

## Historical Records About Harbor Grace

ONE HUNDRED YEARS AGO.  
(H. F. SHORTIS.)  
Article IV.

From the old records in my possession I shall endeavor to give the principal firms in Harbor Grace, Carbonear and Brigus, the most of which carried on important business, trading direct with European and foreign markets generally, on their own account, possibly in a more personal and intimate manner than the most of the St. John's merchants do at this time.

When Thomas Ridley started as a young man in the trade of our country, he was employed as supercargo, looking after the fish as it was loaded on the vessels, and he often went to foreign markets on the sailing vessels, when he became proficient in the exact requirements of the different places, and in this way he formed an intimate acquaintance with the principal merchants in Portugal, Spain and Italy, which enabled him to find a ready sale for his fish at the best prices, and with his desire to please, repeated orders came quickly, as they could depend on getting suitable quality, which meant satisfaction to all concerned.

You will have seen from these records that it was quite a common occurrence for vessels to clear from Brigus and Cupids for Oporto and Spain, and I shall give records later on of the manifests of these cargoes for the West Indies and the United States, which cannot but help to show how trade has changed, and St. John's is now practically doing the whole of the business carried on formerly by the outports. There were merchants in Adam's Cove and Lower Island Cove shipping their fish to foreign countries.

### HARBOR GRACE MERCHANTS AND SHIP-OWNERS.

The principal merchants and ship-owners in Harbor Grace were: Hugh William Danson, Thomas Ridley & Co., Thorne, Hooper & Co., Josiah Parkins, Joseph Soper & Sons, John C. Nuttall, Thomas Foley, Roger Harrigan, Wm. Donnelly, Peter Rogers, Patrick Heenan, David Power, James Brown, John Murphy, Thomas Golden, William Parsons, Francis Lynch, James Glavin, Robert Parsons, Robert Oke, Moses & Israel Gosse, Peter Brown, Patrick Kelly, David Butt, Wm. Sheppard, Daniel Green, Henry Webber, John Stevenson, Alfred Mayne, Darby Hartley, William Innott, Power & Coady, W. Mallowney.

It is impossible for me to find space to tell even a few items about each of these many firms, all of which I have heard of as if I was intimately related to them. As I have already mentioned, our country was struggling through troublous times, as an aftermath of the Napoleonic wars, and it took at least a generation to recover.

In 1821 Danson's was the largest firm with branches in Holyrood and Bay de Verde. They owned a score of vessels, but they were in financial difficulties, and so was Josiah Parkins, J.P. Danson's place of business was where Munn & Co. and Murray and Crawford are now situated, and Josiah Parkins was in the place now occupied by the Public Building.

Danson's headquarters were at St. John's, and at the time of the failure, Hugh William Danson was Mayor of that day. I have often heard the late Mr. Clanton Watts state they should never have been closed up, but it was done by the ill-advised directions of Charles creditors. A few weeks later every ship of this firm arrived from the fishery loaded. I little thought to be able to verify this, but the old gentleman was right, and later on I will give a list of these sealers, their Captains and catches of seals—and it certainly was a very successful year. It was considered a great calamity when Danson failed, but again the old adage comes true: "What is one man's loss is another man's opportunity," and when Danson's premises were sold by auction in December, 1832, they were purchased by John Munn, then a young man about 25 years of age, who joined partnership with Capt. William Panton, and by perseverance, industry and ability they built up the large business of Panton & Munn, and later on John Munn & Co., which at his death in 1879 was second to none in Newfoundland.

In these old records I find Capt. Panton in 1832 commanded the brig "Norval," and made her regular voyages summer and winter between Newfoundland and Europe. The "Norval" sailed from Harbor Grace on December 24th, 1832, for Lisbon, and was again reported in March at her landing berth at St. John's. Capt. Panton died in 1843 in Aberdeen, Scotland, where he had retired, and the business was carried on by John Munn and relatives, who are still on the old stand, with nearly one hundred years to their credit. I must cut these notes shorter as there are many firms to tell about.

Thorne, Hooper & Co. was another firm carrying on business in the premises which William Donnelly took over afterwards, and now occupied by Archibald's Boot & Shoe Factory. It is recorded that Thorne & Hooper purchased the premises from Denis McGrath, uncle of our late good

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Some with Caps to match.

In good heavy weight Wool in various colours.

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old friend "Uncle" Din Shea, for sixteen hundred pounds. I am certain of this.

Mr. Claudius Watts told me that the firm of Thorne, Hooper & Co. had a record of four hundred years, which must have taken them back before the discovery of this Island by John Cabot. They were largely interested in the Iceland fisheries, also in the Baltic lumber trade. I quite believe this because Robert Thorne of Bristol is said to have been the principal backer in sending John Cabot on his Voyage of Discovery.

The very name "Bristol's Hope," which comes to us in John Guy's records in 1610, shows the intimate connection that Harbor Grace had with the old city that commemorated John Cabot with a tower, the same as we have done.

(to be continued.)

### OUT OF PLACE.



WALT MARCH.

When winds are bleak and skies are gray, and rain oaks through our clothing, the man who is too blithe to don upon with and say is look-loathing. From words the sun shines experts faint a m a l l

comfort can we borrow; on dreary days we only want companionship in sorrow. There is a time for everything, for borrowing and loaning; there is a time to dance and sing, and there's a time for groaning. It is a scene of unmix'd bliss when grouches get together, and sigh and weep, and hoot and hiss, and cuss the beastly weather. They're having such a bully time, before the clouds are clearing! And it would be a sordid crime to bring a message cheering. It is a blunder, nothing less, to hand them consolation; there is a comfort in distress, a balm in indignation. When men are sore at life and fate, talk not the bright to-morrow; they want to meet up with a skate who has an equal sorrow. Their miseries they would compare, their scalding tears they mingle, and walk the floor and rend their hair, and make the welkin tingle. So let them teeter to and fro, and in their sorrow languish; there is a rapture in such woe, a solace in such anguish. But when you see them spring once more a smile of latest model, confront them by the Blue Front store, and talk your sunshine twaddle.



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