

### Trip 3 – Episode #18: Following Tips South of “Town”

From St. John’s we headed south, with the plan to reach the southern-most points of The Rock, having been to the northern-most points already.

By the time we got to St. John’s, we both needed a haircut. We finally found a salon where a woman agreed to do us both. When she found out we were heading south, she recommended a restaurant called Chafes Landing in Petty Harbour. That was good enough for us, so we headed out of Town and got to Petty Harbour in time to eat.



We didn't realize till we got there that Petty Harbour was the home of Alan Doyle, the man behind Tell Tale Harbour, which we'd just seen in Charlottetown.

Chafes Landing was a busy place, which was a good sign. Or perhaps everyone there had just had their haircut by the same woman.





We put our name on the waiting list, which gave us time to wander around this picturesque little fishing village and work up an appetite.

















When we finally got into Chafes Landing, we were pleased to discover they had just what we were craving.



And look at that haircut!





Having sated our appetites, we continued our journey south, past Witless Bay, enjoying land and seascapes.









And we finally  
settled for the  
night in a  
campground with  
a wonderful view  
overlooking a  
gorgeous bay.







The next morning, another perfect day for travel, we continued our journey south, through what was apparently the Irish Loop, toward a spot we'd heard about from a fellow traveller, Cape Race.

















The drive out to Cape Race was long and somewhat isolated ...





... And then it turned to gravel, which made it even more fun.



Finally, after many miles of bumpy corduroy road, we spotted the lighthouse.







Although we'd never heard of it before our fellow traveller recommended going there, it turns out that Cape Race has real historical significance.





Its dramatic rugged cliffs rise almost vertically to 100 ft. above sea level. Apparently it's shrouded in fog, on average, 158 days of the year. But on the day we arrived, there was good visibility.







Then we discovered there was a Wireless Interpretation Centre by the lighthouse, and quite a story inside. As soon as wireless technology evolved, Cape Race became a lookout for seafaring vessels and played a pivotal role in relaying information about the sinking of the Titanic.





Along with Titanic memorabilia and a timeline of the events of the disaster, there's also information about the Myrick family who lived in Cape Race and worked in the wireless station over the years.

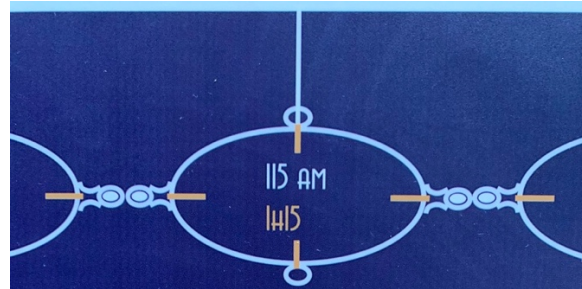






Cape Race hears *Titanic* for the first time when she is 750 miles southeast of Newfoundland. Jack Phillips starts transmitting messages for North American destinations.

Cape Race reçoit le *Titanic* pour la première fois; le navire est alors situé à 750 milles au sud-est de Terre-Neuve. Jack Phillips commence à transmettre des messages aux destinations nord-américaines.



Cape Race makes contact with *Virginian* and sends her to the aid of *Titanic*.

Cape Race réussit à entrer en contact avec le *Virginian* et le prie d'aller au secours au *Titanic*.

QD and SOS, with

Cape Race hears Philli

## The Wireless 'Stations'

The Cape Race Station opened on November 17, 1904 and quickly became invaluable to marine communication in the North Atlantic. Most ocean going vessels had been outfitted with wireless equipment within a year of Marconi's first trans-Atlantic wireless transmission. During the early days of magnetic and crystal detector receivers, the range of the marine wireless equipment was only from 300 to 500 kilometers. Cape Race's geographical location on the extreme southeastern tip of Newfoundland meant that most vessels crossing the North Atlantic came within range of its wireless station. The result was that it became the biggest revenue producer of all the wireless stations on the island of Newfoundland. For example, in 1920 the station generated \$82,000 in revenue. This came mainly from ships' passengers sending telegrams to family and friends in North America as they passed within range of Cape Race.



ABOVE: THE SECOND WIRELESS STATION (SHOWN ABOVE) BURNED IN 1913 AND WAS RE-BUILT THE SAME YEAR.  
PHOTOGRAPHED CIRCA 1910. COURTESY OF THE MARITIME MUSEUM OF THE ATLANTIC.  
LEFT: OVERVIEW OF THE BUILDINGS AT CAPE RACE CIRCA 1909.

The first station built at Cape Race burnt in 1909 and a new station was built. The importance of the wireless station was attested to by the rapid response after fire destroyed the second station on May 5th, 1913. Work started immediately on the erection of a temporary station. Permission was obtained from the Department of Marine and Fisheries to connect the lighthouse engine to the wireless transmitting apparatus. Continuous 24 hour service was restored.



