Journal Of The

Ballincollig Community School

Local History Society

1985

L & N SUPERSTORE

FOR QUALITY, VALUE & SERVICE

LATE NIGHT SHOPPING THURSDAY & FRIDAY

L & N

WHERE THE CUSTOMER COUNTS

Ballincollig Shopping Centre

Journal Of The Ballincollig Community School Local History Society

CONTENTS

A SENSE OF PLACE

It is important to all of us that we feel a sense of belonging. This sense of belonging can create a feeling of stability – an anchorage in a rapidly changing world. But the growth of many new towns in Ireland and the constantly moving population has made it difficult to develop such a sense or feeling in many areas. Birth is in one place, schooling in another place, marriage and work in yet other places.

Most people in Ballincollig have experienced such changes. The majority of the population have come here without any links with the locality. It is difficult, therefore, to have a sense of loyalty, of commitment to a town or an area which may only be a staging post for some. Fortunately, now, for more and more people, Ballincollig is becoming a place to remain in and develop new roots.

History is part of our roots. It allows us to feel the pulse of a locality and to associate with it with greater understanding. Cold buildings take on a meaning which they would not otherwise have. The Barracks becomes not just an institution behind a wall, but a place with a lively past. The Regional Park is not just some place for a Sunday walk, but has scattered throughout it the remnants and spirit of human labour.

History also gives us an insight into the variety of traditions and cultures in a locality, some of which have been forgotten, some of which have been buried. Yet to the historian they all provide value because they allow us to deepen our understanding, to broaden our views of our locality and, perhaps as an offshoot, create greater attachment to the locality.

Hopefully, the contents of this year's Journal will add further to our understanding of this area. This is reflected in the variety of articles and in the effort made to open new paths where possible rather than simply copying the work of previous historians.

Most of the work in the Journal has been done by students of the Community School – principally second years and fifth years. There are two exceptions. The first is an article on the Barretts by Philip McCarthy – present Secretary of the Parents' Council – who has been a considerable help in other topics as well. The second exception is the article on World War II air crashes along the Mizen Peninsula which was an overall winner in last year's Irish Times Young Historian Awards. The author, Edward Folliard-O'Mahony was a Leaving Cert. pupil in De La Salle College, Skibbereen, at the time. It is hoped that the aims of the Journal to stimulate a greater interest in local history and its possibilities and to let people know about the richness around us will be achieved by these articles.

THANKS

Thanks again to Mrs. Fitzpatrick and the Secretarial class, especially Maire Guinevan and Lucia O'Neill, for the initial typing of some of these articles. Thanks to Brid Casey (6th year) for the lettering, to Danny Triggs for the drawing of the castle on the front cover We also wish to thank Tim Cadogan and David O'Brien of the County Library and Kieran Bourke of the City Library for being so helpful to students who are new to research. Finally our thanks to our advertisers.

Dermot Lucey
Editor

THE BARRETTS AND BALLINCOLLIG CASTLE

INTRODUCTION

The Barretts travelled from Normandy with William the Conqueror and helped him to conquer England in 1066. They subsequently received grants of land in Pembrokeshire, Wales. Some of these Barretts travelled with the Normans when they came to conquer Ireland in 1169. Over the next 300 years, the Barretts gradually expanded their power. But that power did not last for long. By 1600 family quarrels weakened them and led to their decline in the Ballincollig area.

When Henry II parcelled out the spoils of conquest in Ireland he gave the Kingdom of Cork, stretching from Lismore to Kerry to Milo de Cogan and Robert Fitzstephen. de Cogan received land west and south of the city and the family built a number of castles on their lands including one at Carrigrohane.

RISE TO POWER

The Barretts were underlords of the de Cogans. They rose in influence through service to various kings. For example, Barretts travelled to conquer Connacht in 1235 under John de Cogan who led the Munster contingent. Because of this they seem to have become tenants of Carrigrohane under the de Cogans. In another instance, because of service by John Barrett for King Edward II in wars in Scotland, the king pardoned Crown debts and rents chargeable on his heir, William Barrett.

RICHARD OGE

One of the most active of the Barrett leaders was Richard Oge Barrett who was lord of the Barretts from the 1350's to 1380's. Having been himself attacked by the de Barrys and de Courcys, Richard Oge went on a rampage and took lands between the Blackwater and the Lee and the Lee and the Bride river These lands had been granted by patent to Richard Oge in Kilkenny in September 1366 for a rent of one rose yearly.

Richard Oge later became a rebel of the Crown, and he had to pay 100 shillings for killing the horse of one, Edmund Perry sent to enforce the law against him. Later still, Richard had to pay a fine of 1,000 cows which was imposed on him for sedition. He soon after became a hostage of the Crown and though his final fate is not known for certain he seems to have died a natural death about 1382.

However, by now Barrett territory was extensive. In the early 1400's it ran from Mourne Abbey to Garrycloyne, on to Inniscarra and southwards beyond Ballincollig, across the hills to the Carrigaline river. In spite of Richard Oge's later problems, service to kings and overlords was the origin of the growth and power of the Barretts in East Muskerry and the beginning of Barretts Barony.

RENT AND CASTLES

During the 15th century (1400 1499) the Barretts seem to have settled down to a reasonably peaceful existence. They were now underlords of the McCarthys to whom they paid rent of £11 a year from 1420 and later the Earls of Desmond to whom they paid 12 marks yearly after 1425, when the Desmonds were granted de Cogan lands.

After the middle of that century they purchased Ballincollig Castle. In the Carew Calendar, 28 November, 1611 Sir Dominic Sarsfield wrote to Lord Carew, "Ballincollig is entailed and was purchased in the 8th year of Edward IV (1468-9) from Robert Coll, a knight. Deed of entail in my own lands" * This was to become the principal Barrett stronghold until the early 17th century when Castlemore (Mourne Abbey) took over

In all – as the Pacata Hibernia map (1602) shows – the Barretts seem to have had 5 castles: Castlemore (Mourne Abbey), Garrycloyne (both in the north of the Barony), Castleinch, Ballincollig and Cloghan McUllick about 2-3 miles south or south-west of Ballincollig. The exact location of the latter is not certain. Some historians suggest the present townland of Grange but there is some doubt about this. However, the Barretts also controlled Carrigrohane for some time.

CASTLEINCH

Castleinch was built by the Barretts in the late 14th or early 15th centuries. It commanded east-west movements along the Lee Valley and it controlled two river fords near Inniscarra. It became a symbol for some time of the friendship between Barretts and McCarthys. But by the end of the 16th century Barretts and McCarthys were in dispute over its ownership and it became a McCarthy castle.

The McCarthys of Castleinch supported James II in his war with William of Orange and the failure of his cause brought the McCarthy connection with Castleinch to an end. In 1695 Castleinch was granted to the town of Bandon but it fell into decay. What was left standing was demolished in 1956 to make way for the Lee Hydro-Electric Scheme.

DISPUTES

By the late 16th century (from 1550 1599) other parts of Barrett territory were in dispute on a number of occasions. Indeed the demise of the power and wealth of the Barretts can be traced to this period due to infighting for the title of Lordship of the Barony and to the many illegitimate children born to the Barretts.

James "Bullreagh" Barrett, Lord of the Barretts, late in the 15th and early in the 16th century had 3 legitimate and 2 illegitimate sons. The only sons of his successor James "Liegh" were illegitimate. A later Barrett, Richard, also had 3 illegitimate sons.

Illegitimacy proved no barrier to contesting claim to the Lordship. As legitimate and illegitimate sons disputed

*The traditional explanation for the name "Ballincollig" is "Town of the Boar" But more recent opinion favours "Coll's Town" after Robert Coll. In support of this it can be said that the area was also known as "Castle Colls" and "Ballincollig" up to the 17th century.

each others' claims, Ballincollig Castle was handed over to Sir John Perrott, President of Munster who pledged himself to determine the claim by a fixed day or in default to restore the castle. He did neither and the legitimate son in anger joined with the "then Arch-traitor James Fitzmaurice Fitzgerald" and was slain in rebellion about 1572. This led to further confusion and to the murder of cousin by cousin.

ATTACK

In the 1590's another dispute arose. In July 1591 Andrew Barrett and sixty others assaulted Ballincollig Castle and dispossessed Edmund Barrett, "with swords, guns, great sledges or hammers, skenes, stones and staves" Three years later Edmund got a decree of £100 against Sir Fineen O'Driscoll, Sheriff of Cork, for refusing to execute a writ dispossessing Andrew Barrett and others who had seized the castle. In the following year 1595, Edmund took his cousin to court. A fine of £20 was imposed on Andrew and lesser fines on two others and they were jailed.

CASTLE LOST

However, early in the 17th century, the Barretts lost Ballincollig Castle. The family were driven to borrowing money to pay for court fines and dowries. They had to obtain a mortgage on the castle and lands in 1618 from the Coppingers of Cork who were moneylenders. "William Barrett of Ballincollig, in the County of Cork, gent., in consideration of £240 paid by Edmond Coppinger fitz Robert of Corke, gent., the said William Barrett granted to the said Edward Coppinger, his heirs and assigns for ever all that and those the castles, bawnes, towns, villages, hamlets, lands, tenements and hereditaments of and in Ballincolly "

This mortgage was transferred to Walter Coppinger Cloghane (near Skibbereen) and in 1630 for the payment of £790 to the Barretts, Coppinger came into full possession of the castle and lands.

The castle featured briefly in later history. In 1644 it was taken by Cromwell's forces and around 1689 it was garrisoned for James II. But after 1690 it was unused and it fell into disrepair.

DESCRIPTIONS

There appear to be no early descriptions of the castle. Therefore, a description of what the castle looked like while in the possession of the Barretts must rely on 19th century accounts and what can be observed on a visit to the castle at the present time.

Ballincollig Castle was constructed on a limestone summit, with a clear line of sight over the low land of the Maglin Valley. Beneath the castle there is a dark natural cavern which runs into the rock and around it the remains of a moat.

WALL AND ENCLOSURE

The castle consisted of a large walled-in enclosure or bawn, with a tower or keep on one side of it and possibly a large hall through the middle. Most of the enclosing or outer wall remains. It is about 5 feet thick and 15 feet high. The space on top was defended by a parapet, with flights of steps leading up at different points. There were two defensive towers on the wall, one at present in ruins in the south-east corner and the second facing more directly south.

The enclosure is between 70 - 100 feet across and is rocky and uneven. There appears to be evidence of a hall in the middle as one portion of the outer wall has the remains of a fireplace and chimney and a window of two lights. It is suggested that the towers on the outer wall and the hall are of the fifteenth century and were probably built after the sale of the castle to the Barretts.

THE KEEP

On the other hand, the main tower or keep is of the 13th century and was used by Coll. The keep was repaired by the Wyse family in 1857 and on the east wall a shield has been inserted bearing the monogram W with the date 1857 beneath it.

The keep is about 45 to 50 feet in height. The ground floor is vaulted and originally had no entrance to it except by a trap door from above so it was probably a prison. The room on the first floor had a path up to it, carried on arches. It is about 7½ feet by 9 feet. A very narrow staircase leads to the other stories, all of which have stone floors on solid arches. In order to support them the two walls on which they rest are thicker than the others.

The second storey has seats in the jambs of the loopholes, a drain from a lavatory and a small square cupboard in the wall over it. The upper floor or chief chamber seems to have had windows added on all sides in the middle of the 19th century. However there are loopholes in other parts of the walls of the keep. The lack of windows and a fireplace and the fact that the small rooms occupied all the internal space between the walls suggests that the building was more of a keep for last defence than a regular living quarters.

THE PRESENT

Any suggestions about the present and future use of the castle can only be tentative as the castle is in private ownership. However one can say that it is not significant enough to merit restoration to its original condition. However, some of its outer wall and the two towers could be made safer As well as this work would need to be carried out on the approach road and some plaques put on various parts of the building identifying them. In this way our heritage could be brought closer to us through both educational and tourist usage.

MAIN SOURCES

Calendar State Papers, various years.
Coppinger, W. A., History of the Coppingers.
Journal of the Cork Historical and Archaeological Society, various years including 1892, 1897 1906, 1908, 1910.
Pacata Hibernia, ed. S. O'Grady.
Parker J. H., Observations on the Ancient Domestic Architecture of Ireland (1859).
Smith's History of Cork.
Tuckey's Cork Remembrances (1837).
Windele, J., Notices of Cork (1835).

Philip McCarthy

SPEDDING'S SCHOOL AND HOSPITAL

WILLIAM SPEDDING

Rev. William Spedding was based in Kilnaglory and Carrigrohanebeg between the 1830's and the 1860's. He conducted a private school in the late 1830's and early 1840's in Greenfield, Ballincollig. This was later converted to a temporary fever hospital during the Great Famine.

On 24th March, 1803, William Spedding was born in Ballynamudagh, Windgates, Co. Wicklow. He appears to have had a good education, first at a private school in Delgany, Co. Wicklow, and later at Trinity College, Dublin. He made good progress in school winning prizes for composition and reading the Liturgy and he graduated with an M.A. from Trinity College in 1832.

He was appointed Curate of Kilnaglory in 1833 and later as rural Vicar in Carrigrohanebeg and as Military Chaplain in Ballincollig. He had seven children.

THE SCHOOL

He established the school in the late 1830's. A Prospectus described it as an establishment for a limited number of young gentlemen. It claimed that the pupils were carefully prepared for the several Universities, Colleges etc. The organisation of the school was based on "the most select English Schools" Their subjects included English Literature, Composition, Mathematics and Drafting Maps.

There were special courses offered in Drawing, French, Music and Drill for an extra fee. The students appear to have studied Greek and Latin as well. The Prospectus also said that the closest attention would be paid to health, morals and personal deportment.

The school was expensive. Students were charged £50 a year and parlour boarders an additional £10. A quarter of the fee had to be paid in advance. Each student had to bring a box bedstead, bedding with two pairs of sheets and six towels. Because the school was exclusive students had to give three months' notice before leaving. There were two vacations in the year a month at summer and a fortnight at Christmas and half-yearly reports were supplied to the parents.

The school had a good reputation for its teaching methods and for the success of its students in achieving positions in colleges and other occupations. One of the school's most famous pupils was Patrick Cleburne, who later became a Confederate General in the American Civil War and after whom a city is named in Texas. Even though he had no love of languages, he may have benefitted from Spedding's strict discipline.

The later history of the school is not entirely clear but either the building or the site was used as a temporary fever hospital during the Great Famine.

THE HOSPITAL

The Ballincollig temporary fever hospital was established after 22nd May, 1847 Under the electoral divisions of the time it was to act as a district hospital for Inniscarra and Inniskenny as well as Ballincollig. Later, however, a new order was passed on 26th June, 1847 separating Inniscarra from the Ballincollig district.

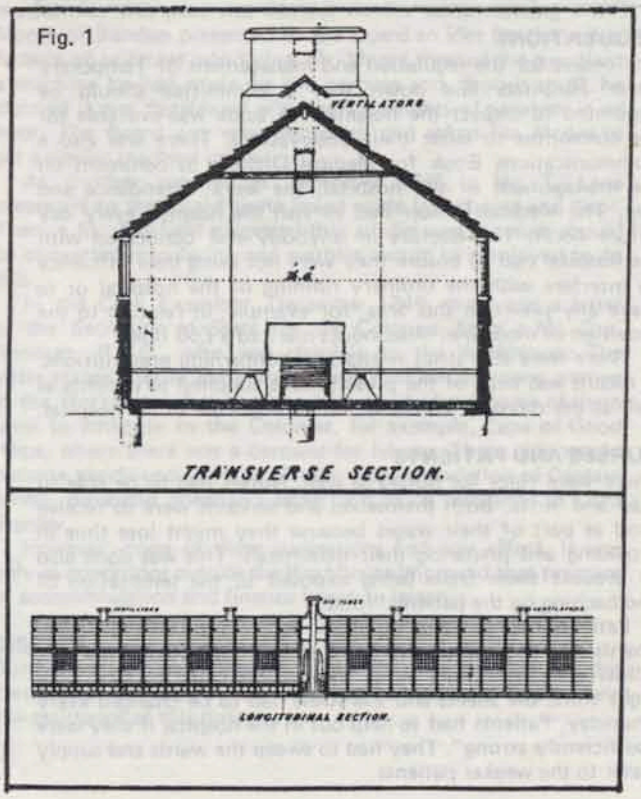
These electoral divisions determined how the hospital was to be maintained and supervised and the amount of funds provided. The amount of grant in aid of rates provided by the Poor Law Relief Commission for Ballincollig Fever Hospital was £491

Plans and regulations published in 1847 and 1849 show how each fever hospital in the country was to be provided and maintained. The hospital serving Ballincollig and Inniskenny was to have 50 patients and there were to be two nurses and one ward maid to the look after these patients. Like many other fever hospitals of the time, the Ballincollig establishment would have had practically the same regulations, meals, rules and general layout.

THE BUILDING

The plans are for a hospital "of a simple and economical construction" The hospital was erected with a wooden frame and it was boarded with rough boarding nailed on the outside of the studs or frame. The sides of the building were 7 feet 6 inches high and rested on "dwarf walls of brick or stone" All this suggests that the actual school building was not used as the fever hospital but that a building was erected somewhere on the site. (Fig. 1)

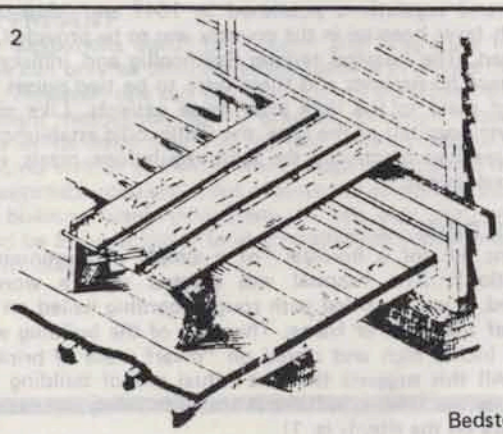
Fig. 1



The hospital was divided into two sections; the women's and the men's were separated by a fireplace in the middle. As the windows could not be opened in winter there was a crude method of ventilation with one vent on either end of the ward to allow the centre passage germ free. There was also a ventilation system in the chimney

The beds were placed one foot five inches apart. The beds themselves were uncomfortable and could hardly be recognised as beds at all. They were built as economically as possible, with three six foot boards and some uprights. (Fig. 2)

Fig. 2



Bedstead

REGULATIONS

The orders for the regulation and management of Temporary Fever Hospitals laid down that a committee should be appointed to inspect the hospitals. A book was available for the committee to enter their observations. There was also a Communications Book for Medical Officers to comment on the management of the hospital, the work, attendance and diet. The Medical Officer had to visit the hospital every day before noon. The doctors or anybody else connected with the hospital had to ensure they were not using their influence to interfere with the ordinary running of the hospital or to make any profit in this area, for example, in relation to the provision of medicine. Misconduct merited a £50 fine.

There were also strict regulations concerning prescriptions. A record was kept of the prescriptions supplied to patients as well as the monthly consumption of medicine in the hospital.

NURSES AND PATIENTS

There were rules for nurses as well. Nurses had to be able to read and write. Both themselves and servants were to receive food as part of their wages because they might lose time in providing and preparing their own meals. This was done also to prevent them from being exposed to the temptation of encroaching on the patients' food.

Patients had to sleep on straw beds on top of the timber boards and they were given two sheets, two blankets, a rug, pillow and night shirt when they entered the hospital. The night shirt, the sheets and the straw had to be changed every Thursday Patients had to help out in the hospital if they were "sufficiently strong" They had to sweep the wards and supply water to the weaker patients.

DIETARY for TEMPORARY FEVER HOSPITALS under the Temporary Fever Acts, 9 Vic., c. 6; 10 Vic., c. 22; and 12 Vic., c. 131.

	Low Diet. (L.)	Middle Diet. (M.)	Full Diet. (F.)	Rice Diet. (R.)
BREAKFAST,	Three pints of Whey in Twenty-four Hours.	4 oz. Bread, 1 pint New Milk.	6 oz. Bread, 1 pint New Milk.	6 oz. Bread, 1 pint New Milk.
DINNER, .		4 oz. Bread, 1 pint Beef Tea.	8 oz. Bread, ½lb. boiled Beef or Mutton, without bone, 1 pint of Broth.	4 oz. Bread, 1 pint Rice Milk.
SUPPER,		4 oz. Bread, 1 pint New Milk.	4 oz. Bread, 1 pint New Milk.	4 oz. Bread, 1 pint New Milk.

There were fixed times for meals: breakfast was at nine o'clock, dinner at one o'clock and supper at six o'clock. The regulations for the meals were laid out with four different types of diet for each meal depending on the sickness of the patient. The meals mainly consisted of bread, milk and beef tea. No visitors were allowed to bring extra food to the patients.

Whether "Spedding's Hospital" was run exactly on these lines we cannot be sure. Even though the temporary hospital was in existence for some time before these regulations were published, it is likely that while the correct regulations may not have been followed from the beginning, very similar rules had to be practiced.

The hospital probably closed in 1850 when the worst of the fever epidemics were over Spedding's school may have continued after this even though there are no records to support this. However Rev. Spedding still lived in Greenfield, Ballincollig, until he moved to Louth in 1861

The house and other buildings on the site gradually fell into disrepair so that by the early 1920's only some walls and a floor could be seen. About 1923 local people opened a hall in Spedding's. A raffle was held to buy timber and also some felt for the roof. The hall was used for dances – the penny ha'penny dance or the currant cake dance as it was called – and card and ring playing. There was a little house outside where tea was made. However, after a few years a storm blew down the roof and the dancing stopped. At present on the site there is a bungalow and farm buildings, but there is also the remains of an older wall.

MAIN SOURCES

We wish to thank Mr. Philip McCarthy for providing some sources on Spedding's School.

Biography of Patrick Cleburne by Howell and Elizabeth Purdue (1973).

Famine 8 – Famine Papers published by Irish University Press (Shannon).

Finny's Royal Cork Almanac, 1841.

Irish Tourist Association Report on Spedding's Hospital, 1943.

Martina Cleary
Olive O'Driscoll

THE RELIEF OF DISTRESS IN CORK CITY DURING THE GREAT FAMINE

INTRODUCTION

This study deals with the way Government institutions and voluntary organisations coped with the Great Famine. They were presented with problems which they had never faced before. For that reason, their efforts were not always successful, and very often they tended to work separately rather than together.

THE CORK WORKHOUSE

Irish workhouses were set up under the Poor Law Act of 1838 to provide relief for the poor The country was divided into districts called unions and in each union there was one workhouse.

In the Cork region the city and part of the county formed the Cork Union and the Workhouse could accommodate 2,000 people at the beginning of the Great Famine in 1845. To be eligible for entry to the workhouse, one had to be living in the district.

The Great Famine began in 1845 but the first year was not too difficult because the blight came late and it hit the south-east of the country mainly. Conditions were also helped by Sir Robert Peel's Government which secretly arranged for £100,000 worth of Indian corn to be shipped to and eventually distributed from Cork.

NUMBERS

With the opening of depots in Cork by the 1st of June, 1846, people were able to buy grain. There was, therefore, only a small increase in numbers in the Workhouse between January 1845 (before the Famine) and January 1846. For example, on 11th January, 1845, there were 1,983 persons in the Workhouses and this had increased by less than 300 on 10th January, 1846. However, by May 1846, the Workhouse had reached capacity.

After the 1846 harvest and especially the 1847 harvest, conditions got worse in the country. The numbers in the Cork Workhouse rose accordingly to cater for local people and those people from the country; for example, the average from 9th January to 11th May, 1847, was 4,592 with the highest number in the Workhouse at 5,304. These figures show that the number in the Workhouse at this time was well above the capacity of the Workhouse. This led to the Board of Guardians of the Workhouse acquiring further premises for accommodation. This brought the total accommodation capacity up to 4,500 – so that even then in 1847 the Workhouse was overpopulated.

It is noticeable that the numbers of girls and women admitted to the Workhouse were usually greater than the numbers of boys and men; for example, in the week ending 9th January, 1847 911 females and 267 males were admitted. This may be because males were employed in Public Works.

From 1848 to 1850, there was a steady decline of numbers accommodated in the Cork Union and this follows the pattern of improvement around Ireland generally.

COSTS

During the Famine years, maintenance costs rose steadily each month. The maintenance costs depended on the number of people in the Workhouse and the cost of food. On 11th January, 1845, the average weekly cost of maintenance was 1s 5½d (7p). By the end of 1845 costs started increasing rapidily and by January 1847 the average cost per person had risen to 2s 0d (10p). This meant that as the numbers in the Workhouses had increased the total maintenance cost for each week had risen by nearly 240% in the space of a year – between January 1846 and January 1847. Very often, therefore, the Workhouse was in debt especially in the late summer of each year before rates could be collected. In 1847, the Board owed £8,291 but this was reduced to £3,351 in July and was eliminated in August.

SOLUTIONS

Because the Board faced problems of accommodation and finance, a number of suggestions were made to ease the problems. In 1845 a plan was suggested by a Mr. John Walsh, a Member of the Board of Guardians for the Workhouse, that potatoes should be turned into meal and then into biscuits. By this plan he claimed that 70% of the diseased potatoes would be preserved and in the most nutritious form. The motion for this plan was carried. At the same meeting a Mr. Moore of Bandon presented to the Board an idea for the manufacture of potatoes into farina. Mr Moore showed the guardians a machine he had made for the purpose and, though small, he claimed it was capable of grinding 12 weights of potatoes in an hour The Board was very impressed and asked Mr. Moore to get a similar machine made.

At another meeting in December 1845, a Mr. T Lane presented to the Board some bread made from farina and flour. Then, a Mr. Sarsfield suggested that all diseased potatoes should be converted into farina and paupers should be employed to do this.

In the Cork Examiner December 1846, there was a letter to the Secretary of State for the Colonies, from a Mr Gus. Sheehan, R.C.C., who was chaplain to the Workhouse. The letter stated that as there was a large number of young women in the Workhouse that it might be a good idea if some of them were to emigrate to the Colonies, for example, Cape of Good Hope, where there was a demand for labour. These girls would become maids and servants. On the recommendation of Captain Irvine, Reverend Sheehan's letter was to be presented to Lord Stanley.

However, none of these suggestions had any effect. It was only as conditions outside the Workhouse improved that pressure of accommodation and finance began to lessen.

DISEASE

During the Famine, hunger was not the only problem for the destitute of Cork; they were also plagued by disease due to their low resistance at this time.

There were many types of diseases in the city during the Famine years. The following were the main ones: influenza, dysentry typhus, smallpox.

By December 5th, 1845, fever had increased alarmingly among the poorer classes of Cork City. By 1846, the situation had seriously worsened. In 1846 1847 there was an outbreak of typhus fever in the city. In 1848, there was still a vast amount of fever, dysentry and influenza, but in a medical report dated April 28th, 1848, it stated, "that the city was in a very healthy condition" However in this year there was a fear that cholera would come to Cork, and around September 1849, this fear became real. Towards the end of 1849, disease cases began a steady decline as the Famine drew to an end.

HOSPITALS

At the end of 1845, these were the following hospitals serving Cork City: North Charitable Infirmary South Charitable Infirmary Cork Dispensary Cork Fever Hospital.

As the Famine worsened there was a growing demand for hospital accommodation. During the years 1845 and 1847, there were 6 temporary fever hospitals built with 14,805 admissions to these hospitals. By 1846, Barrack Street Hospital and the North Fever Shed were in operation; also at this time the Christian Brothers building at Peacock Lane was used as a temporary hospital. In 1847 with the ever-increasing number of fever cases, the Poor Law Guardians recommended that the former Military Hospital in the South Suburbs, along with convalescent houses in the north side, should be opened as temporary fever hospitals. There was also a fever hospital attached to Cork Workhouse.

There were some complaints that people used the hospitals as a means of relief. For example, a Mr Laurence, a Member of the Board of Guardians, investigated the mode of admission of patients in hospitals. He found that patients used such relief as a means of permanently locating themselves in the establishment after they had recovered. To remedy this defect he moved a resolution to the effect that admissions to the Workhouse for the purpose of obtaining hospital relief should be considered only temporary and obliging persons wishing to prolong their stay in the house after convalescence be examined a second time.

There were a lot of deaths at the Workhouse Hospital but not all were of inmates. The Cork Examiner of March 1847 reported about two people who caught the "malignant disease" from the Workhouse. The first being Rev. A. Maguire, assistant chaplain at the Workhouse. Having had the disease for several days he quit his post and sought medical aid. Under the care of Dr Curtain he was on the mend. Then, a not-so-lucky visitor to the Workhouse, caught the fever while there; he died on 20th March, 1847 This was Mr Laurence.

During the Famine years finance was a serious problem for the various hospitals. In 1845, Cork Fever Hospital had expenses of £120 of which they were able to meet only £80. The Hospital had no source of income other than from subscribers until the Spring assizes of 1846. And so the situation worsened with a steady decline in subscriptions from the wealthy people to the fever hospital.

However, there was an improvement in some cases. At the end of 1847 the Cork dispensary owed £358 6s 5d. The Treasurer of the Dispensary was quoted as saying, "On the whole, we are in a very fair position" When, in 1849, the Grand Juries stopped funding the Cork Fever Hospital, the Relief Committee took over and because of the takeover the Fever Hospital was saved from getting into further debt.

And so, by the end of 1849, most of the hospitals were out of debts and as the number of patients dwindled the expenses of the hospitals lessened.

VOLUNTARY HELP

As Government and official institutions and agencies were not able to deal with the distress in Cork, voluntary help played an important role. On May 6th, 1846, the Poor Law Committee asked that clergy and residents of each of the parishes of Cork and chapelry of St. Luke's to immediately try and set up Soup Committees to administer relief to the destitute and infirm poor of the city.

The Cork Relief Committee and the Soup Committee were of great help to the destitute of Cork not only for providing relief but also from the 30th November 1846, to 1st February, 1848, the Relief Committee interred no less than 4,345 paupers.

Most of the wealthy people donated generously to these committees and the Relief Committee in particular was able to give financial aid to many organisations including Cork Fever Hospital and the Orphan Asylum and in January 1847, the Relief Committee donated £18,000 to the Soup Committee. Most of the £18,000 was part of a Government Grant. Shortly after this, on 15th February, 1947 the Earl of Bandon suggested that the Relief Committee and the Soup Committee should join and work together and this they did.

But there were many more organisations helping the Famine victims including the following: Industrial School, Orphan School, St. Vincent de Paul.

INDUSTRIAL SCHOOL

The Industrial School, which employed female poor was established in August 1846 and was situated at No. 1 Bachelors Quay. This school trained children in practical work and paid them for their labour The greatest advantage of this school was that the children earned money for themselves and could then help provide for their parents. This school also prevented them from entering the workhouse.

The expenses of this organisation were paid from the profits arising from a sale of the work but there was a demand of £10 upon the treasurer per week and so on 1st February 1849, a plea for assistance was issued in the Cork Constitution newspaper By 6th February the Industrial School had already received anonymous donations.

ORPHAN ASYLUM

In addition to the school there was another organisation which cared for children. This Organisation was called the Orphan Asylum and cared for and educated 30 male and 30 female children. However, the Trustees of the charity unfortunately, could not afford to care for more children because of a lack of funds. The expenses of the Asylum averaged somewhere about £100 more than receipts.

However it was suggested by a Rev. O'Sullivan that the Corporation should allocate annually a certain sum towards the support of the Orphan Asylum. Also at a charity sermon for the Orphan Asylum over £105 was collected and it later received a donation of £75 from the Relief Committee.

ST VINCENT DE PAUL

During the Famine years in Cork, there was another Relief Committee. This was St. Vincent de Paul, which had a branch set up in Cork at the beginning of the Famine. This Society got its finance from donations from abroad and from wealthy persons.

SOUP KITCHENS

The Auxilary Committee of the Society of Friends (Quakers) had a soup kitchen set up in Cork City since 1848 and distributed 14,000 pints daily. On 6th April, 1847, a ship called the "Duncan" came from New York to the Society of Friends. A second shipcalled the "Brig Overmann" arrived in May with beans, pork and other types of food. But the Society of Friends were not the only group who set up a soup kitchen. Fr Matthew had also set up one in Cork City.

The menu for the soup was 10 ozs. of meal and rice to a quart of water Along with this they had 4 ozs. of bread. This bread was made of Indian corn. The example of the Quakers led to the Government passing the New Poor Law Act of 1847 which set up soup kitchens.

FR. MATTHEW

One person who gave considerable help during the Famine was Fr Matthew. A Fr Matthew fund was set up and he travelled to America looking for subscriptions for his fund.

He corresponded with Government officials such as Mr. Trevelyn (Head of the Treasury). On 20th November 1846, he complained that the people on Public Works in Cork were paid outside of pubs, which enticed men to go in for a drink instead of going home. He asked Mr. Trevelyn if the pay clerks would bring the pay to the work stations. On 30th November, Mr. Trevelyn wrote back enclosing a note from Lieut. Colonel Jones, Officer of the Public Works, which stated that it was not within their power to do anything.

Fr. Matthew got directly involved in relief after the Cork City Relief Committee suspended operations. People thought that their depot would be closed, but Fr Matthew took the responsibility of running it. It cost £130 a week to run it, part of this was met by subscriptions, the rest came from Fr Matthew. News of his work spread everywhere and soon food was sent from America to him.

In February, 1847 Fr Matthew wrote describing the food situation in Cork. He said that in the previous six months he had been distributing soup. He said that his committee distributed beans, peas and fish on Friday. Some Indian corn, he said, was on its way from America and he hoped it would arrive before April 1847

But Fr Matthew was unsuccessful in another venture. During the Famine he received £300 a year pension from the British Government. He called it "a Paltry Stipend" He went to America in September 1849 and asked the people to raise sufficient money by public subscription to enable him to reject it with scorn but his mission was not well publicised so the money raised was not enough to discontinue the British Pension.

CONCLUSION

One of the main problems facing relief organisations during the Famine in Cork City was the huge numbers of people needing help. Most of the organisations set up to deal with this were voluntary or private organisations. In the case of Government institutions, the accommodation was often over-crowded and this meant that additional accommodation had to be sought.

A second problem was money. Cork City had mostly to provide for itself either through private subscriptions or the rates which were also collected locally. The main contribution from the Government came in the form of Indian corn and some large grants, for example, through the Relief Committee.

MAIN SOURCES

The Cork Constitution, 1845-50, various issues.
The Cork Examiner, 1845-50, various issues.
Famine Papers, published by Irish University Press (Shannon).

Geraldine D'Arcy
Mary O'Driscoll

A soup kitchen in Cork.

WATER-POWERED INDUSTRY ON THE RIVER LEE AND ITS TRIBUTARIES 1760 - 1900

INTRODUCTION

In this report we examine the direct application of water power to industry along the River Lee and its tributaries between about 1760 and 1900. The growth and decline of industry is related to national trends and some of the sources of capital and skills are examined. The main section of the report deals with the actual technology of water-powered industry as it operated in this area.

THE PATTERN OF INDUSTRY

Geographic and economic factors influenced the development of water-powered industry along the River Lee and its tributaries. While geographic factors had more to do with the location of the industry along the rivers, economic factors were more responsible for the growth and decline of the industry.

One of the geographic factors can be seen from an examination of the map which accompanies this report. It is clear that the most important locations for industry were along the banks of the main tributaries of the Lee – the Martin/ Shournagh, the Dripsey the Sullane/Laney and the Bride. These provided the plentiful supply of water needed to run the industries. The Lee itself had only 2 sites – the Gunpowder Mills in Ballincollig and Carrigrohane Flour Mills. The lack of industry along the main supply of water may be due to the gentleness of the gradient and the dangers of flooding in winter

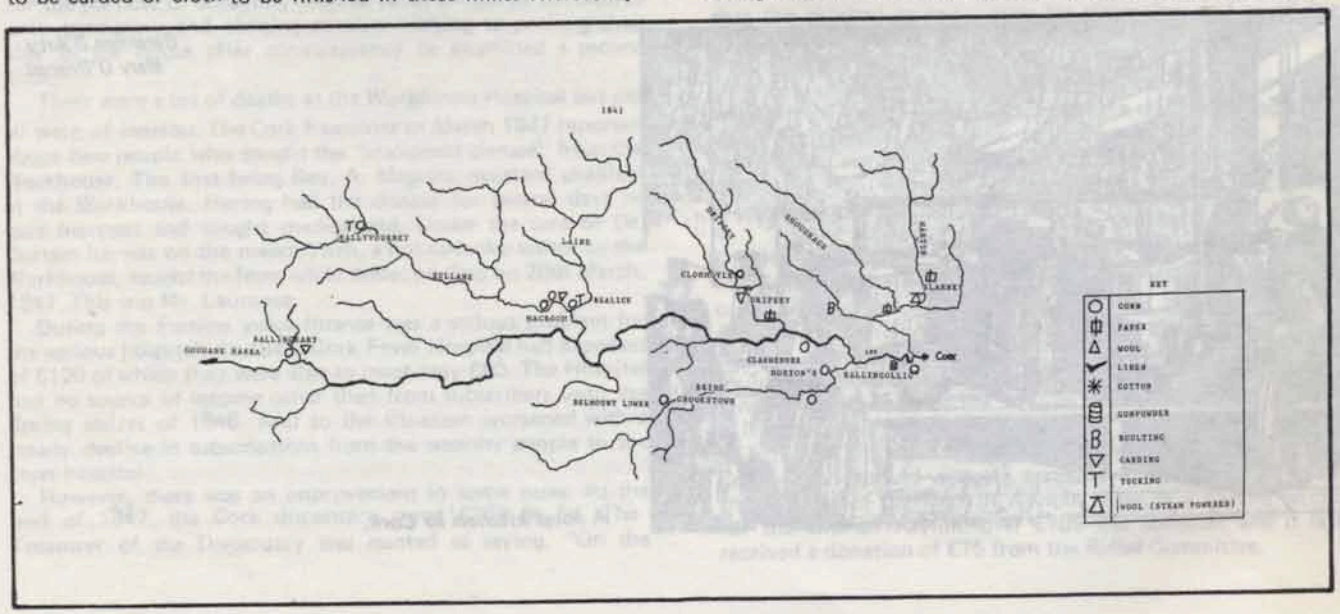
Geographic factors influenced the location of carding and tuck mills in another way. The carding and tuck mills were linked to domestic industry because local people brought wool to be carded or cloth to be finished in these mills. Therefore, the mills were situated near the junction of valleys so that they could be used by a greater number of households.

However, economic factors were in the long run more important in the development of water-powered industry In the Lee basin, the majority of mills were corn mills. In the 1840's, for example, eleven of the twenty water-powered mills were corn mills and at the beginning of the 20th century, five out of the total of ten were also corn mills. These ground barley and oats for feeding, oats and wheat for bread and some were even used for threshing and cutting furze.

An important reason for the growth of the corn mills was the increased acreage of wheat, oats and barley in the country by 1800. A factor which increased the acreage in other parts of the country was the bounty payable by Parliament to offset the costs of transporting corn to Dublin. But this does not seem to have affected the Lee rivers because none of the mills listed in the House of Commons Journal as supplying corn to the Dublin market in 1790 came from the Lee valley

Donnelly says that the establishment of a large number of flour mills in County Cork before 1815 was due to the high prices of wheat during the Napoleonic Wars and this may apply to the Lee mills.

By the early 20th century only five of the eleven corn mills of the 1840's survived. Those that failed had done so during the milling depression of the 1870's and 1880's. In these decades, due to the importation of cheaper American corn and the need for large mills to grind the corn, there was a concentration of the industry in the ports. Most of the mills that collapsed along the Lee were close to Cork City (e.g. Carrigrohane, two along the Bride) and most of those that



survived tended to serve a local market (e.g. the Macroom mills, Bealick). It has also been said that the old mill stone gave flour of a better quality than the faster rolling iron wheels milling the new American grain.

Apart from the corn mills in the Lee valley the other main types of mills were: Cotton, Blarney; Linen, Blarney, Tower· Wool, Blarney Dripsey; Paper, Blarney, Beechmount, Dripsey, Tower; Gunpowder, Ballincollig. There were also a number of carding and tuck mills in the area.

There were only one or two cotton mills established in the area and these existed for only about twenty-eight years, being opened in the early 1770's and closing down in 1808. The operation and closure of the cotton mills followed the pattern of cotton mills throughout the rest of Ireland. Before 1770 the cotton industry of Ireland was insignificant. However, after 1770 efforts were made to establish a cotton industry here through Government encouragement. During the 1780's and '90's the industry grew. The Cork Mercantile Chronicle suggested that Ireland possessed as many advantages as neighbouring countries for cotton manufacture. But by 1802 it had to compete with the "British importer" after the removal of bounties for export. England had changed its cotton to steam power and this gave it a competitive advantage over the Blarney mill which was still water-powered.

In the case of the linen industry this had progressed during the eighteenth century so that it became Ireland's leading exporter The main areas in Ireland for the production of this cloth were Ulster, Connaught, North Leinster and parts of Co. Cork.

In the Lee area there were linen mills in Blarney and Tower These were partly due to local entrepreneurs (Jeffreys, along with Donoghue and Forrest in Blarney and O'Sullivan in Tower, Blarney). There was also financial encouragement from the Linen Board. However by the early 19th century all the factories had failed. It is likely that both suffered in the recession which hit Ireland at the beginning of that century, but in O'Sullivan's case there was also the likelihood of financial mismanagement.

The paper industry had locations in Blarney Tower Beechmount and Dripsey. These locations had the advantage of being near Cork City They introduced new machinery early on and they produced quality paper We have already seen the collapse of the O'Sullivan's empire, and this led to the closure of Beechmount and the sale of Dripsey and Tower These survived at least until after 1850; indeed Dripsey was in operation until the 1870's when competition from cheaper English paper led to the closure of the mills.

In the woollen industry, there were carding and tuck mills and only two large scale factories, Mahonys of Blarney and the Dripsey Woollen Mills. Some of the carding and tuck mills survived into the 20th century as they served the domestic industry. Country people brought raw wool and flax to the carding mills and woven cloth to the tuck mills.

However, the overall woollen industry was in trouble in Ireland as it faced competition from cheaper and better quality English factory woollens. It is surprising, therefore, to see Mahony's (Blarney) and Dripsey Woollen Mills prospering. In Mahony's this was probably due to their early switch from water to steam power while both mills were famous for the quality of their products.

The Gunpowder mills in Ballincollig owed· their existence to a local entrepreneur Charles Leslie, and to the Napoleonic War It seems to have closed down shortly after the war, to be re-opened by a Liverpool trading company who shipped much of the powder to Africa.

Its closure at the beginning of the 20th century was due to the replacement of black gunpowder by nitroglycerine.

OWNERSHIP AND CAPITAL

Substantial sums of money were needed to develop the various mills. For example, it cost £5,000 to erect a linen mill and lay out a bleaching green in the 1770's in Blarney, while an oat mill cost £300. In 1848, it was estimated to cost £800 to reconstruct Belmount lower mills (Crookstown) when they were burnt.

The capital for the industries came from a number of different sources. In general the Lee Valley follows the pattern suggested by Cullen *(Economic History of Ireland since 1600)* for the whole country. Landowners played the most prominent part, but merchants, bankers, millers and the State also played a part.

Land owners formed two-thirds of the mill owners. An example is Allen's of Clashenure (Ovens) who were landowners since Cromwellian times. Also the Colthursts, who were noted as enterprising landlords, were owners of the mills at Clonmoyle and Ballyvourney. Again the Mahoneys, who owned a woollen mill in Blarney were Catholic gentry of the 18th century But the most outstanding example was that of Jeffreys who laid out nearly £9,000 to build the mills and town of Blarney. It is not surprising that most of the mill owners were landlords because in the late 18th and early 19th century most of the wealth of the country was in land. As well as this, most of the water-powered mills were corn mills and it was a natural extension for many to invest in mills as there was an increase in grain crops. The profits were also sizeable. For example, Young calculated that Jeffrey's by improving Blarney got a return of 7% on the money he invested.

Merchants also invested in mills, though it is difficult to trace them. Macroom owners, such as the Waltons, may have been merchants. But the biggest merchant investment came from Tobins, a family of Liverpool merchants, who bought the Gunpowder Mills in Ballincollig.

However the original owner of the Power Mills was Sir Charles Leslie who was both a banker and a landowner A second financier was C. Magnay who invested in Dripsey Paper Mills in the 1820's. This case and Tobins shows that some English capital was invested in the valley.

There were two other sources of capital. In the 18th century, the State, through the Linen Board, provided £2,170 for Jeffrey's mills in Blarney and the State also invested in the Gunpowder mills during the Napoleonic Wars. Finally the O'Shaughnesseys of Dripsey Woollen Mills are an example of millers who bought into milling, while Howards were Cork bakers who leased the Belmount lower mills in 1848 from Herricks.

SKILLS

Water-powered industry brought a number of skills to the area. One of the most important of the skills was that of the millwright. It was his job to see to the construction of the machin-

ery and later to ensure that it was in working order In the Valuation House Books the millwright is often quoted on the working and horsepower of the mill. If Ireland followed the pattern of England then some of these millwrights developed engineering companies of their own.

All the industries had to have millwrights, but the skill of dressing a millstone was confined to cornmilling. Here the bedstone and runner stone had grooves cut to ensure that as the grain was ground as it passed out from under the stones.

In the other industries new methods were often used – such as the spinning jenny and the continuous paper-making process. These methods were introduced from England so that skilled English or Scottish workmen were brought over to train local workmen. The spinning jenny and the paper-maker were directly related to water-power but many other skills were introduced by outside workers – hosiers came from England, bleachers from Northern Ireland, printers from Dublin and London. Even in the case of Mahony's of Blarney it seems to have been a Halifax (Yorkshire) workman who supervised the changeover from water to steam power

THE TECHNOLOGY OF WATER-POWERED INDUSTRY OUTSIDE THE MILLS

Many of the mills on the Lee and its tributaries had millponds and dams. Some examples of this are the Dripsey Macroom and Blarney mills. The millponds themselves were used to store water so that a consistent supply could be ensured, in order to keep the millwheel operating at a consistent speed. Some skills, however, did not need to have millponds because their rivers had a sufficient supply for them. For example, the Ballincollig Gunpowder Mills and the Carrigrohane corn mill were both fed directly from the Lee itself.

Along with millponds, mills were also served by weirs. The weirs also provided an artificial head of water which in turn provided more power to the waterwheel. There were two ways in which the water was diverted: In the case of the Gunpowder mills the weir acted like a dam which "backed up" the water to the millrace. In the second method the water was diverted directly to the millrace. This method was the most frequently used, perhaps because it provided more power than the first method.

Sluice gates were used to control the flow of water to the waterwheel. They were operated by a rack and pinion system which raised and lowered the gates. Some gates prevented the water from entering the mill race, while others controlled the flow from the millrace to the wheel. Some examples of this are the Gunpowder mills and the Clonmoyle mill (Coachford). (Fig. 1)

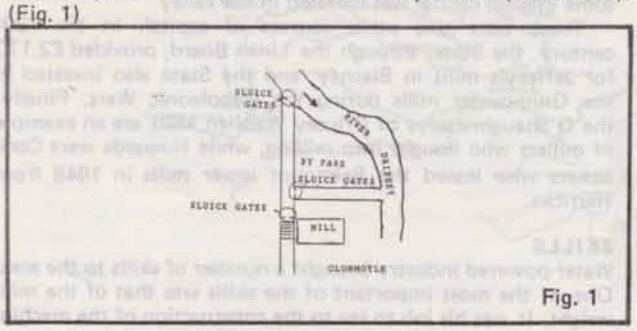


Fig. 1

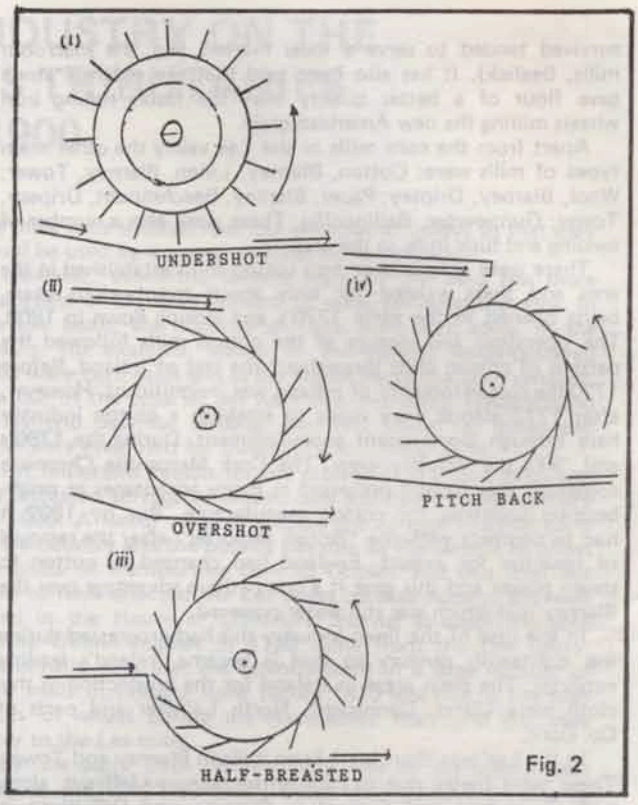


Fig. 2

WATERWHEELS

In the early 19th century all the mills in the Lee valley were driven by waterwheels. Of these wheels there were four main types which were used. These were (i) Undershot, (ii) Overshot, (iii) Half-breasted, and (iv) Pitch back. (Fig. 2) Mortons Mill in Ovens used an undershot wheel to provide the power to grind corn. This waterwheel had "floats" to catch the water and to use its energy to drive the machinery, instead of using the more efficient "buckets"

However the majority of the mills in the Lee valley were of the overshot variety. In the case of this type of wheel the water was directed onto and over the top of the wheel, by a chute, causing the wheel to move in a clockwise direction. These type of wheels were potentially more efficient as they utilised the effect that gravity would have on the water if it was falling from a height, i.e. the water would have been able to drive the wheel faster. The performance of this type of wbeel was also increased by adding buckets to retain the water, instead of "floats" which could not. In this way the wheel could be made to turn more quickly.

Half-breasted wheels were used in the incorporating mills in Ballincollig Gunpowder Mills. This type of wheel was often used where it was not possible to create a head for an overshot wheel. In the half-breasted wheel, water hit the wheel at the level of the axle and filled the buckets as it turned in an anti-clockwise direction.

There are also at least two examples of a pitch back wheel. These are the mills situated at Bealick (near Macroom) and at

Clonmoyle. In the case of Bealick the pitch back wheel system was added in the 19th century to replace a previous overshot wheel. In this system water hit the wheel at about 10 o'clock but, unlike the overshot system, turned the wheel anti-clockwise.

There was, in the 1840's, a considerable difference in sizes between the wheel of one mill and that of another. Take, for example, Mr. Howard of Belmount Lower's mill. The overshot wheel in this mill boasted a diameter of 26 feet and breadth of 7 feet, whereas Sir George Colthurst's millwheel at Slievereagh had a diameter of only 12 feet and a breadth of 2 feet 8 inches. Most of the wheels were cast iron, though two smaller wheels at Dripsey Paper Mills were timber and Clonmoyle Mill had a cast iron wheel with oak spokes and buckets. But this was not the only item to differ from mill to mill. The number of wheels also varied, from one wheel at Allen's (Clashenure) and also Slievereagh to up to eighteen wheels in the Ballincollig powder works.

Both the size and the number of mill wheels also determined the total eventual output of usable energy and this amount of energy like all else varied from mill to mill. In Dripsey Paper Mills, one of the wheels alone produced 36 h.p. which was used for a variety of duties – for example, a rope chopper, grinding engines, washing engines – while 3 h.p. was sufficient to operate the paper machines off each of the other two wheels. Only a low h.p. – 2 h.p. – was also needed to operate the corning mills as part of the Ballincollig Gunpower Mills.

But this horsepower was not guaranteed all the year round. One of the big problems with water-powered industry is the fall-off in power during the summer months. In Dripsey for example, the three wheels could work all the machinery for nine months, but at half capacity only for the other three months. Allen's (Clashenure) had a poor water supply – but since the mill was mainly for his own use it was adequate – the threshing machine was used for only three weeks, the furze cut for one hour a day for five months, and the corn mill stones for 12 hours a day for part of the year In Belmount lower, which was a more commercial operation, they operated at two-thirds capacity for three months. Morton's also suffered the same problem at their Ovens mills. To overcome the problem they installed a steam engine, and the water power and steam could be worked separately or together as they wished.

Mill wheels, of course, did not last forever and if ever they became irreparably damaged or the mill grew larger, the wheels might have to be replaced by a mill wheel of different dimensions. For example, the mill at Bealick (near Macroom) had a change of wheel. Its original diameter was 15 feet whereas the diameter of the wheel in position now is 23 feet 6 inches.

WATER TURBINES

There was an alternative method of getting power from water other than using a waterwheel and this method was the turbine (Fig. 3).

There were two ways of operating turbines. In the first method, the turbine, which was totally enclosed in a cistern, was flooded and the water allowed, by force of gravity to push against hollow tubes or chambers which then revolved at high speeds. (This method was used in a sawing shed in the Ballincollig Gunpowder works and revolved at 100 revs. per minute.)

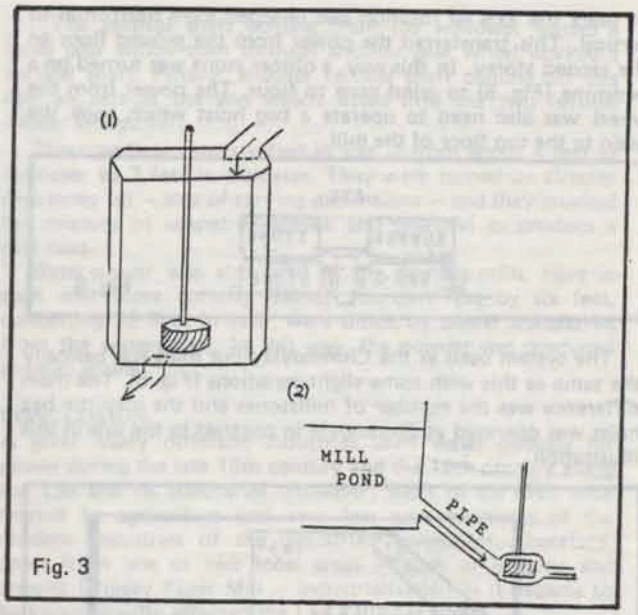


Fig. 3

The second type of turbine was the variety in which water was piped directly onto the turbine at great pressure. This method was usually used where the supply of water was scarce and an example can be seen at Waltons mill, Macroom, and also at the Bealick mill.

Altogether, the turbine method was a cheaper and more efficient method of producing power It was also more compact so that, for example, the turbine which replaced the waterwheel in Waltons mill, Macroom, occupies only a small area of the wheel pit. However, water turbines were not developed until about the middle of the 19th century.

INSIDE THE MILLS

The mills, therefore, either used a waterwheel, or later, a water turbine to provide direct energy to the machinery in the mill. But the technology of each type of mill was different so they will have to be taken in turn.

CORN MILLS

In the case of the corn mill, the power was transferred either directly from the axle of the waterwheel or from a bull wheel (as in the case of Bealick) (Fig. 4) to a pit wheel. Using a series

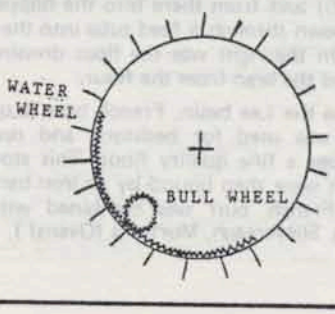


Fig. 4

of gears the axis of rotation was changed from horizontal to vertical. This transferred the power from the ground floor to the second storey. In this way a runner stone was turned on a bedstone (Fig. 5) to grind corn to flour The power from the wheel was also need to operate a bag hoist which took the grain to the top floor of the mill.

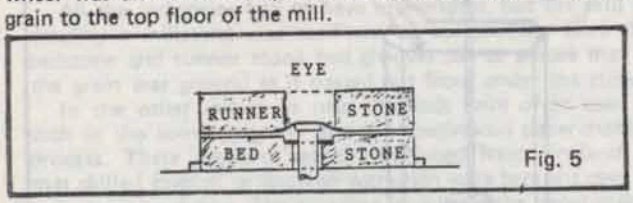


Fig. 5

The system used at the Clonmoyle flour mills was basically the same as this with some slight variations (Fig. 6). The main difference was the number of millstones and the way the bag hoist was operated at Clonmoyle in contrast to the one in this illustration.

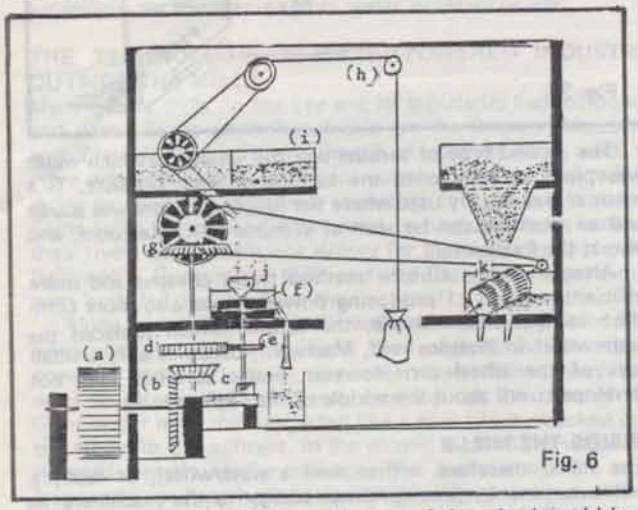


Fig. 6

In Clonmoyle, the sluice at the top of the wheel could be opened from inside the building allowing the water to turn the water wheel (a) using the pitch back system

The water wheel drove the pit wheel (b) and the wallower (c) on the upright shaft. The spur wheel (d) drove the stone nut (e) which drove the shaft on the runner stone (f). At the top of the upright shaft was the crown wheel (g) and a bevel gear which turned the pulley on the bag hoist (h). Grain was fed into the bin (i) and from there into the hopper (j) from which it flowed down through a feed tube into the eye of the grinding stones. On the right was the flour dressing machine (k) which separated the bran from the flour

In most mills in the Lee basin, French burr (a quartz from the Paris basin) was used for bedstone and runner stone because it produced a fine quality flour This stone was cut in segments which were then bound by an iron band. In some mills, however French burr was combined with Irish or English stone (e.g. Slievereagh, Morton's (Ovens)).

COTTON MILLS

When we look at textiles we know that spinning jennies were used in the manufacture of cotton in Blarney. However, weaving was not water-powered. The diagram illustrates the process of spinning (Fig. 7). This was done by the fly (a) receiving power from a main shaft running along underneath the ceiling transferring power to many jennies. The fly was then attached by a belt to a tin roller (b). This in turn was attached again by a belt to a spindle (c) which pulled the thread onto itself from a roving (d). As it did it was bound together securely in the clove (e). After the spindle was full it was taken out and replaced by a new one.

The ingenious thing about Hargreaves' jenny was the clove movements which gave it a far superior quality of thread than any other method of spinning. Therefore, as a result the cloth was also of a far superior quality This quality was achieved by the clove which was in between the roving and the spindle. This was moveable so that when the spindle pulled, it pulled with it the clove and this kept the thread of all the jennies of equal thickness and quality.

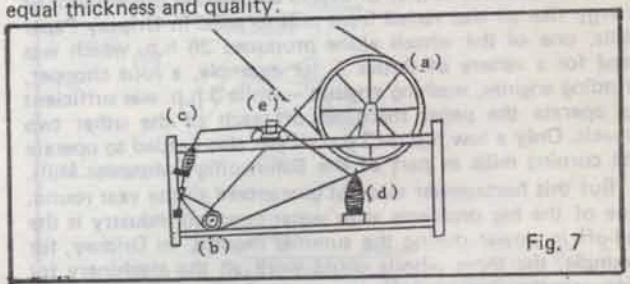


Fig. 7

PAPER MILLS

In the case of paper-making, Townsend *(Stastical Survey of County Cork, 1815)* said that the Tower mills used the "old method" of paper-making – a single sheet at a time – while the Beechmount mills used a modern continuous process. Dripsey also used the modern method.

There were two stages in paper production – one was in creating a pulp, the second stage led to the making of the paper Rags of linen and cotton were pounded into a pulp. This was done by taking power off the wheel to provide a hammer action which pounded the linen and cotton.

After the pulp was produced it was sent to the paper-making machine (Fig. 8). This pulp was poured onto a moving screen (a). This screen was powered from the water-wheel. Water dripped off the screen and the paper was drawn between pairs of cylinders which squeezed any further water out of the paper (b). These rotating cylinders were also powered from the water-wheel. In the Dripsey Paper Mills, as we have seen, much greater power was needed to drive the pulping machines than the paper machines.

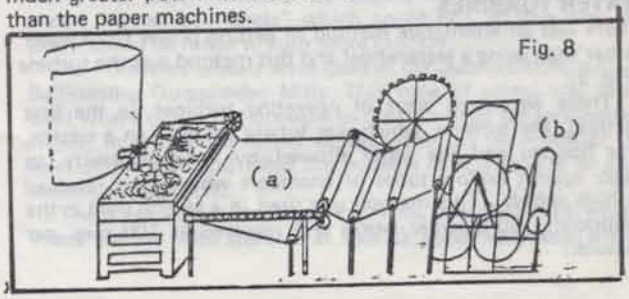
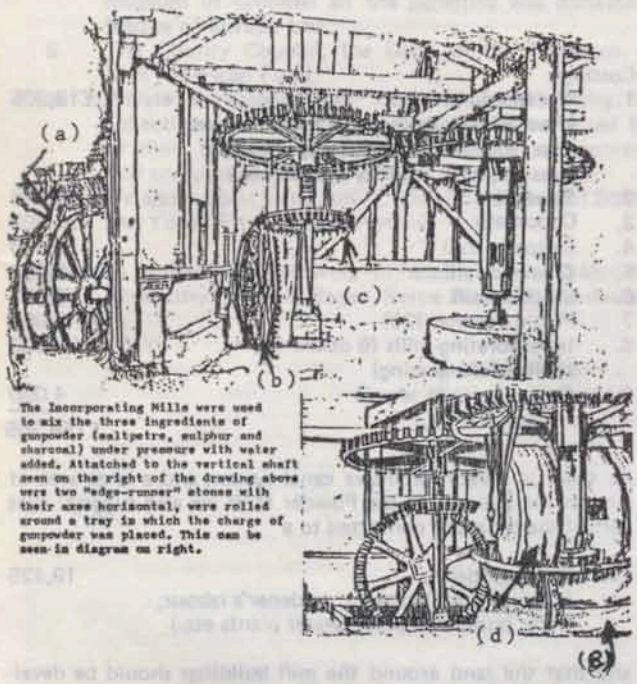


Fig. 8

GUNPOWDER MILLS

In the Gunpowder Mills in Ballincollig, water-wheels and a turbine were used for different purposes. The turbine, as we saw, was operated by flooding an eight-sided cistern. As the water passed through the turbine, a vertical shaft was revolved which then worked a circular saw. That turbine produced 16 h.p.

The water-wheels were operated in two different processes. A similar system was used for grinding saltpetre, sulphur and charcoal and later incorporating them into gunpowder We will use the incorporating mills as an example of this system. A different system was used later in corning the gunpowder



The Incorporating Mills were used to mix the three ingredients of gunpowder (saltpetre, sulphur and charcoal) under pressure with water added. Attatched to the vertical shaft seen on the right of the drawing above were two "edge-runner" stones with their axes horizontal, were rolled around a tray in which the charge of gunpowder was placed. This can be seen in diagram on right.

Fig. 9

There were twelve wheels in the incorporating mills, each driving two pair of vertical stones. Water either came directly off the main channel onto the wheels or indirectly through a narrower channel. This narrower channel was about 15 feet wide. From this there were a number of short millraces leading to each wheel, which was protected by a sluice gate when the wheel was not in operation. The short millraces narrowed towards the wheel – in one case, for example, from 7 foot 6 inches to 6 feet – producing greater force onto the wheel.

The half-breasted wheels (a) were turned by the water (Fig. 9). A horizontal axle drove a pit wheel (b). A wallower in contact with the pit wheel changed the direction of rotation (c).

The vertical shaft coming from the wallower turned a bevel gear which then through another gear wheel worked a vertical shaft. Finally, another vertical shaft coming off this had an axle at the end which fitted into the two vertical runner stoned (d).

These vertical stones varied in size – from about 4 feet in diameter to 7 feet in diameter. They were turned on circular bedstones (e) – also of varying dimensions – and they crushed the mixture of saltpetre, sulphur and charcoal to produce a mill cake.

Water-power was also used in the corning mills. Here in each mill three corning frames, fourteen feet by six feet, containing 20 lines in each, were shook by power transferred from the waterwheel. In this way, the powder was produced in small grains.

CONCLUSION

A great many different industries used water directly for power during the late 18th century and the 19th century along the Lee and its tributaries. However most of the mills were related to agriculture and very few were examples of the modern industries of the Industrial Revolution. Therefore, apart from one or two local areas – such as Blarney and around Dripsey Paper Mill – industrialisation as it became to be known hardly affected the Lee Valley at all.

But while the mills existed, many of them kept pace with the changing technology. We have seen this in the case of the cotton and paper-making industries. But in the example of corn milling, the technology was also the same along the Lee as in Britain. There was a fairly free movement of ideas between Ireland and Britain at this time. It was not, therefore, the lack of knowledge of new technology which hampered the growth of industry. Other factors which we do not examine here must have been mainly responsible.

MAIN SOURCES

Burke's Landed Gentry.
Guy's Directories, various issues, 1874 1907.
Lewis' Topographical Dictionary (London, 1837).
O'Mahony, C, "Bygone Industries of Blarney and Dripsey", Journal of the Cork Historical and Archaeological Society (1984).
Ordnance Survey Maps, 1841 and 1903.
Valuation House Books for Slievereagh (Ballyvourney), Maghereen and Bealick (Macroom), Agharinagh (Dripsey), Ballincollig, Belmount Lower (Crookstown), Clashenure (Ovens).
Young's Tour of Ireland (1776).

Noel Kerins
Con Nagle
Colm O'Mahony

RESTORING THE POWDER MILLS

Recently, a group of First Year students from the Community School put together some ideas on developing the Regional Park and restoring the Powder Mills. Their projects – three separate ones – developed overall tourist plans for the Ballincollig area. They, therefore, referred to the castle and Kilcrea Abbey, for instance, but given below is a summary of their ideas on the Park and the Mills along with some of their costings.

REGIONAL PARK

In the Regional Park, we suggest the following:

(a) The guard house at the entrance near Inniscarra Bridge should be converted to an information centre and cafe.
(b) A pier for mooring (and hiring) boats along the canals.
(c) More bridges.
(d) A cleaner river.
(e) More sunlight allowed through the trees, i.e. fell some trees, and trim the overgrowth on others.
(f) Improved paths.
(g) Adventure playgrounds.
(h) Picnic areas.
(i) Signposts.

Apart from walks – history and nature walks – the Park and canals could also be used for pony trekking, canoeing, swimming.

Costings:

1.	Information centre and cafe	£60,000
2.	Adventure playground	
	Tarmac play area 1115m^2 @ £9.50 per m^2	10,600
	Fittings	2,400
3.	Picnic area	
	Gravel paving 2000m^2 @ £5.00 per m^2	10,000
	Seats and tables (6 @ £200 each)	1,200
4.	Seats at weir (5)	1,000
5.	Clean up parts of canal – 100m approx. @ £15.00 per m.	1,500
6.	Timber pier	2,000
7	Signposts (5 @ £50 each)	250
8.	Improved paths	
	Gravel paving @ £5.00 per m^2	15,000
		£103,950

These costs are based on professional and fully qualified labour so the cost of these improvements could be reduced by a less elaborate information centre and cafe and by use of AnCO and the Social Employment Scheme.

POWDER MILLS

The main Powder Mills area contains the ruins of many buildings as well as the ruins of the incorporating mills. The buildings lack roofs, doors and windows but often the stonework is good. Many of the buildings had an important role to play in the gunpowder manufacturing process and these buildings should be restored to illustrate the process. Others were not so important and they could be put to other uses.

One of these buildings could be used for a War Museum. A great deal of Irish history is concerned with war in some form or another and yet in this country there is no specialist museum dedicated to this subject. Specialist museums often attract large crowds and a War Museum could be used for educational purposes also, such as school tours.

Costings:

1	War Museum (Roof timber, teak doors and windows, glass, roof felt, slates, storage heating, glass cabinets, security system etc.)	£19,305
2.	Sawmill	20,000
3.	Cooperage	20,000
4.	Saltpetre mill	5,000
5.	Charcoal mill	5,000
6.	Sulphur mill	5,000
7	Picnic benches (25)	5,000
8.	Incorporating mills (6 of the 12) (millwheels, gearing)	75,000
9.	Car park	4,000
		£158,305

As there is a very extensive canal system and a large area of land in the grounds of the Powder Mills we also suggest: that part of the canals be converted to a

10.	Water garden (Tarmacadam pathway, gardener's labour, water pump and pipes, water plants etc.)	19,425

and that the land around the mill buildings should be developed as a

11	Conventional garden (Capital development cost, tarmacadam walk)	42,700
		£62,125

12. Conservation of the present wetlands.

The cost of developing the Powder Mills section could also be reduced. For example, only one of the incorporating mills need be restored (@ £12,500) and the water and conventional garden could be postponed (saving £62,125). This would reduce the cost of the Powder Mills section to £95,805.

Therefore, the total cost of developing the Regional Park and Powder Mills as a regional recreational and tourist amenity would be around £200,000 or about £260,000 if the water and conventional garden were included.

SOURCES OF FINANCE

The following is a list of sources of finance which have been used on other restoration projects:

1. UNESCO had a budget of £625m for 1981-83. Ireland contributes £250,000 per year but only recoups one-tenth of this.
2. Bord Failte provides capital grants for projects of primarily tourist interest e.g. Cragganowen, Co. Clare.
3. The EEC Commission has a budget for 1985 of £350,000 for the conservation of historically important buildings.
4. Materials could be donated by local firms e.g. in the new museum in Clonmel all the panelling was donated by Medite of Europe Ltd.
5. The County Council, the Dept. of the Taoiseach, the Irish American Fund.
6. Private donations from local companies, along with collections, raffles, e.g. an English Mill collected 67% of their funds in this way to restore an incorporating mill and other sections.
7. We also suggest using AnCO, Social Employment Scheme and Youth Employment Agency.

We wish to thank the following for helping us: Kevin McAdoo, Philip McCarthy, Terry O'Regan, Bertie Pope. All the mistakes are ours.

Anna Cotter, Elaine Lynch
Cormac McCarthy, Michele McAdoo
Cara O'Driscoll, Tara O'Brien

SOLDIERS IN THE BARRACKS, 1901

The manuscript sheets of the 1901 and 1911 census are available in the Public Record Office, Dublin. These sheets were filled in by the census enumerators and they give details of religion, education, age and occupation. They are at present a little used source for local history research. However, both this study of the soldiers in the Barracks in 1901 and the study of the Church of Ireland population of the parish of Carrigrohane are based on theses sources.

LANCERS

In Ballincollig Cavalry Barracks in 1901 the regiment in residence was the Provisional Regiment of Lancers. 'Lancers' was the name given in the British Army to the 5th, 9th, 12th, 16th and 17th regiments of dragoons who were soldiers on horseback that used weapons such as swords, pistols, and lances.

In 1901 the 12th and 16th Lancers were in the Barracks. The 16th Lancers were most famous for their immortal charge at Aliwal in the 1st Sikh War when the regiment overran a battery of artillery broke a square of infantry and dispersed the Sikh Cavalry virtually unaided – at the cost of more than a third of its strength.

WHERE BORN

On the night of 31 March, 1901 there were 246 soldiers based in the Barracks. As the Lancers were recruited in England it is not surprising to find that 92% of the regiment were born in England (80%), Scotland (9%) and Wales (3%). Each of the following locations was represented by one soldier: Australia, East Indies, India and the Isle of Man; while the remainder (about 6%) were born in Ireland. These were scattered over 10 counties with the biggest single number coming from Co. Dublin.

RELIGION AND AGE

As most of the soldiers came from Britain, it is to be expected that the majority would be Protestant – and this was the case. Almost 90% were Protestant – made up of Church of England (70%), Presbyterian (9%), Weslayan (3%), Baptist (1%) and Congregationalist (½%). The 12% Roman Catholics surprisingly enough included the highest ranking officer (Lieutenant Riding Master) and as well as this a majority of the Catholics were English born.

When we look at the age structure, it is clear that soldiering was a young man's job. The 2 largest age groups were the 20-24 and the 15-19 group. However the range of ages was large. The youngest lancer was 14 years old and the oldest 55. As so many soldiers were in the younger age-groups it is not surprising to find that 57% were single.

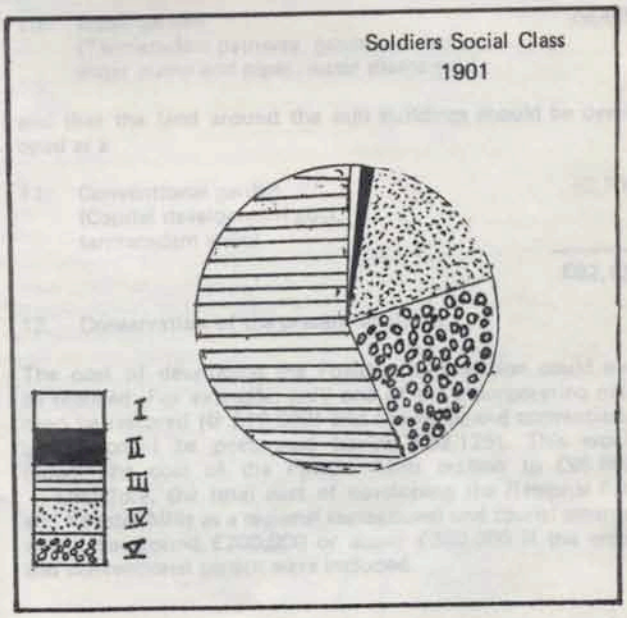
OCCUPATION AND SOCIAL CLASS

Perhaps one of the most interesting aspects of the census sheets is that the previous occupations of the soldiers is given. A huge variety of occupations is listed – from draper to clerk, to labourer carpenter, machinist, journalist, jockey, valet, wood turner – about 70 occupations in all. This information can be used to classify the soldiers according to occupational status and social class.

The table breaks down the occupations into 9 occupational sectors. The largest sectors were the industrial services sector, manufacturing, dealing, public and professional service and domestic service. But the size of the industrial service sector may be exaggerated because of the way the census form was filled in. There were 52 "labourers" – but there is no distinction made between agricultural labourers and general labourers. As we have counted the "labourers" as general labourers, this may be the reason for the large size of the industrial services sector.

SECTOR	% of Occupied/ Total Population
AGRICULTURE/FISHING	2 7
MINING	.4
BUILDING	7 3
MANUFACTURE	20.1
TRANSPORT	3.9
DEALING	13 9
INDUSTRIAL SERVICE	30.1
PUBLIC SERVICE & PROSFEEIONAL	11 2
DOMESTIC SERVICE	10.4

But when we look at social class there is no problem. Class III (skilled occupations) is by far the largest class (57%), followed by Class V (unskilled) and Class IV (partly skilled). Most of the soldiers, therefore, came from the lower middle class and the better off sections of the working class with only about 1% from each of the higher social classes. Whether or not the high number of soldiers with skilled occupations had anything to do with the fact that this was a cavalry and not an infantry unit, it is difficult to know.



CONCLUSION

In 1901 the soldiers resident in the Barracks were mainly English born, Church of England, young and single. The largest occupational sectors represented were either the industrial services sector or manufacturing. Socially, the majority of the soldiers had skilled occupations before joining up and, therefore, did not come from the poorest sections of the working class.

Gary O'Sullivan
Brian O'Toole

THE CHURCH OF IRELAND POPULATION IN THE PARISH OF CARRIGROHANE IN 1901 AND 1911

This is a study of the Church of Ireland population, living outside the Barracks, in the parish of Carrigrohane in the years 1901 and 1911 The percentage of Church of Ireland in the parish in 1901 was far greater than the corresponding percentage for Cork County But by 1911 whereas the Cork County population had remained steady the Church of Ireland population in Carrigrohane had fallen by over half (Fig. 1). The main reason for the change was the decrease in the numbers of soldiers living outside the Barracks and their servants.

MORE FEMALES

In both 1901 and 1911 there were more females than males in the parish. For example, in 1901 53.5% of the population were females while in 1911 this percentage had increased to 65%. This was not due to changes in the relative number of married men and women in the area. The main change occurred amongst single people. There was a very significant drop in the numbers of male children as families moved out of Carrigrohane.

AGE

As the overall population changed between 1901 and 1911 so also did the age structure. In 1901 the largest age groups were the 0-4 and 5-9 years groups. This follows the normal pattern of a growing population. But by 1911 the largest age groups were 25-29 and 50-54 years. This is the pattern of a declining population. As there were less soldiers in the population in 1911 this census tells us more about the native Church of Ireland population.

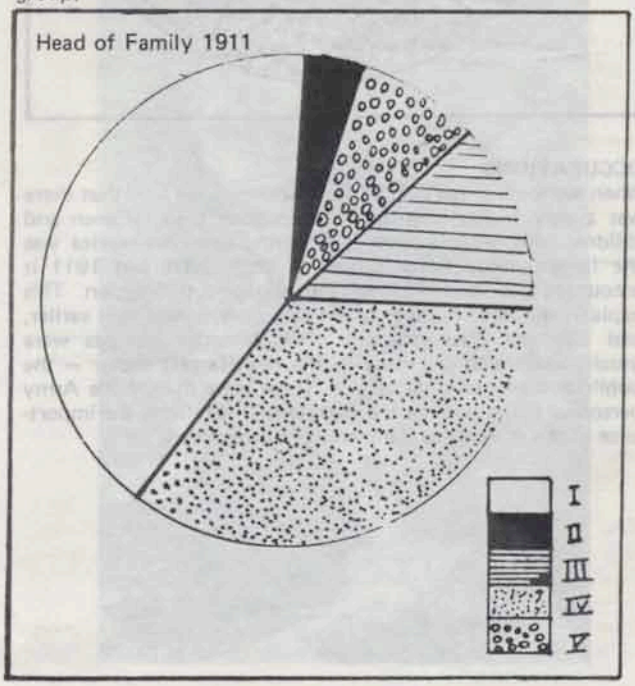
SOCIAL CLASS

The traditional picture of the Church of Ireland population in Ireland is that of an upper-class grouping, with high occupational status, e.g. landlords, merchants, bankers. What does the study of the census of 1901 and 1911 tell us about the Church of Ireland population in Carrigrohane?

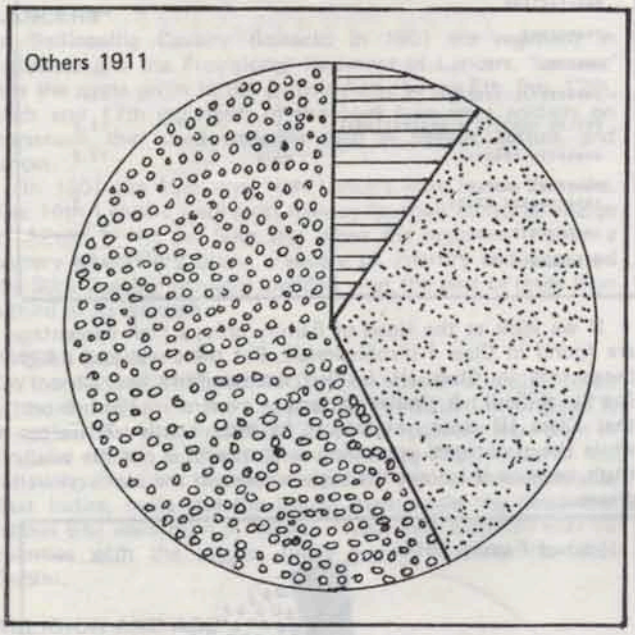
Distribution of Occupations 1911

SECTOR	PERCENTAGE (a) of occupied population	(b) of total population
Agriculture/Fishing	9.2	4.9
MINING	–	–
BUILDING	1.5	.82
MANUFACTURE	—	—
TRANSPORT	—	—
DEALING	—	—
INDUSTRIAL SERVICE	3.1	1.6
PUBLIC SERVICE & PROFESSIONAL	29.2	15.6
DOMESTIC SERVICE	44.6	23.8
PROPERTY OWNERS INDEPENDENT MEANS		.8
INDEFINITE		5.7
DEPENDANTS		46.7

If we look at the Head of Family only a high percentage are found in Class I (Professional). But there was also a high percentage in Class III (skilled occupations) and Class IV (partly skilled). A similar pattern is evident in 1911 except that Class III does not feature as prominently Therefore, while the traditional class picture is true, it is not the whole truth because it ignores the high number in the partly skilled group.



This picture is even further from the truth when we look at people other than heads of family, e.g. boarders, sons, daughters. These mainly belonged to Class IV and Class V (unskilled workers), and by 1911 there was an even greater number in Class V Therefore taking both heads of families and others Class IV and Class V (the traditional working classes) are the largest groups. However, there is still in 1911 20% of Church of Ireland in Class I, so whereas the traditional picture may be true when comparing Church of Ireland with Roman Catholics, it often does not mention the many lower class Church of Ireland.



OCCUPATIONS

When we look at the occupational structure we find that there was a very high percentage of dependents, i.e. women and children. But leaving aside dependents, domestic service was the largest occupational group. In both 1901 and 1911 it accounted for over 40% of the occupied population. This explains the large number of single people, as was seen earlier and also the class structure. The domestic servants were usually employed by those in the next largest sector – the public and professional service. These were mainly the Army personnel living outside the Barracks. This reflects the importance of the military to Ballincollig in those years.

CONCLUSION

There was a decline in the Church of Ireland population living outside the Barracks between 1901 and 1911 This was due to a decrease in the numbers of soldiers but it revealed a weakness in the native population. This population had less young children than were needed to replace the aging population.

The Carrigrohane population provides some evidence to support the traditional picture of the Church of Ireland population coming from the better off classes. But it also shows that many more Church of Ireland people in Carrigrohane were working class than would be expected.

Anthony Chambers

A STORY OF EMIGRATION

Last year David O'Hanlon was investigating the population of the parish of Carrigrohane from 1841 1911 *(Journal, 1984)*. By chance, Fr J. Walsh (Passage-Monkstown) was in the County Library while David was looking up census reports. Fr Walsh remarked how he had met descendants of emigrants from Ballincollig in the village of Endmoor (Cumbria) while he was a curate in nearby Kendal between 1943-46. He advised us to write to the parish priest of Kendal to make contact with these descendants.

Eventually, a letter was sent to Kendal and very promptly Rev. Parker P.P of Kendal wrote and told us that he was passing on our letter to a Ballincollig family. Within a couple of weeks, Mrs. Margaret Hutchinson wrote enclosing reminiscences from herself and her friend Alice Murley (also a descendant) as well as old and precious photographs.

Mrs. Hutchinson's maiden name was Burns. She is the daughter of William Burns, who along with four other men – William (Billy) O'Mahony Michael Murley Pat Hallihan and Neddy McCusker – had emigrated to Endmoor in 1897 (William Burns' father Timothy also emigrated, but the date is not known.) The four young men had left Ballincollig when the local Powder Mills were in decline and found jobs in the Gatebeck Powder Mills in Endmoor

Neddy McCusker died of T.B. but Michael Murley and Billy O'Mahony married two sisters from Kendal and Pat Hallihan married an Endmoor girl. Later a son of Michael Murley, Harold, went to Ardeer in Scotland when the Gatebeck Mills closed down.

Margaret's father William Burns (she doesn't know how the name changed from Byrne – her grandfather's name – to Burns), was born in Ballincollig in 1877 and was baptised in the parish church on 25 February of that year A brother, Timothy and a sister, Jane, emigrated to the U.S.A. while two sisters died as young women. Another brother Patrick, remarried in Ballincollig and was killed in 1922 at the Barracks in Ballincollig.

William worked as a cooper in the Gatebeck Powder Mills and married a local woman in 1911 They had three sons and two daughters. He was instrumental in forming the union at the Mills and each year was involved in a children's treat organised by the union.

He was later a caretaker of Endmoor school for some years and was very involved in his locality. He was secretary of a branch of the Municipal and General Workers Union, a parish councillor, a member of the Endmoor and District British Legion, a member of the Home Guard, a committeeman and librarian of the Gatebeck Working Men's Club and Institute, and a groundsman of the Bowling Club. He died in February 1945, aged 68 years.

Margaret has been to Ballincollig on two occasions – in 1934 and 1975. She enclosed two photos of the 1930's – one of the shell of a burnt out Barracks building and the other of herself outside the porch of the Catholic Church. The other men who went to Endmoor still have descendants in England, but only Margaret (nee Burns) and Alice Murley still live in Endmoor Margaret has relations in Castlelyons, near Fermoy, while Alice still has relations in Ballincollig. Historical research combined with emigration has provided links between Ballincollig and a town in north-west England.

Editor

Margaret's Grandmother Margaret Byrne

William Burns' sister

THEY DIED IN WORLD WAR ONE

This is a list of men born in Ballincollig or closeby who died in the First World War (1914-18). Most of them were killed in action in France, but Gallipoli (Turkey) and East Africa claimed some. Over the next year it is hoped that the personal history of these men can be filled in; when and where did they join the ranks? Were they in the Army before the war, or did they volunteer during the war? Why did they join up? How old were they when they died? What battles were they involved in when they died? Any local information about any of these men would be very welcome.

BLACK, GEORGE, Regimental No. 4301. Rank, Private, Irish Guards, 1st Batt.; killed in action, France, November 6, 1914; born Ballincollig, Co. Cork.

CONNELL, JOHN, Reg. No. 24516. Rank, Private, Royal Dublin Fusiliers, 9th Batt.; killed in action, France, September 9, 1916; born Inniscarra, Co. Cork.

COONEY, MICHAEL, Reg. No. 5443. Rank, Private, Royal Munster Fusiliers, 9th Batt.; killed in action, France, June 24, 1916; born Ballincollig, Co. Cork.

DEVONSHIRE, JOHN, Reg. No. 25. Rank, Private, Royal Irish Regiment, 5th Batt., killed in action, Gallipoli, August 16, 1915; born Cloghroe, Co. Cork.

DINAN, PETER, Reg. No. 1703. Rank, Private, Royal Munster Fusiliers, 8th Batt.; killed in action, France, September 1 1916; born Inniscarra, Co. Cork.

DRUMMY JOHN, Reg. No. 3889. Rank, Private, Royal Munster Fusiliers, 2nd Batt.; killed in action, France, December 21, 1914; born Ballincollig, Co. Cork.

FAIRBROTHER, RICHARD ROYSTON, Reg. No. 21105. Rank, Sergeant, 6th (Inniskillig) Dragoons; killed in action, France, April 1 1918; born Ballincollig, Co. Cork.

GOULD, WALTER HERBERT Reg. No. M2/105245. Rank, Sergeant, Royal Army Service Corps.; died, East Africa, February 9, 1917· born Ballincollig, Ireland.

HALLINAN, JOHN WILLIAM, Reg. No. 723200. Rank, Sergeant, The London Regiment, 24th Batt., killed in action, France, August 22, 1918; born Ballincollig, Co. Cork.

HANLEY JOHN, Reg. No. 332160. Rank, Private, King's Liverpool Regiment, 18th Batt.; died of wounds, France, October 11 1918; born Ballincollig, Co. Cork.

HEALY RICHARD, Reg. No. 9814. Rank, Private, Royal Munster Fusiliers, 1st Batt., killed in action, Gallipoli, June 28, 1915; born Inniscarra, Co. Cork.

HEALY, PATRICK J., Reg. No. 26147 Rank, Private, Royal Dublin Fusiliers, 10th Batt.; killed in action, France, May 22, 1917; born Ovens, Co. Cork.

HENNESSY, DAVID, Reg. No. 3538. Rank, Gunner, Royal Garrison Artillery (formerly Cork Royal Garrison Artillery); killed in action, France, July 1 1917; born Inniscarra, Co. Cork.

HORGAN, DANIEL, Reg. No. 7889. Rank, Private, Royal Munster Fusiliers, 1st Batt.; killed in action, France, March 23, 1918; born Inniscarra, Co. Cork.

LANE, TIMOTHY, Reg. No. 4872. Rank, Sergeant, Irish Guards, 1st Batt., killed in action, France, December 7, 1915; born Inniscarra, Co. Cork.

LUTON, ARTHUR JOHN, Reg. No. 13210. Rank, Private, 16th Lancers (The Queen's), killed in action, France, March 23, 1918; born Ballincollig, Co. Cork.

MAHONY, JAMES, Reg. No. 10386. Rank, Private, Royal Munster Fusiliers, 1st Batt.; killed in action, France, September 9, 1916; born Inniscarra, Co. Cork.

MAHONY, TIMOTHY Reg. No. 8631 Rank, Sergeant, Royal Irish Regiment, 2nd Batt., killed in action, France, January 27, 1915; born Ballincollig, Co. Cork.

McCARTHY CORNELIUS, Reg. No. 6674. Rank, Private, Royal Munster Fusiliers, 2nd Batt., died of wounds, France, July 13, 1917; born Farran, Co. Cork.

McCARTHY, DENIS, Reg. No. 3742. Rank, Private, Royal Munster Fusiliers, 1st Batt.; killed in action, France, September 8, 1916; born Farran, Co. Cork.

McCARTHY, JOHN, Reg. No. 79901 Rank, Sergeant, Royal Engineers (formerly Irish Guards), killed in action, France, August 6, 1915; born Ballinora, Co. Cork.

McSWEENEY JOHN, Reg. No. 133. Rank, Private, 2nd Leinster Regiment; killed in action, France. April 12, 1917; born Ballincollis, Co. Cork. (? Ballincollig)

McSWINEY DENIS, Reg. No. 21437 Rank, Lance-Corporal, 1st Royal Irish Fusiliers; killed in action, France, October 2, 1917· born Ballincollig, Co. Cork.

NASH, JEREMIAH, Reg. No. 7416. Rank, Private, Irish Guards, 2nd Batt., died of wounds, France, October 14, 1917· born Ballincollig, Co. Cork.

O'BRIEN, WILLIAM, Reg. No. 6229. Rank, Private, Irish Guards, 2nd Batt., killed in action, France, November 27, 1917· born Inniscarra, Co. Cork; decoration, M.M.

O'CALLAGHAN, JOSEPH, Reg. No. 9007 Rank, Private, Connaught Rangers, 1st Batt., killed in action, France, November 23, 1914; born Inniscarra, Ballincollig, Co. Cork.

O'FLAHERTY LAWRENCE, Reg. No. 7119. Rank, Private, Royal Munster Fusiliers, 1st Batt.; killed in action, France, March 22, 1918; born Carrigrohane, Co. Cork.

O'NEILL, JAMES, Reg. No. R4/062621 Rank, Private, Royal Army Service Corps.; died at sea, June 29, 1915; born Ballincollig, Co. Cork.

O'NEILL, TIMOTHY, Reg. No. 3073. Rank, Private, Royal Munster Fusiliers, 2nd Batt.; killed in action, France, May 5, 1916; born Ballincollig, Co. Cork.

O'ROURKE, MICHAEL, Reg. No. 1567 Rank, Lance-Corporal, Monmouthshire Regiment, 3rd Batt.; killed in action, France, December 29, 1915; born Ballincollig, Co. Cork.

PAGE, JOHN, Reg. No. 43531 Rank, Lance-Corporal, Northamptonshire Regiment, 7th Batt. (formerly Norfolk Yeomenry); died of wounds, France, June 9, 1917· born Ballincollig, Co. Cork.

SWEENEY, EDWARD, Reg. No. 9777 Rank, Private, Royal Munster Fusiliers, 2nd Batt.; killed in action, France, August 27 1914, born Inniscarra, Co. Cork.

WARNER, ROBERT, Reg. No. 5556. Rank, Private, Royal Munster Fusiliers, 2nd Batt.; killed in action, France, July 10, 1917; born Waterfall, Co. Cork.

SOURCE
Ireland's Memorial Records, 1914-16.

Dermot Lucey

CRASHES OF BELLIGERENT AIRCRAFT ON THE MIZEN PENINSULA OF SOUTH-WEST CORK DURING WORLD WAR II

The following essay is an examination of the circumstances surrounding the crash of four belligerent aircraft on the Mizen Peninsula during World War II.

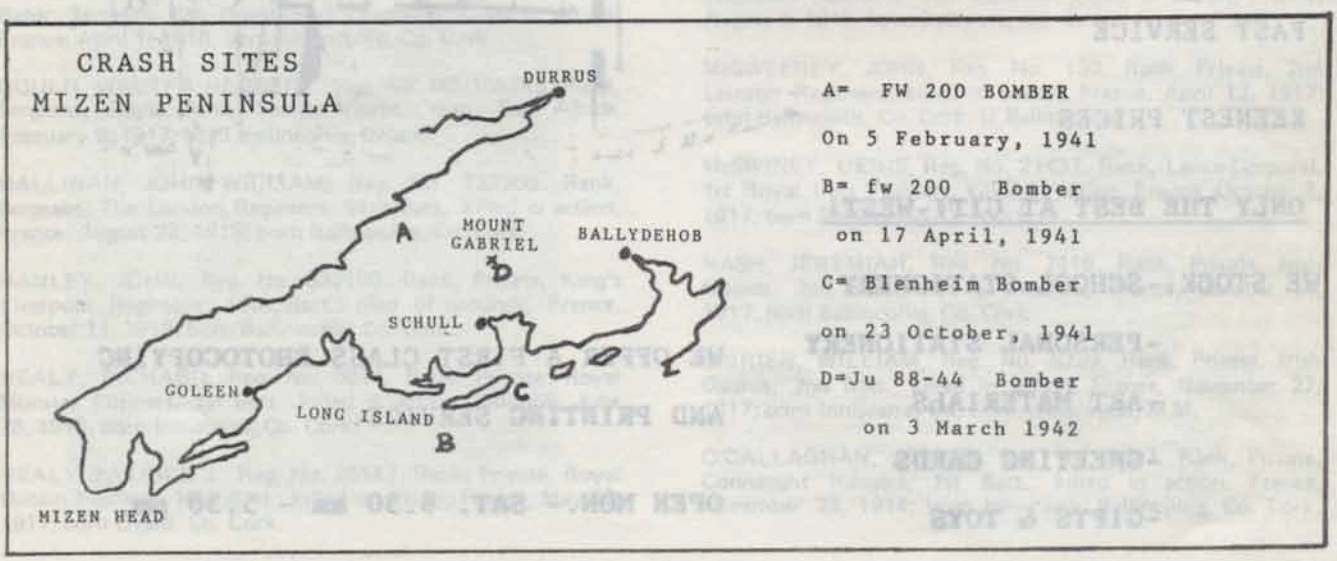
On Wednesday, 5th February, 1941 a German FW 200 bomber assigned to I/KG 40, 9th Division, Luftflotte 2 (1) and stationed at Bordeaux-Merignac, crashed into Cashelfean Hill, Derryfunction near Dunbeacon, Durrus, Co. Cork, at about 8.30 a.m. The aircraft's anti-ship operations had taken it over the Bay of Biscay and out into the Atlantic before turning towards Ireland. Just off the Irish coast it had attacked a ship (2), before passing over Schull at approximately 8.15 a.m. that morning (3), flying towards Dunbeacon to the north-east.

The morning had been one of heavy fog and mist with visibility down to about twenty yards. Striking near the peak of the hill the bomber slid along the ground, tearing away the undercarriage and spreading debris over a wide area of the hillside. The aircraft's frame was broken in the process and the tail section disintegrated after a further fifty yards. The main section and the cockpit itself careered on wildly before coming to an abrupt stop and bursting into flames. At the time of the crash the aircraft was carrying bombs which, miraculously, did not explode but remained in the burning wreckage, presenting a potential hazardous situation for the rescuers approaching the wreckage.

William Johnson, the local postman, on whose land the crash had taken place, was in his house near the foot of the hill preparing to go to work when he heard the aircraft crash into the peak above him. Seeing a ruddy glow through the mist on the hill he immediately guessed what had happened. Taking his horse he rode down the road to his nearest neighbours, the Nugents. Mary Nugent, her brother Pat and her cousin Tim O'Driscoll, had also heard the crash and, joining Johnson, they rushed up the hillside.

Approaching the blazing wreckage they were met first by rapid and then by irregular and spasmodic shots as the ammunition on board the crashed aircraft exploded in the heat of the inferno. Taking great care and groping forward they stumbled on a corpse some yards from the plane. A shout for help was heard which Tim O'Driscoll answered. They all surged forward towards where the shout had come from to search for survivors and Johnson found an airman on the other side of the wreckage, about eighteen feet from the burning plane. The airman was lying on his back, and now the others had joined Johnson and they could see that the casualty's hands and head were terribly burned and that one of his legs was obviously broken. The badly injured airman had attempted to rid himself of his burning outer clothing. To the rescuers his command of the English language appeared to be limited but the rescuers managed to answer his enquiries as to where he was.

Whilst Tim O'Driscoll hurriedly made a splint and dressed the airman's badly injured leg, Mary Nugent, a member of Old Cummann na mBan, rendered first aid and gave the airman



a drink of tea. To reduce the effects of exposure and with heavy rain beginning to fall, the injured man was moved to the sheltered side of the burning aircraft. He repeatedly asked about his five comrades as he was wrapped in his rescuers' coats.

William Johnson had, meanwhile, hurried to Durrus to inform the Gardai of the incident. Sergeant Edmund Walsh was on duty at the time and was told of the crash and of the presence of one survivor and two bodies. He immediately summoned medical aid and informed the local priest. Accompanied by two members of the station force, Gardai Fowley and Colbert, Dr M. McCarthy and three members of the L.D.F., the sergeant proceeded to the scene of the accident which the party reached about 10.20 a.m.

The sergeant and his team found the aircraft completely burnt out, the bodies of five men lying at various distances from each other, wherever they had been thrown from the aircraft during its final mad careering on the hilltop. The five bodies were classified dead by Dr McCarthy (4) and were later identified as Oberleutenant Paul Gommer aged 22; Unteroffizier Walter Classin, aged 20; Oberfeldwebel Willi Dose, aged 28; Oberfeldwebel Werner Albrecht, aged 25; Regierungarat Erhardt Herritrom, aged 30 (5).

Meanwhile, Tim O'Driscoll had improvised a stretcher and with the aid of a local man, Michael Wilcox, and the Nugents, brought the injured man, who by now was delirious and repeatedly muttered the word "steinig" (6), down to the road where Dr. McCarthy attended him. Gardai from Schull began arriving as well as the Dunbeacon L.D.F., with other members from Schull and Durrus showing up later These formed a cordon around the wreckage until an Army unit arrived from Bantry. The Army's main task was to prevent looting of remains of the aircraft and to keep the local population and other sightseers that had been drawn to the scene of the crash at a safe distance from any explosives. The unit also succeeded in saving the aircraft's log as well as a number of maps and other material.

The injured man was subsequently taken to Bantry Hospital and from there transferred to Goulds Hill Military Hospital in Mallow. Meanwhile, the Arundel brothers (7), who were the local undertakers in Schull, were called in and with aid of some local men, including Willie Johnson, Pat Nugent, Dick Hunt and Dennis Chiddick, the bodies were brought down, coffined and transported to Bantry by hearse and lorry. The bodies were handed over to the Irish Military Detachment stationed at Bantry House, where the coffins were lodged temporarily in the stables. John Arundel returned on the following two days to take care of the arrangements to inter the deceased.

The funeral took place on Friday 7th February at two o'clock in the afternoon in the Abbey Cemetery, Bantry, and full military honours were accorded to the dead airmen (8). On the following Monday, the 11th of February the bombs and aerial torpedoes (9) were safely detonated and destroyed by military experts. The remains of the crashed aircraft was later taken to the West Lawn of Bantry House for examination before being converted into scrap and rendered down at the Roscrea Smelting Works. Some months later, on 27th June, Mary Nugent was awarded the German Life Saving Medal, which was handed over to her by the German Minister to Ireland, Dr Hempel. The medal was accompanied by a Citation, signed by Adolf Hitler for rendering medical assistance to the injured survivor at the scene of the crash. After the war, the bodies of the five German airmen were re-interred in the German War Cemetery in Glencree, Co. Wicklow (10).

Three months later on 17th April, 1941, a second FW 200, again assigned to I/KG 40 and stationed at Bordeaux-Merignac, was flying over Schull Harbour on a clear sunny day when a local man, Tom Baker saw it suddenly catch fire and crash into the sea among a group of fishing boats about three-quarters of a mile off the western end of Long Island, between Calf and Goat islands. With their aircraft sinking, the crew of six scrambled into an inflatable dinghy and made towards Long Island. They were soon picked up by a trawler owned by Con Hayes O'Driscoll of Cape Clear who brought them the rest of the way to the island.

Meanwhile, the aircraft had been reported coming down from Schull and a military detachment arrived there from Bantry under the command of Lt. Mooney The detachment commandeered a boat owned by Jimmy O'Reilly to pick up the German airmen but on the way out met one of the Long Island rowboats (11) bringing the Germans to Schull. On arrival at Schull the co-pilot of the ditched aircraft, Flight Sergeant Georg Sigle was attended by the local doctor Dr John Shipsey for a broken leg and a cut over the right eye. The other crew members were interrogated by the military. Sigle was later transferred to Goulds Hill Military Hospital in Mallow while his comrades, Capt. Willi Salbenblatt, Lt. Ernst Muller Sgt. Pilot Karl Macht, Regierungsrat Walter Halich (meteorological expert), and Pte. Alfred Jackel were removed under escort to Castle Freke near Rosscarberry at 17.00 hours. From there they were taken to Cork at 19.30 hours before leaving for the Curragh at 21.00 hours, arriving there at 01 10 hours, the following morning, and being interned there for the rest of the war. The aircraft itself later sank but was never raised due to the presence of explosives on board (12).

On Thursday, 23rd October, 1941 a Royal Canadian Air Force bomber/fighter a Blenheim operating with 236 Squadron, was flying north-east of Fastnet Rock on a reconnaisance flight when it got into difficulties. A signal was received saying that it had engine trouble and was heading for base at Carew Cheriton. The aircraft never made its base but crashed in Schull Harbour just east of Long Island and about a mile and a half from Calf Island. A local fisherman from Schull, Jimmy O'Reilly, was walking down Pier Road and had just turned off towards the pier when he saw the aircraft lying in the water with its tail in the air it was sinking slowly He went down to the pier where he met another local, Joe Newman, and Sergeant O'Brien of the Gardai. They were joined by a number of other men and four or five of them boarded Joe Newman's boat and put out to help the stricken aircrew.

It was a wild day with strong easterly winds and the aircraft had drifted westwards to the south of Long Island. A rowboat, however, picked up the crew of three from the aircraft before Jimmy O'Reilly and the others reached them. Unable to row against the wind on the southern side of the island the row-boat could not come alongside Joe Newman's motor-boat and the latter had to go around the island before the airman could transfer from the small rowing boat to the sturdier motor-boat.

One of the Canadians, the Observer Sergeant D. A. Wood

man, No. R1600471 had suffered severe internal injuries in addition to a broken leg and on reaching Schull Pier there was difficulty about getting him ashore. He was covered in blood and everyone around was both shocked and apprehensive of causing him further pain. At length an onlooker, Michael O'Regan, overcome by compassion, jumped into the boat and helped the badly injured airman on to the pier where Dr Shipsey attended him. Soon afterwards, he was rushed to Goulds Hill Military Hospital where he died the following day at 22.35.

In the meantime a military detachment under S.M. Mc Loughlin had arrived from Bantry and taken the pilot, Sgt. W. O. Welston, No. R58435, and the WOP/AG (13) Sgt. Brady, No. R69652, into custody. At 16.30 hours they were taken to Bantry before being transported to Collins Military Barracks, Cork, at about 18.30 hours. They were then transferred to the Curragh Military Camp in Kildare, arriving at approximately 23.30 hours. Although interned they were released later in the war The aircraft itself sank but was never raised, due, again, to the explosives on board (14).

On the morning of Tuesday 3rd March, 1942, a JU88-A4 maritime attack aircraft on anti-shipping patrol was flying over the south-west coast of Ireland. The morning was overcast with mist surrounding Mount Gabriel as the aircraft came in low from the sea. Passing over Schull the pilot opened the throttle and, climbing rapidly, disappeared into the clouds (15).

That same morning, Michael O'Regan was working on his bicycle with the aid of a boarder, Michael O'Neill, who was an Inspector with the Department of Agriculture. They saw the Gardai suddenly passing by, from whom they heard that the aircraft had come down on the mountain. Getting on their cicycles they managed to reach the scene of the crash before anyone else. The aircraft had struck the rock-face on the southern slope of Mount Gabriel at about thirty feet below the peak and at maximum speed, exploding and hurling wreckage up and over the peak to the other side of the mountain. Bodies were strewn everywhere, some horribly mutilated; a boot, lying solitary among the wreckage, the remnant of a leg protruding from it.

Catching sight of an airman, sitting with his back against a rock and his hand before his face, Michael O'Regan, thinking that he was possibly still alive, went up to him and took away his hand from the face only to find that the face had gone, torn away in the crash.

The Gardai under Sgt. O'Brien, together with Dr Shipsey, arrived soon after but help had come too late. All four airmen had been killed on impact. They were identified as Leutnant Walter Thalheim, No. 62662/115; Unteroffizier Herbert Billa, L.W. Bau-Kompagnie (Mat) 3, VII, 41, Feldwebel Eduard Kreissi, No. 67474/20; and W. D. Inspektor Georg Eindref, No. 62740/37. The wreckage itself had been scattered over a wide area, only the rudder remaining intact, the letters 'J.U.' stencilled upon it in small script. Nothing remained of the radio equipment or the instruments.

As there was nothing that could be done for the airmen, Michael O'Regan and Michael O'Neill began gathering charts and papers, together with a half of a barrel of a machine-gun, the sole remnant of the aircraft's armament. These pathetic remains they placed in a pile which was later handed over to the Army. Meanwhile, the L.D.F had been mustered and, at the request of Sgt. O'Brien, formed a cordon around the scene of the crash whilst the local undertakers, the Arundels, and some local volunteers, began collecting what was left of the dismembered bodies. The sky had now cleared in the meantime and it was a beautiful evening as they brought the remains down from the mountain and coffined them before transporting them to Bantry where they were handed over to the Army at Bantry House.

On the following day they were buried with full military honours in the Abbey Cemetery (16) and after the war their remains were re-interred in the German War Cemetery in Glencree, Co. Wicklow. The wreckage itself was subsequently taken to Bantry House for examination before being sold for scrap (17).

With Luftwaffe units increasingly committed to the Russian front the number of patrols and flights of the belligerent nations over the neutral coasts of Ireland fell considerably and 1942 saw the last crash on the Mizen Peninsula during World War II.

FOOTNOTES

(1) For further information on I/KG 40, 9th Division, Luftflotte 2, see An Cosantoir, June 1977, 'Off course landings and Crashes — World War II' by A. P. Kearns.

(2) There is some evidence to suggest that the ship mentioned was the Lock Ryan, registered in Skibbereen. For further information refer to the Southern Star, Feb. 8, 1941, and the spoken reminiscences of Mrs. Mary Foley.

(3) For further information refer to the Southern Star, Feb. 8, 1941.

(4) There is some evidence to suggest that one of the airmen, other than the survivor, was still alive at the time of the rescue, but died almost immediately afterwards. The identity of this airman is unknown to the author. Further information is contained in the spoken reminiscences of Mrs. Lilian O'Regan.

(5) Due to the unfortunate fact that the files relating to the Cashelfean Hill incident have been officially classified as 'Secret', it has proved impossible to ascertain the identity of the sole survivor.

(6) German for 'stony' Further information is contained in the spoken reminiscences of Mary Foley.

(7) Their names were John, Bill and Dan Arundel. Further information is contained in the spoken reminiscences of Mr. Dan Arundel.

(8) For further information and full details of the funeral refer to the Southern Star, Feb. 15, 1941, and the spoken reminiscences of Mr. Dan Arundel and Mr. John O'Regan.

(9) As reported in a letter to the author by Mr. Gerard O'Regan of the Warplane Research Group (Ireland), one of the aerial torpedoes had the words 'Miss England' stencilled on it.

(10) For further information refer to the Southern Star, Feb. 8, 1941; Feb. 15, 1941, and July 5, 1941, as well as the spoken reminiscences of Mr. Jimmy O'Reilly, Mr. Dan Griffin, Mr. Dan Arundel, Mr. John O'Regan, Mrs. May Hegarty, Mrs. Lillian Pack, Mrs. Mary Foley, Mrs. Lillian O'Regan and Mr. Daniel G. McCarthy. Also the relevant files from the Office of the Superintendent Registrar of Births, Deaths and Marriages, Skibbereen, Co. Cork.

(11) The names of the Long Island rescuers were Messrs. Cornelius H. Driscoll, John Driscoll, John Driscoll Junr., Cornelius Regan, Florence Driscoll and John Regan. For further information refer to the Southern Star, April 26, 1941.

(12) For further information refer to the Southern Star, April 26, 1941, and the spoken reminiscences of Mr. Jimmy O'Reilly, Mr. Dan Griffin, Mrs. Lillian O'Regan and Mr. John O'Regan as well as the relevant files in the Military Archives, Red House, Army Headquarters, Parkgate, Dublin 8.

(13) The initials WOP/AG refer to the Royal Air Force classification of Wireless Operator/Air Gunner, a dual role by a member of a bomber's crew.

(14) For further information refer to the Southern Star, Oct. 23, 1941, and the spoken reminiscences of Mr. Jimmy O'Reilly, Mr. Dan Griffin and Mrs. Mary O'Regan as well as the relevant files of the Air Historical Branch, 3 (RAF), Ministry of Defence, Lacon House, Theobald's Road, London WC1X 8RY and those of the Military Archives, address see (12).

(15) For further information refer to the relevant files in the Military Archives, address see (12).

(16) For further information refer to the Southern Star, March 7, 1942, and the spoken reminiscences of Mr. Dan Arundel.

(17) For further information refer to the Southern Star, March 7, 1942, and October 1, 1982, as well as the spoken reminiscences of Mr. Jimmy O'Reilly, Mr. Dan Griffin, Mr. John O'Regan, Mrs. Mary Foley, Mrs. May Hegarty, Mrs. Lillian Pack, Mrs. Lillian O'Regan, Mr. Daniel G. McCarthy, Mr. Sean Scully and Mr. Dan Arundel as well as the relevant files in the Military Archives, address see (12) and the Supt. Registrar, see (10 for address.

(18) The aircraft mentioned in the preceeding essay were but four out of 163 belligerent aircraft which crashed in the Republic of Ireland during World War II. Of these, 39 were American, 16 German and 108 Allied. Of the 830 aircrew involved, 223 were killed, among them, 15 Americans, 182 British and 26 Germans. Of these aircraft, 24 crashed in Counties Kerry and Cork and included 6 aircraft of the U.S.A.A.F., 9 aircraft of the Luftwaffe and a further 9 aircraft from the R.A.F., R.C.A.F. and Polish Air Force. Among those killed were 13 Americans, 22 Germans, 34 Englishmen, 1 Canadian and 6 Poles. For further information refer to Carroll, Joseph T., *Ireland in the War Years, 1939-45*, (New York, 1975); *An Cosantoir*, May 1980, and the files of the Warplane Research Group (Ireland), Blath ne greine, Ballinlough Road, Cork.

Edward T. Folliard-O'Mahony

BALLINCOLLIG AERODROME

In the 1930's it was decided to build an airfield near Cork. Cork was developing into a large industrial centre and a fast means of transport was needed. There were a number of different sites available. Ballincollig was one of these. The site of the aerodrome was in the exercise field of the old barracks, which was then vacant. The Cork Corporation was very interested in promoting an aerodrome for Cork. They rented the Barracks' Lands for £160 a year

Two flying circuses came to Cork in the summer of 1933. They were there partly for entertainment, but also to test the suitability of a number of sites in the Cork area. Ballincollig was one of these.

The first to come was Sir Alan Cobham's Circus in July 1933. Cobham was an experienced pilot. He joined the Royal Flying Corps in World War I. He became the first man to fly to Cape Town and back. He formed a daredevil team of pilots. He perfected his own techniques and maintained perfect co-ordination between pilots and ground crew. After four years between three and four million people had been entertained by him.

In July 1933, Ballincollig was in the middle of a heatwave. Thousands basked in the sun near the aerodrome in the Barracks' grounds. There were twelve aircraft flying at speeds of up to 150 m.p.h. They shot up, looped and dived, pulling up in the nick of time. Many were excited to fly in the closed ten-seater, but some experienced the thrill of an open cockpit. Wingwalking was shown as were 2,000 foot parachute jumps. People were encouraged to take part. The most versatile plane was the Tiger Moth, which flew at speeds of about 100 m.p.h. Many saw planes for the first time.

A delegation from Ballincollig went to see Cobham about the prospects of Ballincollig becoming a municipal aerodrome. When asked about the suitability of the site he was non-committal.

The second circus to come to Ballincollig was Scottish and Midland Air Ferries. They proposed on 25th July 1933, to establish a Cork-Dublin-Manchester air service. The air display was little more than a publicity stunt and a test of the aerodrome. It had not been decided which aerodrome in the Cork area would be used for such a service.

It was planned that 15 (later 25) planes would fly over the city at 1 p.m. and the display would start at 2 p.m. and last until about 10 p.m. In fact, it was half an hour ahead of schedule. There was a large selection of planes, including an Avro 10, two Speed Ferry ten-seaters, two Dragon Moths, one three-seat Avro Cadet, and four single-seat Fox Moths and one Aero Tutor a large metal three-engined airliner

However, even though the air display was a success no service out of Cork was established. But a Dublin-Liverpool air link was set up.

By this stage the prospects of Ballincollig becoming a permanent site for an aerodrome were receding. There were two final blows to the idea of a Ballincollig airport in 1934 and 1936. In 1934 the Cork Aero Club wanted an airfield. However, the Minister for Industry and Commerce refused to grant a license on the grounds it was not safe. So the Aero Club used Fermoy instead

However, the biggest blow came in 1936. Consultants Chamier Gilbert, Lodge & Company were asked to report on sites suitable for seaplane and landplane airports around Cork. They said Ballincollig was convenient to Cork but as they wanted the seaplane port and the landplane port close together they thought Ballincollig was too far from the Harbour They then commented on the site. They thought it was long and narrow, though it could be made wider by covering in the Mill stream of the disused Powder Mills near it. But their main criticism was the presence of high hills to the North and high ground to the South. These made the site unsuitable for transportation work. However Ballincollig was not the only place to lose out. The consultants recommended Rushbrooke for the seaplane base and Midleton for the landplane base but Cork did not get an airport at this time.

AIRCRAFT IN USE

HANDLEY PAGE 42

This aircraft first flew in 1930 and was one of the first real airliners. It was a quiet plane. Performance: max. speed 127 m.p.h. 4 x Bristol Jupiter engines, built into top and bottom wing. Wing span: 130 feet (39.4m). Length: 89 feet 6 inches (27.36m). Range: 300 miles (480km). Operational ceiling: 12,500 feet (3,800m). 38 passengers.

GYPSY MOTH

It was highly manoeuvrable and easy to control. It could perform most aerobatics. Alan Cobham was one of the first to fly it. It was a record breaker in its day. Cobham flew an epic 1,000 miles from London to Zurich in a Gypsy Moth. Performance: max. speed 120 m.p.h. (varies). 1 x Cirrus 60 h.p. engine (some variants) were fitted with more powerful engines. Single-seater.

TIGER MOTH

Developed from the Gypsy Moth. It was even more versatile than its predecessor and was more popular Thousands were built. Its performance is almost identical to the Gypsy Moth.

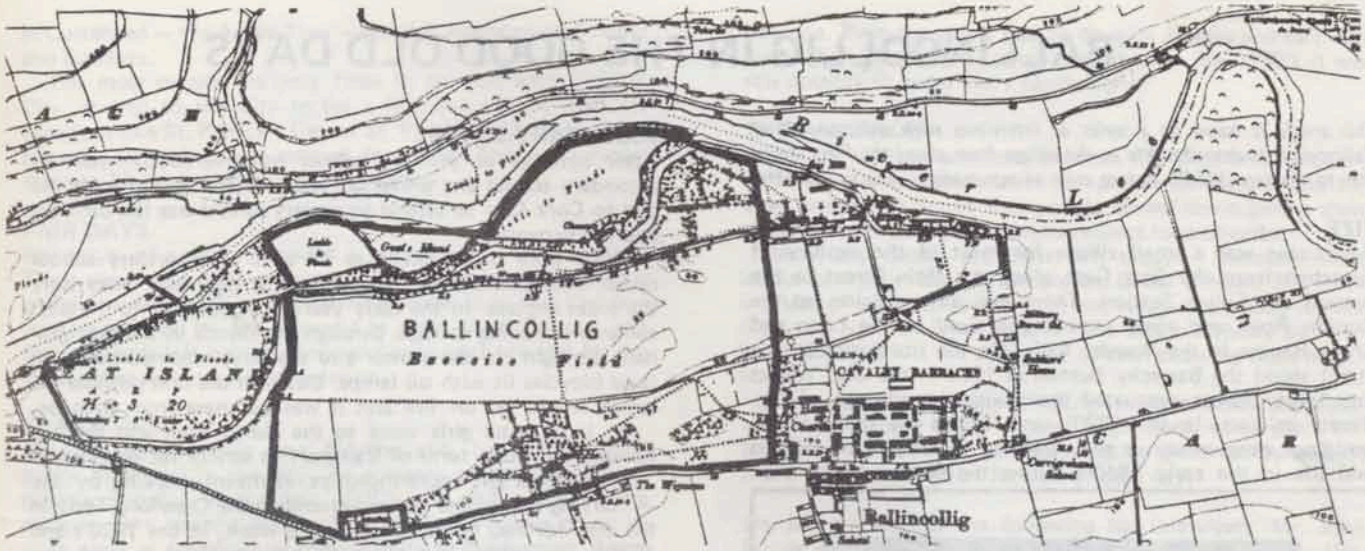
DRAGON MOTH

One of the great passenger planes, they were popular. Aer Lingus' first plane was one of these. It faded out when replaced by the better Dragon Rapide. Performance: max. speed 85 m.p.h. Operational ceiling: 10,000 feet. 8 passengers.

MAIN SOURCES

Cork Examiner, 1933.
Reports on sites for seaplane and landplane airports in the neighbourhood of Cork, Chamber, Gilbert, Lodge & Co., August 1936.

David McCarthy



Cobham's Circus 1933 (Courtesy Cork Examiner)

BALLINCOLLIG IN THE GOOD OLD DAYS

This article is based on a series of interviews with older people in Ballincollig. It describes life in the village from about the First World War to the late 1950's, before most of our readers came to live here.

SIZE

Ballincollig was a small village for most of the century. It stretched from the East Gate along the Main Street to the present Jet Filling Station. There was an extension up the Station Road and some people also lived in the Long and Short Ranges in the Powder Mills. On the north side of the street stood the Barracks, burned in 1922 in the Civil War as anti-Treaty forces evacuated them with the advance of pro-Treaty soldiers. In the 1920's and 1930's the shells of the buildings were empty as they awaited the return of soldiers and life in the early 1940's during the Second World War

All around these houses and streets lay large open fields. Vegetables, wheat and barley were grown there and children played in them. Leo Murphy Terrace and Fr Sexton's Park were the first of Ballincollig's "estates", and people who lived in Chapel Lane and the streets off it took up residence in some of these houses.

PRIMARY SCHOOL

Like other localities, Ballincollig had separate boys' and girls' schools. At first they occupied different parts of the present Community Hall and later they moved to the present boys' school – to again lead virtually separate lives.

Both the boys' and girls' schools had 3 teachers each. For much of the time students brought timber to school while the parish provided coal. It was the job of the boys to light the fire in the inadequate stoves in the Old School, while the girls had to do the cleaning.

The usual range of subjects was taught and discipline was enforced strictly. Sometimes this depended on the severity of the individual teacher but often the strap or the stick was used for misbehaviour and occasionally for missing lessons. In those days the teacher's word was law.

Teachers were held in high esteem in the local community. They usually lived in Ballincollig – some occupied the teachers' houses along Station Road – and were involved in G.A.A. clubs, in collections and committees. They followed the priest in social status and led the guard.

SECONDARY SCHOOL

After national or primary school not everybody went to secondary school and university was unheard of. For some the trip to Cork City to attend secondary school was too difficult and too expensive.

Boys were more likely to be sent to secondary school rather than girls and the North Mon. or Sullivan's Quay were the main choices. In the early years boys cycled into the city, sometimes having to walk through the floods in the Carrigrohane Straight. In the winter also the boys returned home on their bicycles lit with oil lamps. But with the first pothole the lamps would go on fire and it was darkness from then on.

In later years girls went to the North Pres. and the bus became the main form of transport to school for everybody.

If students got apprenticeships, it meant working by day – "serving one's time" – and attending the Crawford Tech. in the city for two hours four nights a week. In the 1920's and 1930's apprentices got about 8 shillings (40p) a week and £4 2s 6d (£4.12½p) after finishing.

JOBS

There were very few jobs for people in Ballincollig. When the British Army were in the Barracks before 1922 there was work for locals, as labourers, or handymen, or in the canteen. The Barracks was very busy during World War I as it acted as a depot for soldiers going to France. Locals were employed to pack goods and farmers supplied straw and oats for the many horses kept there.

But with the closure of the Barracks, Ballincollig became a quiet village. There was some seasonal work available thinning turnips, picking potatoes or hay making. There was also some work in local shops and bars. Otherwise, girls went to work in factories in the city or Blarney or they did domestic work. Boys went to work in offices in town or in the building trade. The first large scale employment in Ballincollig came only with the arrival of the Farmers Union (present Byrne's Meats).

PASTIMES

Hurling was the popular leisure activity for boys and men, but there was also a girls camogie team. Football and handball were also played and teams came from the city to play in the alleys in the Barracks.

In the early years the trip to matches was usually in the back of a lorry, standing room only. On the way home the men stopped off at a pub, and brought out minerals to the boys and girls who had to remain in the lorry.

Dancing was very popular The G.A.A. held dances in their clubhouse (on the present site of the Credit Union) – a "sweat box" because of its low ceiling. Later they had the Rainbow Ballroom (Moremiles). The G.A.A. also used their clubhouse for darts, cards, ludo and other games. Upstairs there was the library. This was opened two nights a week and 2d (1p) was paid for as many books as one wanted.

At one time there was also an open-air platform inside the gates of the Barracks but young people shied away as parents came to observe their dancing. Later there was a platform

in Curraheen – the Apple Tree – and this was open on Fridays and Sundays.

For most people the only films to be seen were in Cork City. A trip to the city to see a film was usually kept for occasions like St. Patrick's Day or St. Stephen's Day. However, after the Barracks was re-opened, for a while films were shown there on Monday nights at 5d (2p) a show.

FAIR DAYS

Fair days, of course, provided a spectacle for many people. These were held once a month and from early morning local people were awoken to the sound of cows or horses. Children were fascinated by the day and in spite of all the dirt and filth that was left behind shops and pubs were grateful for the money that was put into circulation.

TRANSPORT

We have already seen how bicycles and, later buses took pupils to school in the city As a means of transport, buses became popular in the late 1920's and early 1930's. The services were mainly operated to cater for people going to work early or to school or coming home in the evening. A trip to Cork cost 4d (6p).

Buses were more popular than the train which took people to the station near the City Hall. The Ballincollig station (near Sunningdale on the Kilumney road) linked the city with Macroom.

Buses also contributed to the decline of the Muskerry tram. The tram – a narrow gauge railway – trundled out along the Straight Road to Carrigrohane Station at the foot of the limestone cliff under the castle. Women often occupied the bench seats opposite each other with chickens, ducks and drakes on their way to town. The ticket collector was an attraction as he moved from carriage to carriage along a step or running board because there was no direct connection between each carriage.

In the 1920's and 1930's, cars were a novelty. Only the local doctor gentleman farmer or retired British Army officer had one. Even the priest had to do with a horse and cart. But even when cars became more plentiful by the 1950's it was still possible to know every car by sight.

THEN AND NOW

There are obvious contrasts between life then and now .

There was greater respect for people as people, and for older people. It is not that people bowed down before their elders, but that there was greater respect for authority.

Materially people are better off today – there are more labour saving devices and people are better dressed. But there is a loss of community spirit. In the village everybody looked after one another. When people were sick everybody came to help. Now there is the difficulty of even knowing one's neighbours.

Today also Ballincollig is losing its heart. There are fewer and fewer people living in the village. Soon every place will be closed up at night. It would not be good for Ballincollig if the town lost its heart for part of each day

We are grateful to the following for interviews: Mr. John Boyde (Coolroe), Mr Jack Harrington (Chapel Lane), Mrs. Chris Hassett (Station Road), Mrs. Helen Moloney (Scoil Mhuire), Mrs. Walsh (Castlepark) and Mr. Leo Ryan (Main Street).

Karen Canny, Mairead Maher
Barbara Murphy, Yvonne O'Leary
Patricia Riordan

SOURCES OF LOCAL HISTORY – 2

Last year, an extract (on Carrigrohane and Ballincollig) from Lewis' Topographical Dictionary was reprinted in this Journal (Journal 1984). Also the main sources used for each of the articles was included and this is done again this year. These are attempts to make the sources of local history more accessible to people. For the same reason a list of some of the main printed sources relevant to the history of Ballincollig and the surrounding area are given below. Even though it is not a complete list it should be a very good starting point for anybody interested in various aspects of the areas' local history.

BALLINCOLLIG CASTLE

"The Barretts of Ballincollig and the Castle" Cork Examiner 11 May 1974.

"Brief Account of Ballincollig Castle" Blarney Annual, Vol. 2, (1949-50).

Coleman, James, Stray notes on some castles of the County Cork, Cork Hist. and Arch. Soc. Jn. Ser 2, Vol. 1, pp. 20-30, 1895.

C., J. i.e. James Coleman, The castles of Ballincollig and Carrigrohane, Co. Cork, with note by J. O'M. concerning Castlemore by Moviddy Cork Hist. and Arch. Soc. Jn. Ser 2, Vol. XVI, pp. 1-8, 90-2, 1910.

C., J. i.e. James Coleman, Ballincollig Castle, Cork Hist. and Arch. Soc. Jn. Ser 2, Vol. XVIII, p. 105, 1912.

Cork Historical and Archaeological Society Excursion to Garryduff, Mourne Abbey Carrigrohane, Ballincollig and Inniscarra, Cork Hist. and Arch. Soc. Jn., Ser 2, Vol. LII, p. 192, 1947

Short History of the Castle and the Barretts, Evening Echo, 21 January 1976, 2, 9, 16 February 1976.

BALLINORA

Ballinora G.A.A. Club, Cork Examiner, 3 September 1982.

Ballinora National School on the occasion of the 21st anniversary Evening Echo, 25 May, 1984.

Crowley, J. Match between Ballinora and Kinsale in 1864, Evening Echo, 8 September 1984.

CARRIGROHANE

Coleman, James, Stray notes on some castles of the County Cork, Cork Hist. and Arch. Soc. Jn. Ser 2, Vol. 1, pp. 20-30, 1895.

C., J. i.e. James Coleman, The castles of Ballincollig and Carrigrohane, Co. Cork, with note by J. O'M. concerning Castlemore by Moviddy, Cork Hist. and Arch. Soc. Jn. Ser 2, Vol. XVI, pp. 1-8, 90-2, 1910.

Cork Historical and Archaeological Society, Excursion to Garryduff, Mourne Abbey, Carrigrohane, Ballincollig and Inniscarra, Cork Hist. and Arch. Soc. Jn., Ser 2, Vol. LII, p. 192, 1947

Hoare, M. Jesse, The Road to Glenanore, Howard Baker London, 1975.

Wallis, Sheila, The Wallis Family of Drishane (and Carrigrohane), Cork Hist. and Arch. Soc. Jn., Vol. 67 1962.

GUNPOWDER MILLS

Account of Explosion at, Cork Constitution, 9 August, 1859.

Gunpowder Factory, Cork Examiner 1 April, 1972.

Gunpowder Mills, Ballincollig, Evening Echo, 5 July, 1983.

"The Royal Gunpowder Mills" Cork Constitution, 15 May, 1852.

Royal Gunpowder Mills, notes on two plans of site of mills, Irish Sword, 1982.

Sheehan, T., Oriel House, Evening Echo, 17 September 1984.

OVENS

Ovens Caves, Cork Hist. and Arch. Soc. Jn., Vol. XVII, 1911; Vol. XXIX, 1924; Vol. XLV, 1940; Vol. XLIX, 1944.

Ovens Caves, The Irish Naturalist, Vol. XX, October 1911

Aherne, J. Ovens Caves, Evening Echo, 4 November 1981.

Long, Denis P and Coleman, J., Caving trip in 1931 Hollybough, 1975.

Ovens Chapel, Cork Examiner 20 January, 1975.

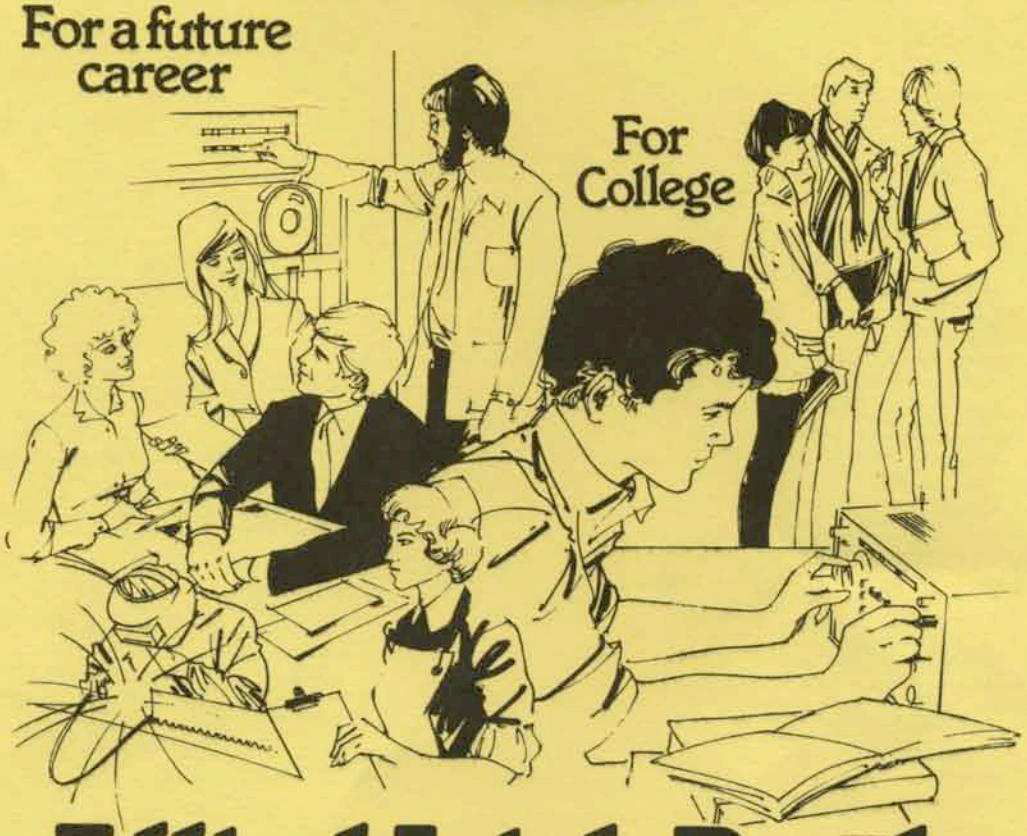
RAILWAYS

McGrath, W., "The Cork and Macroom Direct Railway", paper read to the Irish Railway Record Society on 9 November, 1950.

Muskerry Railway, Cork Examiner 2 February 1935.

Con Nagle
Colm O'Mahony

Making plans?



Allied Irish Banks can help you

At Allied Irish Banks we can assist you with money management so that you're not out of pocket all the time, help you with your plans for the future and offer a word of friendly advice where it's needed.

If you plan to continue your education at college, we have special Student Officers at our branches near your college who know the score and can help you with the kind of problems you're likely to come across.

Now is the time to start to build a worthwhile relationship with a bank, a bank like A.I.B. which offers you the convenience and services you require. Call into your local A.I.B. Branch and find out the ways we can help you.

Allied Irish Banks
Banking for a better future