mm

W1b* Round; large size; opaque; light blue (?); 1 specimen
(Fig. 33k).

Diameter - 10.0 mm Length - 7.0 mm

W1c1 Oval; large size; opaque; white (a; N 10/0); 1
specimen (Fig. 33m).

Diameter - 6.5 mm Length - 10.0 mm

W1c* Oval; large size; opaque (fire burnt); possibly
turquoise (?); 1 specimen (Fig. 33m).

Diameter - 5.5 mm Length - 9.5 mm

One large size brass bead is among the La Loche House
bead collection (Fig. 33d). The bead is circular with a
diameter of 7.0 mm and a length of 6.0 mm.

The two most common bead types are small, circular,
translucent brite blue drawn beads, and small, circular,
translucent oyster white drawn beads. Both types are common
on most western Canadian fur trade sites of the late 18th
and early 19th centuries.

Recreation

Clay Smoking Pipes. Only 9 clay smoking pipe fragments, 4
bowl and 5 stem pieces, were recovered (Fig. 33a-d). Only
one bowl fragment is diagnostic (Fig. 33a). This fragment
possesses a D stamped on the side of the bowl facing the
smoker. The mark is encircled by a rope-like cartouche.
The D is probably part of a common, stamped TD monogram
found on many fur trade sites of the period. The general

shape of the bowl indicates that it is probably of English manufacture. Oswald lists several pipemakers who used TD marks on their pipes (Oswald 1960: 68). The most likely maker listed, which fits into the tentative historical period established for La Loche House, is a Thomas Dormer noted at two London addresses, Hermitage (1763) and Bones Yard Lane (1768).

TD pipes have been found on most late 18th and first quarter 19th century fur trade sites.

Miscellaneous Materials

Several miscellaneous artifacts came to light. Some were unidentifiable. The artifacts are a lead baling seal (Fig. 31g), several tin fragments (not illustrated), three brass wire segments of various gauges (Fig. 34d, j), an incomplete unidentifiable circular tin object (Fig. 34e), an unidentifiable iron object (Fig. 34f), two heavy brass cones of unknown function (Fig. 34g, h), powdered vermilion (not illustrated), and window glass fragments (Fig. 31c, d).

The single lead baling seal is circular in shape, and relatively thin. A portion of a trade mark is evident. However, because the seal was used, and therefore broken, the entire mark is difficult to determine. The abbreviation - CO. (company) encircled by a rope-like wreath similar to that on the TD pipe bowls is present.

Seals such as this one were used to show the trade mark of the supplier, as well as to assure the receiver of the bale, that the goods within were not tampered with in any manner during transportation. Once the bale was received, and the seal broken, the seal was usually discarded (Peterson 1964: 43).

The enigmatic iron object consists of a rectangular body with a severed tang at one corner. The tang was bent up as an original feature of the object. The main body of the object has also been broken at the opposite end to the tang. The artifact is 52.0 mm in length, 13.2 mm wide, and has a uniform thickness of 3.6 mm. An artifact of similar configuration (16R3E6-4) was recovered from the site of the North West Company Rocky Mountain House (1799-ca. 1821). The latter specimen is longer (78.0 mm), and measures a maximum of 14.0 mm in width, and a maximum of 5.0 mm in thickness. This specimen widens and thins slightly from the tang end to the broken body end. Both the La Loche House and Rocky Mountain House objects may be strike-a-lights.

The two unidentifiable small heavy brass cones have been threaded on the interior presumably for attachment to a larger object, possibly some type of instrument. In both cases, the cones are 26.4 mm in length. However, one is slightly more robust and has a more blunt top (Fig. 34g). The diameter of the wide end of the grooved specimen is 9.0 mm, while the other approaches 10.0 mm. The author has encountered one other, similar cone-shaped object. It was

recovered as a surface find at the last Hudson's Bay Company Rocky Mountain House (1865-75). This specimen is much longer measuring 48.0 mm, and has a basal diameter of 10.5 mm.

Seven window glass fragments were found (Fig. 31c, d). In general, the thickness of the glass is slightly less than the mirror glass. The thickness ranges from 1.60 mm to 1.84 mm. The glass colour tends to have a more noticeable blue-green tint than that exhibited by the mirror glass. Identified border fragments indicate that the panes were either rectangular or square. No indication of pane size can be provided because of the limited number of fragments. The limited quantity of window glass would indicate that glazed windows were not common at La Loche House.

Native Manufactures

Included in this section are artifacts believed to be aboriginal. These materials were probably brought to the post by native traders or hunters, and, to some extent, reflect the early contact nature of the post. The materials include 19 objects, of which stone projectile points, retouched and raw lithic flakes, miscellaneous carved stone, stone pipe bowls, and carved bone artifacts are represented.

In regards to the site lithic assemblage, it was felt that a detailed study of the lithic technology was not warranted because of the smallness of the sample. At minimum, a basic description of each specimen is

provided which includes gross physical attributes, such as raw material, form and dimensions.

Two basic raw materials can be identified, cryptocrystallines and microcrystallines. Cryptocrystalline silicates include cherts and chalcedonies primarily used in the production of "small" tool types. On the other hand, microcrystallines involve coarser quartzites and argillites, etc., principally used in the making of butchering, chopping and scraping tools of a more heavy duty nature. Small tool types can be made from microcrystallines (Milne-Brumley 1971). As regards to the La Loche House lithics, only small tool types were present, produced from quartzites, cherts, and chalcedonies.

Projectile Points. Three complete points (Fig. 35e,f,g) were recovered from a bone refuse concentration (F11) in the clay floor of the central room. A fourth point (Fig. 35d) was found on the lake shore-line in the immediate vicinity of the site. The latter was probably not associated with the La Loche House site.

(1) Name: Besant type (Fig. 35e)

Date: 200-750 A.D.

Material: Microcrystalline (quartzite)

Form: Triangular to ovate body outline. Slightly convex lateral body edges. Obtuse shoulders. Small, u-shaped notches. Round basal edge. Straight base.

Dimensions: Length - 41.3 mm
 Width (body) - 22.1 mm
 Width (base) - 19.7 mm
 Thickness (max) - 5.7 mm

(2) Name: Besant type (Fig. 35f)

Material: Cryptocrystalline (chert)

Form: Ovate body outline. Convex lateral body edges.
 Obtuse shoulders. Medium, broadly u-shaped
 notches. Round basal edge. Straight base.

Dimensions: Length - 37.0 mm
 Width (body) - 19.3 mm
 Thickness (max) - 5.0 mm

(3) Name: Prairie side-notched type (Fig. 35g)

Date: A.D. 730-1250

Material: Cryptocrystalline (chert)

Form: Lanceolate body outline. Slightly serrated,
 straight lateral body edges. Obtuse shoulders.
 Broad shallow notches. Rounded basal edge.
 Markedly convex base.

Dimensions: Length - 28.5 mm
 Width (body) - 13.0 mm
 Width (base) - 9.0 mm
 Thickness (max) - 6.3 mm

(4) Name: Corner-notched type (Fig. 35d)

Date: A.D. 730-1250

Material: Cryptocrystalline (chert)

Form: Triangular to ovate body outline. Slightly convex lateral body edges. Obtuse shoulders. Large, u-shaped notches. Round basal edge. Slightly convex base.

Dimensions: Length - 59.7 mm

Width (body) - 27.3 mm

Width (base) - 16.6 mm (incomplete)

Thickness (max) - 6.1 mm

Note: Specimen may represent a knife-biface.

Retouched Flakes. Four retouched flakes were found. These flakes were intentionally retouched along the ventral surface to straighten or sharpen an edge. Flaking does not appear to be the result of intensive utilization. No uniform patterning of the retouching is exhibited. Three of the artifacts are cryptocrystallines (chert) (Fig. 35i) and one is a microcrystalline (quartzite) (Fig. 35j).

Raw Flakes. Three small raw flakes were recovered. These flakes display no intentional retouching or utilization. They consist of cryptocrystallines (chert and chalcedony) and microcrystallines (quartzite).

Stone Pipe Bowl Fragments. Two incomplete pipe bowls were present. Both are decorated. The largest specimen (Fig. 35a) is made from a grey steatite. The bowl is unpolished and possesses a single notched decoration on left side. The body is quite thick with an exterior bowl height of 26.5 mm.

The other bowl (Fig. 35b) is much smaller and more incomplete. It is made from grey steatite and is polished.

Near the base is an incised straight-line design which apparently continued around the entire bowl.

Carved Stone. Two crudely carved stone objects were present, the function of which could not be ascertained. One object is a soft grey clayey stone (Fig. 35c). This object is flat on the sides and has irregular, broken edges. A centrally end-drilled perforation passes part way through the object.

The other object (Fig. 35h) is a knife-carved, cream-coloured limestone. This object also has a single centrally end-drilled, but shallow perforation.

Carved Bone Objects. Four carved bone artifacts were found. These objects were recovered throughout the interior of the building.

An object identified as a "bone bead blank" appeared in the south cellar (Fig. 36a). The artifact is made from a goose or swan bone, and is broken longitudinally. It has three circular grooves or incisions and is rounded at one end. This object is believed to be a blank for the production of bone beads. Several bone beads, polished, unpolished, decorated and undecorated, have been recovered from the site of the North West Company Rocky Mountain House (1799-ca. 1821).

Antler Objects. The most significant object here is a handle, probably for an awl blade (Fig. 36c). The object is cut and filed round, and is tapered from one end to the other. The narrow end is open with a rectangular, tapering

hole, passing three-quarters of the way through the object. Two other carved tines are square cut, at least on one end (Fig. 36d,e). A fourth antler tine was also recovered, but is not carved or cut (Fig. 36f).

Faunal Remains

No formal identification and analysis of the faunal remains from La Loche House was carried out. Faunal remains were exceedingly abundant. Approximately 90 per cent of the material consisted of fish bones and scales. Northern pike and white fish could be readily distinguished with a few sucker represented. Because of the overwhelming quantity of the fish remains, and the limited time to carry out excavations at the site, limitations were put on the amount of remains collected. This, coupled with the fact that fish bones and scales are relatively small, and therefore difficult to assess as to total number of individual specimens, limited collecting to, primarily, jaw- and tail-bone elements. It was evident that the fish were much larger than those caught at present from Lac La Loche.

Freshwater bivalves were present on the site but were very limited in quantity.

Small snowshoe hare remains were next in abundance, followed by beaver, bird and larger mammals (bison and moose). Several small rodents were also represented.

The post personnel appeared to have exploited their environmental resources in a manner to be expected. The

greatest reliance seems to have been placed upon the fish species in the adjacent lake which were abundant and easiest to exploit, even in the winter months. The quantity of mammal remains encountered does reflect the distribution of these forms in the immediate post locale. Larger mammals, such as bison and moose, would have been limited in the peninsula environment. This supports Phillip Turnor's conclusion regarding the abandonment of the post because of lack of provisions (Tyrrell 1934). Rabbits, birds and smaller game thrived in the area, hence the moderate abundance of remains of these species.

In further consideration of the mammal distribution, it would seem reasonable to assume bison, moose, and probably caribou were not a prime food source. Smaller fur-bearing animals are few in number so that, once again, there seems to have been little interest in hunting these animals. They were probably taken only for their pelts.

Discussion

When compared with most historic sites, the artifact assemblage from La Loche House is noticeably small. This is particularly evident when item and vessel counts are considered, and not the quantitative aspect of the fragments. A number of factors are responsible for the limited material culture representation. La Loche House was a small post consisting of only one building. The size of the post would indicate a small contingent of men and,

probably, small-scale trading activities. As a consequence, fewer materials were needed at the post. The post was occupied probably for only a few years (ca. 1787-91), and possibly not continuously. Further, the post was operational only during the winter trading season and subsequently abandoned during the summer. The isolated aspect of the post, plus the fact that it was one of the earliest posts in the upper English River District, could also be cited as limiting factors regarding the quantity and quality of site materials.

No artifacts were found which were not temporally associated with the overall assemblage. Though the quantity of the material is restrictive, it is concluded that all artifacts could fall within the period of the late 18th century and/or very early 19th century. However, no artifact types were accurate time markers in terms of delineating the short occupation period. Furthermore, no conclusively identified Hudson's Bay Company artifacts were recovered, supporting a possible North West Company occupation.

A problem arises with the presence of Besant point types on the site. Such points have been dated to a 200-750 A.D. period. No explanation can be offered at present regarding their occurrence in an undisturbed historical context. The presence of aboriginal-made artifacts suggests a contact-period site. This falls in line with the late 18th century Euro-American penetration into the area as

illuminated by the historical record. It has been supported numerous times by historical account that once traders and explorers made European goods available to the native populations in the area the latter rapidly dropped their traditional technologies. The La Loche House site implies a short-period occupation and abrupt abandonment on the part of the traders, making for brief contact with traditional aboriginal lifestyles, but not for a total removal of these ways.

Hudson's Bay Company Transport Depot

The site of the Hudson's Bay Company Transport Depot (HdOk-1) is situated approximately one-half mile northwest of Lac La Loche (Fig. 2). The site is less than 150 ft. northeast of Methye Portage and is spread out over two low-profile glacial strandlines, designated the north strandline and the south strandline, and on a low-lying flat to the north (Figs. 37, 40). The strandlines are lightly covered with small jack pine, aspen, low shrubs and grasses (Fig. 38). The soils are very sandy, and inactive blowouts are numerous over the ridges (Fig. 39).

Several obvious but subtle archaeological remains gave indication to site location. These features included linear depressions caused by decay and/or removal of basal

structural elements, such as building sills and sleepers, and a single chimney mound. Also included was a branch of the main trail of Methye Portage. This branch, which is illustrated in the southwest corner of Figure 40, gradually commenced on the south strandline, a short distance from the portage. The branch is not unlike the historic remnants of the portage itself, consisting of well-worn cart and wagon tracks, remains of long past portaging operations. It was probably at this point, that is, on the south strandline, that wagons and carts were parked, repaired, hitched to draught animals, loaded and unloaded during portaging operations. As evidenced from the tracks, it was apparent that it was not general practise to take wagons and carts much farther southeast along the portage. Approximately 500 ft. to the southeast of the branch trail, the portage crosses Wallis Creek and then more or less parallels the creek to its outlet at Lac La Loche. Though a trail is quite evident between the creek crossing and lake, no wagon or cart tracks were recorded. Apparently, the creek crossing was a key point along the portage. It was to this point that canoes and possibly boats, at least during high-water periods, could continue before the narrowing of the creek made it impossible to proceed any farther. When the creek was not navigable, that section of the portage from the lake to the creek crossing was used.

Description of Features

Four major structures, including three small buildings, an animal stockade and two refuse pits, compose the depot site. Partial excavation of all structures and features was carried out. The three buildings were situated along the north strandline in close proximity to one another. The animal stockade was found in a low, level clearing over 135 ft. to the north of the site datum, 00.00. One refuse pit was located on the north strandline and the other pit on the south strandline.

The structures have been labelled by feature number, F1 (main house), F3 (southwest storehouse), F4 (northeast storehouse) and F5 (animal stockade) and are keyed to Figure 40. F2 has been assigned to a fireplace associated with the main house, while F6 and F7 are the two refuse pits located on the north strandline and the south strandline, respectively.

Building remains were limited to surficial linear depressions, soil discolouration and wood traces, and in the case of the main house, also to a low chimney mound. The remains were sufficient to delineate the wall and sleeper locations of the main house and the southwest storehouse completely, and partly outline the northeast storehouse. The lack of structural elements has been attributed to complete dismantling of the buildings. Indications of superstructure construction and door and window locations were lacking.

Main House

What appeared to be the most significant building at the depot site, was the main house (Fig. 41). It was probably the residence and office for portaging operations, most likely housing Company servants in charge. The building possessed the only fireplace at the depot. The small size of the structure would indicate that it was a one-storey, one-room building.

The remains of the main house were the most pronounced of any given feature on the site. Linear wall and sleeper depressions were readily observable prior to excavation. However, excavation revealed only traces of wood and soil discolouration, indicating where walls once rested. No wooden sleeper remains were uncovered. Wood samples collected from the basal sills were identified as jack pine (Pinus strobus) (E. Perem: pers. com.). The building measured approximately 16 ft. square. The remains were not sufficient enough to identify the building construction style, however, the size of the structure would suggest simple piece sur piece with half-lapped corners, as opposed to post-on-sill with half-lapping (Figs. 42-45). There is no historical documentation which sheds light on construction styles employed at the site.

Flooring remains were, as mentioned, limited to subtle linear depressions. Three depressions were found running north-south the full length of the building. These depressions were the remains of sleepers. The sleepers were

approximately 4 ft. apart, and estimated at 0.4 ft. in width. These elements apparently abutted the north and south basal sills. No floor boards were found. Nevertheless, they would have run east-west, and were probably nailed to the sleepers. The building rested upon a prepared, packed clay surface. This surface was less than 0.2 ft. in thickness.

A small stone fireplace (F2) was situated in the northeast corner of the house (Figs. 40, 46). The feature was identifiable, prior to excavation, by a rather low mound, a few exposed stones, and amounts of orange (burnt) clay and white ash. The fireplace consisted of two to three courses of stone associated with the firebox, a hardpan hearth, a packed clay apron and an unusual U-shaped clay lining within the firebox. The feature faced the southwest corner of the building. The associated chimney was probably constructed of clay and sapling netting.

The firebox was U-shaped, and consisted of partially dressed and uncut metamorphic and igneous stones. The stones were bonded with a sandy, clay-based chinking, a reflection of the general soil type in the area. The following measurements were recorded on the firebox: existing maximum height - 1.5 ft.; width of back approximately 3.5 ft.; width of west cheek - 1.0 ft.; width of firebox opening (between inner faces of the two cheeks) - 2.3 ft.; depth of firebox opening (from the inner face to the end of the cheeks) - 1.3 ft.

The extremely hard packed and baked clay hearth extended 1.2 ft. beyond the cheeks. However, it did not extend to the back (inner face) of the firebox. The reason for the hearth base not extending to the firebox is the presence of a clay lining which apparently covered the entire inner face of the firebox back and continued out to the ends of the cheeks. The lining was 0.3 ft. thick at the back, narrowing to less than 0.1 ft. near the ends of the cheeks (Figs. 41, 46). It was noted that the clay composing the lining was vertically layered and that the remains projected above the floor of the hearth. It would seem that the lining covered the entire interior of the firebox, creating an oven-like feature.

Southwest Storehouse

This building (F3) was situated approximately 14 ft. southwest of the main house on the north strandline, and was oriented in the same direction as the latter (Fig. 47). The remains were almost identical to those of the main house; subtle linear wall and sleeper depressions, soil discolorations and wood traces (Fig. 48). This building was of similar dimensions as that of the main house, approximately 16 ft. square. Construction details were also identical. The only apparent difference between the two structures was the absence of a fireplace in the storehouse.

The lack of a fireplace and the artifact assemblage (limited to building hardware and tools) suggested that the

structure was probably used as a storehouse or warehouse. Historical documentation supports the presence of at least one storehouse, and possibly more, at the depot.

Northeast Storehouse

The faint remains of a third building (F4) were found along the north strandline, approximately 65 ft. northeast of the main house (Fig. 41). Only the north corner was excavated. This building was disturbed quite significantly by 20th-century camping activity at the site. It was not felt feasible to excavate more of the building considering the almost non-existent remains, disturbance, and time factor. Extremely faint linear outer wall depressions in the very sandy soil, and rough delineation of the north corner through excavation, gave an approximate record of the building size. It was apparent that the structure was of similar dimensions to the other two buildings. It was also oriented in roughly the same direction.

The building probably also functioned as a storehouse. Artifacts gave no hint as to its identity, for only a few nails and a musket ball were recovered from the excavated area.

Animal Stockade

The only other structure to be located at the depot site was a small animal stockade or corral (F5) (Fig. 41). It was situated in a low, level clearing over 135 ft. directly

aggregate-source depressions. The pits were round to oval, and fairly shallow. All the depressions were natural blowouts, now stabilized by vegetation cover. At least two of the depressions were used as refuse pits by the depot residents. These pits were designated F6 and F7.

Pit feature 6 was, apparently, the main refuse dump area for the depot. It was from this feature that approximately 75 per cent of the recovered artifacts originated. The pit was situated directly outside the main house about 10 ft. to the southeast. It was broadly oval shaped, measured 14 ft. (N-S) by 16 ft. (E-W), and had a maximum depth of 2.0 ft.

Stratigraphy associated with the pit was very simple, consisting of a very thin overlying grass-covered sod layer, followed by a dark brown, very sandy, loam layer mottled with white ash and chinking (Fig. 53). The latter averaged 0.4 ft. in thickness and spanned the entire depression. From this layer historic artifacts were removed in quantity. Below this refuse layer, the natural subsoil, a yellow sand, was encountered. Excavations were continued to a maximum depth of 2.3 ft., into what was considered prehistoric levels. At a depth of 2.0 ft. below surface, a portion of a small stone projectile point, and two unworked lithic flakes, were recovered.

The second refuse pit (F7), located on the north side of the south strandline, was U-shaped (Fig. 41). The sides of the feature measured: north, 6 ft.; south, 6 ft.; and

east, 7 ft. This depression was approximately 2 ft. in depth. Several artifacts were recovered during the excavation of the pit. These include: 6 clay pipe stem fragments, 2 clay pipe bowl fragments, 1 copper tinkle cone, 3 machine cut nails, one hand-wrought nail, 5 lead shot, one copper rove, one brass button, one strike-a-light, one transfer-printed earthenware fragment marked 'COPELAND LATE SPODE', 3 raw lithic flakes and 3 retouched lithic flakes.

Artifacts

The artifact assemblage from the Hudson's Bay Company Transport depot site is much larger than that from La Loche House. The difference is related to the larger size, more lengthy operation, and later-period occupation of the depot site. A great variety of artifact types is not evident. However, the materials present can be divided into the following categories: building hardware and tools, hunting and defence, household, clothing and personal adornment, recreation and native industries. The most common artifact type is nails, in particular machine-cut nails. Transfer-printed earthenwares and bottle glass are also very well represented.

Building Hardware and Tools

Nails. Two hundred and eighty-seven nails were recovered of which 223 are identified as machine cut, 43 as hand wrought and 21 as wire nails (Table 7). In general, the machine-cut

and wire specimens are more complete and better preserved than the hand wrought. Most of the latter are broken, and show various degrees of corrosion.

Descriptions of hand-wrought nail manufacture, and associated physical attributes, have already been dealt with in a previous section (Nails, La Loche House site).

Hand-wrought nail manufacture was followed, and gradually superseded, by various techniques of machine-cut nail manufacture.

The first of these involved the cutting of narrow strips of metal from the end of a band which would be slightly wider than the length of the required nail. These strips were then headed. Points were the result of cutting the strips at an angle to produce a taper, the narrower end serving as the point (Priess 1972: 202).

The resultant nails were referred to as machine cut, and the beginning of the process for their manufacture dates to the last quarter of the 18th century (Nelson 1968; Fontana and Greenleaf 1962: 44ff., Mercer 1924: 170). Generally, machine-cut nails exhibit more uniformity than hand wrought. Shanks are mainly rectangular or square, and are often tapered on two opposite sides. "Often cutting of the strips will leave a series of striations on surfaces in contact with the cutting device and perpendicular to the long axis of the shank" (Priess 1972: 203).

Wire nails followed cut nails in the historical development of nail manufacture and improvement. These nails were simply cut from a pulled wire, and provided with a point and head. Wire nails were introduced early in the 19th century, but were not used to a great degree until late in that century (Fontana and Greenleaf 1962: 47, 55). These nails are featured by their regularity of form. The heading operation leaves a number of short parallel grooves perpendicular to the long axis of the shank, on the shank near the head. A wire nail with an oval cross-section was recovered from the site. This specimen (HdOk-1-174 l) is 1 inch in length (Fig. 58j). Also included are 6 specimens with triangular cross-sections (Fig. 58a, d, e, g, h, i). They vary in length from 1 to $2\frac{3}{4}$ inches. Three of the specimens (Fig. 58g, h, i), 1 inch in length, are considered as tacks (Kimbark 1876).

The length of all nails is recorded in inches, using increments of $\frac{1}{8}$ inches. As with the La Roche House nail collection, all nails are classified according to head type, whether they are hand wrought or machine cut. Wire nails are not treated in such a fashion. All the latter specimens have round, flat heads (see Table 8 for distribution of nails and tacks based on length and head form). Of the hand-wrought nails, four head forms are identified: rose, clasp, square and flat (Fig. 54). All have sharp points, except for two specimens with chisel points (a square head and a rose-head). Of the cut nails, three head forms are

identified: square, rectangular and gable (Fig. 56, 57). No horse shoe nails were recovered from the site. Wire nail forms are illustrated in Figures 58 and 59.

No noticeable clustering of hand-wrought nails around a specific length is evident. The most common head form is the rose head. With regard to the machine-cut nails, the greater percentage of identified, complete specimens have square heads, of which 42 nails are $1\frac{1}{2}$ inches in length, by far the most common size. Two and a half, 3 and $3\frac{1}{2}$ inch sizes are also common.

Wood Screws. Two wood screws were recovered. One measures 8 mm in length (Fig. 60j), the other 32 mm (Fig. 60k). Both are threaded part way down the shank. They have flat slotted heads.

Bolt. One large bolt, with an attached nut (Fig. 60a), is 127 mm in length and threaded for 30 mm. The bolt head is flat, and the nut square (16 mm).

Pintle. One incomplete iron door pintle is in the site collection (Fig. 60b). The longer arm of the specimen is square in cross-section, bent and broken near the tip. This arm measures 68 mm, with a maximum width of 7.3 mm. The shorter arm is round in cross-section, 33.4 mm long, and has a maximum diameter of 7.5 mm. The pintle is hand forged.

Lock Housing. The iron lock housing for a small cabinet (Fig. 60h) is 59 mm long and 14 mm wide.

Staples. Four staples are included in the artifact

assemblage. Three specimens are of tin (Fig. 60e, f, g), and one large staple (Fig. 60c) is made from a heavy gauged iron wire.

Glazer's Point. One triangular tin glazer's point, used in the installation of window glass, is present (Fig. 60d).

Rove. The iron rove (Fig. 60i) is diamond-shaped, with a round central perforation.

Strike-a-light. The steel strike-a-light (Fig. 79a) is oval-shaped and incomplete.

Hunting and Defence

Gun Material. Excavations produced no gun parts. However, fixed ammunition-cartridges, lead musket balls and shot were recovered. Eleven rifle, rifle/revolver, pistol/revolver and shotgun cartridges, two musket balls (ca. 55 calibre) (Fig. 61 l, m) and 18 various sized lead shot (Fig. 61n) are present.

Three cartridge cases from .577 calibre C.F. Snider rifles were found (Fig. 61a, b, e). The most complete specimen (HdOk-1-604) has a straight, coiled brass case with an iron rim and base. The following dimensions are recorded: case length - 4.98 cm; rim diameter - 1.90 cm; base diameter - 1.70 cm. The brass coiled .577 Snider (Mark IX) cartridge was approved 16 August 1871, an improvement over the original cardboard cartridge body, adopted in 1867 (Barnes 1972: 204).

Three .44-40 Winchester brass cartridges are present

(Fig. 61c, d, e). This type of cartridge is centre-fired, rimmed and has a straight case. The most intact specimen (HdOk-1-606) has the following dimensions: case length - 3.26 cm; rim diameter - 1.30 cm; base diameter - 1.18 cm. The .44-40 was the original cartridge for the Model 1873 Winchester lever action repeating rifle. Shortly after introduction of the cartridge, Colt began offering revolvers in .44-40 calibre (Barnes 1972: 61).

One .44 calibre Henry Flat cartridge case (HdOk-1-608) was recovered (Fig. 61f). The cartridge is brass, double rim fired and has a straight case. The following dimensions are recorded on the specimen: case length - 2.14 cm; rim diameter - 1.30 cm; base diameter - 1.19 cm. The Henry Flat cartridge was developed in ca. 1860 and continued until 1873 (Barnes 1972: 101; Logan 1959: 68).

One .38 calibre Smith & Wesson cartridge case (HdOk-1-609) is present (Fig. 61g). The brass cartridge is centre fired, rimmed and has a straight case. The following dimensions are recorded on the specimen: case length - 1.95 cm; rim diameter - 1.12 cm; base diameter - .98 cm. This cartridge was designed for use with the hinged-frame Smith & Wesson revolver introduced about ca. 1877. The cartridge was well suited for use with light-weight pocket guns (Barnes 1972: 163).

A single .32 Short Smith & Wesson cartridge case (HdOk-1-610) was recovered (Fig. 61i). The brass cartridge

is rim fired (single) and has a straight case. The following dimensions are recorded for the specimen; case length - 1.42 cm; rim diameter - .95 cm; base diameter - .85 cm. The cartridge was designed for the Smith & Wesson Model 1½ hinged frame, single action revolver introduction in 1878 (Barnes 1972: 154).

Two bases from a 16-gauge Winchester shotgun (Fig. 6lk) and a 410 Dominion shotgun (Fig. 6lh) completed the fixed ammunition inventory from the site.

Household Items

Ceramics. Ceramics were recovered from almost all excavation units of the transport depot. The greatest concentration appeared in the two refuse pits (F6, F7). No complete vessels were found, and in most cases the samples were very fragmentary. Slightly over 200 sherds were recovered. The variety of ceramic objects are limited to two categories - tableware and storage vessels. Commercial containers kitchenware and decorative objects, are not present.

Tableware is the largest group. The greater percentage of the pieces are of English manufacture, post-dating 1833. No identified 20th-century pieces were retrieved. A high percentage of the ceramics originate from the factory of the Spode/Copeland Company of Staffordshire, commissioned suppliers of such wares to the Hudson's Bay Company, from

1836 to at least 1872 (Sussman 1972: xv). With the exception of a few pieces, the collection is unmarked.

Tableware from the site is represented primarily by transfer-printed earthenwares followed by porcelain, refined white earthenware, vitrified white earthenware and bone china. In general, the earthenwares have the following attributes. Their bodies are white to grey-white in colour, with a hardpaste texture. The glaze is smooth and transparent, covering all surfaces, and is colourless, or in some cases, possesses a faint blue tint. Surface decoration is mainly monochrome transfer print. Some raised decoration, gilding, backstamping and print stamping occurs. Undecorated objects are also present. Decorative treatment (reeding, scalloping, etc.) of the shape is very limited in the collection. Body thickness is uniform with symmetrical shapes paramount. Faults are almost non-existent.

The storage vessel group includes both undecorated and decorated vessels. The pieces, which are limited, are of unrefined pale brown or grey stoneware. The specimens have salt-, or smooth-glazed, or slip-coated, exteriors. Shapes are principally cylindrical.

Tableware. Transfer-Printed Earthenwares. By far the largest category is the transfer-printed earthenwares. Over 170 fragments were recovered, with 48 individual patterns represented (Table 9). In most cases, only one to three fragments from an individual pattern appear. However, about half a dozen patterns are quite common and well-represented

in the number of fragments. Transfer-printed blue on a white ground were the most frequent finds.

Transfer-printed wares were those which had been decorated by the transfer of a pattern from an engraved copper plate. Initially, the transfer-printing process involved the engraving on a copper plate a series of decorative lines and/or dots. Secondly, a colouring agent was applied to the engraved surface and rubbed in with a wooden tool. Any excess was removed with a flexible steel knife. The plate was then wiped with a beaver pad leaving the colouring agent in the incisions. Thirdly, the pattern was transferred onto a strong, hairless, pin-hole free transfer paper. Finally, the perfectly inked impression was then laid on to a ceramic surface and rubbed gently with a flannel (Hughes and Hughes 1968: 148, 150; Wakefield 1962: 17). In all cases of the transport depot material, non-porcelain vessels are decorated this way.

All the transfer-printed wares have underglaze printing, as opposed to overglaze. This was the best way to print, for the decoration beneath the glaze was preserved from wear due to use. In most cases, the patterns are distinct and well printed; however some slight blurring of the lines in certain patterns is evident, an attribute which arose when the glaze fused over the pattern. The slight blurring, if anything, enhances the attractiveness and character of the pieces.

Applying engraved decorative patterns to ceramic surfaces has been known since the middle of the 18th century, but it was not until the turn of the 19th century, and during that century, that underglaze printing came into its own (Wakefield 1962: 18). During this period, almost every Staffordshire potter made transfer-printed wares. The hard earthenware body of Staffordshire wares gradually became the most popular for transfer printing.

One unique characteristic, which has made transfer-printed wares a productive artifact category for research purposes among historical archaeologists, is the presence of vessel backstamps or backprints. Previous to the introduction of transfer printing, few potters placed their mark or an identifying device on their wares. Backstamping or backprinting involved the stamping or printing of a small pattern, or name, on the underside of the ware. It could serve three key functions, but not all need be present: (1) to indicate the name of the main decoration pattern, and/or (2) the series which it was part of, and/or (3) to show the maker's initials or trademark. Fragments were found on the site which had these distinguishing characteristics. Between 1842 and 1883, a diamond-shaped underside mark was often applied to the wares. This mark indicated that the ware's pattern was registered at the Patent Office Design Registry. However, the old mark style, such as those described previously, was still in evidence. After 1883, a new series of

registrations was introduced, indicating a serial number. One diamond-shaped mark was found on the site. Also, several vessels marked with the maker's name were recovered, e.g., COPELAND, COPELAND LATE SPODE.

During the last quarter of the 19th century, most of the subjects on transfer-printed wares were scenes usually in a deep blue and white colour. The borders, particularly the marly on plates, were mainly composed of large-scale units, often including groupings of large flowers (Wakefield 1962: 19). During this early period, the export of ceramics to North America was coming of age. As a consequence, many English potters, catering to this important market, introduced North American pictorial scenes into their transfer-printed wares. This aspect of the ceramic trade, and overall trade between England and Canada, is adequately summed up by Elizabeth Collard.

The most valuable asset England acquired with Canada was not her fur trade, her forests, other minerals, but her potential as a market (Collard 1974: 66).

During the 1840s, there was an increase in the use of different colours, as well as a tendency to use lighter blues. With light blues and more refined techniques, better printed patterns, with more detail, were placed on the market. Wakefield points out that this was most evident with the long-established Spode factory which had a longer,

and more intense, association with transfer printing in blue and white (Wakefield 1962: 20).

The greater percentage of transfer-printed wares found on the site has been identified as having come probably from the Spode factory (W.T. Copeland). Because of this, it is felt that more background information on the firm and its predecessors should be presented.

Josiah Spode (1733-97), was the founder of the Spode firm in Stoke-upon-Trent in 1776. Because of the success of his blue transfer-printed wares on the local market, he established a London warehouse under the management of William Copeland. In 1796, Copeland became a partner in the firm. Upon the death of Spode senior, the firm came under the direction of his son Josiah Spode II, with Copeland responsible for sales. Copeland died in 1826, followed by Josiah Spode II the next year. Both were succeeded by their sons W.T. Copeland and Josiah Spode I I. Upon the death of Spode in 1829, Copeland became sole proprietor. In 1833 Copeland took Thomas Garrett into partnership, the firm then going by the name of Copeland and Garrett. However, in 1847 Copeland took total control of the firm, and his direct descendents have controlled it to present day (Wakefield 1962: 20; Hughes and Hughes 1968: 138-9).

No pre-1833 Spode-Copeland pieces are believed to be in the transfer-print collection from the depot site. However, it must be taken into account that well-known original

Josiah Spode I patterns were produced by his descendents until the mid-19th century.

During the 1830s and 1840s, manufacturers of transfer-printed wares gradually began dropping the old pictorial American-based patterns, replacing them by more fanciful and idealized landscape scenes, built more on imagination than copied from a local American view. Border patterns began to centre on arrangements of leafage scrolls (Wakefield 1962: 20-21). From 1840 to 1860, border designs became more diverse than in previous years. No inhibition was shown in the creation of elaborate new motifs. The leafage scrolls continued to be in fashion until the mid-19th century, and then gradually dropped in popularity. Several fragments, with this elaborate leaf-like scrolling, were found on the site. They have been identified as Copeland & Garrett's "Continental Views", which were originally registered as an independent pattern in 1844. The illustrated central design, for a printed plate, was registered in 1845 (Wakefield 1962: 24, Plate 5).

In many cases, the pattern name was derived from the border design, rather than from the central motif. In fact, many borders did not show any congruity with the central printed pattern, especially in regards to landscapes. This was explained by the fact that the central printed pattern was often varied by the maker, while still keeping the same printed border. Specific European landscape scenes would have been attractive to new Canadian immigrants; religious

themes to various religious groups. Oriental arrangements imitated, as well as possible, the more expensive and prestigious porcelains.

The greater number of transfer-printed wares found on the site showed this great diversity of border design configuration, so typical of the 1840-60 period. Most were quite complex and elaborate.

About 1825, varying shades of green, black, red, purple, brown and yellow were used for underglaze printing. Blue was still most popular, "but as an alternative any particular design might also be produced in one of the other available colours" (Wakefield 1962: 33). This was noted on several items in the depot site collection. Two or more colours could be printed on a single ware, but, a separate firing was required for each transfer (Hughes and Hughes 1968: 151). Multicoloured underglaze prints were developed in the late 1840s and continued until the 1860s.

Wares from the factories of Spode-Copeland at Longton and Burslem, were shipped at first by canoe, and later on by York boat (shortly after 1821), along the English River system to the north, or to Fort Garry and on to the prairie posts, along the Saskatchewan River. The wares principally included transfer-printed earthenwares, ironstone wares, or porcelains from China and European Continental factories, stonewares, and a limited quantity of coarse earthenwares. In general, most of the ceramics were inexpensive, durable tablewares, especially those making their way to the more

isolated or smaller posts of the more northerly districts. The larger establishments such as Fort Pitt, Fort Carlton, Fort Pelly and Fort Edmonton, though heavily supplied with everyday wares, did in many instances end up with finer wares. However, the quantity was rather limited. Often the appearance of finer wares was related to the status of the Chief Factor, Chief trader or well-to-do individuals who occupied or frequented these larger provisioning centres. More often than not, such expensive and delicate wares were part of the personal household collection of the better-established and well-to-do head traders of the establishment. Seldom were finer wares transported to the inland posts for trading purposes. In many cases, the cost and chance of damage was too great.

During the early years of the western fur trade, few ceramics were shipped inland by either the Hudson's Bay Company or North West Company. This is adequately borne out in the archaeological record. Most fur trade posts excavated in recent years which pre-date 1800, or for that matter 1825, provide few ceramic remains in their artifact inventory. Often, the ceramics that do appear are limited to creamwares, coarse earthenwares and other more inexpensive wares. This was particularly evident at La Loche House, Hudson's House (H.B. Co. 1779-89; D. Clark: pers. com.), Pierre Belleau's Post (N.W.Co. 1795-98; D. Clark: pers. com.), Fort Rivière Tremblante (N.W. Co. 1791-99; H. MacKie: pers. com.) and Fort George (N.W. Co. 1792-1800; Kidd 1970), to cite a few of many posts which

produce no ceramics, or just a small number. The principal reason for this was no doubt the instability of the posts, and lack of a large and continuous market in the fur trade districts.

As previously mentioned, the Spode-Copeland organization was one of the main suppliers of tablewares to the Hudson's Bay Company. Existing records from the 1830s onwards confirm this fact. One such account, in the archives of the Hudson's Bay Company, states that "early in the summer of 1848 Copeland earthenware to the value of £112.10s.10d. left England with merchandise bound for York Factory" (Collard 1967: 32). This "earthenware" was very likely transfer-printed ware.

Undoubtedly, the Hudson's Bay Company shipped large quantities of Copeland table and bedroom wares to its major personnel at various outposts throughout the northwest. The bulk of shipped pieces ended up, and were sold or traded, at the Company's sale shops. However, in many cases the type or kind of ceramic wares are specified in inventories and balance books relating to supplies shipped inland, while the manufacturers are not noted. An example is found in an 1869 balance book which inventoried supplies for posts of the English River District. A total of "9 doz. col. de ware 1/2 pt. Basins and Saucers" were shipped to seven posts of the district, 4 1/2 dozen going to Ile à la Crosse, 1/2 dozen each to Portage La Loche, Green Lake, Cold Lake and Deers Lake, 1 1/2 dozen to Rapid River and 1 dozen to Lac du Brochet. "One coloured E. ware pint jug" was sent to Ile à

la Crosse. "Two dozen coloured e. ware half-pint mugs" were also forwarded inland, 1 dozen to Ile à la Crosse and 1/2 dozen each to Green Lake and Cold Lake. Finally, in the same balance book "5 5/6 doz. coloured e. ware large flat plates...3 1/2 doz. coloured e. ware large deep plates..., 3 1/2 doz. coloured e. ware small flat plates..., 1 1/2 doz. glazed iron flat plates..., and 1/2 doz. glazed iron deep plates" were forwarded in various proportions to the seven posts (H.B. Co. Arch. B.89/z/1 fos. 7d and 9d). The Ile à la Crosse post always showed the greatest number of shipped pieces. This, because of its much larger size and prominence as headquarters for the English River District at the time. As can be noted from the inventory, the terminology used to describe the ceramic wares is rather general and leaves itself open to interpretation. It is quite possible that the "e. ware" vessels are transfer-printed earthenwares most likely from the Copeland factory or a contemporary firm. The "glazed iron plates" may refer to ironwares, chinawares or even stonewares of a more durable nature.

An inventory of goods, on hand at the Company's Fort Garry shop on 1 June 1851, indicates a large number of items were available, and specifies more clearly what the wares were. In this case, terms such as china tea bowls, china sugar bowls, china butter basins and matching stands, and china plates are mentioned. Earthenware plates in assorted sizes, "Lucknow" cream jugs, "York" teapots, brown-glazed

"Rockingham" teapots, "Pompeian" wash basins, ewers and chamber pots, "Victoria" jugs, and slop basins in blue (Collard 1967: 33).

Now that a general introduction to the transfer-printed earthenwares has been presented, a detailed look at the transport depot materials follows. For descriptive purposes, each pattern is assigned a pattern number. The pattern number may represent an identified or unknown transfer-print pattern. The pattern number is not a number assigned by the Copeland factory, but a number assigned by the writer.

Pattern 1

The most common transfer printed pattern found at the depot site is "Honeysuckle" or "Empire", manufactured by W.T. Copeland (Sussman 1972: 484). The design was registered on 17 April 1855 and continued for an unknown period of time after at least 1882 (Sussman: pers. com.)

Over 20 fragments, representing at least 7 vessels, appear. Vessel forms include plates, saucers, shallow bowls and cups. The design is found in two colour combinations - blue and white, and brown and white. The former is most common. The pattern itself is relatively complex, involving several displays. Along the rim border, the pattern takes on the form of a serrated edge (Fig. 62a, b). This display is found on the interior of all vessel forms except cups, where it is found on the exterior only. Below the

border design is a series of thin alternating bands, followed by a white foliate display on a stippled ground. Below the foliate display is a single row of inverted arches confined by thin banding. No patterning is found on the central interior of bowls, or on the exterior of bowls, plates and saucers. A central display is located on plates and saucers, which is a variation of the border, in the form of a circular medallion (Fig. 62f). Cups, on the other hand, have the full border design on their exterior. On the interior cup lip, the inverted arch pattern only is evident (Fig. 62d). A single cup handle shows the serrated display (Fig. 62g).

Specimen HdOk-1-134a is a rim fragment from a shallow bowl, showing the entire border patterning (Fig. 62b).

Specimen HdOK-1-308 is a portion of a central medallion, found on plates and saucers (Fig. 62h). Figure 62c shows a fragment from the intersection of the marly, and the centre of a dinner plate. Four fragments from a brown and white patterned dinner-plate were found. No other vessel form exhibiting this colour combination is present. Figure 62a shows a rather complete display on the marly of the plate. A single base fragment (Fig. 62f), from the same plate, contained a portion of the interior central circular medallion, with a stamped mark (73) on the reverse side (Fig. 68). This mark dates the manufacture of the plate to 1873.

"Honeysuckle" patterned vessels have been found on several major historic fur trade sites on the prairies. These include Fort Garry (1831-20th century) and Fort Pelly (1824-56) (Sussman: pers. com.). The writer has noted that the pattern was common at Fort Carleton (1810-85) and Fort Pitt (1829-85) during excavations in 1970.

Pattern 2

This pattern is identified as "Pearl" by W.T. Copeland. No date of registration is noted, but all excavated specimens from other Hudson's Bay Company sites bear post-1850 factory marks (Sussman: pers. com.). Three fragments from a single light blue and white plate are represented (Fig. 62o,p).

Pattern 3

This pattern is identified as "Turco" by W.T. Copeland (1847-67). The design has an introductory date of 1865, and continued for an unknown period after 1882. Only one fragment from the rim of a small saucer is represented. The pattern is blue and white. This pattern has been noted at Fort Pitt.

Pattern 4

This pattern is transfer-printed pattern "B.772" by W.T. Copeland, (Godden 1964:171). Eleven fragments, representing both cups or saucers, are present. The colours are a rich dark blue on a tinted blue-white ground. Vessel rims are

marked by a chevron display (Fig. 62u), below which is a foliate display (Fig. 62v).

What may well be a central floral design of the "B.772" pattern is shown in Figure 62t. This is part of a saucer base. On the reverse side, COPELAND is stamped (Fig. 69).

In addition to the larger Hudson's Bay Company forts, this pattern was common to the Company's Last Mountain House (1869-75), and the small Clearwater River Depot site (HeOk-2) at the northern terminus of Methye Portage.

Pattern 5

This pattern is identified as "Continental View" by Copeland and Garrett and W.T. Copeland. It was registered on 21 October 1845. However, the border for the pattern was registered on 2 December 1844, under the name "Louis Quatorze". The central display scenes for the former are much larger and more elaborate than those used for "Louis Quatorze". "Continental Views" was still available as late as 1882. (Sussman: pers. com.; Wakefield 1962:28). The border display is basically a complex swirled foliate design. A distinct row of uniformly-sized leaves border the rim. At least five monochrome colours have been used on this pattern, as seen by recovered specimens from Fort Garry - strong violet, deep purplish blue, reddish purple, moderate red and dark purplish brown (Sussman 1972:40).

This pattern is common among the depot ceramic collection. Seventeen fragments, representing bowls,

saucers, cups, plates and a wash basin, are present. The fragments include, a rim fragment from a saucer with a strong violet decoration (Fig. 62s), a cup rim sherd with a blue decoration (Fig. 62r) and two cup rim fragments decorated in strong violet (Fig. 62m - interior view; Fig. 62n - exterior view). The cup rim fragment, illustrated in Figure 62m, has part of a landscape scene (coniferous trees) printed on the exterior. Also included is a light blue saucer rim sherd (Fig. 62q), a strong violet bowl body sherd from a wash basin (Fig. 65f), and four sherds from cups and saucers decorated in blue or strong violet. Five fragments from two light blue decorated bowls are present. The fragments are from the centre display of the vessels. The display shows a mountain scene and a goat (Fig. 63f,g,h). Flower wreaths, from the lower portion of the border, are also evident (Fig. 63e).

Pattern 6

This pattern is represented by a simple root, or branch-like display in green on a white ground (Fig. 62i). It has been referred to as "Fibre", however, the manufacturer is unknown. Two fragments, believed to be from cups, represented this pattern from the depot site. One fragment has the pattern on both sides, while the other has the pattern only on the exterior.

Pattern 9

This pattern is "Portland Vase" by W.T. Copeland. It has a geometric border display accompanied by a central vase. An example of a complete pattern is shown in Spode (Whiter 1970:76). After it had been introduced first in ca. 1831, it was continued after 1833 for an unknown period of time.

One fragment was recovered from the depot site (Fig. 64b), and a second fragment was found at the Clearwater River Depot site (Fig. 64a).

Pattern 10

This pattern is identified as "Violet" by W.T. Copeland. The introductory date is unknown. However, the pattern probably pre-dates 1867. It continued into the 20th century. Only one fragment from the body of a bowl is among the site collection. The pattern is in violet (Fig. 65e).

Pattern 11

This pattern is identified as "Corinthian" by W.T. Copeland. The earliest reference to it is an illustration in W.T. Copeland and Son's 1882 catalogue. Only one fragment, decorated in light blue, is found in the depot ceramic collection (Fig. 65p). The fragment is from a plate base.

Pattern 12

This pattern is identified as "Rural Scenes" by W.T. Copeland. It was registered on 19 September 1850, and continued

into the 20th century. Only one fragment exhibiting this pattern is present (Fig. 64q). The sherd is from a saucer rim and is decorated in dark blue.

Pattern 13

This pattern is identified as "Daisy and Grass", alternatively called "Daisy and Flies". It dates from ca. 1869 to the 20th century and was manufactured by W.T. Copeland. Three sherds are found in the depot ceramic collection. The sherds appear to be from a large platter (Figs. 63o,u.; 65u). The pattern is geometric (border) and is in light blue on white.

Pattern 14

This pattern is identified as "The Seasons" by Sampson Bridgwood & Son of Longton, Staffordshire. The pattern post-dates ca. 1850. Three rim fragments from at least two individual bowls are represented (Fig. 63r,s,t). The fragments are decorated on both sides in a solid blue and white floral display. This pattern is found among the Lower Fort Garry transfer-printed earthenwares (Sussman 1972:470).

Pattern 15

This pattern cannot be identified. Six plate and bowl fragments and a pitcher handle sherd are present. The pattern is floral with fruit in light blue and white (Figs. 63v,w,x; 67m).

Pattern 16

This pattern is identified as "Raphaelesque" by Copeland and Garrett, and W.T. Copeland. It may have been introduced in 1841, but was registered on 25 April 1845, and continued for an unknown period after 1882. Only one rim fragment from a cup is among the depot material (Fig. 63y). The decoration is in light blue.

Pattern 17

This pattern is unidentifiable. A plate rim sherd (Fig. 64d) and a bowl body sherd (Fig. 65 l) are represented. The design is floral in light violet on a white ground.

Pattern 18

This pattern is unidentifiable. It consists of a foliated and banded display in polychrome. The principal display is in flowing purple (leaves) with red (banding) and green. Five fragments are present, representing at least two cups (Fig. 64e,g,h,i).

Pattern 19

This pattern cannot be identified. One cup rim sherd is recognized. The pattern is foliate in purple on a white ground (Fig. 64f).

Pattern 20

This pattern cannot be identified. One body fragment from a bowl is represented (Fig. 64j). A dark flowing brown display comprises the pattern.

Pattern 21

This pattern is unidentifiable. This display cannot be determined. Only one fragment from the rim of a cup is present (Fig. 64 l). The colours are pink and blue on white.

Pattern 22

This pattern cannot be identified. The display appears to be stylized "stars" in dark pink on a white ground. Only one fragment from a bowl is represented (Fig. 64m).

Pattern 23

This pattern cannot be identified, but is probably W.T. Copeland. Only a very small rim fragment, probably from a saucer, is noted (Fig. 64n). The border display is in blue and white.

Pattern 24

This pattern is identified as "Venetia" by W.T. Copeland. It dates from ca. 1870 to post-1882. One plate rim fragment is found in the site ceramic collection (Fig. 64o). The pattern is in blue and white.

Pattern 25

This pattern is identified as "Pekin" by W.T. Copeland, registered 6 September 1864, and probably continued after 1882. One plate rim fragment is found in the site ceramic collection (Fig. 64p). The pattern is in blue and white. A vase of flowers would have occupied the centre of the plate.

Pattern 26

This pattern is identified as "Bramble" by W.T. Copeland. No date range is known for it (post-1847). Only one fragment is present in the site collection. It is a cup rim sherd decorated in dark green ("ivy" leaves and branches). "Ivy" has been found only with W.T. Copeland, post-1847 marks (Sussman: pers. com.).

Pattern 27

This pattern is identified as "Elcho" by W.T. Copeland. It was registered on 24 July 1863 and continued for an unknown period of time. Only one fragment exhibiting this pattern is in the depot collection (Fig. 64t). The fragment is from a plate marly and is decorated in blue.

Pattern 28

This pattern is identified as "Pergola" probably by W.T. Copeland. Prints of it appear in the Copeland factory record book between the years 1868 and 1879. The name "Pergola" has been only tentatively ascribed to the pattern

(Sussman: pers. com.). Two vessels, a bowl and a saucer, represented by five decorated light blue fragments, compose the sample from the site (Figs. 63z; 64s,v; 65h,k).

Pattern 29

This pattern is identified as "Shamrock" by W.T. Copeland, registered on 17 September 1861. A terminal manufacturing date of 1910 has been suggested (Sussman: pers. com.).

Three rim fragments from two different plates are represented in the collection. One fragment has green decoration (Fig. 62k), and two have light blue decoration (Fig. 62j).

Pattern 30

This pattern is identified as "Strawberry" by W.T. Copeland and W.T. Copeland and Sons, registered on 1 October 1852. Nineteenth-century vessels had no central displays, but in the 20th century central displays were added (Sussman: pers. com.). Two fragments from a "Strawberry" cup are among the depot ceramics (Fig. 63d,i). The decoration is black-blue on a blue-white ground.

Pattern 31

This pattern is identified as "Alhambra" by W.T. Copeland, registered on 30 June 1848, and continued after 1882.

Only one fragment with this pattern is in the ceramic

collection (not illustrated). The fragment is from a saucer rim and is decorated in dark blue.

Pattern 32

This pattern is identified as "Flower Vase" by Copeland & Garrett, and W.T. Copeland. Its design dates from ca. 1828 to the 20th century. Six fragments from "Flower Vase" vessels appear. A cup (Fig. 64r) and a plate (Fig. 63 l), and a saucer are presented. The decorations are all in dark blue. Two saucer base fragments (not illustrated) are stamped [COPELA]ND (HdOk-1-489) and CO[PELAND] (HdOk-1-199).

Pattern 33

This pattern is identified as "Macaw" by Copeland & Garrett, and W.T. Copeland, and dates from ca. 1838 to post-1872. Two fragments possessing this pattern, representing two bowls, are present among the collection (Fig. 63j,k). The decoration is in very dark "flow" blue.

Pattern 34

This pattern could not be identified as to manufacturer. One saucer rim fragment (Fig. 64w) is present indicating a common transfer-printed pattern called "Willow". "Willow" was manufactured by several 19th-century companies. The decoration is in dark blue.

Pattern 35

This pattern is identified as "Ruins" by W.T. Copeland, registered on 15 September 1848. Two body fragments from two different plates have this pattern (not illustrated). One fragment has a double mark on the base, COPELA[ND] printed in green and [COPE]LAND stamped (Fig. 62e). This pattern has also appeared at Last Mountain House, Saskatchewan (Sussman 1972:35).

Pattern 36

This pattern is identified as "Gem" by Sampson Bridgwood & Son of Longton, Staffordshire. The pattern post-dates ca. 1850. It has been observed in the Lower Fort Garry ceramic collection (Sussman 1972:480). Three fragments from a plate and saucer are present in the depot collection (Fig. 65a). The pattern is in light blue.

Pattern 37

This pattern is not identified. Only one fragment from a plate is represented in the collection (Fig. 65b). The decoration is in light blue.

Pattern 38

This pattern is not identified. Only one fragment from a bowl is represented in the collection (Fig. 65c). The decoration is in blue.

Pattern 39

This pattern is not identified. One base fragment from a saucer is represented (Fig. 65d). The decoration is in light blue.

Pattern 40

This pattern is not identified. One body fragment from a cup is represented (Fig. 65g). The decoration is in blue.

Pattern 41

This pattern is not identified. One body sherd from a saucer is represented (Fig. 65i). The decoration is in dark blue.

Pattern 42

This pattern is not identified as to name, but is probably by W.T. Copeland, as indicated by the printed mark [COPEL]AND on the back of the only sherd exhibiting this design from the depot ceramic collection. The fragment is from a plate base and is decorated in a dark blue (Fig. 65j).

Pattern 43

This pattern is not identified. One plate body fragment with blue decoration represents the pattern in the site ceramic collection (Fig. 65m).

Pattern 44

This pattern is not identified. One plate body fragment is represented (Fig. 65o). The pattern is in dark blue.

Pattern 45

This pattern is not identified. One cup body sherd is present in the collection (Fig. 65s). The sherd is decorated with an olive coloured foliate display.

Pattern 46

This pattern is not identified. One body fragment from a saucer is present (Fig. 65x). The pattern is in light blue.

Pattern 47

This pattern is identified as "B.700" by Copeland & Garrett, and W.T. Copeland, and dates from ca. 1838 to post-1847. Only one small fragment (not illustrated) is in the depot collection.

Pattern 48

This pattern is identified as "Ship Border". The border is part of an early Spode pattern, used over many years. It was registered under the above name in 1884, and under the name "Bertha" in 1894, but Sussman believes it was introduced as early as ca. 1820 and continued to 1910 (Sussman: pers. com.). Only one fragment exhibitin this pattern is present in the site collection (Fig. 66d). The

sherd, a plate body fragment, is bone china decorated in black-blue.

White Earthenwares and Bone China. Several white earthenware fragments were found. They include a plate rim fragment of vitrified white earthenware with a moulded pattern (Fig. 66p), a cup rim sherd of vitrified white earthenware with a moulded pattern (Fig. 66q), a body fragment (vessel form unknown) of vitrified white earthenware dating to the late 19th century (Fig. 66k), a cup rim sherd of vitrified white earthenware with a moulded angular shape (Fig. 66c), a burnt body fragment from a refined white earthenware bowl (Fig. 66s), two refined white earthenware pitcher handle fragments (Fig. 66e,r), two fragments from two individual bone china cups dating to the late 19th century (Fig. 66n,o), and one base sherd from a refined white earthenware jar (Fig. 66 l). Three fragments from small refined white earthenware plates are present. No designs are evident; however, all three fragments have portions of marker's marks. One specimen (HdOk-1-194d) hasan [IRONSTONE] CHINA mark with a portion of a crown below printed in black (Fig. 66i). The piece is burnt. The second fragment (HdOk-1-490) has what appears to be part of a crown printed in green (Fig. 66h). The third fragment (HdOk-1-493) has [?] Chinaware [?] printed in black. In addition, the top of a crown, which forms part of a

larger printed device, is found below the trade name (Fig. 66g). The ironstone China fragment is probably from a plate manufactured by Charles James Mason who took out a patent for "Ironstone China" in 1813 (Godden 1971:7). From 1813 on, the Masons used various marks.

On plates and large articles, the full description 'Mason's Patent Ironstone China' normally appears in one or in two lines; on small items, the name 'Mason' is often omitted and the words 'Patent Ironstone China' are arranged in circular form. Although within a few years the description 'Ironstone China' was taken up by other manufacturers, the word 'Patent' should only occur on Mason ware or on ware made after 1850 by succeeding firms, such as Ashworth's. The use of these impressed Mason marks would seem to have ceased by about 1825, and so such a mark always indicates an early example. The standard blue or black printed Mason's 'Patent Ironstone China' mark with the crown was in use by 1815,... and completely replaced the impressed mark by 1825....

This printed mark was used over many years, with several variations, on Ironstone ware. In some specimens from the 1840's the word 'Improved' was introduced (replacing the word 'Patent'), and in the 1840's the outline of the

crown became angular. This basic mark was also used by Messrs. G.L. Ashworth and Bros. Ltd. in the latter part of the nineteenth century, and on twentieth century pieces (Godden 1971:46-47).

The C.J. Mason & Co. used the basic printed crowned mark until their bankruptcy in 1848. The company did, however, produce on a limited scale until about 1853. After 1843 Mason incorporated the standard diamond-shaped registration mark (Godden 1971:48).

In regard to the three archaeological specimens, it is most likely that the original pieces came from the Mason factory. Though no precise date can be established for the fragments, it is most probable that they were produced after 1830 when the printed pattern backstamp was solely used. However, it must be considered that after 1830 and into the 20th century, numerous English potteries used the word "Ironstone" or "Stone China" as well as a crown on their backstamp. These pieces could easily have originated from one of these lesser-known firms.

Two additional bone china fragments complete this category of ceramics from the site. They include a moulded candle mount (Fig. 66f) and a portion of a cup handle (Fig. 66g).

Porcelain. Only two porcelain sherds are present in the ceramic collection. One fragment is a plate rim/base sherd with gilding (single band) along the border (Fig.

66a). The other fragment is identified as a "Japanese" porcelain (Fig. 66b). This fragment has part of a decoration, a woman's dress, in relief. The fragment appears to be from a cup. The background to the motif is in very light green.

Storage Vessels. All storage vessels from the site are made from unrefined stoneware. Four fragments from different vessels are noted. All fragments are from wide-mouthed jars.

The most diagnostic sherd is a rim fragment with a round tooled lip (Fig. 67a). The body of the stoneware is pale brown with a salt-glazed exterior. A dark brown slip covers the interior. The exterior is decorated with a cobalt blue slip.

A second fragment has a grey fabric, smooth-glazed on both the interior and exterior (Fig. 67b).

The third fragment has a light grey fabric (Fig. 67c). The exterior is smooth-glazed, while the interior is not glazed.

The remaining stoneware fragment has a grey fabric (Fig. 67d). No glazing is evident; however, the exterior is coated with a thin brown slip.

All these stonewares date to the last half of the 19th century.

Discussion. Excavation of the Hudson's Bay Company Transport Depot site yielded a large number of ceramic fragments. No complete objects were recovered. The

materials are, in order of frequency, transfer-printed earthenware, vitrified white earthenware, bone china, refined white earthenware and stoneware. Most, if not all, of the ceramics date to the last half of the 19th century. The transfer-printed earthenwares are by far the most diagnostic. Of the patterns identified as to period of manufacture and manufacturer, the greater percentage are the work of W.T. Copeland (1847-67) and W.T. Copeland & Sons (1867-20th century). Many of the specimens cluster around the 1860s-1870s period contemporary with the known occupation period of the depot site (Sussman: pers. com.). The few designs registered or introduced prior to 1847, that is Copeland & Garret (1833-47) and Spode (pre-1833), could have been manufactured during the second half of the 19th Century, for the designs were known to have continued at least into that period.

Bottle glass. Perry Davis' Vegetable Painkiller. Thirty fragments from bottles of Perry Davis' Vegetable Painkiller were collected from the site. No complete bottles were recovered. However, finish, neck, body and base fragments are well-represented.

The patent medicine, Perry Davis' painkiller, was first introduced in 1840 and registered in 1845 by the American Perry Davis (Holbrook 1959:140). Because of the medicine's popularity as a cure-all, and probably more because of its contents, it has survived to this day and still can be purchased in drug stores. The contents are believed to be

the same, but the bottle has changed somewhat from its original and later forms. The main differences are that today a screw-on top is used, rather than a cork, changes in lettering form, and slight changes in bottle form and manufacturing techniques. All these evolutionary changes have been towards more refined and better bottle production techniques over the past 137 years. It is believed that the continued production of Perry Davis' patent medicine for such a lengthy period, concurrent with evolving bottle manufacturing techniques, should prove valuable to historical archaeologists in dating and interpreting historic sites which date to the second half of the 19th century and the first quarter of the 20th century. To some extent, the evolution of the Davis bottle is reflected in the Transport Depot and the Clearwater River Depot collections at Methye Portage.

Before continuing with the description of the Davis bottles from Methye Portage, some historical background on the medicine may be of interest. In 1843, shortly after the invention of the painkiller Davis resided at 74 High Street, Providence, Rhode Island, and was listed in the City Directory as a physician. From this, it would seem that his product was well received by the buying public. In 1848, he was again listed in the Providence Directory, but this time as a "Manufacturer of Painkiller". During the late 1840s, the Painkiller must have become quite popular, for in Fall River, Massachusetts, Enoch French & Company had sold about

500 dollars worth of the Davis medicine, and most importantly, people found it to be a welcome remedy for almost anything afflicting them inside or outside the body. During the cholera epidemic of 1849, this medicine became famous throughout the United States. In 1854, its characteristically shaped bottle was introduced (Holbrook 1959: 151-52).

An analysis of the medicine several years later listed the ingredients as follows: Gum myrrh 2 1/4 oz., Capsicum 10 oz., Gum opium 8 oz., Gum benzoin 6 oz., Gum fuitaia 3 oz., and Alcohol 5 gallons (Holbrook 1959: 153). Davis stated in his memoirs that the Painkiller became so popular it was sold in bulk in many centres in the New England states, shipped with voyagers to the Orient and Australia, and packed with missionary supplies (Holbrook 1959: 155). It seems that his recollections were most likely true, for the Painkiller has appeared in many of the major historic sites throughout the northern United States and in Canada which date to the last half of the 19th century. This occurrence alone would attest to the popularity of the medicine with transient people, who needed additional comfort beyond that found in the city centres.

In the 1850s, the firm of Messrs Perry Davis & Son opened a branch office in London, England. The production rate of the remedy was constantly increasing. In 1862, Perry Davis died, and his son Edmund took sole control of the business until 1880. In 1880, the business was no

longer in the hands of the family, but continued in Providence until 1895, at which time it was moved to New York City. In 1920 Holbrook found that the medicine was used widely in British Columbia logging camps, where it was still believed to be of great thaumaturgical benefit. In 1958, it was still being sold in Canada and in the United States. However, though it had suffered semantic change by being labelled LINIMENT in large letters, its current proprietors had the grace to add in parenthesis "Painkiller Brand" (Holbrook 1959: 155-56). At present, the Davis & Lawrence Co. (Canada) Ltd., Hamilton, still manufactures the patent medicine under the name Perry Davis' Painkiller.

Twenty-seven identifiable fragments from Painkiller bottles were recovered (Figs. 71, 72). At least seven bottles are represented by body, base, finish/neck, finish and neck fragments. The following overall bottle attributes are noted (see Figure 73 for a sketch of the Painkiller bottle):

Body - rectangular with bevelled corners; side panels are recessed and have embossed lettering, reading downwards are the words VEGETABLE on one panel, and PAINKILLER on the other; back panel is recessed; at the top of the front panel is a rectangular or square recessed panel with DAVIS in relief, height of letters is 6 mm.

Neck - rounded frontal and back shoulders, slightly curved lateral shoulders; straight, slightly convex, or slightly inward, tapering neck; relatively long or short necks

(32-42.5 mm), cylindrical in cross-section (18-20 mm in diameter). Finish (lip and string or wire rim) - lips are rounded and U-shaped (diameter 21-23 mm, height 8-9 mm); string rims consist of truncated cones with bevelled or tapering basal edges, or consist of a rounded ring with a tapering basal edge, or a double tapering ring (diameter 21-25 mm, height 3-4 mm).

Basal surface - moulded in the base is an oval-shaped mark about 24 mm by 16 mm in size. Paralleling the long axis of the mark, and within the mark, is a mould line.

Glass - transparent; a few seed and elongated bubbles; pale green to blue-green in colour.

Manufacture and dating: All the bottles were made in two-piece moulds, and are hand-finished (lip and string rim) with a lipping tool (the mould lines do not continue on to the finish). The bottles would have to date after 1854, when the bottle form was initially introduced. The style of finish appears to be a variation of the Double Ring, which Whatall, Tatum and Company offered from at least 1876 to 1897, and which continued into the 20th century (Alyluia 1973: 75). The bottles were probably closed with a cork and paper sealed, and may have originated in the United States, England, or Canada (Jones: pers. com.).

Several base and body fragments from a Painkiller bottle were found at the Clearwater River Depot site (HeOk-1). The bottle has similar distinguishing attributes to those of the Transport Depot, yet it is markedly

different in certain aspects. The bottle is more finely made (Fig. 72e). The glass is pale blue in colour, and not patinated like those of the Transport Depot. The lettering is finer and smaller (5 mm in height), yet distinct. Also, the lettering in the side panels does not extend to the top or the bottom edges of the panels. Similarly, the lettering on the side panels does not fill the panel edgeways (Fig. 71o, p). The letters have 'lumps' at various points (vent marks). The bottle probably dates to the late 19th, or early 20th century.

Figure 74 shows the general form of the modern Painkiller bottle. It was purchased in Saskatchewan in 1972 packed in a cardboard box.

Other Bottle Types. Several other bottle forms are represented in the site collection. Four fragments from a "black" glass bottle are present. The fragments include a base sherd (Fig. 75a), a lip sherd (Fig. 75 l) and two body sherds (Fig. 75m, q). The bottle is mouth-blown and has no pontil mark and is thus post-1850-60. It was probably used to contain wine or beer. The date range for "black" glass bottles, which are in reality very dark olive green, is from ca. 1820 to the 1920s (Jones: pers. com.).

Four pale green "liquor" bottle sherds were found (Fig. 75d, j, k, n). The fragments are all body sherds from a large unidentifiable mouth-blown bottle.

Two fragments are from a Worcestershire sauce bottle: One specimen is a shoulder fragment with [WOR]CEST[ERSHIRE]

moulded horizontally (Fig. 75e). The bottle may be a Lea & Perrins specimen, but does not necessarily have to be, for there were other companies in existence during the 19th century using a very similar bottle for their products. The Lea & Perrins firm began producing Worcestershire sauce in the late 1830s (Jones: pers. com.). The other sherd is a base fragment with S moulded on the bottom (Fig. 75c).

Specimen HdOk-1-301 (Fig. 75b) is a base fragment with moulded letters C.A.C. [?]. This mark cannot be identified, but the bottle dates to the third quarter of the 19th century or the first quarter of the 20th century (Jones: pers. com.).

Body (Fig. 75g) and shoulder fragments (Fig. 75f) from a large, light blue mouth-blown bottle were recovered. The bottle is unidentifiable, but dates to the third quarter of the 19th century or the first quarter of the 20th century (Jones: pers. com.).

Four miscellaneous body sherds, from four individual "liquor" bottles with circular cross-sections, were found. They include a dark green sherd (Fig. 75o), an olive green sherd (Fig. 75r), a light olive green sherd (Fig. 75p) and a very pale green sherd (Fig. 75i).

Six fragments, from six different bottles exhibiting angular cross-sections, were recovered. They include a clear glass front panel with [J]ACKSON/BEST EXT[R]ACT in relief (Fig. 76d), an unmarked amber panel bottle sherd (Fig. 76a), a light green body sherd (Fig. 76d), two

different blue body fragments with no distinguishing features (Fig. 76f, g), a brown panel bottle fragment (Fig. 76c), and a base/body fragment from a rectangular bottle with chamfered corners (Fig. 76e). The latter is mouth-blown, is light blue in colour, and is probably from a small medicine-type bottle.

Two rectangular bottles with bases similar to the Perry Davis' Vegetable Painkiller bottle were found. One bottle consists of three body and base fragments of clear glass (Fig. 77a, b). The other bottle is light blue and is represented by a base fragment (Fig. 72f).

Tableglass. Four fragments from tableglass vessels were found. They are all pale blue-mauve, indicating pre-1914 manufacture. Included is a tumbler rim sherd (Fig. 77d), a pressed finial from a lid or knob of an unidentified vessel (Fig. 77f), a sherd from a moulded or cut unidentified object (Fig. 77c), and a body sherd from another unidentifiable vessel (Fig. 77e).

Thimble. One thimble was found (Fig. 79e). The specimen is made of brass with an iron tip. It measures 21 mm in length.

Sewing Needle. One iron sewing needle was recovered in the hearth of the main house (Fig. 79g). The specimen is incomplete.

Oil Cloth. A small fragment from a black oil cloth was identified (Fig. 79f).

Pen Nib. An iron pen nib component was found (Fig. 79b). The component has a maximum length of 25 mm and is marked J MITCHELL....

Clothing and Personal Adornment

Buckle. An iron buckle, probably for attachment to braces, was recovered (Fig. 79d). The artifact consists of two components and is painted black.

Tinkle cone. A small copper tinkle was found (Fig. 79c). The specimen measures 20 mm in length.

Buttons. Five buttons were recovered. One button (Fig. 78a) is made of brass, and is of one-piece manufacture. The specimen has four-holes in a recessed centre. Seven stars are found in relief on the face. The second button is of three-piece manufacture (Fig. 78b), with iron, brass and lead components. No markings are present. The third specimen also has three components (Fig. 78c). The materials are iron and brass. The button is marked in relief on the face, R. SHOREY & CO.*MONTREAL*. The fourth specimen is an unmarked three-piece iron, brass and lead button (Fig. 78d). The fifth button is a very plain two-hole mother-of-pearl specimen (Fig. 78e).

Beads. Beads from the site are all small drawn trade beads, of which 65 specimens are represented. They are classified similarly to those from the La Loche House site, that is, according to the scheme of the Kidds (1970).

- Ia4 Tubular; small size; translucent; oyster white (b; N 9/0); 8 specimens; ends range from broken (unaltered) to well-rounded (Fig. 78g).
Diameter range - 2.5 to 3.0 mm Length range - 3.0 to 3.5 mm
- IIa12 Circular; small size; translucent; oyster white (b; N 9/0); 37 specimens (Fig. 78g, h).
Diameter range - 2.5 to 3.0 mm Length range - 2.0 to 3.0 mm
- IIa* Circular; small size; translucent; bright blue (16 lc; 5B 5/7); 18 specimens (Fig. 78f).
Diameter range - 2.5 to 3.0 mm Length range - 1.5 to 3.0 mm
- IVa9 Circular; small size; clear scarlet (7 pa; 5R 4/14) outer layer; opaque white (a; N 10/0) core; 2 specimens (Fig. 78i).
Diameter - 4.0 mm Length - 2.5 mm

Recreation

Clay Smoking Pipes. Twenty-one clay pipe fragments were recovered from the depot site excavations (Fig. 80).

Seventeen of the specimens are stem fragments, and 4 are bowl fragments. Two bowl fragments show the initials IF, in relief, on the sides of their heels. IF pipes have been recovered by the writer at two Hudson's Bay Company Rocky Mountain House sites dating to 1835-61 and 1865-75, respectively.

Miscellaneous Materials

Tin Cans. Excavations in the major site refuse pits (F6) produced eight tin can fragments. Seven of the specimens are complete or fragmentary lid components, while one specimen consists of lid and body components. The latter has soldered lid and vertical body seams (Fig. 81a). Two lids are recessed and opened to take tin caps. One lid is round (Fig. 81c) and the other square (Fig. 83d). Three lids are galvanized (Fig. 81b, d, e), while one is badly corroded (Fig. 81g). A single specimen is marked (Fig. 81f). The trade mark reads [?] ELEY LONDON.

Metal Objects. Several miscellaneous and/or unidentifiable metal objects are present in the site artifact assemblage. They include 14 galvanized tin strappings and cutting fragments (Fig. 82), iron wire fragments (Fig. 83a, b, c), a wire pull from a tin container (Fig. 83e), a small wire staple (Fig. 83f), an unidentified bent tin object (Fig. 83g), a lead "nail" (Fig. 83h), two sheet lead fragments (Figs. 83i, 84a), a rolled tin fragment (Fig. 83j), a brass rivet probably used to secure a kettle lug (Fig. 83k), two unidentified copper objects (Fig. 83 l, m), a sheet copper fragment (Fig. 83n), a melted lead fragment (Fig. 84b), two iron fragments (Fig. 84c, e), a copper pot rim fragment (Fig. 84d), and two possible lead sprues (Fig. 84f, g).

Window glass. Sixty-three window glass fragments were recovered from all excavated areas. The glass is clear to

very pale green in colour. It averages 2 mm in thickness (Fig. 77j, k, l).

Native Manufactures

Evidence of prehistoric human activity was present at the depot site. A number of retouched and raw flakes, a knife, scrapers and projectile points were recovered. In all cases, the specimens were situated below historic levels or were disturbed surface finds. Even though finds at the site and in the area were limited to a few isolated lithics, it was evident that prehistoric groups were active in the area thousands of years before the arrival of traders and explorers. As indicated by the projectile points recovered from the depot site, and observed on other sites in the area, and points observed in local collections, it is apparent that man was thriving in the region at least 5,000 years ago.

Projectile Points. Of six projectile points, four were recovered from the depot site (HdOk-1), one from the Lac La Loche campsite (HdOk-4), and one was observed in a local Portage La Loche collection (Fig. 86). The latter was collected during the excavation of a garden plot at the settlement of Portage La Loche, on the east shore of lac La Loche. The earliest point, an Oxbow, probably dates to ca. 5000 years ago.

(1) Name: Hanna type (Fig. 85a)

Date: 4500-3000 B.P.

Material: Cryptocrystalline (chert)

Form: Ovate body outline. Slightly convex lateral body edges. Obtuse shoulders. Broad side notches.

Rounded basal edges. Slightly concave base.

Dimensions: Length - 39.7 mm

Width: (body) - 21.5 mm

Width (base) - 15.2 mm

Thickness (max.) - 6.4 mm

Context: Feature 7, below historic levels.

(2) Name: Oxbow type (Fig. 85b)

Date: ca. 5,000 B.P.

Material: Microcrystalline (quartzite)

Form: Triangular body outline. Slightly convex lateral body edges. Obtuse shoulders. Small, U-shaped notches. Sharp basal edges. Strongly convex base.

Dimension: Length - 37.4 mm

Width (body) - 22.0 mm

Width (base) - 22.8 mm

Thickness (max.) - 6.8 mm

Context: Feature 6, below historic levels.

(3) Name: Prairie side-notched type (Fig. 85c)

Date: A.D. 730-1250

Material: Cryptocrystalline (chert)

Form: Triangular body outline. Straight lateral body edges. Obtuse shoulders. Broad notches.

Irregular (broken) basal edges. Straight base.

Dimension: Length - 20.0 mm (incomplete)

Width (body) - 14.7 mm

Width (base) - 13.2 mm

Thickness (max.) - 3.5 mm

Context: Feature 6, below historic levels.

(4) Name: Prairie side-notched type (Fig. 85d)

Date: A.D. 730-1250

material: Cryptocrystalline (chert)

Form: Extremely ovate body outline. Extremely convex lateral body edges. Obtuse shoulders. Broad notches. Basal characteristics are unidentifiable (base missing).

Dimensions: Length - 20.0 mm (min.)

Width (body) - 17.9 mm

Width (base) - not measurable

Thickness (max.) - 3.3 mm

Context: Feature 6, below historic levels.

(5) Name: Prairie side-notched type (?) (Fig. 85e)

Date: A.D. 730-1250

Material: Microcrystalline (quartzite)

Form: Body characteristics are unidentifiable (body missing). Rounded basal edges. Concave base.

Dimensions: Length - not measurable

Width (body) - not measurable

Width (base) - 20.4 mm

Thickness (max. of base) - 3.7 mm

Context: Lac La Loche Campsite (HdOk-4); point was found in situ but because of the shallowness of excavations and apparent mixing of stratigraphic levels, it was difficult to associate the point with either historic or prehistoric contexts.

(6) Name: Prairie side-notched type (Fig. 86)

Date: A.D. 730-1250

Material: Cryptocrystalline (quartz)

Form: Triangular body outline. Slightly convex body edges. Obtuse shoulders. Broadly U-shaped notches. Rounded basal edges. Slightly convex base.

Dimensions: Length - 43.0 mm

Width (body) - 24.5 mm

Width (base) - 18.0 mm

Thickness (max.) - 4.7 mm

Context: Settlement of Portage La Loche, east shore of Lac La Loche; disturbed context, found during excavation of a garden plot prior to 1971.

End Scrapers. Three end scrapers were recovered. Two specimens were site surface finds, and one was collected below historic levels during the excavation of refuse pit Feature 6. End scrapers are defined here as tools with their primary working edge situated on the distal end; utilization of the lateral edges may also be present.

(1) Material: Cryptocrystalline (chert) (Fig. 85g)

Form: Triangular body outline. Straight to slightly concave lateral edges. Slightly convex dorsal surface. Pressure retouched dorsal surface.

Measurements: Length - 2.63 mm

Thickness (max.) - 20.4 mm

Thickness (max.) - 7.9 mm

Context: Surface find, depot site.

(2) Material: Cryptocrystalline (chalcedony) (Fig. 85b)

Form: Triangular body outline. Slightly concave lateral edges. Flat dorsal surface. No dorsal surface retouching.

Measurements: Length - 32.8 mm

Width (max.) - 21.1 mm

Thickness (max.) - 12.8 mm

Context: Surface find, depot site.

(3) Material: Microcrystalline (quartzite) (Fig. 85i)

Form: Slightly ovate body outline. Convex lateral edges. Concave dorsal surface. No dorsal surface retouching.

Measurements: Length - 21.6 mm

Width (max.) - 19.1 mm

Thickness (max.) - 4.5 mm

Context: Below historic levels, refuse pit Feature 6, depot site.

Knife. A portion of a knife or the tip of a projectile point was recovered as a surface find, approximately 100 ft. west of the main site datum point on the north strandline.

The specimen is a cryptocrystalline (chert) and is bifacially retouched on three sides (Fig. 85f).

Retouched Flake. Only one small retouched flake was recovered as a site surface find (Fig. 85p). The flake was retouched upon one edge of the ventral surface.

Raw Flakes. Twenty-one unworked flakes were found throughout the site as surface finds (Fig. 85j-o, q, r). These lithics are small microcrystallines and cryptocrystallines.

Faunal Remains

Faunal Remains from the Hudson's Bay Company Transport Depot are notably absent. Only a few fish bones were recovered from the excavation of the major refuse pit (F6). The bones are from small northern pike and white fish. A similar lack of faunal remains is also noted for the Clearwater River Transport Depot, Rendezvous Lake Campsite and Lac La Loche Campsite.

Discussion

The site designated and excavated as HdOk-1 appears to be the Hudson's Bay Company main transport depot on Methye Portage. Both archaeological and historical data support such a conclusion. From historical records, the operation of the depot spanned a ca. 1874-ca. 1888 period. The depot was probably phased out concurrent with the phasing out of the portage as a major funnel into the northern districts.

Historical and archaeological information suggests that the depot operated on a small scale, probably consisting of no more than 3 to 4 structures. The structures probably functioned primarily as storehouses for goods and supplies, used to outfit brigades moving through the area.

Analysis of the artifacts from the site suggests two things. First, that the depot operated during the last quarter of the 19th century, and secondly, the use of the portage and site location itself during prehistoric times is evident. The former is mainly confirmed by a specific study and identification of ceramics, principally transfer-printed earthenwares, bottle glass and gun cartridges. The latter is confirmed by the presence of Oxbow, Hanna and late type projectile points, recovered below historic levels on the glacial strandlines upon which the historic site rests.

Summary and Conclusions

Based on historical documentation, archaeological survey, and excavation data, in the Methye Portage-Lac La Loche area, five periods (I-V) of cultural activity can be established.

Period I represents the prehistoric period. Data concerning this period is meager. However, it is known that prehistoric peoples were in the area at least as early as 5,000 B.P.

Period II covers the time from first European penetration into the area (1778) until first construction (ca. 1787). This represents a period of initial use of the portage as a major funnel into the northern districts. The area, as well as the English River District as a whole, was not of major economic importance in the fur trade.

Period III represents the time from earliest construction in the area, until amalgamation of the two major trading companies in 1821. This was a period of more intense use of the portage for exploration of, and trading in, the northern districts. This period evidenced the establishment of a number of posts in the area by both trading companies. It was the period of intense rivalry

between the two companies.

Period IV, covering 1821 to ca. 1845, was a time of very little trading activity and no post construction in the area. Generally, these phenomena were typical of the English River District as a whole. However, it was a period of more intensive use of the portage as the northern districts gained more economic importance in the fur trade. This period was least documented.

Period V (ca. 1845-1890s) evidenced a major upsurge of activity in the area. A major post was established on the west shore of the lake, and much construction occurred at points along Methye Portage, including the building of the transport depot. This was a period of continued, heavy use of the portage by ingoing and outgoing brigades. Supplying of brigades, and fur trading, were main activities in the area.

The following discussion is concerned with cultural phenomena as they are archaeologically and historically documented at the two sites. Comparison between the two sites (and periods) are made, when applicable. In general, meaningful comparison between the two sites cannot be made because of the nature of the sites, i.e., one being a trading post and the other a transport depot, and the different periods of occupation.

Initially, it can be stated that both sites represent relatively short time-spans, La Loche House having been occupied for probably no more than a few years, on a

seasonal (winter) basis, and the depot site for probably no more than fifteen years, also on a seasonal (spring-fall) basis. The short time-spans would therefore reflect a static social system, which would have undergone little change because of these temporary occupations.

Material culture items of La Loche House were trade related. It is not unreasonable to assume that the occupants of the post made use of trade material to meet personal and functional needs. The materials exhibited a low level of formal variation. No artifact categories within the assemblage represented specialized activities; instead, the materials reflected the local subsistence and fur trade orientation of the post. The depot site materials were also trade related; no artifact categories could be linked directly to portaging and road-building activities. The quantity and diversity of ceramics and bottle-glass seems large for the site, and probably cannot be identified as material personally utilized by the occupants of the depot. This material, which was principally recovered from refuse pits, may represent discarded goods which were damaged during portaging operations.

The economic focus at La Loche House was trade oriented. There was an equal reliance on non-local and local resources. Trade goods of eastern Canadian and European manufacture were brought into the area for trading purposes, as well as for the acquisition of locally available subsistence goods. Though the depot site was not

functioning as a trading station, it did rely on imported materials and locally available subsistence goods for operation. The Portage La Loche post was the distribution outlet, supplying the depot and carrying out trading activities in the area.

Native peoples played a major role in the trading activities of the Methye Portage-Lac La Loche area. This was particularly so during the 1845-1890s period. Prior to the construction of La Loche House, no intensive and organized trading activities took place in the area. This was, in general, true for the entire English River District, for the two major companies were focusing their efforts on exploration, aimed towards establishing trade. A certain amount of trade was carried on by the North West Company from the posts at Frog Portage, Lac la Ronge, Green Lake, Beaver Lake, Ile à la Crosse and Primeau Lake. These wintering establishments were drawing on Woodland Cree trade, and intercepting northern Indians passing through to the Hudson's Bay Company's Cumberland House to trade (Innis 1930; Innis 1967: 152; Morton 1973: 311, 318, 451; MacKenzie 1927: 86).

Construction of La Loche House marked the first time trading activities took place specifically in the Methye Portage-Lac La Loche area. Historical documentation is so scanty that a true picture of trading activity cannot be attempted. Archaeological evidence suggests trading was probably of an off-and-on nature, reaching a high point

between 1819 and 1822 with the establishment of a Hudson's Bay Company post and a North West Company post, on the west shore of Lac La Loche. Apparently, Chipewyan from the Lake Athabasca region had moved south into the Methye Portage-Lac La Loche area to trade. It is assumed that natives from the Methye Portage-Lac La Loche area frequented rival company posts at Ile à la Crosse and Buffalo Lake, when posts were not operating in the area. Historical documentation pertaining to the Ile à la Crosse area notes that natives were frequently employed to supply locally available food resources to the posts.

The period 1821 to ca. 1845 saw the importance of the area shift from trade to portaging activities. As trade reached economic importance in the Athabasca and MacKenzie River Districts, Methye Portage became a major focal point. During this period, natives journeyed to Ile à la Crosse and Buffalo Lake to trade, for no posts operated in the Lac la Loche area.

After 1821, the first strong evidence for reliance on local native peoples in the area, by the Hudson's Bay Company, was observed. Initially, natives were located at the portage during the transporting seasons to aid in portaging operations. However, with limited supervision, they were unreliable, and in most instances, brigade personnel were forced to carry their own loads over the portage. This practice continued until 1845 when assigned company servants began to assume the necessary portaging

functions with the use of horses and oxen.

During the period 1845 through to the 1890s, an increasing reliance on local Indian and Métis was observed. Many of these people were employed by the Hudson's Bay Company, in support of trading and supply activities at the main Portage La Loche post, and portaging operations at the transport depot.

No information is available about the occupants and their activities of La Loche House. The men probably occupied the post only during the winter months, leaving for eastern Canada with their returns in the spring. They lived rather isolated, hardy lives subsisting on a principal diet of fish, as indicated by the faunal remains. The size of the establishments would suggest contingents of no more than 5 or 6 men without families.

Historical data is available on activities associated with the Hudson's Bay company Transport Depot on Methye Portage. Life was hard and unrewarding for the Company servants employed at the depot. Rather than being involved in full-scale trading operations, the servants were engaged in road improvement and portaging operations. The number of people at the depot fluctuated seasonally and daily, as evident by the available documentation. The depot was, apparently, fully manned and operational for approximately five months of the year, between June and October, concurrent with portaging operations. During the winter and early spring periods, it was sparsely manned by probably one

or two individuals. These people were Métis or Indian employees, who watched and maintained the establishment. Company employees returned to the Portage La Loche post, on the northwest shore of Lac La Loche, for the winter-early spring period. The number of people occupying the depot from day to day varied markedly. People were coming and going constantly, governed by their daily work habits. Men would be at the depot one day, and the next day be travelling to the main Portage La Loche posts for supplies, or up the portage, involved in transportation, often not returning for several days. Furthermore, portage crews involved in road maintenance, would depart the depot for periods of time, drastically reducing the population.

Many of the routine depot work activities have been recorded in the historical accounts. The main responsibility and operation of the depot was in the hands of the chief officer in charge of the main post. This individual varied in status, from an Interpreter to Post Master in earlier years, to a Chief Trader when the area became more important. This officer was in charge of keeping the records of activities, post journals and accounts, and assigning men to the depot. Though unrecorded, it is believed that at least one Company Interpreter ran operations direct from the depot during the portaging season. Depot journals for the period 1885-86 were in fact kept at the site by the individual in charge (H.B. Co. Arch. B.167/a/4). The depot had at least one

fisherman whose daily activities included setting several nets in the lake, checking, repairing and making nets. A large number of fish were needed to sustain the large work force. Carpenters and wheelwrights were employed to repair and construct buildings, carts and wagons. Other individuals maintained draught animal harnesses, mowed and gathered hay, tended the horses and oxen, and made "skiffs". The largest number of labourers were involved in road building. This meant clearing brush and trees along the portage, making bridges over wet areas, and generally up-grading the trail because of constant heavy use. These people were also employed to cut new trails from Lac La Loche to the Clearwater River. The road-building contingent chiefly consisted of local Indians (Chipewyan) and Métis, full-time or part-time employees of the Hudson's Bay Company, who lived on the shores of Lac La Loche. Indians were also employed to gather firewood, snare rabbits, and hunt for the depot. Routine work, performed by local natives, was often compensated by providing sustenance.

This thesis has attempted to describe, analyse and interpret historical and archaeological data from two historic fur trade sites, in the Methye Portage-Lac La Loche area of the boreal forest region of central, western Saskatchewan. Investigations leading to this study, and related research, represent an initial attempt by the author to deal with historical archaeology in the boreal forest region. The report has been, therefore, prepared as a

comparative reference study to be used for future historical archaeology in that region. Of particular interest are building construction methods and artifact assemblages representative of the sites and the area. The report has also attempted to present general cultural activities, associated with a fur trade period transport depot, on one of the most important and longest portages along the fur trade routes of North America.

A few related observations can be made from the research to date:

1. Historical archaeology has been and continues to be lacking in the boreal forest region. Research continues to focus on northern plains-parkland sites. As suggested by the Methye Portage-Lac La Loche area research and recent investigations in the Lake Athabasca area by Karklins (1975), fur trade site archaeology has potential as a thematic area of study in the boreal forest region.
2. The quality of in-depth artifact studies and descriptions in historical archaeology literature is lacking for good comparative research. A standardization of terms and descriptive formats is suggested. A case in fact relates to trade bead terminology and description. In response I have attempted to continue an approach introduced by the Kidds (Kenneth and Martha Kidd 1970), an approach which has been very helpful when describing beads from other sites I have investigated in more recent years. Stone (1974) has recently provided an excellent model for artifact

description which employs a systematic descriptive framework.

3. Limited excavation into prehistoric levels at the transport depot suggests that future prehistoric archaeological investigations in the Methye Portage-Lac La Loche area could add to our knowledge of prehistoric activities in the boreal forest region of western Canada.

4. Limited archaeological research to date in the boreal forest region provides very little comparative data which can be used to identify regional variation between boreal forest and northern plains-parkland fur trade sites.

Endnotes

1. The writer recognizes the assistance of the Hudson's Bay Company in the preparation of the historical section of this thesis. Extracts from the Archives and microfilms are presented with the permission of the Company's Archivist. The extracts are referenced in the following manner: e.g., H.B. Co. Arch. B.69/a/2, fo. 24.
2. The Montreal Traders, also known as the "Old Subjects" because of their allegiance to the British Crown, were newly arrived capitalists to Canada. They initially were provisioners to the British forces during the Seven Years War, but during these years, they gained an upper hand in the fur trade industry. Relying on British supply firms, they took over a good percentage of trade within a short period. They were often referred to as Canadians by the Hudson's Bay Company agents.
3. The English River, now called the Churchill. Even after amalgamation in 1821, the Hudson's Bay Company retained the district name "English River." The river is essentially a series of interconnected lakes which runs entirely through the boreal forest zones of Saskatchewan

and Manitoba, one of its main sources being Lac La Loche or Methye Lake in west central Saskatchewan.

4. No mention is made of Primeau establishing a post or posts over this period in the District. Presumably he wintered inland with Indians of the area, a practice the Hudson's Bay Company men adhered to until 1774.
5. The North West Company Post at Ile à la Crosse within a short period of time became the major supply depot and district headquarters for the English River Department.
6. Until 1778, there were no detailed or confirmed reports of white men venturing across the Methye Portage into the north.
7. Stephen Waden (Rich 1967: 172-73) or Jean Etienne Wadden (Waden, Wadin, or Waddens) was killed by Pond in a dispute at Lac la Ronge in 1782. In about 1779, Wadden formed a partnership with Venant St. Germain, and was one of the nine partners in the 1779 North West Company (Wallace 1934: 504; Innis 1935: 61).
8. The posts of Fort George (N.W. Co. 1792-ca. 1800) on the North Saskatchewan River supplied grease and pemmican yearly to the English River District. M'Gillivray speaks of grease "being a scarce article at that place [Green Lake, 1795]" (Morton 1929: 57). In later years, after the Hudson's Bay Company took over complete control, Fort Carlton (1810-85) and Fort Pitt (1829-85) took over the responsibilities of supplying the English

River District posts, enabling the outfitting of brigades passing into the north.

9. Methye Portage has had a history extending back nearly two hundred years and was one of the most significant areas in the northwest fur trade. From the time it was first recorded in 1778, the portage was the key to the transportation system of the north and acted as the principal funnel for exploration and trade in and out of the Athabasca and MacKenzie River Departments of Rupert's Land. During this period, the portage handled a maximum amount of fur trade traffic until its phasing out in the late 1880s and 1890s.

The portage was named after the lake with which it was associated, Methye Lake. Originally, the lake received its name from a fish caught in the waters. The fish was known as the burbot or loche, loach or "Methye Fish," was commented on by Franklin in 1820:

This is a picturesque lake [Methye], about ten miles long and six broad, and receives its name from a species of fish caught in it. This fish, the methye, is not much esteemed; the residents never eat any part but the liver except through necessity, the dogs dislike even that (Franklin 1969: 130).

Today, the lake goes by the name Lac La Loche. Over the years, the portage has been variously called Methye Portage, Portage La Loche, La Loche Portage,

Loach Portage, with other variations on the name of the burbot.

Many explorers and traders have described the topography, beauty and burdensomeness of the Methye Portage. However, Alexander MacKenzie's account is the most picturesque:

The Portage La Loche is of a level surface, in some parts abounding with stones, but in general it is an entire sand, and covered with the cyprus, the Pine, the spruce fir, and other trees natural to its soil. Within three miles of the northwest termination, there is a small round lake [Rendezvous], whose diameter does not exceed a mile, and which affords a trifling respite to the labour of carrying. Within a mile of the termination of the Portage is a very steep precipice, whose ascent and descent appears to be equally impracticable in any way, as it consists of a succession of eight hills [actually massive landsliding in a glacial meltwater channel--the Clearwater River Valley]; nevertheless, the Canadians contrive to surmount all these difficulties, even with their canoes and lading. This precipice which rises upwards of a thousand feet, [actually 550 feet] above the plain beneath it, commands a most extensive, romantic and ravishing prospect. From thence, the eye looks

down the course of the little river by some called the Swan River, and by others, the Clearwater and Pelican river, beautifully meandering for upwards of thirty miles [actually about 15 miles to where the river cuts into bedrock and straightens out considerably] (MacKenzie 1927: 90-91).

For the next ninety years, fur traders and explorers passed over the portage. In fact, it is safe to state that almost all fur traders and explorers who penetrated into the northwest at one time or the other traversed the portage. In the course of these years, at least nine separate establishments acting as either trading posts, transfer depots, storehouses, campsites or winter residences were located on or in the vicinity of the portage. They functioned primarily as fur trading posts in the earlier years, and later as supply and provisioning depots for brigades moving in and out of the north. Although there were no important posts in the area, the posts were important in their own association with the activities of the fur trade. They did not gain the esteem that the more southerly posts of the Saskatchewan and Swan River Districts achieved.

For further information on Methye Portage the reader is referred to an exhaustive article by W.O. Kupsch, "A Valley View in verdant prose: The Clearwater Valley from Portage La Loche," The Musk-Ox, Number 20: 28-49.

10. In support of the peninsula being an island as illustrated by Fidler in 1792, we see from the writings of Hood of the Franklin expedition some years later evidence to support this. On the 3rd of July, 1820, when Hood and Dr. Richardson were heading for Fort Chipewyan to join up with the main Franklin expedition, Hood commented on Methye Lake. "On the 3rd we passed through the Methye River, and encamped on the borders of the Methye Lake....On the 4th we crossed the Methye Lake, and landed at the portage on the north-west side, in one of the sources of the Mississippi [Churchill or English River]. The Lake is seventeen miles in length, with a large island in the middle" (Franklin 1969: 187).
11. John Clarke was in charge of the English River District at the time. His headquarters were at Ile à la Crosse, approximately 140 miles south of Lac La Loche. The Hudson's Bay Company Lac La Loche post was run by a Mr. McLeod, but in his absence, Perrin was left in charge.
12. The spellings of many of the Canadian Servant's names are as found in the original document, or as could be made out from almost illegible handwriting. What is believed to be the proper name or spelling has been placed in square brackets.
13. Though there is no record of how long the Rapid River Post functioned, it is believed that the post continued to operate on a permanent basis into the 20th century.

Subsequently, the settlement of Stanley Mission, Saskatchewan, became established round the activities of the Hudson's Bay Company post.

14. West La Loche was the original major settlement at Lac La Loche, after the decline of the fur trade industry in the area. Gradually, West La Loche was replaced in economic and social importance by the present day settlement of Portage La Loche, located on the east shore of the lake.
15. Spencer retired from the Company's employ that summer, and François Maurice succeeded to the charge (H.B. Co. Arch. B.89/b/4a, fo. 47d).
16. McMurray took charge of the English River District from Outfit 1872, reaching its headquarters at Ile à la Crosse on 2 December of that year. At the date of the 1873 account, he had not visited Portage La Loche (H.B. Co. Arch. B.89/b/4a, fos. 20d-21).
17. When usable, i.e., during high water periods, boats and canoes could be moved up Wallis Creek for about 1/2 mile. At that point, they could be unloaded. This would shorten somewhat the carry across the portage.
18. Fortescue arrived at Ile à la Crosse on 17 July 1885 (H.B. Co. Arch. B.89/b/7, fo. 7). His previous Company appointments from at least 1872 had been to York Factory (H.B. Co. Arch. York Factory file; B.239/k/4, passim).
19. Substantiation for this statement has not been found.

20. Maurice died 3 December 1884 (H.B. Co. Arch. B.89/b/6a, fo. 79d).
21. Athabasca District first assumed charge of Portage La Loche transport in the summer of 1874, H.J. Moberly, officer in charge at Fort McMurray supervising operations (H.B. Co. Arch. D20/1, enclosures to letter from Chief Factor Roderick MacFarlane to Chief Commissioner J.A. Grahame, dated Fort Chipewyan, 12 September 1874).
22. Cowie did not supervise the Portage La Loche transport until the summer of 1880 (H.B. Co. Arch. B.239/k/4, passim; fort Chipewyan, 12 September 1874).
23. The remains of the Portage La Loche Post on the northwest shore of Lac La Loche were quite evident in 1971 when the site was visited. No excavations were carried out on the site. It is located at the present-day outlier settlement of West La Loche. It was reported by locals that the last Hudson's Bay Company store, situated at West La Loche, was destroyed by fire ca. 1940. The Hudson's Bay Company subsequently moved to the east shore of the lake, to the site of the present-day settlement of Portage La Loche.

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Appendix A: Post-1888 Documentation Pertaining to the
Portage la Loche Post Located on the Northwest Shore of Lac
La Loche.

Inspection Report of Portage La Loche, 28 August 1889 by
Richard Hardisty, Inspecting Officer.

BUILDINGS [see Figure 87]

- No. 1 Dwelling House 32 x 22 shingle roof with a kitchen
attached 12 x 8. in good condition.
- No. 2 Shop and Store with partition in centre 30 x 25.
log with shingle roof in good repair.
- No. 3 Fish House log. Bark roof. in good repair
- No. 4 Ice House 9 x 9 in good repair
- No. 5 Mens House 18 x 18, log, earth roof, in fair
order
- No. 6 Do Do 28 x 20. Bark roof in good repair
- No. 7 A new building 27 x 16, half-finished to be
occupied by Interpreter as a dwelling House &
office.

The Post is situated on the west Banks of the Lac La
Loche which is about 20 miles in length by 6 miles wide -
There are two fields about an acre and a half used for
potatoes, which grow well.

The Post is in as convenient a place for the trade as
wanted. Several of the Indians attached to it have houses
on points around the Lake at a convenient distance.

PERSONAL

Pierre Laliberte in charge, an old hand has been in the Service for over 45 years, Cannot read or write A good honest trader, but getting too old for active service.

Bapte Laliberte Interpreter & act. for the Post, a good sensible active young man, answers well enough under another.

GENERALNo outposts.

[Transport] By Boats on Lac La Loche & down the River La Loche & over Buffalo Lake into Clear Lake & then on to Isle a la Crosse Lake, a distance of about 120 miles. The La Loche River is very low at times & some long portages have to be made when going up with the Outfit. The Voyage takes from 7 to 15 days according to the state of water....

[Conditions of the Indians] Indians number about 48 heads of families.... (H.B. Co. Arch. B.167/e/1).

Inspection Report of Portage La Loche Post by J. McDougall,
Inspecting Officer, 31 March 1890

BUILDINGS [see Figure 88]

- 1 Dwelling Houses, 30 x 20; log; shingled; with kitchen 15 x 15 attached; bark roof; in a good condition.
- 2 & 3 Servants' Houses, 17 x 18 and 18 x 19; log; roofed with bark; both in good condition.

- 4 Servants' House; 18 x 19; log; bark roof; old and unoccupied.
- 5 Store and trading shop, 31 x 21; log building, ceiled and shingled roof; good building.
- 6 Fish House; 20 x 16; log; bark roof.

Situated on the S. [NW] shore of Lake La loche.

Convenient for fisheries, and in a central point for that trade of the part of the country.

The establishment is in every way suitable for the trade. The dwelling house No. 1 is occupied by the Clerk in charge, and Nos. 2 and 3 by the Servants.

PERSONNAL

Pierre Laliberté, Clerk; about 60 years service; wages £100 per annum; retiring on 1st June.

Baptiste Laliberte, 8 years service; wages £42 and £5 gratuity per annum; the gratuity is allowed for keeping the Post Accounts. Contract expires on 1st June, from which date he has been promised £50 per annum; a good reliable man, and after a years experience with a Clerk it was intended to give him charge of the Post.

GENERAL

No outposts, but An Indian is furnished with goods to trade at Swan Lake, and is paid a commission of 10% of the amount of this trade (H.B. Co. Arch. B.167/e/2).

Inspection Report of Portage La Loche Post by E.K. Beeston28-30 August 1897BUILDINGS

With the exception of the Men's House they are all very old and showing signs of decadence, but are only worth the small repairs necessary to keep them going until the situation of the place is definitely decided upon...The situation is not a very good one. The Mission is across the Lake some four or five miles away, and this place is not the one mostly frequently visited by the majority of the Indians. There appeared to be a general opinion that if the Post were established at Bull's Head, at the Mouth of the La Loche River it would be more central for the Indian trade, and the cost of transporting the goods by the La Loche river would be avoided....

PERSONAL

A.N. McDermott, in the Service since 1885, with the exception of 4 months in 1894. 35 years of age; married, with 3 children. Appears a good man for this class of trade....

GENERALOutposts.

Bull's Head, at the entrance of La Loche River; 35 miles eastward of the Post. Is in the neighbourhood of a considerable number of Indians who trade. Furs to the amount of the 924 m[ade] b[eaver] were collected here, but as already pointed out this point is considered a more

central and convenient one to do business at, and it would probably enable competition to be better met if the Post were at this place.

Swan Lake, about 50 miles to the north-east of the Post, was visited during the last winter by Mr. McDermott. The total furs collected amounted to 1,248 1/2 m.b.

Conditions of Indians

The Indians appear fairly well-off, fish being abundant nearly everywhere in the neighbourhood. The Chipewyans appear to be diminishing in numbers somewhat rapidly, owing, principally to Scrofula prevailing amongst them... (H.B. Co. Arch. B.167/e/4).

Commissioner C.C. Chipman's comments on Portage La Loche Inspection Report by E.K. Beeston, 28-30 August 1897

BUILDINGS

The question of the maintenance of this Post was thoroughly discussed with the Officer in charge of the District, and it having been stated that the buildings were not worth repairing, and that if the post were maintained new ones would be a necessity, which would probably cost more than the new establishments, therefore the removal to Buffalo Lake was sanctioned at a cost not to exceed \$250. The Officer in charge was to arrange for the necessary logs being taken out this Winter, and for the work to be completed next Spring. This would also, it is thought, enable competition to be more effectually met.

ACCOUNTS

The Result of this Post has been exceedingly unsatisfactory, and a change in the management has been made. Mr. George Deschambeault, who has had long experience in the Cumberland District, has assumed the charge of this Post, he having been strongly recommended by Chief Factor McDougall (H.B. Co. Arch. B.167/e/4, fo. 2).

Reporting upon Trade of Portage La Loche Post, Outfit 1901,
Sedley B. Blake in charge

BUILDINGS

No change during the Outfit. The dwelling house is very old, and beyond the reach of repair.

The trade shop and warehouse are in one building which is in good repair.

The location of this post was selected with a view to the convenience of transport when McKenzie's River and Athabasca were supplied via Portage La Loche route.

For the purpose of trade, the site is by no means central or convenient.

Since the transport ceased to furnish them with employment, many of the Indian and Half-breeds have settled near the R. C. Mission across the Lake and most of the good hunters live in that quarter. The opposition traders have made their headquarters at the Mission and our Post is too far to one side. It is proposed to move the Post to the long point [peninsula] running out into the lake which would

be central, and in the best position to catch Indians arriving from every direction.

The proposed new site is much more convenient for fishing and for firewood...An appropriation of \$550.00 is asked for to build a new dwelling house and to cover the expenses of removing the trade shop.

COMPETITION

Marcelin and Co of Isle a la Crosse have kept a trader at the R.C. Mission and oppositon runners from the Athabasca side are constantly harassing the trade.

GENERAL

The improved returns and the Result a gain of \$1,576.30 are gratifying features in this year's report, this Post not having shown a gain since 1895. Its returns and results for the past six Outfits are shown hereunder.

	Returns	Gain	Loss
1896	\$5.095.00		\$ 948.00
1897	3.200.00		1.038.00
1898	4.197.00		1.413.00
1899	3.564.00		1.166.00
1900	5.047.00		1.166.00
1901	8.390.60	\$1.576.30	

Mr. S.B. Clarke, the apprentice Clerk in charge has made a fairly good showing for his first year of responsibility...(H.B. Co. Arch. B.167/e/5).

APPENDIX B

Posts of the Methye Portage - Lac la Loche Area After 1821

Season	Status		Arrangements and Remarks
	opened	closed	
1819-1820	winter	X	HBC post established on the west shore of Lac La Loche. NWC post established adjacent to HBC post.
	summer	X(?)	
1820-1821	winter	X	NWC post abandoned (1821) or taken over by HBC.
	summer	X(?)	
1821-1822	winter	X	
	summer	X(?)	
1822-1823	winter	X	Probably last season HBC post operated.
	summer	X(?)	
1823-1824	through		No record of posts established and operating in the area.
1844-1845			X
1845-1846	winter		X
	summer	X	A resolution from the <u>Minutes of Council</u> (Summer 1845) resolved that two servants and about 40 horses to be stationed on the shores of Lac La Loche for seasonal transporting along the portage (H.B. Co. Arch. B. 239/k/2) A summer house may have been established near the south end of the portage though no house (post) is mentioned in the <u>Minutes</u> .
1846-1847	winter		X
	summer	X	Two servants and 40 horses.
1847-1848	winter		X
	summer	X	Two servants and 40

horses. Previous to 1847 Indians were employed at the portage to assist in transportation. It was resolved in that year that such employment be discontinued (H.B. Co. Arch. B.239/k/2).

1848-1849	winter		X	
	summer	X		Desjarlais (Free man) in charge of horses.
1849-1850	winter		X	
	summer	X		
1850-1851	winter		X	
	summer	X		
1851-1852	winter		X	
	summer	X		
1852-1853	winter		X	
	summer	X		In addition to servants and horses stationed at Methye Portage, oxen (8) were added. Previous to 1852 it appeared that most or all draught animals and servants supplied to Methye Portage for portaging purposes were arranged through the Athabasca District. After that date, the Athabasca, English River and Saskatchewan River Districts all provided necessities-particularly after 1855.
1853-1854	winter	X		
	summer	X		Antoine Morin (interpreter) Interpreter and 2 men. It was resolved in 1853 (summer) "that an outpost be established in the neighbourhood [Portage La Loche Post]" for transport business. (H.B. Co. Arch. B.239/k/3).

1854-1855	winter	X	Antoine Morin [Interpreter] Interpreter and 2 men. Though the number of servants stationed at the Portage La Loche winter outpost was not mentioned it is presumed that two or more were present.
	summer	X	
1855-1856	winter	X	Antoine Morin [Interpreter] Interpreter and 2 men
	summer	X	
1856-1857	winter	X	C. [Charles] Thomas [Post Master] C. Thomas and 2 men
	summer	X	
1857-1858	through	X	P. [Pierre] Laliberté [Post Master] [winters] P. Laliberte and 2 men [summers]
1861-1862		X	
1862-1863	through	X	P. Laliberté [winters] P. Laliberté and 6 men [summers]. Increase in the summer employee contingent due to road improvements at Methye Portage.
1865-1866		X	
1866-1867	winter	X	P. Laliberté P. Laliberté
	summer	X	
1867-1868	winter		P. Laliberté [Clerk] P. Laliberté and 4 men
	summer		
1868-1869	winter	X	Alexander Christie [Chief Trader] François Maurice [Interpreter] A. Christie Interpreter and 6 men. Portage la Loche Post gaining in importance.
	summer	X	
1869-1870	winter	X	A. Christie and F. Maurice A. Christie, Interpreter and 6 men.
	summer	X	
1870-1871	winter	X	William Spencer [Clerk] François Maurice [Post Master] Baptiste Primeaux [Interpreter] F. Maurice and 8 men
	summer	X	

Minutes of Council end at this point (H.B. Co. Arch. B.89/f/1). See Table 3 for a list of officers and servants at the Portage La Loche post

1871-1872	winter	X	William Spencer
	summer	X	
1872-1873	winter	X	Spencer retired and Franois Maurice to be put in charge of Portage La Loche Post (H.B. Co. Arch. B.89/b/4A).
	summer	X	
1873-1874	winter	X	
	summer		
1874-1875	winter	X	Surviving Portage La Loche Post journals to 1888. It is quite probable that the post remained functional until about 1940 (West la Loche) when it was destroyed by fire. At that time it was moved to the present town site of Portage la Loche on the east side of the lake.
	summer	X	

TABLE 1

Historic Sites Located in the Methye Portage -
Lac La Loche Area in 1971

<u>Assigned Border Designation</u>	<u>Name</u>	<u>Location</u>
HdOk-1	H.B.C. Transport Depot	One-half mile up portage from south end
HdOk-3	Methye Portage	500 ft. northwest of depot site along portage
HdOk-4	Lac La Loche Campsite*	South end of portage
HdOj-3	H.B.C. Portage La Loche Post	Present-day settlement of West la Loche, northwest shore Lac La Loche
HeOk-1	Rendezvous Lake Campsite*	South shore of lake
HeOk-2	Clearwater River Transport Depot	North end of portage
HdOj-1	N.W.C. La Loche House*	Near tip of peninsula
HdOj-2	Roman Catholic mission Site (1890s)	Near tip of peninsula 800 ft. east of La Loche House

*Name of site assigned by the writer because a historical name did not exist. No structural remains appeared during test excavating at sites HdOk-4 and HeOk-1. No testing was carried out at HdOj-2 and HdOj-3.

TABLE 2
STATE OF SERVANTS, ACCOUNTS ON THE CANADIAN ESTABLISHMENT
LAC LA LOCHE

NAME	AGE	CAPACITY	WINTER		NUMBER OF YEARS IN SERVICE	CONTRACT EXPIRES
			RESIDENCE 1821-22	RESIDENCE 1822-23		
AYOTTE GOUSACQUE	25	STEERSMAN	LAC la LOCHE	ISLE à la CROSSE	4	1823
BEAUPREY [BEAUPRE] FRANÇOIS	24	MIDDLEMAN	LAC la LOCHE	LAC la LOCHE	5	1823
BEYIRONS [BIRON] PIERRE	21	MIDDLEMAN	LAC la LOCHE	ISLE à la CROSSE	3	1822
CHALLYFEUX [CHALIFAUR] JEAN BTE.	38	STEERMAN	LAC la LOCHE	GREEN LAKE	4	1822
DERÈS JEAN BAPIST	36	BOWSMAN	LAC la LOCHE	ISLE à la CROSSE	9	1822
GAGNISS [GAGNIER or GABE]	22	MIDDLEMAN	LAC la LOCHE	LAC la LOCHE	2	1825
GOUR [GAURDE] CHARLES	27	MIDDLEMAN	LAC la LOCHE	ISLE à la CROSSE	3	1822
L'EVEILLOR [L'ÉVEILLÉÉ]	-	MIDDLEMAN	LAC la LOCHE	ISLE à la CROSSE	-	1822
HAHEUS [MAHEAU or MAHEUX] JOSHISA	-	CLERK	LAC la LOCHE	ISLE à la CROSSE	-	1823
THOMAS PISK KIPPLING	-	INTERPRETER	LAC la LOCHE	GREEN LAKE	0	1823

(Account Book 1821-22,

H.B.C. Arch. B.89/3/5a)

TABLE 3

Schedule of Officers and Servants at the Establishment of
Portage La Loche -- English River District -- Outfit 1871

No.	Names	Capacity	Wages £ s d	Gratuities £ s d	Expires	No. Women	Children over 12	Children under 12
1	-- Clerks & C- Spencer William - Servants -	Clerk	100		1874	1	1	5
2	Charbonneau J. Rite	Carpenter	25	2	1872	1		1
3	Laliberté Pierre	labourer	22	2	1872			
4	Primeau J.	Interpreter	30	2	1872	1		5
5	Stevenson Edward	labourer	22	2	1872	1		2
6	Spencer William	App. lab.	15	2				
7	Vadroit Joseph	Fisherman	<u>25</u>	<u>2</u>		<u>1</u>	<u>1</u>	<u>2</u>
			239	12		5	2	15

Note The principle living at this post is Fish, Say for a Ration 4 fish for a man 2 for a woman 1 for a child fresh meat is served out at half Rations with 1/2 of fish during winter time. Pemican is given according to necessity Say 3 lbs. for a man 1-1/2 lbs. for a woman and 1 lb. for a child, but the bulk is used on Portage La Loche during the time of Transport.

(Signed) William Spencer
(H.B. Co. Arch. B.89/f/1).

TABLE 4

Posts and Depots of the Methye Portage - Lac La Loche Area

<u>Name</u>	<u>Company</u>	<u>Dates</u>	
Unknown	North West	ca. 1790	Northeast shore, Lac La Loche
La Loche House	North West	ca. 1787-91	Peninsula, Lac La Loche
Richard Suther- land's House (?)	Hudson's Bay	1809-10	unknown
Unknown	Hudson's Bay	1819-23	West shore, Lac La Loche
Unknown	North West	1820-ca. 182	West shore, Lac La Loche
Portage La Loche Post	Hudson's Bay	1853-ca. 194	Northwest shore, Lac La Loche
Clearwater River Depot*	Hudson's Bay	ca. 1850-90	North end, Methye Portage
Transport Depot	Hudson's Bay	ca. 1874-86	South end, Methye Portage

*Probably just a storehouse.

TABLE 5

Archaeological Features Associated with the
North West Company La Loche House

Feature Number	Identification	Location
F1	North room	North half of building
F2	Central room	South half of building
F3	South room	South end of building
F4	North fireplace	Inside and central to north wall
F5	North cellar	Immediately southeast of north fireplace
F6	South fireplace	In east half of central room along south partition (F9)
F7	South cellar	In east half of central room in front of south fireplace apron
F8	Central partition	Separating the north and central rooms
F9	South partition	Separating the central and south rooms
F10	Basal sills	Outer periphery of building
F11	Refuse concentration	In clay floor of central room

TABLE 5

Archaeological Features Associated with the
North West Company La Loche House

Feature Number	Identification	Location
F1	North room	North half of building
F2	Central room	South half of building
F3	South room	South end of building
F4	North fireplace	Inside and central to north wall
F5	North cellar	Immediately southeast of north fireplace
F6	South fireplace	In east half of central room along south partition (F9)
F7	South cellar	In east half of central room in front of south fireplace apron
F8	Central partition	Separating the north and central rooms
F9	South partition	Separating the central and south rooms
F10	Basal sills	Outer periphery of building
F11	Refuse concentration	In clay floor of central room

TABLE 6

Archaeological Features Associated with the
Hudson's Bay Company Transport Depot

Feature Number	Identification	Location
F1	Building (main house)	Immediately northeast of of site datum.
F2	Fireplace	Northeast corner of main house.
F3	Building (southwest	Ten ft. southwest of site datum.
F4	Building (northeast	80 ft. northeast of site datum.
F5	Animal stockade	145 ft. north of site datum.
F6	Refuse pit	23 ft. east of site datum.
F7	Refuse pit	90 ft. south of site datum.

TABLE 9

Transfer-Printed Earthenware Patterns,
Hudson's Bay Company Transport Depot

Pattern Number	Identified Pattern Name	Manufacturer
1	Honeysuckle	W.T. Copeland
2	Pearls	W.T. Copeland
3	Turco	W.T. Copeland
4	B.772	W.T. Copeland
5	Continental Views	Copeland & Garret, W.T. Copeland
6	Fibre	Unknown
7	Unknown	Unknown
8	Broseley	Spode, Copeland & Garret, W.T. Copeland
9	Portland Vase	W.T. Copeland
10	Violet	W.T. Copeland
11	Corinthian	W.T. Copeland
12	Rural Scenes	W.T. Copeland
13	Daisy and Grass	W.T. Copeland
14	The Seasons	Sampson Bridgwood & Son
15	Unknown	Unknown
16	Raphaelesque	Copeland & Garrett, W.T. Copeland
17	Unknown	Unknown
18	Unknown	Unknown
19	Unknown	Unknown
20	Unknown	Unknown
21	Unknown	Unknown
22	Unknown	Unknown
23	Unknown	Unknown
24	Venetia	W.T. Copeland
25	Pekin	W.T. Copeland
26	Bramble	W.T. Copeland
27	Elcho	W.T. Copeland
28	Pergola	W.T. Copeland
29	Shamrock	W.T. Copeland
30	Strawberry	W.T. Copeland
31	Alhambra	W.T. Copeland
32	Flower Vase	Copeland & Garrett W.T. Copeland
33	Macaw	Copeland & Garrett W.T. Copeland
34	Willow	Unknown
35	Ruins	W.T. Copeland
36	Gem	Sampson Bridgwood & Son
37	Unknown	Unknown
38	Unknown	Unknown
39	Unknown	Unknown
40	Unknown	Unknown
41	Unknown	Unknown
42	Unknown	W.T. Copeland (?)
43	Unknown	Unknown
44	Unknown	Unknown
45	Unknown	Unknown
46	Unknown	Unknown
47	B.700	Copeland & Garrett W.T. Copeland
48	Ship Border	W.T. Copeland

- 1 English River District with fur trade establishments prior to 1821. Area delineated as English River District was adopted from a historical map in the Public Archives of Canada (Map H1/100 - 1832).

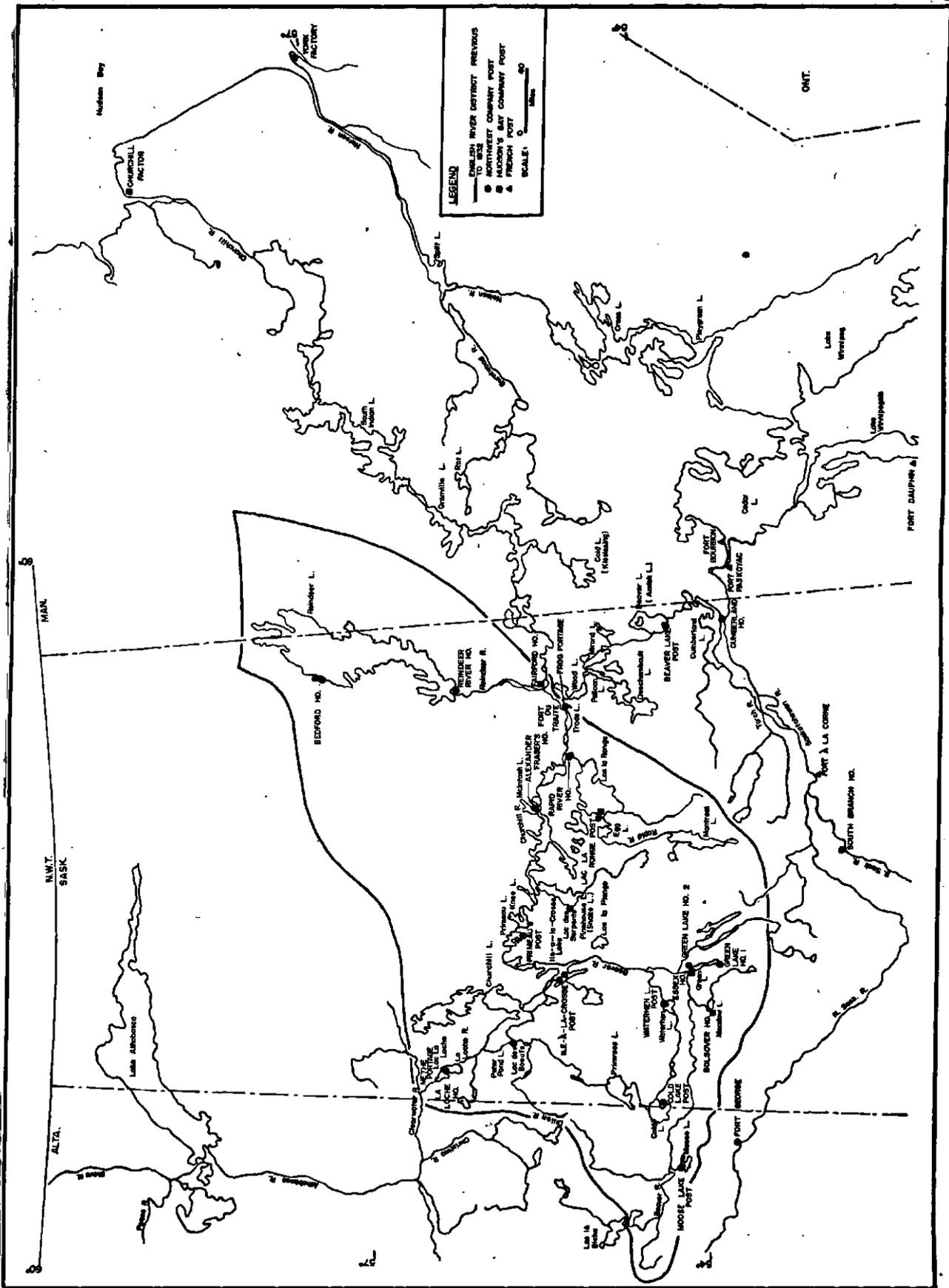


Figure 1

2 Historic Sites in the Methye Portage-Lac La Loche area.

- 1 Clearwater River Transport Depot
- 2 Rendezvous Lake Campsite
- 3 H.B. Co. Transport Depot
- 4 Lac La Loche Campsite
- 5 N.W. Co. House (ca. 1790)
- 6 H.B. Co. Portage La Loche Post
- 7 N.W. Co. La Loche House
- 8 Roman Catholic Mission Site (1890s)
- 9 H.B. Co. Post (1819-23)
- 10 N.W. Co. Post (1820-21)
- 11 Methye Portage Burial Site

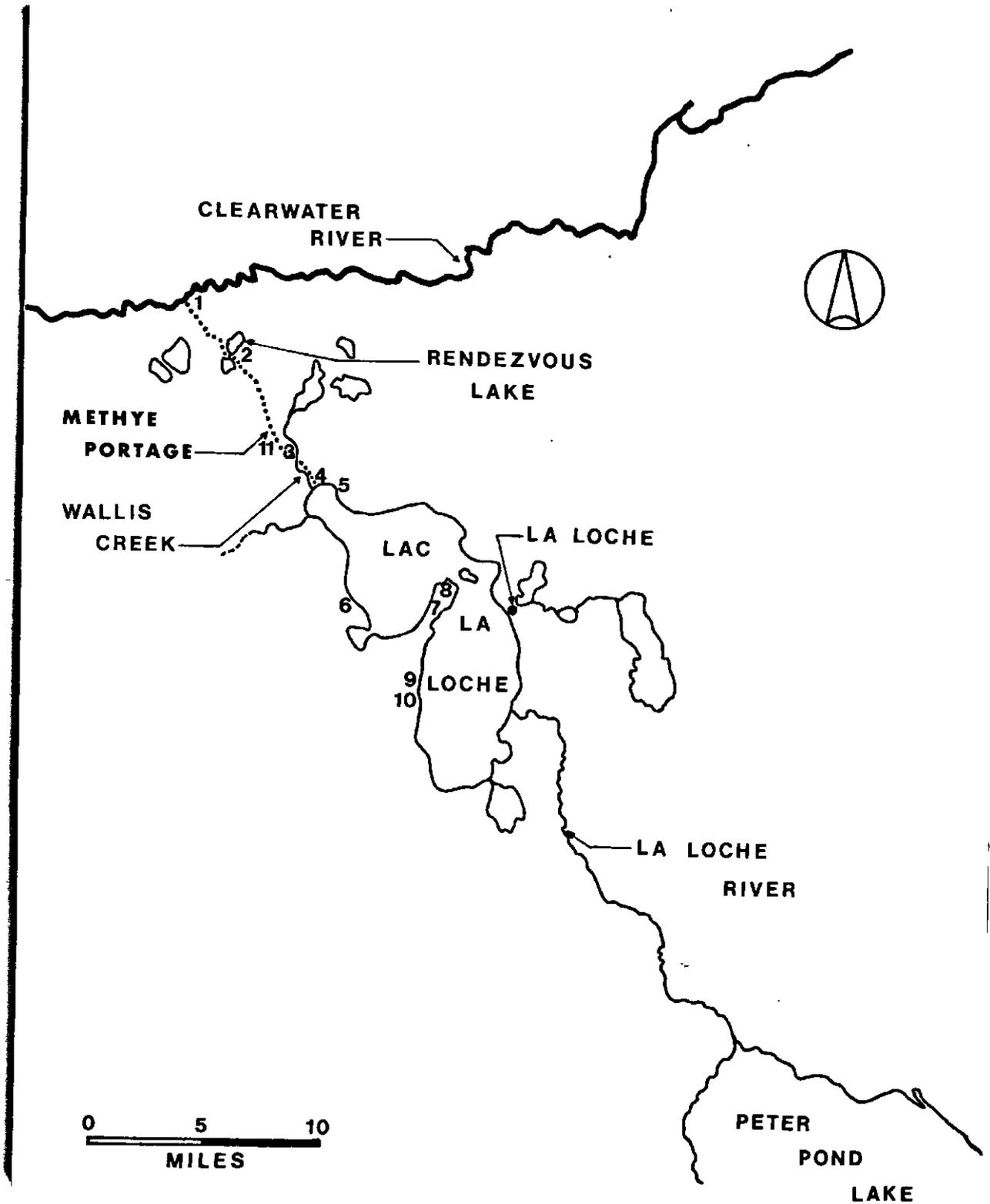


Figure 2

- 3 Peter Fidler's map (1792) of the north half of Methye Lake, south of Methye Portage, showing positions of two old trading posts (Tyrrell 1934: 469). House on island represents the La Loche House site. Figures stand for number of miles.

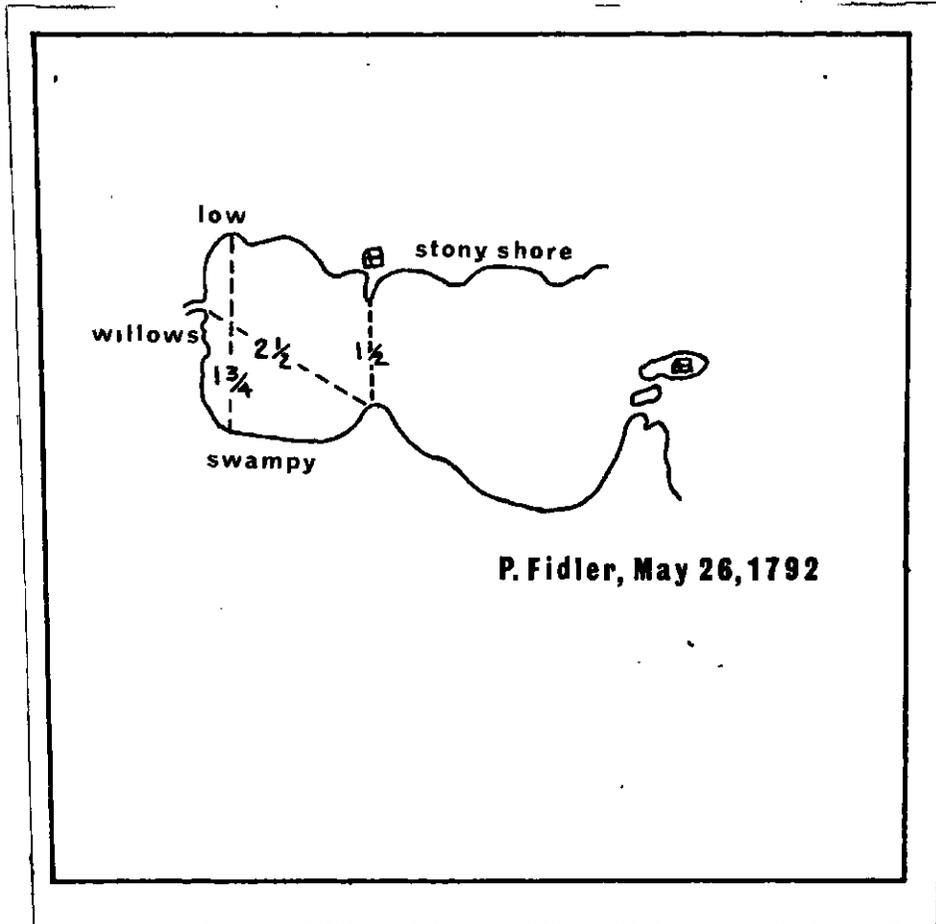


Figure 3

- 4 Lac La Loche-Methye Portage area, showing the locations of fur trading posts prior to 1821.

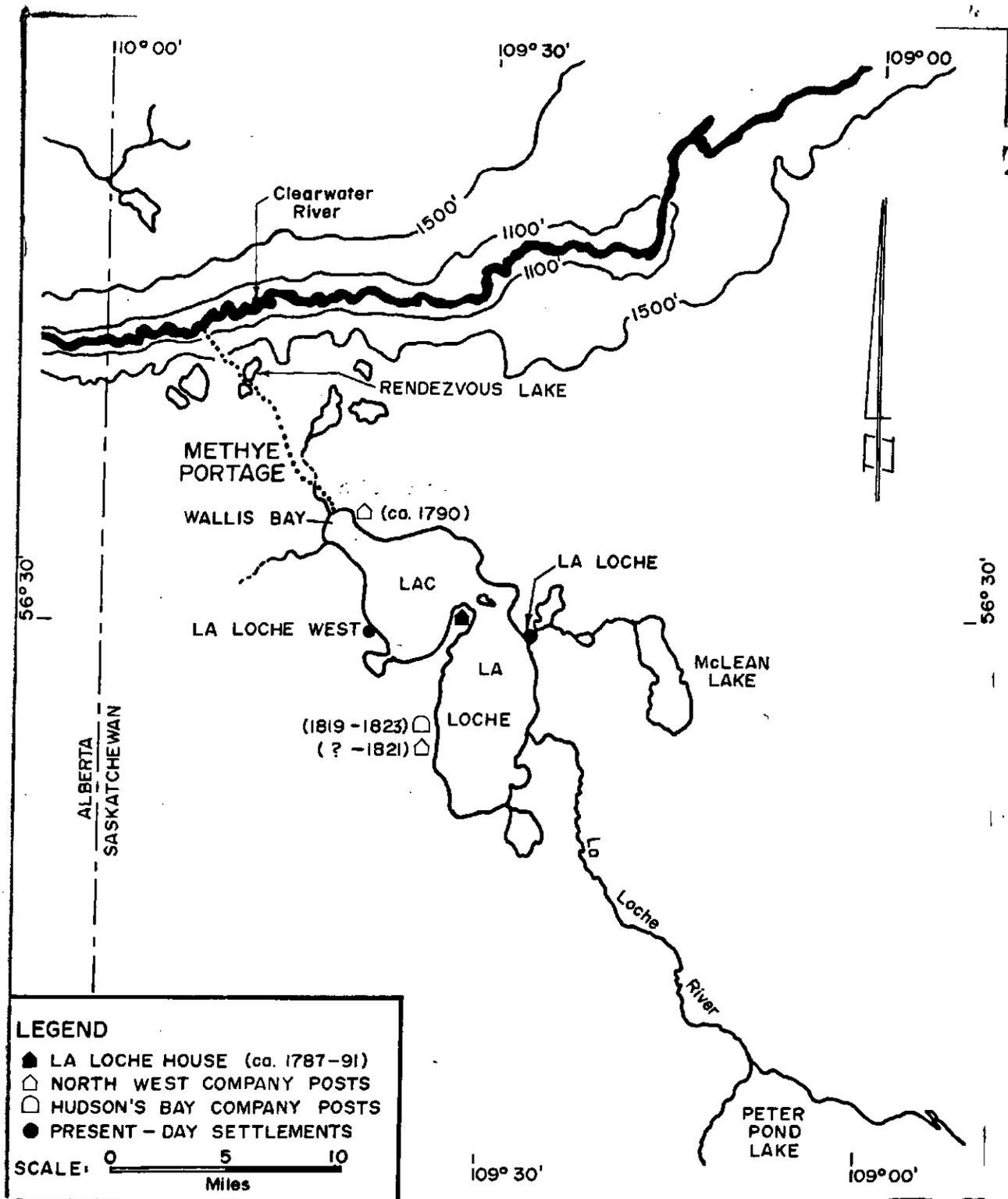


Figure 4

- 5 Tracing of an 1874 (Sept. 25) map by Moberly showing the northwest shore Portage La Loche Post (H.B. Co. Arch. G.1/242).

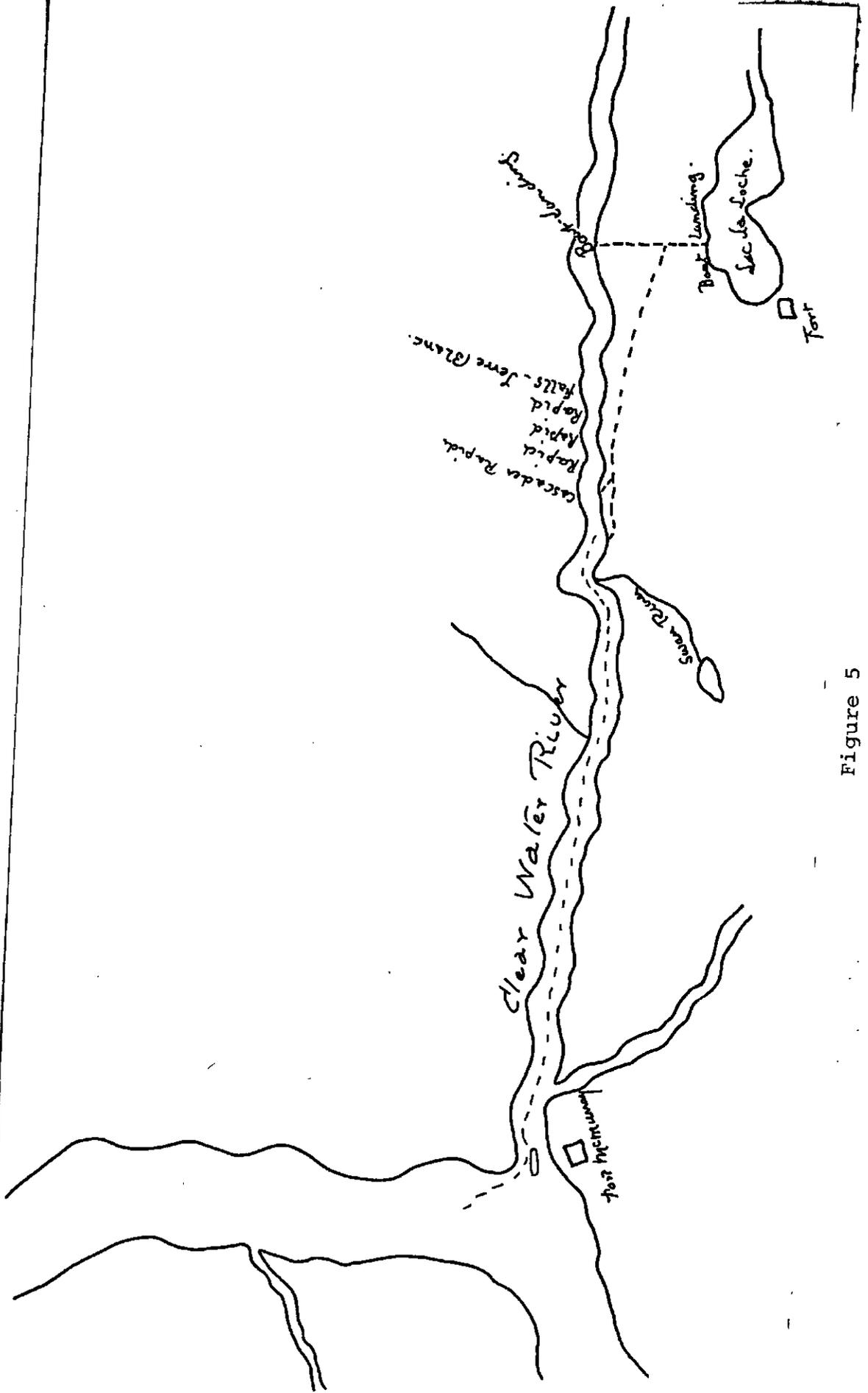


Figure 5

- 6 Tracing of a Geological Survey of Canada "Map showing the route travelled by Prof. John Macoun M.A. from the Forks of Peac and Smokey Rivers to Carlton House Saskatchewan River 1875". The map shows a site at the north end of Lac La Loche designated "Methy Ft." (H.B. Co. Arch.)

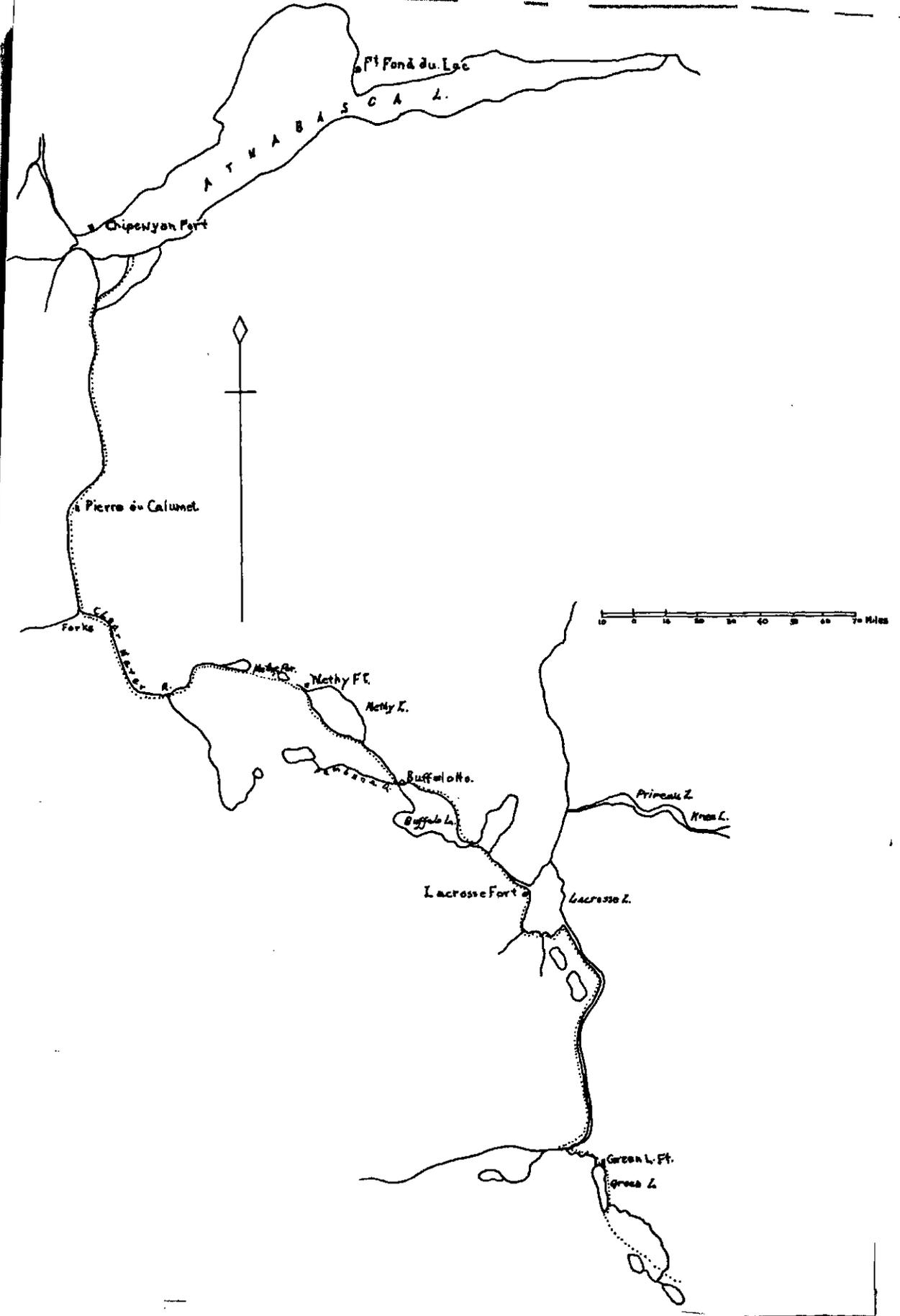


Figure 6

- 7 Tracing of a portion of Dr. Bell's 1882-84 map of the Methye Portage-Lac La Loche area showing the location of a "H.B. Co." post on the northwest shore of Lac La Loche, and a "H.B. Co. Depot" near the south end of Methye Portage (Bell 1882-84).

8 Surficial geology map of the Methye Portage-Lac La Loche area.

**SURFICIAL GEOLOGY
OF THE
METHYE PORTAGE AREA**
MAY 1966
METHYE PORTAGE AREA

- OG - Organic Terraces
- PC - Pleistocene Shield
- Dv - Drumlins
- K - Kames
- D - Dunes
- FLP - Fluvio-Lacustrine Plain sand
- GLP - Glacial Lake Plateau
- GLB - Glacial Lake Basin sand and silt
- RRM(TP) - Ground Moraine (fill plain)
- S - Stumping
- AMP - Alluvial Meander Plain (meandering channel)
- AMC - Abandoned Meandering Channel
- TPB9 - Terracing
- R 23 - Range
- CCCC - Partially Filled Valley
- ||||| - Strandline
- ||||| - Settlement
- ||||| - Follings
- ||||| - Periphery of Clearwater meadow channel
- ||||| - Lakes and Rivers

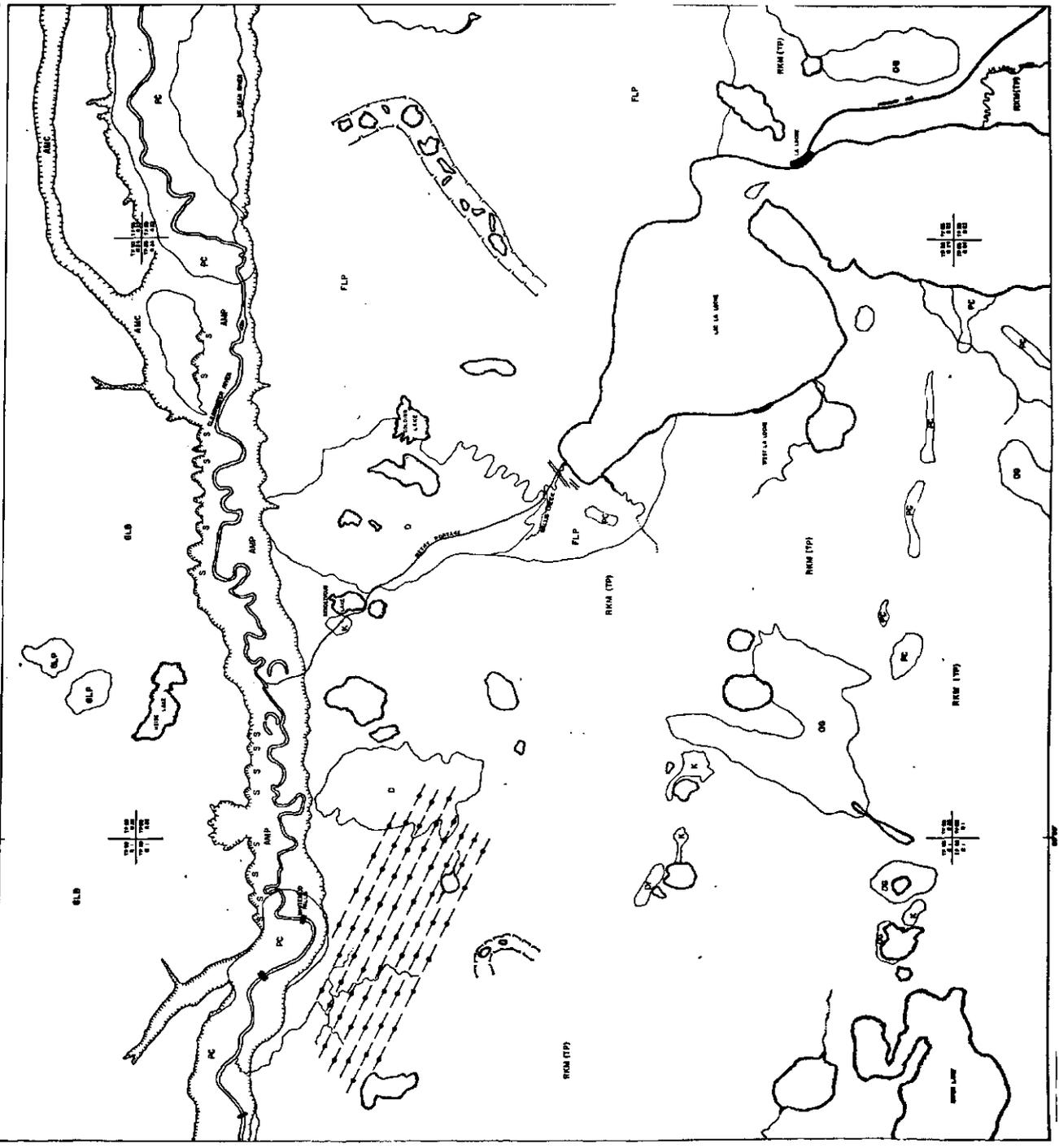
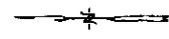


Figure 8

- 9 A portion of Methye Portage which passes through organic terrain. View to North.



Figure 9

10 View along Methye Portage in the vicinity of the Hudson's Bay Company Transport Depot. View to the south.



Figure 10

- 11 Aerial view of the tip of Lac La Loche peninsula—(Old Sylvestre's Point) which divides Lac La Loche almost in half. The arrow indicates the approximate site of La Loche House. View to the north.



Figure 11

12 Historic site locations on Lac La Loche peninsula (Old Sylvestre's Point).

1 La Loche House

2 Canoe pits

3 Métis house

4 Métis house

4 Roman Catholic Mission (1887-91)

○ Cellar depressions

— Hunting and dog trails

◊ Canoe pits

≡ Shoreline



LAC
LA
LOCHE

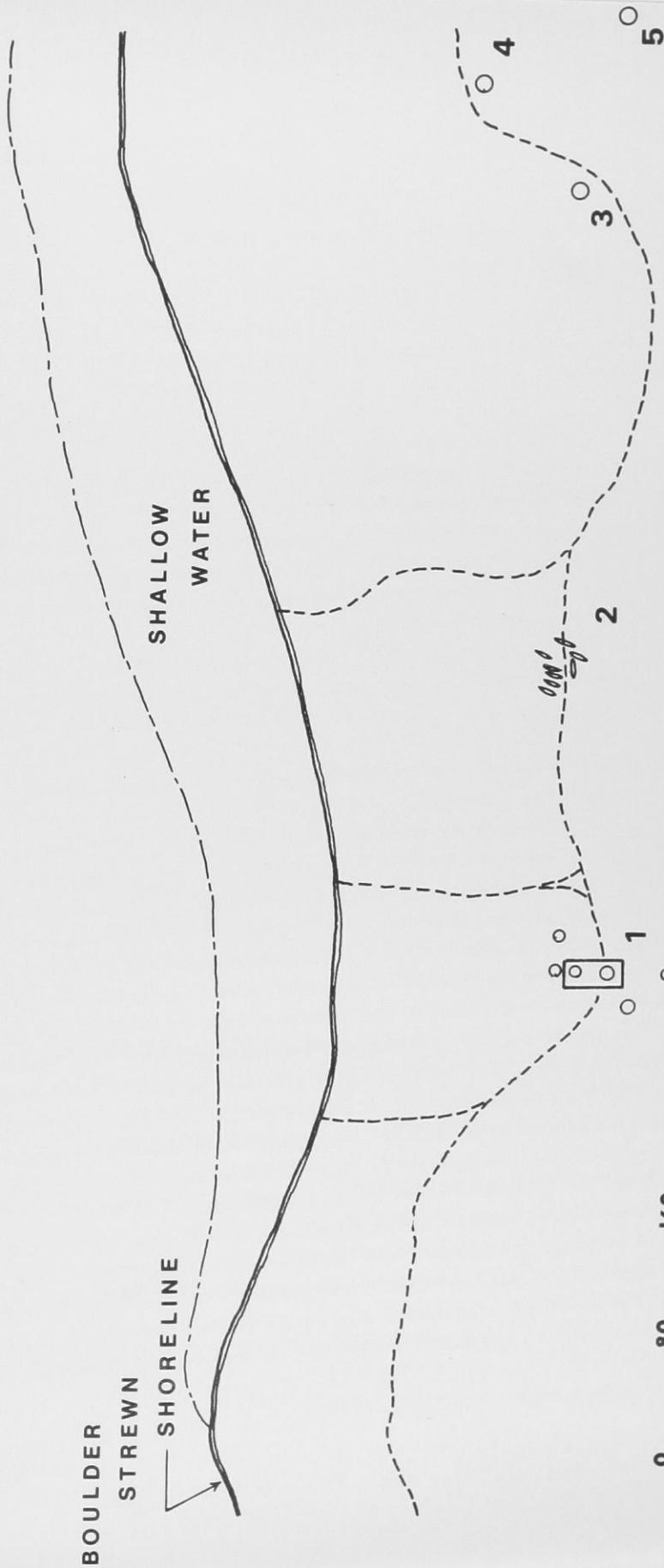


Figure 12

13 Contour map of the La Loche House site (HdOj-1) showing relative locations of depressions and chimney mounds.



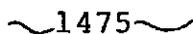
Depression



Chimney mound

00.00

Datum point



1475 Contour line (elevation in feet A.M.S.L.)

.5 ft.

Contour interval

+

Grid Coordinate



Limits of major area of excavation

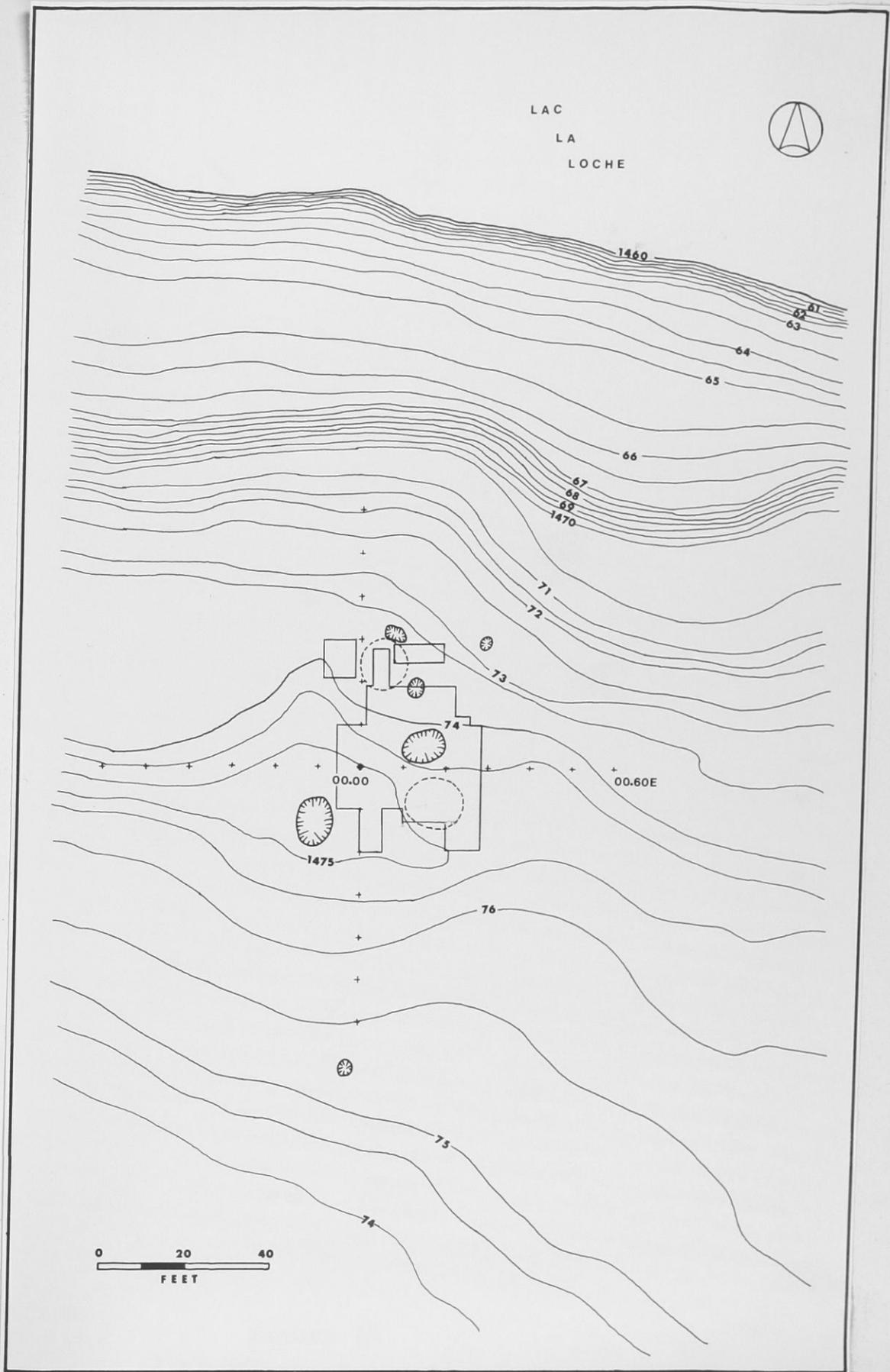
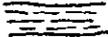
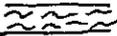


Figure 13

14 Plan of archaeological remains associated with the La Loche House site.

-  Wood - floor boards and sleepers.
-  Wood - collapsed wall and roofing logs, burnt sills and partition.
-  Stones - chimney, fireplace and roofing material.
-  Posts
-  Edge of cellar depression.
-  Sills and partition - sand and gravel matrix mottled with burnt soil.
-  Undisturbed subsoil (upper level) - surfaced with wood chips.
-  Burnt soil mottled with orange chinking.
-  Fireplace apron - packed clay.
-  Fireplace hearth - baked clay (hardpan).
-  Concentrations of fishbones, woodchips and artifacts in a gravel-sand matrix.
-  Loosely packed clay floor.

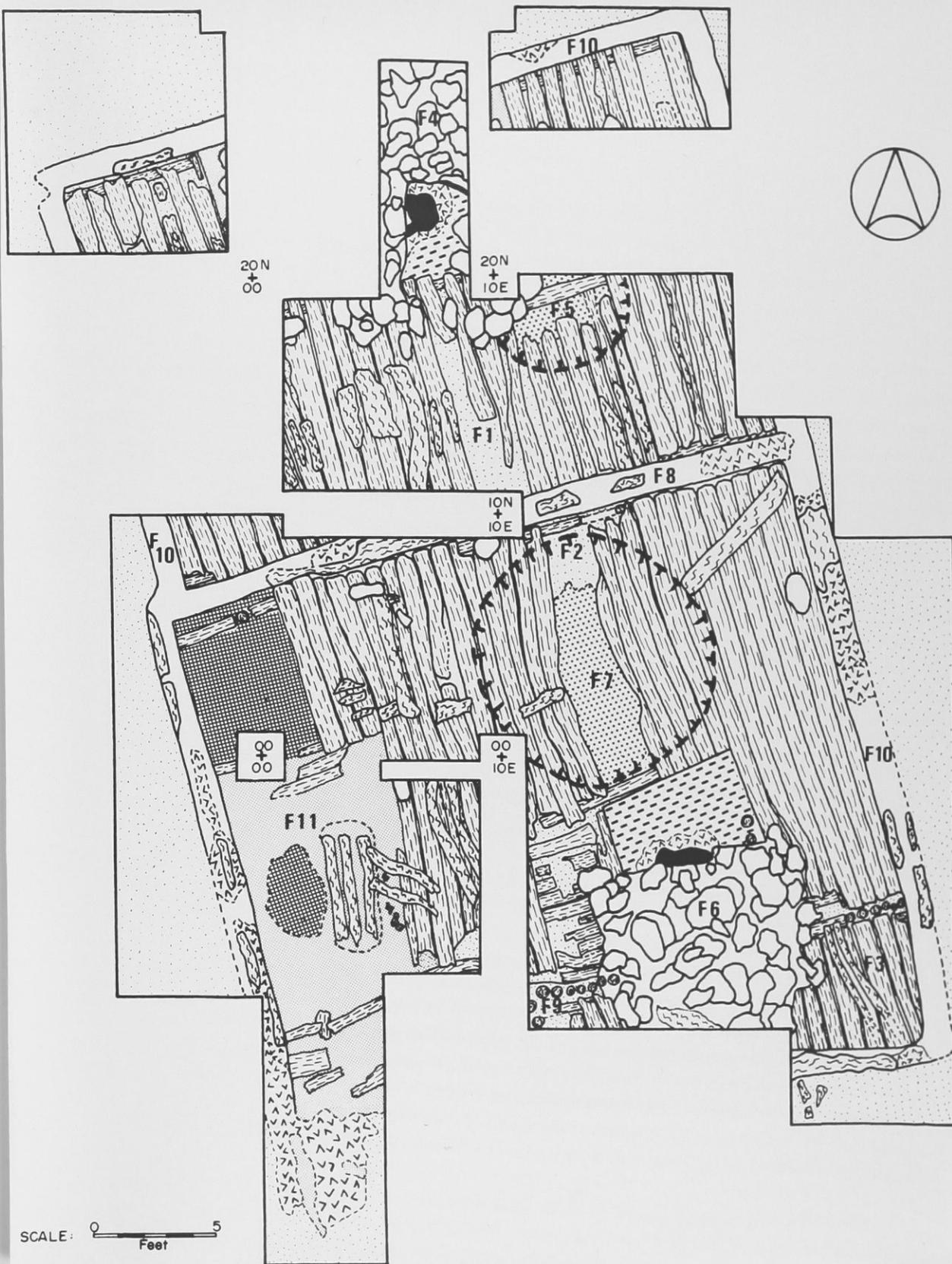


Figure 14

15 Schematic drawing of the room, cellar and fireplace layout of La Loche House. Not to scale.

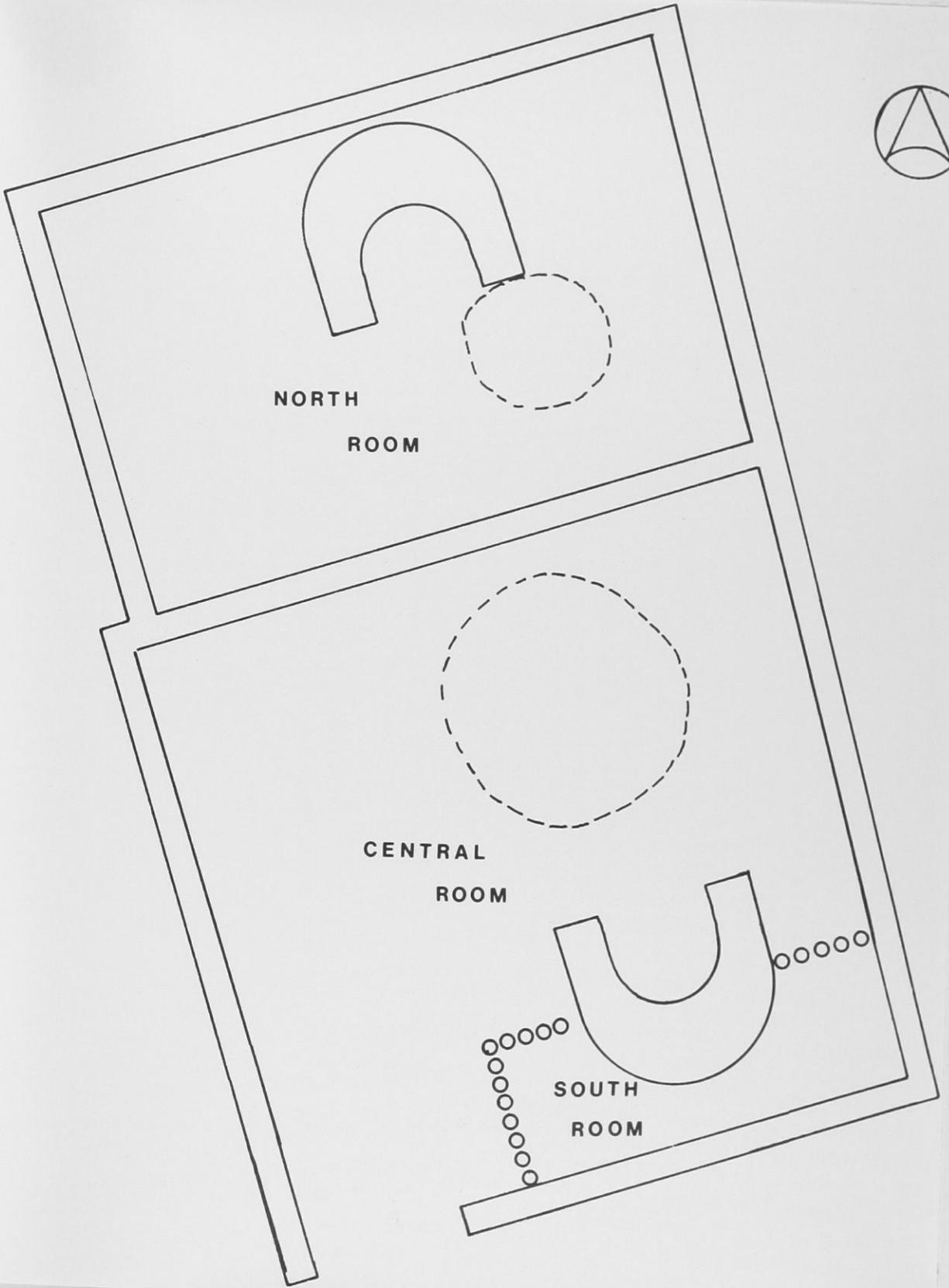


Figure 15

16 Portion of the partition which separates the central and south rooms. Segment is located east of the south fireplace and consists of vertical posts embedded in the ground. View to the east.

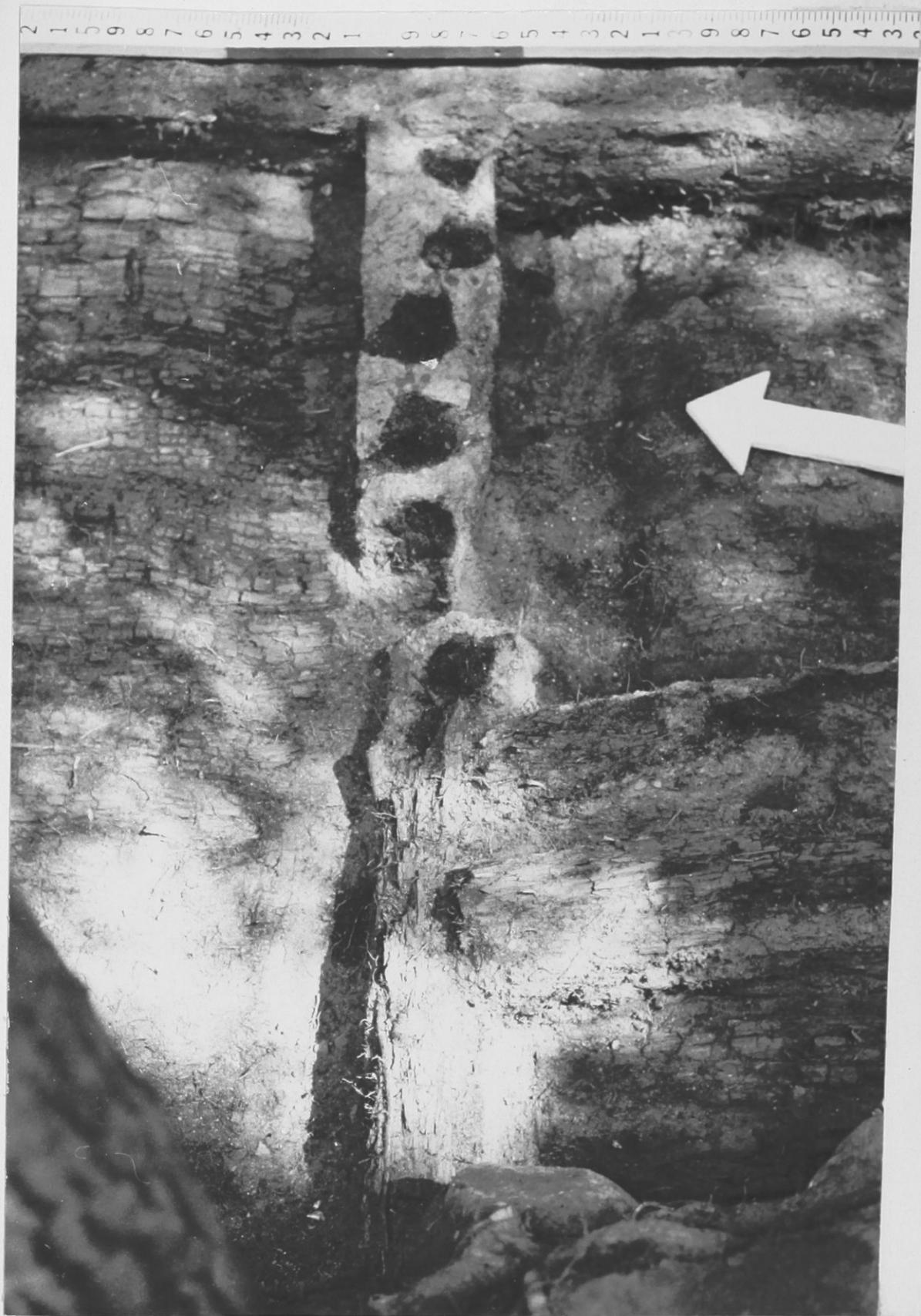


Figure 16

17 Unit 20N.10E showing north fireplace (F4) which has been extensively disturbed by relic hunters. View to the north.



Figure 17

18 . South fireplace (F6) showing stone firebox, packed and burnt clay hearth (arrow) and packed clay apron (foreground). View to the south.

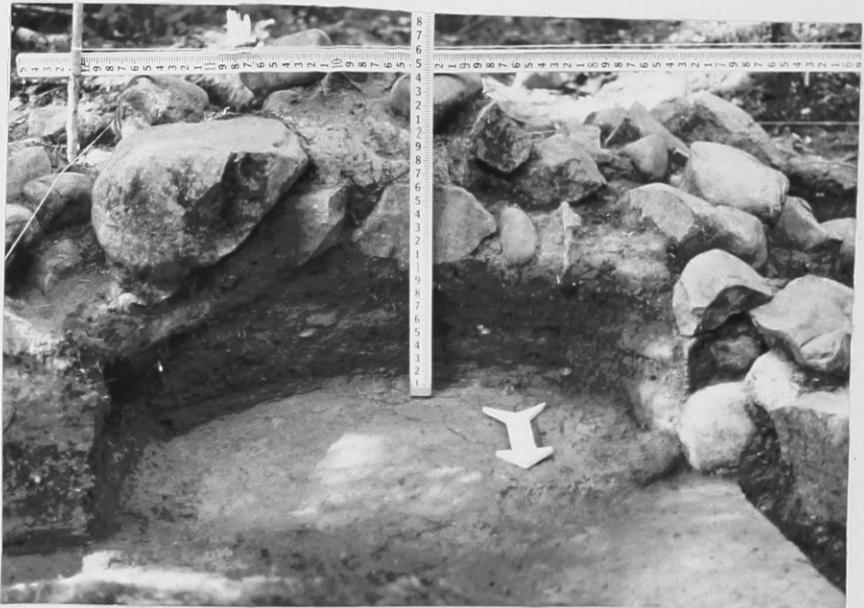


Figure 18

19 Remnants of two posts situated near the east cheek of the south fireplace. Vertical view.

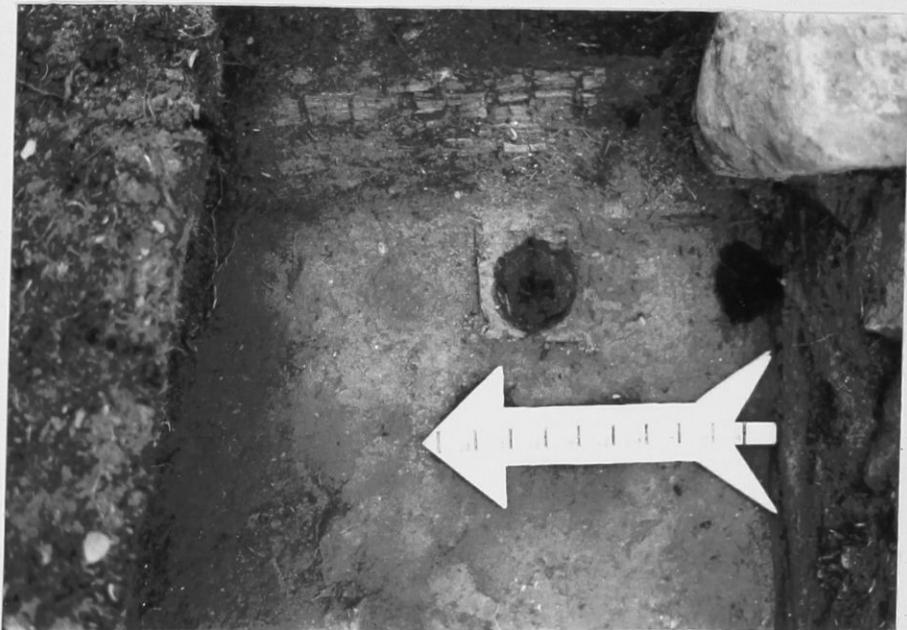


Figure 19

20 Southeast corner of the building showing well-preserved flooring remains, traces of partially excavated east wall (arrow), portion of the partition which separates the central and south rooms (to the right of arrow), and the east half of the south fireplace. View to the south.



Figure 20

21 Unit 00.10E showing flooring associated with the central room and wood and stone remains from the collapsed roof. (A) indicates a portion of the partition which separates the north and central rooms (F8). View to the south.



Figure 21

22 Detail of floor boards located in the south cellar depression. View to the east.

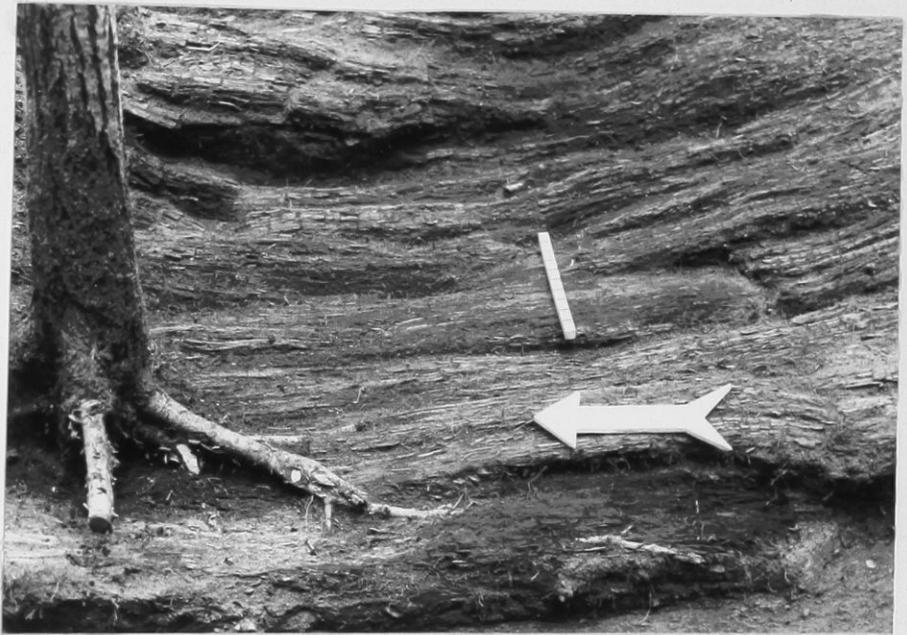


Figure 22

23 Unit 10N.20E showing a portion of the north room and the south half of cellar feature 5. View to the east.



Figure 23

24 Large south cellar depression (F7) located in the east half of the central room. View to the east.

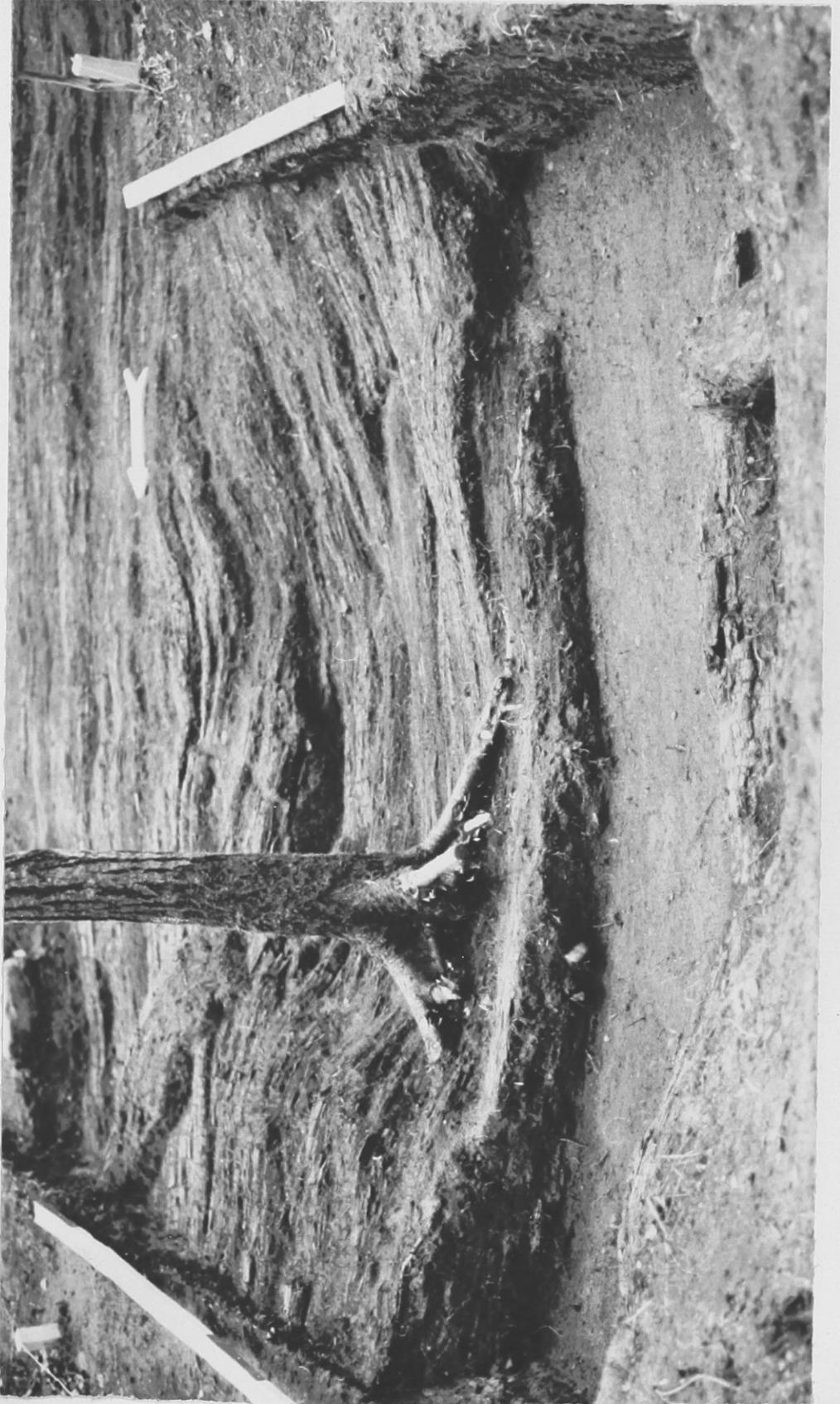


Figure 24

- 25 Stratigraphic section, south cellar, La Loche House.
- 1 Humus or leaf-mould layer - consisting of dead and decaying leaves and trees.
 - 2 Structural debris layer - consisting of a grey uniform sand and gravel matrix originating from the collapse of the structure's roof and walls.
 - 3 Collapsed floor level - consisting of split log timbers (floor boards and sleepers).
 - 4 Subfloor fill layer - consisting of white sand and clay.
 - 5 Undisturbed sub-soil layer - consisting of a coarse red-brown sandy gravel.
 - 6 Packed clay apron associated with the south fireplace.

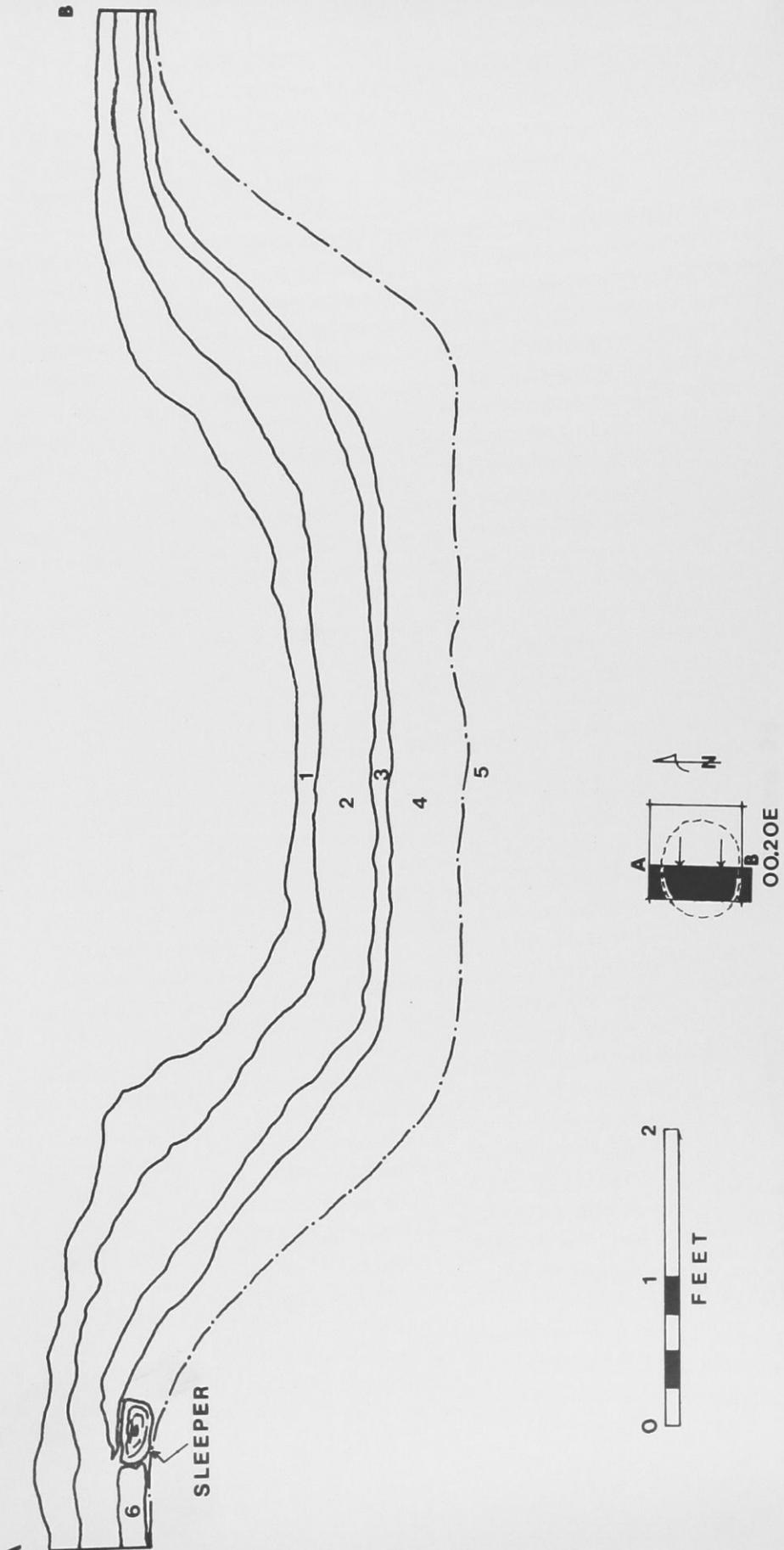


Figure 25

- 26 Files, awls, nails and a strike-a-light, La Loche House.
- a Tip of a triangular file (HdOj-1-150)
 - b Portion of a bastard file (HdOj-1-18).
 - c French clasp knife blade (HdOj-1-86).
 - d Offset awl blade, square in cross-section (HdOj-1-55).
 - e Offset awl blade, round in cross-section (HdOj-1-213).
 - f Offset awl blade, round in cross-section (HdOj-1-16).
 - g Portion of a knife blade (HdOj-1-185).
- h-1,n Hand-wrought nails, offset heads.
- m Hand-wrought nail, rose head.
 - o Hand-wrought nail, T-head.
 - p Steel strike-a-light (HdOj-1-24).

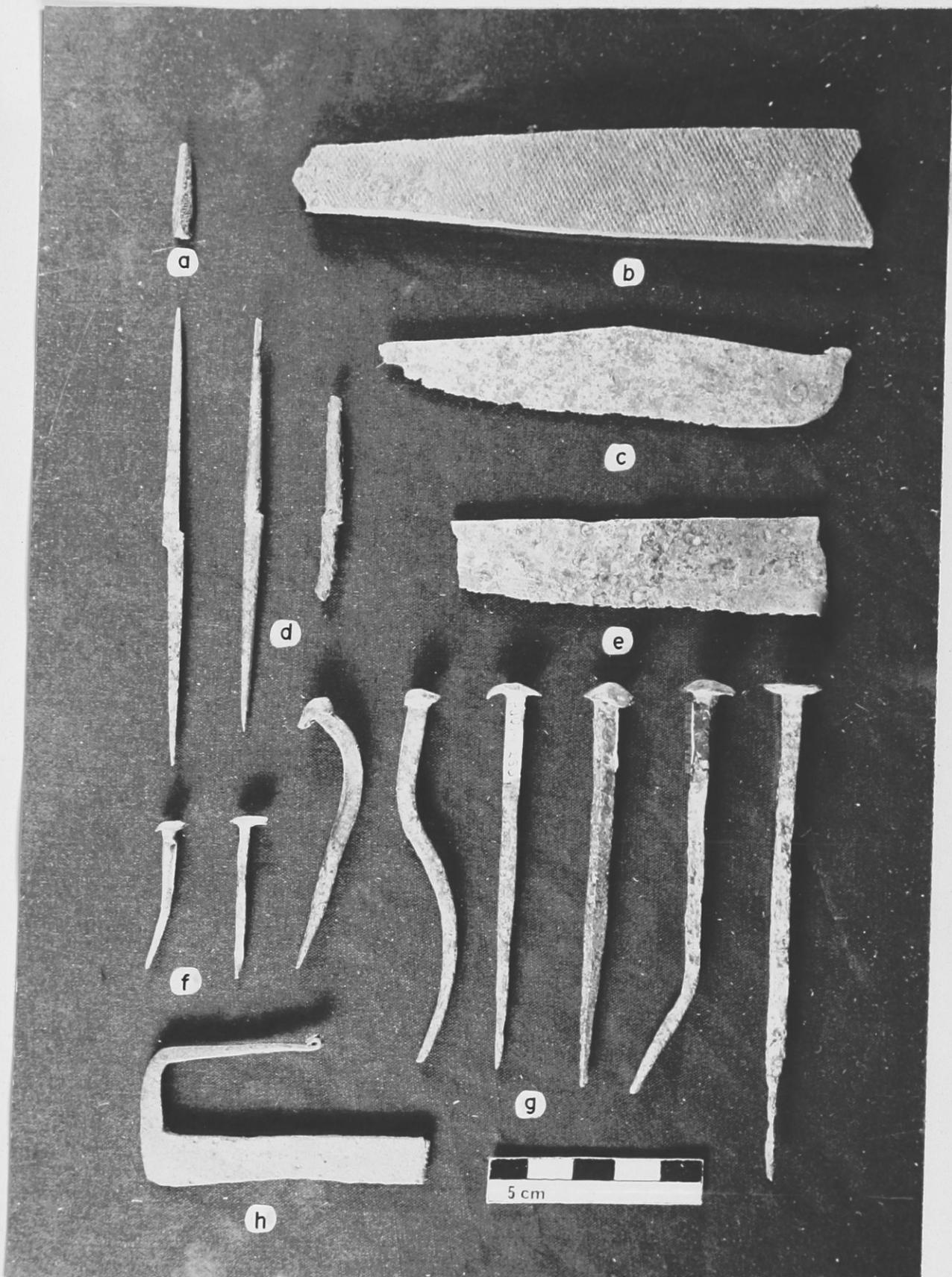


Figure 26

27 Gun Material

a-f Gun spalls (HdOj-1-222, 42, 28, 3, 30, 101).

g Frizzen (HdOj-1-56).

h Trigger-guard fragment (HdOj-1-94).

i Sear (HdOj-1-21).

j Breech plug (HdOj-1-54).

k-m Musket balls.

n-r Lead shot.

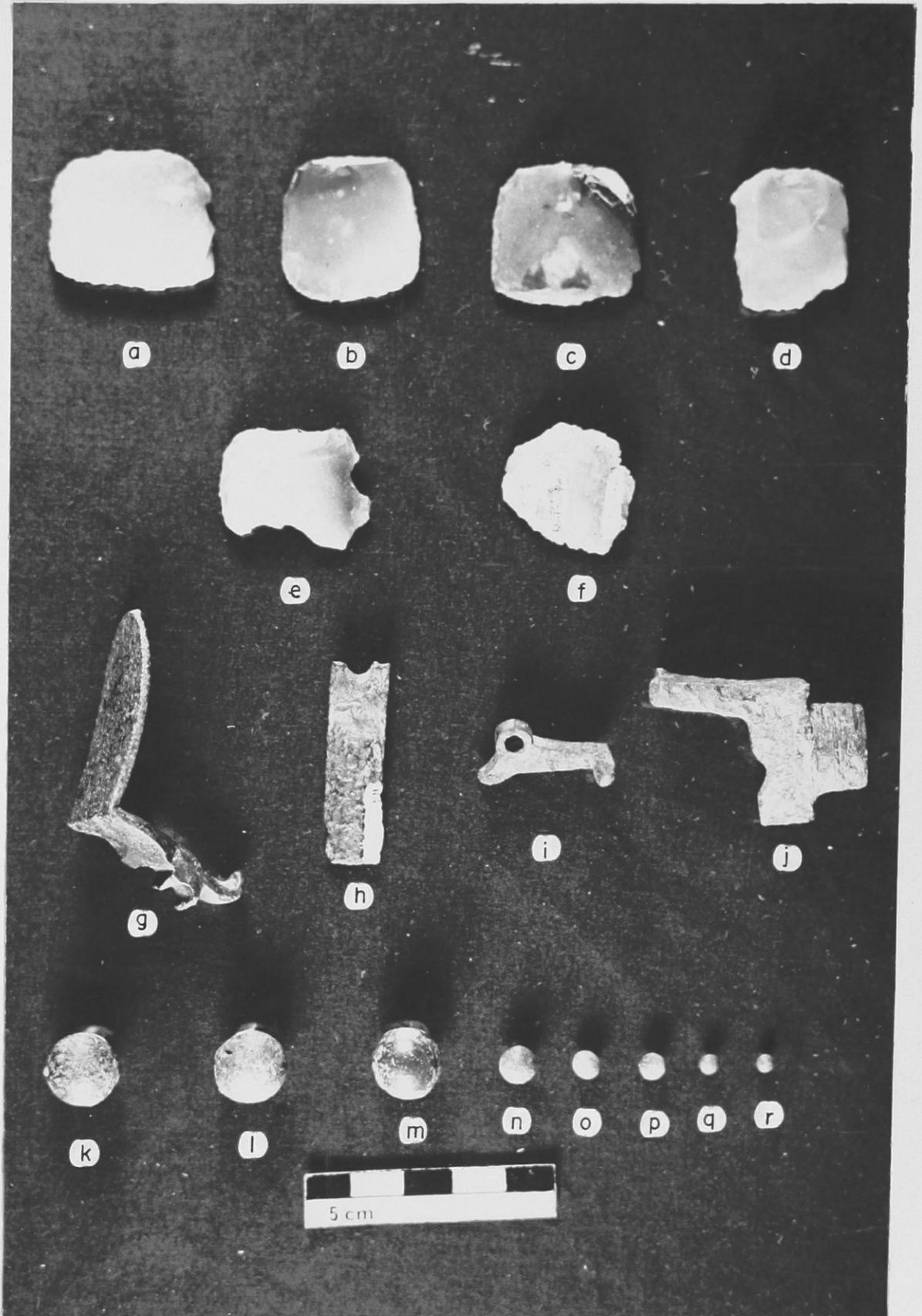


Figure 27

28 Drawing of a coarse red earthenware jar showing basic form. The vessel is identified as a Quebecois utility jar dating to the last quarter of the 18th century. The jar has been hand-finished on the interior and tool-smoothed on the exterior (HdOj-1-1).

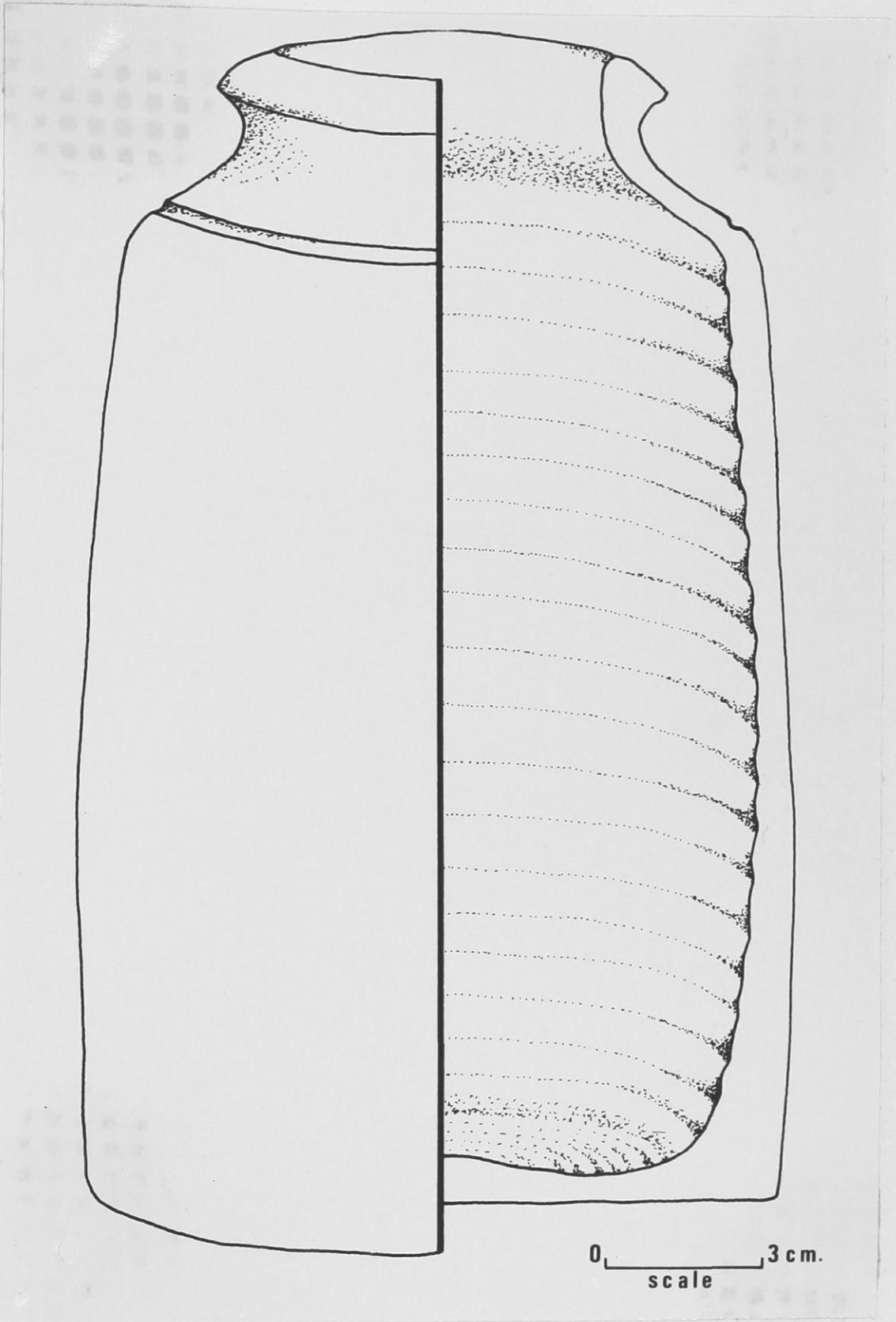


Figure 28

- 29 Portion of the base of a coarse red earthenware jar.
Interior view, showing transparent lead glaze.
(HdOj-1-1).



Figure 29

30 Chinking and creamware, La Loche House.

a-d Chinking fragments with grass and pebble tempering.

e Base fragment from a creamware vessel. The vessel is either a small bowl or a cup. The fragment has been burnt (HdOj-1-248).

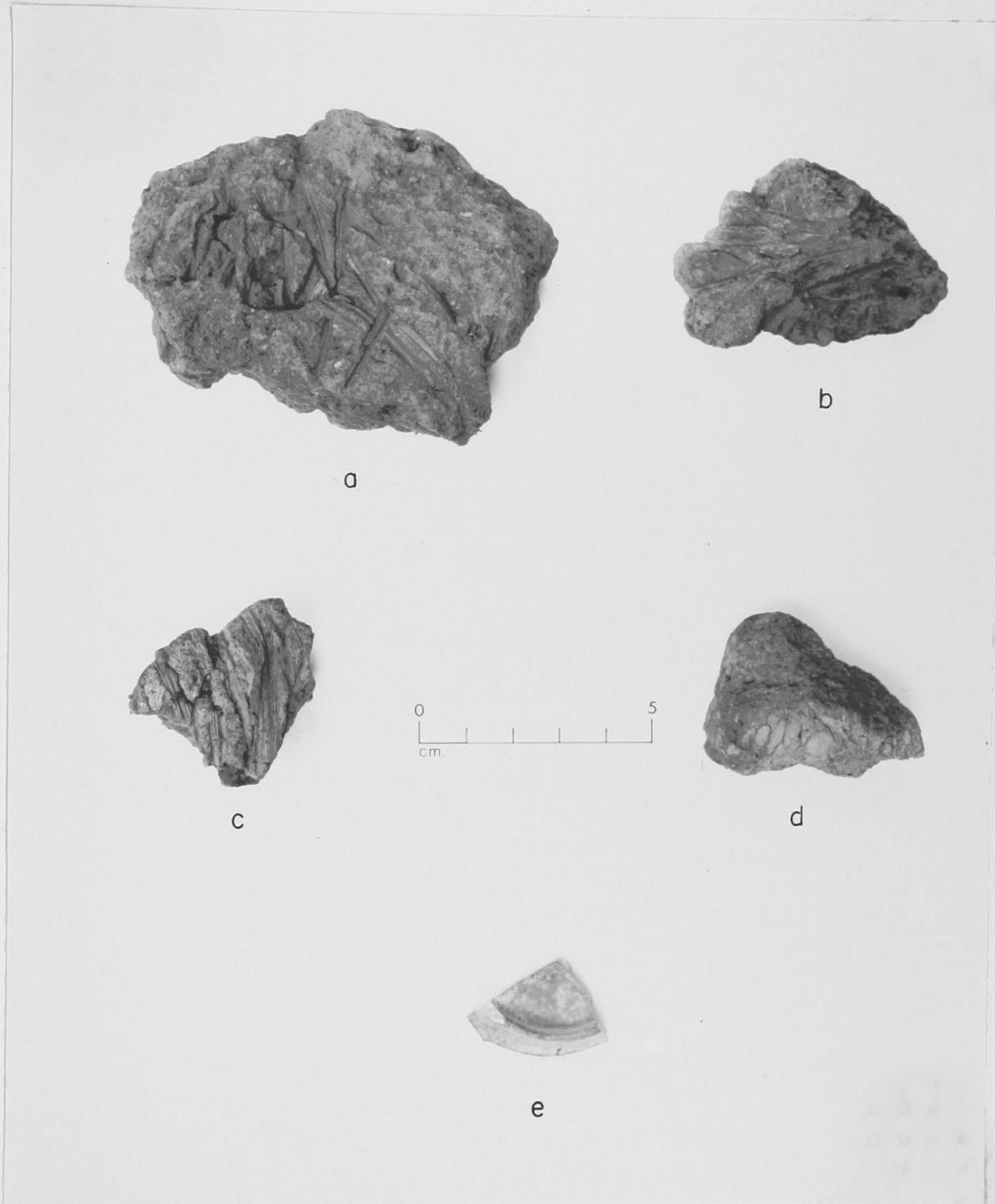


Figure 30

- 31 Glass fragments and lead bale seal, La Loche House.
- a,b Mirror glass fragments with silvering (HdOj-1-246; HdOj-1-239).
- c,d Window glass fragments (HdOj-1-29; HdOj-1-202).
- e Shoulder fragment from a light green liquor bottle (HdOj-1-242).
- f Melted glass fragment (HdOj-1-96).
- g Lead bale seal with illegible inscription in relief on the upper face (HdOj-1-78).
- h Glass fragment from the front panel of a Robert Turlington's Balsam of Life bottle. The raised letters include [K]i[ngs]
[R]oy[al]
(HdOj-1-4).

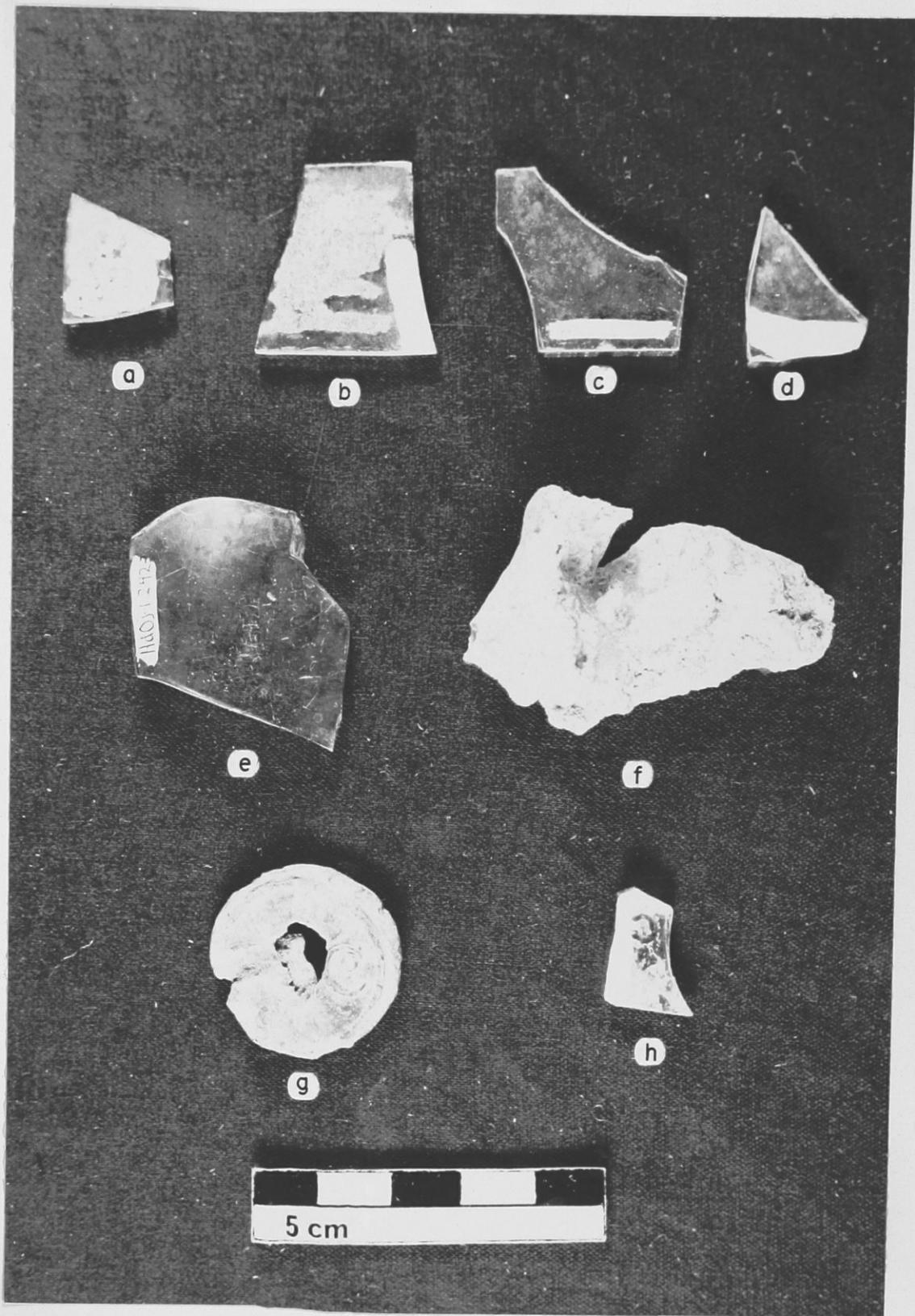


Figure 31

32 Clothing and personal adornment items, La Loche House.

- a Brass and iron shoe buckle (HdOj-1-33).
- b Brass cuff-link (HdOj-1-92).
- c Silver plated white metal jewellery piece with an inlaid glass centre (HdOj-1-83).
- d-j Copper tinkle cones.
- k Silver ear-ring (HdOj-1-264).
- l Silver hair brooch (HdOj-1-265).

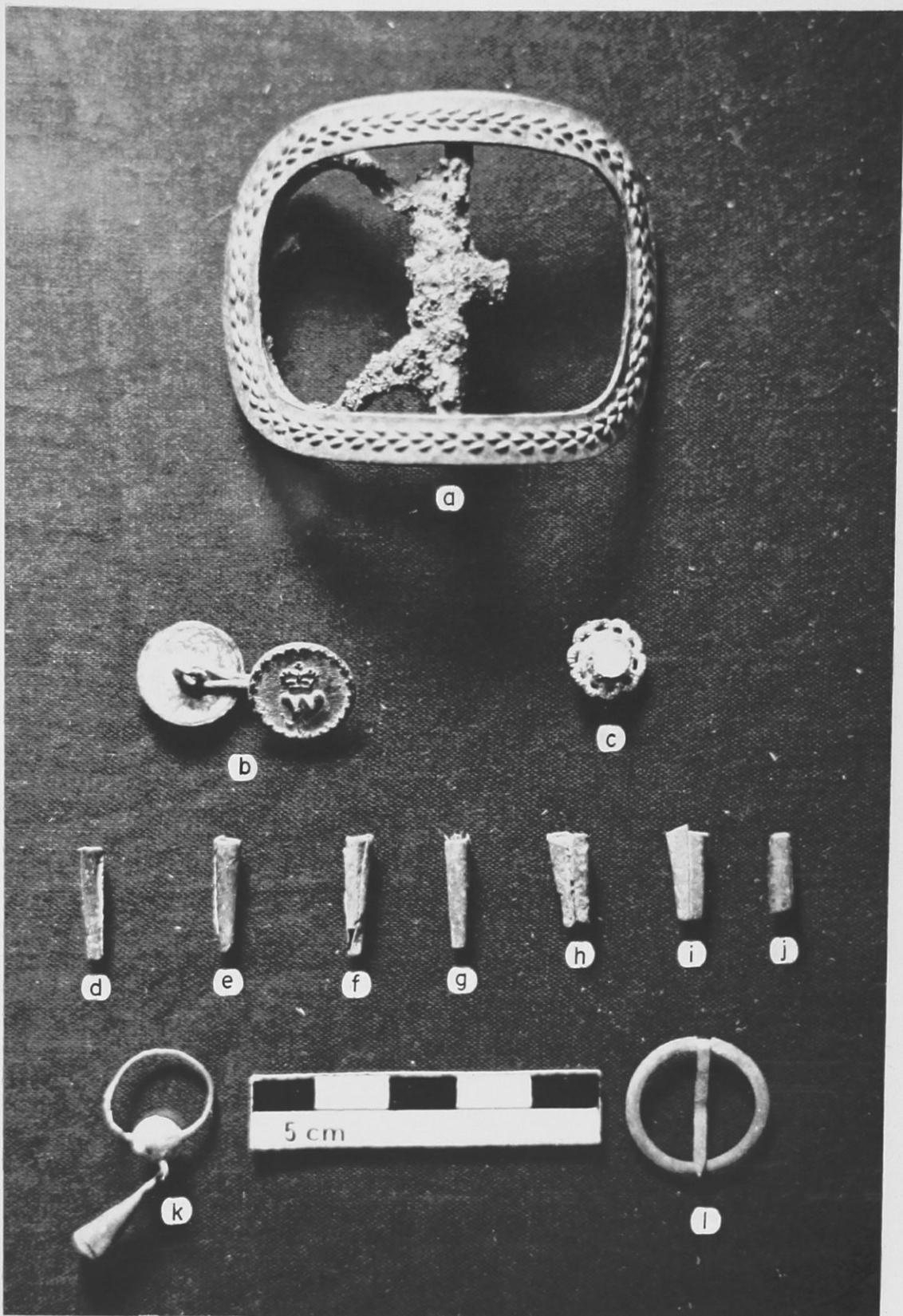


Figure 32

- 33 Clay pipes, buttons and beads, La Loche House.
- a, b Clay pipe bowl fragments, TD mark (HdOj-1-216; HdOj-1-200).
- c, d Clay pipe stem fragments (HdOj-1-85; HdOj-1-123).
- e Four hole bone button (HdOj-1-57).
- f-j Mother-of-pearl buttons (HdOj-1-58 to 62).
- k Wound bead - round; large size; opaque light blue (?).
- l Drawn bead - faceted; large size; clear colourless outer layer; translucent oyster white core.
- m Wound beads - (left) oval; large size; opaque; white.
- (right) oval; large size; opaque; turquoise (?).
- n Wound bead - round; large size; opaque; white.
- o Brass bead.
- p Drawn bead - circular; large size; opaque redwood outer layer; transparent apple green core.
- p Drawn bead - tubular; small size; translucent; oyster white.
- r Drawn bead - tubular; small size; translucent; brite navy.
- s Drawn bead - circular; medium size; clear scarlet outer layer; opaque white core.
- t Drawn bead - circular; medium size; opaque, white.
- u Drawn beads - tubular and circular; oyster white and bright blue.

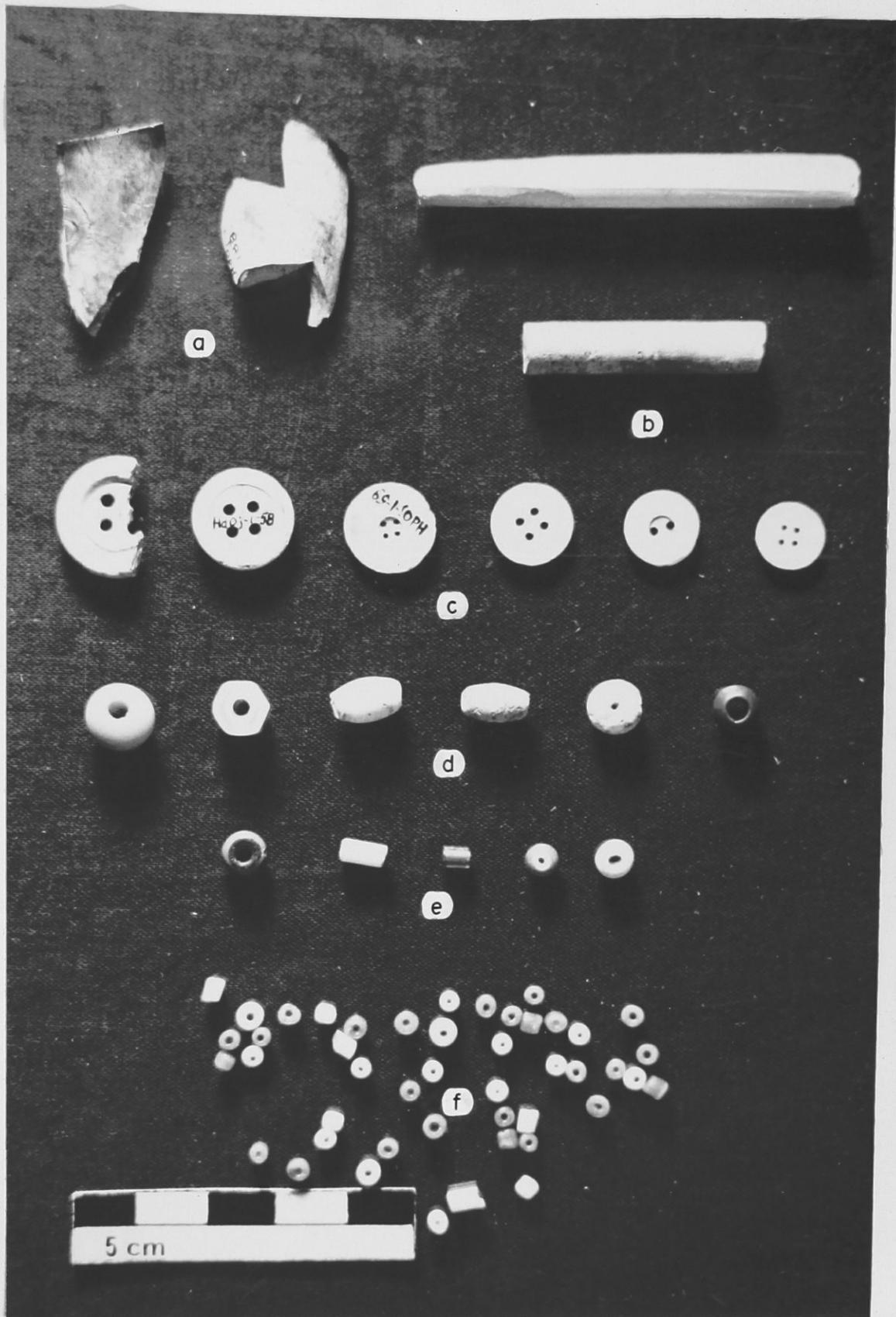


Figure 33

- 34 Miscellaneous metallic objects, La Loche House.
- a Sheet copper fragment (HdOj-1-212).
 - b Rolled lead fragment (HdOj-1-7).
 - c Brass wire fragment (HdOj-1-211).
 - d Brass wire fragment (HdOj-1-87).
 - e Incomplete circular tin object (HdOj-1-229).
 - f Possible strike-a-light (HdOj-1-190).
 - g,h Unidentifiable threaded (interior) brass cones
(HdOj-1-98; HdOj-1-82).
 - i Probable teapot handle (HdOj-1-228).
 - j Brass wire fragment (HdOj-1-180).

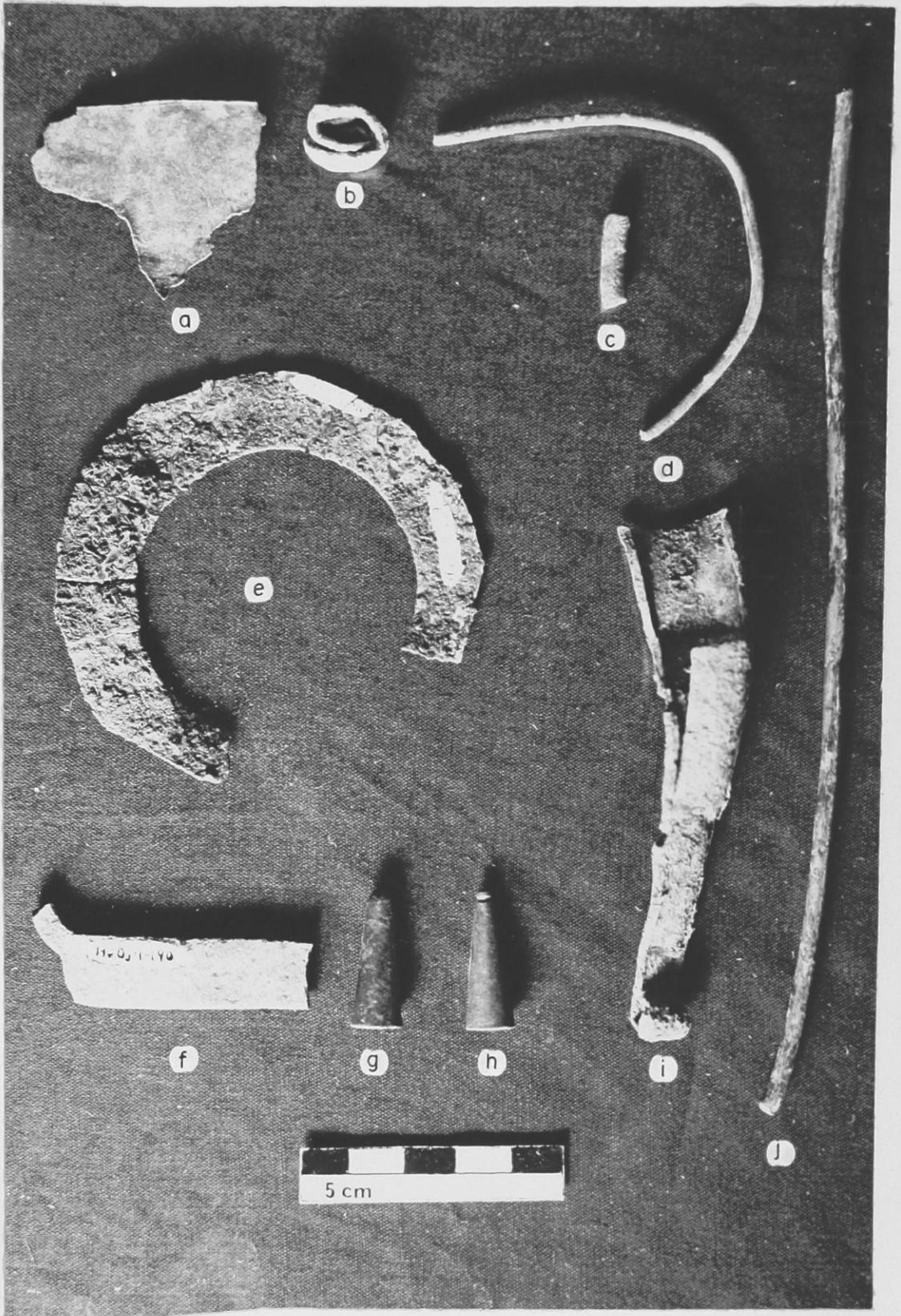


Figure 34

- 35 Lithic artifacts of native origin, La Loche House.
- a Pipe bowl fragment, unpolished steatite (HdOj-1-9).
 - b Pipe bowl fragment, polished steatite (HdOj-1-168).
 - c Carved soft clayey stone object (HdOj-1-107).
 - d Corner-notched point or knife (HdOj-1-266).
 - e Besant point (HdOj-1-232).
 - f Besant point (HdOj-1-234).
 - g Prairie side-notched point (HdOj-1-235).
 - h Carved limestone object (HdOj-1-215).
 - i Retouched flake (HdOj-1-209).
 - j Retouched flake (HdOj-1-227).

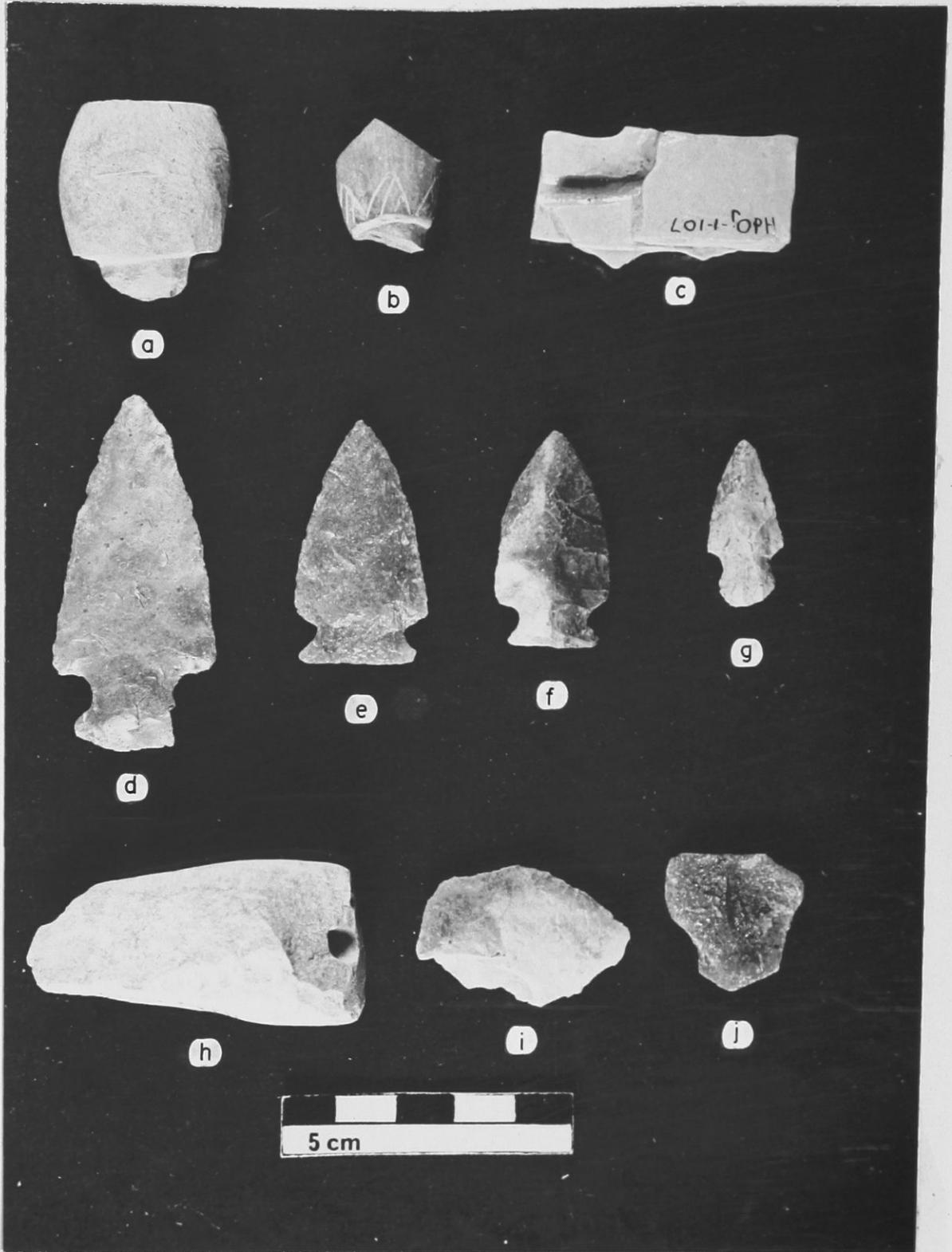


Figure 35

- 36 Carved bone and antler objects, La Loche House.
- a "Bone bead blank" (HdOj-1-187).
 - b Fragment from a fresh water bivalve (faunal remains).
 - c Antler tine handle (HdOj-1-151).
 - d Carved antler tine (HdOj-1-267).
 - e Antler tine (HdOj-1-217).



Figure 36

37 Aerial view of the Hudson's Bay Company Transport Depot (HdOk-1). The tent in the open clearing rests upon the north strandline where the site's main structures were found. The animal stockade is located in the right centre foreground, and Methye Portage near the upper right corner of the photograph. View to the southwest.



Figure 37

38 Aerial view of the north strandline, Hudson's Bay Company Transport Depot. The two rectangular excavation units are associated with the major site refuse pit (F6). The southwest storehouse (F3) and the main house (F1) are situated near the upper left corner of the photograph, while the northeast storehouse remains are located directly to the right of the tent. View is to the northwest.

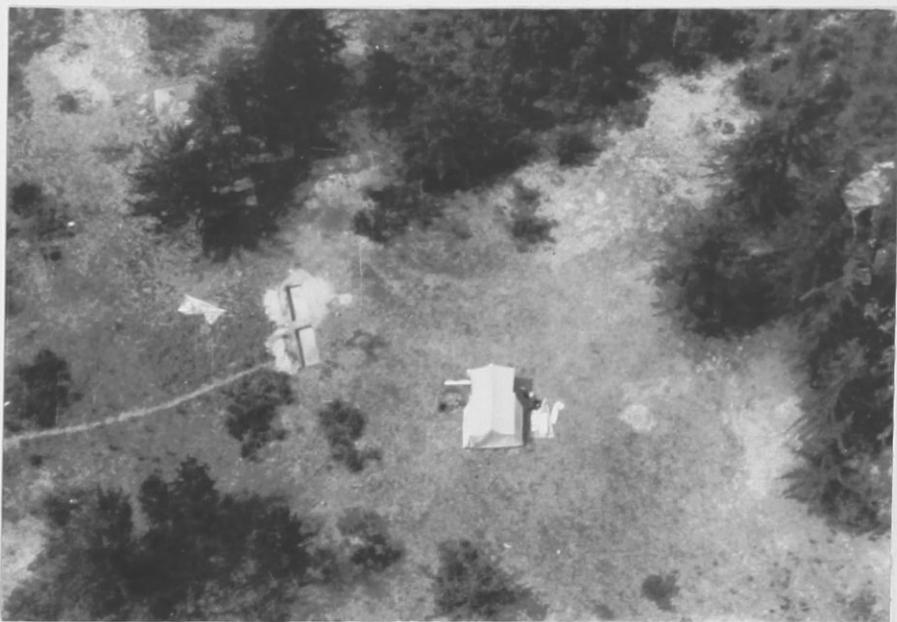


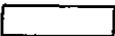
Figure 38

- 39 View of a large shallow blowout on the south strandline (foreground) towards the north strandline (tent). View to the northeast.



Figure 39

40 Contour map of the Hudson's Bay Company Transport Depot site (HdOk-1) showing location of structures and excavation units.

	Depression
	Fireplace
	Excavation unit
	Structural remains (excavated)
	Structural remains (unexcavated)
00.00	Datum point
	Contour line (elevation in feet A.M.S.L.)
1 ft.	Contour interval
+	Grid coordinate

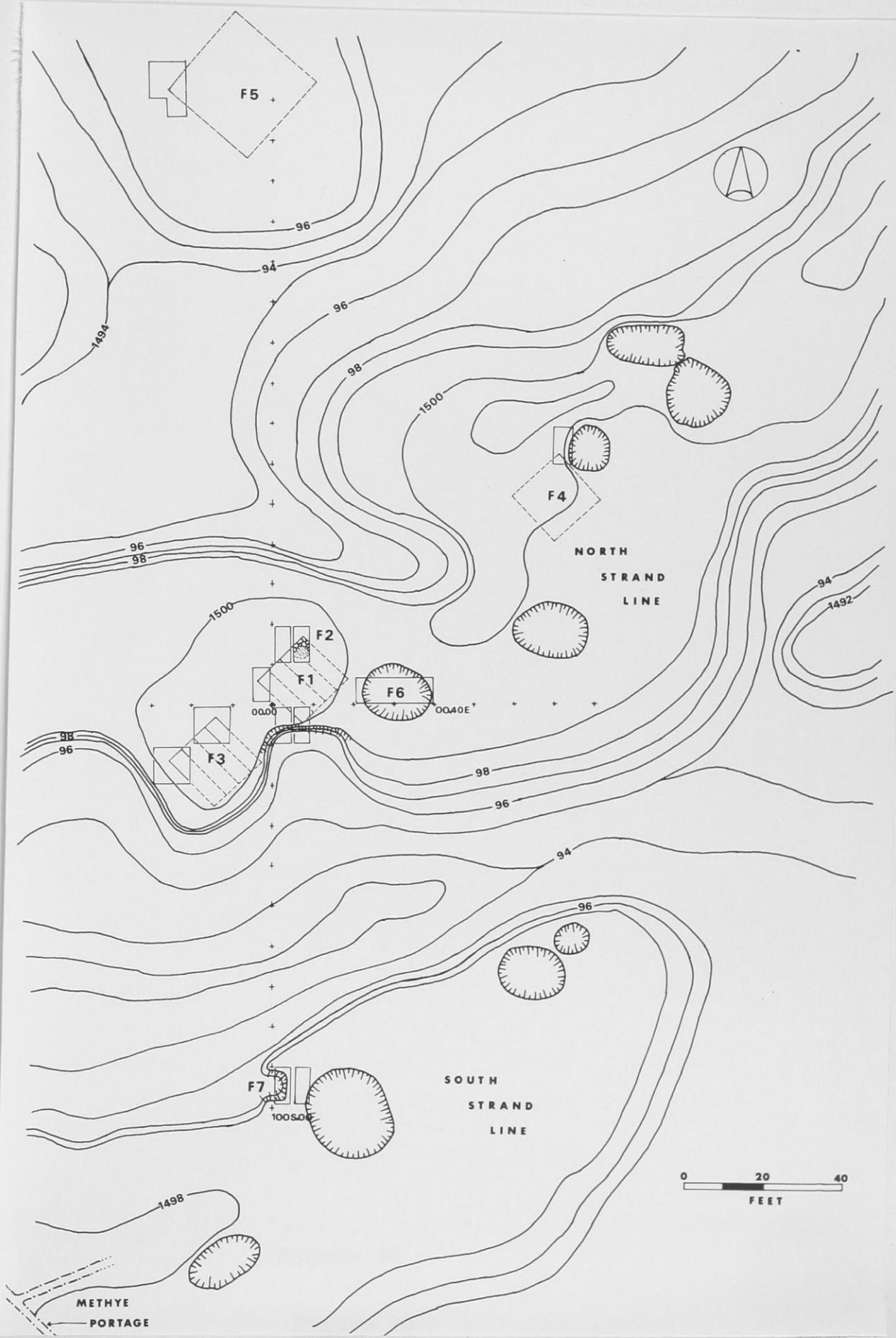
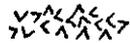
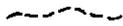


Figure 40

41 Plan of main house, Hudson's Bay Company Transport Depot.



Chinking



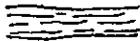
Soil Change



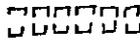
Limit of Excavation



Stones (fireplace)



Wood



Linear depression (sill and sleeper)

YS

Yellow Sand (exposed subsoil)

PC

Packed clay (fill beneath floor)

BS

Packed black sandy loam

HP

Hardpan (hearth)

PB

Packed and burnt clay

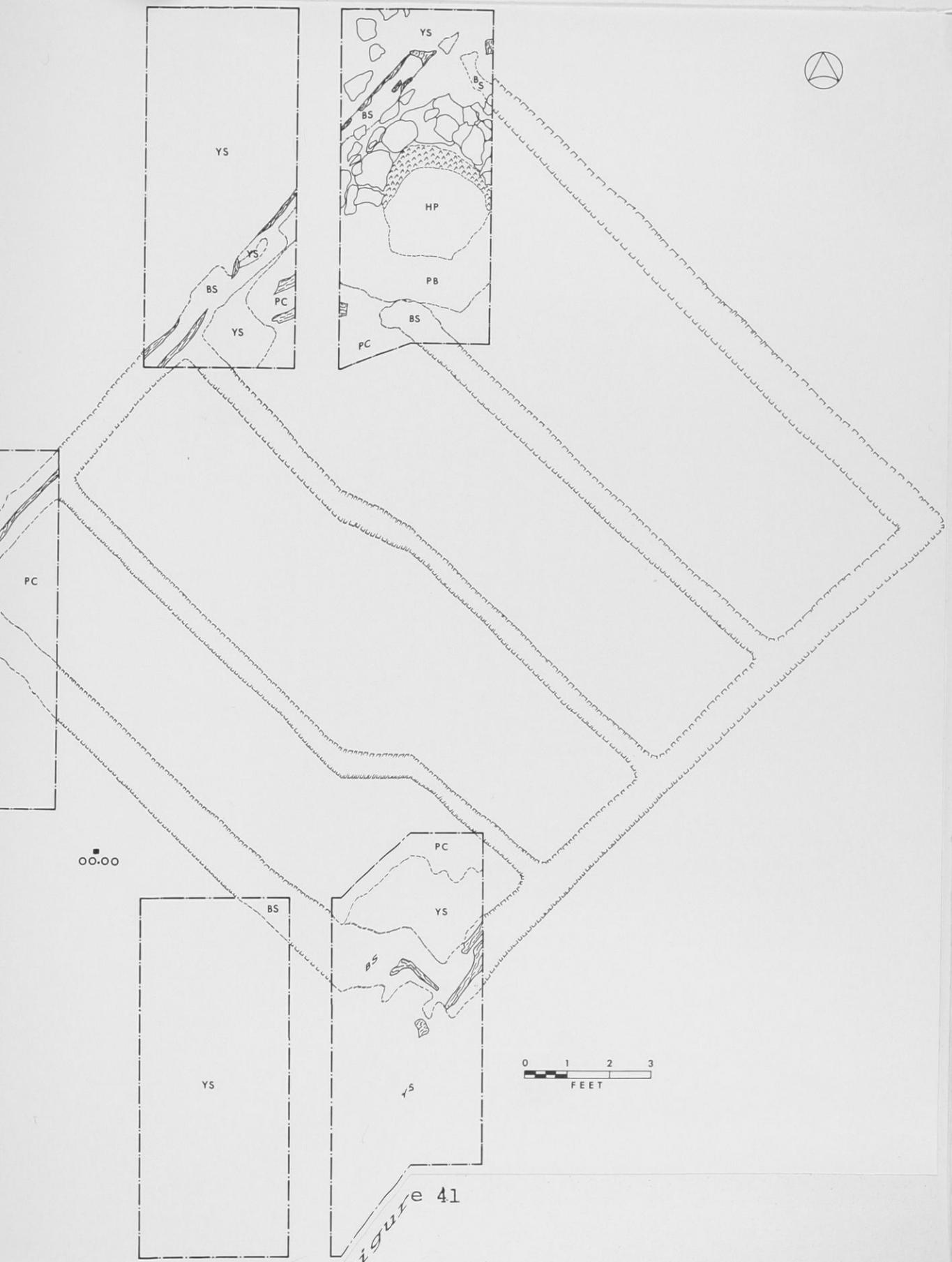


Figure 41

- 42 South corner of the main house, Transport Depot.
Directional arrow locates the approximate corner as indicated by soil changes and wood traces. Shallow linear depressions indicate the locations of portions of the articulating walls and the first and second sleepers from the southwest wall. View is to the north.



Figure 42

43 West corner of the main house, Transport Depot.

Directional arrow is located on the outside of the building on the undisturbed yellow sand subsoil. Dark soil indicates the interior of the building. View is to the north.



Figure 43

44 Portion of the northwest wall of the main house,
Transport Depot. Directional arrow indicates the wall
location. View is to the north.

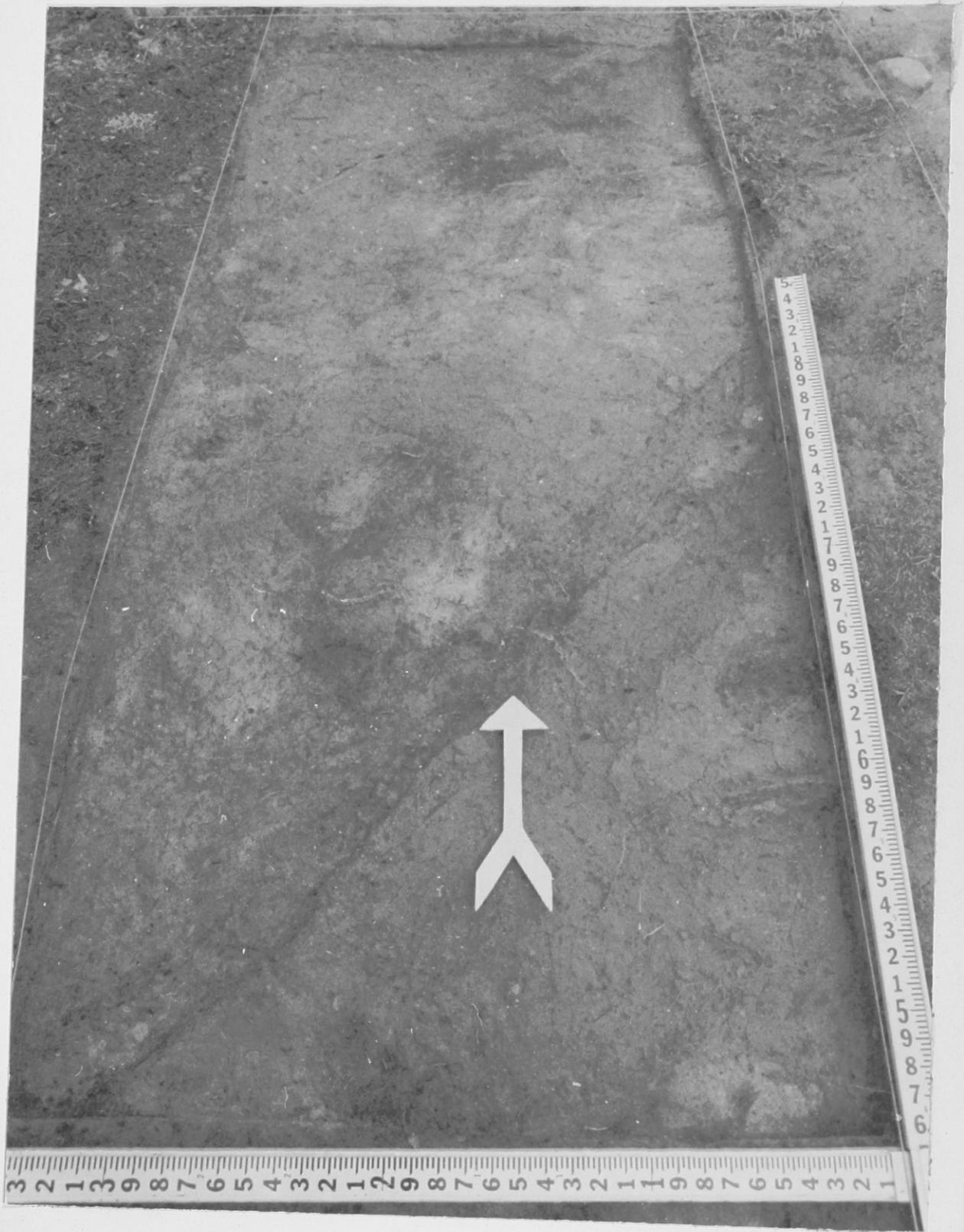


Figure 44

45 North corner of the main house, Transport Depot. Arrow indicates the approximate location of the corner. The back of fireplace feature 2 is also shown. The latter is located completely within the building in the north corner. View is to the south.



Figure 45

- 46 Fireplace (F2) of the main house, Transport Depot. Remains of a burnt orange clay lining are located immediately in front of the stone firebox. The baked (hard pan) clay hearth is in the foreground. View is to the north.

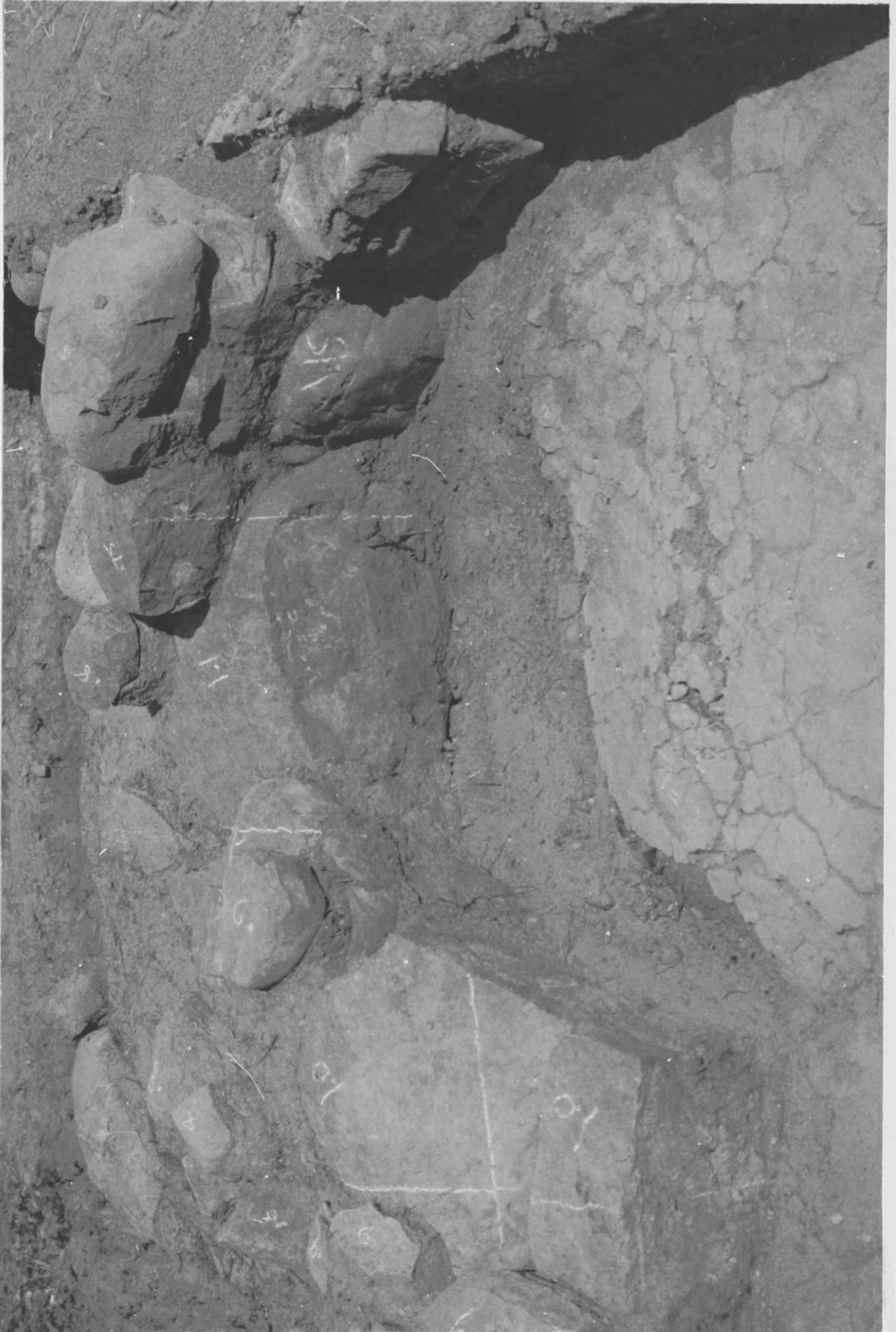


Figure 46

47 General view of the southwest storehouse (F3), Transport Depot, showing shallow linear depressions indicating wall and sleeper locations. The south strandline is situated in the background. View is to the southeast.



Figure 47

48 West corner of the southwest storehouse, Transport Depot, showing faint linear depressions and soil discolorations indicating wall locations. The directional arrow is situated just inside the corner between the southwest wall and the first sleeper. View is to the northwest.



Figure 48

49 General view of the low flat clearing in which the animal stockade (F5) is located. The clearing is covered with Sphagnum and is interspersed with small jack pine. View is to the east.



Figure 49

50 West corner of the animal stockade, Transport Depot,
showing post remains. View is to the south.

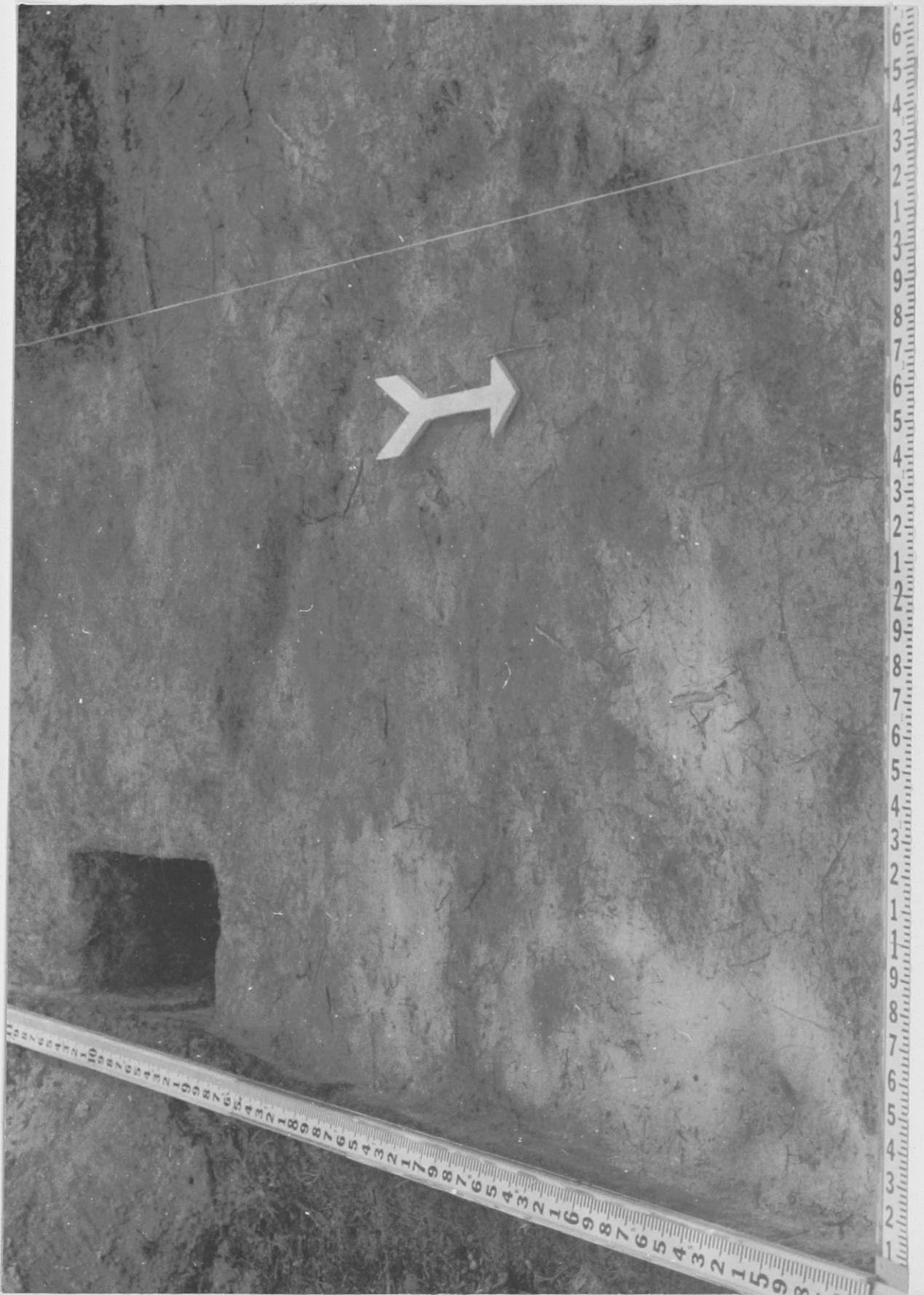


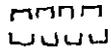
Figure 50



51 Plan of the west corner of the animal stockage (F5),
Transport Depot.



Post



Linear depression



Limit of excavation

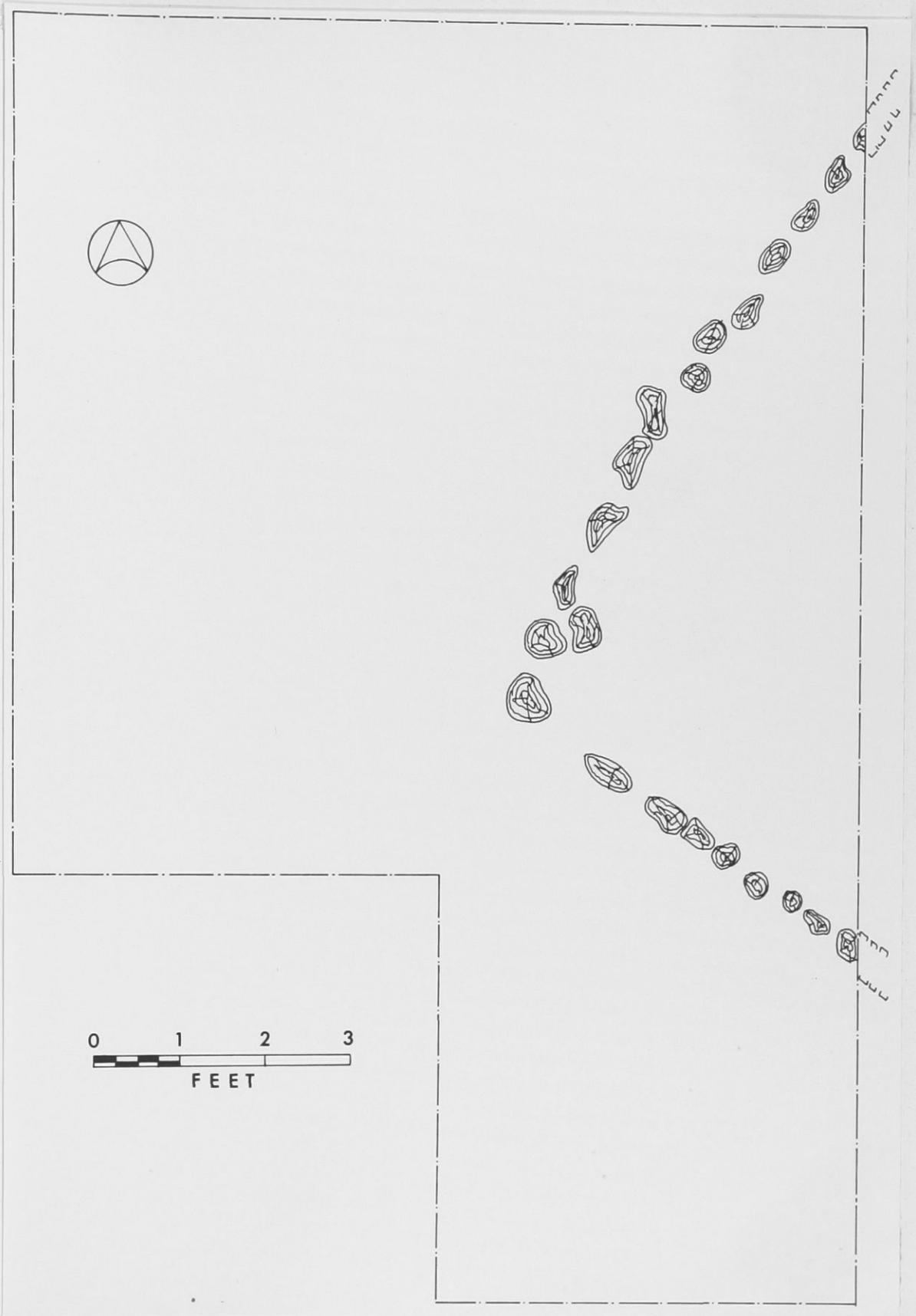


Figure 51

52 Profile of one of the vertical posts associated with the animal stockade, Transport Depot. View is to the east.



Figure 52

53 Soil stratigraphy associated with the site's main refuse pit (F6), Transport Depot.

- 1 Sod and topsoil.
- 2 Dark brown very sandy loam mottled with white ash and chinking (refuse layer).
- 3 Undisturbed subsoil - yellow sand.

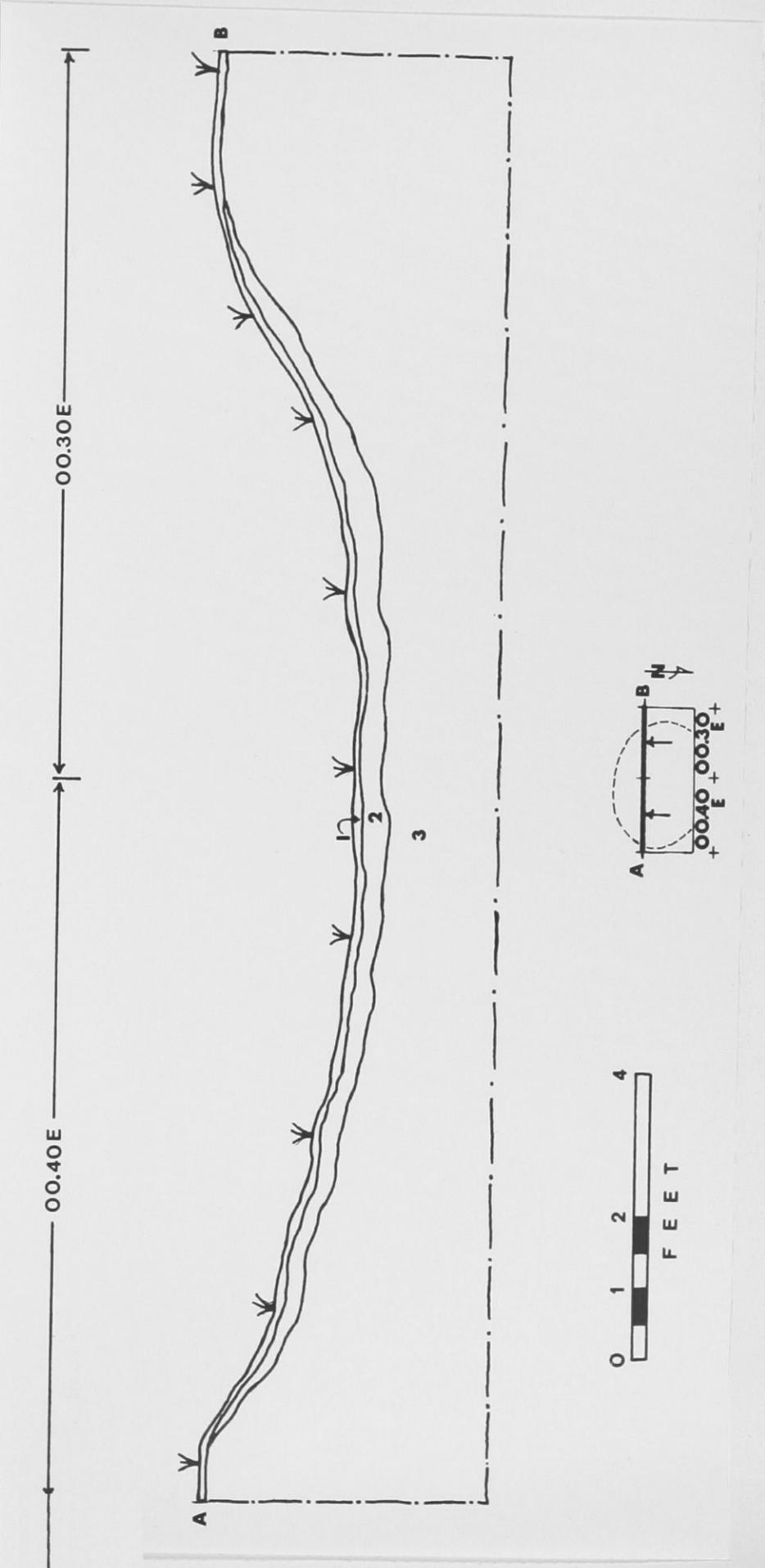


Figure 53

54 Hand-wrought nails, Transport Depot.

- a Complete, square head
- b Incomplete
- c Incomplete
- d Complete, square head
- e Complete, rose head
- f Complete, rose head
- g Complete, rose head
- h Complete, rose head
- i Complete, clasp head
- j Complete, rose head
- l Incomplete
- m Incomplete
- n Complete, rose head
- o Complete, flat head
- p Complete, flat head
- q Incomplete, flat head
- r Incomplete, rose head



Figure 54

55 Machine-cut nails, Transport Depot.

- a Rectangular head
- b Gable head
- c Gable head
- d Gable head
- e Gable head
- f Gable head
- g Rectangular head
- h Rectangular head
- i Square head
- j Rectangular head
- k Square head
- l Square head
- m Square head

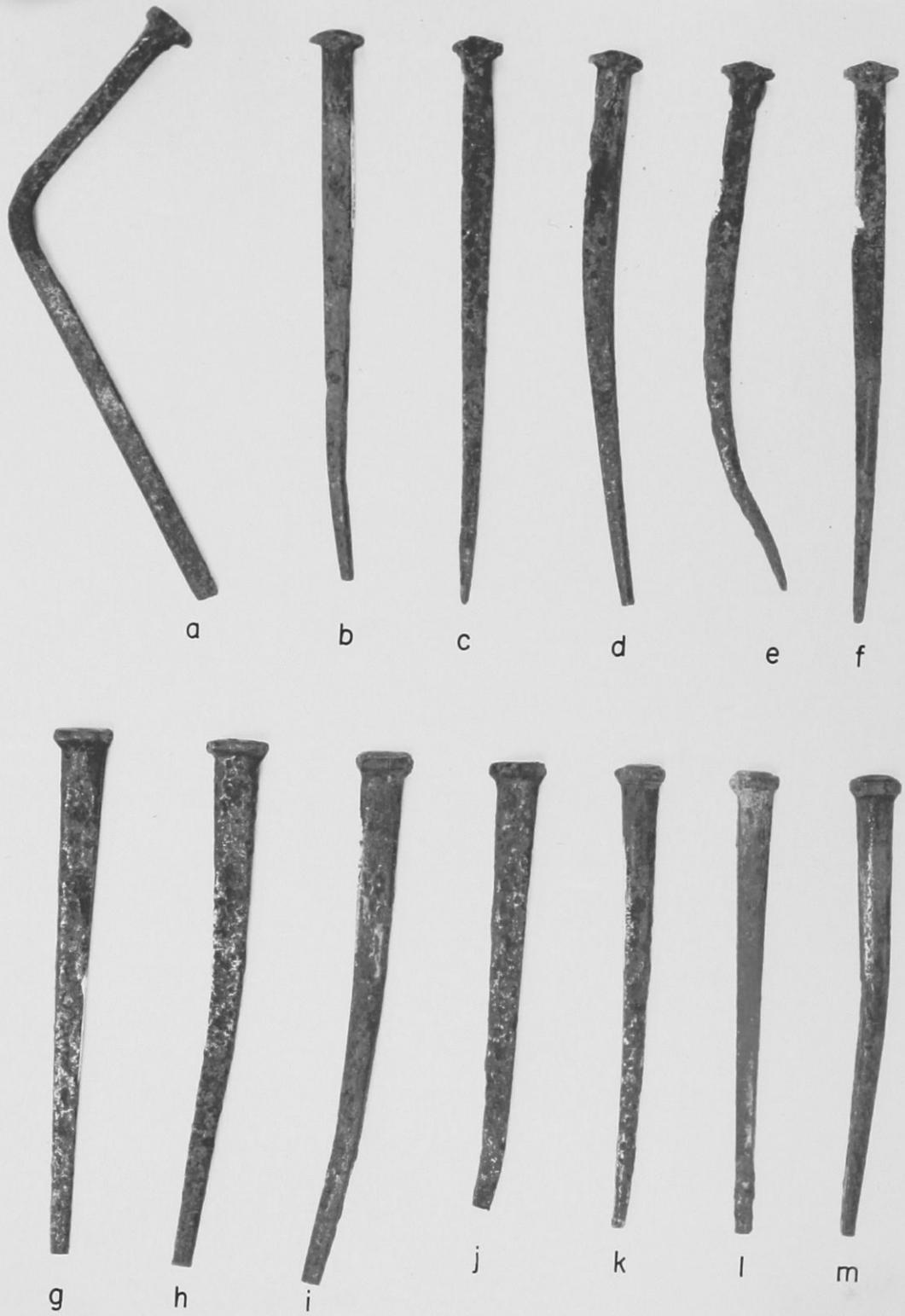


Figure 55

56 Machine-cut nails, brads and finishing nails, Transport Depot.

First row - machine-cut, square heads.

Second row - machine-cut, square heads.

Third row - machine-cut, square heads.

Fourth row - machine-cut, square heads and two finishing nails (4th and 6th from left).

Fifth row - machine-cut, square heads and two brads (3rd and 10th from left) and one finishing nail (1st from left).



Figure 56

57 Machine cut nails, brads and finishing nails, Transport Depot.

First row - machine-cut, square heads.

Second row - machine-cut, square heads and three brads (4th, 7th and 8th from left).

Third row - machine-cut nails, square heads and one finishing nail (6th from left).

Fourth row - brads and finishing nails.

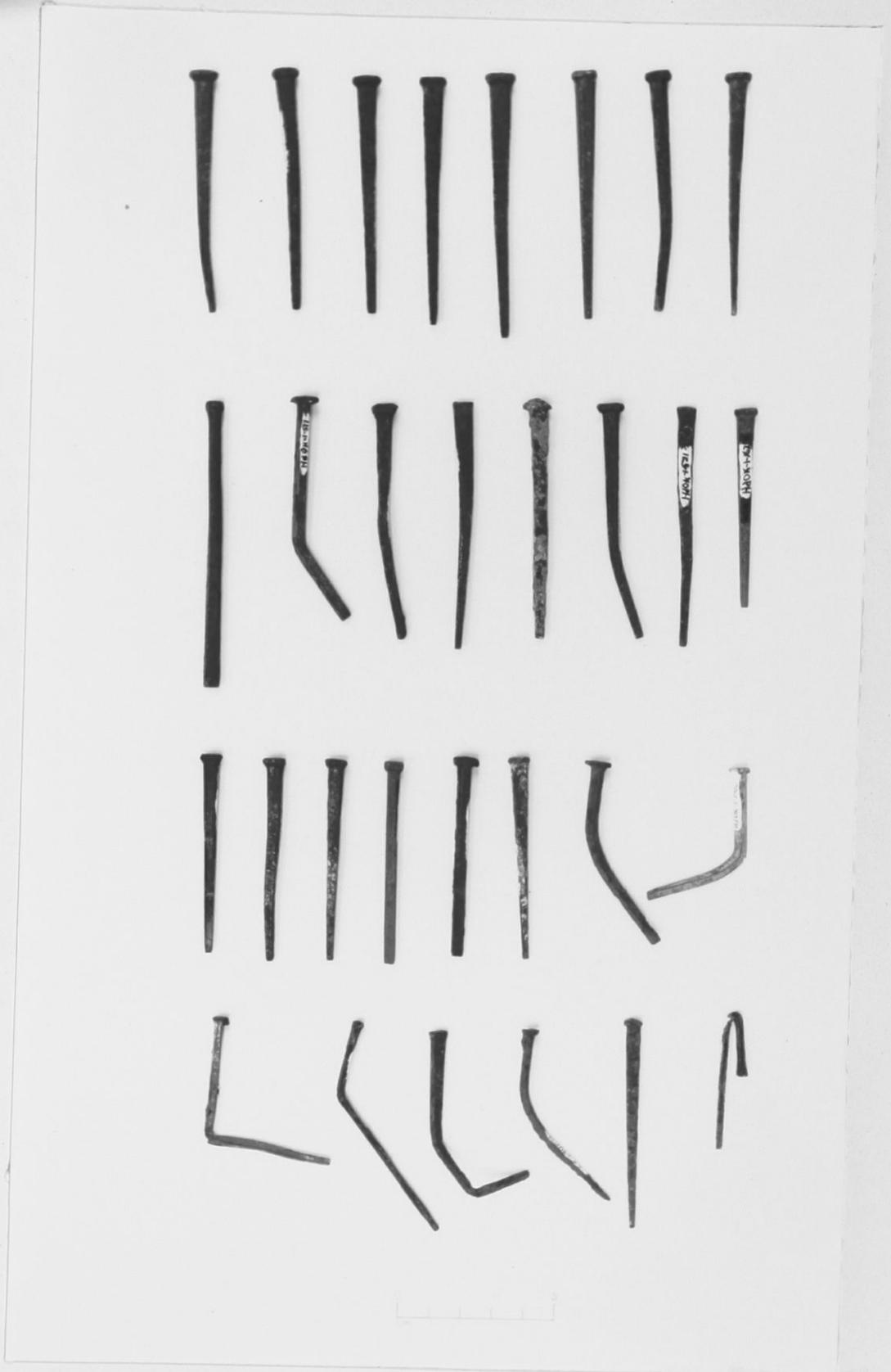


Figure 57

- 58 Wire nails and tacks, Transport Depot.
- a Complete, triangular cross-section (HdOj-1-588).
 - b Complete, round cross-section (HdOk-1-32).
 - c Complete, round cross-section (HdOk-1-167c).
 - d Complete, triangular cross-section (HdOk-1-186c).
 - e Complete, triangular cross-section (HdOk-1-191f).
 - f Complete, round cross-section (HdOk-1-148).
 - g Complete, tack, triangular cross-section
(HdOk-1-141).
 - h Complete, tack, triangular cross-section
(HdOk-1-186i).
 - i Complete, tack, triangular cross-section
(HdOk-1-186j).
 - j Complete, oval cross-section (HdOk-1-174 l).
 - k Head fragment, round cross-section (HdOk-1-89).
 - l Head fragment, round cross-section (HdOk-1-63).



Figure 58

- 59 Wire nails with round to slightly flattened shanks and chisel points, Transport Depot.
- a Complete (HdOk-1-124).
 - b Complete (HdOk-1-128).
 - c Complete (HdOk-1-183a).
 - d Complete (HdOk-1-296).
 - e Shank fragment.
 - f Miscellaneous metal fragment (hand-wrought nail?)
(HdOk-1-182a).
 - g Shank fragment (HdOk-1-122).
 - h Shank fragment.
 - i Shank fragment.
 - j Shank fragment.

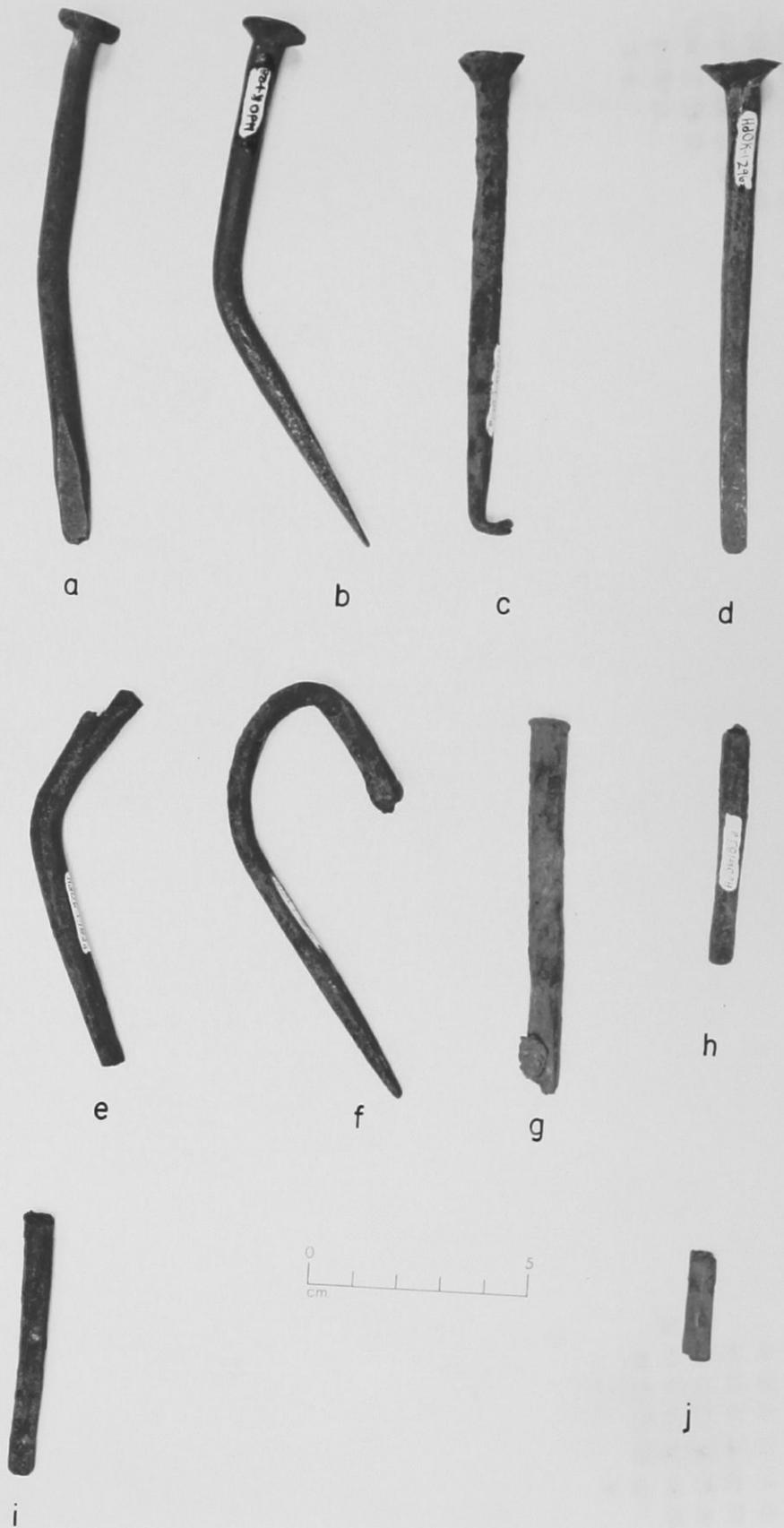


Figure 59

60 Building hardware, Transport Depot.

- a Bolt and nut (HdOk-1-177).
- b Pintle (HdOk-1-591).
- c Iron staple (HdOk-1-16).
- d Glazer's Point (HdOk-1-592).
- e Tin staple (HdOk-1-181).
- f Tin staple (HdOk-1-181a).
- g Tin staple (HdOk-1-181c).
- h Lock housing (HdOk-1-590).
- i Iron rove (HdOk-1-96).
- j Wood screw (HdOk-1-114).
- k Wood screw (HdOk-1-114a).

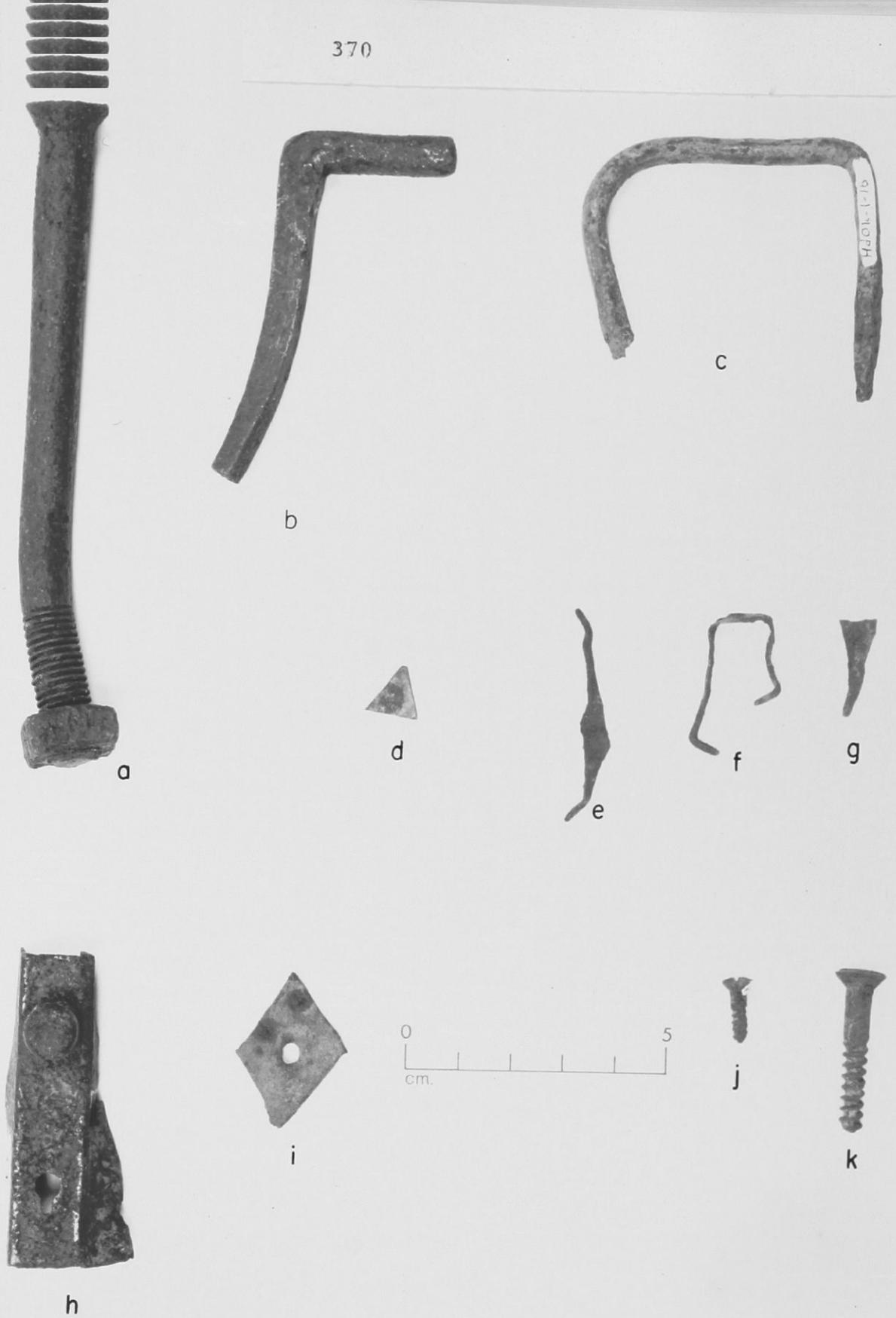


Figure 60

- 61 Gun cartridges, musket balls and shot, Transport Depot.
- a Cartridge, centre fire, rifle, .577 Snider
(HdOk-1-604).
 - b Cartridge, centre fire, rifle, .577 Snider
(HdOk-1-403).
 - c Cartridge, centre fire, rifle/revolver, .44-40
Winchester (HdOk-1-605a).
 - d Cartridge, centre fire, rifle/revolver, .44-40
Winchester (HdOk-1-606).
 - e Cartridge, centre fire, rifle/revolver, .44-40
Winchester (HdOk-1-409).
 - f Cartridge, double rim fire, rifle, .44 Henry Flat
(HdOk-1-608).
 - g Cartridge, centre fire, revolver, .38 Smith & Wesson
(HdOk-1-609).
 - h Cartridge, centre fire, shotgun, DOMINION 410 MADE
IN CANADA (HdOk-1-607).
 - i Cartridge, single rim fire, revolver, .32 Smith &
Wesson (HdOk-1-610).
 - j Cartridge, centre fire, rifle, .577 Snider
(HdOk-1-603).
 - k Cartridge, centre fire, shotgun, WINCHESTER No. 16
(HdOk-1-404).
 - l,m Musket balls, 55 caliber (HdOk-1-577; HdOk-1-633).
 - n Lead shot.

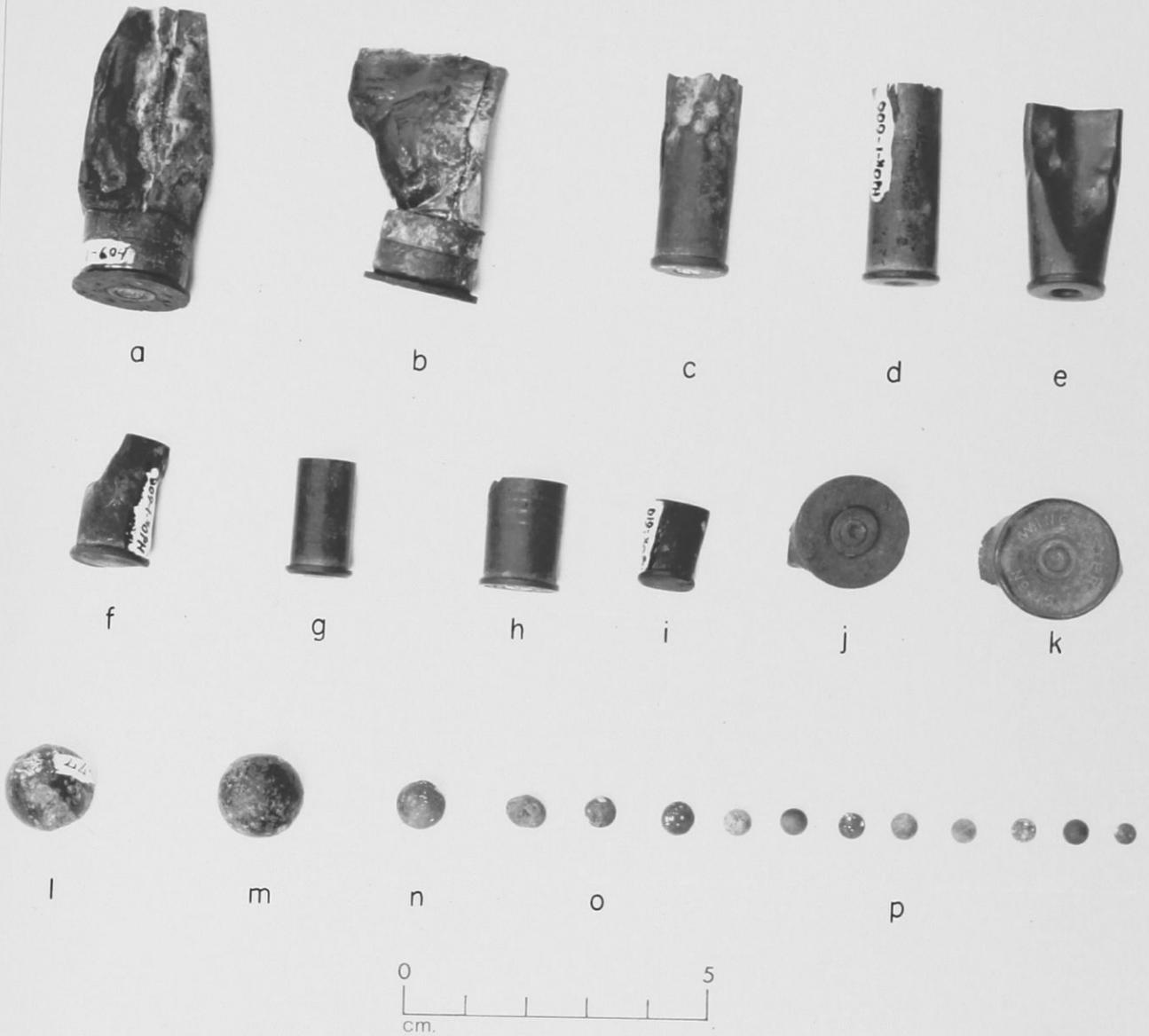


Figure 61

- 62 Transfer-printed earthenwares, Transport Depot.
- a Pattern 1, brown and white, plate rim sherd (HdOk-1-197).
 - b Pattern 1, blue and white, shallow bowl rim sherd (HdOk-1-134a).
 - c Pattern 1, blue and white, plate body sherd (HdOk-1-307).
 - d Pattern 1, blue and white, cup lip sherd (HdOk-1-189a).
 - e Copeland trademark (printed and stamped) on plate base (HdOk-1-200).
 - f Pattern 1, brown and white, plate base sherd (HdOk-1-198).
 - g Pattern 1, blue and white, cup handle (Hd-1-310).
 - h Pattern 1, blue and kwhite, plate base sherd (HdOk-1-308).
 - i Pattern 6, green and white, cup body sherd (HdOk-1-316).
 - j Pattern 29, light blue and white, plate rim sherd (HdOk-1-324).
 - k Pattern 29, green and white, plate rim sherd (HdOk-1-312).
 - l Pattern 2, blue and white, plate body sherd (HdOk-1-456).
 - m Pattern 5, strong purple and white, cup rim sherd (HdOk-1-422).
 - n Pattern 5, strong purple and white, cup rim sherd (HdOk-1-425).
 - o Pattern 2, light blue and white, plate body sherd (HdOk-1-433).
 - p Pattern 2, light blue and white, plate body sherd (HdOk-1-432).
 - q Pattern 5, light blue and white, saucer body sherd (HdOk-1-322).
 - r Pattern 5, blue and white, cup rim sherd (HdOk-1-461).
 - s Pattern 5, strong purple, white and green saucer rim sherd (HdOk-1-421).
 - t Pattern 4, dark blue and white, saucer base sherd, backstamped COPELAND (HdOk-1-472).
 - u Pattern 4, dark blue and white, saucer rim sherd (HdOk-1-318).
 - v Pattern r, dark blue and white, saucer rim sherd (HdOk-1-437).
 - w Pattern 3, blue and white, saucer rim sherd (HdOk-1-323).
 - x COPELAND LATE SPODE printed in green on saucer base sherd (HdOk-1-311).



Figure 62

- 63 Transfer-printed earthenwares, Transport Depot.
- a Pattern 7, blue and white, plate base sherd, 1868-83 registration mark (HdOk-1-614).
 - b Pattern 7, blue and white, bowl body sherd (HdOk-1-612).
 - c Pattern 7, blue and white, bowl body sherd (HdOk-1-611).
 - d Pattern 30, black-blue and blue-white, bowl rim sherd (HdOk-1-400).
 - e Pattern 5, light blue and white, bowl body sherd (HdOk-1-446).
 - f Pattern 5, light blue and white, bowl body sherd (HdOk-1-445).
 - g Pattern 5, light blue and white, bowl body sherd (HdOk-1-433).
 - h Pattern 5, light blue and white, bowl base sherd (HdOk-1-444).
 - i Pattern 30, black-blue and blue-white, bowl body sherd (HdOk-1-401).
 - j Pattern 33, dark blue and blue-white, bowl rim sherd (HdOk-1-473).
 - k Pattern 33, dark blue and blue-white, bowl rim sherd (HdOk-1-628).
 - l Pattern 32, dark blue and blue-white, plate body sherd (HdOk-1-474).
 - m Pattern 32, dark blue and blue-white, plate body sherd (HdOk-1-475).
 - n Pattern 32, dark blue and blue-white, saucer base sherd, maker's mark [COPELA]ND (HdOk-1-489).
 - o Pattern 13, light blue and white, platter rim sherd (HdOk-1-435).
 - p Pattern 8, dark blue and blue-white, saucer rim sherd (HdOk-1-431).
 - q Pattern 8, dark blue and blue-white, saucer rim sherd (HdOk-1-430).
 - r Pattern 14, blue and white, bowl rim sherd (HdOk-1-485).
 - s Pattern 14, blue and white, bowl rim sherd (HdOk-1-487).
 - t Pattern 14, blue and white, bowl rim sherd (HdOk-1-486).
 - u Pattern 13, light blue and white, platter body sherd (HdOk-1-434).
 - v Pattern 15, light blue and white, plate body sherd (HdOk-1-452).
 - w Pattern 15, light blue and white, plate body sherd (HdOk-1-629).
 - x Pattern 15, light blue and white, bowl body sherd (HdOk-1-451).
 - y Pattern 16, light blue and white, cup rim sherd (HdOk-1-321).
 - z Pattern 28, light blue and white, bowl body sherd (HdOk-1-467).



Figure 63

- 64 Transfer-printed earthenwares, Transport Depot (HdOk-1) and Clearwater River Transport Depot (HeOk-2).
- a Pattern 9, blue and white, plate body sherd (HeOk-2-87).
 - b Pattern 9, blue and white, plate body sherd (HdOk-1-476).
 - c Pattern 8, light blue and white, saucer rim sherd (HdOk-1-314).
 - d Pattern 17, light purple on white, plate rim sherd (HdOk-1-426).
 - e Pattern 18, purple and green on white, cup body sherd (HdOk-1-391).
 - f Pattern 19, purple and white, cup rim sherd (HdOk-1-392).
 - g Pattern 18, purple and red on white, cup rim sherd (HdOk-1-386).
 - h Pattern 18, purple and red on white cup rim sherd (interior) HdOk-1-387).
 - i Pattern 18, purple and red on white, cup rim sherd (HdOk-1-388).
 - j Pattern 20, dark brown and white, bowl body sherd (HdOk-1-420).
 - k Pattern 5, moderate red and white plate body sherd (HdOk-1-395).
 - l Pattern 21, pink and blue on white, cup rim sherd (HdOk-1-394).
 - m Pattern 22, dark pink and white, bowl body sherd (HdOk-1-393).
 - n Pattern 23, blue and white, saucer rim sherd (HdOk-1-179).
 - o Pattern 24, blue and white, plate rim sherd (HdOk-1-469).
 - p Pattern 25, blue and white, plate rim sherd (HdOk-1-470).
 - q Pattern 12, dark blue and white, saucer rim sherd (HdOk-1-398).
 - r Pattern 32, dark blue and white, cup rim sherd (HdOk-1-481).
 - s Pattern 28, light blue and white, saucer rim sherd (HdOk-1-466).
 - t Pattern 27, blue and white, plate rim sherd (HdOk-1-320).
 - u Pattern 26, green and white, cup rim sherd (HdOk-1-396).
 - v Pattern 28, light blue and white, saucer rim sherd (HdOk-1-630).
 - w Pattern 34, dark blue and white saucer rim sherd (HdOk-1-482).



Figure 64

- 65 Transfer-printed earthenwares, Transport Depot.
- a Pattern 36, light blue and white, plate body sherd (HdOk-1-477).
 - b Pattern 37, light blue and white, plate body sherd (HdOk-1-478).
 - c Pattern 38, blue and white, bowl body sherd (HdOk-1-480).
 - d Pattern 39, light blue and white, saucer body sherd (HdOk-1-460).
 - e Pattern 10, violet and white, bowl body sherd (HdOk-1-429).
 - f Pattern 5, light blue and white, wash-basin body sherd (HdOk-1-463).
 - g Pattern 40, blue and white, cup body sherd (HdOk-1-484).
 - h Pattern 29, light blue and white, saucer body sherd (HdOk-1-402).
 - i Pattern 41, dark blue and white, saucer body sherd (HdOk-1-488).
 - j Pattern 42, dark blue and white, [COPEL]AND trademark, plate base sherd (HdOk-1-492).
 - k Pattern 28, light and blue and white, saucer body sherd (HdOk-1-455a).
 - l Pattern 17, light purple and white, bowl body sherd (HdOk-1-427).
 - m Pattern 43, blue and white, plate body sherd (HdOk-1-471).
 - n Pattern 8, dark blue and white, saucer body sherd (HdOk-1-479).
 - o Pattern 44, dark blue and white, plate body sherd (HdOk-1-483).
 - p Pattern 11, light blue and white, plate body sherd (HdOk-1-454).
 - q Pattern 5, strong violet and white, bowl body sherd (HdOk-1-424).
 - r Pattern 8, light blue and white, saucer body sherd (HdOk-1-594).
 - s Pattern 45, olive and white, cup body sherd (HdOk-1-397).
 - t Pattern 2, light blue and white, plate body sherd (HdOk-1-631).
 - u Pattern 13, light blue and white, platter body sherd (HdOk-1-468).
 - v Unidentified design, maker's mark printed in green, LATE [SPODE]/COP[ELAND] (HdOk-1-209).
 - w Sherd with mend perforation (HdOk-1-163).
 - x Pattern 46, light blue and white, saucer body sherd (HdOk-1-457).

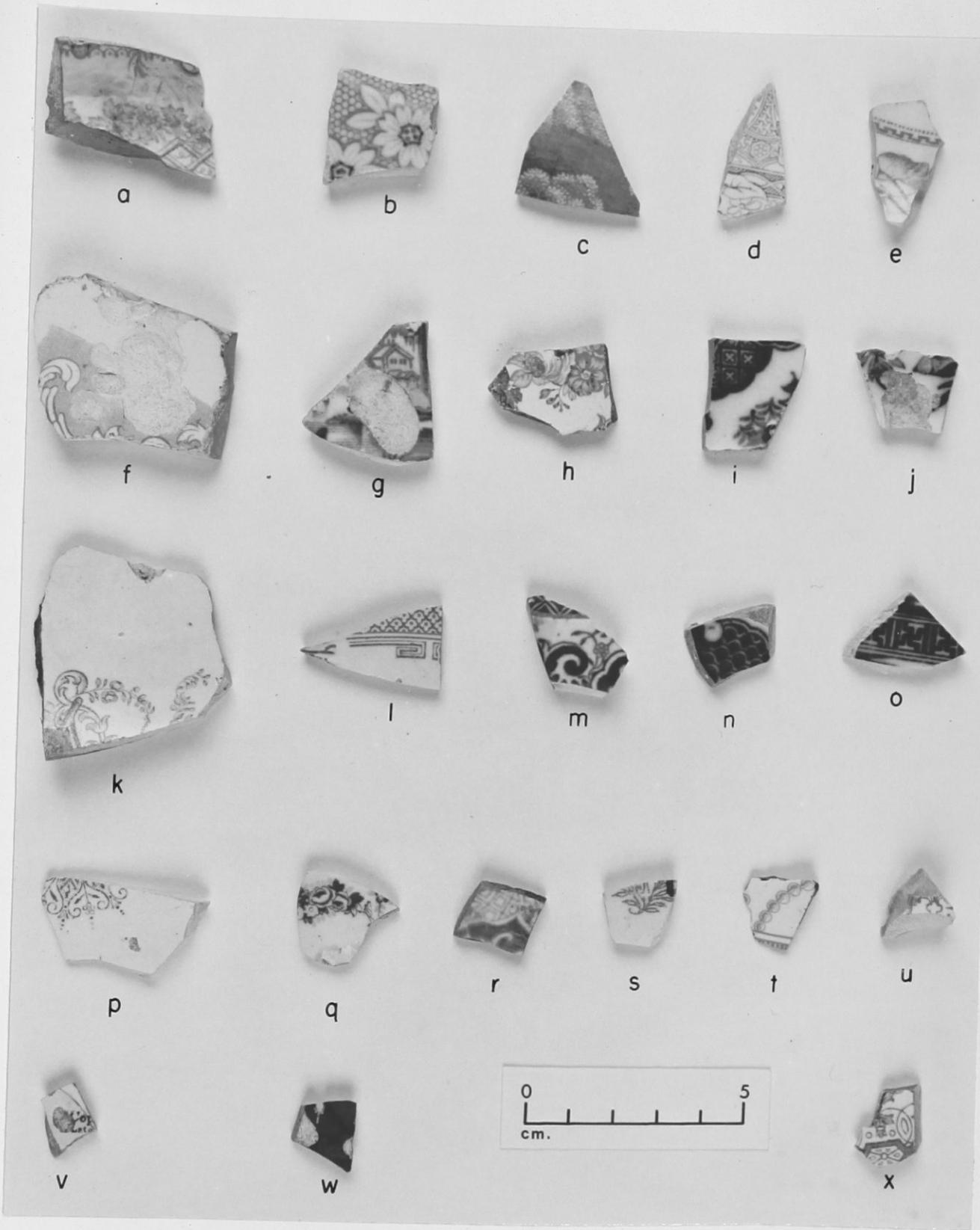


Figure 65

- 66 Miscellaneous ceramics, Transport Depot.
- a Porcelain, gilded, plate rim/base sherd (HdOk-1-410).
 - b Porcelain, Japanese, moulded decoration (cup body sherd) white and very light green (HdOk-1-413).
 - c Vitrified white earthenware, moulded angular body, cup rim sherd (HdOk-1-414).
 - d Pattern 48, black-blue on white, transfer-printed bone china, plate body sherd (HdOk-1-416).
 - e Refined white earthenware, pitcher handle sherd (HdOk-1-418).
 - f Bone china, moulded candle mount sherd (HdOk-1-411).
 - g Bone china, cup handle sherd (HdOk-1-412).
 - h Refined white earthenware, portion of crown mark, plate base sherd (HdOk-1-490).
 - i Refined white earthenware, mark [IRONSTONE] CHINA, plate base sherd (HdOk-1-194d).
 - j Refined white earthenware, marked [?] [CHINAWARE] [?], plate sherd (HdOk-1-493).
 - k Vitrified white earthenware, body sherd (vessel form unknown) (HdOk-1-194c).
 - l Refined white earthenware, jar base/body sherd (HdOk-1-417).
 - m Pattern 15, light blue and white (burnt) transfer-printed earthenware, pitcher handle sherd (HdOk-1-453).
 - n Bone china, cup rim sherd (HdOk-1-18).
 - o Bone china, cup body sherd (HdOk-1-43).
 - p Vitrified white earthenware, moulded pattern, plate rim sherd (HdOk-1-317).
 - q Vitrified white earthenware, moulded pattern, cup rim sherd (HdOk-1-415).
 - r Refined white earthenware, pitcher handle sherd (HdOk-1-419).
 - s Refined white earthenware (burnt), bowl body sherd (HdOk-1-255).
 - t Refined white earthenware (burnt), moulded object (HdOk-1-428).

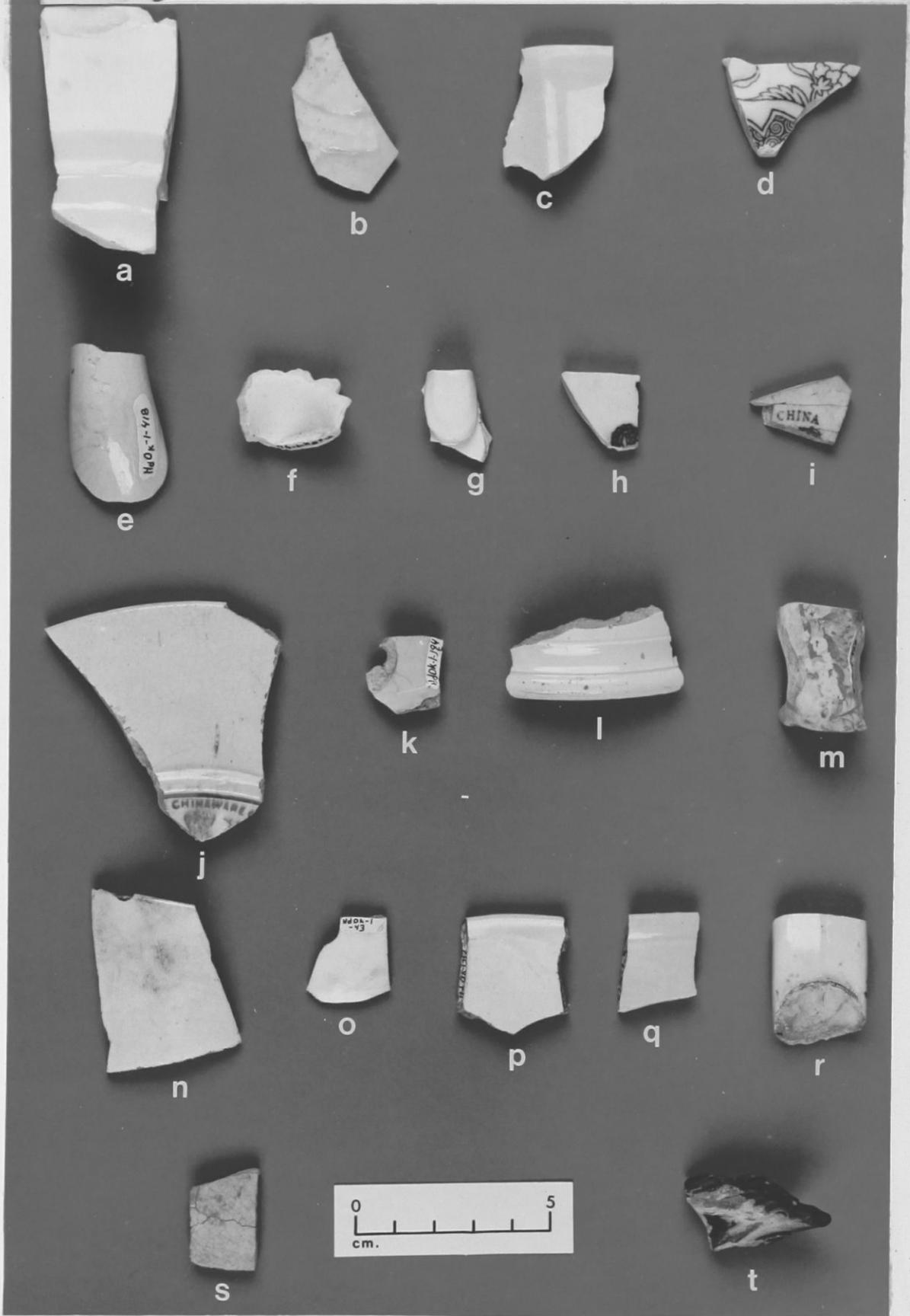


Figure 66

67 Stoneware, Transport Depot.

- a Stoneware, unrefined, pale brown, salt-glazed exterior, blue cobalt decoration (HdOk-1-405).
- b Stoneware, unrefined, grey, smooth-glazed exterior (HdOk-1-407).
- c Stoneware, unrefined, grey, smooth-glazed exterior (HdOk-1-406).
- d Stoneware, unrefined, grey, smooth-glazed exterior (HdOk-1-408).

68 Stamped date ^L73 mark on bottom of plate sherd indicating 1873, Pattern 1 in brown and white (HdOk-1-198).

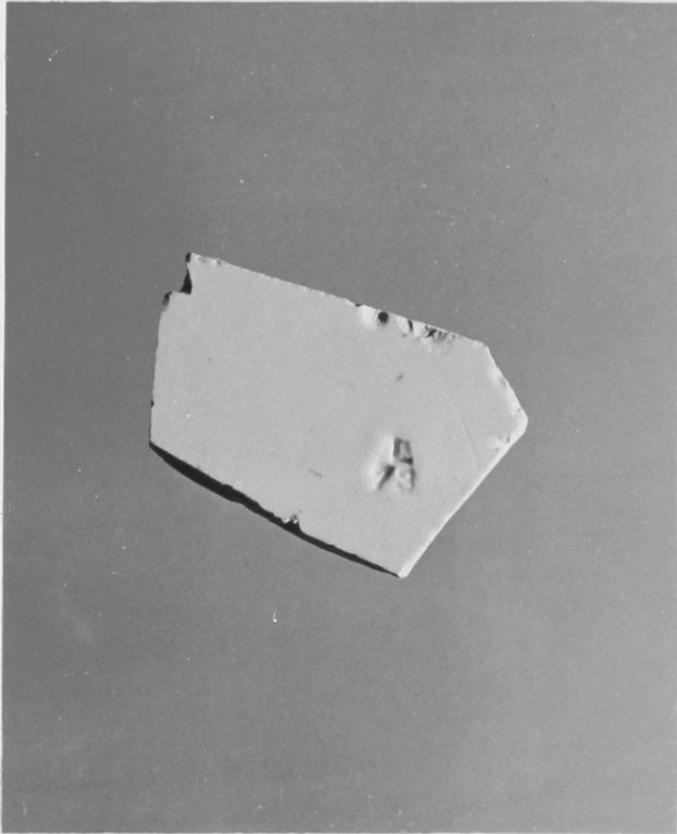


Figure 68

F
F
F
F
F
F
F
F
F
F

69 COPELAND stamped on the bottom of a saucer base sherd,
Pattern 4 (HdOk-1-472).

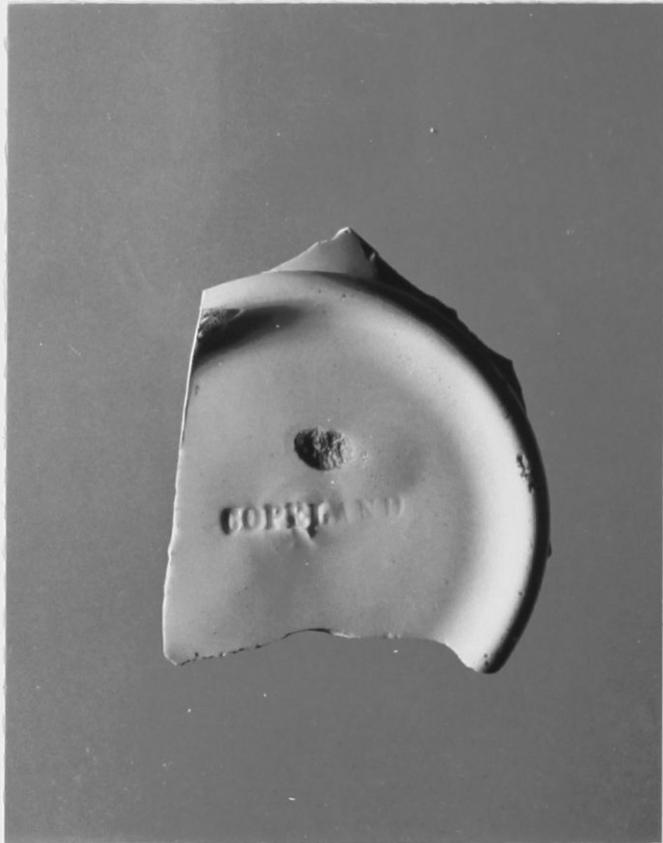


figure 69

- 70 COPELA[ND]/LATE SPODE printed in blue on the base of a cup base sherd. The pattern is not complete enough for identification. Part of a stamped [COPELAND] mark is also visible (HdOk-1-311).

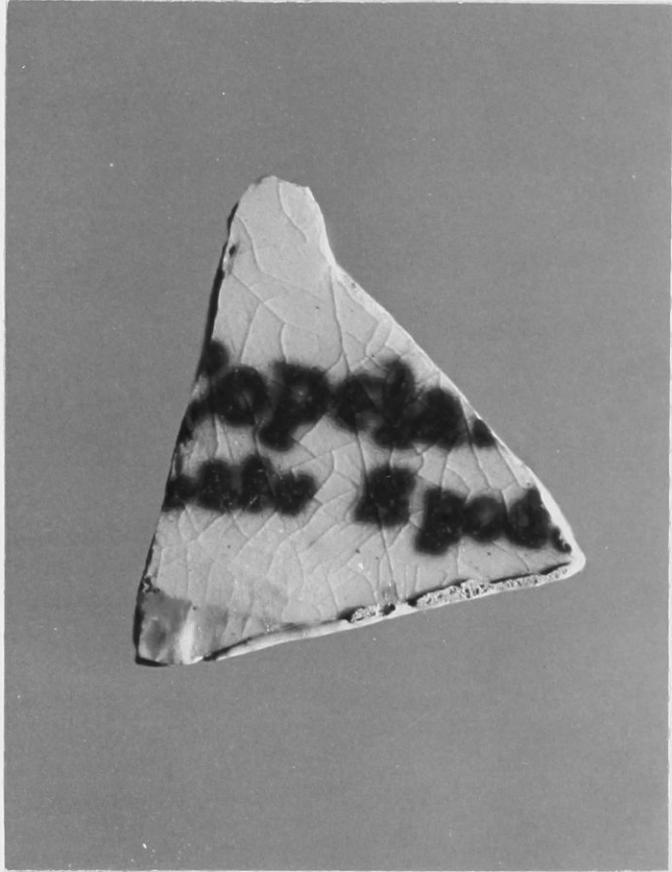


Figure 70

- 71 Perry Davis' Painkiller bottle fragments, Transport Depot (HdOk-1) and Clearwater River Depot (HeOk-1) sites.
- a Finish and neck fragment (HdOk-1-337).
 - b Finish and neck fragment (HdOk-1-101).
 - c Finish and neck fragment (HdOk-1-299).
 - d Finish and neck fragment (HdOk-1-7).
 - e Finish fragment (HdOk-1-388).
 - f Finish fragment (HdOk-1-325).
 - g Finish fragment (HdOk-1-384).
 - h Neck fragment (HdOk-1-327).
 - i Neck fragment (HdOk-1-62).
 - j Side panel fragment, lettering [PAINKIL]LER (HdOk-1-626).
 - k Side panel fragment, lettering [PAIN]KILL[ER] (HdOk-1-205).
 - l Side panel fragment, lettering [VEGET]ABLE (HdOk-1-206).
 - m Side panel fragment, lettering [V]EGETA[BLE] (HdOk-1-26).
 - n Side panel fragment, lettering [PAINKILL]ER (HdOk-1-203).
 - o Side panel fragment, lettering P[AINKILLER] (HdOk-1-36a).
 - p Side panel fragment, lettering [VEGETAB]LE (HeOk-1-47b).
 - q Side panel fragment, lettering [V]EG[ETABLE] (HdOk-1-204).
 - r Side panel fragment, lettering VEG[ETABLE] (HdOk-1-202).
 - s Side panel fragment, lettering [VEGETAB]LE (HdOk-1-97).

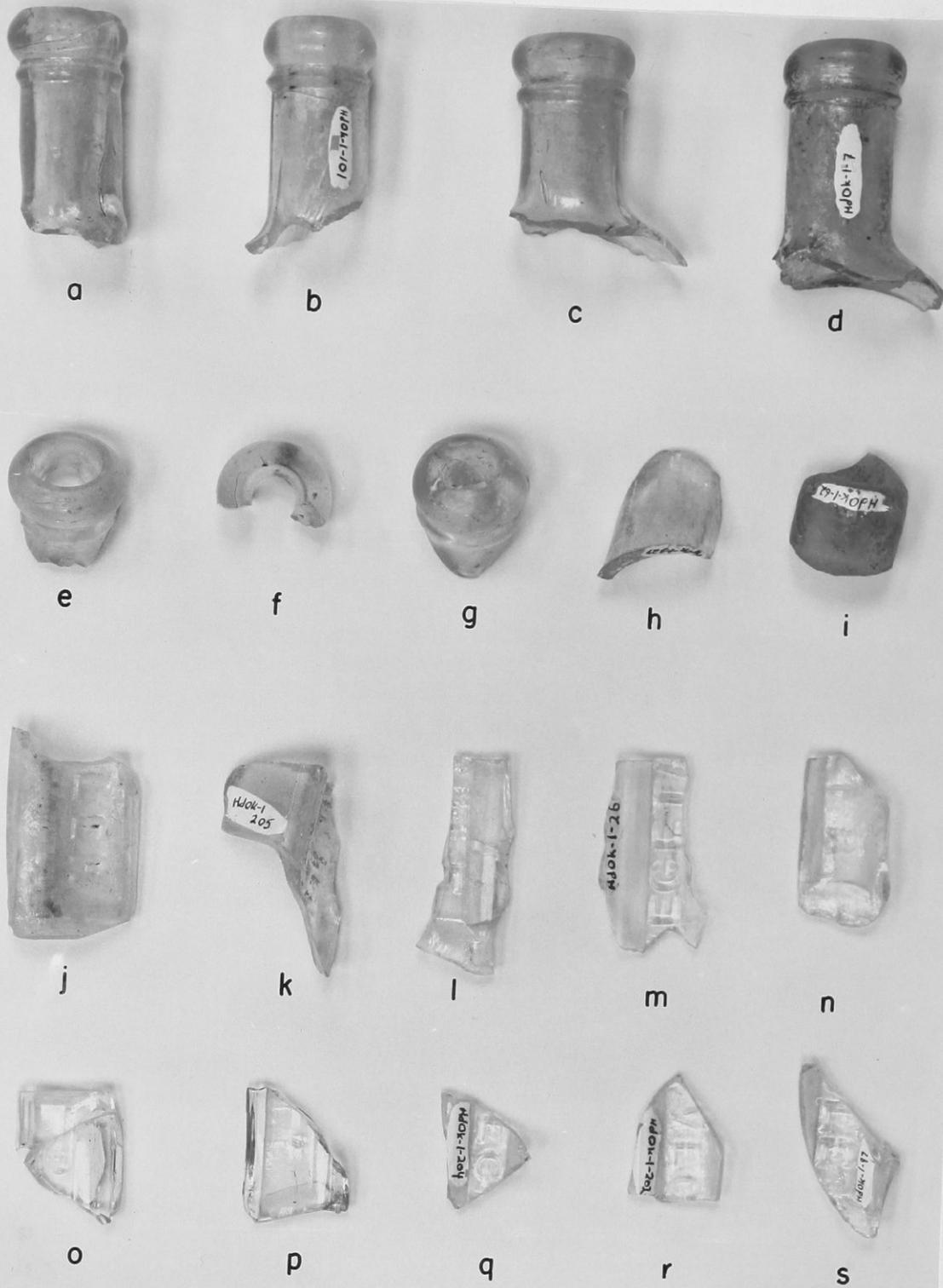


Figure 71

- 72 Perry Davis' Painkiller bottle fragments, Transport Depot (HdOk-1) and Clearwater River Depot (HeOk-1).
- a Base fragment (HdO -1-331).
 - b Base fragment (HdOk-1-332).
 - c Base fragment (HdOk-1-333).
 - d Base fragment (HdOk-1-627).
 - e Base and side panel fragment, lettering [PAIN]KILLER (HeOk-1-47a).
 - f Base fragment, light blue glass; may not be from a painkiller bottle (HdOk-1-334).
 - g Front panel fragment, lettering DAVIS (HdOk-1-21).
 - h Front panel fragment, lettering [DA]VI[S] (HdOk-1-335).
 - i Back panel fragment (HdOk-1-328).
 - j Back panel fragment (HdOk-1-329).

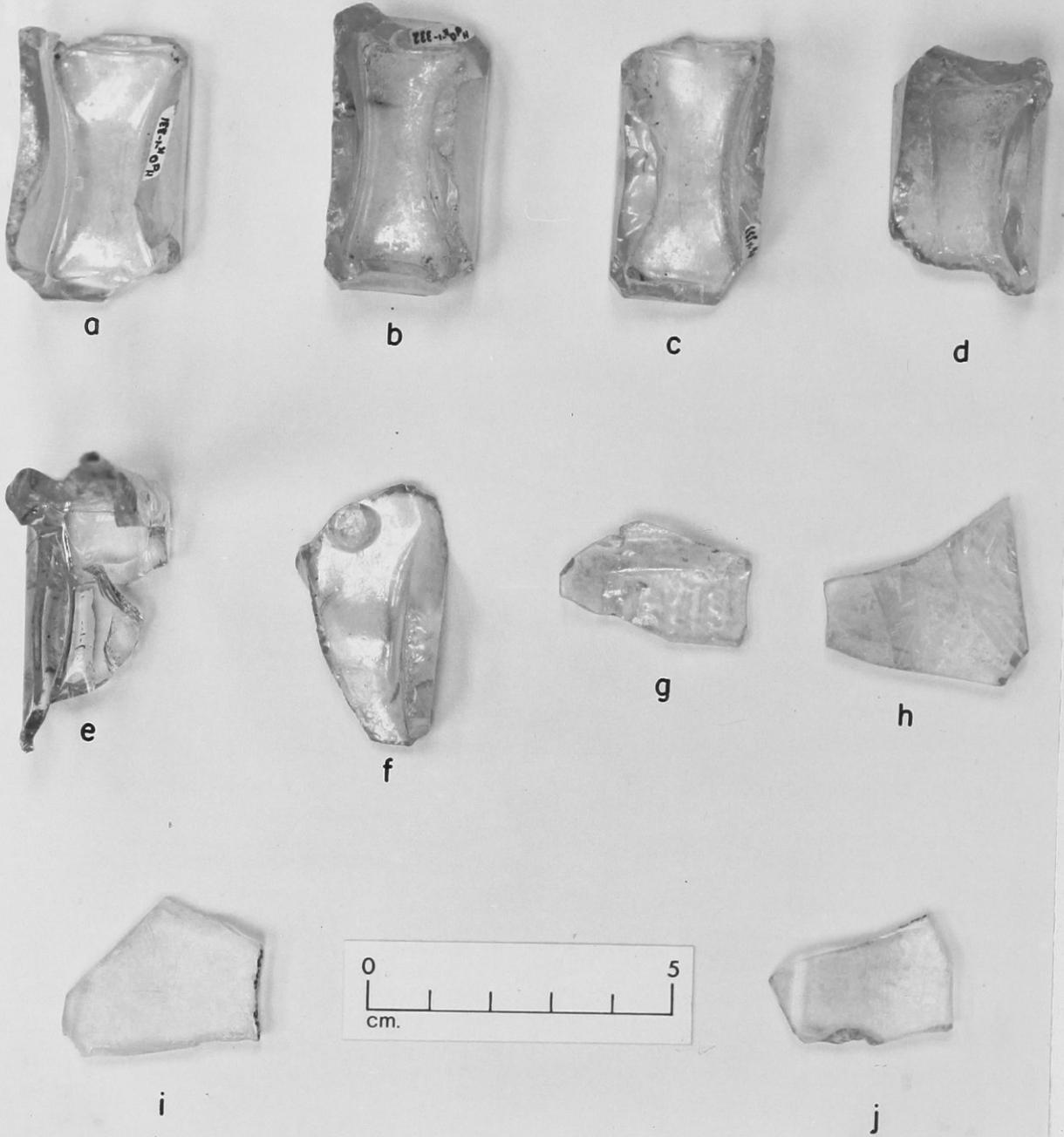
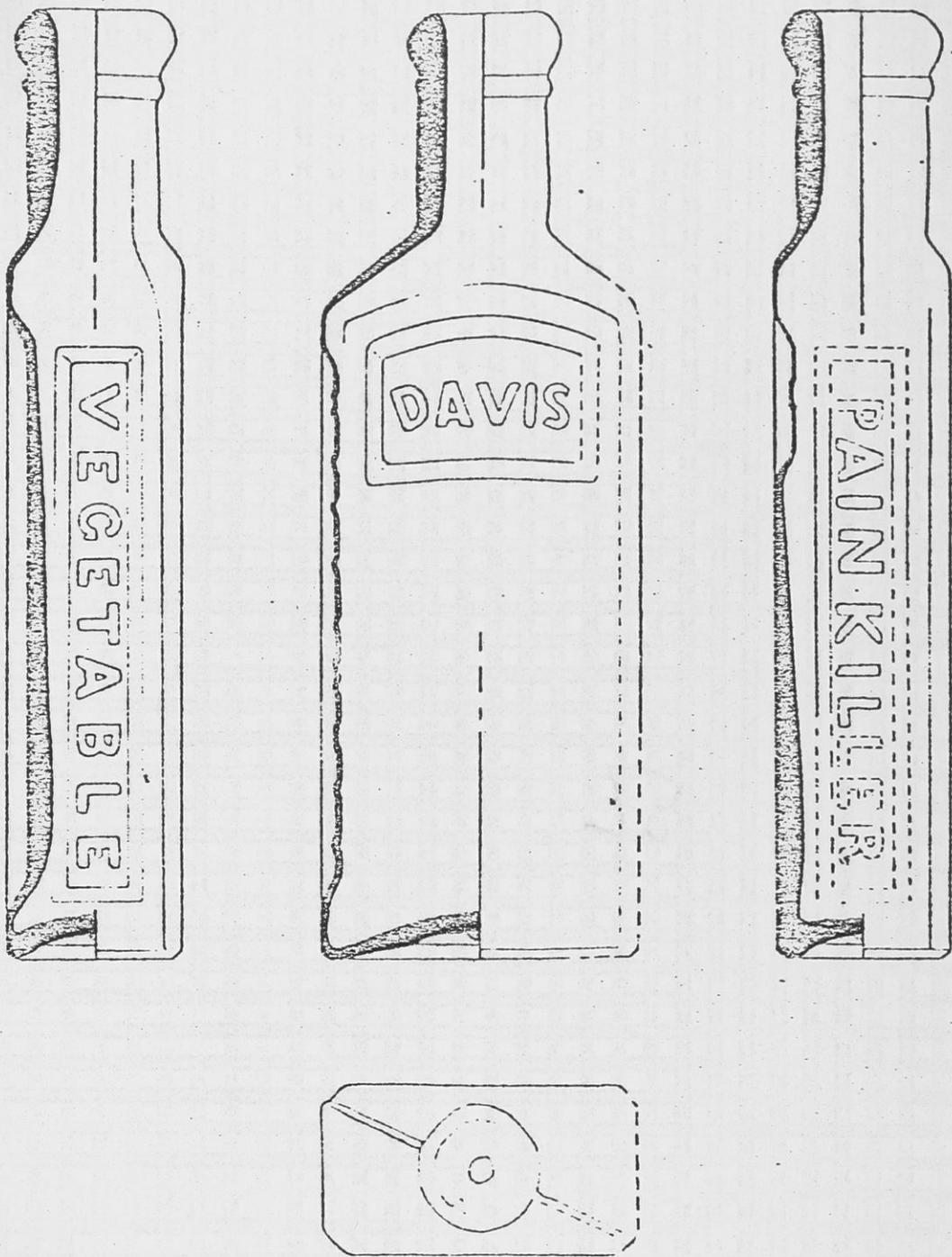


Figure 72

73 Drawing of a Perry Davis' Vegetable Painkiller bottle from the Roma Site, Prince Edward Island. The bottle is of the style introduced in 1854. It probably dates to the last quarter of the 19th century and is very similar to the Painkiller bottles recovered at the Hudson's Bay Company Transport Depot site. Sketch was provided by Olive Jones (pers. com.).



0 1 2 3 CM

Figure 73

- 74 Currently-manufactured Perry Davis' Painkiller bottle with screw-on metal cap.
- a DAVIS embossed on a square recessed panel located at the top of the bottle's front panel.
 - b VEGETABLE reading downwards on one recessed side panel.
 - c Recessed back panel with label.
 - d PAINKILLER reading downwards on other recessed side panel.



a



b



c



d

Figure 74

- 75 Glass fragments from bottles with circular cross-sections, Transport Depot.
- a "Black" glass bottle fragment (HdOk-1-300).
 - b Light green bottle base fragment with moulded letters C A C [?] (HdOk-1-301).
 - c Light green bottle base fragment with a moulded S (HdOk-1-348).
 - d Light green bottle body fragment (HdOk-1-347).
 - e Light green bottle shoulder fragment with moulded horizontal lettering [WOR]CEST[ERSHIRE] (HdOk-1-207).
 - f Light blue bottle shoulder fragment (HdOk-1-355).
 - g Light blue bottle body fragment (HdOk-1-356).
 - h Light blue bottle body/base fragment (HdOk-1-14).
 - i Very pale green bottle body fragment (HdOk-1-23).
 - j Light green body/base fragment (HdOk-1-304).
 - k Light green body fragment (HdOk-1-346).
 - l "Black" glass bottle lip fragment (HdOk-1-349).
 - m "Black" glass bottle body fragment (HdOk-1-351).
 - n Light green bottle body fragment (HdOk-1-345).
 - o Dark green bottle body fragment (HdOk-1-354).
 - p Light olive green bottle body fragment (HdOk-1-353).
 - q Dark olive green bottle body fragment (HdOk-1-350).
 - r Olive green bottle body fragment (HdOk-1-352).

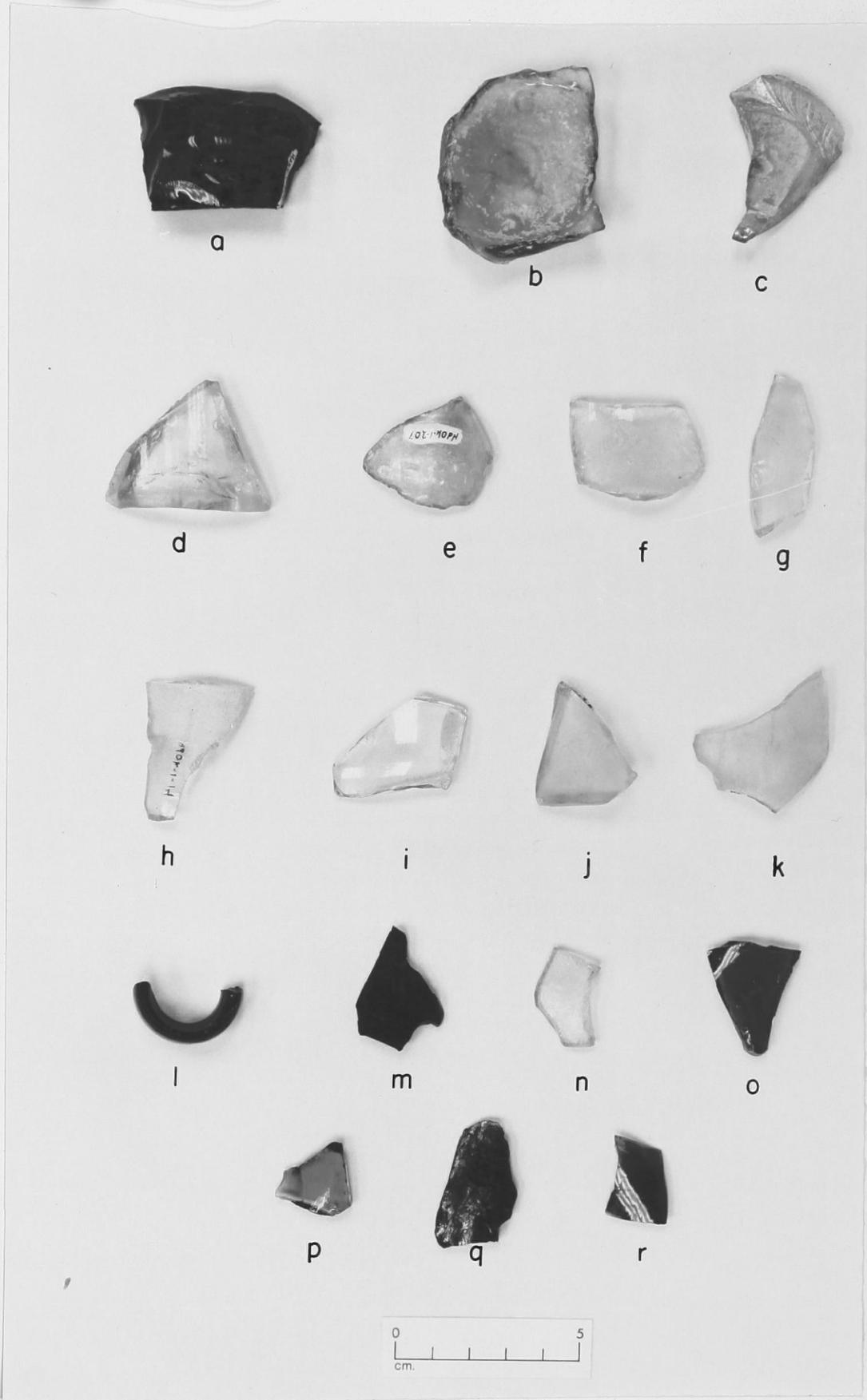


Figure 75

76. Bottles with angular cross-sections, Transport Depot.
- a Unmarked amber bottle fragment, recessed panel (HdOk-1-358).
 - b Light green bottle fragment (HdOk-1-41).
 - c Brown panel bottle fragment (HdOk-1-357).
 - d Marked, clear panel bottle fragment, lettering [J]ACKSON/BEST EXT[RACT] (HdOk-1-154).
 - e Light blue base/body fragment from a rectangular bottle with chamfered corners, small medicine type (HdOk-1-339).
 - f Dark blue body fragment, probably a medicine type (HdOk-1-340).
 - g Light blue body fragment, probably a medicine type (HdOk-1-341).



a



b



c



d



e



f



g

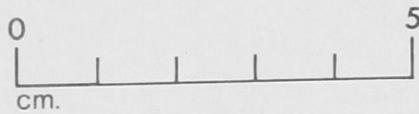


Figure 76

- 77 Miscellaneous glass fragments, Transport Depot.
- a Clear glass base fragment from a small rectangular bottle (HdOk-1-190).
 - b Clear glass body fragment from a small rectangular bottle (HdOk-1-131).
 - c Melted fragment from a moulded or cut mauve glass object or vessel (HdOk-1-251).
 - d Rim fragment from a pale mauve tumbler (HdOk-1-343).
 - e Body fragment from an unknown mauve-coloured object (HdOk-1-342).
 - f Pressed finial from a lid or knob on a piece of tableware, mauve coloured (HdOk-1-385).
 - g Melted window glass fragment (HdOk-1-153).
 - h Melted window glass fragment (HdOk-1-64).
 - i Melted window glass fragment (HdOk-1-109).
 - j Window glass fragment, clear.
 - k Window glass fragment, very light green tint.
 - l Window glass fragment, clear (HdOk-1-267).

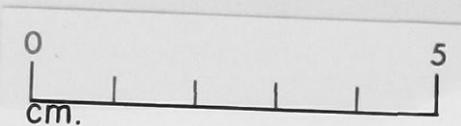
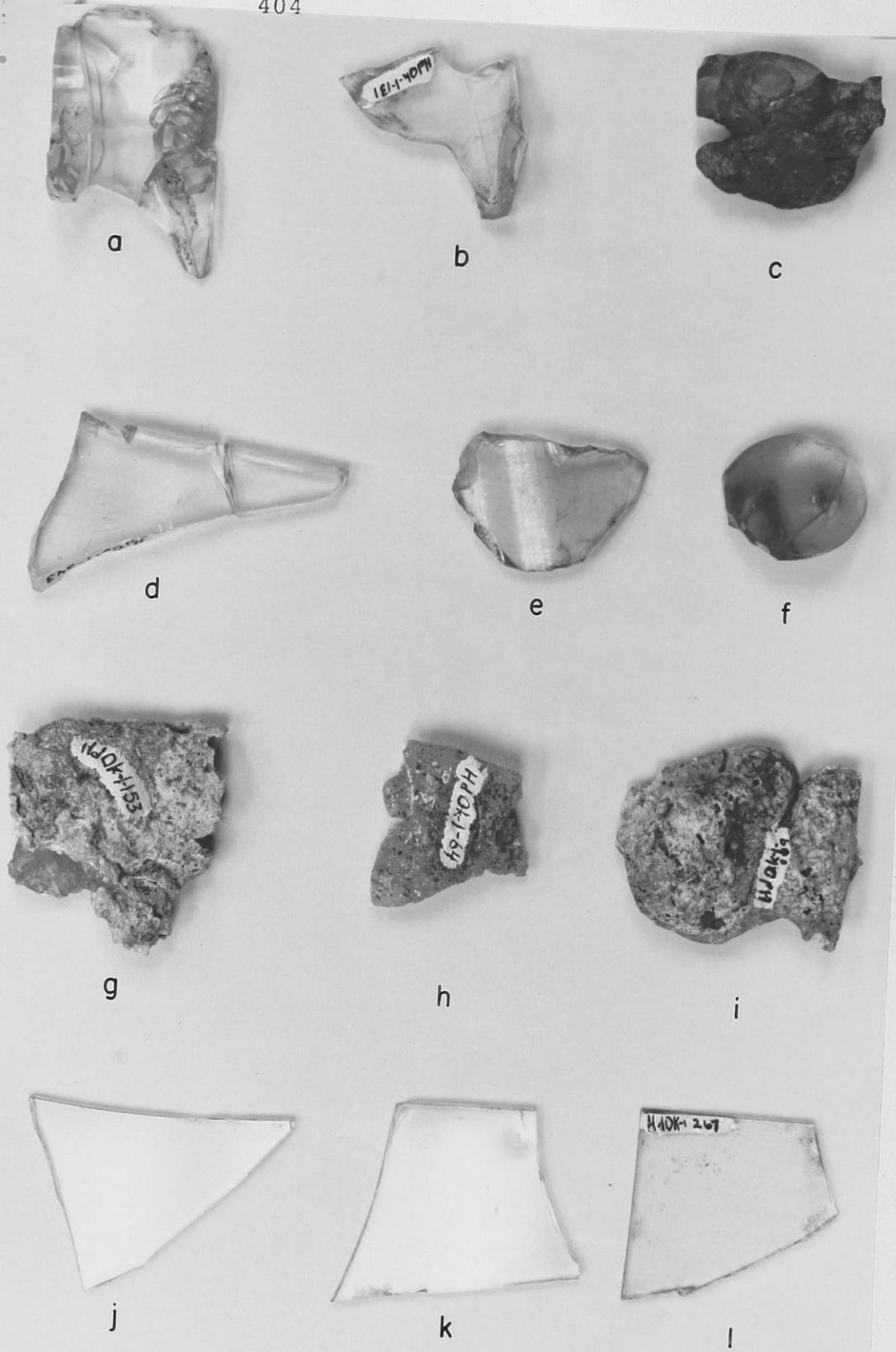


Figure 77

78 Buttons and beads, Transport Depot.

- a Button, one-piece, brass, four-hole, seven stars in relief on face (HdOk-1-252).
- b Button, three-piece, iron, brass and lead (HdOk-1-115).
- c Button, three-piece, iron and brass, maker's mark - R. SHOREY & CO.* MONTREAL* (HdOk-1-593).
- d Button, three-piece, iron, brass and lead (HdOk-1-254).
- e Button, mother-of-pearl, two-hole (HdOk-1-184).
- f Drawn beads - circular, small size, bright blue.
- g Drawn beads - tubular and circular, small size, oyster white.
- h Drawn beads - circular, small size, oyster white.
- i Drawn beads - circular, small size, clear scarlet outer layer, opaque white core.

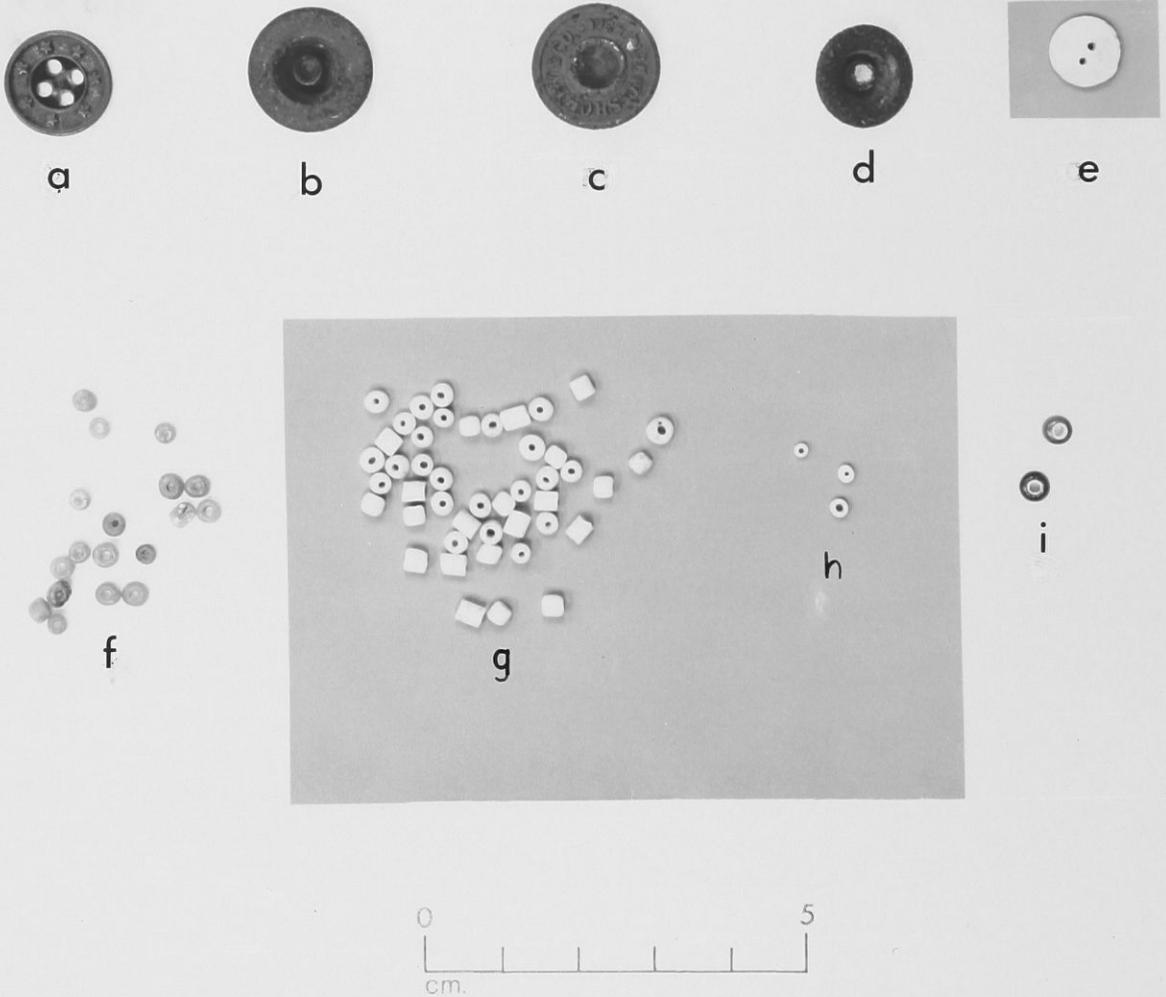


Figure 78

79 Miscellaneous objects, Transport Depot.

- a Strike-a-light (HdOk-1-220).
- b Pen nib component, marked J MITCHELL (HdOk-1-276).
- c Tinkle cone, copper (HdOk-1-52).
- d Buckle, iron, brace (HdOk-1-116).
- e Thimble, brass and iron (HdOk-1-601).
- f Black oil cloth fragment (HdOk-1-256).
- g Needle, sewing (HdOk-1-81).

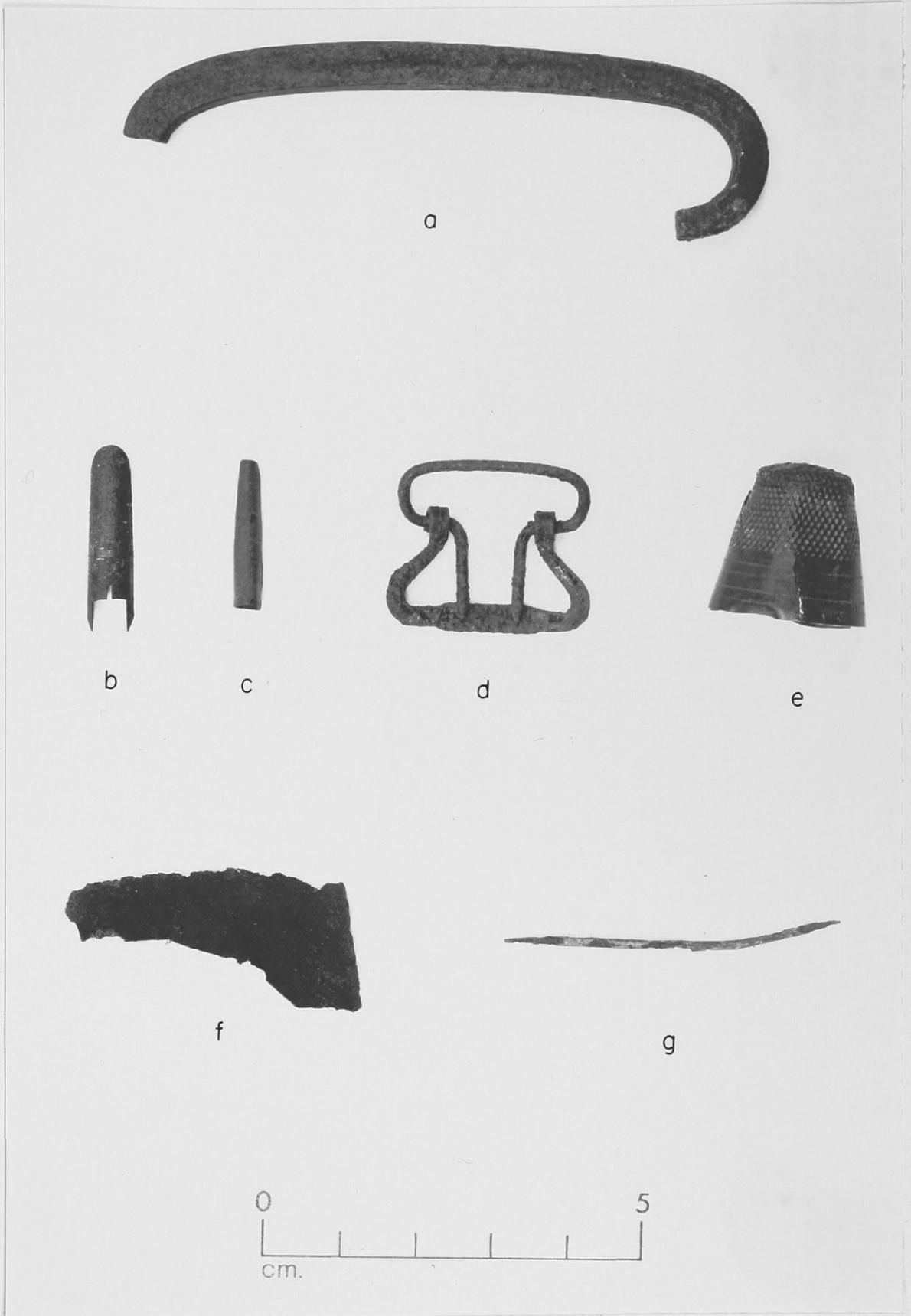


Figure 79

- 80 Clay smoking pipe fragments, Transport Depot.
- a Bowl, heel with IF on sides (HdOk-1-377).
 - b Heel with IF on sides (HdOk-1-619).
 - c Bowl (HdOk-1-304).
 - d Stem (HdOk-1-376).
 - e Bowl, thick bodies (HdOk-1-380).
 - f-i Stem fragments.
 - j Bowl fragment (HdOk-1-99).
 - k-n Stem fragments.

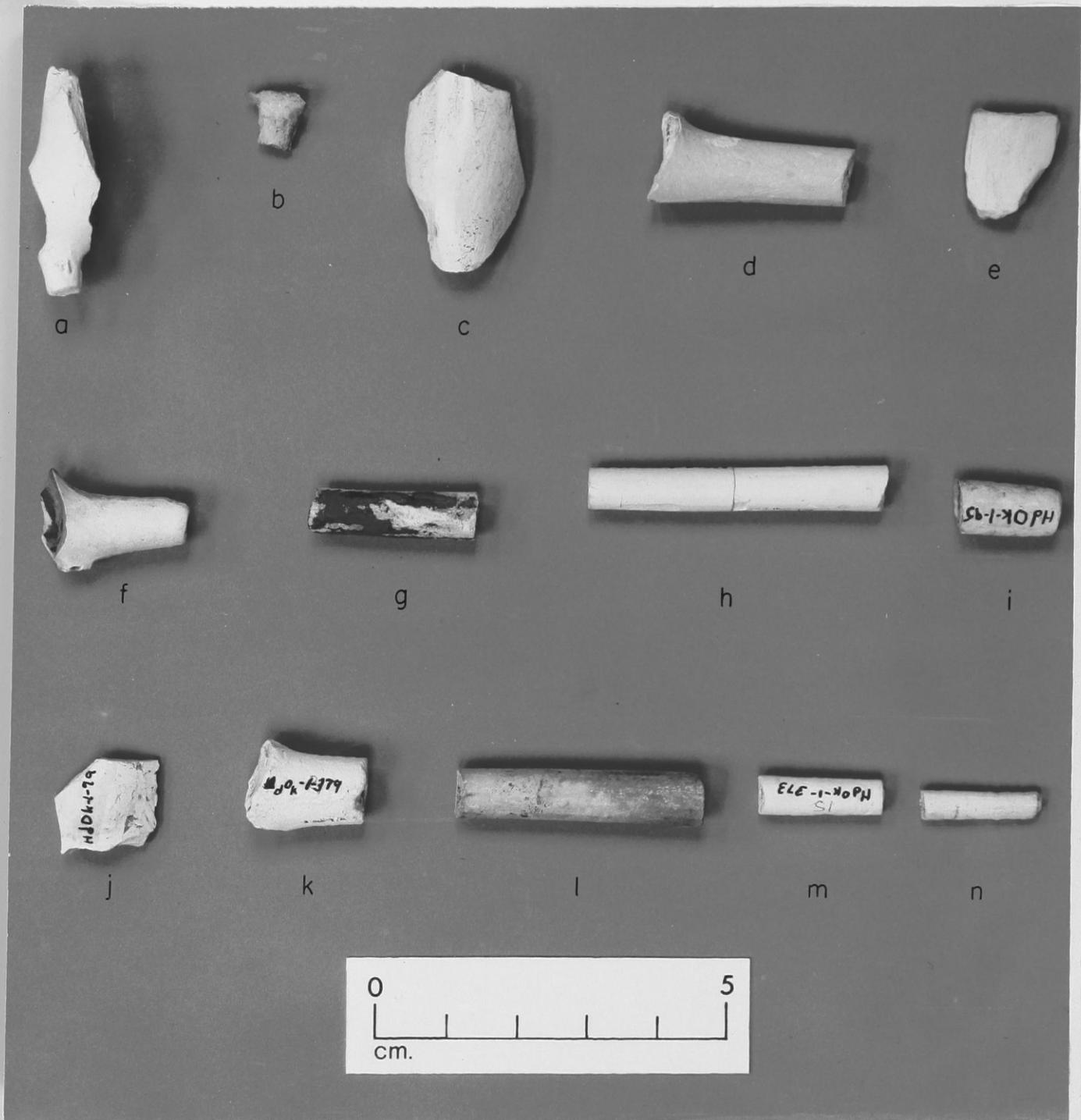


Figure 80

81 Tin cans, Transport Depot.

- a Lid and body, soldered lid and seams (HdOk-1-302).
- b Lid, galvanized (HdOk-1-227).
- c Lid, round with a large recessed centre to take a tin cap (HdOk-1-142).
- d Lid, galvanized (HdOk-1-155).
- e Lid, galvanized (HdOk-1-87).
- f Lid, trade-mark [?]ELEY LONDON.
- g Lid fragment (HdOk-1-44).

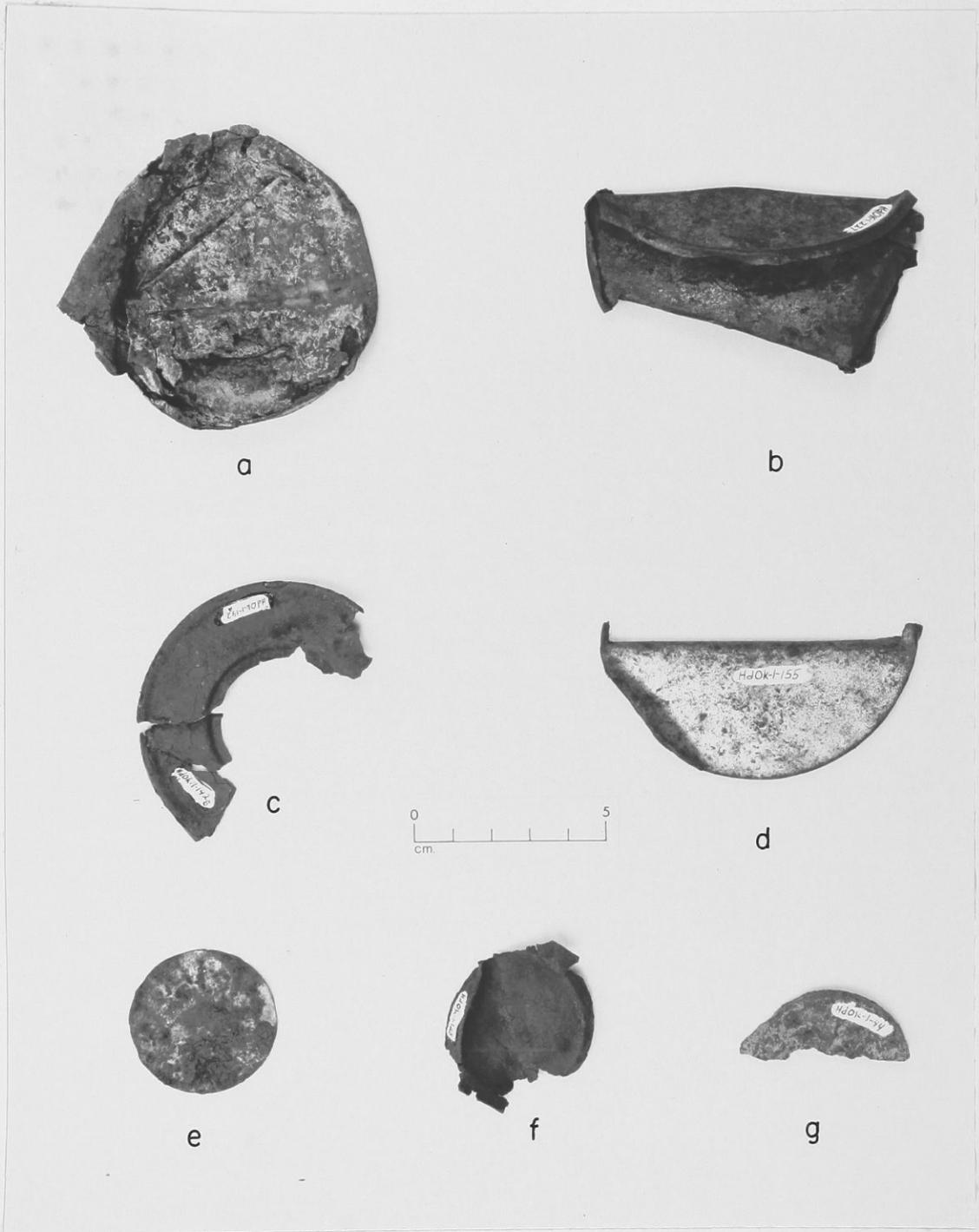


Figure 81



- 82 Miscellaneous galvanized tin fragments, Transport Depot.
b,k Strapping with nail perforations (HdOk-1-18;
HdOk-1-235).
a-n Cutting remnants.

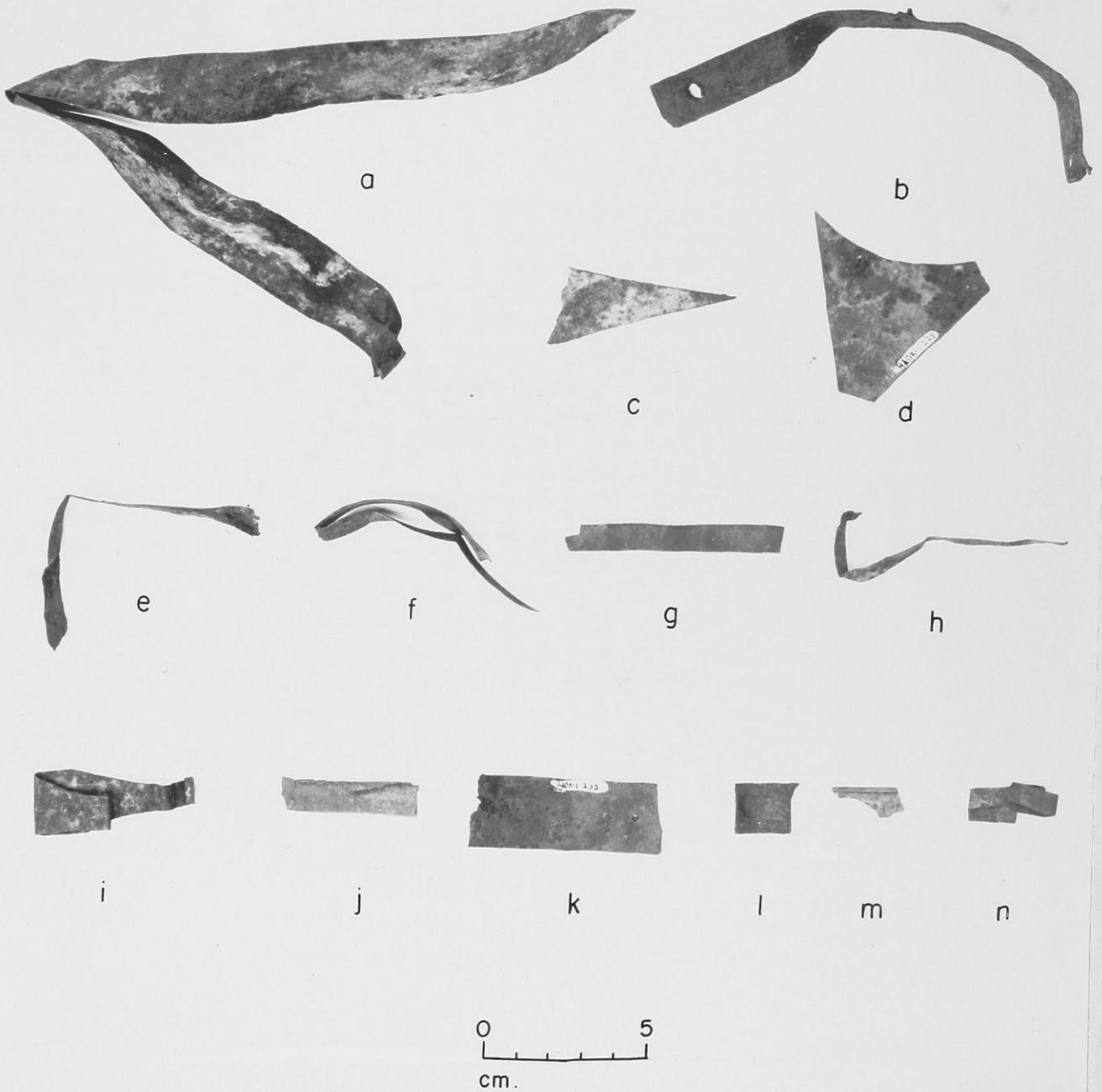


Figure 82

- 83 Miscellaneous metal objects, Transport Depot.
- a Heavy gauge iron wire fragment (HdOk-1-193).
 - b Medium gauge iron wire fragment (HdOk-1-22).
 - c Wire loops (HdOk-1-182).
 - d Small square tin lid fragment with a recessed centre to take a cap (HdOk-1-175).
 - e Wire pull from a tin container (HdOk-1-147).
 - f Small wire staple (HdOk-1-56).
 - g Unidentified bent tin object (HdOk-1-180).
 - h Lead "nail" (HdOk-1-589).
 - i Sheet lead fragment (HdOk-1-602).
 - j Rolled tin fragment (HdOk-1-171).
 - k Brass rivet (HdOk-1-129).
 - l Unidentified copper object (HdOk-1-274).
 - m Unidenti ied copper object (HdOk-1-303).
 - n Sheet copper fragment (HdOk-1-165).

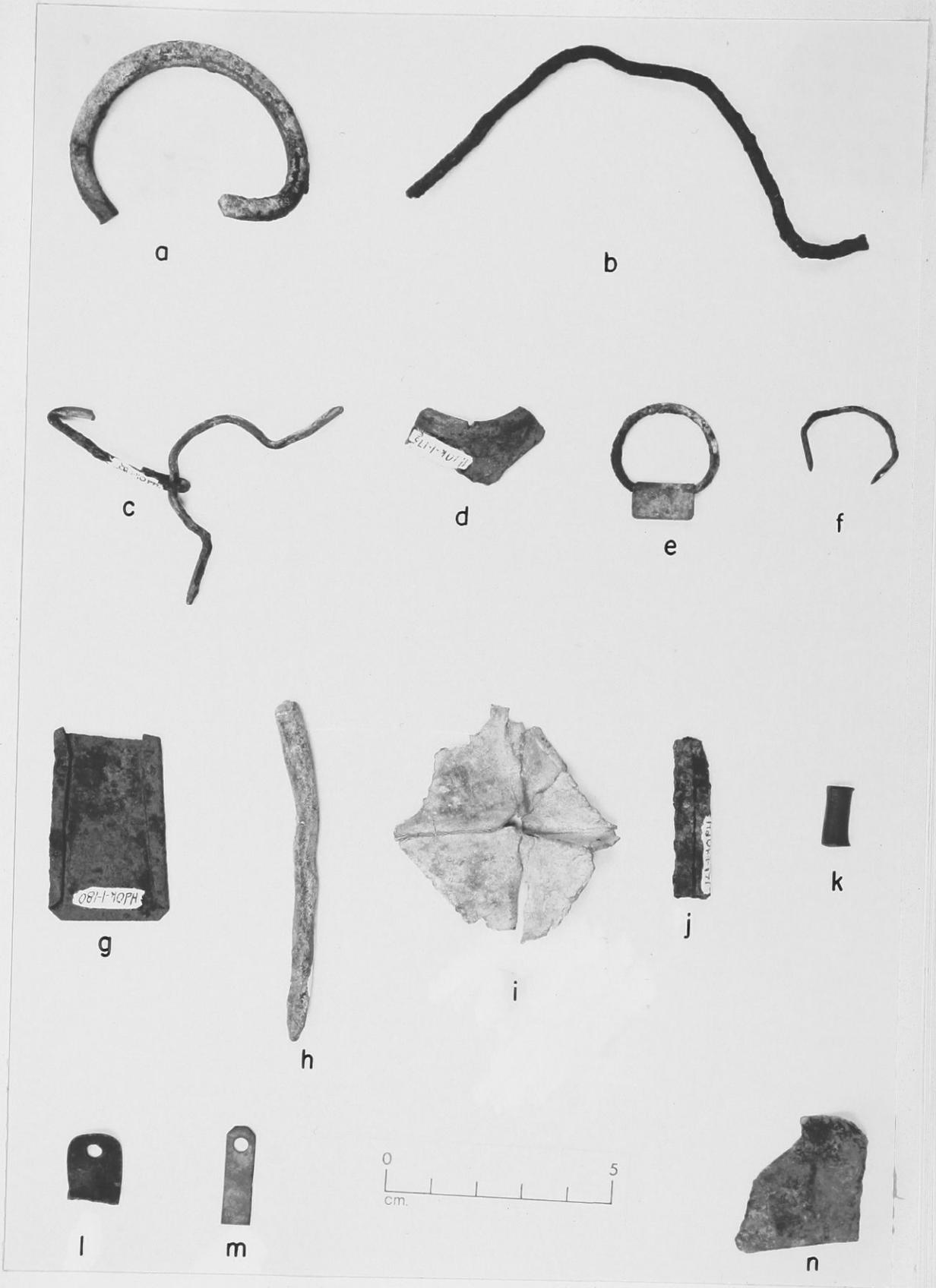


Figure 83

84 Miscellaneous lead, copper and iron fragments, Transport Depot.

a Sheet metal fragment (HdOk-1-157).

b Melted lead fragment (HdOk-1-78).

c Iron fragment (HdOk-1-158).

d Copper pot rim fragment (HdOk-1-135).

e Iron fragment (HdOk-1-164).

f,g Lead sprue (HdOk-1-68; HdOk-1-70).

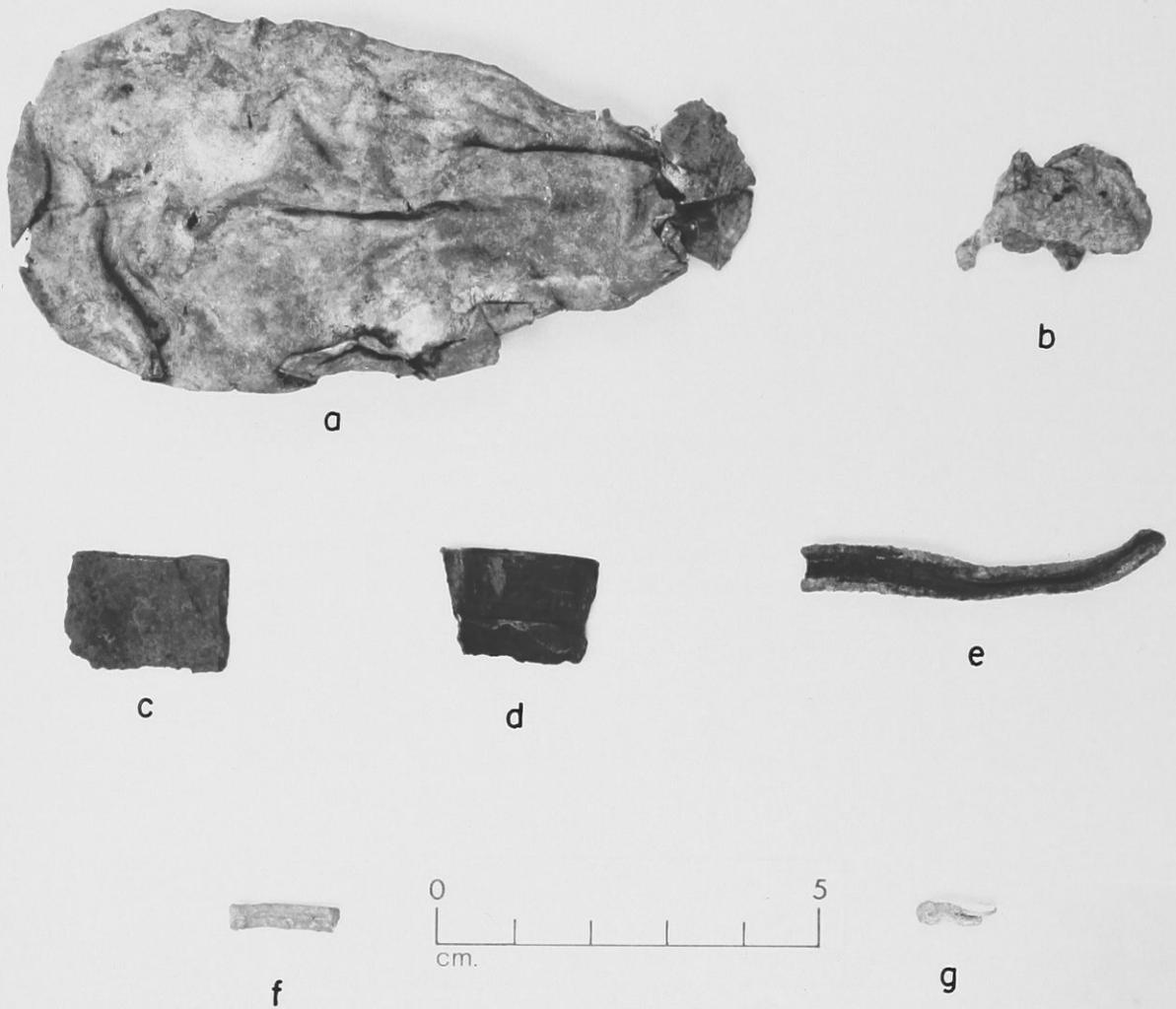


Figure 84

- 85 Lithic artifacts of native origin, Transport Depot (HdOk-1) and Lac La Loche Campsite (HdOk-4).
- a Hanna type point, complete (HdOk-1-620).
 - b Oxbow type point, complete (HdOk-1-621).
 - c Prairie side-notched point, tip missing (HdOk-1-622).
 - d Prairie side-notched point, base missing (HdOk-1-112).
 - e Prairie side-notched point (?), incomplete (HdOk-4-83).
 - f Knife or projectile point, incomplete (HdOk-1-625).
 - g End scraper, complete (HdOk-1-624).
 - h End scraper, complete (HdOk-1-623).
 - i End scraper, complete (HdOk-1-188).
 - j Raw flake (HdOk-1-293).
 - k Raw flake (HdOk-1-217).
 - l Raw flake (HdOk-1-271).
 - m Raw flake (HdOk-1-212).
 - n Raw flake (HdOk-1-263).
 - o Raw flake (HdOk-1-280).
 - p Retouched flake (HdOk-1-192c).
 - q Raw flake (HdOk-1-133).
 - r Raw flake (HdOk-1-295).



a



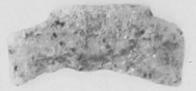
b



c



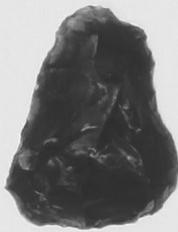
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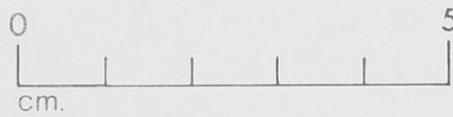
o



p



q



r

Figure 85

86 Projectile point found during the excavation of a garden plot at the settlement of Portage La Loche on the east shore of Lac La Loche.

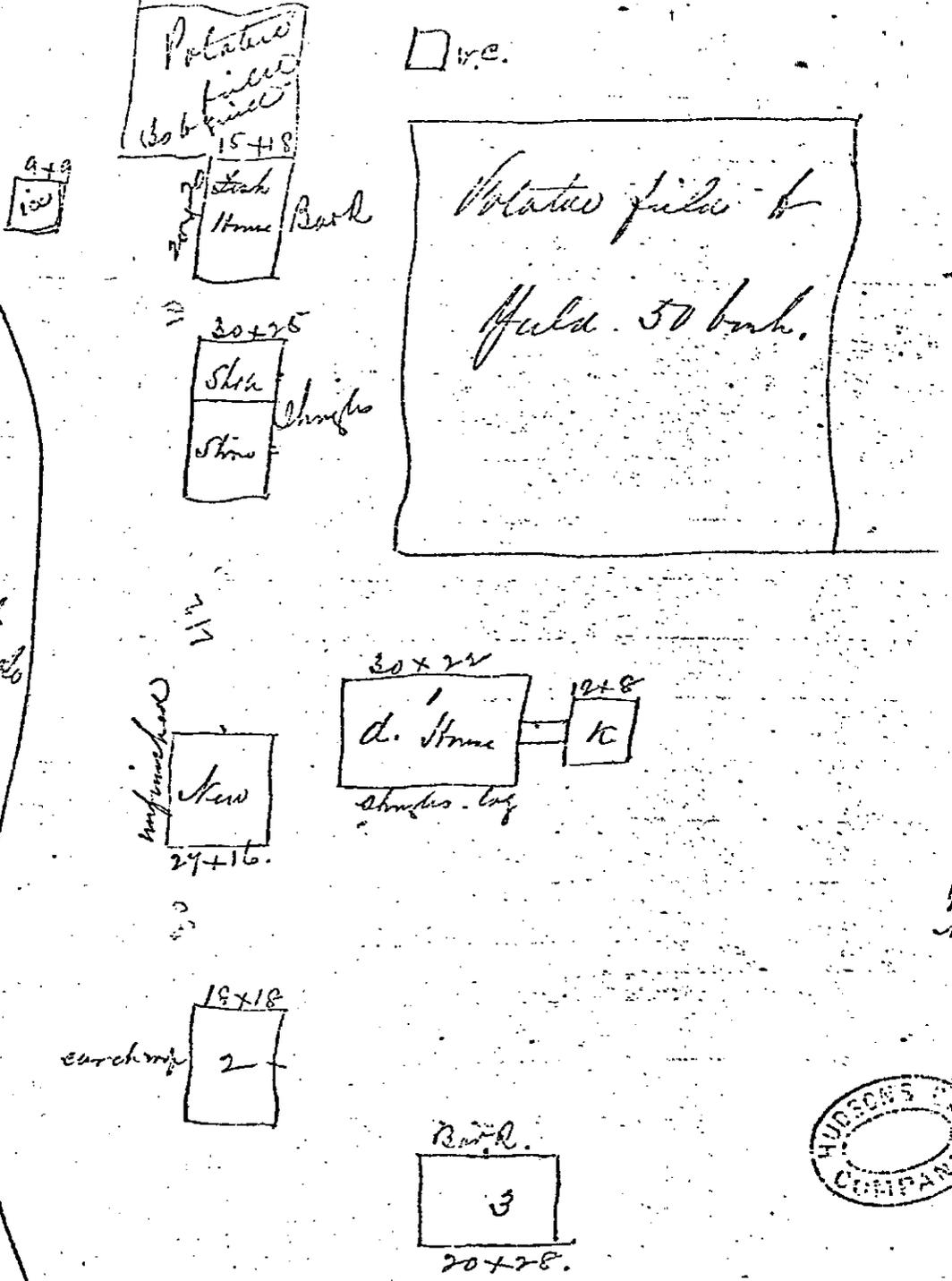


Figure 86

87 1889 sketch-map of the Portage La Loche Post which accompanied Richard Hardisty's report (H.B. Co. Arch.).

P.L.S. Post

Lucia Luche.
 15 + 6.
 Potato bank
 side of each bank
 Lucia Luche



1. Pure Lakshmi wife + 1 girl
2. Rupa Lakshmi " 1 girl
3. Antonio Lakshmi " 2 boys + 1 girl

Figure 87

88 1890 sketch-map of the Portage La Loche Post which accompanied J. McDougall's report (H.B. Co. Arch. B. 167/e/2).

Plan of Portage la Roche

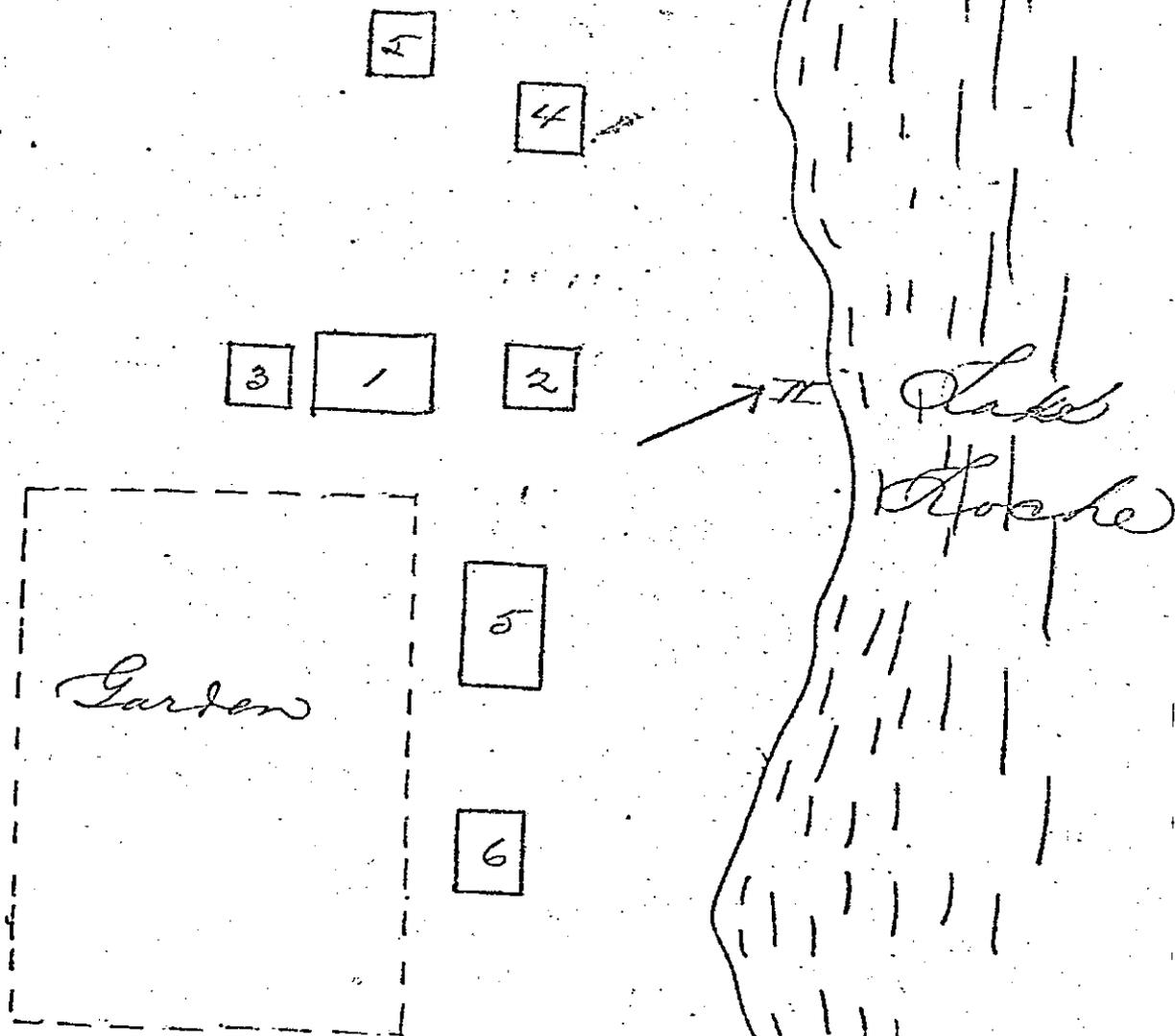


Figure 88

