

Harbour Grace History

1853 Sons of Temperance Library. Henry Trappell, Librarian. February 1853, Jane and Mary was launched at Hr. Grace South at the premises of her owner, Moses Parsons. Built by Mr. Richard Stowe. Favorite. Arrives from the yard of A. Pittman at New Perlican...

Harbour Grace History

FROM HARBOUR GRACE STANDARD-1878 JANUARY 12- HARBOUR GRACE-Fishers Commission. 1876: 100 vessels built in Nfld. 4,570 tons; 1877: 142 vessels built in Newfoundland, 3,889 tons. FEBRUARY 1st- Fixed light placed on Carbonear Island. Oulton, Capt. Hennessey arrives from Liverpool, 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 Kenneally, master. FEBRUARY 23rd- Annual meeting of Irish Society which was started in 1838, Hy F. Shories, secretary. Sneezer purchased by local club and towed to St. Johns. MARCH 2nd- Meeting Brigs Club. Election of officers. MARCH 9th- Drowning of Nicholas Furlong at wharf. APRIL 6th- Gungarry, Capt. Keefe lost at ice, March 15th. APRIL 27th- Disasters at Seal Fishery. Brig. William, Capt. Pike arrived from Brazil. A man Smallwood killed by falling from aloft. Ravenwood arrives with 3300 seals, largest trip. MAY 19th- Ship lost at Torbay, Alex Parsons, master. MAY 25th- Auction of "Sneezer", 127 tons. Brig. Zenobia at Halifax, built in France four years ago. Offered for sale \$4000. Pembina arrived at Harbour Grace from Mahone. JUNE 15th- Meeting at Court House, purpose forming local Brigade for defence purposes. JUNE 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 3000 salmon in few hours.

History's Pages

HR. GRACE - Cape Spear light first lit, September 1st, 1836. Brigantine Ida launched. She was built where the Post Office stood in St. John's, January 30th, 1855. Corner Stone of Lunatic Asylum laid by Governor Hamilton, July 24th, 1853. Election riots at Hr. Grace, November 2nd, 1866. The Jennina owned by Donnelly of Hr. Grace, lost at Kelleys Island with Capt. Keefe and two men, August 8th, 1864. Snow fell in Topsail August 16th, 1861. Five of crew of brig. Emily lost at sealfishery, April 4th, 1859. Brig. Petrel, George Clough, master, found in a sinking condition off this coast by steamer, Capt. Kulliford, crew rescued and brought to St. John's, April 10th, 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" arrived from Galway, Ireland, to begin labour on St. John's Water Works, April 8th, 1860. Puntun & Munn's brigantine Kelsey, lost with all hands at Outer Cove. One boy picked up, January 21st, 1854. Barque Rothesay launched at Hr. Grace, built by Michael Kearney for Puntun & Munn, January 21st, 1852.

Oct 3, 1958

History's Pages

HARBOUR GRACE-Floating dock, Southside, St. John's, completed November 9th, 1861. Duty first put on coal in St. John's, March 29th, 1854 (20 cents per ton). The big telescope at Cape Spear, imported by D. Brien & Co, arrived August 26th, 1867. The steamer Bluejacket burnt and blown up in Conception Bay, September 17th, 1862. Fire at Carbonear, eight houses burnt, November 18th, 1873. Heavy gale on Labrador twenty five vessels and fifteen thousand quintals fish lost Sept. 10th, 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. Polariss, crew of 10 men, arrived here in steamer Tigress.

Historical Records Of Hr. Grace

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 getting a good trip. Thomas Ball, Editor and Proprietor of the Weekly Journal at Conception Bay, has an office residence adjoining the residence of Mr. Starks. For Sale at Briggs the insolvent estate of Cozens including: 1 large 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 Cochranevale, the South of Mt. Pleasant Farm with several valuable erections, celebrated farm at Cochranevale, 250 acres of tillage, meadow and brookland and valuable buildings, Juniper Stump Farm of 150 acres, Sheppard's Farm at Cupids Road, 20 acres and building, valuable and commodious building at Cupids, premises at Kelligrews, waterside premises and 2 oil vats, House occupied by Mr. James English, William J. Harvey, C. F. Bennett Trustee and R. H. Wakeham and William Sweetapple, agent at Briggs. 1832-Bishop Inglis visited Carbonear, Upper Island, Harbour Grace, and Bread and Cheese Cove (now Bishop's Cove) where he consecrated a church of England. At Upper Island Cove, the church was hardly completed but was promised to be during the next year. In February 1852, the Chamber of Commerce presented a silk flag to Patrick Mackey and Edward Purcell for the largest number of seals brought in to St. John's from 1831 to 1832. 1832. Sealer's strike. They dropped spars out of one of Ridley's vessels. Sealers met on Saddle Hill. On March 20th, 153 vessels left St. John's for the icefields, thirty five more in 1831. Peter Brown's packet despatched George Voisey in charge of the express packet three days a week to Portugal Cove. Opened at St. John's with Mrs. Stewart as proprietress. She had been housekeeper to Sir T. Cochrane. Harbour Grace burnt Saturday, August 18th, 1832.

June 13, 1962

Harbour Grace In 1852

(Continued) HR. GRACE - "Our trip having all got away before March 10th. We will take them week by week until they return." 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 Scottish yards. The Rothesay is a specimen of native art, make and material. May the good ship Rothesay have success." The Rothesay 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 Rothesay 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 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 Harbour Grace. She was refloated and brought home and was turned bottom up at her wharf and a new keel placed in her. Being made tight, the Fire Brigade with the old medical headed by the Band were called into requisition and she was pumped out, turned over, rigged and sailed again the ocean under the new name of Terra Nova. In the big gale of 1867, she was lost at Indian Tickle, Labrador. Capt. Kehoe was in command of her at that time and the place where she was lost, is to this day known as Terra Nova Point.

May 30, 1962

Harbour Grace In 1852

HR. GRACE - Another important 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 Saturday, 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 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 Horte, named her the Thomas Ridley. Three tremendous cheers greeted 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 air which added greatly to the effect. At that time the Thomas Ridley was the largest sealer 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. Kearney was equal to the emergency and there was not the slightest hitch. The Morning Star was another vessel launched at Carbonear two days previous to this. She was built for Messrs. Pack Gosse & Fryer and was 100 tons. Mr. Joseph Vatcher was the builder. The Princess Royal, was launched on the 16th 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 who as an amusement for his leisure hours had cultivated an acquaintance for the various branches of this art.

March 29, 1962 Historical Records of 1833

HR. GRACE - Murder and robbery 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 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. Drisdale and St. Patrick, Edward Phelan were all operating in 1836.

Early History of Hr. Grace

HR. GRACE - The year 1832 has been considered one of the most interesting ones in the history of this province. On Monday morning, January 8th, a meeting chiefly attended by servants and fishermen took place near Saddle Hill between Hr. Grace and Carbonear. Its object was to abate the system of pay-wages in goods. Nearly 300 people had assembled on Saddle Hill by 10.00 that morning. Some resolutions were proposed and unanimously adopted and after this parties formed two teams united in a procession, the crowd now having increased to 3,000 people who proceeded to Harbour Grace headed by bands of music led by banners bearing inscriptions and in this manner they marched in strict order confining themselves to a slight manifestation of their general feeling, finally returning to their meeting place and then dispersed. They met again at a later date and this meeting took the form of a revolt against the sailing agreement then in force.

There are given many records of sealing strikes, notably that of Capt. Supple who led the Brig. Barrons 300 men who intimidated the entire community. The abolition of the pay money. One man in this strike who defied Capt. Supple and his band was Capt. Bill Whelan of Briggs. He was a bold and successful oil seal-er and his men stuck to him. When they were ready to go, called to his men to let go ropes from the pump handle. Some refused to let a man board the "Hound". Capt. Whelan was ready for them and his gun at his shoulder, he fired the first shot. He ordered his men to cut the rope and away sailed the "Hound" for the sealishery. She was only vessel with a full load of seals that year. The other five vessels were held up till too late and the strike took up in confusion. In those days cash was very scarce. There was no banks or bank notes and everything was conducted in trade. Agreements were made between the sealers and firms but these did not always suit and feelings ran high. In the next article we'll tell of further strikes.