# Harbour Grace History

1853 Sons of Temperance Library. Henry Trapnell, Librarian. February 1953, Jane and Mary was launched at Hr. Grace South

at the premises of her owner. Moses Parsons. Built by Mr.

Moses Parsons. Built by Mr. Richard Slowe.
Favorite. Arrives from the yard of A. Pittman at New Perlican. Linda built at Spaniards Bay by Mr. Kearney for Ridely and Sons (13 tons, new measurement) It is here noted that Harbour Grace has improved much in trade, prosperity and appearance during the last few years.
Brigus. Feb. 26th. — Sisters. Bunched at Brigus for Copt. Az Munden. Built by Michael Kearney.

Munden. Built by Michael Kearney.
Brig James, launched at Hr.
Grace by Michael Kearney. Bullet head, painted ports, smart
appearance. Built for Mr. Lynch,
Southside and Punton and Munn.
March 9th.—Storm Hernet ran
into another vessel at the ice and
lost a man named Kidney. The
Shannon belonging to Mr. Godden
dismasted in Trinity Bay. Severai others crippled.
Clutha, Burn Master, for this
port ran ashore at Ochre Pit
Cove. Crew saved.
Power and Cody dissolve partnership.
March 39th.— Briton refurns

March 30th. — Briton returns from ice. Had been abandoned by crew at Pinchards Island. Ten remained ship and brought her borne. March 30th. - Petition being

heme.

March 30th. — Petition being sent to Legislature to construct a sewer on Water St.

Sibyl put into Cape Town on way from St. Johin's to Australia. Fifty-four passengers all well, went in for supplies. Hoopers debts amount to fitch the series of th

ment was made.

Resolved salary of operator at
Hr. Grace be Fifty 4 pounds

for current year.

New brig. Belle, Capt. Palfrey.
arrived here from Liverpool, 27

days.

May 18th. Tenders asked for public wharf at Carbonear. public wharf at Carbonear.

May 25th. Messrs Larnmon and
Goodridge here shipping men for
fishery. Caused quite a stir. They
are a Plymouth firm fishing at
Long Island and Grady etc.

### March 29, 1962 Historical Records of 1833

HR. GRACE — Murder and robbers at Hr. Grace in the house of Mr. Bray, a school-master. House was found to be on fire and the bodies of Bray and his infant son, also a greant field was discovered. servant girl, was discovered. At the inquest of Robert Crocker, Bray, his son, and a woman, named Coombes, the jury found a verdict of wilful murder.

Conception Bay races were held on October 3rd, 1833, at Cochrane Course. Horses were Bachelor, Dauntless and Nero Tally Ho. Messrs. McCarthy, Phelan. Walsh and Kirchen were among those taking part in the races.

In 1836, the Carbonear Sentinel writes that elections were being held and times very rough. Paper very bitter against Hr. Grace and Thos. Ridley.

The packets Nora, James Foyle, Express, A. Drsydale and St. Patrick. Edward Phelan were all operating in 1936.

## Harbour Grace History

History

FROM HARBOUR GRACE
STANDARD—1878

JANUARY 12—
HARBOUR GRACE—Fisher;
Commission. 1876: 100 vessels built in NId, 4870 tons; 1877: 142 vessels built in Newfoundland, Sa86 tons.
FEBRUARY 1st—
Fixed light placed on Carbonear Island. Oulton, Capt.
Hennessey arrives from Liver.
pool, 34 days.
FEBRUARY 16th—
Account of the loss of "Rose from Labrador with 34 lives on way home from Cape Charles in October. Never heard from. James Kennealley, master.
FEBRUARY 23rd—
Annual meeting of Irish Society which was started in 1938, Hy F. Shorties, secretary.
Sneezer purchased by local club and towed to St. Johns.
MARCH 2nd—
Meeting Brigus Club. Election of officers.
MARCH 9th—
Drowning of Nicholas Furlong at wharf.
APRIL 6th—
Gungarry, Capt, Keefe lost at lee, March 13th.

Gungarry, Capt, Keefe lost at ice, March 13th.

APRIL 27th—

Printers at Seel Fishers

Disasters at Seal Fishery.

Brigt, William, Capt. Pike arrived from Brazil. A man Smallwood killed by falling from

Ravenwood arrives with 3300 seals, largest trip.
MAY 18th— Trusty lost at Torbay, Alex Parsons master.

MAY 25th— Auction of "Sneezer", 127

tons.

Brigt. Zenobia at Halifax, built in France four years ago.

Offered for sale \$4000.

OHered for sale \$4000.

Pembina arrived at Harbour Grace from Mahone.

JUNE 15th—

Meeting at Court House, pur-Meeting at Court House, pur-pose forming local Brigade for defence purposes, JUNE 8th-

UNE 8th—
Laying of corner stone St.
Andrews Kirk, St. John's, with
Masonic honours.
Re Hudson Bay route, Capt.
Adams says he has seen caplin
in abundance north as far as 73
degrees, also cod at Lancaster
Sound. Took 2000 salmon in
few hours.

## History's Pages

HR. GRACE — Cape Spear light first lit, September 1st, 1836.

1836.

Brigantine Ida launched. She was built where the Post Office stood in St. John's, January 30th,

1803, nor Stone of Lunait Asylum laid by Governor Hamilton, July 24th, 1853. Election riots at Hr. Grace, November 2nd, 1864. The Jemima owned by Donnelley of Hr. Grace, lost at Kelly's Island with Capi, Keefe and two men, August 8th, 1864. Snow fell in Topsail August 18th, 1864.

16th, 1861. Five of crew of brig. Emily lost at scalfishery, April 4th, 1859.

lost at scattsney, April 1821.

Brig Petrel, George Clough,
master, found in a sinking condition off this coast by steamer,
Capt. Kulliford, crew researcapt. Kulliford, crew researtion of the transparent of the transparent
lifth, 1850.

The remains of Capt. John
Munn who was lost the preceding fall at Cat Harbour were
interred at Hr. Grace, April
28th, 1869.

Seventy-four "Youngsters" arvived from Galway, Ireland, to

Seventy-four "Youngsters" arrived from Galway, Ireland, to beein labour on St. John's Water Works, April 8th, 1860 Pustion & Munn's brigantine Kelsey, lost with all hands at Outer Core, one boy picked up. January 21st, 1884, Barque Rothesay launched at Hr. Grace, built by Michael Kearney for Punton & Munn, January 21st, 1882.

Oct 3, 1958

# History's Pages

HARBOUR GRACE—Floating dock, Southside, St. John's, completed November 8th, 1861. Duty first put on coal in St. John's, March 28th, 1864 (20 cents per ton).

The big telescope at Cape. Spear, imported by L. D'Brien & Co., arrived August 28th, 1867.

The steamer Bluejacket burnt and blown un in Conception

The steamer Bluejacket burnt and blown up in Conception Bay, September 17th., 1862. Big fire at Carbonear, eight houses burnt, November 18th.. 1873.

1873. Having ale on Labrador twenty five vessels and fifteen thousand quintals fish lost Sept. 16th, 1875.

Account of the loss of steamer Dauntless at Dildo received, Sept. 27th, 1877.

Steamer Micmac arrived from second trip to sealfishery, May 10th, 1875.

Polaris, crew of 10 men, arrived here in steamer Tigress.

# arly History f Hr. Grace

IR. GRACE — The year 2 has been considered one the most interesting ones in history of this province. However, the work of the province the death of the work of t

me resolutions were pro-Some resolutions were pro-ord and unanimously adopt-and steer this parties from two teams united in a pro-sion, the crowd now having reard to 3,000 people who occeded to Harbour Grace of the steel of the steel of bounes of the steel of bounes of the steel of bounes of the steel parties of the steel o

they met again at a later te and this meeting took the rm of a revolt against the aling agreement then in

There are given many tried of sealing strikes, notably at of Cart. Supple who led the Brigus Barrens 300 men dintimated the entire commity. They were insisting the sholishment of the should be should be suppled his band was Capt. Bill belan of Brigus. He was a sted and successful old seal-and his men stuck to him. When they were ready to go, called to his men to let go called to his men to let go ropes from the gump head. Apple refused to let a man anch it and "refered the men board the "Hound". Capt. The han was ready for standard the "Hound". Capt. Whelan then dered his men to cut the rope of way sailed the "Hound" re the sealissiery. She was endy vessel with a full load seals that year. The other rigus vessels were held up till too late and the strike roke up in confusion. In those days cash was very arec. There were no banks re bank notes and everything se conducted in trade. Agreerets were made between the later and firms but these in the strike robe in the strike of the strike robe of the strike of the strike robe of

g ran high. In the next arti-

# Historical Records Of Hr. Grace

March 6, 1962

Hr. GRACE — In 1829, a tremendous bonfire was set for 7.30 p.m. on Point of Beach in honour of the Catholic Relief. There was also a parade. The bonfire had at least 16 barrels of pitch tar and 300 sticks of wood.

The seal fishery that year was a sad failure, only a few silf and the set of getting a good trip.

Thomas Ball, Editor and Propietor of the Weekly Journal at Conception Bay, has an office residence adjoining the residence of Mr. Starks. For Sale dwelling, 1 store and barn and adjoining meadow, western half of meadow and half a pond thereon, ground and dwelling lately occupied by Mr. Hayes, Mt. Dorset Farm, consisting of 80 acres, piece of ground on South of Mt. Dorset Farm and adjoining road to Cochranedale, the South of Mt. Pleasant Farm with several valuable erections, celebrated farm at Cochranedadw and brookland and valuable buildings, Juniper Stump Farm of 150 acres, Sheppards Farm a: Cupids Road, 20 acres and building, valuable and comodious building at Cupids, premises at Kelligrews, waterside premises and 2 oil vats. Hence sequenced the Mt. James comodious building at Cupies, premises, at Kelligrews, water-side premises and 2 oil vats, House accupied by Mr. James English, William J. Harvey, C. F. Bennett Trustee and R. H. Wakeham and William Sweetapple, agent at Brigus, 1832—Bishop Inglis visited Carbonear, Upper Island, Harbour Grace, and Bread and

May 30, 1962

## Harbour Grace In 1852

HR. GRACE - Another im-HR. GRACE — Another im-portant launching that spring was that of the Thomas Ridley. This first class brig was built at Carbonear by the same builder as the Rothesay - Michael Kearney.

She was launched on Satur-She was launched on Satur-day, February 21st. At nine o'clock, Mr. Kearney gave the signal to remove the trips and the noble craft began at once to move towards the waters, at which instant, she received the which instant, she received the christening salute from the hand of Edward Earl Browne Esq., H.M.C., who in audible voice in accordance with the wishes of Mr. John Rorke, named her the Thomas Rickey. Three tremendous cheers greet the ship as she glided into the briny element and three times three resounded on all sides for the health and prosperity of her enterprising owner.

The Band struck up a lively The Band struck up a lively air which added greatly to the effect. At that time the Thomas Ridley was the largest scaler in the island being 106 feet long, 24 feet, 8 inches beam, and 12 feet 6 inches in the hold measuring 170 tons according to the new measurements. This vessel was launched in

the somewhat difficult position but the ingenuity of Mr. Kear-ney was equal to the emer-gency and there was not the

gency and there was not the slightest hitch. The Morning Star was anoth-er vessel launched at Carbonear two days previous to this. She was built for Messrs. Pack Gosse & Fryer and was 100 tons. Mt. Joseph Vatcher was the builder.

the builder.

The Princess Royal, was launched on the 18th February 1852 from the dockyard of Bemister & Co. at New Perlican also for Pack, Gosse & Fryer. She was built under the supervision of Mr. John Bemister has a na propersyst for ter who as an amusement for his leisure hours had cultivated an acquaintance for the var-ious branches of this art.

## Harbour Grace In 1852

HR. GRACE — "Oar steen having all got away belo March 10th. We will vay them week by week wait by return."

March 31st; Notwither ing the approximation regar-the success of the scale that are happy to state that a in the past week screen is m the past week serent to trips have arrived in St. Jo. (and this Bay), including in Ridgley and E. Radeth and t. Hilam, Brothers (Noc.), E. latter being in the offing a a heavy trip.

On April 15th, we learn the heavy gates and many vales are lost with heavy loss of it. The reports received are a much exaggerated it is keep. and we hope that much of

The spring of 1852 was c The spring of 1832 was co of many disasters and a ray remembered as the Spring the Wadhams. Among the disasters first reported is to death of Capt. Hund Gorbac the "Daniel O'Connell" of perished when trying to me the shore in Bonasitia of The rest of the crew see saved.

. . . On April 21st, the Ter Nova (Pike), Ridley & Sn cowners, brings part of the crew of the "Hope" in near Cape Freels.

A coroner's inquest of death of Chartes Pynn Sch
John Stark was helt in Thursday of which Mr. Ek Whiteway was foreman. In peared in evidence that else of the crew of the 2"Princess" Capt. John Help of this port, Ridley & is being owner, abundoned to vessel on April Th nutr Ek er's Island. While they aon their way to the sixten Greenspond, they fell in 'the schooner "Native, Right owner of Hearth Coron bandoned. These elevan took charge of the "Native Jumped her dry and brugher to Harbour Gree. Of day affer, they had than yession, nine of the crew dt. "Native" returned on ke and asked leave to size oboard overnight.

They left again the mate raining to Gerenspond and

board overnight.

They left again the not do going to Greenspond and la ing apprized Capt. Hotter is his companions that the lade a dead man was in the his They said he had died a hard death. After the control quest, the deceased was regionably buried in St. Pauli éctivard.

That spring there were ward of twenty vessels of t ward of twenty tests at meighbourhood lost. It is said that on Pinchard's lift there are more than 10 the wrecked men and the maist resident families bring links there will be much sufficiently relief to side there. there.

#### Harbour Grace In 1852

HR. GRACE — One hundred and ten years have passed since 1852 which according to records written by the late H. F. Shor-tis for the Harbour Grace Stan-dard of that time was one of

dard of that time was one of the most important years in progress of business etc. in the town of Harbour Grace. We are told that the history of such events have interest for some readers so we shall en-deavour to write them as writ-ten in that valued newspaper of over a century ago. Thursday morning, January 22nd, 1852, was a gala day in Harbour Grace. Although the weather was not yery promis-

Harbour Grace. Although the weather was not very promising of a good day an immense number of people had assembled, many of them from the remote settlements of the Bay, to witness the launching of the barque Rothesay, She was built on the North side of Water Street on the side where large Street on the site where large buildings later faced Victoria

Street.
Nothing could be finer than the style in which the gallant harque glided to her destined element. From the moment she started, till fairly seated upon the waters, there was not the slightest impediment, not the least perceptible joit in irrequiarity in her motion.

The achievience was perform.

larity in her motion.

The christening was performed by Mr. John Fisher, a native of the town, after which she was designated. Prior to being launched, Mr. Kearney delivered an excellent address extolling the enterprise of the owners, Punton & Munn and the ways advantages derived from

ers, Punton & Munn and the many advantages derived from native ship-building. Our editor later says "the Rothesay is one of the hand-somest vessels that ever floated in the harbours of this island and is considered the equal if not the superior to the best of the ships from English or Scot-tish yards.

not the superior to the best of the ships from English or Scottish yards.

The Rothessy is a "specimen of native art, make and material. May the good ship Rothessy have success."

The Rothessy has splendid figure head and her stern and gangways present a profusion of elegant carved work, triangles and stars and other phylacteries of the Sons of Temperance. She was at once taken charge of by Capt. John Munn and loaded with drums, sailed for Brazil on February 10th. There is no question that the Rothessy was a splendid ship. She had a large single topsail and carried a sky-sail over her main royal. Capt. Munn commanded her for some years and then Capt. W. E. Taylor, a West country man from Plymouth. One morning in February, Capt. Taylor held on too long and during a snowstorm, while the sign of the sail of the sa

One morning in February. Capt. Taylor held on too long and during a snowstorm, while beating the Bay she was brought up all standing at Western Bay point. Capt. James Pike of Carbonear was a cabin boy in her at that time and was the first to bring the news to be the standard of the sta