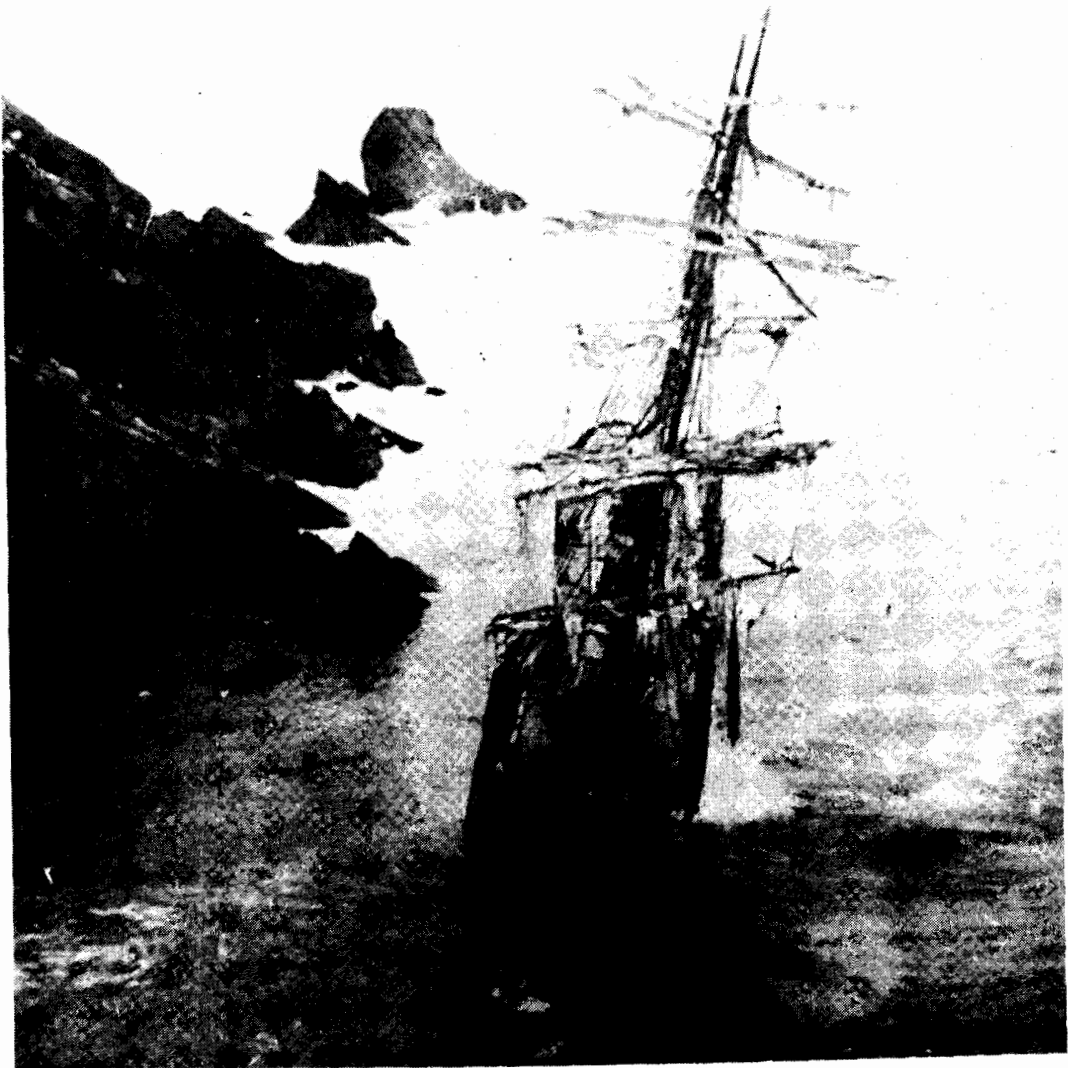


Old Waterford Society

DECIES

XXI

SEPTEMBER, 1982.



DECIES

No. XXI

September 1982

Page	CONTENTS	
3.	Editorial.	
4.	The Railways of Waterford.	Jack O'Neill
18.	Schools and Society in Stradbally in the nineteenth century.	Des Cowman
29.	Census of Carrick-on-Suir, 1799.	J.S. Carroll
32.	An account of the loss of the "Teaser" in 1911 and the "Marechal de Noailles" in 1912 off the Waterford coast.	Donal Walsh
39.	Willy Carer ag cainnt	
43.	Business records relating to County Waterford in the Public Record Office, Dublin.	Brian Donnelly
56.	Review and Miscellany.	
58.	Lecture programme of the Old Waterford Society October '82 to March '83.	

COVER

Unusual cliff-top photograph of the stricken three-master, the "Marechal de Noailles" on the rocks at Mine Head. Taken 15th January, 1913. (by Keohan of Dungarvan).

DECIES is published thrice yearly by the Old Waterford Society and is distributed free to members in January, May and September.

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EDITORIAL

In this issue we have included more material than usual on the history of County Waterford. In doing so we are endeavouring to cover as wide a spectrum of interest as possible in our efforts to extend the readership of "Decies" in the western half of the county.

An historical journal such as this should be particularly mindful of it's readership and should at all times try to achieve the proper "mix" between the academic and the popular. It is for this reason that we have examples of the more traditional scholarly articles, or oral history and of contributions from experts on topics that do not usually find their way into history textbooks. To stimulate the interest of the general reader we have included many photographs and illustrations.

Photographic collections, paintings, drawings and maps of historical significance, in the possession of people in any part of the county, are of special interest to the Committee. Material of this kind helps us to understand the social and economic history of the last two hundred years in particular. This is also true of popular songs and verses, often composed by the local "rhymers", one such song is included on page 57. Chomh maith le sin ta failte are leith roimh abhar i nGaeilge.

We also feel that the greater use should be made of radio and of the local press in particular to publicise "Decies" and the work of the O.W.S. Ta suil agam to daithneoidh an teagran seo len are leitheoiri agus go mbeidh fail are a thuilleadh abhair a bhaineann leis an gcontae chomh maith leis an gcathair sna heagrain ata le teacht.

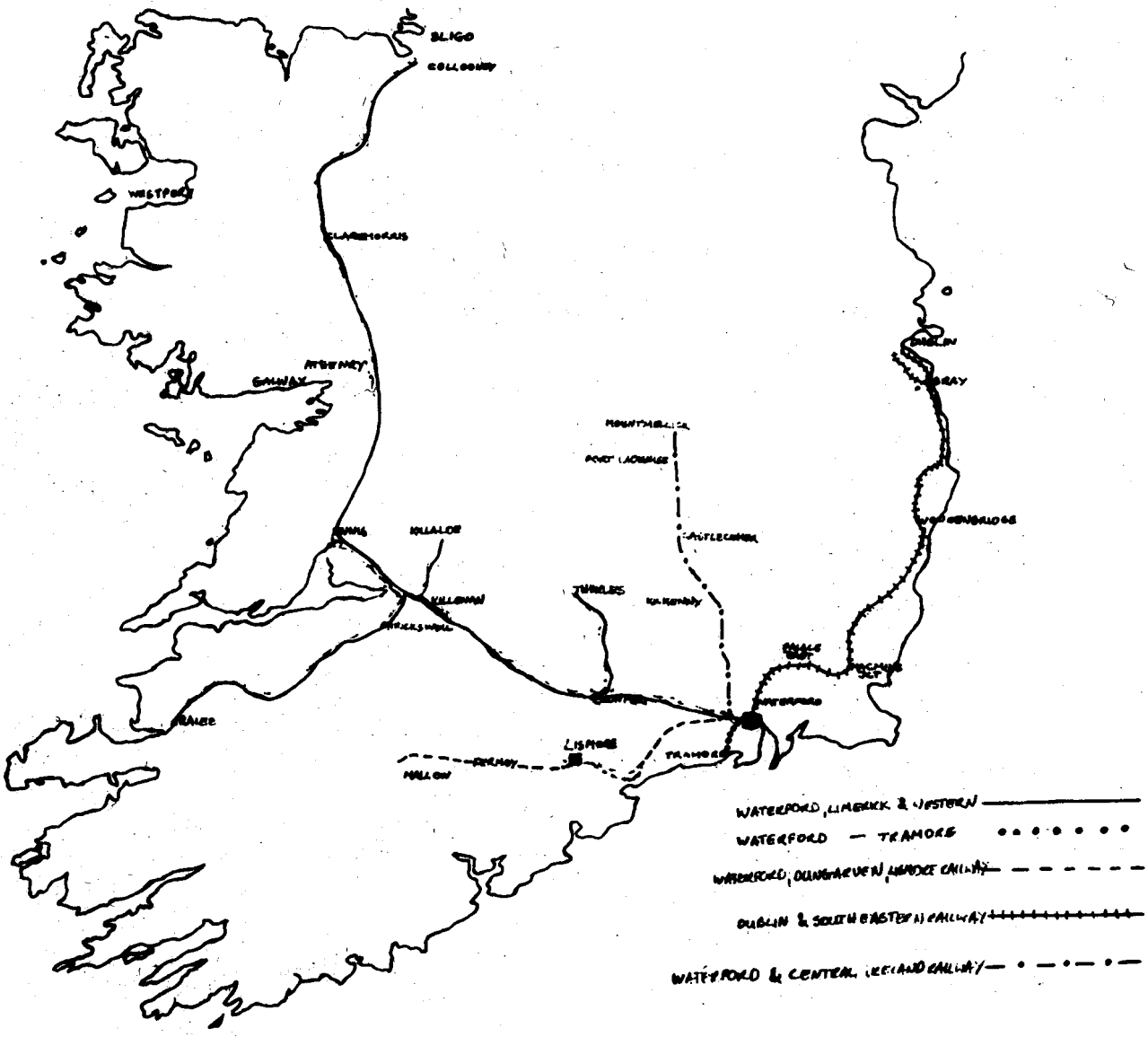
Silvester O Muíri
Eagarthoir

O.W.S. SUBSCRIPTION

At the 1982 A.G.M. of the Old Waterford Society, the members decided that due to a range of increased costs it was no longer possible to maintain the annual subscription at £3 and agreed that from January, 1st 1983 the sub will be raised to £5. Subscription for 1983 (£5) may now be sent to:

Mrs. R. Lumley, Daisy Terrace, Waterford.

THE RAILWAYS OF WATERFORD



THE RAILWAYS OF WATERFORD

By Jack O'Neill

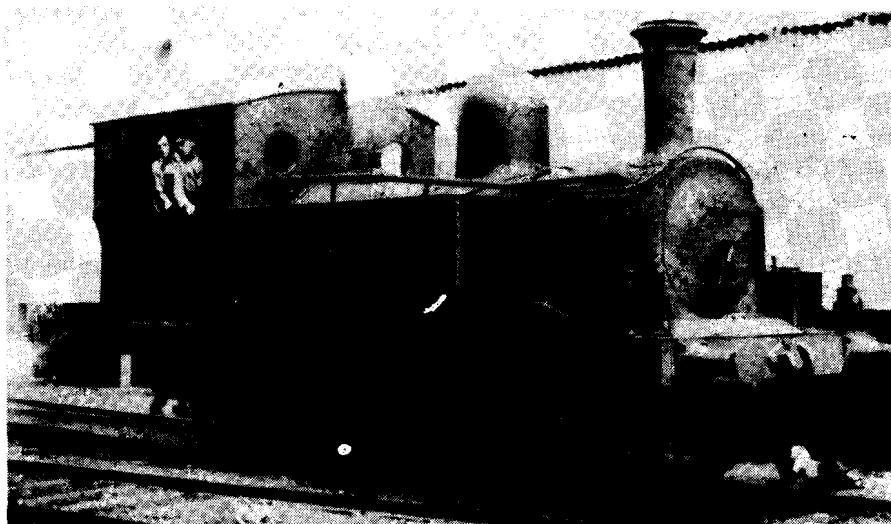
In 1984, Irish Railways will be 150 years in existence and despite this great age, they are still much of a mystery to the average person probably by reason of the fact that there are so many technical terms used to describe railway operations.

The railway was the major instrument in transforming the economy and society in 19th century Ireland. The railways in the second half of the 19th century offered 20,000 well paid secure jobs and reasonable chances of promotion to its employees. The early railways tended to be almost paternalistic towards their employees, building houses for them, houses that were superior to the average house of the day. At Sallypark there are examples of such houses. Such security carried a price as any infringement of the rules caused dismissal and ejection from the house.

An extract from the minute book of the W.L. & W. R. dated 3.12.1873 will demonstrate how rigid the discipline was :

"Ordered, that as to the lamp boy at Athenry being detected in giving oil to a Waterford & Limerick Railway fireman, both the boy and his father, a porter at the station, be discharged. "

This extreme measure was not unusual and all railways practised it, but, because of the security the job offered, there was never a shortage of recruits to the service and at the turn of the century, more than 2,000 Waterford people were employed by railways.



The Author (Bare headed) on 560. (Built 1894, scrapped 1963)
This Loco crashed at Tramore in 1947.

At the beginning of the present century, no less than 5 separately owned railways operated in and out of Waterford city, four of these bore the name of the city in their title and the fifth had originally also contained the name of Waterford in its title. W.L. & W.Rly., W.K.C.I.Rly., W.D. & L. Rly., and the unique self contained W. & T. Rly. The fifth railway was the D.S.E. Rly. which had been originally titled The Waterford, Wexford and Wicklow Railway, or for shortness, the 3 W's .

All of these railways were profitable and served their respective areas efficiently ,giving a fair return on capital to the shareholders. They employed a large local labour force and paid good wages to the skilled workers .

WATERFORD & LIMERICK RAILWAY

This line stretched all the way to Sligo and had a total route milage of 332 miles. It served 8 counties: Waterford, Kilkenny, Tipperary, Limerick, Clare Galway, Mayo and Sligo. It was a long rambling line with branches at Clonmel for Thurles, at Limerick for Tralee & Killaloe and the entire rail system was operated by a total of 58 locomotives, all of them named. It was the first railway authorised for Ireland under an Act of 1826 "to allow a line of railway between the cities of Limerick & Waterford." This Act was passed in the year that the world's first railway from Stockton to Darlington was opened, the 150th Anniversary of which was celebrated in 1980. This line however, was not built until 1848 and so Waterford lost the distinction of having Ireland's first railway

The building of the line began at Limerick and was opened to Tipperary on May 9th 1848 as famine stalked the land. Clonmel was reached in 1852 and in April of the following year Fiddown became a temporary terminus. A rush was made to reach Waterford by the end of that year in an effort to secure a mail contract and so , in August of 1852 Dunkitt became the terminus and remained so for 2 years until the extension to Waterford was built. The line terminated at Sallypark where the existing C.I.E. goods store is. In 1864 the W. & L. combined with the W. & K. Rly. to build a joint terminus on the river side of the present station and this handsome brick building lasted to 1966 when it was replaced by the present functional, but not very eye-catching structure.

When at the Sallypark terminus, the enterprising railway commenced the running of a steamer conveying goods and passengers to the city side of the river/ ^{and} keeping with the company's policy of supporting home industries, the steamer , the "S.S. Undine", was built at the Neptune foundry which was owned by the Chairman of the railway, Wm. Malcomson. This remarkable Quaker family of Portlaw were the majority shareholders in the railway. The operation of this steamer service began in 1855 and lasted to the ending of the independance of the W. & L. Rly. The Malcomsons were responsible for much of the industrial development of Waterford in the last century and to this family must also go much of the credit for the good railway service the city enjoyed for over a hundred years.

The Malcomsons used their influence to get the railway to use local materials and to this day can be seen in Ennis, Tuam, Claremorris Sligo, Cahir and Clonmel, ironwork in the stations bearing the name Graham's Foundry, Waterford and the date of manufacture. All of this enterprise helped to make Waterford a prosperous city. A lesson for today can be learned from the past.

The W. & L. ran the fastest passenger trains in Ireland hauled by handsomely designed locomotives built by the companies of Kitson of Leeds & Dubbs of Glasgow. Its rather strange that such a big railway of the period did not build their own locomotives as did many such smaller concerns in Ireland, especially as the Neptune ironworks were capable of doing so. The company has the distinction of being the first to use Bogie*coaches in Ireland though these coaches were confined to the prestige boat trains. One of these coaches was in use to 1978 as the studio coach on the Knock pilgrimage trains and six of the company's locomotives lasted into C.I.E. days being scrapped in 1949.

In 1863, an effort was made to change the policy of the company by seeking to force them to run Sunday train services. The Directors pleaded that Sunday trains would cause " desecration of the Sabbath and prevent the staff from attending Sunday services at Church". Their objection was upheld.

Again in 1866, another effort was made by Parliament to get Sunday trains running. This effort was defeated in the House of Commons by the "Lords Day Observance Society " & in gratitude to the Society, the Railway presented its Secretary with a 3 year Pass on the line (1st Class of course). The pass was presented by the Chairman Wlm. Malcomson.

A recession in trade in 1866 caused the Railway to show a loss and Wlm. Malcomson tried to get the Government to take over for he feared that the Railway would pass into the hands of the G.S.W.R. who had been trying to gain a foothold in Waterford. It had offered the W.& L. shareholders 3% on shares if a take over was approved. To forestall this adverse vote, Wlm.Malcomson raised the necessary capital himself and averted a takeover bid by G.S.W.R. gaining access to the wealthy catchment area which his railway served. Profits soon recovered and the railway continued independant until 1901 when it passed into the empire of the G.S.& W.R. There were many factors that contributed to this ending of independance, the principal ones being the failure of two other Waterford railways to remain independant, they were the W.& D. Railway and the W.& K. Rlys..

The old W. & L. is still intact save the branches to Thurles and Killaloe but the fate of the line to Tralee and from Limerick to Sligo remain in the balance. The present energy crisis could save these branches from closure. All of the original station buildings remain, the loveliest one being at Killonan, 3 miles from Limerick. This building is shaped on Greek classical lines and in the early days of the Railway the board meetings used to take place here. Cahir station is also worthy of note for it is the only station building of its kind in these islands. It became a railway station by accident for it was originally built as a hunting lodge for the Earl of Glengall and as the railway was planned to pass close to the lodge it was bought to (*A coach having 2 sets of 4 wheeled trucks ,a set at each end of coach)

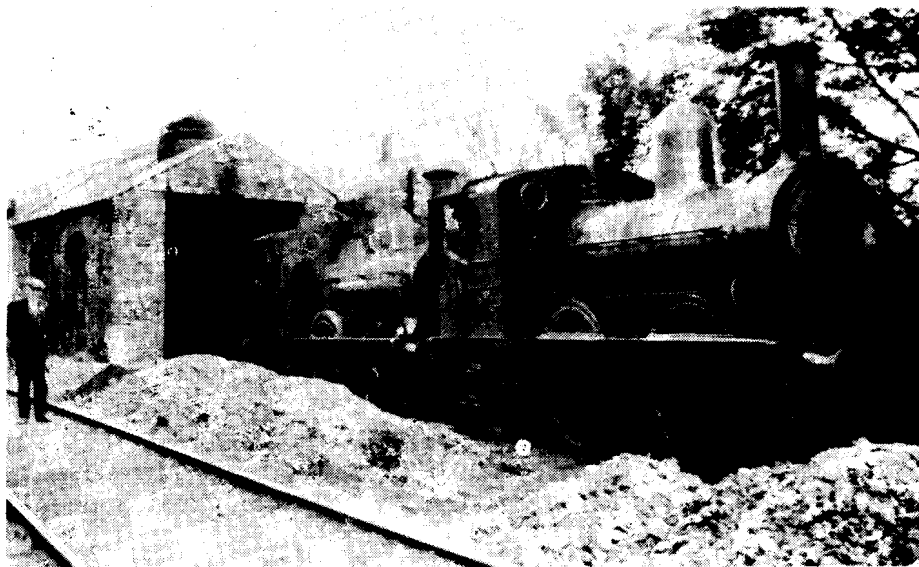
save construction costs. It is worth a visit to examine its architecture and beautiful stonework and staircase. Anywhere the railway made a temporary terminus, they built high bastion like structures such as, at Tipperary, Clonmel and Fiddown. The high station building at Fiddown should be compared with the almost tiny structure at Carrick on Suir.

The viaducts at Dunkitt and at Cahir are monuments to the craftsmen of the last century. Our railways are a part of our heritage and our history and they contain the best of the ancient craft of the stonemason. For these reasons alone, they are worthy of preservation. The W. & L. fought hard to remain a separate entity but adverse trade and mounting transfer charges forced it to merge with G.S.W.R. in 1901. The decline in the Malcomson fortune was also a contributory factor in the decision to merge, for the Malcomson influence on the railway policy had waned in the 1880's. By an Act of Parliament dated 6th August 1900, the amalgamation of the W.L. & W. Rly. with G.S. & W.R. became law on January 1st 1901. The W. & L. Rly. ceased to exist as an independant unit. It had lasted 53 years, the oldest independant railway in Waterford

WATERFORD, DUNGARVAN & LISMORE RAILWAY

We now deal with the W.D. & L. Rly. of which only 28 miles now remain and is a goods only line used by the Quigley Magnesite Co. trains. The future of this railway must now be in doubt with the recent closure of the plant at Ballinacourty. This line was born in 1872 and followed the most difficult route of any railway in the South and its also one of the most scenic in the country. Its building necessitated many major engineering works such as the tunnel at Durrow, the massive viaducts at Kilmacthomas and at Durrow and at Ballyvoile, the long causeway through the sea at Barnawee. The line to the end of its independant existance, was known as the "Duke's Line" and it received this title because its Chairman and principal shareholder was the Duke of Devonshire whose Irish baronial seat is at Lismore Castle. There the line ended after many gruelling gradients of between 1 in 80 and 1 in 60. It took six years to construct the 43 miles to Lismore, that town not being reached until August 12th 1878. It had been, up to then, the costliest 43 miles of railway in Ireland, for it contained a great number of bridges and at Dungarvan, it crossed 3 main roads which crossings had to be constantly manned. The line ran through very difficult terrain beginning at Mount Congreve where it follows the river on a narrow shelf of rock at the base of the estate. At Kilmeaden, it begins a very steep ascent for a further 9 miles and then drops to Kilmacthomas where much major engineering took place. The line then begins a series of climbing and dropping to Durrow where it reaches a summit, the highest point of any line leading out of Waterford and then, there's a long drop into Dungarvan. This pattern of climbing and dropping lasted all the way to Lismore and there were a total of 53 level crossings between Waterford and Lismore - all adding to the costs.

The chief revenue of the line was from livestock and cross channel passengers and in its independant days it was prosperous, for Co. Waterford is a rich agricultural area, it's also a salmon exporting district and a big bacon exporting trade used to exist from Cappoquin. The residents of Cappoquin



Locos at Manor Street Station, August, 1932.



After the crash on the Suir Bridge, July, 2nd 1945.



Built by Kitson & Co. of Leeds for the W.L. & W.R. in 1897
(scrapped 1951)

Lismore and Kilmacthomas used the line in summer to bathe at Dungarvan and excursions were run from each direction called bathing trains. These trains lasted to the start of the first World War and in 1913, the G.S. & W.R. were advertising cheap fares by the Rosslare express to Dungarvan for bathers.

About 10 years after the opening of the line, an enterprising businessman in Texas, U.S.A., arranged with a railway to stage a train smash and trains carrying thousands of people flocked to the smash area. Much revenue resulted but, the smash backfired for a loco boiler exploded in the smash and 8 people were killed.

The owner of Mount Congrave read of the Texas affair and having some visitors from England staying at the house, decided that a train smash would be ideal entertainment. The idea was for the first train to leave Kilmeaden and meet a train from Waterford where the river curves opposite the Mooncoin bank. Both engine crews were to jump off, probably into the river, though this was not stated. He presented his plan to the Directors assuring them that he would pay all expenses but, they politely but firmly turned down this insane request.

In 1898, soaring maintenance costs and the need to replace its very poor locomotives, made the independence of the line no longer a viable proposition, and so the W.D. & L. Rly. was absorbed by the G.S. & W.R. giving the latter a foothold at last in Waterford.

The W. & D. had given Waterford people their first direct train to Cork for at Lismore the G.S. & W.R. ran trains to Mallow on their linking line via Fermoy. A connection could be had at Mallow for either Cork, Tralee or Killarney. Before the advent of the W. & D. passengers for these places had to go by the W. & L. to Limerick Junction and there get the G.S. & W.R. train.

Trains continued to operate from Bilberry station until 1908 and in that year it became a storage depot for the construction material used for Redmond Bridge. Here the large piles were taken by barge to the bridge site and the pressure pillars were cast.

It became a unique station on May 2nd 1904 when James Power, Mayor of the city, formally received King Edward VII as he stepped from a train which had taken him from Lismore. Poor James had spent much of his personal wealth to entertain the royal philanderer, arranging a banquet that night in the Imperial Hotel. King Edward had been told of James "dacency" so when he alighted from the train, he told James to kneel and there and then made him "Sir James". This is the only known case of a Mayor being knighted at a railway station. James Power was the last citizen of Waterford to receive a Knighthood.

In 1917 the now redundant station became a munitions factory and again the area had a train service, a linking service to the north side by the 1906 Suir bridge constructed for the opening of the Rosslare line. The Munitions factory closed in 1919 and the station remained derelict until 1935 when Allied Ironfounders began production there using the still intact rail link to transport

their goods. In 1978, 100 years after the opening of the line, the link with Bilberry station was severed from the main line and the tracks now rust away. Containerisation made the rail link to the foundry no longer necessary but its a piece of line that has served this city well. A piece we all affectionately know as " the rusty tracks"

WATERFORD, KILKENNY & CENTRAL IRELAND RAILWAY :

A side tank engine is a locomotive that carries its water supply in tanks mounted at the side of the boiler, it does'nt have a tender only a small coal bunker. The first railway in the world to use such engines was the W. & K. Railway. Construction of this railway began at Kilkenny and the first 11 miles to Thomastown was opened on May 11th 1848. On May 20th 1850 a further 1½ miles was opened to Jerpoint Hill and a station built opposite Jerpoint Abbey. This 1½ miles included a large timber bridge over the River Nore which was replaced in 1878. The timber for the original bridge was supplied by Graves & Co. and the total cost of this structure was a staggering £8,100. It took 4 years to build this bridge and the first train to cross it hauled a total load of 140 tons and was hauled by 2 locomotives. Loads of up to 1,000 tons use the present 102 year old single span viaduct. The engineer responsible for this bridge was Wlm. Gallway. It was constructed by Courtney, Stephens & Bailey of Dublin.

In May 1853, the line reached Dunkitt, almost 6 miles of the line from Thomastown had been through rocky land where much blasting and cutting had to be done. From the first terminus to Mullinavat the line runs through most inhospitable country which is wild, rocky and exposed to the four winds. The land is more fertile to Dunkitt.

For 9 years, until 1864, Dunkitt remained the terminus, road transport from there being provided to the city.

An earlier railway of 1844 built by the G.S. & W.R. to Kilkenny via Carlow from Dublin gave Waterford people a direct fast service to Dublin and to 1913, Waterford port was the busiest in the country handling more tonnage than either Cork or Belfast. Good rail services were responsible for this commercial boom.

The Act authorising the construction of the W. & K. Rly. also called for a branch from Thomastown to Kells with a line to Maryboro (now Portlaoise) having a branch at Ballyragget to Mountrath via Abbeyleix. From Maryboro the line was to continue to Mullingar, the centre of the Midland cattle trade. The only portion of the latter part built was a short branch to Mountmellick from Maryboro. Construction on the Maryboro extension from Kilkenny began in 1862 and it proved an easy line to build until the bogs were reached at Abbeyleix and here much drainage had to be done and an expensive foundation laid so the extension didnt open for traffic until May 1st 1867. This latter extension was closed by C.I.E. on December 31st 1962, as was also the Mountmellick branch. Today if the Kilkenny/Portlaoise link were intact, Waterford to Dublin

non stop would only take 1 hour,56 minutes and the annoying reverse at Kilkenny eliminated.

A test run on this route was carried out in 1958 on a rail car train driven by the late Gus Grehan of Waterford and his time to Dublin start to stop, was 1 hour 59 minutes. Greater horse power locos are now available so, 1 hour 56 minutes is probably conservative.

The Railway prospered until 1900 despite it running through a sparsely populated territory.

The returns of 1865 (for the Waterford/Kilkenny sector only as the Maryboro extension was not open), give a fair average of the business done. In that year 520,000 passengers were carried. 28,000 tons of goods were transported,66,000 cattle plus 4,500 of assorted animals travelled on the line. Revenue exceeded expenditure for it was a mean railway having the worst passenger coaches in Ireland and refusing to spend money on its locos. They ran their engines into the ground. The passenger coaches were entirely 4 wheeled. Third class coaches were devoid of any upholstery with narrow slats and straight backs and only half partitions between the compartments. The 2nd class were little better. All carriage lighting was by smokey oil lamps.

In 1896, the service was of 3 trains each day and 2 on Sundays. Trains left Waterford for Maryboro at 7 am., 3.40pm. and 4.50pm. The trains took 2 hrs. 10 mins. to travel the 58½ miles to Maryboro but there were nine intermediate stops and with badly maintained locos and antiquated rolling stock the crews did well to run on time.

Costly replacement of locos ,coaches and wagons sounded the death knell of the W. & K. Rly. and on September 1st 1900 it passed into the G.S. & W.R. empire. All of the engines taken over, except 2 were scrapped as being unfit for traffic and the two retained were scrapped in 1907. None of the carriages survived the takeover but, their wheels were used on P. way wagons. The canopied station at Kilkenny, the last major work of the railway , is soon to be demolished and when this happens, all that will then remain of this once prosperous but parsimous line is the magnificent viaduct at Thomastown & the beautiful limestone building in the same station. When next you travel by train to Dublin, remember, Waterford people have been using the same route to the Capital since 1850, 130 years of service this line has given to the city of Waterford.

WATERFORD & TRAMORE RAILWAY :

In what can only be called indecent haste, the line linking Waterford with Tramore was rapidly dismantled. The line closed on December 31st 1959 and on New Years Day, 1960, at payment of double time, the metal bridge at Pickardstown was knocked thus forever sealing the fate of this profitable 108 year old railway which had only one fatal accident in its entire career.

This line of railway was the only self contained broad gauge branch in the entire country and was the cheapest run railway in these islands for it had neither signal cabins nor crossing gates. A very small number of men ran the services. It was an independent line from its opening in 1853 and was compelled to reluctantly amalgamate into the G.S.R. in 1925. As it was not physically connected with any other railway, it retained a measure of independence until closure. Its staff were not interested in what happened at the North side of the river Suir.

To 1935 the line had the distinction of having the worlds oldest working steam locomotive. It had been loco No.1 in the W.& T. register and after amalgamation, it bore G.S.R. No.483 and this ancient tiny engine hauled trains of an enormous size for its age and weight. Its career ended tragically.

On August 24th 1935, 483 pulled out of Manor Street station with the 12.15 to Tramore. She was driven by the late Mick Power and his fireman (still living and over 80 years old) was Michael Phelan. The day was sunny and warm and the train crowded. The engine had recently been overhauled and another 20 years work remained in it.

At Carricklong bridge it was doing a steady 30-35 M.P.H. when it jumped the rails dragging the train down the embankment injuring (though none seriously) many of the passengers. The crew of the loco were the most seriously injured, Power injuring his back and neck and Phelan breaking his collar bone, crushing an ear and being seriously burned. They both spent much time in hospital.

The cause of the accident was never established though many theories were advanced to explain it. One rumour at the time blamed the then Fascist organisation called "the Blue Shirts" which were active at this time and responsible for many outrages including train derailments. The cause will probably never be known but, regretfully, it finished gallant 483 which could easily have reached its centenary. The loco was cut up for scrap the following year;so vanished the only one of its class left in Ireland.

A remarkably safe little railway, only one other accident of note occurred and that was the last train from Waterford, the 11.15 to Tramore on the night of August 14th 1947. The ill fated 11.15 pm. pulled out of Manor Street dead on time. A lightly loaded train behind Loco 560. Jim Doolan and Tom Colfer were the 2 men on the engine. At Tramore, a brake failure (the first ever on the line) caused 560 to overshoot the platform and she ploughed through the wall to land on all six wheels its buffers almost touching the shop front next door to the De Luxe Hotel. Miraculously, , no one was injured, the majority of the passengers for Waterford had already gathered at the station as No.560 misbehaved. Only one coach had followed the engine to the wall and the couplings broke thus saving the train. A relief engine brought the passengers to Waterford and 560 was back on the rails at 4.30 am on the morning of the 16th. It proved an added attraction for the glorious 15th as it sat in splendour in front of the De Luxe Hotel.

The W. & T. was the remains of an ambitious scheme of 1846 which proposed a line to link Waterford with Cork via Youghal. With a link at Gracedieu to the North side. Capital was to be one million, 1846 was a famine year, money was scarce so, the venture failed. A line was however built from Cork to Youghal and it was hoped to extend this to Tramore but it never materialised.

Construction began on the W. & T. in 1851 and the total cost of the 7 miles (including locos and rolling stock) was £77,350. Branches to Dunmore East, Passage and Woodstown were planned in 1862 but opposition from the wealthy of Dunmore killed the plan. This would have linked the city with a circular line and opened up the 3 popular watering places also making Dunmore what Rosslare later became and enhancing the economy of the entire Waterford area.

A further scheme of 1878 proposed the linking of the W.D. & L. Rly. via a branch from the Blackrock across to Gracedieu and had this branch been built, it would have ended the isolation of the W. & T. from the main lines of Waterford. A station at Blackrock could have also served the new areas of the modern city, such as Johns Park and Ballybeg and saved the long trek which the residents of these areas have to undertake to the Bus Depot if they wish to visit Tramore. There was no forward planning into the transport needs of the area before the hasty and indecent closure of 1960's.

The strangest railway coaches in the world ran on this line up to the late 30's. They were 6 wheeled with glass only on the sea side, the land side of the coach was open to waist level. Before the 1925 amalgamation the company had 21 carriages of varying age and origin. They also had 5 open goods wagons and 3 covered wagons and in rush periods such as the August race week, seats were placed in these wagons and passengers conveyed in them.

Because of its low operating costs, the company was able to pay 7½% to its shareholders and it remained the most prosperous line in Ireland until absorbed into the G.S.R.

In 1866, according to the records of the period, the W. & T. ran the fastest trains in Ireland having an average speed of 30 m.p.h. The mighty G.S. & W.R. came next with 29 m.p.h. followed by the W.L. & W.R.'s 28 m.p.h. The running time allowed for trains in each direction was 15 minutes and this time prevailed to the closure of the line. Its interesting to compare the 25 to 30 minutes taken by the buses in 1980 with the train speeds of 1866 to 1960. What price progress .

When the line opened, Tramore was a small thinly populated area and to encourage people from Waterford to live in Tramore, the company undertook to carry building material free of charge on the railway and people building or purchasing houses in Tramore received a 5 year free pass on the railway. At the end of the last century to the start of World War 1 the company offered one weeks free accommodation at the Grand Hotel plus a return journey for the seven days at the low rate of £2.2.0., good value even then.

The line was always regarded by Waterford people as their very own and news of it was faithfully reported in the local papers as the following extract from the "Waterford News" of May 4th 1855 will show :

" On Friday last, a splendid looking and powerful new engine arrived here on "The Mare", the Liverpool steamer, for the W. & T. Rly. and on Tuesday was brought to Tramore for the purpose of undergoing the interesting ceremony of baptism.

Mrs. Power, the amiable and accomplished lady of Mr. Ed. Power, High Sheriff of Waterford, was both priestess and sponsor on the occasion. Sir James Dombaine, Mr. E. Power, Mr. Parsons, (the active Superintendent of the Company) together with a large number of gentlemen from the city, Tramore and the neighbourhood assembled at the station. And last, though not least, an immense number of the fairer portion of our species - redolent with beauty and smiles graced the platform on that evening waiting for the christening. A ceremony at all times animate or inanimate of paramount importance to the "Belle Sex". At 3 o'clock, the ceremony began when Mrs. Power, with the elegant grace for which she is peculiarly noted, approached the gigantic machine and breaking a bottle of claret on the front announced the name as "City of Waterford", amidst three rousing cheers and waving of handkerchiefs by the ladies present. The large assembly shortly after departed to their respective domiciles to partake of the comforts and luxuries of the table,"

So did the Victorians report on the doings of the W. & T. Rly. and to the regretted end of its days, our newspapers continued to report on what was Waterford's favourite railway line.

Gone now are the happy crowds of the Summer evenings that sang their way home on the 7 mile, 15 minute journey. Gone are the groups of goggle eyed children, clutching their buckets and spades and to whom the train journey was a great adventure.

Who can forget the locally named "Drunkards train", the packed 7.20pm. to Tramore. When the pubs closed on Sundays at 7.00 pm. in Waterford, there was a mad rush to Manor Street to catch the 7.20pm. and avail of the extension to 10 pm. at Tramore. The tiny engine struggled with its weight of humanity each Sunday of the Summer.

Then there were the Dance trains, one could purchase a combined train ticket and admission to the Atlantic Ballroom and return on a 3 am. train from Tramore. Many a romance blossomed on this train.

THE DUBLIN & SOUTH EASTERN RAILWAY :

The last line to reach the city was one that had been conceived as far back as 1846 and took 57 years to reach Waterford, finally reaching its terminus at Ferrybank in 1904. This railway began with the ambitious title of the Waterford, Wexford & Wicklow Railway or as it was more commonly known the 3 W's.

The first sod of this line was cut on Bray Head on August 26th 1847 and the line reached Wicklow on October 30th 1855, a very slow start. 8 years to complete 18 miles, Wexford was reached in 1872 and the line from Wicklow to Wexford incorporates some great feats of engineering with the greatest number of river crossings of any line in Ireland. The line from Bray to Wexford also contains 4/5ths of all the tunnels in Ireland so, it was a costly line to build. It traverses a magnificent scenic route and once boasted of an hotel in the grounds of Rathdrum station, this large 4 storey building is still intact but has not had guests since the amalgamation of 1925.

The long promised link with Waterford did not materialise until 1873 when a junction was built at a remote Co. Wexford townland called Macmine. The line to Waterford from this point on the bank of the Slaney was built in sections reaching New Ross 4 years later and finally Waterford in 1904. The company, meanwhile, had changed its name twice, first to the D.W. & W. Rly. and on reaching Waterford to the D.S.E. Rly.

Because of its slow trains, caused mainly by the heavily graded line, it became known locally as the Bloody Slow & Easy Railway. Only one station existed between New Ross and Waterford and this was Glenmore which also passed through a series of name changes being first called Aylwardstown. The Macmine Junction route gave the people of Waterford an alternative route to Dublin and opened up to them the beauties of Counties Wexford and Wicklow.

The D.S.E. was a very prosperous undertaking and it was with reluctance that the company was amalgamated into the G.S.R. in 1925.

Today, the link to Macmine is severed and only the New Ross section remains for in 1963, C.I.E. closed the line from New Ross to Macmine so ending a very scenic and exciting cross country link with South Wexford and the East Coast.

The development of the North side of the river was begun by the W. & L. Rly. when they ran trains to connect with the passenger ships from Milford. Further development was created by the D.S.E. when that Railway built a large goods store on the North Wharf and so helped enlarge the port. Many of our railways have been in recent years denuded, they are a national asset and as such should be preserved. Some years ago, the closure of the Rosslare link was mooted and if this had happened, it would sever the rail link with South Wexford and the East Coast thus making Waterford even poorer than it is.

That is a brief outline history of this city's Railways, each railway could form a book in its own right.

WATERFORD, LIMERICK & WESTERN RAILWAY :

Route Milage 332 Miles i.e. 77 to Limck. 98 to Claremorris, 25 Thurles.
 Total Locos: 58.
 Authorised by an Act of 1826
 Line began at Limerick: opened to Tipperary May 9th 1848.
 Clonmel 1852. April 1853: Fiddown.
 Dunkitt: August 1853.
 1855: Waterford.

7 Years to construct.

1864: Station built at Waterford.
 1855: S.S. UNDINE used for ferrying.
 1863: effort to compel Sunday trains running.
 1866: do.
 1866: Recession in trade.
 1901: Ceased to be independent.

WATERFORD, DUNGARVAN & LISMORE RAILWAY:

Begun: 1872. 6 years to build the 43 miles to Lismore, reached on August
 12th 1878.
 Total of 53 crossing gates to Lismore.
 1898: Absorbed into G.S.W.R.
 Bilberry Station used until 1908: Storage depot for Bridge building.
 May 2nd 1904: Sir James Power.
 1917: Munitions factory.

WATERFORD, KILKENNY & CENTRAL IRELAND RAILWAY :

Kilkenny to Thomastown: opened 11th May 1848.
 May 20th 1850: Jerpoint Hill. 1853: Dunkitt.
 Bridge replaced in 1878. Original Bridge, 4 years to build.
 1862, to Portlaoise begun. September 1st 1900: Passed to G.S.W.R.

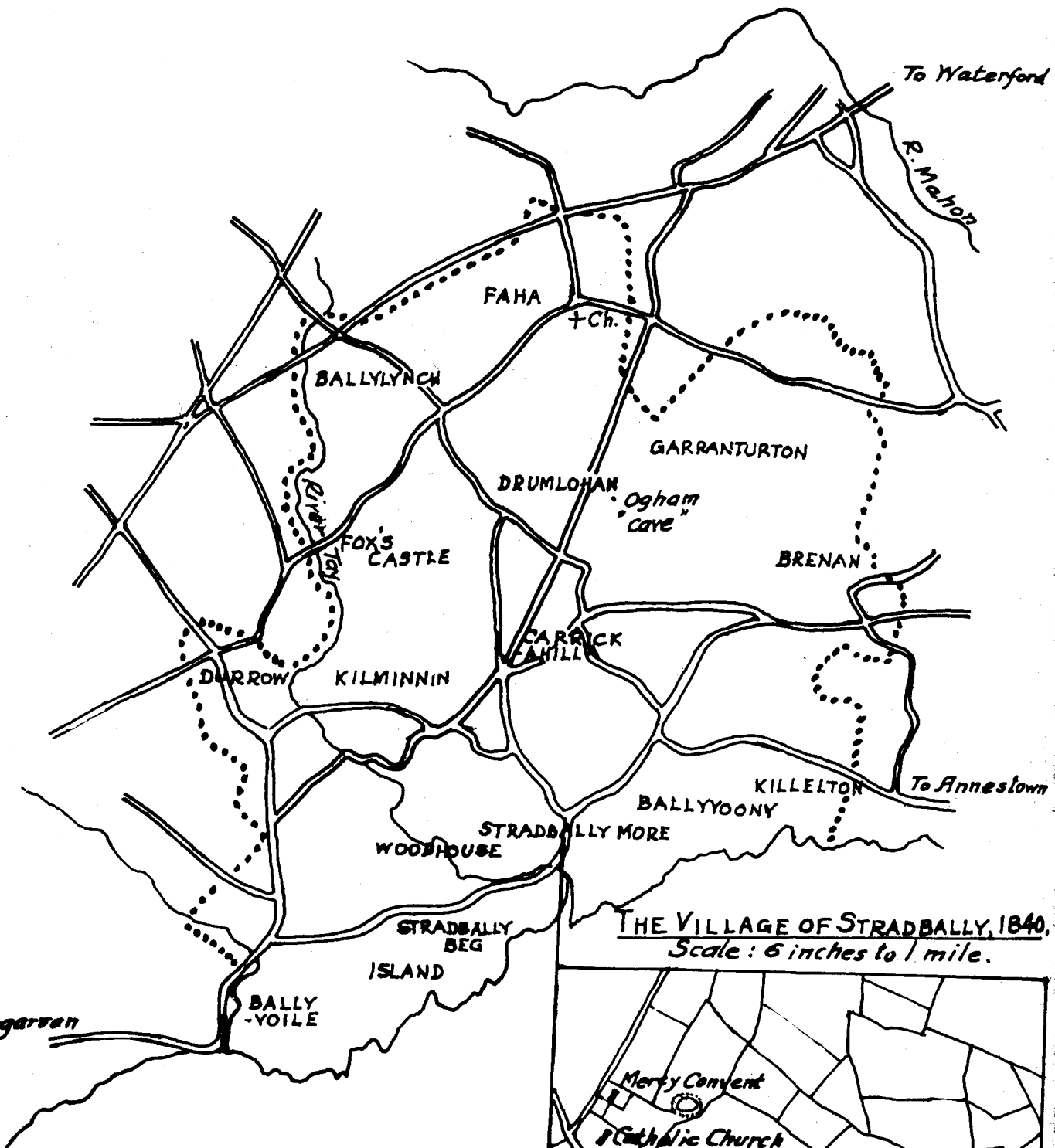
WATERFORD & TRAMORE RAILWAY :

Closed December 31st 1960. Opened 1853.
 Amalgamated 1925 into G.S.R.
 483: Oldest loco in Islands. Wrecked August 24th 1935.
 14th August 1947: 11.15pm. ex Waterford Loco 560.
 Begun 1851: Total cost: £77,350 .

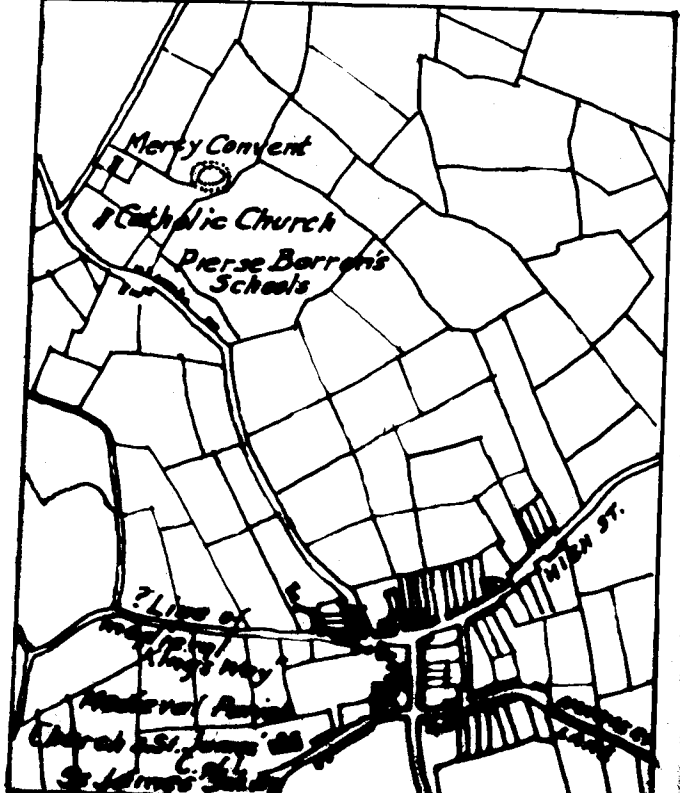
DUBLIN & SOUTH EASTERN RAILWAY OR Waterford, Wexford & Wicklow Railway :

Bray Head, August 27th 1847. Wicklow, October 1855.
 Wexford : 1872. Macmine Junction to New Ross, 1873. Waterford: 1904.
 57 Years to finish.

SOURCES : Files of Waterford newspapers.
 Library Irish Railway Record Society, Drumcondra, Dublin.
 Recollections of retired rail personnel collected over the years.



THE VILLAGE OF STRADBALLY, 1840.
 Scale: 6 inches to 1 mile.



THE CIVIL PARISH
 OF
STRADBALLY

showing principal roads and larger townlands, of which there are 36 in all.

Scale: 1 inch to 1 mile.

SCHOOLS AND SOCIETY IN STRADBALLY IN THE NINETEENTH CENTURY

by Des Cowman

The Village of Stradbally

Whether the present village of Stradbally is on the site of the medieval village is open to debate, but certainly, by the early 1800's, for whatever reason, the framework had emerged as "one long and irregularly built street"¹. Some remnants of its medieval ancestry remained. The name itself, Stráid Baile, unlike the nine other Stradballys around Ireland, was medieval. At right angles to the Main Street runs High Street - a vestige of the time surely when this was a stopping point on the "Kings Way" from Waterford west, in the thirteenth century². Parallel to it runs Nunnery Lane.³ Although I've found no reference to a medieval nunnery here, nearby in Ballyvoony stood a large ruined building of ecclesiastical connection, as it seems, until the middle of the 18th century⁴. Perhaps this supplied the name. More tangible, however, are the ruins of the medieval parish church (certainly not an Augustinian monastery as local belief has it) standing on the highest point of the hill above the village. To judge from the evidence of church and adjoining tower, it had a chequered history but the chancel part was still in use in 1607.⁵ The wars later on it that century probably put an end to worship here and it wasn't until 1799, with the appointment of John Devereux as vicar here that a major reorganisation took place.⁶ Apparently the old church had deteriorated too far to be of use so he constructed a plain rectangular church beside it (ready 1803) and then added a belfry tower in 1806.⁷ In association with this he may also have built a school with help from the Hibernian Society of London, but I've found no details of this.⁸

North of the village stood a penal chapel which it seems continued in use until replaced by the present church in 1834.⁹ Between this chapel and the village in 1806 a new building appeared. It was 70 feet long and 20 feet wide, stone built and slated. This was the new school paid for by Piers Barron of Faha.¹⁰

Piers Barron's Schools:

The building was in fact divided into a section 40 feet long for boys, the remaining 30 feet for girls. The girls' section was further divided, 10 feet being taken off it to provide a dormitory for boarders. Strangely there was provision for two girls to board at £5. p.a. each and possibly the school mistress lived in there with them. Twenty six day girls would also be taught there free of charge according to Barron's bequest and in the other part of the school scholarships would similarly be provided for 50 boys. Anybody else who wanted to attend would have to pay.¹³

The girls' section of the school was equipped with two long tables around which were benches while the boys had twenty two long desks which could take five or six pupils each.¹⁴ While this might have been adequate in 1806, within fifteen years a rapidly growing population had strained the resources of the school. In 1821 there were 250 school going children in the parish¹⁵ but Barron's schools could only cater for about 170.¹⁶ It was still possible to manage, however, as pupils' attendances would have been fairly sporadic and seldom would more than three quarters of those on the rolls have attended.¹⁷ As well as the Church of Ireland school, there may have been "hedge schools" around also.

School started at 9.00 finishing at 4.00 in the Summer and 3.00 in the winter. Pupils were taught the 3 r's with religion being imparted separately on Saturday mornings.¹⁸ A major difficulty must have centered around the fact that there were no cheap books or copies available. Such could have been got had the school applied to the Kildare Place Society for aid. That they didn't do probably because of local

Catholic suspicion of that body.¹⁹ (Barron himself seems to have been deeply Catholic. However, an alternative solution was offered in 1837 with the establishment of the Board of Education which would give substantial grants towards school equipment and pay the teacher. This would also mean free education for everybody. A number of prominent local people were gathered to apply to have the schools accepted into the National Schools system successfully.²¹

Before looking at the development of these as National Schools, it is possible to attempt some assessment of the impact of Barron's Schools on Stradbally village and parish as per table showing literacy in 1861. In looking at the high rate of illiteracy in the parish it must be borne in mind that by the late 1830's school-mistress Sophia Hammond was coping with an average daily attendance of 60 to 80 girls crowded around two tables in a room 20 feet by 20 feet.²² She did seem to have an arrangement that any overflow she had would go into the boys school. There the master, Maurice Linehan (up to about 1836 - followed by John Rowan) handled an average of 80 to 100 boys per day,²³ without pencils, copies, books etc. None of these teachers had any training, John Rowan being described as "self educated".

LITERACY IN 1841 ²⁴ (M. - Males and F. - Females over 5 years old)

	<u>Total over 5</u>		<u>Read & Write</u>		<u>Read Only</u>		<u>Illiterate</u>	
	M.	F.	M.	F.	M.	F.	M.	F.
Stradbally Village	351	378	145	83	46	54	160	221
Rest of Parish	1593	1581	353	156	113	74	1127	1351

That they managed to impart anything seems remarkable. However, they cannot be given credit for making literate all 637 persons who could read and write. Mistress Elizabeth Cavanagh and her predecessors in the Church of Ireland school presumably had a much greater opportunity of doing so with average attendances during 1830's of only 18 to 25 pupils. The "hedge school" master John Leahy must also have been reasonably effective as 50 pupils were willing to pay from 1/8d. to 10/- per quarter to attend his premises.²⁶ However, the bulk of the "educated" population under about 40 years old would have attended Barron's schools. Why they should have been so great a desire for education we can only guess. In a small community with a strong middle class there would at least have been the possibility for some upward social mobility and the key to this would surely have been literacy. In looking at society here about 1840 with this in mind I will also consider the extent to which this society was disrupted by the famine.

Society and Famine in Stradbally:

Of the 145 families in the village in 1841,⁴² were dependent on commerce of one type or another (blacksmiths, publicans, etc.) with a further 21 dependent on various services (police, coastguards, clergy and teachers). Admittedly, over half the village was depending on one way or another on farming (82 families), but this was not a peasant community. The majority of the population lived in houses of over two rooms, though there were 17 one roomed mud cabins.²⁷ As the population of the hinterland increased it seems that many moved into or around Stradbally village in the hope of either employment or fruitful begging. The result was a mixture of lifestyles - as we can see from a walk up the main street about 1845.²⁸

Starting at the lower (southern) end, the first house on the right had two stories and a cellar. In each of the three levels a different family lived. Brien's house next door had a stable, a piggery and a shed at the rear. The shed was let to William Morrissey who lived in it. Above this were the adjoining cottages of Flemings and Kenneally's. Next was a terrace of three two storey houses.

In the first lived two families - Gleeson and Walsh. At the rear were two small sheds, 9 feet by 8, and each had a tenant. Mary Power next door needed no such tenants, it seems, but the third house was occupied by two families of Cunningham s.

Above that we are into the commercial, service and residential heart of the village. William Doyle was residential and beside him was the dispensary and constabulary barracks. Next was a substantial farmyard with various living quarters owned by Michael McGrath. A terrace of 7 two storey houses stood above this facing south. The first was empty. Businessman George Dormer lived in the next. Adjoining were Foran's and Navin's pubs, which also had bakehouses. So did Anne Cummins next door as well as a couch house(through an arch in the terrace). James Lennon lived beside her and the last house was in the possession of shoemaker Robert Kiely although there is some evidence that he in fact let it out and lived in a shed at the back.

CENSUSES 1821 -51(H - number of houses, P - Population)²⁹

	1821		1831		1841		1851	
	H.	P.	H.	P.	H.	P.	H.	P.
Stradbally Village	61	358	121	752	146	814	95	665
Rest of parish	411	2615	399	2654	526	4419	462	3273
	472	2973	520	3406	672	5233	557	3938

(note: The drop in population for the rest of the parish between 1821 and '31 may perhaps be attributable to difficulties in determining where the boundary of the village lay. It would seem there was considerable clustering around the village)

What seemed to be happening in the 1820's and 30's is that a rapidly growing population was attracted towards the village and sought accommodation wherever they could get it. As demand for land forced up the price of con-acre those with houses were glad of any opportunity to supplement their income by sub-letting. Those with independent incomes presumably disapproved of the deterioration of standards that must have followed as a growing proportion of the population became increasingly dependent on the potato. The police in Stradbally reported a 15% jump in the acreage under potatoes between 1844 and '45(from 1256 to 1447 acres) and that about a quarter of this was conacre(i.e. taken for subsistence farming)³⁰

The partial potato famine of 1845 does not seem to have been too bad around Stradbally as 1338 acres of potatoes were planted the following year. In "black '47" however only 143 acres were planted. In theory there was plenty of food with nearly 2000 acres under cereals that year.³¹ It would have taken a massive effort of social reorganisation, however, to distribute it fairly and regularly from that Autumn on to the starving peasantry. The scale was too vast for even the official agencies to cope with. By July '47 both the Dungarvan and Waterford workhouses were filled well beyond their capacities and could take no more(Kilmacthomas workhouse was not yet built)³² The local Relief Committee(District of Bonmahon and Kilmacthomas) were besieged with applicants and from summer '47 they were unable to cope.³³ There is no record of the tragedies that befell various families in Stradbally village - only cold statistics. The inhabitants of the 17 one roomed cabins must have been the first to go as by 1851 the little houses themselves had too far deteriorated even to be noted as "uninhabited houses". The same is true for nine other houses, while fourteen did remain intact, but their occupants were no more.³⁴

In the countryside around the village the picture was much the same except there were inexplicable variations between townlands. Immediately north of the village in Carrickahilla, where Barron's schools stood, the population actually increased from 100 to 105. Yet in Barron's own townland of Faha the numbers halved (277 to 144) as it did around the Uniacke estate in Woodhouse (50 to 27). Worst hit was Kilminnan Lower where only 33 people remained out of 110. Over the entire parish almost a third were gone.³⁵ Such cold statistics can convey nothing of the human suffering nor the demoralization which seemed to follow. It would be surprising if this were not reflected in the schools whose story we now take up from their point of entry into the National School system in 1838.

Stradbally Girls' National School

Now that education was free, more and more girls flooded into Sophia Hammond's 20 ft by 20 ft. (or 30 ft) schoolroom.³⁶ She averaged 85 in the class per day in the early '40's and at the time of one inspection in October, 1842 she had 131 girls crammed into the room. Possibly in recognition of this her salary was increased by 50% the following month. Somehow she kept things going until her death in 1847 at the height of the famine.³⁷ The troubles of the school then began.

Details for the late 40's aren't complete but there is mention of a "dismissal sheet" for a mistress Kavanagh, a note "withdraw salary, Sarah Smallman - being reported incompetent". Her sister(?) Johanna replaced her but was "removed by manager" in April, 1850. Her successor Margaret Horan managed better and resigned herself at Christmas 1853. Nobody could be found to replace her for three months until, Ellen Purcell arrived from Clonmel Model School.³⁸ She lasted until the following Christmas when she was replaced by another girl from Clonmel, Mary Nevin. She, however, was sacked the following year and was replaced by another Smallman, in 1856.³⁹

Margaret Smallman spent the next 17 years teaching here - after a fashion, if the inspectors' reports are to be believed. They granted that she always kept her records neat and orderly, but in successive inspections between 1858 and '62 she was "admonished on low state of school", "reprimanded for inattention and negligence", "attendance of pupils too low for nature of locality" and "admonished severly on backwardness of pupils in penmanship and writing". The question of attendance is somewhat problematic as the numbers on the roll seem to fluctuate from 61 in Dec. 1859 to 113 in July, 1865, with about half these in attendance on any one day.⁴⁰ Stran the numbers seem to have been growing in late 50's and early 60's so that from August '63 the school qualified for a second teacher.⁴¹

The new teacher, Elizabeth Watson, lasted only two years, being dismissed for "incompetence". Then, apparently (the record is not quite clear) there was a succession of assistant teachers, with a second assistant teaching needlework for a while in 1862 until the Board put a stop to that. However, with two teachers dealing with an average of 55 girls per day between them, despite the small room, they should have been reasonably effective. While few of their charges are recorded as having progressed beyond reading works of more than two syllables (i.e. Book 1 and 11 of the National School curriculum) the teachers survived without provoking too much official wrath until 1873 when a grim note appears, "Withdraw salary from Margaret Smallman from 28th February., she being incapacitated from further discharge of duties". What happened doesn't emerge but she may have been given a retirement gratuity ("rets. grats.") of £61.4.11 d.⁴²

Matters now got worse. The new mistress, Mary Mulcahy, was fined 10% of her salary within twelve months for "ineffective discipline and unsatisfactory progress"

43

and was "to be dismissed if absent from examination of 1875". The school manager, Fr. Casey now stepped in and invited the Mercy sisters from Cappoquin to take over the running of the school. This they did in early 1875; their early difficulties and adaptivity are narrated in a previous Decie⁴⁴ It seems they soon abandoned the single room in Barron's 70 year old school and constructed a new premises nearer the church, although I'm not clear when this happened. ⁴⁵

The sisters proved highly innovative. In 1884 they introduced French and Geography to the primary school curriculum and supplemented needlework with instruction on that new invention, the sewing machine. In 1892 they introduced music and the following year they bought two looms and brought a weaver from Belfast to teach the girls to use them.⁴⁶ They also expanded into lace-making and embroidery, marketing the products as 'Munster Industries'⁴⁷, reportedly in Dungarvan, Limerick and Portlaoise. The girls were given pocket money of 2/- to 4/- per week from sales. ⁴⁸

The only contentious element in this most enlightened endeavour seemed to come from their conflict with the new parish priest. When their patron, Fr. Casey died in 1886, he willed them the parochial house as their residence⁴⁹ It would seem that his successor, Fr. Burke, wanted it back and the matter may have gone to law as is indicated by a note from the sisters to the Board of Education - "The convent take serious exception to the manager's statement that "he thinks it rather strange that the convent should take advantage of technical points of the law that ought to have no existence".⁵⁰ The problem should possibly have been solved when Fr. Burke was transferred to the adjoining parish,⁵¹ but apparently he was a tenacious man. He relinquished managership of the other schools but retained management of the convent⁵² - presumably to make things awkward for the nuns. However, since the sisters are still in the house, presumably they won. They continued to innovate in the school and in 1899 got official sanction to teach Irish, the language of the locality.⁵³

Their enlightenment stands in stark contrast to the contemporary situation in the boys' school. However, we'll go back to happier times there when it was first accepted into the National School system in 1838.

The Boys' National School

The Board of Education decided that John Rowan should be given six months training (no such provision existed for women teachers!) and while he was away his brother Pat ran the school⁵⁴. With free education the attendance soared with numbers pushing towards a hundred (including overflow from girls' school). How he coped doesn't emerge, but it seems a major problem was stuffiness, with a ceiling only 8 feet high. The school was, therefore, partly rebuilt in the summer of '41 "on an improved plan".⁵⁵ The numbers continued to increase and a second teacher was applied for in 1846 - another brother of John Rowan, Edmund. An inspector's note neatly compliments them both on "the efficient manner in which the school is conducted --- (Edmund) having been instructed and I might say trained by his brother is not only competent, but thoroughly conversant with our system!" ⁵⁶

The records for the following nine years are, unfortunately, not on the PRO files, but they resume again in 1855 with a note about the dismissal of Thomas Mullins as assistant "he being incompetent". Edmund Rowan had, presumably, become a principal somewhere else. Over the following year, no less than three assistants were employed and dismissed. Rowan then tried to run the school on the Lancastrian system using older pupils as 'monitors'.

For this he seems to have been given a bonus of £12. "as a reward for the zeal, faithfulness and efficiency exhibited by him in discharge of his duties".

After that, however, things went sour. A new inspector seems to have come into conflict with Rowan over the question of Thomas Somers, a monitor who had been promoted to assistant about 1860, and he recommended that Rowan's good service bonus be withdrawn. Indeed as Rowan grew older (he was born in 1806) he may have grown embittered and a series of bad reports follow from 1862. A low point was reached in December '64 when he was admonished severely on "low state of school, general neglect of school and irregularities. Should next report be unfavourable, salary will be withdrawn". He did survive but with continuing admonitions "for incorrectly filled annual report, low proficiency of pupils" etc., The average daily attendance was down from about 80 pupils per day in the late 50's to 60 pupils in the mid 60's.⁵⁸ John Rowan may well have developed a preference for imbibing over imbuing.

There are no inspectors' reports from 1867 - '71 so his fate goes unrecorded. His successor, Michael Dalton was no more successful being in constant trouble up to his dismissal in late '78. Meanwhile, John McGrath had been assistant in the school for the previous ten years was not, it seems, considered for the post of principal, but after a lapse of three months Pat Keoghan was appointed to the post.⁵⁹ The troubles of the school now began in earnest.

Part of the problem seems to have been that during the troubled 1880's there was little inspection of schools. Although in 1880 Keoghan was "severely reprimanded" over neglect of rules, rolls, etc., then years passed before there is record of another inspection. What the inspector then found shocked him. There was "low proficiency" and "want of discipline". Worse, the rolls were being falsified.⁶⁰ The inspectors called three times in 1890, twice the following year and annually after that, issuing severe reprimands and warnings each time and fining the teachers in 1896 and '97. To dismiss the two needed the consent of the manager, it seems, and when no improvement seemed to be taking place the Board concentrated on him pointing out "the deplorable state and inefficiency into which the teachers have allowed the school to fall and in view of the continued failure of Messrs. Keoghan and McGrath to discharge their duties properly notwithstanding fines and warnings, asked whether he (the manager) is now prepared to place the school in charge of more skillful and energetic teachers".⁶¹ Fr. Dunphy was not so prepared and provided excuses for them. The bad exam results, he explained, were because the exams were held in October, since "the children of the farming classes are engaged for two months previous to exams in harvesting. Thus they are past their best. --"⁶² The head inspector in a memo dryly pointed out that other schools in the area seemed to overcome this problem very well and added, "There is but one means of improving this school - both teachers must be removed." He had, however, a more "moderate course" to offer. McGrath would be 55 the following June (1899) and could be retired on pension. Keoghan had another five years to go, but he could be demoted to assistant and a new principal appointed.⁶³

This seems to have been agreed but in the first term of '99 a catch occurred - the school attendance had dropped below the numbers required for an assistant. Though the immediate reason was the school being closed in early 1899 because of an outbreak of typhoid fever, the numbers were getting dangerously low in any case. Under those circumstances, Fr. Dunphy pleaded, demoting Keoghan would be the equivalent to sacking him and he would be unlikely to get other work, so that he must "either beg or become an inmate of the workhouse with a young and helpless family". The inspectors certainly did not want him retained as principal - "in view of Mr. Keoghan's long continued gross inefficiency (in spite of fines, censures and warnings) --- the decision cannot be rescinded."⁶⁵ But it was - or at least a compromise was reached. He was given a year's probation and if he hadn't improved by then it seems the manager agreed to sack him. He just about scraped through and was given another year's probation. There seems to have been a slip-up on the part of the inspectorate after that as he doesn't seem to have been visited again until 1904 by which time he had reached the magic age of 55 and could be pensioned off.⁶⁶

How bad an effect did he have on a generation of Stradbally manhood during his twenty five years as principal here? When visited by the head inspector in 1898, his class was full of "noise and confusion. There is no discipline at any time - a continuous babble of voices" Another inspector was shocked to find, "boys run(-this underlined-) through the school and also jump over desks". His problem, certainly at the end of his career, was that he was "dull, slow, quiet, wanting in energy and animation-- liable to lapse into a listless manner". The most positive thing that could be said of him was that he was at least "punctual and regular". Fr. Dunphy, however, gives us a different perspective: "I find that on leaving school they(his pupils) are as good breadwinners by education as those of any of the surrounding schools. Several of them have become National Teachers(!)---!"⁶⁸ Perhaps Fr. Dunphy was right, that the solid common sense of the people was a far more important factor than classroom rituals and that such cannot suppress motivation. With this in mind, let us look at such statistics as are available for Stradbally in the 19th century.

Schools and Society

The census of 1861 gives a breakdown of literacy in various age groups. ⁶⁹. From these figures it is possible to estimate literacy rates(i) in the 25 years or so before Barrons schools opened in 1806,(ii) in the 22 years from then to the start of free education, (iii) over the first 12 years of the National School System. I have assumed children to start school about 5 years old and finish about 12. Thus an 80 year old man in 1861 would not have attended Barron's school while a 60 year old man could have. While there are a lot of factors the census figures do not take into consideration, they do at least indicate trends.

Literacy in Stradbally Parish 1780 - 1850.

Among those surviving in 1861	Total in 1861	Read & write.	Read only	Illiterate
(i) Children, C. 1780-c.1806				
M	33	14	4	15
F	52	8	4	40
(ii) Barron's Schools etc. c. 1806-c.1838				
M	81	35	9	37
F	118	31	13	74
(iii) Free Nat. School-ing c.1838-1850				
M	29	17	1	11
F.	40	18	8	14

It would seem from this that there was education available in Stradbally area before Barron opened his schools - for boys at least. The main beneficiary from Barron's schools were the girls; boys' literacy rates remained little changed. The national schools were, it seems, successfully availed of by increased numbers of boys and girls. It would be reasonable to expect this trend to continue into the second half of the century, but with lower literacy rates during phases of bad teaching in each school,(according to Her Majesty's inspectors). Fortunately it is possible to attempt some analysis of this from the census form filled in by each household in the village in 1901.⁷⁰As the numbers are smaller, however,(a factor of emigration from the village?) it is possible that the Church of Ireland school

influences the statistics.

Literacy in Stradbally Village 1-50 - '95 (under various teachers)

	Total in 1901	Read and Write	Read only	Illiterate
BOYS, educated under -				
- John Rowan 1850/60	13	8	1	4
- John Rowan etc. 1860/75	9	6	1	2
- Pat Keoghan etc. 1875/95	25	22	0	3
GIRLS, educated under				
- various teachers 1850/60	13	8	1	4
- M. Smallman etc. 1860/75	17	12	0	5
- Mercy Sisters 1875/95	25	25	0	0

From the small sampling available it would seem that John Rowan was just as successful during the time he was being reprimanded by the inspectors as he had been while praised by them, and the much admonished Pat Keoghan achieved almost a 90% literacy rate. The same seems to be true of the girls school up to 1875. The one remarkable statistic here is that every girl in Stradbally in 1901 who had gone to the convent did learn to read and write. However, the sisters do seem to have been ahead of their time (indeed ahead of our time, a century later!) and must be regarded as exceptional. For the generality, however, the conclusion seems to be that it was largely irrelevant in the long term how inspired or otherwise individual teachers may have been, it was cultural forces which moulded society in Stradbally, not the schools.

In support of this thesis we may look at what happened to the Irish language. It should have begun to die out with the introduction of instruction in English from 1838. As is apparent from the census forms filled in in 1901⁷¹, the first generation emerging from the national schools not only continued to use Irish themselves, but brought up their children speaking Irish. It wasn't until the 1880's and 90's (i.e. the years of the Gaelic "revival") that Irish was dropped, apparently as a deliberate decision on the part of many people in the village for reasons that seem totally unrelated to schooling. This is particularly striking amongst trades people. Publican and shopkeeper Thomas Foran's wife and two employees, living in, all had Irish in 1901 but his seven year old daughter had English only, despite additional contact, presumably, with customers. Similarly shopkeeper John Gleeson and wife both had Irish but their five year old son was brought up with English only. Shoemaker Patrick Morrissey and wife must have abandoned Irish in the 1880's as their 21 year old son could not speak it. The same applies to stonemason James Flynn and wife. Even more pointed is the case of Civil Bill Officer, Thomas Lenihan and wife who must have spoken Irish in the late 70's as their 26 year old son was bilingual but 22 year old son had English only. Farm labourer Richard Foran and wife dropped Irish a few years later as their two children born before 1881 could speak it but the two born after 1886 could not. In shepherd, John Brown's household, Irish was spoken by himself, wife, mother-in-law and step-daughter: his two young daughters had English only. Significant too is the fact that schoolmaster Pat Keoghan and wife both had Irish but brought up their four young children with English only. At the same time, however, the sisters were busily learning Irish themselves,⁷² presumably towards preserving the language and using it in the classroom. (they got official sanction for this in 1899). It made no difference. A collective decision apparently had been made, and the Irish language abandoned.

Are all these developments in Stradbally representative of the entire country? Possibly so. However, as a village, Stradbally may be exceptional in its medieval ancestry, its other links with an earlier past liberally dotted around, in Pierse Barron and his schools, the enlightened Mercy sisters, its delightful setting, and the friendly people who today inhabit it.

Notes and Sources:

The origins of this article was a talk given by me at Stradbally Festival on 20th August, 1982. In conjunction with it an exhibition of photocopied local source material from the Public Record Office of Ireland was put on display. This material, as quoted below in abbreviated form, has been left with Canon Peacock and the Festival committee for local consultation.

ED 1 ----: National School applications
 ED 2 ----: National School Registers
 TAB 29/33: Tithe Applotments for Stradballymore and Stradballybeg.
 V.O. 5/1980 Valuation Office House Books, c.1845-50.
 V.O. 4.301: Valuation Office Field Books for Stradballymore townland
 RLF.Com. IV/2 1846: Constabulary returns(re famine) for sub-districts
 Stradbally, Leamybrien and Kilmacthomas.
 Census 1901, household returns A (51/18 C) and BI(buildings)

All references to village of Stradbally can be located under:-

Townland of Stradballymore; Parish of Stradbally; Union of Dungarvan;
 Barony of Decies-without-Drum, County Waterford.

1. Ryland, R.H., The History --- of Waterford, London, 1824, p. 301.
2. Calendar of Ormond Deeds, II, IMC, 1934, p.5. A deed of 1352 refers to the " KingsWay, which goes towards Stradbally on the north side and the sea coast on the south". That Stradbally was a stopping point on this road is clear from references of 1289-91 in Calendars of Documents relating to Ireland, 1285 -91(ed Sweetman), p. 268 & 273-'6. No other Stradbally appears in these records.
3. Called such by Valuation Office officials in 1840's. Within this century the name has been supplanted by Knockreabhar Road, but Mrs. Corbett, senior, who lives there remembers the older name.
4. It is described in detail by Smith C., History and Topography-- of Waterford. 1746, p. 95. He attributes it to the Knights Templars. Ryland (op.cit.) p.301, repeats this verbatim in the present tense in 1824. It is not shown however on the Grand Jury Map of 1818 (PROI, QRO collection) and O'Donovan (O.S. Letters unprovenanced bound typescript, p.31) mentions only "the site of" implying that it no longer existed in 1841. He dismisses suggestions of it being an abbey.
5. Regal Visitation, Cashel, Lismore Diocese, 1607, ms RC 15/3 in PROI.
6. Rennison, W.H., Succession List of the Bishops --- of Waterford and Lismore, 1920, p. 196
7. idem. Strangely, Lewis, Topographical Dictionary of Ireland II London 1846(2nd ed) gives date of building the church as 1786.
8. Parliamentary Gazeteer, London, C. 1845, Vol. VIII P. 284.
9. Power, Canon P., Waterford and Lismore, A compendious History Cork 1837, p. 252. He only mentions the building of the present church in 1834 but an earlier one is marked on approximately the same site, on the Grand Jury Map of 1818(loc. cit.).
10. ED 1/86/41, application for admission to National School system.
11. idem.
12. Parliamentary Papers, 2nd Report for Commission of Public Instruction(Ireland) 14, Vol XXXIV, 1835, part ii.

13. ED 1/86/41
14. Idem.
15. Census 1821, Abstract of Answers and Returns, p. 221.
16. ED 1/86/41. 17. Apparent from ED memoranda
18. ED 1/86/41
19. See Power, T., "Schools in Connection with the Kildare Place Society in County Waterford, 1817-40' Decies XVII, p.4-16.
20. He built the Catholic church at Faha in 1804. Canon Power op. cit. p.252
21. ED 2/181 22. PP 1835 Vol XXXIV, op. cit. 23 idem
24. Census 1841, Population 2, 1843, Vol XXIV.
25. PP 1835 Vol. XXXIV, op. cit. 26 idem.
27. Census 1841, op. cit.
28. Based on Valuation Office House Books 5 for village of Stradbally. The date at which they were first compiled is not clear as there were frequent amendations undated, running apparently through the famine period. One hand responsible for some amendations suffixes the volume with the date 1848.
29. Abstracted from PP, Censuses of Population 1821-'51.
30. Relief Commission IV/2, Constabulary Returns 1846. The Stradbally Police area did not include the northern sections of the civil parish.
31. PP. Returns of Agricultural Produce 1847-50, Dungarvan Union.
32. Poor Law Commissioners, "Return of Paupers in Workhouses---" in State Paper Office, CSORP 1845 O 4246. Dungarvan was built for 600 but had 680, Waterford built for 900 held 1119.
33. For fuller account see my article "Life and Work in an Irish Mining Camp c. 1840 Knockmahon Copper Mines in County Waterford" in Decies XIV, p. 39.
34. PP Census 1841 and '51. 35. idem.
36. A reconstruction of the school took place in summer '41. (q.v.) and possibly the dormitory section was then removed.
37. ED 2/45 38. ED 12/46 39. ED 2/47 40. idem.
41. ED 187/9 C Application 42. ED 2/47 43. Idem.
44. Dalton, Sr. Philomena "The Sisters at Stradbally", Decies II p. 3-4.
45. It may have been in the late 1880s as implied by a letter from Fr. Burke in ED 9 6265.
46. ED 2/184 Folio 60 47. Dalton, op. cit.
48. ED 9 8294. 49. Dalton, op. cit. 50. ED 2/184 Folio 18.
51. Canon Power, op. cit. p. 152 52. ED 9 6265
53. ED 3/184 Folio 60. 54. ED 1/86/41 Application.
55. ED 2/181 Acceptance. 56. ED 1/96/98 Application.
57. ED 2/181 Folio 23 58 idem
59. ED 2/184 Folio 16 60. idem 61. idem.
62. ED 9 12647, letter from Dunphy 24/11/'98. 63. ibid
64. ibid, various reports and correspondence.
65. ED 2/184, Folio 16. 66. idem and ED 9 12647
67. ED 9 12647, inspectors' reports. 68. ibid, letter May '99.
69. PP Census 1861, part ii, Ages and Education, Vol I p. 594-5.
70. Census 1901, Form A, Waterford 51/18 c, household returns.
71. Idem
72. Dalton, op. cit..

CENSUS OF CARRICK-ON-SUIR, 1799.

J.S. Carroll.

A census of Carrick-on-Suir carried out in 1799 shows it to have been a brisk and thriving town with twice its present population. The census does not appear to have been part of a nationwide one and its purpose is not known. What follows has been abstracted from a British Library microfilm kindly made available by Mr. Michael Cody.

The census was taken by Major Will-Norton Pitt and is very detailed. The findings of his enumerators are inscribed in a neat copperplate hand on 63 sheets. It covers what is described as Carrick More Interior, Carrick More Suburbs and Carrick Beg. Each sheet shows, in tabular form:

- (a) a serial number for each house;
- (b) the street or place of residence;
- (c) the "housekeepers", distinguishing between males and females, and showing for each the name, age, marital status and occupation;
- (d) unmarried children and grand-children resident with parents, distinguishing between sexes, and showing name, age, and occupation;
- (e) married children, grand-children, lodgers and inmates, distinguishing as in (c);
- (f) servants and apprentices, distinguishing as in (d);
- (g) a running total, distinguishing between sexes; and
- (h) remarks.

The most interesting part of the document lies in the analyses of the findings at the end. These show that in all there were 1738 houses (802 in Carrick More, 370 in the suburbs and 566 in Carrick Beg). Total population was recorded as 10,207 (5328, 2102 and 3477) giving occupancy rates of 6.5, 5.7 and 6.2 persons per house or 6.3 overall. Though about 50% higher than present day figures, these compare well with occupancy rates revealed in the Waterford city census of 1821.

It is unlikely that the boundaries of Carrick were defined in 1799 and we do not know how much of the hinterland was considered to be the suburbs, but a population of nearly 11,000 is certainly remarkable. Even more striking is the diversity of employment recorded. These are grouped under the general headings of Trade, Agriculture and Other Occupations.

There are 2146 persons listed under the first of these headings and it is worth recording the breakdown, which is as follows:

5 Apothecaries	21 Merchants
14 Bakers	10 Millers
120 Boatmen	6 Millwrights
33 Breeches-makers	25 Nailers
69 Brogue-makers	5 Porters
77 Butchers	41 Publicans
8 Card-makers	11 Quill Boys
77 Carpenters	7 Saddlers
66 Carriers	20 Sawyers
11 Chandlers	145 Scribblers
73 Clerks	100 Shop Men
54 Clothiers	100 Shoemakers
13 Cobblers	15 Shopkeepers
18 Combers	18 Slaters
55 Coopers	41 Smiths
6 Corn factors	26 Tanners
11 Curriers	63 Tailors
9 Fishermen	5 Tinkers
5 Glaziers	5 Tobacconists
12 Grocers	7 Turners
16 Hatters	349 Weavers
14 Jenny-spinners	9 Working Chandlers
35 Linen-weavers	5 Working Maltsters
48 Mariners	6 Working Millers
32 Masons	30 Working Tanners

In addition to the trades listed above, there were an Architect, an Auctioneer, Basket-makers, Boat-builders, Braziers, Brewers, a Cabinet-maker, Chimney sweeps, Coach-builders, Coal-factors, a Cutler, Distillers, Innkeepers, Joiners, Painters, Printers, Stay-makers, Stocking-weavers, Stone-cutters, Thatchers, Tobacco-spinners, Watch-makers, Wire-workers and Wcollen-drapers.

Under the heading of Agriculture there are to be found:

1 Agent, 6 Cowherds, 9 Dairymen, 9 Farmers, 14 Gardeners, 31 Jobbers and 496 Labourers.

Other Occupations include:

7 Attorneys, 13 Barbers, 5 Military Officers, 5 Musicians, 7 Ostlers, 5 Pipers, 5 Police-men, 5 Priests, 15 Schoolmasters and 7 Waiters, as well as Chaise-drivers, Clergymen (4); a Dancing Master, Land Surveyors, Letter carriers, Physicians (3), a Parish Clerk and an Usher.

The overall picture revealed by the census is that a busy but well-ordered place - a hive of activity but one of which the Industrial Revolution has made little impact. Everyone seems to have some employment and every activity is labour-intensive. Though obviously still an important one, the woollen industry was already in decline. It had been set up by the Earls of Ormonde as early as 1670 and is reputed to have given employment to up to 3000 workers in its heyday.

Not only are all the contemporary trades represented but there must have been a reasonably high level of business, professional and even cultural life when not only Attorneys and

Physicians could be kept busy but Musicians and Dancing Masters as well. One feels, too, that even the 11 Quill Boys must have been kept busy sharpening the pens of the 73 Clerks, not to mention the 145 Scribblers.

Other miscellaneous findings of interest are tabulated below:

	Males	Females	Both Sexes
Total population	5143	5764	10907
Males living on their acquired property	34		
Male servants	88		
" apprentices	111		
Males under 16	2085		
" able to bear arms (16-60)	2734		
" married, under 20	3		
" " , over 20 upwards	1831		
" unmarried, under 20	2545		
" " , of 20 upwards	586		
Females, married, under 16		Nil	
" " , of 20 upwards		1922	
" , unmarried, under 16		2059	
" " , of 16 upwards		1122	
Widowers and widows	178	661	
Persons other than Roman Catholics			298
Children, 6-15, requiring education			2515
Blind persons			14
Cripples			11
Idiots			12
Insane persons			3
Deaf and dumb persons			1
Persons wholly dependant on Charity			91

The preponderance of females in the total population is ascribed to the absence of men in the army and navy, those otherwise at sea, and those in Newfoundland.



The wreck of the "Teaser" in Ardmore Bay, 1911.



"Marechal de Noailles" on the rocks at Mine Head, 1912/'13.



The rescued crew of the "Marechal de Noailles".

AN ACCOUNT OF THE LOSS OF THE ' TEASER ' IN 1911 and THE
'MARECHAL DE NOAILLES' IN 1912 OFF THE WATERFORD COAST.

By Donal Walsh .

' The Teaser ', a schooner registered at Montrose of about 80 tons register, owned by Mr. Ferguson of Connah's Quay, North Wales, left Swansea on Tuesday, 14th March, 1911. She was bound for Killorgan in Dingle Bay with approximately 160 tons of coal, first calling in at Milford Haven which she left on Thursday, 16th March. She carried a crew of three: Captain Hughes, North Wales, married; Mr. Fox, Mate, of Flint near Connah's Quay, and George Walsh, ordinary seaman of Flint. a single man in his mid - thirties. On St. Patrick's Day, Friday 17th March 1911, the wind freshened from the South East and soon it was blowing a full gale. It was reported later to be the worst gale off the Waterford coast for sixteen years, on which previous occasion the vessel 'Moresby' was lost in Dungarvan Harbour with seventeen of her crew.

The ' Teaser ' got into difficulties and was unable to shorten sail and was soon ashore on the Black Rocks at Curragh, Ardmore, Co. Waterford. She was first sighted by John O'Brien of Curragh, Ardmore, shortly after 5am on the 18th March. He got as close to the wreck as the circumstances permitted and saw three people alive on board. One of them shouted something which he could not hear over the noise of sea and wind. There was a light burning on the vessel at the time. He immediately reported the matter to the Coastguard Station at Ardmore and a message was sent by telegraph requesting the assistance of the Helvick Head Lifeboat. Then Coastguard Petty Officer, Thomas Bate, together with Coastguardsmen, Richard Barry and Alexander Neal, got horses and set off with the rocket apparatus to the wreck. They arrived at the wreck at 7 am by which time she was broadside onto the shore and lying over at an angle of 75°. The crew had taken to the rigging and there were two men aloft in the fore rigging and one in the main rigging. All men appeared to be alive at this time. It was about high water that the first of the rockets were fired. The first two rockets missed the ship but the third was placed successfully on board. Unfortunately, no attempt was made to catch the line or haul the gear aboard. After the fifth rocket had been fired and still no attempt being made by those on board to work the apparatus, Coastguards Barry and Neal attempted to swim to the ship along the rocket line but Barry was overcome by the sea and Neal had to give up his attempt to help get Barry back to the shore. They fired a further four rockets over the ship and the last one crossed the fore rigging and was made fast by one of the crew but no effort was made to haul the gear on board. It is likely that by this time those on board were so exhausted they could make no effort to help themselves.

Fr. John O'Shea, the local curate, who was on the shore, then organised the crowd gathered there to go to Ardmore and fetch a boat with which they could board the 'Teaser'. The boat was placed on a cart and pushed and dragged by the crowd to the wreck. Fr. O'Shea called for volunteers to go to the ship and was joined by Coastguardsmen Barry and Neal, Constable Lawton, Wm. Harris - a local hotelier, Patrick Power and Con O'Brien - farmers, and John O'Brien -

a fisherman. They were able to get alongside the 'Teaser' by hauling themselves off along the rocket line and rowing at the same time. Power made fast to the rigging and Wm. Harris, Constable Lawton and Coastguards Barry and Neal boarded her. The man in the main rigging and one of the men in the fore rigging were still alive. They first got the man in the main rigging down and placed him on the hatch but he died within a few minutes. They then went for the survivor in the fore rigging but unfortunately they dropped him into the sea while taking him down. Barry and Neal dived in after him and rescued him and placed him in the small boat where he was anointed by Father O' Shea. He was immediately taken ashore but he died shortly afterwards. The boat returned and took off the other two bodies which were taken to a nearby farmhouse. Coastguard Barry who by now was suffering from exposure was taken ashore and placed under medical supervision and his condition was so bad that he was also anointed by Fr. O' Shea. Fortunately, he recovered his health within a few days.

The Helvick Head lifeboat which was called to the scene earlier in the day was in fact standing off the 'Teaser' throughout most of the morning but conditions were so bad that she could not approach the wreck owing to the fact that it was on a lee shore and there was not enough water alongside for the lifeboat to stay afloat safely.

Clearly looking back at the event today, the real heroes were Coastguards Barry and Neal who risked their lives several times that morning. However, it was to Fr. O' Shea that most of the credit was directed and this is easily understood when one thinks that at that time the priest was a leader in the community and there is no doubt that he played a large part in organising the crowd ashore and getting the boat for the rescue attempt.

Letters and telegrams poured into Ardmore congratulating Fr. O' Shea and his companions, the newspapers picked up the story and soon the Ardmore mens bravery was known throughout the British Isles.

On the 13th April, 1911, the Committee of Management of the Royal National Lifeboat Institution meeting in London decided to make the following awards for exceptional courage : -

To Fr. O' Shea, leader of the men, to whose example and initiative the attempts at rescue were due, the Gold Medal of the Institution and a copy of the vote on vellum.

To Coastguardmen Barry and Neal, who attempted to swim off to the vessel and afterwards boarded her at great risk, the Silver Medal and £5 each and a copy of the vote on vellum, and also to bring their gallant conduct to the notice of the Admiral Commanding Coastguards and Reserves.

To Wm. Harris, hotel keeper, who boarded the vessel at great risk, a binocular and vote of thanks on vellum.

To Constable Lawton, R.I.C., who boarded the vessel also at great risk, a vote of thanks on vellum and £5 and to report his bravery to the Inspector General of the Royal Irish Constabulary.

To Pat Power, Con O'Brien and John O'Brien who went out in the boat but did not board the wreck, £7-10-0d each.

It was not to end there. The Carnegie Hero Fund Trust awarded its highest award - a Gold Watch to Fr.O'Shea. Barry and Neal received a Silver Watch and £10 each and the others received £5 each.

On the 2nd of May,1911, Fr.O'Shea and the Party of Ardmore men were decorated by King George at a ceremony at Buckingham Palace when he presented them with the Silver Medal for gallantry awarded by the Board of Trade.

On Monday, May 29th,1911, at a ceremony in Dublin, the Lord Lieutenant for Ireland, Lord Aberdeen, presented the medals and certificates awarded by the R.N.L.I. to the men from Ardmore.

One of the most interesting letters received by Fr.O'Shea at that time reads as follows: -

The Church of the Blessed Sacrament,
Connah's Quay,
North Wales
March 25, 1911

Dear Rev Father

I have been asked by the widow of Captain Hughes to write and thank you for your heroic attempt to save her poor husband. The Catholics of Connah's Quay also wish me to tell you how proud they are of you For my part, I cannot express in words my heartfelt thanks for your brave deed. I am working in a district where a Catholic Priest is looked upon more as a demon than a man. But your brave deed has made them pause and think more and I believe they do not now consider us so bad. From the Account in the paper, I see you were able to administer the Sacraments to two of the unfortunates but only one of them was a Catholic, George Walsh (R.I.P.). He had lived a terrible life and I had done my best to get him to the Sacraments and I frequently warned him what his fate would be. His last letter home was from Cardiff when he told his poor mother that he was only waiting to get to Ireland and then he would have a real good booze. I sincerely hope he was one of those you were able to give the Sacraments to. Poor George; at heart,I believe he was real good but for the awful curse drink.

I am sincerely yours in JX

L Pozzi

Less than two years later on the 12th December,1912, the French Vessel 'Marechal de Noailles' of Nantes left Glasgow bound for New Caledonia, a French Penal Island in the South Pacific Ocean. Her register tonnage was 2707 tons and she carried a cargo of coal,coke,limestone,and railway materials. She was commanded by Captain Dominique Louis Francois Huet with first Mate, Joseph Marie le Pario, and Second Mate,Edmunde Guillaume Marie de Sollenz, and crew of 21 men.

After loading in Glasgow, she spent seven days in Greenock waiting for the weather to improve. When she cleared Greenock, she was obliged to shelter again in Lamlash Bay off Arran Island in the Firth of Clyde. Having spent 17 days in Lamlash, she took a tug down the North Channel and set sail in the Irish Sea. However, when she was about 65 miles north of Tuskar, she was forced to run back to Belfast Lough where she lay for 5 days. Eventually she was towed from Belfast to the Tuskar and was cast off on Monday at 1500 hours. The weather was very good and the wind light and the Captain set all sail except the Royals. At 0400 on Tuesday morning, the wind was SSE and a gentle breeze blew until 1400 hours. From then onwards, the wind freshened and the Captain reduced this canvas accordingly. At 1800 hours, the ship lay 3 miles from Ballycotton and could go no further as Ballycotton Island could not be weathered. It appears that when the Captain realised this, he went about, and shortly afterwards the wind strengthened and the seas increased and some of the sails were carried away. Realising that he would not clear the coast, the Captain fired distress signals and at about 2130 dropped both anchors. With the strength of the seas both cables parted shortly afterwards and the ship was blown ashore. She grounded on the rocks 300 yards west of Mine Head at 2200 hours and broke her back. Shortly before going onto the rocks, one of the sailors was washed over the side by a big wave.

When the distress signals were seen ashore, Helvick Head Lifeboat under Coxswain John Terry, was launched (the rest of the crew were as follows: M. Walsh, M. Hally, J. Manahan, T. Meagher, M. Hayes, N. Walsh, T. Hally, J. Walsh, E. Troy, W. Terry, T. Carey, J. Costello, P. Cuddy, J. Drummy). After a long struggle through the night, they reached Mine Head, but the ship was ashore when they got there and they could not approach her as she was on a lee shore with rocks all around.

The Ships distress signals had also been seen by the Coastguard at Ardmore at about 20.30 hours, but later they lost sight of her and thought she had foundered and alerted Youghal Lifeboat. At 2200 hours, the keeper of Mine Head light, Mr. Murphy, telephoned the Ardmore Coastguard with news that the ship was driving fast towards the shore at Mine Head. The Rocket Crew were assembled under Officer Bates. They were as follows: Coastguards Barry and Neal, J. O'Brien, Mansfield, McGrath, P. Foley, J. O'Grady, M. Curran, J. Dwan, P. Troy, M. Flynn, Con Bryan, Sergeant Flaherty, Constable Walsh and Fr. O'Shea. As the roads were too bad for the Rocket Wagon to travel, the crew carried the apparatus 14 miles on foot to the wreck.

They arrived at Mine Head at 0200 Wednesday morning where they were met by the Helvick Coastguard (Station Officer Griffiths, Chief Boatman Hawke and Boatman Grace) and the Assistant Lighthouse Keeper at Mine Head, Mr. Brennan.

The apparatus was quickly assembled and the first rocket passed over the vessel. The crew then caught the line but not understanding how to operate the gear, made it fast on board. This prevented the apparatus from being used as the block was not hauled aboard.

Around this time, Coastguard Neal in an effort to swim aboard the ship, climbed down the cliff with Lighthousekeeper Brennan acting as guide. On the small beach they found the body of the sailor that had been washed over the side of the ship earlier on. Ropes were lowered from above and the body was brought up the cliff and taken to the lighthouse.

At around 0600 hours, the sailor who was brought up as dead recovered consciousness and sufficient strength to leave the lighthouse. He was brought back to the cliff and with the aid of a megaphone instructed the rest of the crew still on the ship how to work the Breeches Buoy. A fresh rocket was fired and a new line put on board. During the night, four sailors had been injured aboard the wreck by falling spars when gear carried away. These four were taken ashore first, three of them were unconscious and were anointed by Fr.O'Shea. The last to leave the ship was Captain Huet who carried the ship's dog with him in his arms. The men were taken to the lighthouse and then to Dungarvan where they were accommodated in a local hotel. An interesting fact which came to light during the night was that the lighthousekeeper's wife, Mrs. Murphy, was a fluent French speaker and this contributed greatly to the success of the rescue as it enabled the rocket crew to explain to the sailor how to operate the rocket line. Helvick Head Lifeboat returned to its station at 1000 hours Wednesday morning having been at sea for 15 hours.

During the next few days, messages of congratulations poured into Ardmore and Fr.O'Shea was again in the news. The rocket crew received tokens from the Board of Trade for service at a wreck.

In mid February, 1913, Fr.O'Shea received the following letter from Capt.Huet thanking him for his part in the rescue.

Morlaix 8th February 1913
To Father O'Shea, Ardmore

Dear Fr.O'Shea,

Thank you again, for your good letter received at home. I have just arrived here two days ago, seeking for a little rest after such a terrible thing.

Every time I remember of that dreadful night what somebody must have been praying for us. Happily and thank God, you, dear Father, and your brave men would arrive and rescue the crew. Many times here at home with my wife I tell her all that have been done during the night and the joy of the rescuers when they saw everybody safe. I could never forget what you did and I hope someone will give you the brave reward with all my thanks and my best remembrance.

Yours very sincerely

D. Huet

In 1924 to commemorate the centenary of the R.N.L.I., it was decided to invite the holders of the Institution's Gold Medals to London to a Special Centenary Dinner to be attended by the King.

Fr. O'Shea could not attend due to ill health but in his absence, was, like the other eight gold medalists of the Institution, awarded the Medal of the British Empire. (Empire Gallantry Medal Civil Division).

Fr. O'Shea was by now transferred to the Parish of Carrick-on-Suir and from there was appointed Parish Priest of Ballyporeen, Cahir.

On 31st October, 1941, Fr. O'Shea was requested to surrender his Empire Gallantry Medal and attend a function at Buckingham Palace on 25th November, 1941 to receive the George Cross in its place. Due to failing health, he could not attend.

The next Irishman to receive the Gold Medal of the R.N.L.I. was Patrick Sliney, Coxswain of the Ballycotton Lifeboat, for his part in the rescue of the crew of the Daunt Rock lightvessel, in 1936.

SOURCES

1. Scrapbook compiled by Fr. O'Shea containing cuttings from following newspapers:
Daily Sketch - May 3, 1911; May 31, 1911
Irish Times - March 19/20, 1911
Weekly Irish News - June 3, 1911
(Daily)? Express - May 30, 1911
Daily Mirror - May 2, 1911
Evening - London May 2, 1911 No. 9206 (Thirtieth year)
Cork Examiner - March 20/21, 1911
2. Dungarvan Observer Vol. 2 No. 50 1913
Evening Echo - Wednesday 15th Jan. 1913
Irish Independent - Thursday 16th January, 1913.
3. Letter to Fr. O'Shea from R.N.L.I dated 13th April, 1911
4. Letter to Fr. O'Shea from Carnegie Hero Fund Trust 27/4/1911
5. Communications from Central Chancery of the Orders of Knighthood. St. James's Place, London.

NOTES

The Medals awarded to Fr. O'Shea are now in the possession of the Cistercian Monks at Mount Melleray. These include the Gold Medal of the R.N.L.I.; Silver Medal for gallantry; George Cross and Board of Trade Tokens of Service at the wreck.

Fr. O'Shea died on 19th Sept. 1942 aged 71. He is buried in Ballyporeen where he served as Parish Priest from 1931 - 42.

WILLY CAREY ag cainnt.....

1981

le Silvester Ó'Muirí

The ebbtide in the channel has revealed the bar and the sandbanks as the blackheaded gulls and terns swoop and dip for sandeels - it is now late evening; the Summer sun is already sinking in haze on the Knockmealdowns and a light westerly breeze comes from the direction of Drom Fhinín. A lone boatman edges his way into the channel, rowing from a standing position as he pushes his craft forward. Against the fading light we can see the nets packed high on the stern. Momentarily, the rythmical beat of the oars stops - the boatman nods in greeting to us on our way up channel. Willy Carey is out to work the night tide as he has done so often in the past mar ní inniu ná inné a thosnaigh an fear céanna ag góilt do líonta and do bháid.

1982

(ar an gcé i nDúngarbhan)

Fear ón Rinn tu Willy?

Sea ar ndóigh! rugadh in Heilvic mé sa bhliain 1891 agus chuaigh mé ar scoil dtí Micheál Ó Foghlú, "gcúinne páirc Mheachair" sa Rinn.

D'airigh mé trácht ar t'athair Tomás Thom - bhí bád aige?

Bhí agusbád ag m'uncal Jamsie Thom sa seana-dhoca in Heilvic.

When did you first go to sea?

I went fishing in 1907 with my father and Larry Ó Laochda (Carey) with lobster pots in Ardmore Bay. We sold lobsters to Freddie Keane in Ardmore for 7/6 a dozen. We had a seine net for mackerel and trammels for codling, pollock and mullet. Fish were as thick as grass in those days boy, only there was very little to be got for it - prices were bad you know!

That was before the new pier was built in Helvick?

Thats right we kept the boats in the small dock (an seana-dhoca).

There used to be a gate on the dock before my time - it was still there when I was young but it was left opened against the south wall.

What kind of boats had the fishermen at that time?

Small boats - 18 - 20 feet, 6 foot beam with a lugsail - they were rowing boats - Seamasín Kelly, Antaine Whealan, Jim Graves, Jim Manahan, my father and his brother Jamsie all had boats. A man called Cronin from Knockadoon made them.

The bigger boats were kept in Ballinagoul?

Yes! those were hookers up to 35 feet, gaff-rigged and half-decked with stones as ballast - good boats to sail. "The John" (Whealans),

"Maurice and Mary" (Seán Terry), "Victory" (Tom Walsh), "Finín" (Bat Lonáin) are some of the hookers I remember. They used to fish

for hake, herring and flatfish - they had poles instead of otter-boards to keep the trawl open. The herrings were very plentiful and the

shoals usually came into the harbour in the month of November and December. I remember up to 20 boats fishing herring in the harbour

after World War 1. In the twenties - Scotsmen came to buy the herring and salted and packed them on the pier. The local fishermen

dried the hake and the ling and kept it for the Winter - I remember the walls and fences in Ballinagoul white with fish out drying.

Where did ye usually sell the fish?

On Dungarvan Quay to a man called Clancy and to Jimmy Curran - those merchants shipped the fish to Billingsgate on the railway to Rosslare.

They paid up right away - no weekly accounts like today. Fishing was hard work in those days - I often saw the Ringmen rowing those heavy

boats with two oars in calm weather from 4 or 5 miles off Helvick to the Quay in Dungarvan - you wouldnt get a man to do it today.

Bhíodar ag maireachtaint ar an ngaoth - mar adúirt an bhean imBaile
Baile Gallweir ar an ngaotha and gaéthan gaotad béirí and bheabha Basíoh".
Dídní Gallweir on the baigídh and HEAVYER párr beirim do diabhal sibh".
Dídídúir was working on the pier before War 1, cutting foundations
for 15/4 was working on the pier before War 1, cutting foundations
the Rúnnaer weah - the lighthouse and my father was a facheer Baíu Wheafano and struck
Jim Mahan took some of the cargo off father at Baíu when the sea was
so much so to kinem the behers of the salvage work on that was a my
last day working on the pier in the salvage work. That was my

When did you go to live in the Abbeyside?

When did you go to live in the Abbeyside? I married in 1927.

You have been a pilot all your life? In 1927.

You have and my father before me was a pilot. We got 7/6 for pilotage
and for that sometimes in calm weather or when the wind was straight
down the channel, we had to kedge the schooner up from the pool light
Ballinacourty. Freight was 1/6 a ton for coal from Cardiff and maize
from Liverpool before 1914.

What kind of ships were the schooners?

2 masted and some 3 masted ships of about 200 ton - they traded mostly
to the Bristol Channel and along the south coast as far west as Kinsale
- they had 3 men as a crew.

Do you remember the names of the schooners?

I do indeed! Currans had the "Village Girl", Sarah Bridget", "Richard
Cobden" and "Denoric". The "Denoric" was a 3 masted ship which drew
12 feet of water. Moloneys had the "Harvey", "Catherine Ellen", "Sarah
Mary", "Moray McMillan", "Pieri", "Margaret West" and the "Acorn", "The
"Harvey" was a "fore and after" - a very good ship to sail on she
was built in the U.S.A. and came to Dungarvan with a cargo of timber
from St. John's, Newfoundland - the Moloneys bought her and she went
back afterwards for another cargo. Capt. Whealan from Abbeyside was
her master. Sheehan Ryans had the "Parton" and Dunleas had the
"Nanny Wignall" and Williams had the "Twin Brothers". Most of these
schooners were sold when the steamships began to carry freight along
the south coast in the twenties. Some of the sailors went deep sea
and some got berths on coasters.

Did you ever pilot the "Lady Bell" or the "Carigan"?

No! Tommy Murray (an Badaer) from Abbeyside was the pilot for both
these vessels. They were steamships. Moloneys had the "Lady Bell"
and Capt. Donahue was the master, Williams owned the "Carigan" and
Capt. Whealan was the master. They often went around Lands End
and sometimes went to France with oats. They also traded into Cork,
Waterford and Wexford. In later years up to World War II and after,
motor schooners from Arklow traded into Dungarvan, the "Del Waden" and
the "Elizabeth Ellen Fisher" both owned by Tyrells of Arklow and many
others from the Bristol Channel and from Aberystwyth came also and many
When did the Dutch coasters first come? Aberystwyth came also.

After World War II - they came with fertilizers and maize from Antwerp
and Rotterdam and coal from English ports in Lancashire and South Wales.
I piloted most of the Dutch coasters which came to Waterford Co. Op.
One Dutchman the "Saturnus" was on contract to the Co. Op. on a
regular run every week - he never took a pilot - he was called "bád na
gcaintíní" by the Ringmen because he carried cans of powdered milk to
England by the Ringmen because he carried cans of powdered milk to

You were an A.B. on ocean going ships?

That's right with Holder Brothers Line to Buenos Aires and on the
"Anglo-Australia" to Capetown. After that I was on ore-carriers
from Northern Spain to England. We got 19 months deep sea and you
were often away four months at a time calling to other ports on the way
that was in the early thirties. I came home one time and went
- that was in the early thirties. I came home one time and went



Regatta day in Helvic at the turn of the century.
(Photo by Keohan, Dungarvan).



Schooners at Dungarvan, before World War I

out to Helvick - the salmon fishing was very good - it was in the month of February and I made more money in one week with my brother John than I would in three months at sea, so I stayed at home.

Things have changed a lot since you first went fishing?

They sure have! for one thing the fish is not as plentiful but prices are much better of course. We often could not sell our fish. I remember rowing all the way to New Ross with a boat-load of mackerel - three of us left at dinner time and arrived in New Ross next morning. We sold the fish on the quay and rowed down river to Dunmore that evening and back to Helvick next day. Now its all engine power - some of the young fellows of today could'ent use an oar.

Bhí tú ag iascaireacht anuraidh?

Bhí mé! sin cúig bliana déag is trí fichid ó chuaigh mé amach leis na seana-bhuachaillí in Heilvic fadó agus fós bím a ' déanamh líonta agus a' deisiú báid.

You made your own nets?

Yes bass and mullet nets - I'm making a few nets at the moment.

Has the channel and the quay changed much in your time?

Very little except at the outer end of the bar - the bar goes much further east now but the Pool at Ballinacourty, where the old sailing ships anchored is still the same. The banks inside the Cunnigar, however, have grown and have spread out more especially in the last twenty years. An dtéann tú dtín Rinn a choigint anois?

Téim ná fuil mo mhuintir ann fós - ta iníon liom pósta sa tigh ina rabhamar.

To what do you owe your long life?

To hard work and plenty exercise - I often went nights without sleep out fishing.

Níor mharaigh obair chruaidh aoinne riamh - is measa go mór do dhuine gan aon rud a bheith le déanamh aige - Some of the youth of today have life too soft.

Sin scéal Willy Carey iascaire, piolóta, máirnéalach - fear a bhfuil a shaol caite aige ar an bhfarraige. As he walked away with lively step towards Abbeyside I tried to visualise all the Summer breezes and Winter gales he has lived through and the many ships he has seen come and go and I began to realise more clearly that for all of those who go to sea he forms a link between the present and the past.

BUSINESS RECORDS RELATING TO CO. WATERFORD IN THE PUBLIC RECORD OFFICE DUBLIN

BY

BRIAN DONNELLY

In the running of any organisation large quantities of books and papers are accumulated over the years. These may include Minute Books, Cash Books, Ledgers, Journals, Day Books, correspondence and other material. As time goes by these records are consulted less and less frequently until finally they are considered to be of little use to the organisation concerned. From this point on, however, they may be of considerable interest to future social and economic historians.

For the purpose of preserving business records of historical interest the Irish Manuscripts Commission decided in 1970 to undertake a survey of business records. More than 4,500 firms have co-operated with the survey so far, a considerable amount of information has been gathered regarding surviving business records and more than 400 firms and individuals have deposited their records.

WAT 1

W. Bryant, The Glen, Waterford,
Coachbuilder

WAT 1/1 Ledger 1910 - 1924

WAT 2

M. Gallwey & Co. Ltd., 14, Gladstone St, Waterford.

WAT 2/1 Papers relating to the trade - mark of Messrs Henry Gallwey & Co. Ltd. 1906

WAT 4.

Mr. Michael Power, "Glendale". 130, Lismore Park, Waterford.

WAT 4/1 Account Book, Dooley's Hotel, Waterford in account with J. Egan & Sons,
Barronstrand St (Xerox) October 1912 - April, 1935

WAT 5

Waterford Gas Co., Waterside, Waterford.

WAT 5/1

Cash Analysis Book 1892

WAT 6

Mr. P. Heery, 10 John St, Waterford
Grocer

WAT 6/1-5 Day Books (5) May 1944-April, 1949

WAT 7

Miss Madeline Kelly, Bella Vista, Priest Rd., Tramore.

WAT 7/1 Rent Book of Edmond Walsh (d 1862) and P.D. Walsh (d. 1877),
Merchants of the City of Waterford (Xerox) 1847 - 1874.

WAT 7 Contd

WAT 7/2 Bills of Sale (Xerox)

- i) 16/64th share of Ship 'Medina', Patk Dower and James Dower, shipowners, of Dungarvan to Edmond Walsh, Merchant of Waterford 20th April 1842.
- ii) 16/64th share of ship 'Medina', Thomas Murphy, Merchant of City of Waterford to Edmond Walsh, 2nd January, 1846.
- iii) 16/64th share of ship 'Medina' Edmond Walsh to Michael Downey, ship broker, of Waterford - 24th March, 1852
- iv) 16/64th share of ship 'Medina, Michael Downey to Edmond Walsh - 12th April, 1852.

WAT 8

Mr. Power, Dock, Dunmore East, Co. Waterford.

WAT 9/1 Ledger(butchers' shop and bar) 1917 - 25.

WAT 10

Miscellaneous documents loaned for zerox by Mr. Wray Bury Galloway, Annestown, Co. Waterford.

WAT 10/1 Documents relating to Alcock family of Cos. Wexford Wicklow and Kilkenny.

WAT 10/2 Documents relating to Palliser family, Annestown.

WAT 10/1

WAT10/1/1 Bundle of accounts of Harry Alcock with James Wallace - 1818 - 23.

WAT 10/1/2 Harry Alcock in account with Thomas Nowlan - 1814-15.

WAT 10/1/3 Lease of house and premises at Cornmarket, Dublin for 31 years at yearly rent £61; Henry Alcock, Wilton, Co. Wexford to John Gannon, Dublin, 1788.

WAT 10/1/4 Rent roll of Enniskillen Estate, Co. Waterford
n.d. (early C19th)

WAT 10/1/5 Rental of estates of Harry Alcock in Cos. Wexford Wicklow, Kilkenny and City of Dublin
March 1815
March 1814
March 1816

Copy rental of Estates of H. Alcock in Cos Wexford, Wicklow, Kilkenny and City of Dublin
nd.

WAT 10/1/6 Document entitled 'rental of that part of the Estates of Harry Alcock, Esq, comprized in Trust Term of 50 years created by Settlement of 6th September, 1766'

WAT 10/1/7 Bond of indemnity; James Wallace of Waterford bound unto Harry Alcock, Wilton, Co. Wexford for sum of £5000.
Sept. 1830.
plus app. of attorney.

- WAT 10/1/3 Lease of lands at Dranagh, Co. Wexford for 4 lives or 41 years at yearly rent £3.11/-; James Savage, Grange, Co. Wexford to Wm. Cloney, Dranagh.
1788.
- WAT 10/1/9 Bond for £300 to pay £150. within a year, James Savage, Featheard, Co. Wexford bound unto Philip Trimble, Killgibbon, Co. Wexford.
Dec. 1795.
also app. of attorney.
- WAT 10/1/10 Tithe schedule for property of Harry Alcock
n.d.
- WAT 10/1/11 Solicitors costs (H. Alcock to Benjamin Vicary)
1831 - 2
1833 - 8
Costs re Wm. Congreve Alcock, Decd. (to Worthington)
c.1816
- WAT 10/1/12. Permit to board vessel at Holyhead; to James Savage, Featherd, Co. Wexford.
Sept. 1800.
- WAT 10/1/13 Estimate of building a new carriage for Harry Alcock
1835.
- WAT 10/1/14 Harry Alcock in Acc. with Prov. Bank of Irl. Wexford
1833 - 4.
- WAT 10/1/15 Schedule giving details of no. of ploughs, horses and fowel in possession of tenants of H. Alcock.
n.d.
- WAT 10/1/16. Bundle of certificates for 40/- freeholders of Alcock Estate plus one certificate for £20. or £50. freeholder, H. Alcock
(note: only three examples have been xeroxed).
1806.
- WAT 10/1/17. Bundle of accounts and receipts of Mr. Elinor Savage, Widow of late James Savage.
1800 - 25.
- WAT 10/1/18 Valuation of livestock and list of farming utensils on land at Wilton.
1815.

- WAT 10/1/19. Copies of affidavits of John Lett of Kilgibbon, Co. Wexford relating to planting of trees on lands of Kilgibbon, 1811, 1831, 1834, and 1834.
- WAT 10/1/20. Miscel letters and documents
- WAT 10/1/21 Statement of Samuel Abbott, Supervisor, Wexford Collection Enniscorthy District certifying that he has taken account of 2802 lbs of tobacco, the growth of Ireland; now in possession of Harry Alcock of Wilton.
April, 1832.
- WAT 10/1/22 Harry Alcock's acc. with Chas. Toole, Mackey & Furlong, Nursery and Seedmen, Dublin.
1833 - 5.
- WAT 10/1/23 Diary of Wm. Alcock, Waterford 1767.
- WAT 10/2
- WAT 10/2/1 Annestown Estate Cash book 1891 - 1912.
- WAT 10/2/2 Annestown Estate rent book 1905 - 1949.
- WAT 10/2/3 Lease of sloblands along the coast between Annestown and Tramore adjoining property of Rev. John Bury Palliser; for term of 31 years at annual rent £2.10. James Kenneth Howard, Commissioner of Her Majesty's Woods, Forests and Land Revenues to Rev. J.B. Palliser, Rathmines, Co. Dublin.
1860.
includes map of property referred to.
- WAT 10/2/4 Letter from Board Room, Kilmacthomas Union to W.B. Palliser giving no of proxy votes available to landlords for each Electoral Division of the Union(specifying which have not served the necessary notices)
Sept. 1885.
- WAT 10/2/5. Solicitors costs(re sales of farms through Land Comm.)
Capt. Wray Bury Palliser to Edw. & Geo. Stapleton.
1888 - 91
Do 1891 - 3
- WAT 10/2/6 Agreement re lease of farm at Newtown to James Halley for his son Michael's life or 21 years at annual rent £1.5/- an Irish acre.
1851.
- WAT 10/2/7 Copy of settlement re lands in Co. Fermanagh between Earl of Enniskillen of 1st part; Wm. Wynne and Richard Magennis both of Dublin of 2nd part and Earl of Belmore and Richard Wynne of Dublin of 3rd part.
1805.

- WAT 10/2/8 Solicitors costs, Capt. W.B. Palliser to l. Thornton & Son
1896 - 1900
do (Capt. W.B. Palliser to Th. F. Strange)
1889 - 92.
- WAT 10/2/9 Schedule of rates payable by W.B. Palliser to the Guardians
Kilmacthomas Union(Annestown Electoral Division).
Nov. 1890 and Dec. 1893.
- WAT 10/2/10. Amount of Grand Jury Cess due by W.B. Palliser at Spring
Assizes, 1898.
Amount of County Cess due by W.B. Palliser at Summer Assizes, 1890.
- WAT 10/2/11. Settlement re bog at Moonegoul between J.B. Palliser and
his tenants, signed July, 1845 by Th. Hunt, Agent.
- WAT 10/2/12 Rent roll of Annestown Estate
Sept. 1822.
- WAT 10/2/13. Bundle of accounts and receipts of Rev. J.B. Palliser 1830-2
- WAT 10/2/14 Bundle of receipted accounts of Mrs. W.B. Palliser, all
for jewellery
1885 - 95
- WAT 10/2/15 Bundle of receipted accounts of Mrs. Palliser for
furniture, china, prints, sewing machine,
1873 - 95.
- WAT 10/2/16. Letter from Robert Costello, City Plumbing & Sanitary Works,
Waterford to Capt. Gallowey contracting to carry out certain
specified works.
1910.
- WAT 11.
Mr. Pierce Durand, 76, Viewmount Park, Waterford.
- WAT 11/1 Diary of Merchant broker, Mr. Phelan of Clonmel,
Nov. 1898 - May, 1900.
- WAT 11/2 14 Records of Durand & Co., Parnell St, Waterford,
Coachbuilders.
- WAT 11/2/1-2 Day Books(2) 1911 - 1921
- WAT 11/3/1-4 Journals (4) 1913 - 1927
- WAT 11/4/1-2 Letter Books (2) 1919 - 21
- WAT 11/4/3 Letter book contains correspondence regarding a fire,
letters to solicitors regarding insurance, to sympathisers.

WAT 11 contd	to newspapers regarding the inefficiency of fire services.
WAT 11/5	Workmens Wages Book 1890 - 3
WAT 11/6	Ledgers
WAT 11/1/1	Ledger (used as school book with accounts torn out) 1835 - 7
WAT 11/6/2	Ledger 1881 - 94
WAT 11/6/3	Ledger 1888 - 99
WAT 11/6/4	Loose pages of ledger 1919 - 20.
WAT 11/7/1-2	Purchases Ledger(2) 1901 - 29
WAT 11/8	Order Books
WAT 11/8/1	Pages from an Order Book giving particulars of repairs, etc and prices quoted 1904 - 7
WAT 11/8/2	Order Book 1916 - 9
WAT 11/9	Book containing estimates of work to be done 1894 - 7
WAT 11/10	Cash Book 1902 - 5
WAT 11/11	Cash Book and Cheque Journal(also Petty Cash 1924 - 5 1920 - 8
WAT 11/12	Petty Cash Book 1913 - 19
WAT 11/13	Part of Returns Outwards Book 1905 - 21
WAT 11/14.	Bundle of photographs of Durand coaches.

WAT 12.

Edward Phelan, Newrath, Waterford - Jute Merchants.

WAT 12/1	Ledger 1927 - 45
12/2	Pass Book of (?) Richard Mackey, Newrath, in account with Ed. Phelan, 1927-32. This book also contains some earlier accounts (Michael Callaghan, Sallypark, 1876-- 83, and John Cudihy, Newrath, 1879 - 82)Zerex.

WAT 13

Miss Mary Turner, 65, Burlington Rd, Isleworth, Middlesex, TW 7, 4LX England.

Xeroxes of solicitors' costs of Ivie family (ancestors of Miss Turner)
Thomas Ivie, born 1778 and his son, Joseph Ivie, born 1826 landowners at
Ballyclough, Dunmore East, Co. Waterford.

WAT 13/1	Mr. Thomas Ivie to Ivie and Mortimer Cost of drawing up a marriage settlement	1826
WAT 13/2	Thomas Ivie to A.F. Ffrench Preparing deed of renewal of lease property at New Ross	1828
WAT 13/3	Thomas Ivie, Esq, Dunmore East to A.F. Ffrench, Ross Renewal fines and interest due on renewal of lease from Edward Carr, Esq, to Thomas Ivie Esq, (total given in Irish and British money)	1829.
WAT 13/4	Mr. Thomas Ivie to Messrs Nunn & Delandre, 6, Dawson St, & Waterford. Costs of deed of Appointment	1877
WAT 13/5	Mr. Joseph Ivie to Nunn & Delandre Costs of Fee Farm Grant	1879
WAT 13/6	Mr. Joseph Ivie to Nunn & Delandre Costs of Deed of Release	1879
WAT 13/7	Mr. Joseph Ivie to Nunn and Delandre Costs of proving death of Mr. Samuel K. Jones and transfer of Stock	1879.

WAT 14.

Mrs. Casey, W. Fuge, St Mary's St, Dungarvan, Co. Waterford.

WAT 14/1	Account Books of Mrs. M.A. Fuge, with Thos. Power & Co. Ltd. Dungarvan	
WAT 14/1/1	Account Book	1915 = 24
WAT 14/1/2	Account Book	1924 = 27
WAT 14/2	Account Books of persons in account with Fuges, Dungarvan	
WAT 14/2/1	D. Stokes in Account with Fuges, Dungarvan.	1940-41

WAT 14/2/2
WAT 14/2/2

Mrs. T. Casey in Account with Fuges,
Dungarvan
Dungarvan

1933 - 43
1933 - 43

WAT 15.

Mrs. Slattery, M. Slattery (Mens Outfitters) 13, Gt. George's St, Waterford.

WAT 15/1 Creditors Ledger 1933 - 42

WAT 15/2 Debitors Ledger 1933 - 46

WAT 16.

Mr. Paddy Foley, 12, Grattan Square, Dungarvan, Co. Waterford - Publican.

WAT 16/1. Ledger 1931 - 6

WAT 17. Mr. O'Gorman, Main St, Lismore, Co. Waterford - Publican

WAT 17/1 Ledger 1914 - 50.

WAT 18.

Mr. John Crotty, Main St, Lismore, Co. Waterford - Grocery & Bar.

WAT 18/1 - 3 Debtors Ledgers (3) 1938 - 1951

WAT 18/4 Creditors Ledger 1921- 1951

WAT 19.

Miss Bridie Murphy, (former owner of Blackwater Bar) Main St, Lismore, Co. Waterford.

WAT 19/1 Day Book 1932 = 46

WAT 20

Samuel Morris Ltd, Manor St & William St, Waterford, Coal Timber Merchants.

WAT 20/3/1-10 Day Books (10) 1935 = 1944

These books refer only to the months of January in
particulars years.

WAT 21

Nicholas Casey, 19, Gratten Square, Dungarvan, Co. Waterford.

WAT 22/1 Ledger of "Sheehans" Mills, Dungarvan,
(C.J. Sheehan and Sons, Woolen Manufacturers etc,
23, Gratten Sq, Dungarvan) Contains details of tenders,
expenses, payments, newspaper cuttings re clothing
contracts for Peer Law Unions etc (Xerox) = 1996 - 1999.

WAT 23

J. Coughlan, Main St, Lismore = Publican

WAT 23/1 Ledger (xerox) 1923-5

WAT 23/2 Ledger (xerox) 1923-4

WAT 24

Records relating to T & H. Doolan, George's St, Waterford - Publican and Blender of Whiskey.

Donated by Mrs. O' Garvagh, 100 Glenvarra Park, Templeogue, Co. Dublin.

WAT 24/A Files of Correspondence(both business and personal) taken from letter 'Spike'. 31 files, 1898 - 1914(see also B)

1	Oct:	Dec. 1898	c. 40 items
2.	Nov. 1898	Feb. 1899	28 items
3.	Jan.	May, 1899	36 items
4.	Mar	April 1899	26 items
5.	Mar	July, 1899	30 items
6.	Nov.	Dec. 1899	27 items
7.	Sept.	Nov. 1899	30 items
8.	May 1899	Jan. 1900	41 items
9.	Feb.	Dec. 1900	45 items
10.	Feb.	Dec. 1900	54 items
11	Aug.	Dec. 1900	54 items
12.	Jan	Mar 1901	40 items
13.	Mar	May 1901	48 items
14.	Mar	Oct 1901	40 items
15.	Oct 1901	Jan 1902	40 items
16.	Dec. 1901	Apr. 1902	35 items
17.	Mar	Sept. 1902	51 items
18.	Sept.	Nov. 1902	42 items
19.	Nov. 1902	Aug. 1903	49 items
20.	Aug. 1903	Nov. 1903	37 items
21.	Oct. 1903	Apr. 1904	43 items
22.	April,	Nov. 1904.	35, items
23.	Nov. 1904	May, 1905	40 items
24.	April, 1905	Feb, 1906	33 items
25.	Jan.	June, 1906	32 items
26.	June 1906	Jan. 1907	34 items
27	Jan	July, 1907	34 items
28	June, 1907	May, 1909	43 items
29	May, 1909	May, 1910	43 items
30	Sept. 1910	Apr. 1912	55 items
31	April, 1912	Aug. 1914	43 items

WAT 24/B Accounts and correspondence with individual businesses, both business and personal. House and shop accounts.

WAT 24/B/1. Guinnesses, James St, Dublin, 1896-1943
Ten bundles, three envelopes and one file.

/2 Thwaites, Dublin, 1894 - 1929
Six bundles, three envelopes and one file.

/3 Bass, Ratcliff and Gretton Ltd. Dublin and Cork 1897 - 1943
Four bundles and one file

/4 Jamesons, Dublin 1894 - 1934
Two bundles and one envelope.

WAT 24/B contd

WAT 24B/5	Dublin Distillers Company Two bundles	1927 - 40	
/6	John Power & Company One bundle and one file	1929 - 44	
/7	W & T. Restells, London Six bundles.	1916 - 40	
/8	R & W. Scott, Marmalade manufacturers Carluke One bundle	1922	
/9	J.P. Cullen, Wine & Spirit Broker, Dublin, Two bundles.		1935 - 39
/10	O'Keefe's provisions, Waterford Three bundles	1931 - 38	
/11	Lumley & Co., The Minories, London, One bundle.	1927	
/12	Lewis Bros. Provision factors, Bristol Two bundles and one envelope	1892 - 1918	
/13	Joseph Long, scientific instrument maker, London One bundle (included in bundle three items A Scott, passenger and forwarding agent, Rangoon.)		1911/1915
/14	Grierson, Oldham & Co. Shippers of wines and spirits, London One bundle.		1927-30
/15	J.J. O'Hanlon, Whiskey broker, Dublin, Two bundles		1930
/16	The Apollinaris Co. Ltd., aerated water, London.		1897-99.
/17	Bulmer Magner, cider manufacturers, Clonmel		1938 - 40.
/18	Freights, various businesses. One bundle.	1938-40.	
/19	Jacob Bros., Plumbing and heating contractors, Waterford. Two bundles.		1934-42
/20	Covendale & Co., Wine and Brandy Shippers, London		1932-39
/21	John Egan & Sons, Warehousemen, Waterford One envelope.		1916-19
/22	Irish Glass Bottle Co. Dublin		1939/40
/23	Cherry & Smalldridge, wholesale Stationers, Dublin		1926/29

- WAT 24B/24 Miller & Co. Bonded Stores, Dublin, 1931-32
One bundle.
- /25 R.A. Merry, retail grocers, Waterford 1932-42.
- /26 W & R. Jacob & Co. Ltd., Biscuit and cake Man.,
- /27 Clyde Cooperage Company. 1930-35
One bundle
- /28 John Symons & Co. Cyder Makers, Devon, 1925-31.
one bundle.
- /29 Hearne & Son, building contractors, Waterford, 1936-42.
one bundle.
- /30 Ross & Coulter, Scotch Whiskey brokers, Glasgow, 1936.
One bundle.
- /31 Sir Joseph Causton & Sons Ltd, London, Correspondence 1897 -1901
One file.
- /32 Ellis & Co., importers of corks and corkwood, Liverpool. 1933-1937
One bundle.
- /33 Railway Advertising contractors, Dublin, 1896
One file.
- /34 R.E. Turbett & Son, bonded warehousemen, Dublin 1918-20.
One bundle.
- /35 Frederick Jacob & Co., Pilsener Lager Beer, London 1895-99.
One bundle.
- /36 Blandy Bros. Wine merchants, London 1899.
One envelope.
- /37 Ridleys Wine & Spirit Trade Circular, London 1916-34.
One file.
- /38 'Shop Sundries' accounts c. 1903-4P.
Four bundles, one file and one envelope.
- /39 'House Sundries' accounts c.1907-43.
- /40 'Government, Income tax, rates and rent etc.' accounts. c.1909-43.
Eleven bundles and one envelope.
- /41 'Press' 1892- 1942.
Three bundles and one envelope (two bundles relate to the 'Waterford Star').
- /42 'Railways, Shipping etc. 1907-1930's
Three bundles (One bundle correspondence with the 'Hamburg Amerika Line')
- /43= London University 1919-23
One bundle (includes Programme of Presentation Day, 1923)
- /44 Library, Books, Correspondence and accounts with book dealers in
England and Ireland, C. 1890 - 1930s.
Eleven bundles and one envelope.
- /45 'Hotels' in various parts of the world, 1919-33
Three bundles.

- WAT 24/B/46. Insurance, including policies and correspondence - 1919-43.
Four bundles(two bundles relate to 'Harvey and Son',Waterford.
- /47 'Bond Forms' 1930-42
Two bundles.
- /48 Hammond Typewriting Co., Dublin, 1915-19
One bundle(includes items from John Locke & Co.,
Brusna Brewery, Kilbeggan, Co. Westmeath)
- /49 Mineral Water Distributors, Dublin, 1892-1944.
Three bundles and one file(bundles described on front
by Doolan, as 'Thwaites')
- /50 Harvey & Co., wholesale stationers, Waterford 1930-39.
Two bundles.
- /51 Applications for jobs advertised by Doolan includes,
correspondence and references 1894/1901.
One file.
- /52 B. Daly & Co. Distillers, Tullamore 1893-99.
One envelope(includes items Molloy, Graham & Co., Dublin,
Whiskey quotations)
- /53 Crair Gardner, accountants, Dublin 1897-1905
- /54 Correspondence from his son "JIM" 1915 - 23
Four Files.

WAT 24/C. Copies of Our Letters, cheques etc.

WAT 24/C1 Copies of personal business Letters, written by
T. Doolan (book) 1886 - 91

/2 Copies of business letters (book) 1891

/3 Copies of postcards sent (book) 1903 - 05.

/4 Cheque Stub Books (3) 1913, 1936, 1939.

/5 Large envelope Cheques issued.

6/ Printed Ullage Tables, for standing casks. 1887 - 92.

WAT 24/D Catalogue, advertisements and Travel Brochures.

WAT 24/D/1 Catalogues, for businesses, including Insurance companies prospectus
Nineteen Items.

Catalogues include:

J.P. Jackson & Co., bottle corking and bottle washing
machinery, Liverpool. early 1900s.

John McGiashan & Co., engineers brassfounders
to aerated water, wine, spirit and beer trades, Glasgow 1899.

Spensers Lighting System 1916.

Chatwoods Patent Invincible Safes, London 1900.

Insurance company prospectuses include,

Royal Insurance Co. 1893.

The Colonial and Mutual Life Assurance Co. Ltd.,

The Equitable Accident Co.

- WAT 24/D/2. Advertisements and Price Lists, two envelopes, includes, Guinnesses, Frys, Wm. Gossage & Sons, Berlin Incandescent C Fitting Co., Thomas Bennett & Co., Leipzig Autumn Fair, Walsh & Son
- /3 Travel Guides and Railway timetables, two large envelopes. Majority referring to North America - 1904/5.
Includes:-
Denver and Rio Grande System 1904
Salt Lake City 1903
Great George Route 1904
Switzerland over the Alps 1901
Pennsylvania Railway 1903
Greater Cork International Exhibition
Great Southern and Western Railway 1903.
- WAT 24/E. Journals.
- WAT 24/E/1 Ridley's Wine and Spirit Trade Circular
bound (12 numbers) 1909
" " 1917
one copy 1935
one copy 1924
- WAT 24/E/2 The Brewer and Wine Merchant
15 copies 1901 - 21
- /3 The Wine Trade Review
The National Guardian
W.H. Chaplin & Co., monthly market List 1901 -03
(5)
- /4 Whiskey Trade Review
The Grocer
International Trade Developer.
- WAT 24/F Miscellaneous.
- /1 Minutes of evidence taken by the Royal Commission on Whiskey and other Potable spirits
Vol 1. P.P. 1903. 4131.
- /2 Spirit Licences granted to T. Doolan 1800s.
- /3 Memoranda of lodging money
Certificates of posting
Telegrams
Miscel. items receipts etc.
- /4 Wine and Spirit Trade Diary 1900.
- /5 Envelope containing Whiskey Labels, corks, tops, etc.
- /6 two books on the Elements of Bookkeeping (1880s)
photograph.

TRACING THE PAST

Sources for Local Studies in the Republic of Ireland. (Geography Publications), Dublin 1982
Price £5 19 (inc. vat)

Encouraged by the success of his 'Sources for Local Studies' published in 1977, Dr. Nolan has addressed himself to the topic once more, this time producing a work far more substantial than the original. Given the growing interest among the general public in local history this publication will no doubt be as popular as its predecessor.

The body of the book consists of a chronological survey of the source material available to the local historian, encompassing the stone monuments and settlements of Neolithic man to the records of the Irish Land Commission in the early years of this century. The dearth of easily accessible manuscript source material for the period before 1600 is recognised so the reader is directed to an examination of relict features such as monasteries and castles as indicators of settlement and population distribution in times past. In fact Chapter 2 adds up to a potted history of settlement in Ireland before 1600.

Succeeding chapters consist of a brief description, together with many interesting excerpts, of most of the major sources which a local historian might profitably consult. Such essential reference points as the Civil and Down surveys are set in the context of the great political turmoil and land confiscations of the mid seventeenth century. The availability of both Church of Ireland and Roman Catholic parish registers is outlined and the often revealing impressions of contemporary travellers are drawn to our attention. The value of estate papers, often a rich vein of material for the researcher, is illustrated rather than discussed. Mention is made also of the use of legal papers such as wills and deeds in tracing changing patterns of land ownership - though a note of warning might have been added that these sources are often rather less revealing than the novice might suspect. Indeed it is part of the problem in producing a guide to sources that the author is naturally inclined to embellish his text with the most fascinating excerpts and illustrations he can find, often understanding the problems which many sources, particularly those pre-dating 1750, can present.

This problem is certainly less relevant to the large collection of published sources relating to the nineteenth century discussed in Chapter 6. Here the researcher is faced with an embarrassment of riches and we are given a useful guide to all the more important sources, Griffith's Valuation, census data, estate records and Ordnance Survey maps and fieldbooks.

This chronological survey of sources for local studies is framed by two chapters - one outlining the evolution of the administrative frameworks into which the country has been divided at various times, the other suggesting how one might best approach the task of writing a local study. The latter, which might profitably been expanded and placed at the beginning of the book rather than at its conclusion, has one or two useful hints on the best spatial, temporal and thematic bases on which a local study could be set.

A selective county bibliography which will help to answer the often posed question of the aspiring local historian - 'what work has been done already?' - is the most valuable part of the reference section. In general the accuracy of information throughout the book is of a high standard and the one or two interventions by the gremlins do little to detract from a worthwhile addition to ones bookcase.

MISCELLANEA

Further to his article "Agrarian Unrest and the Labour Movement in Waterford, 1917 - '23" in DECIES XIV, Mr. Emmet O'Connor forwards the following ballad which he located in the I.F.U. Papers, Ms. 19021, Nat. Lib. Ire.. It was simply headed "Strike 1923" and "County Waterford Farmers' Association".

"Farmers' Song".

O rally round the banner boys/Against the Labour Crew
And show this Irish land today/ What Waterford can do
United stand, work heart and hand/ In spite of robbers low
All through the fight maintain your right/ And ne'er yield to the foe.

Chorus

Then up against the Bolshies boys/Who'd trample you to earth,
Stand firm for dear old Waterford/The land that gave you birth.

Come every man, join in the van/Let none be slackers base,
For if the Bolshies win this fight/They'll grind our future race,
What e'er befall let one and all /Be loyal to his band;
The Red Flag will be trampled on/By true men of our land.

Chorus

Just look at Russia o'er the main /Where Labour won the fight,
We see the savage cruel reign /Of Godless might o'er right,
Now Ireland will be just the same/ If the farmers' cause will fail;
So do your best your right to wrest/ For dear old Grania Waile.

Chorus

Another ballad, from the point of view of the farm labourers, existed in the Dungarvan area. Perhaps some reader can provide the rest of this :

I won't work for Paddy Neddy,
I won't work for Sheehan and Ryan,;
I won't work for Billy Wally,
Picking potatoes in Lemybrien.

EIGSE SLIABHRUE 1982.

This year's Eigse will be held in the Vocational School, Sliabhruie on 12th, 13th & 14th November. The programme is as follows : -

- | | |
|------------------------|--|
| Fri. (12th), 8.00p.m.: | "Redmond, a new perspective", a lecture by Senator -
Professor John A. Murphy. |
| Sat. afternoon | : Field trip led by Mr. Dan Dowling (O.W.S.) . |
| Evening | : Concert of traditional Irish music. |
| Sun. morning | : "Sean O'Donabhain - a man of the people", lecture by
Mr. Frank Heylin. (O.W.S.) |

Members of the Old Waterford Society are invited to attend.

LECTURE SEASON 1982-'83

VENUE: A.T.G.W.U. HALL, KEYSER STREET.

Lectures Commence at 8.00 p.m. Sharp

1982

- October, 1st "Women in Irish History in 19th Century"
by Mrs. Mary Cullen, Maynooth.
- October, 29th "Irish Catholic Community from the
Union to the Famine"
by Prof. P.J. Corish, Maynooth.
- November, 19th "Making and Taking of Drink in the Waterford
Area; 1650-1850"
by Mr. Des Cowman, (Member).
- "Temperance Movements in South Eastern
Ireland"
by Mr. Dan Dowling, (Member).
- December, 3rd "The Tithe War in the South East"
by Mr. Ml. O'Hanrahan, K.A.S.
- December, 12th Annual Luncheon
Separate Notice will be sent to Members.

1983

- January, 14th "Early Irish Shrines"
by Mr. Ragnall O'Floinn, National Museum.
- February, 18th "Early Christian Munster from the Air"
by Mr. Aidan McDonald, U.C.C.
- March, 4th "Archaeology of Medieval Waterford"
by Dr. Terry Barry, Trinity College.
- April, 15th Special Lecture: "Triur Fear Seimh" - The
Story of the Connerys in the 1830s, by
Silvester O Muiri. Venue: Lalor's Hotel, Dungarvan

The public are invited to come to these lectures and activities and join the Society. Alternatively, intending members may send £5 (1983) subscription for membership to the Hon. Treasurer:

Mrs. R. Lumley, 28 Daisy Terrace, Waterford.

Enquiries re Decies to:

Noel Cassidy, "Lisacul", Marian Park, Waterford.
(Phone: 73130).