

----- : The Harbor Grace Riots : -----  
December 26, 1883.  
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On Wednesday, the 26th day of December (St. Stephen's Day), 1883, the members of the Loyal Orange Association of Harbor Grace and nearby towns formed up at the British Hall, paraded to the Methodist Church on Water Street, and after the service there, renewed their march around town before returning to their hall. On Harvey Street, near Pippy's Lane in the west end, they were stopped by a number of men from River Head, from proceeding down the Lane to Water Street, claiming the Lane was private territory. A fracas followed, shots were heard, and five people lost their lives, while 17 others were injured.

The names of those killed: William Jeans, aged 21, Carbonear.  
John Bray, an aged man of Courage's Beach.  
William French, aged 40, also of Courage's B.  
Patrick Callahan, aged 56, Southside, Hr. G.  
Thomas Nicholas, Otterbury, Harbor Grace.

The names of the wounded: James Bray, Courage's Beach, Harbor Grace;  
Reuben Courage, Courage's Beach;  
Patrick Dormody, River Head;  
Edward Callahan, Riverhead;  
Thomas Walsh, River Head;  
Henry Noseworthy, Bryant's Cove;  
John Webber, Dgath Hill, Harbor Grace;  
William H. Anthony, Death Hill;  
Moses Nicholas, Mayne's Brook, Hr. Grace;  
William Brown, Mayne's Brook;  
Solomon Martin, Martin's Brook, Hr. Grace;  
Thomas Luffman, off Noad Street;  
William George, Southside, Hr. Grace;  
Robert Lilly, The Marsh, Hr. Grace;  
William Best, Harvey Street;  
Philip Vatcher, Carbonear;  
William Cleary, Carbonear.

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Head Constable Edward Doyle, Josiah Bray, Edward Ash, Ambrose Williams, Edmund Butt, James Courage and Charles French were arrested and charged with the murder of Patrick Callahan. The Solicitor General, Hon. J.S. Winter (who was at that time the Grand Master of the Orange Society), appeared for the Crown; and Messrs G.H. Emerson and P.J. Scott acted



for the defense, while Mr. H.G. Wood held a watching brief on behalf of Constable Doyle. The Enquiry took place at Harbor Grace before Judge Bennett, and the prisoners were later acquitted.

Nineteen members of the River Head party were also arrested and charged with the murder of William Jeans of Carbonear, and another Magisterial Enquiry was held at Harbor Grace before Judge Bennett, following which the prisoners were committed for trial in the Supreme Court at St. John's. Their names: James Quirk, John Walsh, Michael Coady, Thomas Duggan, Patrick Harper, Richard Mackey, Patrick Smalcombe, Nicholas Shannahan, William Russell, Thomas Bradbury, Nicholas Bradbury, Robert Donnelly, Jeremiah Lee, Pierce Wade, Thomas Morrissey, Sr., Patrick Walsh of James, John McCarthy, and John and Richard Fleming. The trial was held on May 12, 1884, before Chief Justice Sir, F.B.T. Carter, K.C.M.G. and the Hon. R.J. Pinsent, D.C.L. and Joseph I. Little, assistant judges. As the prisoners were charged with 5 distinct offences, the Crown proceeded to try each case separately. Appearing for the Crown were the Attorney General, Sir W.V. Whiteway, and the Solicitor General, Hon. J.S. Winter, while for the defence were Messrs R.J. Kent, P.J. Scott, J.H. Boone, , G.H. Emerson and D.J. Greene. Result of this trial: The prisoners were found NOT GUILTY.

The case in connection with the death of William French began on November 24, 1884. Appearing for the Crown were the Attorney General and the Solicitor General, while Messrs R.J. Kent and P.J. Scott represented the accused. The Chief Justice, Sir F.B.T. Carter presided, being assisted by Mr. Justice Pinsent and Mr. Justice Little. Result: The prisoners were acquitted. No separate proceedings were taken concerning the deaths of John Bray and Thomas Nicholas, as the evidence given in the other cases was presumed applicable here. (Reference: "The Evening Mercury", St. John's.)

On April 16, 1884, in the House of Assembly, Alfred Penney, the member for Carbonear district, asked the Premier whether any steps had been taken by the Government to obtain a ship or ships of war or troops for protection in view of the recent riots at Harbor Grace and the frequent reports and apprehensions of disturbances there and at Carbonear. The Premier replied that no ships of war or troops were offered by her Majesty's Government, although the Governor had asked for a ship of war. The Home Government, he said, was too disinclined to employ ships of war for suppression of local tumult. However, in response to a further request from the Governor, the "Tenedos" was sent from Halifax to be on this station for a time.



CARD  
====Music Teaching & Mechlin Lace

Miss Hanrahan desires to announce to the public of  
Harbor Grace  
that she is prepared to give pupils lessons in music.

Terms Moderate.

She is also prepared to instruct pupils in Mechlin Lace,  
guaranteeing to perfect them in this useful and fashionable  
fancy work. for a charge of two and a half dollars.

May 3, 1884.

Railway Operations  
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Railway operations were resumed here during the past week, under the  
superintendence and direction of Mr. T. P. Connors. On Wednesday morning,  
70 or 80 men were put to work on this side of the engine house (Pipe Track),  
ballasting and surfacing the track, and effecting a thorough repair of the  
line - which work will be continued until the party operating Eastward from  
the Harbor Grace Junction, are met with. There are about 7 or 8 miles of  
the track to be graded before the Harbor Grace line will be completed.

May 24, 1884.

To the Editor of the STANDARD, June 7, 1884.

Sir,

The following extract is from a letter received by me last mail  
from the Very Revd. D. Falconio. I am sure his numerous friends here  
will be glad to hear of him.

"The news of what has happened in Harbor Grace since I left it,  
could not but fill my soul with grief. It is now about 2 years  
since I took my departure; then all was harmony and peace, and  
I believed those feelings of Christian charity so strong that  
I never thought that Protestants and Catholics could come to a



collision. Little did I dream then that I should soon hear that the demon of discord had destroyed what years of prudence and mutual forbearance had builded; and that the brother would thirst for the blood of his brother; for though of different creeds, we are all brothers in Jesus Christ, and as such should love one another. That God in His goodness may soon restore peace amongst all classes, shall be my constant prayer."

--W.R.S.

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Railway News  
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The work of laying the rails on the whole length of the line between Harbor Grace and St. John's is now completed - all that remains to be done is to "drive the golden spike". The first train will be through from St. John's, probably on Wednesday next.

Saturday, October 4, 1884.

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The Driving of the Golden Spike  
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The ceremony consequent upon the opening of the Harbor Grace Branch of the Newfoundland Railway, viz., "The Driving of the Golden Spike", was observed on Saturday, October 11, 1884.

At 1 p.m. the first train from the Junction arrived at the Engine House near Harvey Street east, in the vicinity of which had congregated a large concourse of the townspeople - some who, on special invitation, were about to go out on the line to witness the ceremony of "driving the golden spike;" others who, impelled by curiosity, had assembled to observe the novel and interesting sight of seeing the iron horse ploughing his way into the precincts of the "Second City". A lavish display of bunting was suspended from and in the immediate vicinity of the Engine house which, together with the presence on the grounds of a number of horses and carriages, had the effect of imparting quite a gala-day appearance to the scene.



As Engine #10, with a train and car attached, came rapidly within view, the younger as well as some of the older portion of the spectators gave voice to their feelings of wonderment and delight at beholding for the first time a train careering over the "Newfoundland Railway". After a brief delay, during which all necessary preliminary preparations were made, the party of Harbor Grace excursionists entered the car, and soon were speeding onward in the direction of Tilton. . . . After 10 miles, the St. John's train was seen, drawn up close by the place where the last rail was to be laid. The passengers had disembarked, and were standing in knots on the line. As the Harbor Grace train drew near, they waved many warm salutes of welcome and congratulation. The whistles of the respective engines also sent forth their shrill shrieks of gratulation.

Sir William Whiteway handed a large hammer to His Excellency, and requested him to "drive the spike". His Excellency did so, giving it three smart blows. Another spike was then driven by the ladies of both parties, amidst much merriment. Three cheers were then asked and right heartily given, for St. John's and Harbor Grace, and for Her Majesty's Representative, and Her Majesty's Attorney General and Premier. . . .

As some of the St. John's party were anxious to be able to say that they had driven over the first through-train from St. John's to Harbor Grace, it was decided to pay a short visit to the Second City. . . . When the train arrived, His Excellency, owing to the indisposition of Lady Glover, deemed it wise to go on to Harbor Grace, and proceed to St. John's by sea route.

After a short delay, the two trains again started and were soon speeding over the line on their way to the Junction, about 26 $\frac{1}{2}$  miles from this town. At half past 5, the trains drew up at the long, commodious erection known as Davenport Hotel. Here the party stepped down and entered the building for lunch. . . . The luncheon over, Sir William, in happy and appropriate phrase, proposed the first toast - "The Health and Prosperity of Hr. Grace". This was responded to by R.S. Munn, Esq., in a neat speech, followed by the Receiver General. . . . Captain Dawe proposed the health of Dr. Dearin who, he said, might almost be regarded as "the pioneer of the Harbor Grace Railway." This brought the learned doctor to his feet. He replied in a telling speech. . . .

October 18, 1884.



Some very much needed improvements were done to the street in the vicinity of the "Beach". The road leading thereto was levelled, new drains were cut, a bridge was built alongside of the Police Station, and other necessary repairs were effected. Holbrook Street was cleared, and levelled. The strip of land leading down to the landwash was widened, and made more level; and the large, unsightly heaps of rubbish removed.

Returning to Water Street, the road opposite the late private dwelling house of T.H. Ridley, Esq., was repaired, and the side drains cut down. Proceeding to Bear's Cove, some improvements were effected there. Bear's Cove bridge was newly planked, and the stone-wall underneath it, repaired. A little further to the eastward, near the bottom of Mosquito Hill, a new plank bridge was placed across the road, and a wall built near the side of the cliff, in order to make the road safe, and to prevent it from crumbling away. The drains in the neighborhood were cleared out, and much needed repairs made. The old bridge spanning Bear's Cove Brook, further to the westward, was planked over. Then the path leading from Kildare Road down to Water Street, was both widened and gravelled, and so improved that it can now be used as a carriage road.

Kildare Road, stretching from Carbonear Road down in the direction of Bear's Cove, was placed in a thorough state of repair, and the three bridges in the neighborhood were renovated. The branch-road back of, and leading down to, Caplin Cove was levelled off; the side of the hill was cut down, and the road down the declivity made wider; the large loose stones were removed from the surface, and the drains and cross-drains cleared out. This road was formerly in a poor condition.

That part of the main line leading up past the Court House was fixed up, and the drains repaired. On Harvey Street, some good work was done. A drain was opened up and run across the road just west of the Grammar School. The side drains also, for some distance along the street, were cleared out. The drain near the foot of Cemetery Road was opened, with the object of allowing the water flowing down from the hill, to pass into the main sewer. The old bridge was taken up, and the sewer leading down from the land in the rear, placed in a good condition. Cemetery Road also received some attention; and Stretton's Hill was cut down on the top; two or three bridges in the vicinity were fixed, and the drains patched, some of them being partly rebuilt; and for some distance further in on the hill, much general repairs were effected.



---: POSTAL MATTERS :---

One hundred and thirty years ago, the following advertisement appeared in the press:-

His Honor the Administrator of the Government has been pleased (under the Act 14th Victoria, cap. 4) to appoint William L. Solomon, Esq., to be Post Master at St. John's, and the under-mentioned persons to be Deputy Post Masters at the several places specified: William T. Stentafor, Brigus; Andrew Drysdale, Harbor Grace; Edward Hanrahan, Carbonear; Anne Buchanan, Trinity; John Lawrence, Bonavista; James Fitzgerald, Fogo; Joseph J. Pearce, Twillingate; Martin Williams, Bay Bulls; John Morry. Ferryland; John Devereaux, Trepassey; Hannibal Murch, St. Mary's; Mary Morris, Placentia; Thomas Birkett, Burin; Thomas E. Gaden, Harbor Briton (sic).

--Secretary's Office, 28th July, 1851.

Another July Notice, 1851.

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Mr. Brooking of this town, accompanied by Mr. Solomon, Post-master, has just made an experimental trip overland to Conception Bay, with a view of ascertaining the shortest time and routes for the conveyance of letters to the different localities in that quarter; and has obtained the following satisfactory result:-

	Hours	Minutes	Miles
St. John's to Topsail . . .	1	25	12
Topsail to Kelligrews . . .		45	6
Kelligrews to Flood's . . .	1	30	6
Main Road to Ferry . . .		15	0½
Water to Chapel's Cove . . .		20	1
Chapel's Cove to Brigus . .	1	55	14½
Brigus to Harbor Grace . .	2	10	16½
Harbor Grace to Carbonear .		40	3½
TOTAL:	9 hours		60½

			Miles
1st Stage	(by carriage)	St. John's to Flood's:	24
2nd do.	(by horse)	Chapel's Cove to Brigus	14½
3rd do.	(by horse)	Brigus to Carbonear	20

-- NEWFOUNDLANDER  
July 31, 1851.



The last great fire had occurred in 1944, though the ruins of the Federal building encompassing the Post Office were, in 1955, still prominent as a witness to this tragedy. Indeed it was not until January, 1962, that the remains of the prominent red brick building were finally demolished by the wrecker's ball. That year - 1955 - an advertisement appeared which foretold a new, one-room structure was contemplated for the town of Harbor Grace. In addition to the long delay in doing anything substantial to repair or replace the adequate brick building that had served the town so well as a Post Office, etc., for three decades, the thought of a single-story Public Building was tantamount to adding insult to injury.

In order to provide ammunition for a meeting with the principles in this drama, the then mayor of the town, M.P. Stapleton, requested me to gather school statistics over the decade 1946-56, so that the town might have a substantial argument for a two-story building, instead of the one-story advertised. On November 29, 1955, the meeting took place at Harbor Grace. Presided over by the mayor, it was aimed to protest the contemplated building on the grounds of its inadequacy. The Federal member for Trinity-Conception, Captain Leonard T. Stick, and the Hon. member for Home Affairs & Education, J.R. Chalker, were present. The meeting proved to be quite cordial, and the town promised a two-story Federal building.

However, as this is being written two and a half decades later, it is quite apparent that the Postal facilities are less than adequate. Apart from a feeling of a possible collision with somebody, there is little privacy.

From August, 1944, until the erection of the present Federal building (1956), the Post Office was located in the wooden building erected by Government in the year 1913 for various public functions, other than the Post Office, as the P.O. still continued in its old site on the south side of Water Street, immediately east of the store of Joseph Ross. Politics dubbed the 1913 building "The shack".

It may be of some interest to some future soul who might chance to come upon this narrative to find my reply to the Hon. J.R. Chalker, in acknowledging his Christmas greeting of that year, showing his country residence near Brigus, C.B. It appears on the next page.