The Old Sh

"THE ORIENT"
HR. GRACE—The time "Orient" was one the enterprising firme Brothers of Carboness Brothers of Carones, the month of Octobe took a cargo of herfa Chatteau, Labradon, k. Montreal. Upon of there, they disposed e cargo to Lord, Major & and loaded a general of flour, pork, hutter, of flour, hutter, of flour, hutter, and left the net to take on the Villed there the 17th New After landing the piles (Islands they sailed its met easterly winds the flog for three days, of 21st the wind chap Northwest, hlowing I with snow and frost, a.m. on the 22nd, the ran ashore on the S.Y. of Anticosti about ser. the month of October of Anticosti about sere of Anticosti about section the S.W. lists.
They quickly got the out but they were or alongside the ship belo had time to get away.

Capt. Edward Jr. three men were dress the swamping of the Capt. O. G. Javee st and he and Eli Moorei-ed to get hold of the st after a long time in the managed to get show

The two survivors The two survivers the masts, the vessel coated with let 0st Joyce removing his figet a firm grip as the his hands were territy bitten, all his fineral let of summing off summing and summing histen, all his fineers ing off sometime storm Moores was also hed bitten in one of his bitwo survivers renth board the shin all it about seven o'clork it abandoned her ta will at low water. There in no or ten miles are South West Bay to house up to their six water and snow i'clothes frozen argist. water and snow clothes frozen arrival about eleven o'clek were well looked all; lighthouse keeper. Pope and family water continually cate which must have their frost hitten by leet which must have them from being milite.

They remained of house all winter and 1st of May a small house all winter and a small about twenty tone or from West Peint with of flour solved from the order of the state of the vivors of 8 men w Carbonear six mon

The Old &

Last week he was
wreck Glasshell of
Bonavista, This weit
uel to the unfortunitells of the loss of Cap
mer and Alfred Clark
Carbonear.

Carbonear.

In the summer of its shortly added of the was wreed of the wreed

the crew boarded the tree boarded to the crew boarded to the crew

Alfred Clarke to

Affred Clarke to a cabin removing sure to a cabin removing sure to an and Caps. Morine to mainward taking of and the bost sure to a cap to be a cabin to a cap to be a cap to abeth Jane from &

The Old Shi

HARDOUR GRACLyears have busined as
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bancer and the limit
over 100 too ms recocapt. William Made
Britans.

Some participal of early depth depth of the consecutive process to some or depth of the some of the some

the Havelock Cap 5, on March 20th, with P. and L. Tessier.

1867: S.S. Panche at Ten women and in drowned in Catting searching for seak.

1868: "Elfreda: Og fers, full of seak star quito pt bound for it.

Concern Storm maybe."

quito Pt bound is a
Grace. Seven menks.
18th morth east pix
"Emerald". Cap I
full of seals, lot a
Point the same de la Hutton and Volumes Bonavista Bay on the

S.S. "Hawk", Car. the first in with 800 s 1872: Brig. Han Cant. Dawe lost He including captain lost. Fourteen swel. 1880: Seals takes 1880: Seals take he men in creat such a Cape John to Cape Malron. Capl. Joseph Inaded twice and fall good third trip. For seals in Green By hauled through sind John's continually he days. LOSS OF THE BRIGANTINE

THE CAPTAIN'S STATEMENT

HARBOUR GRACE—"The fol-lowing is an account of the res-cue of myself "Frederick Cole" Captain and crew from a watery grave by the Captain of H.M.S.

grave by the Capiain of H.M.3.

We left Cadiz in the three mass ted schooner "Pet" on the 21s' October bound for Harbour Grace. We experienced a series of strong westerly gales and with great difficulty got within 350 miles of our port around November 17th. when we encountered heavy storms and were driven back about 150 miles on the 20rd, The gale came on with hurricane force accompanied by a mountainous sea which made a clean breach over the vessel sweeping away the bulwarks and sweeping away the bulwarks and stanchions, hoat, compass-bin-nacle, mizzen boom and galf how nacle, mizzen boom and galf how sprit and jibboom, catheads top-callant forecastle and bursting the decks. We were of consequence obliged to cut away the mizzen mast and the main and fore masts for the safety of our lives. The crew worked continually at the mercy of the wind and waves and leaking terribly and nothing in sight.

At daybroak on the 24th a vessel was observed hull down and after two or three hours of dreadful auspense we made out that she was shaping her course towards us.

that she was shaping her course towards us.

The vessel turned out to be the teamer Ptolemy, Captain Bovis. for London which had also suffered so severely that she could not render us any assistance boats; but after great difficulty and manoeuvring of the vesseline were all hauled on board hough the sea with a line with though made fact to it.

Some a my crew were in such.

Some of my crew were in such

an exhausted excited to to reactive had to be used they could be mared to be used to be

The "Great Tragedy"-1885

sge to Labrador in the summer of 1864; she salled from Bay Roberts from Say Roberts are incompany to the Sydney for a load of chal and November 18, under the command the sydney for a load of chal and november 18, under the command the sydney for a load of chal and november 18, under the command the sydney for a load of chal and november 18, under the command the sydney for a load of chal and november 18, under the command the sydney for a load of chal and november 18, under the command the sydney for a load of chaptal november 20, in company the only format the sydney, the ship encountered a black Island Some were burried at Black Island Some were should for Sydney, the ship was a shilow draft and was reaching under very small some the burried some search in the burried some search in the burried some search in the burried some search the same mean Jane Road (afterward Mra. W. H. Littlefohn), the only female some search in the burried some search in the burried some search in the summer of the same mean of scape. The captain and several members of his family yere load. A some of the same means of scape. The captain and several members of his family yer of the same means of scap

Bits Of Sealing History

HR. GRACE — Now that the time for the sealers to be away to the icefloes, it may be interesting to some to re-read bits of sealing history, and there is much of it in old records that

much of it in old records that its worth re-telling.

In the year 1832, the total number of seals brought into ports was 743, 785.

In that same year 152 vessels were fitted out from St. John's carrying 3294 men to the seal-fishery.

In that year, Capt. Carew of the Brig. Dida was awarded a prize flag by the Commercial Society of St. John's for having prought in the largest number

Society of St. John's for having brought in the largest number of seals in proportion to size of vessel and number of crew.

In 1834, Capl. Wm. Butt of Carbonear was also presented a prize flag by the merchants of that historic town.

In 1838, a number of vessels were jammed in White Bay. A ship was despatched from St. John's with food and clothing for the men.

John's with 1000 and colonial colonial for the men,
In 1845, 8000 men assembled at "Rig Pond" Brigus for a scalers strike. This was led by Capl. Henry Supple of St. John's. The men asked for reduction of berth money and outfitted and this was conceded to these be suppose of the ships. them by owners of the ships

etc.
The steamers Bloodhound and
Wolf were the first to prosecute Wolf were the first to prosecute, the soal fishery and this was in the spring of 1863 and they were fitted out by local mer-chants. The year hefore (1862) two steamers had sailed from Dundee to the icefields but the voyage had turned out a failure.

LOSS OF THE "N. P. CHRISTIAN"—1894
Another tragic event was the loss of the schooner "N. P. Christian" which was owned by Capt. John Dawe of Coley's Policy. This vessel was about 50 tons and was built in Nova Scotia.
After completing a fishing voyage to Labrador in the summer of 1894; she sailed from Bay Roberts for Sydney for a load of chai an November 18, under the command of Captain Robert Parsons, broth-

Bits Of Sealing History

HARBOUR GRACE—In the spring of 1877, the "Beat" brought in from th. ice fields a seal having one "ye in the middle of its forehead and with two distinct mouths. It was of

middle of its forenead and witten distinct mouths. It was of the harp variety.

Also in the spring of 1877, the Governor visited the sealing fleet and was welcomed by a salvo fired from the guns by men of the Neptune and the Proteus.

In 1840, a steam boiler and apparatus was imported by Ridley & Sons of Harbour Grace, then doing a successful and extensive business. It was to be used in the meeting of blubber, seal oil and seal fat.

In the spring of 1860, 123.576 seals were landed at the premises of these girls at Harbour Grace, Ridley and Sons 59,786; Punton and Munn, 54,956; Donelley, 18573; A bard of that day wrote: day wrote: "Oh, Harbour Grace, that pretty

place Where checks from Domby first

come to hand

For hospitality and conviviality
It can't be equalled in Newfoundland.

foundland. It the spring of 1830, seals were hauled by land men at Pouch Cove. Portural Cove. Plat Rock and Torhay etc. Slide loads of seals were carried into the city from all directions. It was a rich barvest while it lasted.

March 30, 1960

Bits Of Sealing History

HARBOUR GRACE — A strike of sealers took place at St. John's on March 8th, 1902, 3000 sealers refused to proceed to the icefields until their deto the icefields until their demands were satisfied. The strike ended on March 13th. after their demands were complied with by A. B. Morine, who advocated the sealer's cause. The poet of the day produced this poem:
"He got the terms to suit the men.
And from the van did call That he secured three fifty And free berths for one and all."

SAILED FROM SYDNEY, C.B. IN 1444 Eight vessels were fitted out to prosecute the seal fish-city in the Gulf in 1844. Six of them were commissioned by Messrs, Archibald and Sons.

"RESOLUTE" LOST IN 1886 The steamer "Resolute" was lost in 1886 near Ireland Rock cast of Fogo Island. She sunk in 65 minutes. Three of her crew perished on the ice. They were from Dundee. Scotland and were harpooners for the whale fishers. whale fishery

AN UNIQUE CREW, 1880

AN UNIQUE CREW, 1880
A vessel "the Excel", Capt.
Facey, was the first to arrive
from the scalitishery to the
firm of J. Steer, St. John's, on
April 7th, having 900 seals.
Among her crew of 13 me
were two tinkers, two joiners
and two shoemakers with other
impressionated, breadth

and two shoemakers with other inexperienced hands.

Mr. Lemon, member for Port de Grave, said in 1887 that when he came to this country 40 years before, vessels didn't go into collar until March 1st, and that they salled about March 20th, and met the seals at Bonavista off the Funks as ripe as possible.