

Times Past

2014-15



*Journal of
Muskerry Local History Society
Volume 11*



Muskerry Local History Society

Programme for 2014/2015 season

20 October (Monday), Patrick Cleburne, Hero of the American Civil War

Orla Murphy

Ovens-born Patrick Cleburne fought on the Confederate side in the American Civil War and has a town named after him in Texas

10 November (Monday), The launch of Times Past, Journal of Muskerry Local History Society

17 November (Monday), The Kilmichael Ambush

Donal O'Flynn

Ambush of British Auxiliaries by a flying column led by Tom Barry

8 December (Monday), Cormac McCarthy, Lord of Muskerry

Paddy O'Flynn

The illustrious career of the Lord of Muskerry

19 January (Monday), Massacre in West Cork

Barry Keane

What happened in Ballygroman, Ovens and in and around Dunmanway in 1922?

16 February (Monday), Great Houses of County Cork & beyond

Richard Wood

An illustrated talk on the architecture and lifestyle of some of the great houses of County Cork and beyond

16 March (Monday), Landmarks of East & Mid Muskerry

Tim O'Brien

An illustrated talk on key historic features of our locality

20 April (Monday), The Battle of Aubers Ridge and the Last Absolution of the Munsters

Gerry White

An anniversary lecture on the Royal Munster Fusiliers involvement in the Battle of Aubers Ridge and the famous painting of Fr Gleeson's general absolution of the soldiers

May, History Walk in Cobh on the anniversary of The Sinking of the Lusitania by a German U-boat off the coast of Cork

Michael Martin

Lectures at Ballincollig Rugby Club Hall at 8.00 pm sharp. Annual subscription €10. Alternatively a cover charge of €3 applies at each lecture. Please note change of night to Monday night.

Further information from Liam Hayes (0877828546), Dermot O'Donovan (0214873266), Rod Mac-Connail (0861089524) or Dermot Lucey (0879331135)



Times Past

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Front cover: Fr Gleeson administering the last absolution to 2nd Battalion RMF in 1915, painted by Fortunino Matania

Thank

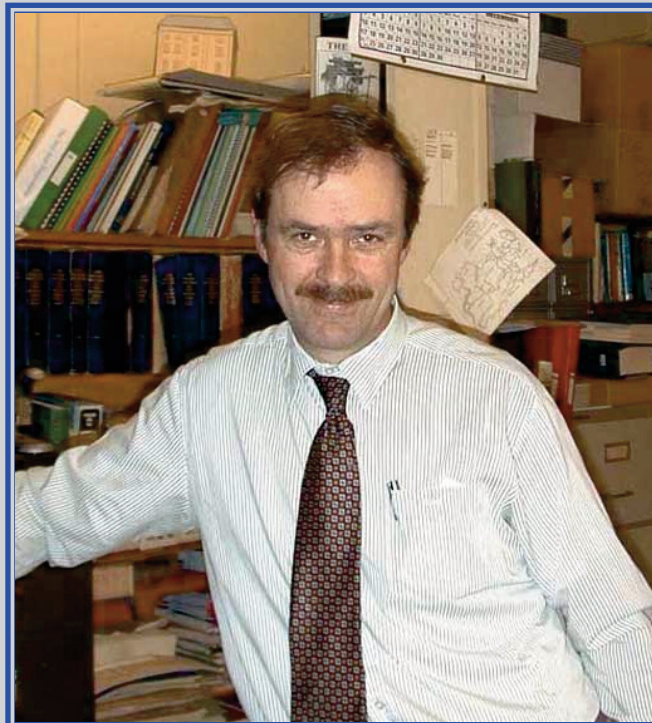
I would like to thank Liam Hayes (Chairperson), Dermot O'Donovan (Treasurer), Rod MacConaill and Neil O'Mahony (Committee) who contributed a great deal to the production of this journal.

I would also like to thank the authors for their dedication - they have provided a wide range of articles from the medieval history of Ballincollig and the surrounding area up to modern times.

Dermot Lucey, Editor

TIM CADOGAN (1951-2014)

Local historians lost a true friend and colleague with the death of Tim Cadogan in August. May he rest in peace.



Photograph courtesy Ginni Swanton,
<http://www.ginnisw.com>

MLHS founded 30 years ago

Muskerry Local History Society was founded just over 30 years ago at a meeting in Ballincollig Community School in September, 1984. Chairman, Dermot Lucey; Secretary, Philip McCarthy; Joint Treasurers, Nora Lynch and Elizabeth Daly; Others in attendance included J.J. Murphy, Martin Thompson, Neil O'Mahony, John Fahy, Marcella Fahy, Ann O'Connell, Pat O'Connell and Olive Lynch.

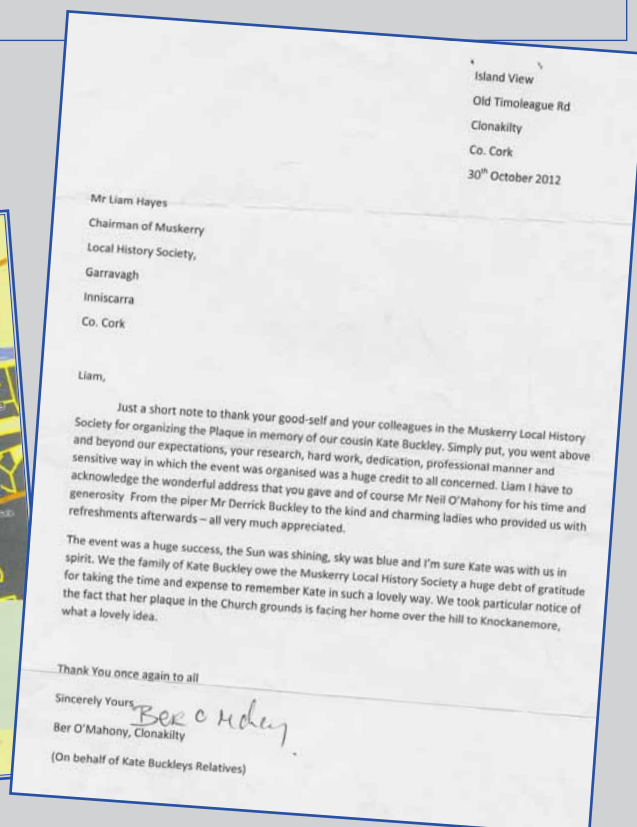
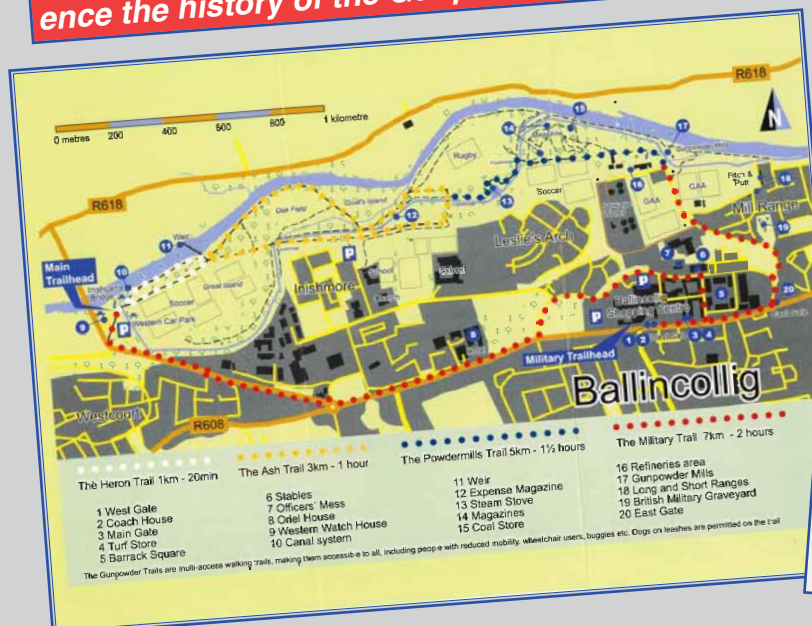
Ballincollig Heritage Association

At an Extraordinary General Meeting on Thursday 12th December 2013, Ballincollig Heritage Association passed a resolution to merge with Muskerry Local History Society.

For over seven and a half years, the Association was involved in many activities relating to the heritage of our area including school visits, monitoring planning applications, gunpowder mills tours and ensuring the development of the Gunpowder Mills trails.

We wish to thank Jenny Webb, the Association's founder and chairperson, for her commitment to the heritage of Ballincollig.

Enjoy the newly developed Trails and experience the history of the Gunpowder Mills



Ballincollig's Medieval Origins - 1

Paul MacCotter

Introduction

Professional historians like myself normally have to go to a lot of trouble when publishing in academic journals. In particular very detailed source references have to be given and a high level of logic and intellectual discipline are required. I propose to do something different in this piece of writing. As a resident of Ballincollig since 1989 and a professional medieval historian I know a lot about the early history of our area. Rather than going to lots of trouble to write something dense and complex I propose to take a little journey with you, the reader, through the key elements of what we know, not treading too heavily.

Maghmakeer

The earliest reference to this district involves the place-name Maghmakeer. This occurs in records of the early 14th century when applied to some lands belonging to the Cole family, who we will meet again below. The interesting thing about placenames relating to people and families is that they often outlive the people whose names they commemorate. So in this way we find people called Cole using the name Maghmakeer for their lands when the people referred to in the name Maghmakeer are long gone from the area. Later, when the Coles are also gone, we find the placename Ballincollig in use, which takes its name from this Cole family.

Maghmakeer is an interesting name. It occurs as a superdenomination, that is, a name of a territory or district and not just of a single place. In the sense it is used by the Coles it seems to refer to the Ballincollig area in general, an area whose borders can be worked out by evidential methods. These suggest that Maghmakeer is the area stretching from Inchigaggin Lane in the east (by the Tennis Village) to Ovens Bridge in the west, bordered by the Lee on the north and the hilltops of Ballinora and Mylane to the south.

We can be sure that Maghmakeer derives from Maigh Uí Meic Iair. This was a territorial name literally meaning 'the plain of the grandsons of Mac Iar'. MacIar is a man's name, in this case said to have been the son of Corc, ancestor to the great political family known as the Eoghanachta who ruled Munster in the early medieval period. Therefore from MacIar's brothers descend the later kings of Munster of the McCarthy and O'Callaghan lines.

From MacIar himself descend a minor dynasty who occupied these lands, never becoming very powerful, but at some stage early on coming to dominate the powerful church of Cork. This dominance went two ways however as the church came to own the territory of Maigh Uí Meic Iair. This had probably been given to it by the Uí Meic Iair themselves who, by such a donation, came to acquire powerful status as an hereditary clerical dynasty. Remember that a married clergy was the norm at this time in Ireland, and clerical status resulted in a wealthy lifestyle living off lands worked by others with full access to education and a secure career for their children.

Uí Meic Iair dominance

This Uí Meic Iair dominance here lasted a long time. Note that in the pre-Norman period Ireland was divided into local 'parish size' districts called tuatha, ruled by a local ruling family and in turn divided into large estates called bailte, each held by a local 'clan' paying tax to the overlord. Many tuatha have the prefix Mag (later Maigh) in their name, and the inclusion of this in the name Maigh Uí Meic Iair virtually proves that the Ballincollig area was comprised in a single tuath. Mag, while meaning 'plain' on the surface, has a deeper sense of a single and agriculturally rich territory.

Often our genealogies end before the period of surnames begins in the 10th century, but we do know one surname

TIMELINE OF MEDIEVAL BALLINCOLLIG

Norman invasion of Ireland

1169

First record of Coles in Ballincollig

1220

Cole family into 2 branches

1360s

Present-Ballincollig Castle built

1395

Ballincollig Castle sold to the Barretts

1468



The ruins of Ballincollig Castle: the limestone out-crop on which the castle was built can be clearly seen

CASTLE OF BALLINCOLLIG.

COAK

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borne by a leading family of Maigh Uí Meic Iair. This was Ua Sealbhaigh, and the family gave their name to a place called Tulloshalewy, the modern Chetwynd and Castle White area near the viaduct on the Bandon Road. This family were rulers of the monastery of Cork, both its abbots and bishops at different times, and one of the last of them to hold senior church office, in the mid-1200s, was transferred to Waterford as its bishop. This surname has become Shelly or Shelvy, and it is hardly co-incidence that this rare surname is mostly found in Waterford today.

Maigh Uí Meic Iair lay in the kingdom of Cenél mBéice. This stretched from south of Bandon northwards to the eastern Lee valley, and its kings were the O'Mahonys. With the arrival of the Normans they were driven westwards to the Inchigeelagh and Kilmichael area west of Crookstown and Lissardagh, and the eastern Lee valley settled by Norman settlers. The de Cogans were the big lords of the area, with three main castles, at Carrigrohane, Castlemore by Crookstown and Castlemore by Mourneabbey.

In the Ballincollig area their cliff-top castle at Carrigrohane was also the site of an Anglo-Norman town (or better, village). Its church was on the site of the present Church of Ireland church of St. Peters. The last remnants of the original 13th century castle here collapsed down the cliff in 1989, resulting in a closure of the Straight Road here for several months. What you see today atop the cliff at Carrigrohane is a 16th century castle extensively renovated during the 1850s.

Ovens

Another important early centre was at Ovens or, to give

it its 'formal' name, Athnahone, 'the ford of the caves'. Here another town was built, as well as water mills, all along the river where the present bridge was built on the site of what must have been the first Norman bridge. The castle here was a little bit south, being built in the townland of Grange. This castle is first mentioned as 'the Stone House' in 1301 and later becomes Cloch Meic Uilig. This means 'the castle of the sons of William'. This was the Gaelic version of the surname Barrett, a family I hope to write about in a future continuation of this paper.

The townland of Cloghmaculig was purchased by Sir Dominic Sarsfield, a Catholic lawyer, in the early 1600s, who changed its name to Sarsfield's Grange, an early version of the still prominent snobbery where housing estates are called after 'manors' and 'granges'. Eventually the name was shortened to plain Grange. There were other Norman towns at Crookstown, Grenagh, Donoughmore and Mourneabbey, all settled by Norman craftsmen, merchants and farmers.

The Cole family

The first family to build here however were the Cole family. These were an English family which originated in Devon and the first of whom occurs on record here is William Cole, around 1220. The Coles were powerful people under the Cogans, and owned various plots of land stretching from Ballincollig westwards to the Crookstown area, as well as north of the river around Coachford and Maa Teha. Their name is preserved in the sub-denomination of Kilcullig (Cole's Wood) near Crookstown, Coolacullig (Cole's corner) near Coachford, and Ballincollig (Cole's manor). The older name for Greenfield is Mealacullig or Cole's small hill.



Aerial view of Ballincollig Castle, showing the tower or keep, the bailey and the walls. In the background are test trenches for a proposed housing estate which did not proceed.

The suggestion made in the early 1900s that the name Ballincollig derives from 'the farm of the wild boar' is a nonsense, despite the rugby club incorporating a pig's head in its arms. For many years back in the period down to the 1960s when Ballincollig was a village, it was often said that the name Ballincollig derived from the town of the wild pig. Thankfully today we can leave pigs behind and study the real history of the placename.

The Norman settlement in the Lee valley remained unaltered until the 1330s, when the McCarthys of Kanturk began a long period of raiding and attacking the colonists in their towns and farms. Eventually Diarmuid McCarthy took control of Cloghroe castle but he was driven out by the Norman Lombard family in the 1350s. At the same time, however, the Barret lineage, a powerful Norman family settled in the Grenagh and Blarney area 'went native' and, in tandem with the McCarthys, resumed attacks on the colonists, in particular the Cogans. In this way the Cole territory became limited to the Ovens/Ballincollig area.



'The suggestion made in the early 1900s that the name Ballincollig derives from 'the farm of the wild boar' is a nonsense.'

Cole family branches

By the 1360s the Cole family had broken into two branches on their remaining territories. The first were the Cole's of Ovens, holding Grange, Ovens, Srelane, Currabeg and other townlands here. The second family held Ballincollig, Greenfield, and probably Coolroe and Inishmore. There were other Norman families in the area as well, such as the Burdons who give their name to Ballyburdon, the Goulds in Ballinora and Old Abbey, a branch of the Cogans in Maglin, and Taylors in Carrigrohane.

The various parcels of land owned by the Cole family occur under different names as the modern idea of a place having just one name was not then current. The Cole's of Ballincollig seem to have used several now obsolete names to refer to their estates. These include 'Cloner-doun' and 'Carrignahathmel in Maghmakeer'. It is tempting to identify Carrignahathmel with Ballincollig. Norman castles or settlements often occur on top of limestone outcrops or 'rocks' in Cork. Note for example Carrigrohane, Carrigaline, Carrigtwohill. Ballincollig castle is built on such a 'rock' and the name may be translated as Carrig na hAdhhol or something similar, giving possible meanings such as 'rock of destruction' or 'rock of fame'.

Ballincollig Castle

The present castle was built by Roger Cole around 1395. This was in response to a royal decree that settlers should fortify their lands on pain of forfeiture. This was during the reign of Richard II who was trying to stabilise the collapse of the Irish colony at this time. Cole describes in a

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The tall tower of Ballincollig Castle dominates the view along the valley

letter how he had built a castle ‘against the king’s Irish enemies in Coleston at great expense to himself’. Here, of course, ‘Coleston’ is the English original of ‘Ballincollig’, and the first record we have of the modern place-name. Cole also possessed estates in Devon and Cornwall.

The castle with its very large bawn (area inside the walls) was clearly designed to house many cattle during Irish raids, as well perhaps as its tall tower acting as a fire signal tower alerting Cork city to the arrival of Irish armies moving in the valley.

After the murder of king Richard in 1399 English rule collapsed in Munster, and local power devolved upon the lords and cities. During the 1370s the Barretts had driven the Cogans out of Carrigrohane, and a few years later even burned the suburbs of Cork city outside of its walls. The government was able to stabilise the situation by imprisoning the Barrett leaders in Waterford and fining them 1,000 cows, but after 1399 the Barretts ran riot and became the major power in the eastern Lee valley.

Shortly after this they in turn became subject to raids by the McCarthys, and it was probably at this time, in the 1420s, that the towns of Carrigrohane and Ovens may have been destroyed. The Cole’s survived here for some time however, and it was only in 1468 that Sir Robert Cole sold his castle and lands of Ballincollig to the Barrett chief. I hope to talk more about the Barretts in the next part of this paper.

The 18th century Penal Chapel in Ballinora

Dermot O'Donovan

Introduction

A genuine and deep oral tradition has long prevailed in the townland of Ballinora regarding the site of a penal chapel in the locality. The oral tradition on this subject has transcended through the generations, especially in the memory of one particular family, on whose farm the chapel was believed to be located. Oral and written tradition

do not always make comfortable historical alliances and the former can often be delegated a subservient role in local history. This article will seek to examine the two traditions in an effort to sift through the various threads of evidence, written and oral, and arrive at a likely site for this chapel.

In pre-Reformation times, three churches and an Augustinian nunnery flourished in the area, encompassing the present Ballincollig/Ballinora parishes viz. Corbally; Kilnaglorry; Inniskenny and Ballymacadane respectively. The Reformation utterly changed the religious landscape, deeming it incumbent upon the priests to adopt a wide range of peripatetic ministries which helped it to adapt to the changed circumstances. This also entailed the creation of a new parish structure and the building of new churches in difficult and hostile times, which culminated in the implementation of the infamous penal laws (1691-1760).

Parish Structure & History

Ballincollig was created a new parish during the episcopate of Richard Walsh (1748-1763) under 'The Roman Decrees' which recommended the creation of new parishes to which suitable assistant priests should be appointed. Prior to 1742, Ballincollig was one of a union of ancient medieval parishes which included Carrigrohane, Kilnaglorry, Inniskenny and Ballinaboy, all of whom formed the parochial union of Ballincollig. It did not become a formal parish until 1817 when it formed a



The Penal Laws

The 18th century persecutions and the varying periods of severity of the penal laws present a much more sombre picture of an outlawed church. The opening in 1808 of the parish chapel in the village of Ballincollig is perhaps the first documented evidence of a public place of Catholic worship in the Ballincollig/Balli-

nora area since the penal laws were enacted in 1691. By the mid 18th century, the laws had outlived their effectiveness and failed in their primary objective, the eradication of the Catholic religion; nevertheless they hung suspended like the sword of Damocles over the heads of the Catholic clergy, who were thus reminded that they must tread warily.⁴

Little written evidence was preserved on the state of Catholicism in the local area during the 18th century. The implementation and intensity with which the various segments of the penal laws were applied is not known, but in general, the local magistrates were not anxious to stir up trouble in their own localities. There was a deep seated fear during the 18th century of arousing the ire of 'the mob'; Catholics being the majority of the population in the greater part of the country.⁵

Catholics in the 18th century found that the ecclesiastical landscape had utterly changed in post-Reformation times.

union with Ballinora, which lasted until 1986.¹

Denis Denis Dawley (c.1749-1766) was the first parish priest appointed to the new parish of Ballincollig (Inniskenny). The name "Dawley" is most likely a phonetic rendition of the Irish version "Ó Dálaigh"(Daly).²

The Parish of Ballinora was approved by Bishop Michael Murphy and founded at midnight 1st September 1986; it comprised of thirteen townlands formerly in Ballincollig. Prior to this, it was united in union with Ballincollig as noted above.³

The old churches and graveyards were taken for Protestant use, leaving the adherents of the Catholic faith bereft of the parish network of church, graveyard, glebe land and rectories for their priests. The Catholic Church became an “outcast, rootless church without material resources”.⁶

The infamous penal laws had darkened the religious divide and forced the people to hear mass in remote places far from the prying eyes of the authorities. Due to the harassed conditions of the clergy little written documentation of local church history is available for this century. We have occasional lists of priest’s appointment but little written evidence of the location of any public place of worship. We are dependent for information on an important state report.

The State of Popery in the Ballincollig area

This report, relevant to our neighbouring parishes, viz. “**The State of Popery in the Dioceses of Cork, Cloyne and Ross**” provides us with some information on local Catholic parochial activity. A committee the Irish House of Lords drew up this report on 6th November 1731 and it was directed to county High Sheriffs and Chief Magistrates of towns. Their findings were then submitted to the Public Records Office Dublin. Ultimately it fell to the local magistrate or rector in country parishes to furnish the details as required. The report contains some interesting comments such as this intemperate outburst from the Protestant Bishop Henry Maule of Cloyne in December 1731:

‘The strolling vagabond friars from the abbey of Kilcrea near Cork creep into the houses of the weak and ignorant people, they confirm Papists in their superstition and errors; they marry Protestant to Papist contrary to the law and they haunt the sickbeds, even of the Protestant and they endeavour to pervert them from our holy religion’.

The following are some of the more orderly reports relating to our district:

Aglish: one popish school, no mass house, one popish priest who also serves the parish of Desertmore and Ovens. The popish inhabitants in these several parishes are very numerous.

Carrigrohane (Ballincollig): no popish priest nor friar resident.

Inniskenny (Ballincollig): Denis Dawley a popish priest; no chapel in parish.

Kilnaglory (Ballincollig): According to the order directed to me, I have made the best inquiry I was able in the particulars contained in it and my return stands as follows:

“Fa. Kirby, one popish priest, one public place of mass, one popish school and master”. Report signed by John Kenny rector.⁷

Further report 1766

A further report of 1766 for Kilnaglory contains copies of documents, relating to the earlier report of 1731, hith-



Mass rock at Ballyhegarty, Ballinora: mass was celebrated on this rock during penal times

erto unpublished and preserved in the Bermingham Tower, Dublin Castle. It states that there are two old mass houses, two priests and several itinerant priests, one popish chapel and one popish school. The mass houses date from the reign of William III (1688-1702). The reports do not give any details on location of mass houses or school, or the Christian name of Fr. Kirby.

There is, however, a monument on the south wall of Kilmurry church dedicated to a Rev. Nicholas Kirby who died on February 1770, aged 67 years. The dates would indicate that Fr. Kirby was twenty seven years of age in 1731. Nicholas Kirby, parish priest of Kilbrogan, 1725-1728, was one of the appointments made during the episcopate of Bishop Donough McCarthy (1712-1726). This evidence would suggest that Nicholas Kirby ministered at Kilnaglory in 1731, having been transferred from Kilbrogan and moved to Kilmurry later, where he died in 1770.⁸

Carrigrohanebeg (Inniscarra Parish): no priest mentioned.

Kilmorragh (Kilmurry)

One mass house built in the first year of the reign of King George 1 (1714 - 1727) with a spacious yard to it and enclosed with trees. It is said they have met on solemn occasions every two or three years. Many priests in a body sometimes seven and sometimes more than twenty.

Rev. John Fryer, Licensed Curate

Macroom: ‘reputed popish priests resident in the parish of Macrompe: Denis Dawley, Paul McKenna’. The willingness of priests to adopt a peripatetic (travelling) role in the preservation of the old faith is illustrated by the example of Denis Dawley who is also listed as the popish priest of Inniskenny, moving between Macroom and Inniskenny without the comfort of either a permanent church or presbytery and depending on the generosity of the people to provide him with food and lodging.



This is the location of the chapel during Penal times

Location of Penal Chapel

It is interesting to note that in the parish of Kilnaglory, the rector discovered, or was most likely, informed of the whereabouts of a public place or places where mass was being celebrated. But he does not elaborate as to the exact location of the sites or that of the popish school. However, schools were often set up in or besides Catholic chapels under the supervision of the local clergy. This report appears to be the only documentary evidence, albeit from a government source, of the presence of a chapel or some form of mass house or houses in the parish area.

The rector at Inniskenny reported no chapel in his parish area, nor is there any mention of a chapel or mass house in the townland of Ballincollig. We can safely assume that some type of mass house existed south of the village, this being a rural area, remote from any government agency of information. In earlier times mass was also celebrated in the houses of the locality, as the occasion demanded, and indeed that legacy of penal times is still a feature of Ballincollig/Ballinora church life, in the form of ‘The Stations’.

Bóithrín an tSeipéil

An old place name in the townland of Ballinora is still known by the original Irish form “Bóithrín an tSeipéil (Chapel Lane), or Bóithrín Séipéil as it is known locally. This name strongly suggests the location of a chapel or mass house in the vicinity.

Bóithrín Seipéil is a steep hill running south to Ballinora, located half way between Maglin Bridge and Curraheen. The place name would have its origin in a century when the Irish language was the vernacular of the country people and the presence of some type of mass house would have been assimilated into local usage as a place name, which has remained unchanged to the present day.

The matter of place names is crucial in our quest for the site of a penal chapel. Taking a similar example from Griffith’s valuation of Ballincollig of 1853, we learn that



Bóithrín an tSeipéil looking north

Chapel Road and Chapel Lane are indicated as two village addresses. They have since been changed to the present ‘Station Road’ and ‘The Square’ respectively. It indicates that the village chapel was recognised as a prominent landmark and both the addresses were named in relation to it. Similarly Bóithrín Seipéil indicates the presence of a chapel in the immediate vicinity of this country lane.

1721 is the date attributed to this chapel which occurred during the episcopate of Bishop Donough McCarthy (1712-1726) and it served parishioners of Kilnaglory until the church of St. James, Ballinora, was built further to the south of this penal chapel in 1831.

Influences on location

The period 1697-1747 is generally accepted by historians as the period which sporadically saw the most rigorous application of the penal laws. Catholics were suffering particularly harsh treatment after the accession of George II in 1727 and churches were often closed by proclamation in the years from 1708 to 1744.⁹

This chapel was built, notwithstanding the ferocity of the time, and we can surmise that local circumstances bore some influence in allowing the building to proceed. ‘The most comprehensive array of anti-Catholic legislation was on the statute book by the 1720’s that provided magistrates and corporations with abundant ammunition to punish assertive Catholic clergy from engaging in any public activity, but the magistrate (often the local rector) interfered very little except when a particular priest courted trouble by securing conversions or preaching publicly’.¹⁰

In general, the penal chapel was rarely located at the ancient parish holy sites. Usually it would be built on a new site, with no previous church connections. The ideal site would be a location at a cross roads to facilitate access by parishioners. In most cases the chapel would be built on the land of a prominent catholic farmer with consent

forthcoming from the local landlord.

A hostile landlord would have ensured that the chapel site was removed to the most remote part of the parish. We can surmise that local land ownership was conducive to the toleration afforded to Catholics, and indeed according to 18th century newspaper sources, Protestants were invariably generous in their contributions to erections of chapels.¹¹

Nevertheless, as late as 1774, legislation demanded that priests must not assume ecclesiastical rank or title, nor appear in ecclesiastical dress outside the place of worship, which was not to have bell or steeple. The old chapel on Station Road, Ballincollig possesses neither bell nor steeple, which indicates that even in 1808, the year of opening, remnants of the old penal law still influenced church authorities. The clergy dressed the same as the laity and it was only at the end of the century that priests began to dress in black.¹²

Penal Chapels

Documentary evidence (the 1731 state of popery report) proves that a mass house or houses or place of worship existed in Kilnaglory parish prior to 1730. Thus we can distinguish several distinct phases in the growth of places of Catholic worship in the Ballincollig/Ballinora area.

Penal chapels can be divided into a number of stages:

The Open Air Phase;

This occurred mainly in the 17th century, when mass was held in remote areas and a suitable rock or large stone acted as an altar.

The open air phase of the 17th century is documented in our area with two sites proposed as a location for a mass rock.

(A) The townland of Ballinora – Sources Liam O’Callaghan, Ballinora and Terry Radley, Ballinora. The ‘Bridge Field’ in Lynch’s farm in Inniskenny. A large tree is said to mark the spot.

(B) The townland of Ballinveltig - source proposed by George D. Kelleher, Iniscarra.¹³

The Mass House;

By 1731 the country was well served with rudimentary chapels or mass houses in the second phase of Catholic public worship. The mass house was usually a small, mud-walled, thatched structure with a clay floor; it contained no internal decorations. They were sometimes open at the end of the structure.

The second phase of public place of worship saw rudimentary mass houses or indeed private houses in the late 17th century and early part of the 18th century in Kilnaglory parish. Diocesan records indicate that the first mass house adjacent to the village of Ballincollig was located on the left hand side of the Carriganarra road near Clash Cross in the post-penal phase 18th century (the latter half of the century) to facilitate the Catholics of Carrigrohane. Oral tradition indicates that it was a small thatched structure, unlike the solid stone building at Bóithrín Seipéil, which might account for the lack of any tangible evidence recovered at the Clash Cross site. Two agricultural

labourer’s cottages were subsequently built by the neighbouring Catholic farmer (Richardson) at this location. The Richardson family were deep rooted in Ballincollig and the 1829 Tithe Applotment records for Carrigrohane show that George Richardson farmed 44 acres in the area. This mass house served the parishioners of Carrigrohane until the Ballincollig village chapel was built in 1808.

Barn Chapel;

The early 18th century (1703-1745) saw a change in the design structures. The barn chapels were built by local craftsmen, mostly without any architectural qualifications. Exceptions to this were rule were Bandon chapel designed in 1796 by a Mr. Shanahan and our neighbouring parish of Ovens where Tim Riordan was the contract architect in the building of Ovens church in 1832.¹⁴

Rev Wm. O’Brien P.P. Athnowen thanks John Hawkes esq. Sirmount for the large chapel and yard near Ovens Bridge”. A donation of £20 was received from Lord Carbery.¹⁵

The Barn Chapel was bigger than the old mass house and normally built of stone or rubble with a slated roof. They had a flagged or tiled floor and a gallery, to cater for a larger congregation. As with the mass house, they were devoid of internal decoration or pews. Perhaps a wooden cross stuck in the ground to indicate its purpose without attracting attention. **The Barn Chapel** stage saw the building of the stone chapel in Bóithrín Seipéil with 1721 suggested as a likely date.

The post-Penal Chapel

The modern chapel evolved from the Barn structure and were most prevalent in the period 1800-1840. These chapels adopted the cruciform plan. They were still sparing in internal decoration with the exception of the altar area.¹⁶

Local models of this design include Ovens 1796, replaced 1831; Ballincollig 1808; Ballinora 1831. This chapel was the highly visible building, without belfry or steeple, on Chapel Road, Ballincollig built in 1808. St. James in Ballinora (1831) was the first church built in Ballinora in post-Emancipation times.

The culmination of this epoch of church building was the erection of St. Mary & St. John, Ballincollig in 1865.

The Ballinora penal chapel

The Ballinora penal chapel would fall into the barn chapel type, most likely built by local craftsmen; it would be bigger in size than the mass house and comprising a slated roof and stone or rubble structure. The floor would normally be covered with flagged or tiled stone and there would be a gallery to allow for more accommodation. It would be devoid of decoration or kneeling pews. Some chapels may have the Stations of the Cross and a holy water font. The priest’s house would normally be located close to the chapel. The dimensions of the normal chapel varied but generally they were 50 to 60 feet in length and 20 to 30 feet in width.¹⁷

Priests

We know the names of the priests who served the people in this era, so we can assume that they ministered from this farmyard close to their chapel.

They were:

Nicholas Kirby 1731

Denis Dawley (Ó Dálaigh) 1749-1766)

James M McMahon (1778-1779);

John Kelly (1780-1804)

The Hibernian Magazine (1804) recorded the death of the latter: 'died suddenly Rev. John O'Kelly P.P. Ballynora Cork'.

Denis Dawley is mentioned in the 1731 'state of popery' report as the popish priest of Inniskenny (Ballincollig).

The Oral Tradition

Whether Ballinora chapel aspired to some or all of the above criteria is not known as they were many variables throughout the country with no standard dimension in size or accommodation. However, it has some common features consistent with penal chapels of that era. These include location (adjacent to crossroads), east –west orientation, located on catholic farmer's holding and residence of priest or school house nearby. In our case study the priests lived in a house in Horgan's farmyard and a stable in the farmyard provided accommodation for the priest's horse.¹⁸

According to oral tradition, prevalent among the older generation of Ballinora people, the site of the penal chapel was located at the top of Bóithrín Seipéil where O'Mahony's (Horgan's) farmhouse now stands. 'The Horgan family connection with Ballinora can be traced back to the mid 1800's when Daniel Horgan moved to the area from Castlewhite. By the time of the 1901 census Daniel's land had been divided between two of his sons, Cornelius, who is listed as resident at house number 9 and Jeremiah, who is listed as resident at house number 10. Interestingly the two brothers married two sisters, Hannah and Kate Forrester from the neighbouring townland of Kilnaglory. While the farm owned by Cornelius is still owned and farmed by his direct descendents, Jeremiah's land was subsequently sold'.¹⁹

The oral tradition relating to the location of a penal chapel is buttressed by the genuine family folklore tradition of the Horgan family. The oral tradition handed down through the generations related that a penal chapel was built in the farmyard close to the cross roads. Furthermore the present dwelling house, built in 1967, lies on the site of this old chapel. An orchard was located on the site, prior to its construction.²⁰ The main farm house, no longer standing, was located to the north of the present house.²¹ Pursuing this evidence further we learn that the ground rent continued to be paid to trustees of the Hassett estate in England.

Griffith Valuation 1852 shows Patrick Hassett as the lea-



Part of the wall of the original farmhouse

sor of various tracts of land in Ballinora. The occupants (tenant farmers) included Denis Bradley 87 acres, Mary Connell 78 acres and 130 acres held in fee by Tim Sheehan and Denis Murphy.

Mrs. Mary O'Mahony (nee Horgan) remembers her mother telling her the story of the chapel that she heard from the older generation. Her mother also heard the tradition of an old cemetery lying to the east of the chapel. The entrance to the cemetery lay down a small lane near Twomey's cottage.

During the laying of foundations for the present dwelling house in 1967, a large flagstone with some smaller portions was unearthed, some form of inscription may have been written on it. Unfortunately, they were not preserved but were laid in the foundation trench along with some smaller pieces of similar stone. Lack of archaeological evidence, which the flagstone would have provided, does not alter the weight of written and oral evidence. The conjecture is that these flag stones may have formed part of the chapel porch.

Another oral anecdote from the era, as recalled by Mary O'Mahony, was the operation of a quern stone in the porch of the chapel which was used by neighbouring farmers to grind their sustenance of corn. The chapel would be the normal meeting place for this communal custom. This item of folk lore is given credibility by the documentary evidence of a Catholic chapel in Monasterevan, Co. Kildare (1729-1788). This chapel was used between Sundays by the local farmers as a threshing floor.²²

The Traversers & Other Partners in The Royal Irish Gunpowder Mills at Ballincollig

Rod MacConaill

Charles Henry Leslie

When Charles Henry Leslie established a gunpowder mills at Ballincollig, a John Travers was reported to be associated with its' setting up.¹ His role in the gunpowder mills has been somewhat obscure. Investigations have shown that two 'John Travers' (who were related) were associated with the original gunpowder mills at Ballincollig. Other business partners, both family related and non-family related were also involved in the venture.

Charles Henry Leslie's ancestors came from Scotland and settled in County Monaghan in the mid 1600's. They subsequently moved to the Letterkenny area and a descendant, Charles Leslie MD, came down to Cork and set up a medical practice in the city. Around 1793, one of his sons, Charles Henry Leslie began preparations for a gunpowder manufacturing operation in the Ballincollig area. This was a bold business decision as there was no tradition of this type of manufacture in the family, or in the Cork area, and only a few small gunpowder factories were operating in Ireland in the Dublin area at the time.

Charles Henry Leslie needed a substantial area of unpopulated land for his gunpowder mills for safety reasons. Various very hazardous process operations needed to be widely separated from one another to prevent an explosion in one process building from setting off an explosion in adjacent buildings. He also needed a steady supply of water to power water wheels that were used to operate mechanical equipment for the various processing operations. The River Lee could supply the water, and the Ballincollig area adjacent to the river was largely unoccupied at that time and fitted these requirements. Finally the production operations needed to be near a major port as the gunpowder would be exported. The flourishing port of Cork was only 10 km from Ballincollig.



Charles Henry Leslie

Leases

In 1793 war had broken out between England and France. This, together with increased quantities of gunpowder being used for civil engineering projects and mining, as well as for sporting and military use, had led to a significantly increased general market for gunpowder.

In 1792 Charles Henry Leslie's father-in-law, Kevan Izod, had purchased the lease on the townland of Ballincollig. Charles Henry Leslie leased a portion of the Ballincollig townland from his father-in-law and part of the adjacent Great Island townland from another landholder, John Lindsay, and in 1795 setup a partnership with his brother-in-law, Lorenzo Nickson, to manufacture gunpowder in Ballincollig which is described in the deed of agreement as, "... in certain works, buildings, mills and machineries for the making of gunpowder erected by them at their joint and sole expense..." The company was called *Chas. Henry Leslie & Co.*²

Gunpowder Manufacture:

Gunpowder is a finely ground mixture of three components, saltpetre (now known as potassium nitrate), sulfur and charcoal. The process of grinding the three components together is similar to the grinding of corn to make flour in a flour mill. This similarity in processing led to a gunpowder production factory being referred to as a 'Gunpowder Mills'. However, the manufacture of gunpowder is considerably more complicated than a simple mixing and grinding operation. By the end of the 18th century, the requirements for the production of gunpowder of consistent quality and in different grades for different uses meant that a

complex production process was required for the commercial production of the material. The manufacturing process consisted of a number of steps starting with the purification of the three raw materials, followed by the weighing of the three components in the proportions, Saltpetre (75%), Sulfur (10%) and Charcoal (15%) and mixing and grinding of the components together (incorporation). The crude gunpowder then had to be, pressed, granulated, and separated into various grades of gunpowder, and these were then glazed and dried to remove residual moisture. The gunpowder was usually packed in 45 kg wooden barrels for sale.

A ready source of general labour was available locally, although the skilled gunpowder men that were required must have been recruited elsewhere. In the 1790's no village existed in Ballincollig as it was only an insignificant townland with few houses on the road from Cork to Macroom. [Map 1]

The initial setting up of the Gunpowder Mills involved three land leases:

1. Ballincollig Townland 1794:

In 1792 Roger Sheehy-Keating of Dublin and Bryan Sheehy of Cork sold the lease on the entire townland of Ballincollig to Kevan Izod.³ The leased area was about 752 acres (305 hectares) of land. In 1794 Charles Henry Leslie leased 290 acres (118 hectares) of Kevan Izod's land in Ballincollig.⁴ This is shown in Map 1 as Lease 2. [1 acre ≈ 0.405 hectares]

2. Great Island Townland 1795:

To provide water for the water wheels used in various processing steps, Charles Henry Leslie's plan was to build a weir across the River Lee upstream of the main gunpowder works to provide a sufficient head of water and to accumulate water in a section of the river to provide a constant supply of water to the water wheels. The water would be conveyed by a new canal to the gunpowder mills.

The location chosen for the weir was in the townland of Great Island, due west of the townland of Ballincollig. In July 1793 John Lindsay leased 107 acres (43 hectares) of land in Great Island and Coolroe to Charles Leslie.⁵ This land was made up of the eastern half of Great Island townland and an area of Coolroe and provided access to the river Lee north of Great Island. Purchase of this section of land permitted the necessary access to the area for the construction of the weir. This is shown in Map 1 as Lease 1.

3. Garravagh Townland 1795:

Leslie also required access to the northern bank of the River Lee for maintenance of the weir. Only a small area of land was required for this purpose. In 1795 Charles Henry Leslie leased from Cornelius Leary a small area of land 200 by 100 feet (61 by 30 metres) in the townland of Garravagh.⁶ This is shown on Map 1 as Lease 3.

With these three leases Charles Henry Leslie had leases on land sufficient to commence the production of gunpowder in Ballincollig. Not all of the leased land was occupied by the original gunpowder mills and the land not required for the gunpowder mills was sublet (Map 2 Lease 1 shows the extent of the land occupied by the original gunpowder mills).

Other Land Leases acquired by Charles Henry Leslie related to the Gunpowder Mills

In 1796 Charles Henry Leslie purchased the lease to the western half of Great Island which also included part of Coolroe from John Swiney.⁷ This provided Charles Henry Leslie with the lease to all of the townland of Great Island.

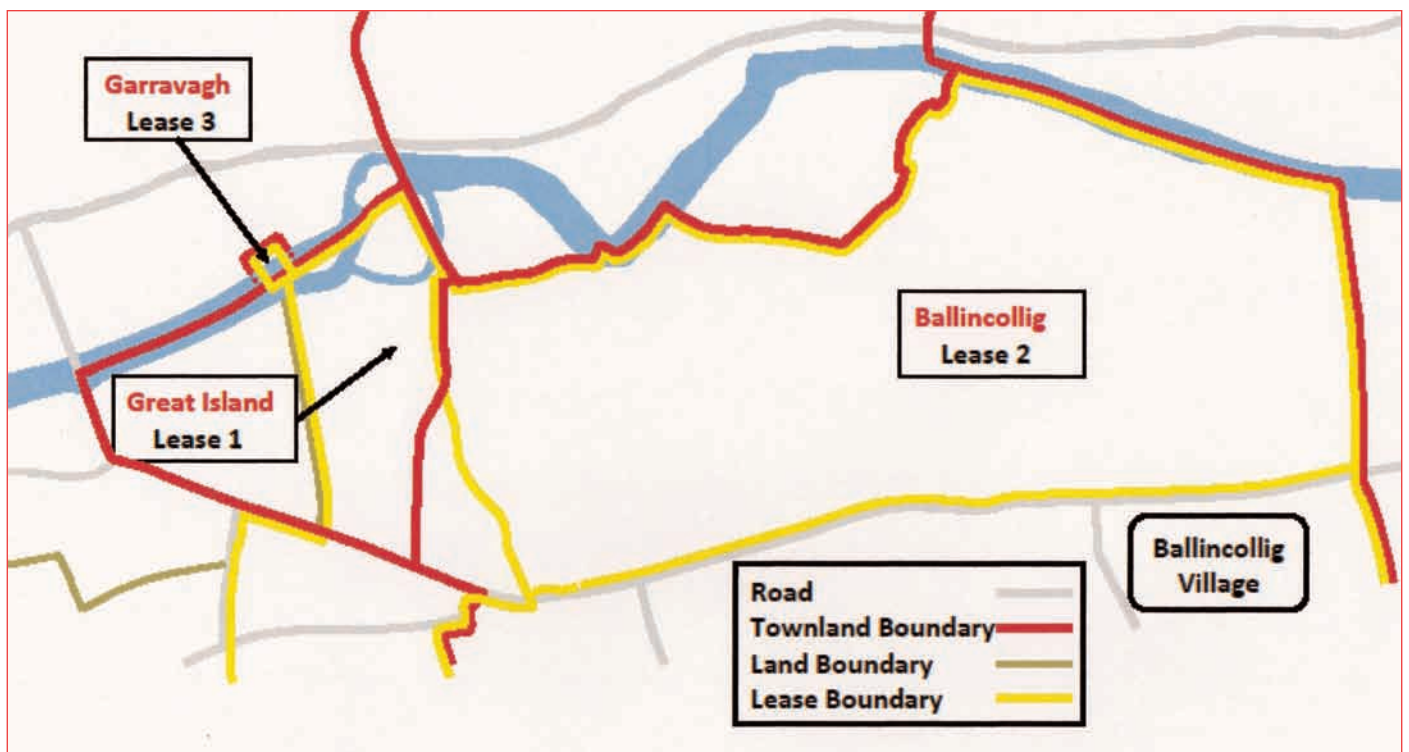
In 1805 Charles Henry Leslie obtained the lease on the part of the townland in Coolyduff that was on the south bank of the River Lee.⁸

Coolyduff Townland 1805:

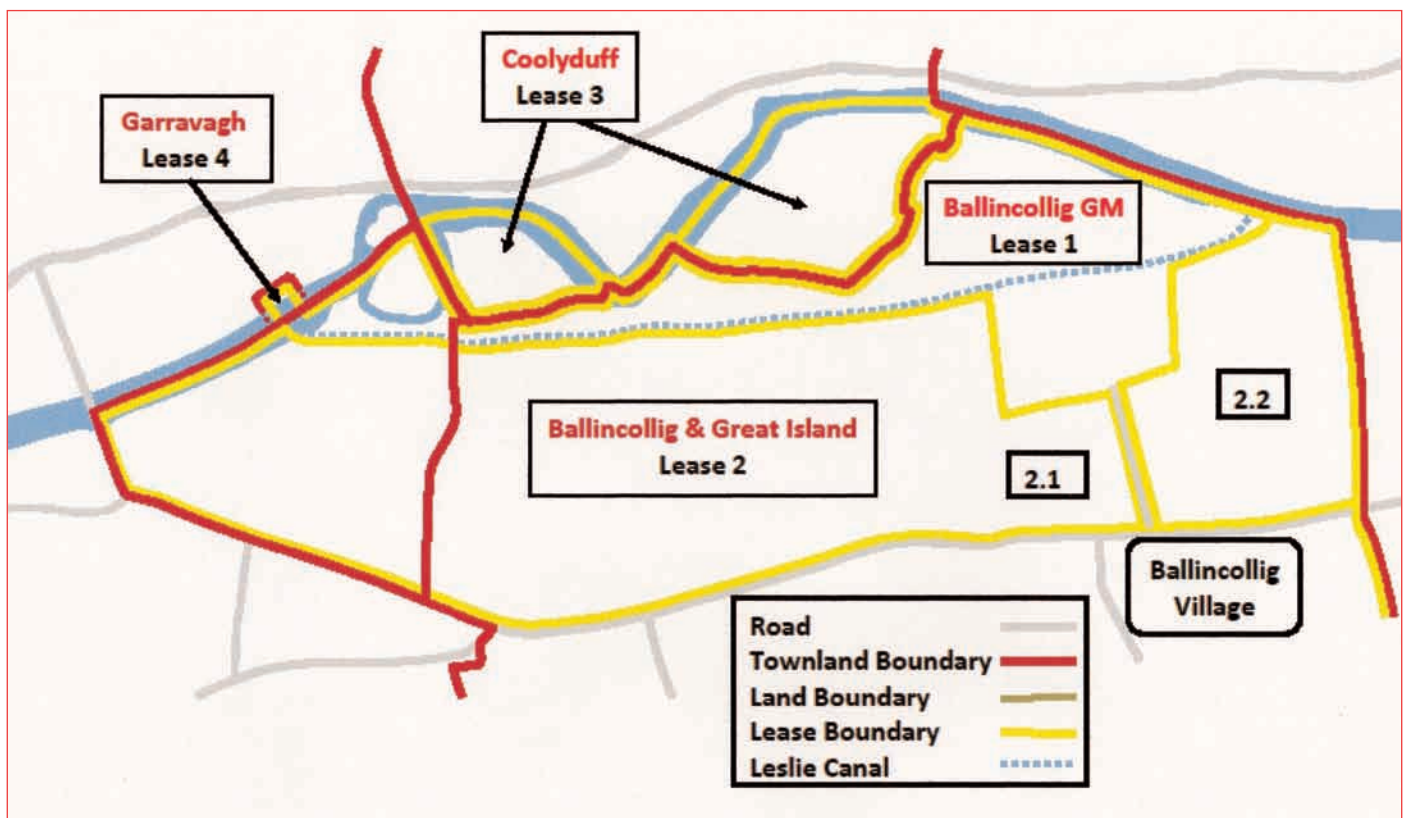
Coolyduff partly extends across the River Lee and is adjacent to the northern end of Ballincollig townland. The lease for Coolyduff was owned by John Travers which had come into the Travers family in 1673. The part of Coolyduff on the southern bank of the River Lee is a series of islands, called Inchiglass, or the Inches – an indication of the meandering nature of the River Lee over time. The area involved was about 46 acres (18 hectares) and is shown on Map 2 as Lease 3. This area of land was not required by Charles Henry Leslie for the original gunpowder mills.

The number of 'Inches', their size and position, changed with time and were dependent upon the variable scouring and erosion caused by the river flow. This reshaping of the river bed could be a fairly rapid process and is clearly visible on local maps in the period from 1805 to 1835. John Travers had a survey carried out of the 'Inches' for Charles Henry Leslie to determine the exact area involved - the survey is dated February 20th 1805 and arrived at the figure of 45 acres 0 roods 20 perches (18.3 Hectares).⁹ This survey was probably called for following comparison of previous leases with differ-

Map 1



Map 2



ing land areas for the same ‘Inches’ area by the Ordnance Engineers, and to define the townland boundary, which is legally defined as in the middle of a river (where this a boundary).

This John Travers had no further direct involvement with the gunpowder mills.

The Sale of Original Ballincollig Gunpowder Mills

The gunpowder mills were a business success and with the war between England and France developing, the British Army and Navy sought to significantly increase their supplies of gunpowder. In 1804 there was a shortage of gunpowder for the British forces.¹⁰ The Board of Ordnance was the British government body responsible for the supply of munitions to the British Army and Navy. In order to guarantee sufficient supplies of gunpowder of high and uniform quality, they had for some time been pursuing a policy of purchasing private gunpowder manufacturers and operating them to their own standard.

By 1804 with the two additional land leases of Great Island and Coolyduff, Charles Henry Leslie had accumulated a continuous land area of 433 acres (175 ha) in and around his gunpowder mills. This was almost five times the area occupied by his operating gunpowder mills.

Following the establishment of the production of the gunpowder mills in 1795, a Company agreement was made between Charles Henry Leslie, Lorenzo Nickson and a John Moore Travers. John Moore Travers was the son-in-law of Lorenzo Nickson (and a relative of the John Travers, mentioned above). The agreement was that John Moore Travers could acquire a 50% share in the Company upon the retirement of Lorenzo Nickson and the payment of £2,000 (equivalent to about €250,000 in today’s money).¹¹ By this time, in addition to John Moore Travers, three other partners (who were not family related), were involved with the gunpowder mills. These partners were John Anderson, William Kellock and William Maxwell. No records have been found of when they became involved in the gunpowder mills, or what was the actual extent of their involvement.

In view of the significant area of land purchases around the gunpowder mills, it is probable that Charles Henry Leslie and the other partners in the gunpowder mills were planning for an expansion of the gunpowder mills. Considering the family and partner’s contacts in high government and military circles, they were probably aware of the shortage of gunpowder being experienced in the United Kingdom. They would have been aware of the policy at the time for the military authorities to purchase private gunpowder mills, rather than buy gunpowder supplies privately from them. This would also have been a consideration in their future plans for their gunpowder mills. [Map 2]

In 1804, the Board of Ordnance commenced the purchase of the Ballincollig gunpowder mills and the lease on the land associated with it, together with the three leases for the land surrounding the existing gunpowder

mills. These purchases were completed in 1805.¹²

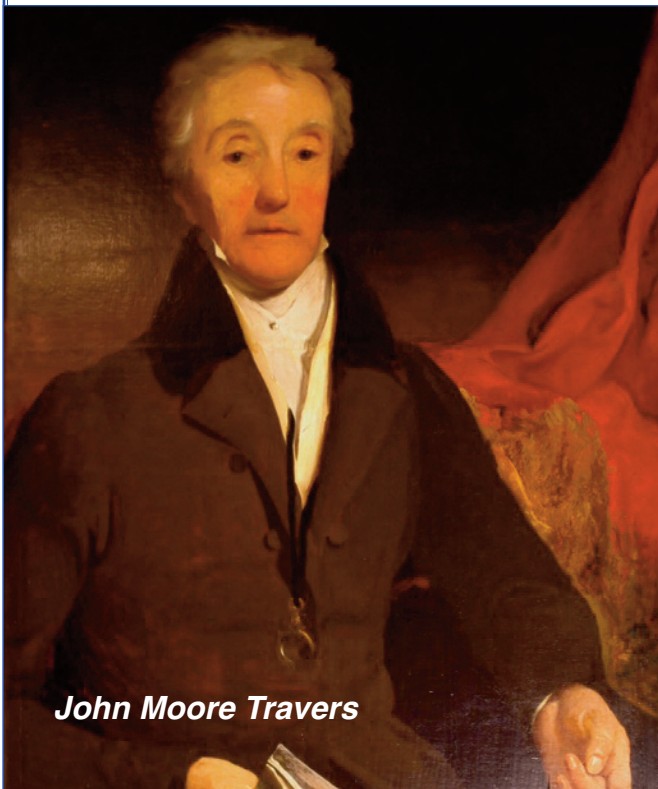
Leslie and his partners sold the gunpowder mills for the sum of £30,000 (€3,750,000 in current money). The lands associated with the gunpowder mills and the other local land purchases by Charles Henry Leslie were leased to the Board of Ordnance at a combined annual rent of £1,275-10-10 (€159,000 in current money). The lease for the lands in the townland of Ballincollig occupied by the Gunpowder Mills only (Map 2, Lease 1) had been used as security against a number of cash loans to Charles Henry Leslie and John Moore Travers. The total sum borrowed on the lease was £17,700, or about 60% of the sale price of the original gunpowder mills of £30,000.¹³ This had to be paid back on the sale of the gunpowder mills. It still left the substantial sum of £12,300 (€1,538,000 in current money) as profit on the sale.

The sale of the gunpowder mills and the transfer of the land lease associated with the gunpowder mills was signed and sealed by Charles Henry Leslie and by John Moore Travers, John Anderson, William Kellock and William Maxwell, although the last four named persons are not named as specific parties to the lease. No indication of how the sale proceeds were to be divided among these partners was indicated on the deed of sale.

Toll Road connections

While the sale of the Royal Gunpowder Mills in 1805 ended the involvement of the above partners in this endeavour, they had one further connection with the Ballincollig area, “....so that all Persons may travel through the same with Safety...” This was as trustees of the Toll Road “...from the City of Cork to the Town of Tralee, in the County of Kerry”, which was set up under a private Act in the British Parliament in 1812 - as were all toll roads. Charles Henry Leslie, John Moore Travers, John Travers, John Anderson, William Kellock and William Maxwell are named in the Act as six of the original one hundred and sixty Trustees of the Toll Road.²⁶

**THE PARTNERS IN THE COMPANY SET UP
BY CHARLES HENRY LESLIE TO MANUFACTURE
GUNPOWDER IN BALLINCOLLIG**



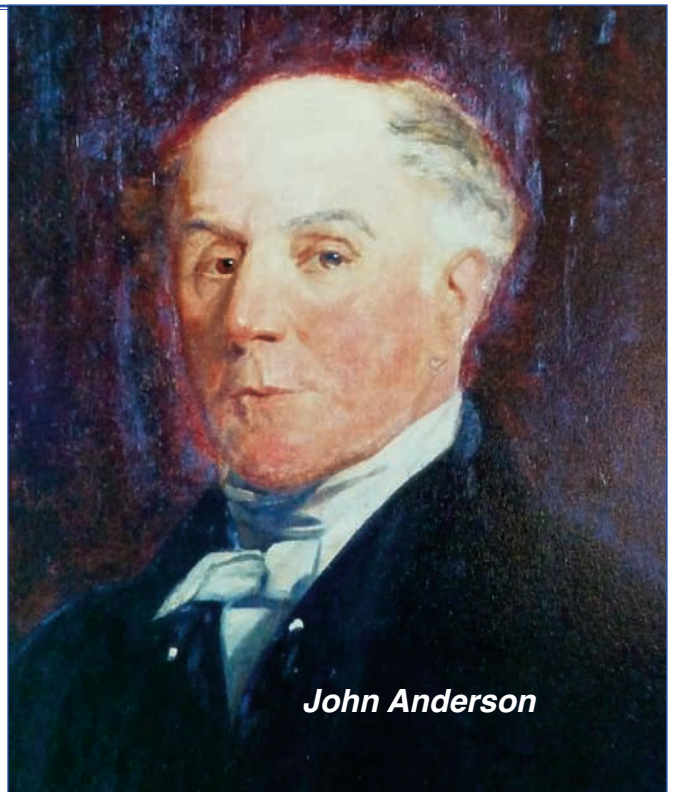
John Moore Travers

Lorenzo Nickson (1736 – 1806):

Lorenzo Nickson of Munny Upper, Co. Wicklow, had a 50% shareholding in the original gunpowder mills company set up by Charles Henry Leslie in 1795. By August 1801 the company name had changed to *Leslie, Travers & Company, Royal Irish Gunpowder Mills*, so presumably Lorenzo Nickson had sold his shareholding to John Moore Travers by this time.¹⁴ Lorenzo Nickson had married Elizabeth Izod, Charles Henry Leslie's sister-in-law and the daughter of Kevan Izod. The Nickson family, who were land agents to the Earl Fitzwilliam family at Collatin, had an estate of about 920 a (370 ha) at Munny Upper, and in conjunction with the Chapelizod estate inherited by his wife, he was likely to have been an investor and a sleeping partner only in the gunpowder mills. Lorenzo had moved to his wife's Chapelizod estate in Co. Kilkenny in 1790.¹⁵

John Moore Travers (1768 - 1853):

John Moore Travers was born at Ballynamona House, between Timoleague and Courtmacsherry, and educated at Trinity College, Dublin. He obtained a B. A. at Trinity. He qualified as a Barrister-at-Law from King's Inn, Dublin and obtained a Doctor of Law degree. He married Lucy Izod of Coolkenno, Co. Wicklow in 1794. He had an office at 94 St. Patrick Street in Cork (above the current Le Chateau Bar) and lived at *Clifton* in Blackrock, Cork.¹⁶ (*Clifton* was later renamed *Ardfoyle* (*Ardfoyle*) and is now owned by the Sisters of Our Lady of Apostles).



John Anderson



John Moore Travers and Charles Henry Leslie were also involved in another major venture around 1796 in Cork City. John Moore Travers, Charles Henry Leslie and Isaac Morgan provided capital to start the River Lee Brewery on Prospect Row (now the UCC Tyndall National Institute). The venture was not a success and the premises were acquired from Charles Henry Leslie by Roberts, Beamish and Crawford in 1813.¹⁷

John Moore Travers's brother, Thomas Otho Travers, who was ADC (Military Secretary and Assistant) to Sir Stamford Raffles the nominal founder of modern Singapore, married Mary Peacocke Leslie, Charles Henry Leslie's daughter. They lived at Leemount in Carrigrohane.¹⁸

John Anderson (1747 – 1820):

John Anderson was an entrepreneur responsible for many social and business endeavours in Munster and

after whom both Anderson's Street and Anderson's Quay in Cork Docks are named. John Anderson came from a poor Scottish family background and arrived in Cork in 1780. He set up at Lapp's Quay as a merchant and prospered. He was responsible for setting up the Mail Coach system in Ireland, and this reduced the time for mail (or passengers), to get from Dublin to Cork - which could have taken up to seven days - to one day. He virtually founded the town of Fermoy, by donating land he owned at Fermoy to the British Army for the purpose of building a large military barracks. The money flowing from the servicing of the barracks converted Fermoy from an insignificant village to a thriving and prosperous town. He also warned the Authorities in Dublin about the over reliance of the Irish population on potatoes in 1800, a considerable time before the Great Famine struck.¹⁹

John Anderson and John Moore Travers were also partners in the purchase of the Barry estates near Fermoy (This was a not unrelated family matter, as John Hely-Hutchinson, a relative of John Moore Travers, was an uncle of Miss Forward from whom they purchased the estates). John Anderson went into Banking, like Charles Henry Leslie, and the failure of his Bank ultimately led to his being declared bankrupt in 1816; as was Charles Henry Leslie in a similar banking venture. He died in 1820.

William Maxwell:

William Maxwell was named as one of 15 Directors on the board of the Commercial Building Company of Cork. Other Directors of the Company were, the well known, William Beamish & William Crawford, and also Cooper Penrose.²⁰ In addition, he was an Auditor for the accounts of the *Royal Cork Institute* in 1810.²¹ William Maxwell and William Kellock were business partners. No information has been found on Maxwell's family background, or his subsequent career. He appears to have been well regarded as a financial trouble shooter as he was involved in the resolution of debts arising from the ill fated venture of the River Lee Brewery involving John Moore Travers, Charles Henry Leslie and others.

William Kellock:

William Kellock lived at Lapp's Island, one of the more recently developed areas in Cork City at the time.²² Kellock & Maxwell had a store on Lapp's Island which traded in tobacco.²³ Kellock & Maxwell were also venture capitalists and were involved in a case law court case in 1809 in relation to the distribution of shares in an Archangel adventure.²⁴ No information has been found on the family background of William Kellock. The Kellock name is Scottish and it is possible that like John Anderson, he immigrated to Cork.



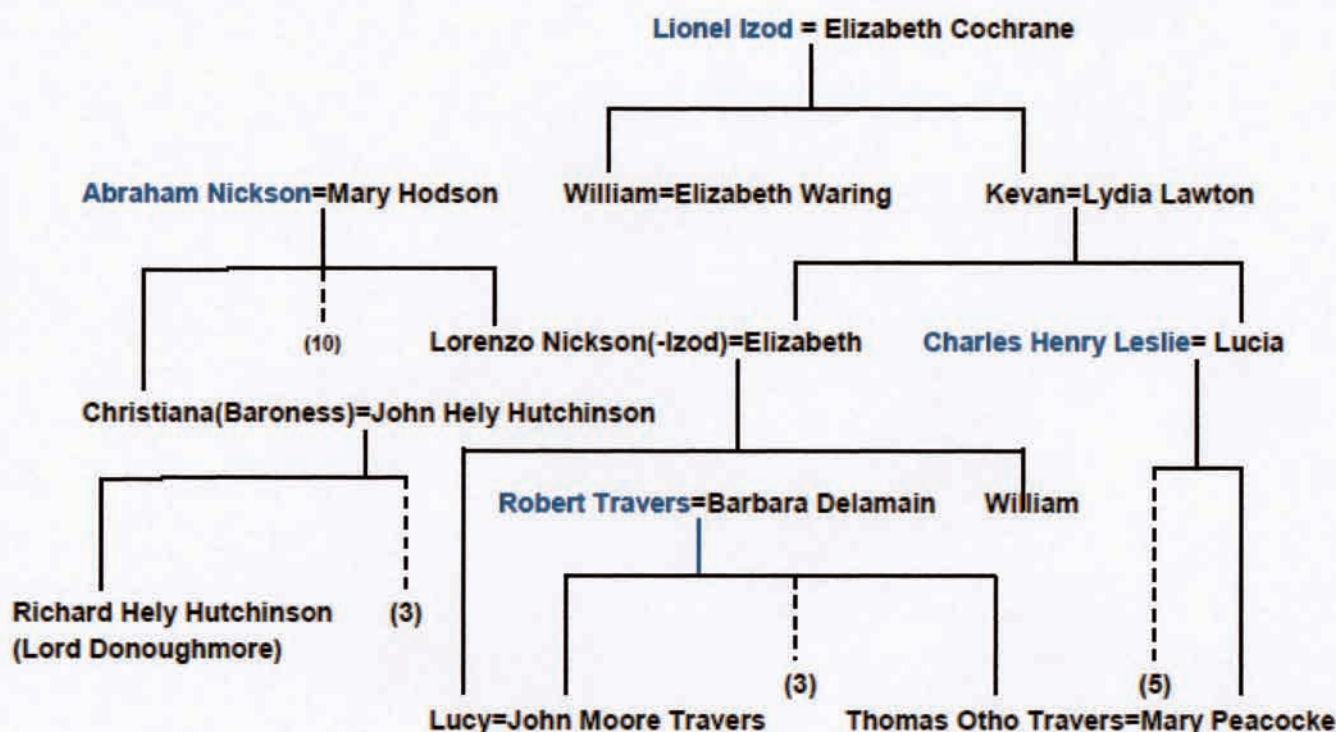
Ardfoyle in 1913

Home of John Anderson, one of the partners in the Royal Gunpowder Mills, Ballincollig

Summary on the Gunpowder Mills Partnerships:

Charles Henry Leslie was clearly the principal director of the gunpowder mills, who, together with his brother-in-law Lorenzo Nickson, set up the original partnership. John Moore Travers then took over Lorenzo Nickson's position in the partnership and would have provided legal expertise. Obviously, family connections were important – for example, the family connection with John Hely-Hutchinson and subsequently his son Richard (Lord Donoughmore) were important major government contacts. John Anderson also had the ear of the Government through his connections. The other two partners, William Kellock and William Maxwell, were more likely to just be venture capitalists in the business.

All of those involved in the Gunpowder mills were Freeman of the City of Cork. In the 18th and early 19th century in order to carry out business in the City of Cork, it was necessary to become a 'Freeman of the City'. This was generally not a great honour, as it now is, as most 'Freemen' of the City purchased their 'Freedom' from Cork Corporation. William Maxwell and William Kellock were made 'Freemen of Cork' in 1796 and 1800 respectively.²⁵ This indicates that their involvement was most likely to have commenced after the establishment of the original Gunpowder Mills.



Numbers in brackets () are number of other children – if known
Izod/Nickson/Leslie/Travers Family Relationship

FAMILY INTERRELATIONS OF THE LESLIE AND TRAVERS FAMILY

Lorenzo Nickson and the Izod Family:

The Nickson family were from Munny Upper in Co. Wicklow. Lorenzo Nickson married Elizabeth Izod, a daughter of Kevan Izod, in 1773 in Cork, and assumed the Izod name. The reason for this name change was because William Izod, heir to the Chapelizod Estate, had died in 1789. Kevan Izod, the surviving male heir, died in 1797 and the Izod estate had then passed to Elizabeth. The Izod name was added to continue this family name. The Izod family, who were probably of English extraction, were living in Kilfernagh in Co. Kilkenny in the early 1600's. They had accumulated land and by 1770 had established a demesne called *Chapelizod* at Grovebeg in Co. Kilkenny. Lorenzo Nickson(-Izod) lived at *Chapelizod* Co. Kilkenny from 1790 to 1794.

Lorenzo Nickson(-Izod) had at least two children; Lucy, who married John Moore Travers and William who took over *Chapelizod* house and demesne in 1794 until at least 1827.²⁷

Kevan Izod (c.1720-1797) was the second son of Lionel Izod (c.1680-1742) of Kilfera in Co. Kilkenny. Kevan Izod moved to Cork. He married Lydia Lawton, a member of the famous Cork wine importing

family in which he was a partner, in 1748. Kevan had premises in Patrick Street, as a candle and soap manufacturer and exporter of butter and provisions. The candle and soap manufacturing business was a by-product of the tallow industry, itself connected to the core agricultural industry of meat slaughtering, packing and exporting that was the foundation of the Cork City main trade at the time. He moved to Wilton around 1755 and he was a witness to a deed between Noblet Breton and William Lawton for the land at Wilton House (currently owned by the SMA fathers) that he acquired subsequently in 1775. In 1784 Kevan's daughter Lucia married Charles Henry Leslie.

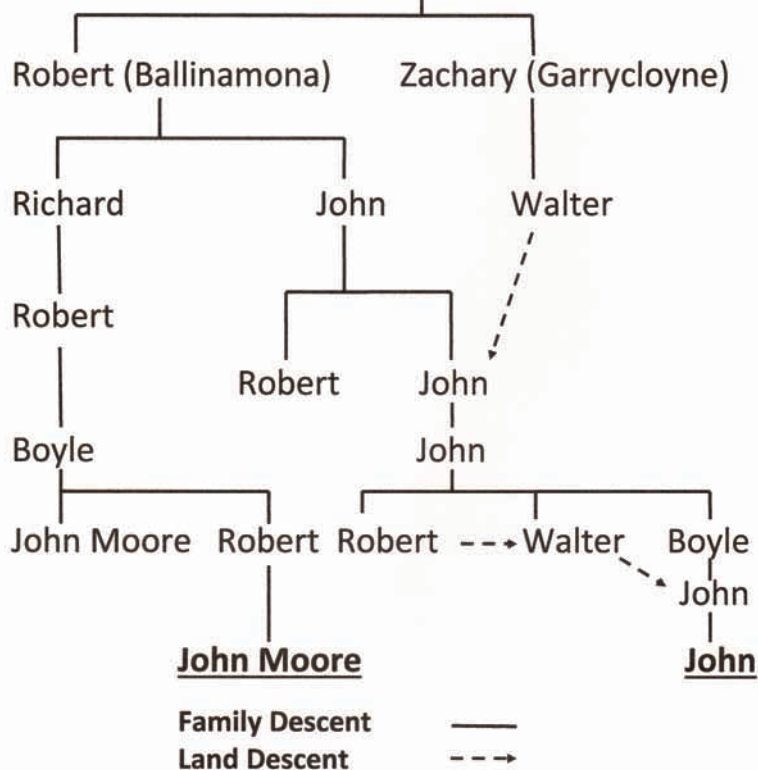
He is mentioned in West's Directory of 1787 as a *Commissioner for Widening the Streets and Improving the City*. He served on Cork Corporation for over 20 years.²⁸

John Travers:

John Travers, who owned Coolyduff townland, lived at Garrycloyne near Blarney in North Cork and was a major landowner in the area. He was also a Colonel in the local militia. In 1837 he moved a short distance to Birchhill Cottage (now a B&B and called Birch Hill House). This house is in the townland of Knocknabehy which is on the north side of Garrycloyne, and he was living there at the time of Griffiths Valuation ca. 1850.²⁹ John Travers died in 1854.



John Travers, Ballinamona, Courtmacsherry



An Outline of the Family Tree of the Cork Travers Family connected with the Ballincollig Gunpowder Mills (left)

The Travers family have had a major presence in the Cork area going back to the late 16th century. Bryan Travers of Nateby, Garstang, Lancashire came to County Cork around the 1580's. Bryan had one son, John, who settled in Ballynamona, near Courtmacsherry. John married Sarah, the sister of Edmund Spenser; the author of the poem, *The Faerie Queene*.

John had three sons, two of whom, Robert (Knighted in 1625) and Zachary, were the origin of the two main branches of the Travers family in the Cork area.³⁰ Sir Robert married Elizabeth Boyle of the Boyle family, Earls of Cork and Orrery.

Sir Robert Travers inherited the fortified house and lands at Ballinamona and also had a castle and lands at Rochfortstown near the Chetwynd viaduct. Zachary had a castle and lands at Garrycloyne, north of Blarney and possessed, amongst other townlands, the townland of Coolyduff.

John Moore Travers is directly descended from Sir Robert Travers. John Travers who owned the townland of Coolyduff was also a descendant of Sir Robert Travers. The land of Coolyduff descended from Zachary Travers by a different pathway due to a number of unexpected family circumstances.³¹

References:

Abbreviations used in References:

RD = Register of Deeds, Dublin, Deed Reference: date, **book no.**, page no., deed no.

1. See for example, (a) Dictionary of Irish Biography, Royal Irish Academy, Eds. James McGuire and James Quinn, Vol. 5, Cambridge University Press, 2009, Linde Lunney, p. 460-461; (b) Gunpowder to Guided Missiles, Ireland's War Industries George D. Kelleher, Bunacummer, Inniscarra, Co. Cork , Ireland, 1993; (c) Ballincollig Royal Gunpowder Mills: A Hidden History, Jenny Webb and Anne Donaldson, 2006, Nonsuch Ireland; (d) Industrial Ireland 1750-1930, An Archaeology, Colin Rynne, Collins Press, 2006, p.291.
2. RD, 5 November 1795, **491**, 452, 319853.
3. RD, 2 February 1793, **476**, 161,311098.
4. RD, 1794 (the day and month are left blank on the deed in the register of deeds), **476**, 160, 311097.
5. Map of land let to Charles Leslie, dated 20 July 1793 (private collection) – no registered deed found corresponding to this land was found. On 29 August 1795 the (largely identical) portion of land was leased by Joseph Lindsay Wetherall (112 acres (45.1 Hectares)) to Charles Henry Leslie and Mathew Leslie. RD, 29 Aug 1797, **491**, 98, 317127.
6. RD, 26 May 1795, **383**, 363, 314687.
7. RD, 25 March 1796, **498**, 565, 321578, and map of land

transferred dated March 1796 (private collection).

8. Leases referred to in Box No. 21, UCC Boole Library, Archives, Beamish & Crawford Estate Collection.
9. Map, *A Map and Survey, John Travers Esq. to Charles Leslie Esq. And for the use of said John Travers* - UCC Boole Library, Archives, Beamish & Crawford Estate Collection, Box No. 21.
10. The Royal Gunpowder Mills Waltham Abbey, <http://www.royalgunpowdermills.com/history-heritage/chronology>, accessed 20 August 2014.
11. See ref. 2. RD, 5 November 1795, **491**, 452, 319853
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27. See Ref. 15. (a) Burke's Irish Family Records, 1976, p. 1137; (b) Edward Law, Kilkenny History, Miscellaneous Houses, <http://homepage.eircom.net/~lawEKK/HSESC.HTM>].

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Notes:

1. Land ownership in Ireland in the 1790's: All land was owned by the King. The land was parcelled out in Landed Estates to families (usually of Anglo-Irish and English extraction) who received, or inherited, grants of lands originally confiscated by the British Crown around the 17th century. Estate land was held in freehold, or outright ownership, by the landlord and then rented or leased in small and large parcels to tenants. Many tenants were also landlords, subletting to smaller landholders.

2. Various spellings are used for the townlands in various Deeds and other documents. The currently accepted spelling for the townland is used in this article to provide consistency.

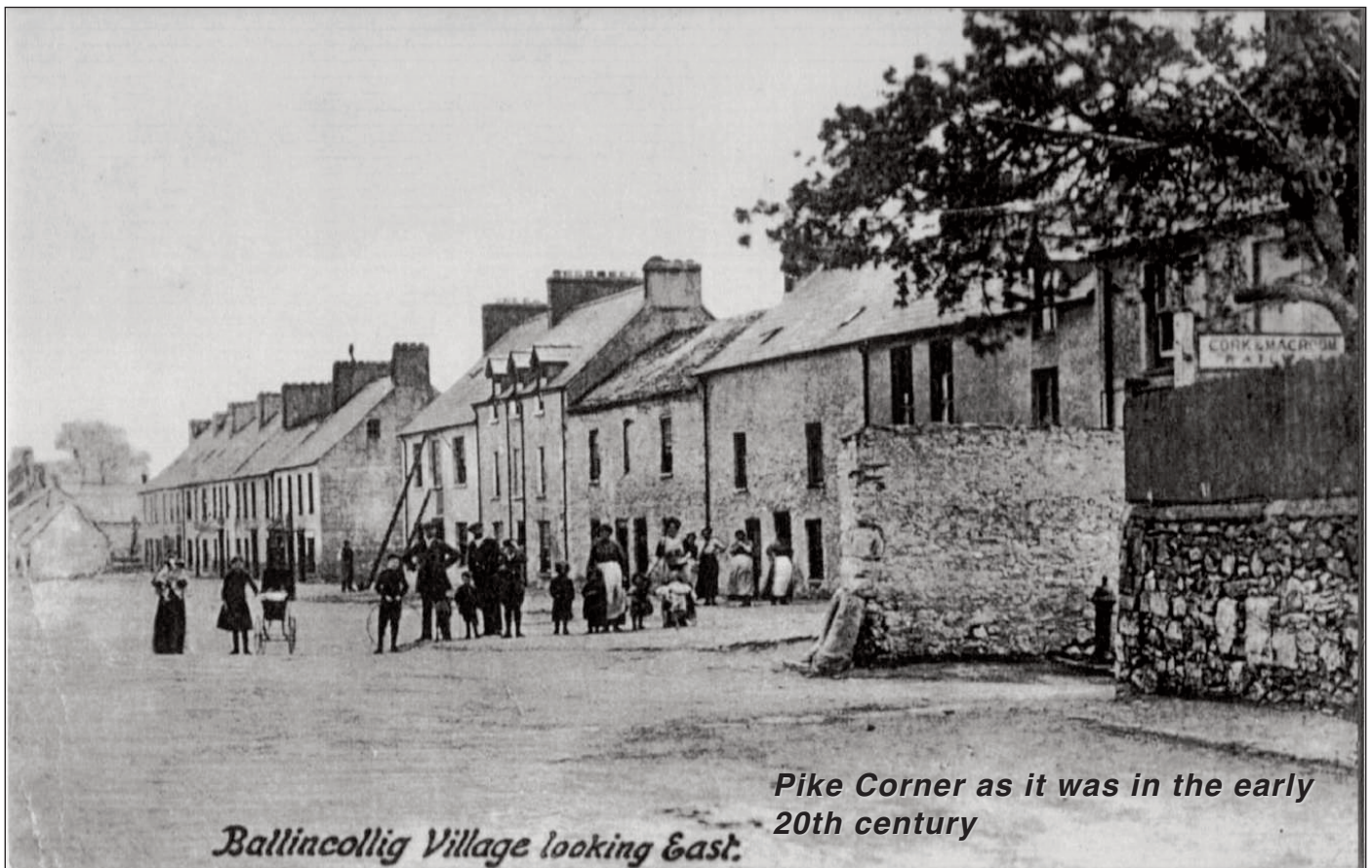
3. Great Island Townland: On maps and deeds in the period 1793 to 1805 the townland of Great Island is shown as part of the townland of Coolroe. The townland boundary between Ballincollig and Great Island is also in a different position to that in the first and subsequent Ordnance Survey maps of the area. Great Island townland is shown in its current position on the Downs Survey map (ca. 1655). Deeds relating to Great Island townland are indexed correctly in the Office of Deeds. The basis for this misnaming of the Great Island area is not known.

Acknowledgements:

To the late George Kelleher for his book on the Gunpowder Mills at Ballincollig and whose persistence and drive was responsible for the recovery of the site of the Gunpowder Mills from a long period of neglect. Sr. Columbiere O'Driscoll of the OLA Ardfoy, Blackrock, Cork for permission to reproduce the picture of Ardfoy in 1913. Ms Catherine Hallissey of Garrycloyne for permission to reproduce the picture of Garrycloyne House. Robert and Tim Travers for their help in unravelling the Travers connection with the gunpowder mills. Richard Forrest and the Staff of the Cork County Library Headquarters, Carrigrohane Road, Cork for helpful suggestions for sources for this article. Michael Kelleher of O'Flynn Construction, Ballincollig, for access to original deeds and maps of the Gunpowder Mills area. The portraits of Charles Henry Leslie, John Moore Travers and John Anderson are from private collections.

The 19th Century Toll Road Through Ballincollig

Rod MacConaill



Introduction

A toll road from Cork via Ballincollig to Tralee was constructed in 1812. The toll road commenced at the junction of the Magazine and College roads in the Cork City Liberties and continued out through the Model Farm Road to Ballincollig and then on to Macroom via the current N22 route. The toll road then went to Millstreet, and branched at Rathmore to Killarney and to Tralee.

The 1812 toll road to Tralee replaced an earlier toll road to Tralee. This earlier toll road was set up in 1747 and became known as “The Butter Road”. The Butter Road went from Cork via Tower to Millstreet, Tralee and on to Listowel. This toll road did not prosper financially and with lack of investment, fell into disrepair and the 1812 toll road was set up, in part, as a replacement route.

Toll booths

The toll road had two tollbooths in Ballincollig. The first, across the main road in the Main Street of Ballincollig at Station Road (or Chapel Road - as it was then named) and the second at the West Village, across the road to Inniscarra Bridge where the road exits the present day roundabout. The tollbooths are long demolished, and the only current visible sign of this toll road are the milestone markers and a section of old wall at the junction of Ballincollig Main Street and Station Road. An old wrought iron gate in Coolroe is also believed by many to have been one of the tollgates associated with the toll-booth at Station Road.

The barrier across the roadway at a toll station was called a ‘turnpike’. A turnpike is similar to a modern turn-

stile that was turned (opened) in order to allow traffic to pass after the payment of a charge, or toll, to a tollgate keeper who collected money for the toll road Trustees. The barrier may have been fitted with sharp pointed sticks or 'pikes' in its original form in late medieval times.

The word "turnpike" has changed in meaning and now describes the actual toll road in many parts of the world. The word has also been incorporated as a local place name in Ireland with the ending 'pike', as in, 'Kerrypike', or 'Dublinpike'. The junction of Station Road with Ballincollig Main Street is referred to as the 'Pike Corner'.



Toll Roads in Ireland in the 18th and 19th Century

Toll roads were first introduced into Ireland in 1729 following similar introductions in England. All toll roads in Ireland and England were established by individual Acts of Parliament, by the Irish Parliament prior to the Act of Union, and then by the British Parliament. Prior to the toll road Acts, roads were maintained by local committees called Grand Juries and these roads were used mainly by local traffic. The increase in population, and in trade in general, in Ireland in the 18th century resulted in a large increase in traffic traversing through the Grand Juries areas. Great wear was being caused to existing roads by the increased traffic. The roads were, in most cases, just enlarged tracks – and the state of many roads was such that many were impassable to wheeled traffic in winter-time.

The Toll Road at Ballincollig

The toll road from Cork to Tralee through Ballincollig was set up by an Act of parliament in June 1812. Other toll roads from Cork were in operation around this time, Cork – Kilworth Mountain – County Tipperary border (and on by other toll roads to Dublin), Cork – Bandon – Skibbereen (with a spur to Kinsale), Cork – Ballyhooley, Cork - Charleville and Cork - Newcastle West – Limerick.

All toll roads were set up and managed as private Trusts by local landowners and others with money to invest. The Act included the names of the original members of the Trust. Investors in the Cork to Tralee toll road included Charles Henry Leslie, the founder of the Ballincollig Gunpowder Mills and William Beamish and William



ANNO QUINQUAGESIMO SECUNDO

GEORGI II. REGIS.

Cap. 138.

An Act for maintaining the Road leading from the City of *Cork* to the Town of *Tralee*, in the County of *Kerry*.
[9th June 1812.]

WHEREAS the Highways or Roads leading from the City of *Cork*, in *Ireland*, to the Town of *Tralee*, in the County of *Kerry*, were become so ruinous and bad that many Parts thereof are and were scarcely passable for Waggon, Car, Carts, and Carriages, and very dangerous for Travellers, and cannot by the ordinary Course appointed by the Laws and Statutes of this Realm, be effectually amended and kept in good Repair: And whereas the

Crawford, the founders of the Beamish & Crawford brewery in Cork City, along with 157 others. The investors had to be persons who had significant assets in land or money. Persons running an 'Ale House', or any other 'House of Public Entertainment', or who sold alcoholic beverages, were prohibited from becoming Trustees. The Act for the toll road from Cork to Tralee stipulated that the Act would remain in force for 21 years, that is, until 1833.²

All toll roads in Ireland were abolished by Act of parliament by 1858 and the toll road system reverted to the control of the local Grand Juries. By this time the Grand



Toll Item	Toll 1813 shillings	pence	Equivalent Cost 2014 €
Coach, or similar carriage, drawn by 6 or more horses	3	3	16
Coach, or similar carriage, drawn by 4 or 5 horses.	2	6	13
Coach, or similar carriage, drawn by 2 or 3 horses.	1	1	5.4
Coach, or similar carriage, drawn by 1 horse.		6½	2.7
For every horse drawing any wagon with wheels of 5 inches breadth.		2	0.8
For every horse drawing any wagon with wheels of 4 inches breadth.		3	1.3
For every horset drawing any wagon, with wheels of 3 inches to 4 inches in breadth.		4	1.7
For every horse drawing any wagon, with wheels of less than 3 inches breadth.		6½	2.7
For every horse, mule or ass, laden or unladen.		1½	0.6
For every drove of oxen, cows, or cattle per score (20).	1	8	8.3
For every drove of hogs per score (20).		10	4.2
For every drove of calves, sheep or lambs per score (20).		5	2.1

Toll Road Charges and their Current Equivalent Cost

A table, abstracted from the Parliamentary Act establishing the toll road and giving the toll charges on the toll road is provided underneath. The table gives the original charge in shillings and pence in the old imperial units (12 pence = 1 shilling; 20 shillings = 1 Pound (£) Sterling). An approximate current day equivalent in Euro is provided taking into account inflation since 1813.

toll station is the low section of stone wall at the junction of Ballincollig Main Street with Station Road. This wall was part of the turnpike barrier. The wall was originally about three metres in height and is shown at its full height on a photograph of the western end of Ballincollig Main Street taken around the turn of the 20th century. In the mid 1960's Cork County Council reduced the wall height because of the restriction to traffic visibility for vehicles

Jury system had been upgrading and maintaining roads other than the toll roads and these roads were as well constructed and maintained as the toll roads and were, in addition, free of tolls. While there was probably great rejoicing in general at the abolition of the toll road system, at least one person in Ballincollig was unhappy at their demise.

Court case

A court case was taken in 1848 against Florence Donovan the toll keeper at the Ballincollig main street who was reluctant to give up his tollhouse following the closure of the toll road and the loss of his position as toll keeper; he was fined 6 pence (€2.50 at current value [Note 1]).³

The only physical trace remaining of the Ballincollig

exiting Station Road.

Toll Charges

Toll charges on toll roads were fixed by Act of Parliament and could not be changed except by another Act of Parliament. A graded system of tolls was applied depending on the tolled item concerned. Individuals were not charged when on foot. The toll was graded to account for the wear and tear caused by the tolled item. The system and gradation chosen was well designed and modern road design engineers would agree with the relative scale of tolls charged in terms of expected wear and tear on the road.

In contrast to modern day toll roads, only one toll levy

Antique Wrought Iron Gate at Coolroe House

was permitted to be charged on any person in any one day on a given section of the toll road. Like modern toll roads there were often more than one toll station on a particular toll road.

A person apprehended dragging timber, or stone, over the toll road could be fined up to £5-0-0 (€500 currently). The road surface would have been significantly damaged by such an occurrence. A person found evading toll charges could be fined up to £1-0-0 (€100 currently).

A Possible Surviving Tollgate

It has long been believed by many of the inhabitants of Ballincollig that a tollgate that was belonging to the toll-booth at Station Road had survived and that it was moved to Coolroe House and set up there.⁴

There is an antique wrought iron gate currently present in what is the side entrance to Coolroe House. The gate is of unusual size and has features that would indicate that it is not a standard early 19th century farm gate. Corrosion of the wrought iron bars has damaged part of the gate. A missing horizontal section of bar has also been replaced with modern mild steel tubing. The attached wheel and its associated support piece are of 20th century construction. The gate was owned by the Tanner family who lived at Coolroe House for most of the 20th century.

Coolroe House

This house was built in the latter half of the 19th century and originally called Millview House.⁵ There was an earlier house, also called Coolroe House, immediately to the west of Millview House. This house dates back to at least the middle of the 18th century and was then owned by a family called Wetheral.⁶ The old Coolroe House was converted to farm building use and the name transferred to Millfield House.

The new Coolroe House and lands adjoining were purchased by Thomas Tanner in 1904.⁷ Thomas Tanner and his son Joseph came from Gaggan near Bandon [Note 2]. Thomas Tanner transferred the house and lands to his son Joseph. Joseph died in 1956 and the house then passed to his son Thomas Noel. Thomas Noel Tanner in a radio interview with Cork Local Radio in 1992 said, "One thing that I have, that I'd like to record is. There was such a place in Ballincollig as the Pike Cross and there was a pike gate at that cross. Now, how it came into my family I do not know, but I have that pike gate on my back laneway at the present time....." When asked where was



MILESTONES

The provision of mile markers, or milestones, was a requirement in the toll road Act and a number of these belonging to the toll road have survived to the present day. The example shown is located on the south side of the road at Ballincollig West Village.

the 'Pike Cross', he said "It's on the way up to the Catholic Church, right on the end of the village."⁸

Other Ballincollig people who knew Noel Tanner personally and had information from him about the gate confirmed Noel Tanner's interest in the gate. Most people remembered Noel saying that there were actually two similar gates involved with the toll road station in Ballincollig Main Street. Opinions differed, on whether the gates were both across the Main Street, or across Station Road, or that there was one gate across the Main Street and one gate across Station Road. It would appear that two similar gates were present on the Coolroe House property during the occupation by the Tanner family and may have predated their occupation. Both gates were po-

sitioned on the laneway that the current gate is on. One of the gates was in bad condition due to rust damage and it was replaced by the other gate. What happened to the damaged gate is not known.

The Gate Type and Detail Summary

The gate is of overall dimensions 12 x 6 foot (3.7 x 1.8 m). It is constructed of heavy gauge wrought iron with forge welded mortice and tenon joints on the end up-rights. The mid vertical bar and cross bars have unique square headed rivets forge welded into place.

Overall, this is a large and very strong gate of considerable weight. The bolt is probably a modern addition and is not in keeping with the general high standard of construction of the gate. The presence of a slot in the upright to locate the bolt would indicate that the gate may have been one of a pair of gates.

No other early 19th century tollgates are known to exist.

A sketch of a 19th century Irish tollgate in a book by the Industrial Archaeologist Dr. Colin Rynne is the only representation of such a tollgate that could be located. This shows what is clearly a wooden gate that is similar in general proportions to a farm gate. In his book Dr. Rynne states, "Our knowledge of the forms of toll gates employed in Ireland is wholly based on contemporary illustrations. (Referring to the sketch) The toll gate consisted of a central wooden gate for wheeled traffic, with single or half gates at each extremity for pedestrians. Of course, it is not possible to say how representative this arrangement was for other Irish turnpikes. A surviving drawing of a toll gate on the Dublin-Dunleer turnpike of the 1830s shows an arrangement of two swivelling half gates."⁹ Dr. Colin Rynne's opinion is that the Coolroe gate is a farm gate.¹⁰

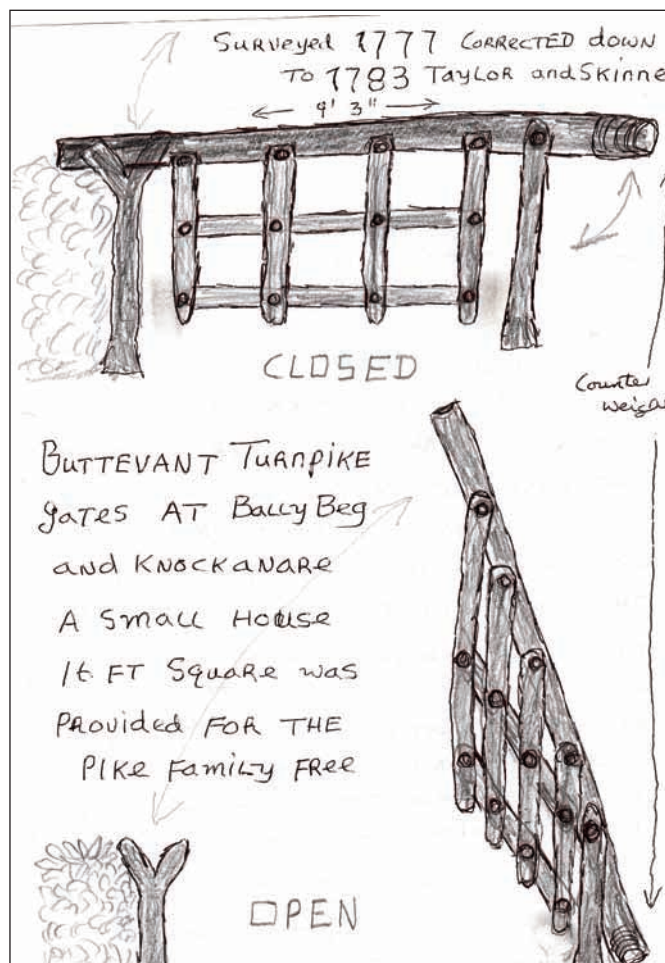
A sketch of a late 18th century turnpike gate at Buttevant shows a relatively simple wooden gate.¹¹

A search for early 19th century Irish farm gates was carried out. The only documented date of construction for an early 19th century gate found was a gate at Ullard in Co. Kilkenny. This gate was dated at 1812 by a local historian Gerard Tyler.¹² Early wrought iron farm gates were known to be of very variable form and therefore it is difficult to make generalizations from examples of them.

1812 Farm Gate at Ullard

This gate was originally (the gate has been widened by the addition of extra horizontal bar material to accommodate modern farm machinery) the fairly standard 9 foot by 4½ foot [2.7 x 1.4 m] farm gate size. The cross section of the wrought iron material of the gate is also much lighter than the Coolroe gate.

As there is no documented evidence for the origin of the gate and as the Tanner family only arrived in 1903 in Coolroe it is possible that some alternate explanation of the origin of the gate(s) may have to be considered. One possibility is that the gates may have been originally constructed for the old Coolroe House possibly at the end of



the 18th century – the current antique gate is a very good fit to the laneway in which it is positioned. Following the 1798 rebellion extra precautions may have been taken to safeguard the old Coolroe House and extra-strong gates constructed and added.

The public attitude to toll roads has probably not changed since the first toll roads in Ireland. No one likes paying a toll charge, but this system is now in common practice again in the Republic and throughout the world. The presence of these old local artefacts from a 180 year old toll road is an interesting part of Ballincollig history.

Note 1:

Money Conversion Value: An index of x100 has been applied to provide a rough equivalent value for the conversion of £(1813) to €(2014).

Note 2:

Tanner History: While compiling information on the gate at Coolroe house, the general local opinion was that the Tanner family had originally come from West Cork from either, the Skibbereen, or the Dunmanway area. Wherever the original area the family came from, Noel Tanner's immediate ancestors lived at Gaggan in Ballymodan parish west of Bandon since at least the 1830's. Thomas Tanner and Henry Tanner are recorded in the Tithe Applotment Books of 1832 as having respectively 32 acres and 33 acres in Gaggan. When the Bandon to Dunmanway section of railway was built around 1866 Thomas Tanner's farm was bisected by the new railway

line. Later on, the spur line to Clonakilty and the building of the Clonakilty Junction station at Gaggan made further inroads on Thomas Tanner's farm. It is probable that this caused a move to the adjacent townland of Curravarahane where the 1901 Census records the presence of Thomas (64), Joseph (23), George (22), Lily (20) and Frances (17) Tanner.

In the 1910 Census Thomas, Joseph Lily and Frances, are absent from Curravarahane, George has married and has 4 children. George Tanner and his family moved permanently to the UK in 1947.

In the 1901 Census there are no Tanners in Ballincollig. In the 1911 census there is a Thomas Tanner ('Tanner' mis-spelled on the census website as 'Fanner') (78) and a Joseph Tanner (33) in Coolroe. In 1903 Thomas Tanner is registered as the owner of Coolroe House/Millview House in the Cork County Council Rates Books. In 1914, the ownership for the houses was transferred from Thomas Tanner to Joseph Tanner. In 1941, the ownership for the houses was transferred from Joseph Tanner to Thomas N. Tanner. Thomas Noel Tanner was born in 1907 and died in 2000.

Joseph Tanner purchased land at Poulavone and lived where Ballincollig Commercial Park is located. Joseph Tanner died on 19 December 1956. A death notice in The Irish Times on 21 December 1956 states (in part), "TANNER – December 19, 1956, at Coolroe House, Ballincollig, Co. Cork, Joseph, son of the late Thomas Tanner, Gaggan House, Bandon."

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Thomas Duggan (1822-1913), Teacher & Fenian

Mary O'Leary

Introduction

How Thomas Duggan, a schoolteacher, became a deportee, and ended his life in Australia, is an integral part of the story of the Fenian movement in the Ballincollig area during the 1860s. There were many twists and turns to his life; research has uncovered some of his story and left many tantalising questions still without answers.

Thomas Duggan was born in 1822 at Parkmore, Cloughduy, Co. Cork. There were several families with the surname Duggan in the parish of Kilbonane and it has proved impossible to identify the particular family from which he came.¹ He trained as a primary school teacher and taught in Ballincollig National School, Co. Cork.

He married Lucinda O'Driscoll who was born in 1829. They had six children, Thomas (8/10/1851), Ellen Maria (13/11/1853), Anne (2/12/1855), Edmond (20/2/1858) Frederick (6/5/1860) and Michael (24/4/1862).²

The Fenians

Thomas Duggan became active in the Irish Republican Brotherhood (Fenians) and used the Ballincollig branch of the Catholic Young Men's Society as a cover to recruit young men to the cause of Irish nationalism. His activities were reported to the Commissioners of Education by Rev. Mr. Cahill, a Protestant clergyman and the Head Inspector was instructed to proceed to Ballincollig and investigate the allegations. Head Inspector Sheridan reported that the allegations were substantiated and that the Parish Priest, Canon David Horgan, had, as a result, withdrawn as Spiritual Director and Patron of the Catholic Young Men's Society. Significantly for Thomas Duggan, Canon Horgan was also Manager of Ballincollig Male and Female National Schools.

The Society was now, as far as the Commissioners of Education were concerned, proven to be a political society and when Thomas Duggan persisted in his membership, he was dismissed from his teaching post on 21 February 1862. The Salary Books of the Commissioners of Education noted 'Dismissed by B.O. – 21/2/1862'³ and a further note, inserted stated 'Fenianism '63'.⁴ The Duggan's sixth child, Michael, was born two months later.



Thomas Duggan,
photographed in Mountjoy Jail

Lucinda Duggan

Thomas Duggan's wife, Lucinda, a trained teacher, had been appointed to Ballincollig Female School on 1 June 1851 at the age of twenty-two. She was then pregnant with her first child, Thomas, who was born the following October. Lucinda Duggan, as a woman, would not have had a salary equal to her husband. Nevertheless, it would still have been possible, with their two salaries, for the couple and their children to have a reasonably comfortable standard of living. The regime of inspection and sanctions imposed by the Commissioners of Education was severe. Out of an annual salary of £19, Mrs. Duggan was 'fined one pound for general carelessness and inefficiency' in November 1854. Furthermore, it was stated that 'if again be reported, salary will be withdrawn'.⁵



The Hougoumont in which Tom Duggan was transported to Western Australia

Duggan	Thomas	9720	10y	45	Cork Assizes	14 12 1865	Treason	Fenian
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Lucinda Duggan continued to teach in Ballincollig after her husband's dismissal. Her salary was now the sole income to support herself and her children. The records do not state the reason for her demotion from being a class two teacher to a class three teacher in October 1863, the effect of which reduced her quarterly salary from £6 to £5.⁶ Whatever the reason, this decision was very harsh and had the effect of reducing the family's standard of living further.

American Civil War

It appears that Thomas left Ireland for the United States after his dismissal and it is believed that he took part in the Civil War on the Confederate side.⁷ It was not unusual for Fenian members to go to the United States and get military experience in preparation for the rising that was being planned, but to serve on the Confederate rather than the Union side was - especially as Thomas Francis Meagher, a Fenian, was Brigadier General of the 'Fighting 69th', a predominantly Irish brigade on the Union side.

Trial

The American Civil War lasted until May 1865 and it was around that time that Thomas Duggan returned to Cork. He resumed his activities with the I.R.B. As far as the authorities were concerned he was a marked man and he was arrested in Moxley's Bar (now the Angler's Rest) Carrigrohane, a short distance from Ballincollig.

Judges Keogh and Fitzgerald, having presided over a series of Fenian trials in Dublin, were sent to Cork to try another batch of cases, including that of Thomas Duggan. Such was the level of hostility towards the judges that, 'the train was preceded by a pilot engine as a precaution.'⁸

'The city of Cork could be likened to a city under siege for the duration of the trial.' Four gun boats are to be placed in both channels of the river and fifteen launches, each carrying an Armstrong gun, are to be placed in advantageous positions for raking the streets and shelling in all directions. Large numbers

of military have been brought into the city and also a troop of cavalry, police from Dublin, but the police in the country stations have not been drawn upon as it has been thought undesirable to weaken them'.⁹

The trial of Thomas Duggan opened on 19 December 1865. His co-accused was Jeremiah O'Donovan, who had an address at The Hydro, Blarney. The prosecution case depended on two witnesses, Thomas Cain and Thomas Murphy. They were both privates with the 4th Dragoon Guards which were stationed in Ballincollig Barracks.

The Fenian organisation was organised into cells to guard against informers and Cain and Murphy stated that Duggan was a 'Centre' and that he had sworn them into the Brotherhood.

The trial lasted less than a day. Despite being defended by Isaac Butt, the Home Rule politician and brilliant barrister, Duggan was found guilty of membership of the Irish Republican Brotherhood and was sentenced to ten years transportation. Duggan did not mince his words in criticising the way in which the jury had been selected. Not a single Catholic served on the jury. Thomas Duggan said

'I appeal to any intelligent man for his opinion, that the manner in which the jury list was made out for these trials clearly shows that in this country, political trials are a mere mockery.'¹⁰

Deportation

He was first taken to Mountjoy jail in Dublin and then to England where he was lodged first to Pentonville prison and then at Portland prison on the south coast, to await transportation. The prison system was extremely harsh and the first six months of a convict's sentence were spent in solitary confinement. Writing to a friend in a letter dated 12 August, 1868, after he had arrived in Australia, Thomas Duggan described how, in Portland, he had been punished with twenty-four hours on bread and water for a perceived infringement of the strict rules:

'...you are brought before the Governor with your shoes off.....Your sentence is passed and you are put

into a cell without your cap, shoes or belt, and minus your dinner. A warder will then come and order you to strip naked, when he will carefully examine your clothes and after his search, lock your door and leave you there to your hungry cogitations. At night you will get eight ounces of bread and a pint of water, and the same next morning.¹¹

He also wrote how 'I counted on one day sixteen blood splits between the two joints of my thumbs'¹²

O'Donovan Rossa

Jeremiah O'Donovan Rossa, the Fenian leader, took a special interest in the families of fellow Cork convicts, Tom Duggan and Cornelius Keane Dwyer of Skibbereen. O'Donovan Rossa was imprisoned in Pentonville and Portland at the same time as Thomas Duggan and though denied sending or receiving letters for most of the time he was imprisoned it is recorded that

'Writing to his wife on 23 August 1866, he inquired of her "Do you write to Mrs. Keane and Mrs. Duggan of Ballincollig. You should."¹³

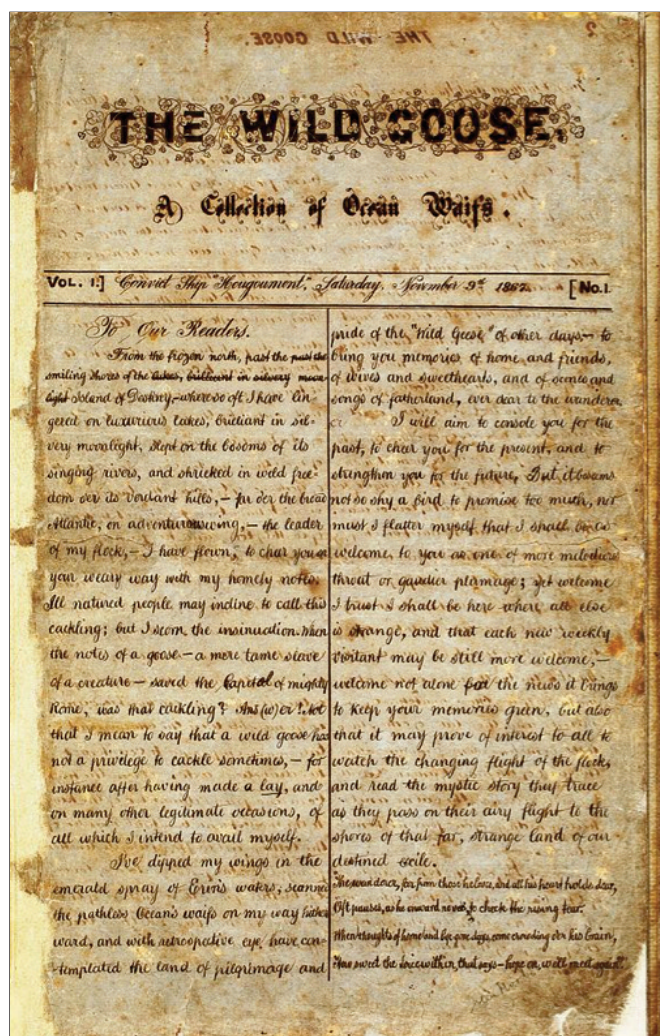
O'Donovan Rossa may have been conscious that Lucinda Duggan's son Michael had died in 1864 at the age of two years and one month. His death certificate states the cause of death as Marasmus (malnutrition) and that the condition had persisted for one year and nine months. It is likely that the child had been born with some serious condition that made feeding difficult and eventually proved fatal.¹⁴ Lucinda Duggan, present at her child's death is described as 'schoolmistress' on the death certificate and her address was given as Ballincollig which confirms that she continued to live in Ballincollig and seems to confirm that she was still employed.

Journey to Australia

On 12 October, 1867, the prisoners were chained in lines of twenty, and marched from the prison to the quay where they boarded the *Hougoumont*. The ship sailed to Australia with 280 convicts, including sixty-two Fenian prisoners, on board. The Fenians were accommodated separately from the rest of the convicts and allowed a greater degree of freedom. There was a Catholic chaplain on board and Mass was celebrated regularly. They organised concerts and published a newspaper *The Wild Goose* which helped pass the time. The contributions to both concerts and newspaper show the high standard of education and deep nationalist convictions that the men held. Thomas Duggan, under the pen-name *Mushra* contributed *Queen Cliodhna and the Flower of Erin*, a legendary tale, to *The Wild Goose*. He must not have been much of a singer as he contributed recitations only to the concerts.

Denis Cashman frequently mentioned the food in his diary and wrote that there were no complaints in that regard.¹⁵ It is interesting to contrast Cashman's diary entries with the recollections of Thomas McCarthy Fennell written circa 1900. McCarthy Fennell was severe in his criticism of conditions on board ship and even at the remove of several decades was uncompromising in his descrip-

30 Times Past



The Wild Goose, a newspaper published by the Fenians on board the Hougoumont

tions of his experiences and hatred of everything British.¹⁶

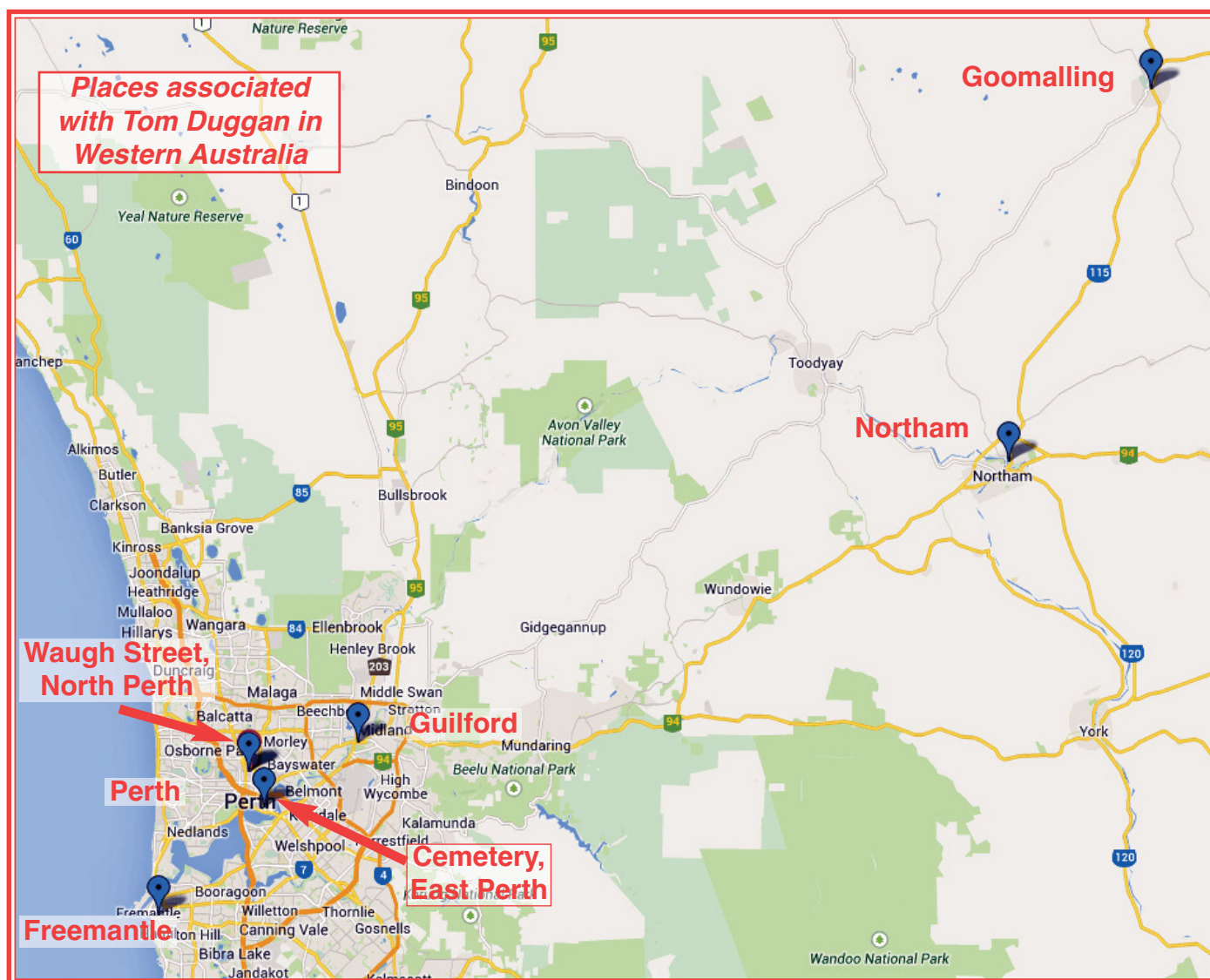
While of the disposition to accentuate the positive aspects of the voyage, Cashman does admit that there were some unpleasant episodes on board ship; for instance, when one of the convicts was sentenced to be flogged, the Fenians, along with all the other convicts were forced to watch. After a journey of 89 days, they landed in Freemantle on 9 January 1868. The *Hougoumont* carried the last transportees to be taken to Australia.

Thomas Duggan's physical description is recorded as follows:-

*Thomas Duggan, Reg. No. 9720. Schoolmaster, male, four children, 5'6" height, dark brown hair, blue eyes, oval face, fresh complexion, middling stout, a large mole on right forearm, cut mark on left temple, blotch on right temple.*¹⁷

The Duggan children

Note that the records stated that Duggan only had four children. Thomas Duggan's sixth child, Michael, who was born in 1862, had died in 1864. Registration of deaths was compulsory only from 1864. Bearing in mind the British obsession with keeping accurate records, it is probable that one of his other children, Ellen Maria, Anne or Edmond had died prior to 1864.



Thomas, who lived to adulthood, married, had a family and died in 1909. Frederick died at the age of nineteen from Phthisis (tuberculosis) in 1880. These deaths are recorded. Frederick is described on his death certificate as a monitor (assistant untrained teacher) and his mother, giving Ballincollig as her address, was present when he died.¹⁸ This document gives another fleeting glimpse of the family Thomas Duggan left behind in Ireland.

Manual labour

When Duggan arrived in Australia he was again facing hard manual labour, as he had done at Portland prison. He was now forty-six years old and was assigned to work from a camp at Guildford, near Perth, where the men were set to quarrying stone and roadmaking. Though the warder had allowed it, Duggan got into trouble when he and another man went outside the camp to gather mushrooms. Some policemen took a different view and they were 'marched into Guildford and kept in a small dark cell for two days' before being brought up before a Magistrate and then sent back to the camp.¹⁹

The climate was very challenging for Irishmen used to more temperate weather. Duggan relates how he had suffered from diarrhoea for three months as had many of his

Transportation to Australia began in 1787. In total 165,000 convicts had been deported to Australia from Britain and Ireland by 1868. By this time attitudes were changing towards deportation. The British authorities had begun to see that transportation was not an economic part of its penal system. Furthermore, over 9,000 men had been deported to Western Australia between 1849 and 1865 and the authorities were concerned that convicts constituted too large a proportion of the total population which, by 1870, still only numbered 25,000.

comrades. He was also troubled with sore eyes and remarked that they were plagued with ants, fleas and mosquitoes. The searing heat as they quarried stone was physically very punishing but Duggan said that it was preferable to be loading quarried stone on to carts under the Australian sun, than to endure the treatment experienced in Portland prison.²⁰

Freed

Thomas Duggan was freed by an Act of Clemency, dated February 1869²¹. He had served more than three years of his ten year sentence. An advertisement in the newspaper *The Inquirer and Commercial News* on 14 July 1869 stated that an Irish State Prisoners Fund was available to repatriate those who had been released.

Advertisement

IRISH STATE PRISONERS

To the Editor of the *Inquirer and Commercial News*.

Dear Sirs,

I am directed by the Committee to request the favour from you of communicating to the released Irish State Prisoners the intelligence that a fund is now being raised for the purpose of enabling them to return to their homes, or elsewhere, as they may think proper, and that a gentleman will leave here by the July mail to carry out the object. Therefore, they are requested to hold themselves in readiness in order that upon his arrival, he may easily communicate with them.

Trusting you will oblige by complying with this request.

I remain, Sir, yours truly,

F. H. BYRNE

Secretary, Irish State Prisoners Fund.

Ballarat, June 20, 1869.²²

While some former prisoners availed of the offer to return to Ireland and more chose to go to the United States, Thomas Duggan elected to remain in Australia. If he had opted to return to Ireland, it is safe to assume he would not have been re-employed as a national school teacher and would probably have been only able to get menial employment. He did not choose to settle in the United States and have his family join him there. That choice was made by many of the deportees and they went on to lead very successful lives there. Perhaps his wife would not leave Ballincollig where at least one of her children was buried. Perhaps money was a consideration. Those, like Duggan, who decided to stay in Australia, were allotted £60 from the State Prisoner's Fund to help them begin a new life.

Teaching again

Duggan resumed schoolteaching. Prisoners who chose to remain generally ended up in menial jobs. Schoolteachers were the exception because educated men were a rarity among the deportees to Western Australia. Thomas Duggan taught at Goomalling about 100 miles inland from Perth after his release in 1869.²³

The history of Goomalling School was compiled by Mrs. Barbara Sewell in 1980 and she states

'The families of Slater, Lockyer and Chitty had taken up land in the Goomalling district during the 'pastoral era' 1850s-1880s. The presence of permanent settlers in the district meant the need for education

*for their families'*²⁴

The families applied to the state to establish a school in 1868.

*'The outcome of the attempt by Goomalling settlers to obtain a school at this time was apparently unsuccessful and residents made their own arrangements for tutors. Mr. Duggan, an Irish exile, settled in the Goomalling district during the 1870s and acted as school teacher to the families of Slater, Chitty, Eaton and Lynch for thirty years.'*²⁵

Other than this information, details of Thomas Duggan's life in Australia remain sketchy. The following extract from *Clare's Weekly*, a Western Australian newspaper, published on 14 May 1898 is therefore important.

*'Regarding the fate of the batch of Fenians sent to this Colony in 1867, Mr. Thomas Duggan of Northam (one of them) writes to the Western Australian Record 'When we got the contributions from the Eastern Colonies through Joseph Winter Esq., in 1869, the most of us went to Melbourne, and from there to Ireland or America. Two of us were kept in prison after the others were liberated, namely Cornelius Kane and James Kearny, now of the Lower Black Woods. Some of us chose to remain in the colony, namely Hugh Brophy, Joseph Nunan, Dan Bradley, James O'Reilly, Jert. Aher, Luke and Larry Fulham, Cornelius O'Mahony and Thomas Duggan. Cornelius O'Mahony and Joseph Nunan were well known in Perth for some years, where they got married. Hugh Brophy, Jert. Aher and Dan Bradley afterwards went to the other colonies as did also Con Kane when he got out of prison. James Kearny also got married here, and is now doing well farming at the Lower Black Woods. Luke and Larry Fulham (two brothers) both died as also poor dear Joseph Nunan. The three are buried in the Old Perth Cemetery. One of the soldier prisoners, Corporal Keating of the 5th Dragoon Guards died in Guildford Hospital. Poor fellow, his is the loneliest grave of all. Dan Bradley also died there, as did Con Kane a year or two ago. Concerning those who went away at first, I have not heard much. Michael Cody, I heard kept an hotel in Melbourne where he followed his profession of contractor and builder. I saw in an American paper about twelve months ago notice of the death of Denis Cashman in Boston, U.S.A. Tom Bains, (who belonged to the Pope's Brigade before he joined the Fenians), made his way to Queensland, where Mrs. Kevin O'Doherty ('Eva of the Nation') made up a subscription for £100 for him.'*²⁶

This reproduction by *Clare's Weekly* of Thomas Duggan's letter to the *Western Australian Record*, shows that Thomas Duggan was living in Northam, a town south of Toodyay and Goomalling in 1898. It also tells the reader that, at the age of seventy-five, he was interested and informed about his fellow deportees after they had been

pardoned, and that he kept abreast of news, even to the extent of accessing an American newspaper.

Old age

Daly, in the Journal of Ballincollig Community School Local History Society, mentions that the Quinlan family of Perth looked after Duggan in his old age though the source of this information is unclear.²⁷ Perhaps they did so for a time and it is certainly likely that Joseph Thomas Reilly and his wife Mary Lucille (nee Burrows) were acquainted with Thomas Duggan.

Joseph O'Reilly was born in Dublin, an entrepreneur, a newspaper owner and an active Catholic layman. His wife is described as a dressmaker and schoolmistress. They had twelve children, six of whom survived and the couple also fostered two other children. The last known enterprise of Joseph O'Reilly was as founder and editor of the Northam Advertiser from 1893 to 1915. This was also the town in which the O'Reilly family lived and the same town from which Thomas Duggan wrote to the Western Australian Record in 1898. They had Catholicism in common and Mrs. O'Reilly as a schoolmistress would perhaps have come into contact with Duggan through their common profession.

Deterioration

Yet, the next glimpse of Thomas Duggan's life, only six years later, shows a marked deterioration and Thomas Duggan was no longer living in Northam.

*'In 1904, members of the Catholic community in Perth learnt that Thomas Duggan, the oldest of the Fenians, was living in very distressed circumstances in the Old Men's Refuge. At the age of eight-one he was long past working.'*²⁸

*The old age pension was not introduced into Western Australia until 1909. 'Gratton Grey, editor of the W. A. Record, who visited him, was dismayed to find the old man in a pauper institution, but was more shocked to learn that yet another Fenian, James Kiely, at the age of seventy-six years, was living in a tent on a vacant block of land on the outskirts of the city.'*²⁹

*'A committee attempted to raise funds to buy a cottage in which Kiely and Duggan could live in dignity. Part of the appeal for funds read 'These men need such help as will provide for them during the remainder of their lives, without being inmates of a public institution, which in Ireland would be called a poor house.'*³⁰

Grattan Grey was the recipient of a letter dated 4 October 1904, from Thomas Duggan's son also named Thomas Duggan. He was a national teacher at Ballyheada, near Ballinhassig, Co. Cork.

Sir,

I should be very ungrateful were I not to write and thank you for the interest you took in my father. I had

no idea that he was so badly off until I saw a photograph in the Cork Echo, partially copied from an Australian paper which stated you appealed for help for him and another of the Fenian prisoners. His letters for some time past were necessarily short as he was not able to write himself; this and probably a delicacy about letting me know he was so badly off are the reasons why I knew nothing of his great poverty. Of course I suspect he could have but little, as the same time I had no reason to think he had not enough to bring him home, where he is most welcome.

Last May I had a letter saying he had lost his position and not to be surprised should he turn up in Ireland. I naturally concluded he had enough to pay his fare and wrote immediately to say how happy we would be to see him. On the day on which I saw the paragraph in the Echo I wrote saying any help he required to come home, I would send.

Apologising for the length of this letter and again thanking you for your great kindness.

I am obediently,

*Thomas Duggan.*³¹

This letter suggests that Duggan continued to teach until his eightieth year and Barbara Sewell in her history of Goomalling School seems to confirm this suggestion. The son did not make any reference to his father having made any contribution to the welfare of his family in previous times and that they were therefore mindful of debt owing to him at this stage of his life. Neither did Thomas Duggan Junior offer make any contribution to the benevolent fund set up to benefit his father.

The fund did not reach its target but a cottage at 15 Waugh Street, North Perth, owned by Michael O'Dea, was made available to them. 'There the two old Fenians lived together with Kiely tending his ailing compatriot.'³²

Honoured

'When William Redmond visited Perth in 1905, Thomas Duggan and James Kiely were honoured at the Celtic Club.. There were speeches and cheers. While commending the old Fenian for his patriotism and self-sacrifice, he assured him that their cause had not been the failure it seemed to be, saying,³³

*'There are differences of opinion as to the policy of physical force, instead of constitutional methods for having Ireland's wrongs redressed.....[but] there was no doubt whatsoever that the Fenian movement was the prelude to the success of the Home Rule agitation'.*³⁴

A toast was drunk to the two old Fenians amid loud cheers.

*'Mr. Duggan expressed his thanks for the honour that had been done to his comrades and himself and said he would never forget the kindness that had been shown to them on this occasion.'*³⁵

Erikson claims that Duggan's most fervent wish was to

return to his family but that he was by this time he too frail to travel. His wife, Lucinda had died in 1901. Her death certificate described Lucinda Duggan as 'wife of a school teacher' rather than 'retired school teacher'.³⁶ This description can be partly explained by the culture of the turn of the twentieth century but it also demonstrates the desire of her family to record her loyalty to her wedding vows and to the husband she had not seen for thirty-six years. Furthermore, it is known that Archdeacon Tom Duggan, Thomas Duggan's grandson, took pride in his Fenian heritage and always had a framed copy of his grandfather's dismissal as a schoolteacher displayed in his home.³⁷

Death

The *West Australian Record* reported on 6 May 1905 that Duggan had become seriously ill and had been moved to hospital.

'It was the intention of the Committee, at Mr. Duggan's request, to send him home to his relatives in Ireland, Ballinhassig, Co. Cork by this month's trip of the Mongolia, advantage being taken of the circumstances that a grandson of Mr. Duggan is employed on that steamship and would look after his grandfather on his journey to his native land.'

*We regret to say there is now little likelihood of this arrangement being carried out....'*³⁸

Suffering from Parkinson's disease he was cared for by the Irish Sisters of St. John of God. Erikson describes how Kiely and another Fenian, Kearney, visited Thomas Duggan in hospital.

*'The three old Fenians were fussed and feted, and posed for photographs, wearing shamrock leaves in their buttonholes.'*³⁹

Thomas Duggan's son, Thomas, died in 1909 at the age of fifty-eight. He had retired from teaching at Ballyheada National School the previous year due to ill health. His family decided not to tell Thomas Senior of his son's death and Thomas Junior's wife, kept contact with the father-in-law she had never met, by letter and by faithfully posting him each edition of the *Cork Weekly Examiner*.⁴⁰

Thomas Duggan died on 24 December 1913 aged ninety-two and was buried in the Catholic portion of the cemetery in East Perth. It has been closed for burials since 1990 and no trace of his grave has been found.

His story reflects the stories of hundreds of Fenians whose lives were changed forever by their decision to couple their fates to the cause of Irish nationalism. The toll on families, their contribution to nationalism, their influence on colonies and the loss to Ireland of their undoubted ability and talents are large questions that merit further study.

If this article results in further information coming to light in Ireland or Australia regarding Thomas Duggan's life or that of the family he left behind, it would be a welcome and valuable contribution to the local history of Ballincollig.

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Thanks

I owe sincere thanks to Ian Chambers at the Australian Irish Heritage Association (aiha@irishheritage.net) for his help in distinguishing information that was available from that which was not and for pointing me in the direction of sources previously unknown to me.

The reply of Julie Forward, Registrar of Goomalling Primary School, to my letter; brought new information to light regarding Thomas Duggan's teaching career. In return I hope that this article evokes, for the people of Goomalling, interest in Thomas Duggan's life and the events that led him to Western Australia.

¹Tithe Applotment Books 1837 & Griffith's Valuation 1848-1864.

² Ballincollig Parish Records.

³ B.O. – Board Order.

⁴This post-dismissal note, dated 1863, records on the Salary Book the reason for dismissal. National Archives – Commissioners of Education Salary Books.

⁵ National Archives – ED/2/8

⁶ National Archives - Commissioners of Education Salary Books.

⁷ McCarthy, *In Peace and War*, p.5.

⁸ The Nation 16/12/1865

⁹ The Nation 16/12/1865

¹⁰ Quoted in Barry, *Voices from the Tomb*.

¹¹ *Cork Examiner* 12/10/1868

¹² .Ibid

¹³ O'Donovan Rossa, *Irish Rebels in English Prisons* quoted in McCarthy, *Archdeacon Tom Duggan*, p.7.

¹⁴ Michael Duggan – death certificate 26 May 1864

¹⁵ Cashman, *Fenian Diary*.

¹⁶ Fennell & King, *Voyage of the Hougoumont and Life at Freemantle*.

¹⁷ Western Australian Convicts, *Hougoumont*.

¹⁸ Frederick Duggan – death certificate – 28 January 1880.

¹⁹ *Cork Examiner*. 12/10/1868 and re-printed in *The Nation* 17/10/1868

²⁰ Ibid.

²¹ Australian Transportation Convict Reports

²² *The Inquirer and Commercial News*, Perth, Western Australia – 14 July 1869.

²³ *Dictionary of Western Australians*, Vol.2.

²⁴ Goomalling School – history compiled by Mrs. Barbara Sewell, 1980.

²⁵ Ibid. Referencing *Goomalling/Dowerin Mail* 23/1/1914.

²⁶ *Clare's Weekly* – 14 May 1898.

²⁷ Journal of Ballincollig Community School Local History Society.

²⁸ Erickson, *The Brand on his Coat*, p 154

²⁹ Ibid.

³⁰ *Melbourne Advocate* dated 8/8/1904.

³¹ Erikson, *The Brand on his Coat*, p 155.

³² *The Brand on his Coat*, p.155.

³³ Ibid.

³⁴ Ibid.

³⁵ Barry, *Voices from the Tomb*, p.68.

³⁶ Lucinda Duggan – death certificate – 20 January 1901.

³⁷ McCarthy, *Archdeacon Tom Duggan*, p.10.

³⁸ Western Australian Record, 6/5/1905.

³⁹ Erickson, *The Brand on his Coat*, p.156.

⁴⁰ Duggan, Prof. Lucy, quoted in McCarthy, *Archdeacon Tom Duggan*, p.10.

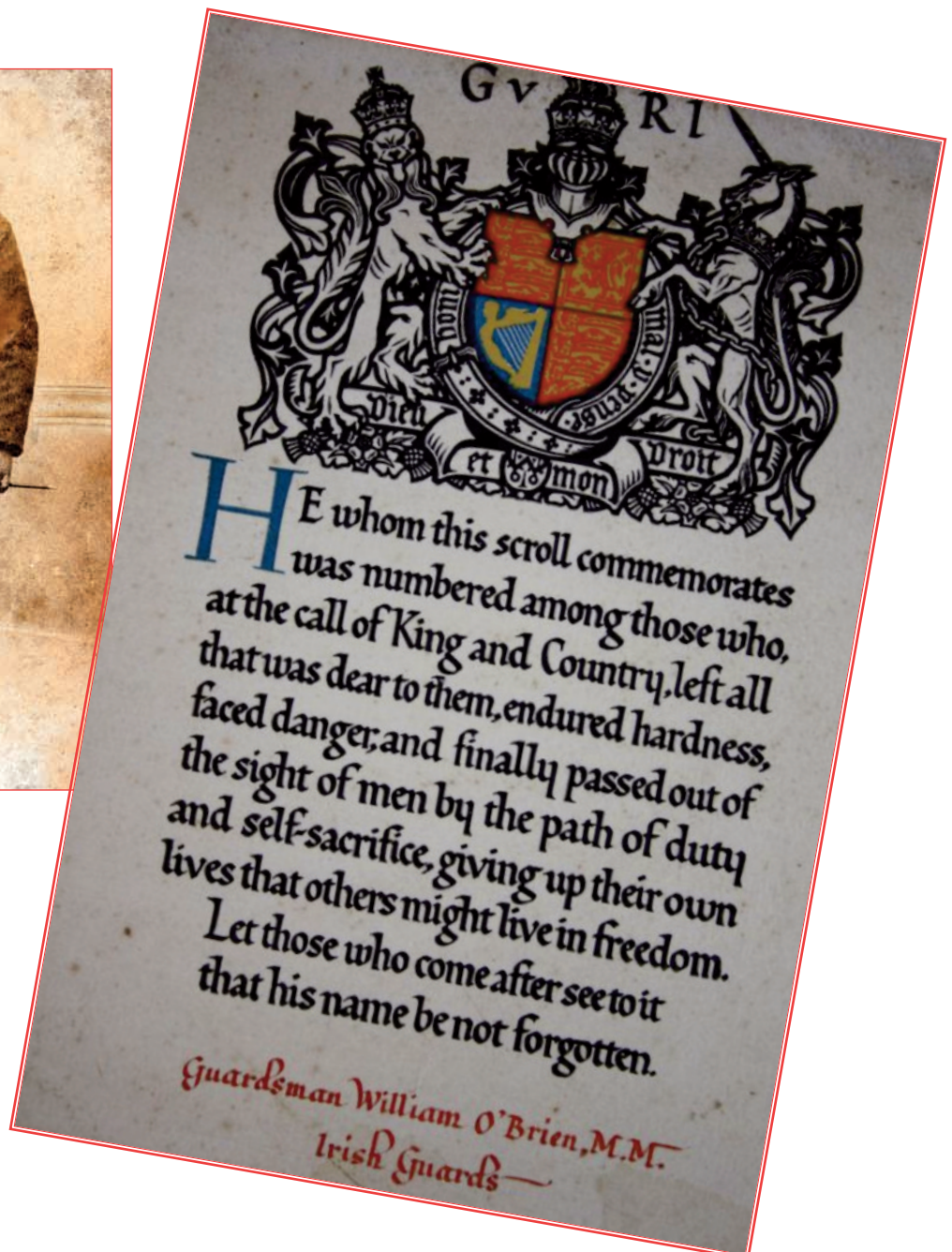
LEST WE FORGET

Neighbours, Friends and Family from the Ballincollig area who served in the Great War, 1914 – 1918

Anne Donaldson



Certificate received by Guardsman William O'Brien of Inniscarra (above) on receipt of the Military Medal for bravery at the Battle of Poelcappelle on 9 October, 1917. The text on the certificate could refer to the many young people who gave their services in the 'war to end all wars'.



A hundred years ago, at least two hundred and thirty-two (232) young people who were born or lived in Ballincollig and its surrounding parishes fought in World War 1. Eighty-three (83-36%) of these young people were killed in action or died later from their wounds or illnesses. Ten other soldiers were serving or recuperating in Ballincollig and have Commonwealth Grave stones in Ballincollig Military Graveyard. Many of the Ballincollig soldiers were never recovered for burial and most are remembered on war memorials across Europe, UK, Egypt, Gibraltar and Tanzania.

Most were labourers, enlisting as privates, and supposedly hoping to see excitement and the world and return with pensions for themselves and their wives and children. Others enlisted for the rights of small nations, home rule, and loyalty to king and country. Surprisingly, having seen action in the equally cruel Boer War, some men re-enlisted for WW1. Some recruits were in extremely poor health on enlistment and were treated by the army medics before their return home as unfit for service.

Most enlisted as privates and served with the Regular British army. Others joined the American, Canadian, and New Zealand services or went to sea with the British navy or as merchant seamen. Most saw service in France/Belgium, Balkans, Africa but many others 'did Home service' i.e. in the UK including Ireland. Some were listed in the US Draft but this does not necessarily mean actual army service. Those killed in the war are listed first and separately to those who survived. Parishes, postal addresses and District Electoral Divisions changed over time. Please check in surrounding parishes for your ancestor's name.

The main sources were the Military Service and Pension Records. Their condition varied widely due to the ravages of time, water and fire damage (often from the London Blitz in World War II), vermin damage, faded ink, ink blots, and even cigarette burns. The Pension Records are particularly useful as they hold a full history of a recruit, including relatives, from enlistment to discharge and occasionally beyond. Details of height, weight and health at enlistment combined with a service history detailing illnesses, convictions, next of kin and where stationed, give quite a comprehensive history. Other useful sources were the Commonwealth War Graves Commission and the Public Record Offices at Kew in London. All these sources and more are accessible through www.ancestry.co.uk, a very useful commercial genealogy site, as is www.findmypast.com.

The Order used in the list of names is as follows; Surname. Given Name. Rank. Regiment. Service No. Birth Year. Overseas Service either before or during WW1. Year Pensioned/Discharged/Died. Next of Kin. Further Notes. Unless otherwise stated the trade on enlistment was labourer. Most gave Roman Catholic as their religion. Where applicable, the first location listed is where the soldier was born; the location after the hash is where lived i.e. Ballincollig/Waterfall - born Ballincollig/lived Waterfall. Where no location is listed please see the section heading. Location lived in is not always available. Included are those listed as WW1 pensioners despite seemingly been pensioned pre-1914. Medal records, when they survived, can help. Where no reliable information was available 'n/a' is used.

While every effort was made to ensure accuracy, if researching any individual here named please use this information as a guideline only. These results were sourced predominantly through web searches. Many of those enlisting were registered as 'Cork' only, making it impossible to identify them accurately without family lore. Not all records are yet online (2014) or are searchable by place. Local advertising for relatives interested in the project gave some results. If you wish to add information, please email worldwaronecork@gmail.com.

The following parishes are included in the list below,
(Killed In Action (KIA) + Survivors);

Ballincollig	(28+59);
Ballinora	(1+3);
Carrigrohane	(7+5);
Coachford	(12+23);
Crookstown	(7+7);
Dripsey	(4+9);
Inniscarra	(17+26);
Kerry Pike/Clogheen	(0+4);
Ovens/ Farran	(5+7);
Waterfall	(2+6);
Total	= (83 + 149) = 232
	+ 10 buried in Military Cemetery, Ballincollig, who died here but were born elsewhere

BALLINCOLLIG

As Ballincollig was an important British Military Depot, researching WW1 participants can be confusing. The author has decided to record only those who appear to have had a strong connection with Ballincollig in and around the War years, and who may have had family and friends in Ballincollig to worry about their safety. Many war participants were born in Ballincollig, but may only have spent a short time there as babies, for example. These will be remembered in the list of those who served at Ballincollig from 1810-1922, which is at present being compiled.

BALLINCOLLIG, KILLED IN ACTION or DIED LATER FROM WOUNDS (28)

Ashcroft, Charles Victor. Private. 'A' Squadron, 2nd Dragoon Guards (Queen's Bays). 391143. N/a. 1921. Remembered at 11.A.20. Haidar Pasha Cemetery, Turkey. Parents = Mary Carmody (formerly Ashcroft), of Powder Mills, Ballincollig, Cork, and the late Charles Ashcroft.

Beirne, William. 89 Squadron, Royal Airforce. n/a. 1896. Died of illness 18/08/1918. Buried Grave ref. E. N. 19, St. Alban's Cemetery, Hertfordshire. Father = District Inspector P. Beirne, Royal Irish Constabulary, Ballincollig.

Black, George Patterson. Private. 1st Battalion. Irish Guards. 4301. 1892. France & Flanders. 1914, Remembered on Memorial Panel 11. Ypres (Menin Gate) Memorial, Belgium. Parents = John & Maria Black, Blackrock, Mallow, Cork.

Cooney, Michael. Private. 9th Battalion. Royal Munster Fusiliers. 9/5443. N/a. France & Flanders. 1916, Remembered on Memorial IV. A. 5. Dud Corner Cemetery, Loos, Pas de Calais, France. N/a. Ballincollig/Cork City.

Crowley, Jeremiah T. Rifleman. 7th Battalion. Rifle Brigade. 1883. N/a. 1918. Remembered at 111. E. 11, Grand-Seraucourt British Cemetery. Aisne, France. Parents = Daniel & Elizabeth Crowley, of 2, Albion Cottages, Shooters Hill, Woolwich, London.

Dendy, Darcy. Stoker 1st Class. SS n/a. K/11235. n/a. Died at sea 05/11/1915. Remembered on Panel 8, Plymouth Naval Memorial.

Dillon, Patrick. Private. 13th Battalion, Yorkshire Regiment. 34064. 1897. 1918 died of wounds. Remembered at ID 3, Leuze Communal Cemetery, Leuze-en-Hainaut, Hainaut, Belgium. Formerly he was with the Royal Army Service Corps, number was 108889. Parents = William & Margaret Dillon. Payfield, ?Mayfield/ Ballincollig.

Drummy, John. Private. 2nd Battalion. Royal Munster Fusiliers. 3889. 1892. France. 1914. Remembered on Panel 43/44. Le Touret Memorial, Pas de Calais, France. Parents = John & Kate Drummy, 15, Francis St. Cork.

Fairbrother, Richard Royston. Sgt. 6th (Inniskilling) Dragoons. Household Cavalry & Cavalry of the Line (incl. Yeomanry & Imperial Camel Corps). 21105. N/a. France & Flanders. 1918, Remembered on Memorial Panel 3. Pozieres Memorial, Somme, France. N/a.

Gay, Leander Richard. Private. 50th Battalion Australian Infantry. 4417. 1898. Enlisted Exhibition, South Australia. Killed in action on the Western Front, 1917. Remembered on Panel 7-17-23-25-27-29-31. Menin Gate Memorial, (Ypres) Belgium. Parents = Richard & Fanny Gay, 53, Kilshaw St. West Derby Rd. Liverpool.

Gould, Walter Herbert. Sgt. Motor Transport, Royal Army Service Corps. M2/105245. 1882. East Africa.

1917. Remembered on Memorial V.C.7. Tanga European Cemetery, Tanzania. Wife = Mrs. M.M. Norman (formerly Gould), Essington St. Birmingham. A Shadrack Gould buried at Ballincollig Military Graveyard in 1888 was a Sgt. Royal Scots Greys. 2nd Dragoons.

Hallinan, John William. Sergeant. 24th (22nd) Battalion. The London Regiment. 723200. N/a. France & Flanders. 1918. Remembered on Memorial I. AI. 28. Bray Military Cemetery, Somme. N/a. Ballincollig/ Richmond, Surrey.

Hanley, John. Private. 18th Battalion. The King's Liverpool Regiment. 332160. N/a. France & Flanders. 1918, Remembered on Memorial II. A. 20. Roisel Communal Cemetery Extension, Somme, France. N/a. Ballincollig/ Everton, Liverpool. Died of wounds.

Hennessey, (Hennessy), David. Gunner. 223rd Siege Battery, Royal Garrison Artillery. 3536/3538. 1892. France & Flanders. 1917. Remembered on III D 18, Vlamertinghe New Military Cemetery, Belgium. Farm servant to Frederick N Down, Ballincollig in 1911. Parents = John & Margaret Hennessey, Ballincollig. Inniscarra/Ballincollig.

Lucey, Daniel. Stoker 1st Class. Royal Navy, H.M.S. 'Indefatigable'. K/21532. 1895. At sea. 1916. Remembered on Memorial 16. Plymouth Naval Memorial. Brother = John Lucey, Ballincollig. Daniel served with **Eugene McCarthy (Inniscarra) and Maurice (Daniel) Murphy (Coachford)**. All were lost at sea. *Courtesy McCarthy family.*

Luton, Arthur John. Private. 16th Lancers (The Queen's), Household Cavalry. 13210. 1878. France & Flanders. 1918, Remembered on Memorial Panel 5, Pozieres, Somme. Mother = Mrs. R. M. Luton, East Twerton, Bath.

Mahony, Timothy. Sergeant. 2nd Battalion. Royal Irish Regiment. 8631. N/a. France & Flanders. 1915, Remembered on Memorial Panel 33. Ypres (Menin Gate) Memorial, Belgium. N/a. Ballincollig/Hounslow. Enlisted Kingston on Thames.

McCarthy, Denis. Private. 1st Battalion. Royal Munster Fusiliers. 3742. 1888. France & Flanders. 1916. Remembered on Memorial V. K. 10. Guillemont Road Cemetery, Guillemont, Somme, France. Father = Denis McCarthy, Ballincollig, Farran.

McSweeney, John. Private. 2nd Leinster Regiment. (Royal Canadians). 133. N/a. France. 1917. Remembered on Memorial IV. A. 4. Lievin Communal Cemetery Extension, Pas de Calais. N/a. (?Ballincollis).

McSwiney, Denis. Lance-Corporal, 1st Royal Irish Fusiliers. 21437. N/a. France. 1917, Remembered on Memorial II. C. 11. Metz-En-Couture Communal Cemetery British Extension, Pas de Calais. N/a. Ballincollig/Midleton.

Nash, Jeremiah. Guardsman, Irish Guards. 2nd Battalion. 7416. 1885. Flanders. 1917. Remembered at Xi. F. 23. Dozinghem Military Cemetery, Poperinge, West Flanders (West-Vlaanderen), Belgium. N/a. Died of wounds.

O'Hara, Henry Desmond. Lieut. 1st Battalion. Royal Dublin Fusiliers. N/a. 1892. Dardanelles. 1915, Remembered on the Registers Of The War Dead Gibraltar (North Front) Cemetery Grave/Memorial: C. 3065 and The Great War Memorial, St. Finbarre's Cathedral, Bishop Street, Cork, and St. Canice's Cathedral, Kilkenny. Father = William James O'Hara, Oriel House, Ballincollig, resi-

dent magistrate, and of Shropshire and Londonderry. Mother = Mrs Cecilia O'Hara nee Connellan, Coolmore, Kilkenny. Uncle = Right Rev. James O'Hara, D.D. of O'Hara Brook, Antrim, Bishop of Cashel and 'descendant of the ancient Kings of Ireland'. Sister = Eithne Lillian. Died of wounds sustained at Gallipoli at sea on hospital ship H.S. "Arcadian". Born Queen's County, (Laois) or Ballyduff, Thomastown. Evening Telegraph, 09/09/1915. 'Mentioned in dispatches'. Distinguished Service Order.

O'Neill, James. Private. 41st Remount Coy. Royal Army Service Corps. R4/062621. N/a. Mediterranean. Died at sea 29th June 1915. Remembered on Chatby Memorial, Egypt. N/a. Ballincollig. Chatby Memorial remembers those lost at sea. *Irish Times*, 18th September, 1915 reports on his D.S.O. May have been aboard SS 'Gascon'. Ballincollig/Liverpool.

O'Neill, Timothy. Private. 2nd Battalion. Royal Munster Fusiliers. 3073. N/a. France & Flanders. 1916, Remembered on Memorial III. F. 5. St. Patrick's Cemetery, Loos, Pas de Calais. N/a. Ballincollig/Ynishir, Glamorgan.

O'Rourke, (Rourke), Michael, (Michel). Lance-Corporal, 3rd Battalion. Monmouthshire, (Territorial Force). 1567. 1887. France & Flanders. 1915, Remembered on Memorial Plot 2. Roe E. Grave 2. Ferme-Olivier Cemetery, Belgium. Parents = Daniel & Hannah Rourke, Clashenure, Ovens, Cork.

Page, John. Lance-Corporal. 7th Battalion. Northamptonshire Regiment. (formerly 2914 Norfolk Yeomanry). 43531. 1892. France & Flanders. 1917, Remembered on Memorial XV. J. 5A. Lijssenthoek Military Cemetery, Belgium. Parents = Albert & Eliza Page, 174, King St. Norwich.

Stanley, William. Sgt, Household Cavalry and Cavalry of the Line (incl. Yeomanry & Imperial Camel Corps), 3rd Dragoon Guards (Prince of Wales' Own. 4802. 1885. France & Flanders. 1917, Remembered on Bay 1, Arras Memorial, Pas de Calais. Wife = Nora Stanley, 28, Bolton St, Piccadilly. London/Ballincollig.

Sullivan, Cornelius. Private. 2nd Royal Dublin Fusiliers. 17459. N/a. France. 1915. Remembered at Ypres (Ieper), West Flanders (West-Vlaanderen), Belgium. Died of his wounds. Birth place Ballincollig or Ballinderrig, Cork.

The following ten names are of personnel who were serving or recuperating in Ballincollig Military Barracks at the time of their death. Some at least had served outside Ireland during the war. All soldiers who died in service, irrespective of cause, received Commonwealth War Graves.

Cook, Charlie. Gunner. Royal Horse & Field Artillery. 114523. 1897. Home. 1916. Remembered grave 507, Ballincollig Military Cemetery. Parents = Richard and Harriet Cook, of Folkestone.

Dixon, John Charles. Battery Quartermaster Sergeant. 28th Reserve Battalion. Royal Field Artillery. 39424. N/a. 1917. Remembered at grave 508, Ballincollig Military Graveyard. Wife = Mary Elizabeth Dixon of 19 Burns Avenue, Forestall, Newcastle-upon-Tyne. Received D.C.M. Born St. James, London.

Done, Enoch. Driver. Royal Field Artillery. 99840. N/a. N/a. 1915. Remembered grave 459 Ballincollig Military Cemetery. Born Tunstall, Staffs.

Forster, William Edward Blake. 2nd Lieutenant. 30th Battery. and "C" Squadron. Surrey Yeomanry (Queen Mary's Regiment). Royal Field Artillery. 1925, 1925. 1877. N/a. 1915. Remembered at grave 509. Ballincollig Military Graveyard. Parents = William George and Jessie Jane Rose Forster of The Anchorage, Marine Parade, Tankerton, Whitstable, Kent. Born Streatham, Surrey.

Gillespie, Andrew. Driver. 10th Battery. 4th Indian Brigade. Royal Field Artillery. 47649. 1889. Home. 1915. Remembered at grave 460, Ballincollig Military Cemetery. Parents = Mr. and Mrs. William Gillespie, of Belfast. His nephew visited his grave and was closely associated with the launch of the book, *Ballincollig Military Cemetery* by Anne Donaldson. Newspapers report that the medics apparently weren't as sympathetic as they might be of his depression following service at the Front.

Jaques, Arthur. Sergeant. Royal Horse & Field Artillery. 50050. 1874. Home. Remembered at grave 461, Ballincollig Military Graveyard. Parents = Zachariah Jaques; husband of the late Ethel Helena Jaques. Born in Foleshill, Warwick.

Rudge, William. Gunner. Royal Field Artillery. 75788. n/a. Home. 1915. Remembered grave 230, Ballincollig Military Cemetery. Mother = Agnes Rudge of 38 Stoke Street, Bradley, Bilston, his birthplace.

Stratton, E C J. Private. 17th Lancers (Duke of Cambridge's Own). 18904. 1903. N/a. 1920. Remembered grave 328 Ballincollig Military Cemetery. Parents = John and Mary Ann Stratton, of 18, Talbot Rd., Bayswater, London.

Stretton, William Thomas. Captain & Quartermaster. Royal Field Artillery. N/a. 1858. N/a. 1916. Remembered grave 484 Ballincollig Military Cemetery. Wife = Mary E. Stretton, of 10, Parkcroft Rd., Lee, London.

Whitehouse, Sidney Thomas, Driver, Royal Horse & Field Artillery. 134403, N/a. Home. 1916. Remembered grave 491 Ballincollig Military Cemetery. Parents = Richard Edward Whitehouse, of 37, Capethorn Rd., Smethwick, Staffs., and the late Clara Whitehouse. Born Birmingham.

BORN /LIVED BALLINCOLLIG, SURVIVORS (59)

Amberson, Robert. Gunner/ Acting Bombardier. Royal Field Artillery. 106684. 1892/94. Gibraltar, Pozieres, France. Pensioned 1919. Father = Robert Amberson, Coolroe, Ballincollig. Born Kilkenny but lived with parents in Ballincollig until 1911 census. 1915 in Mullingar at enlistment. Father and son domestic gardeners. Discharged to Ballincollig 1919. Mother wrote to RFA in December 1916 looking for information on her son then in France.

Begley (?Bagley), James. Gunner, Royal Regiment of Artillery, Royal Garrison Artillery. 3144, 6889. 1889. Mesopotamia, India, Alexandria, Suez. Pensioned. Mother = Ellen Begley (nee Goulding?), 10 Pouladuff Rd, Cork. Brothers = Michael, Denis. Sisters = Mimie, Julia, Katie. Gardener.

Borrowdale, William. Canadian Overseas Expeditionary Forces. 2697615. 1871. UK. Pensioned. Wife = Elizabeth Emily Borrowdale, nee Skeel, Midx. UK. Son = William, labourer, Mother = Susan Annie Lyons. Father = William. Groom.

Burrows, Hubert John. Army Service Corps of the

Dragoon of the Line, 4th Dragoon Guards. T/42318, 4909. 1882. South Africa. France 1914, 1918. Wife = Francis (Denny?). Three of his four children were born in Ballincollig. Wounded 1916. Born Midx. Discharged in 1909 to High Street, Ballincollig. Remobilized August 1914 and 1916. Groom.

Burt, George. Private. Drivers of the Line. 1887. South Africa, India. Pensioned. Father = John, 77 Upper Crescent, Edinburgh. 18yrs on enlistment.

Cable, Robert William. Private. 8th Buffs (East Kent Regiment), Labour corps. 1888. 1914, France. Wife = Hannah McCarthy, niece of and ladysmaid to Miss Hannah Kelly, shopkeeper, Ballincollig. 4 children all born in Ballincollig. Horse carman. Surrey/Ballincollig.

Cody, John. 1 Battalion, South Lancashire Regiment & Royal Garrison Artillery. 856. 1884. Pensioned. India, Mauritius, Ceylon. Wife = Anne Conlon? Married 14/11/1919, Newcastle on Tyne. Father = Martin Cody, London. Mother = Mary Ellen Cody, Bantry. Sailed home 18/1/1919. Reserves 26/11/1919 to 16/12/1920. Due to an army clerical error, a long and complicated pay dispute ensued.

Colclough, James William. 286 Battalion. Royal Field Artillery, 10735, 224599, 49253. 1863. N/a. Pensioned. Wife = Julia Colclough, 31 Lower Ansley Street, Accrington, Lancs. C of E.

Cosgrove, Edward. Brigade. 2077. 1862. N/a. Pensioned. N/a. Groom.

Cousins, Ernest George. Private. 3rd. Dragoon Guards, Nos. 3673. 19830. (promoted 1902, 1903 Sgt. 1914 to ?). 1882/3. N/a. Pensioned 1918. Father = William. Married 12/?/1906?. Discharged to 40 Wood Street, Wellingbro?, Northants. 2 x medals 1901/1902?. Reenlisted Aug 1914.. Died Colchester 1952. Born Ballincollig. Very illegible record.

Cowell, Herbert William. Sgt. Royal Artillery. 75853. Royal Field Artillery. 22220. 1875. N/a. pensioned 1919. Wife = Mary Annie Eliza Cowell nee Salter of Edinburgh. Father = John. 4 children by 1915.

Creamer, Patrick. US Draft, 1917, Cambridge City, Section 4, Mass. n/a. 1889. Residence on enlistment, 18, Lawn Street, Cambridge, Mass. Occupation, meat packer for John P Squires & Co. Mass. He was a tall slender grey-eyed, brown haired young man.

Crowley, Jeremiah. Gunner, 21st Royal Field Artillery. n/a. 1882. Enlisted 1915 at Woolwich, served 108 days, as he was deemed 'not likely to become an efficient soldier'. He seemed to have been in a lot of minor trouble. Father = Daniel Crowley.

Daby, Peter. F14846, Royal Naval Air Service. 1879. N/a. Pensioned 1916. N/a.

Daly, Timothy. Seaman, Royal Navy. J30236. 1897. N/a. Pensioned 1914. N/a.

Dawson, Henry Sefton Algernon. Sgt. 1st Reserve Regiment of Cavalry, Dragoon Guards. 9601, (3499)f. 1877. N/a. Pensioned 1918. Father = Charles Ellis, UK address. Mother = Mary Jane Dawson Thromes. Elder Brother = Cecil of 5th Dragoon Guards. Sister probably Ethel Maud, Matron, Queen Alexandra's Imperial Nursing Service Reserve who was killed 13/04/1917. Died in Stafford ? 1950. Railway stock-keeper clerk. Poor eyesight .

Dawson, Walter Edwin. Private. Hampshire Regiment, Oxfordshire & Buckinghamshire Light Infantry, York-

shire Regiment, Nos. 380721, 285118, 64731. 1882. India, South Africa. Pensioned 1919. Father = Charles Ellis. Mother = Mary Jane Dawson Thromes. Elder Brother = Cecil of 5th Dragoon Guards. Sister probably Ethel Maud, Matron, Queen Alexandra's Imperial Nursing Service Reserve who was killed 13/04/1917. Walter discharged to 20, Ward St. Wellingborough, Northamptonshire. Hairdresser. Walter died 1943?

Delany, Cornelius. Army Service?? 28482. 1885. N/a. Pensioned. N/a.

Delany, Jeremiah. Seaman, Royal Navy. K27496. 1896. N/a. Pensioned 1915. N/a.

Donovan, Patrick. South Wales Borderers. 45. 1861. N/a. Pensioned. Sister = Ellen Welsh, address unknown. Ironworker.

Drake, Henry. Private. Pioneer. Liverpool Regiment of Foot. 2901. 26.1148 LR. 41040. 1871. N/a. Pensioned 1919. Father = James, 45 Kelshaw St. Liverpool. Mother = Anne. Wife = Elizabeth Charlotte nee Legg. 2 children in 1917. Married 1906.

Flanagan, Richard W. Royal Irish Regiment of Foot. 1907. 1869. N/a. Pensioned. N/a. Compounder.

Forde, John. Labour Corps. 691706. 1882. N/a. Pensioned 02/04/1905. N/a.

Forde, John. Leinster (Leicester?) Regiment. 7313. 1885. N/a. Pensioned. N/a.

Forde, Thomas. Inland Water Services. Royal Engineers. ??28942. 1881. N/a. Pensioned. Enlisted 1916. N/a. Carpenter. Brother = John.

Fryer, Henry. Private saddler, Dragoon of the Line, 5th Dragoon Guards. 5398. 20199. 1880. South Africa, India. Pensioned 1918. Father = Charles, 18 Willingboro Rd. Higham Ferris. Mother = Rose. Wife = Elizabeth Lyons. Married in Glasnevin RC Church 1910. Leather dresser.

Green, George James. Royal Engineers. 202967. 1876. n/a. Wife = Hamond Buckingham, 1902 at Ballincollig. 6 children.

Hallinan, Patrick. Seaman, Royal Navy. M13498. 1879. N/a. Pensioned 1914. N/a.

Healy, James Joseph. US Draft , 1917, Westchester County, Section 5, N.Y. born 1891. Wife = Isabelle, child = Frances. Sailed from Glasgow in 1910 on the 'Briton'. Naturalized 21/02/1929. A listing on the US Draft does not necessarily mean actual army service.

Hetherington, John Terrent. 13th Hussars, reserves. 24104. n/a. n/a. Wife = Elizabeth John, Married Kilworth 1895. 4 children all born Ballincollig. Father born UK.

Hopkins, Bertram John Reginald. Royal Irish Fusiliers. 6777. 1879. N/a. Pensioned. Father = Capt. Thomas George Hopkins, Streatham. Mother = Monica Maguire. Farm Pupil.

Horgan, John. Private. Royal Army Medical Corps. Nos. 206588. 2515. 1894. N/a. Discharged. Mason. Sister = Mrs Ahern, Ballincollig. Enlisted 20/09/1919. Discharged 22/10/1919.

Jesty, Charles. Bombardier, Sgt. Royal Artillery. 67345. 1868. Bermuda, Pensioned. Father = William. Mother = Mary Jane Watson. Wife = Victoria Lightbown Swainson, Bermuda 1899. 1903 son = Edward George, Portsmouth. Died London 1925. C of E. Baker.

Johnson, William. Gunner, Royal Artillery. 9335. 1864. India. Pensioned. Wife = Emma Louise Foy, Fulham. Daughter = Ellen May. Dock Labourer/Carman.

Lehane, Patrick. Royal Regiment of Artillery, Royal

Garrison Artillery. 23278. 1885. Aden, India. Pensioned. Mother = Mary, Ballincollig. Deceased 1914. Farm Labourer.

Lever, Edward James. Boy, Driver, Army Service Corps. 8627. 1875. N/a. Pensioned. Wife = Alice Maud Hall. Father = Samuel Charles Lever, 34, Benham Street, Battersea. Married at Battersea 1897. Tailor.

Little, Charles. Royal Artillery. 29469. 1876. Hong Kong, Singapore, Gibraltar, France. N/a. next of kin = Miss Lucy Bride, Ballincollig.

Lyons, Jeremiah. Gunner, Royal Artillery. 95402. 1874. N/a. 1914 to Ballincollig Post Office. Brother = John, Ballincollig.

Mahony, James Patrick. Royal Garrison Artillery. 11163. 1882. Malta. 1916. Mrs Ann Dean, 18, Orchard Rd, South Hounslow. Brother = Patrick, same address.

Marriott, Charles. Private. 4th Hussars. 1490. 1856. Kingston, India. Pensioned 1916+. Mother = Ann, Loughborough, Leics. Waiter. C of E.

McBride, Thomas. All Canada Soldiers of WW1. 479114. 1882. N/a. Pensioned. Mother = ?Mgt Mahony McBride. Father = ?Thomas. Sister = ?Hannah. Wife = Euphemia. Ballincollig/ 37 Pavilion Barracks, Halifax, NC.

Measure, Alfred Thomas. Private. 5 Rifle, and N Lancashire? 4532. 1876. N/a. Pensioned. Father = Alfred Robert Measure, Bethnal Green. Printer. Deserted 1896 but re-enlisted 1905.

Murphy, Daniel. Royal Artillery. 2957. 1879. N/a. Pensioned. N/a.

Murphy, Denis. Private. Royal Artillery, 31 Brigade. 2079. 1859. Burma, India. Pensioned. N/a. Groom.

Nash, Jeremiah. Private. 4th Leicestershire Regiment. 3799. Royal Garrison Artillery. 42669?, 1869. Jamaica, Malta, Gibraltar, Pensioned 1915. Sister = Kate Nash. Mother = Mary Nash, Ballincollig. Farm labourer.

Nash, Patrick. Private. 1st Kings Own Yorkshire Light Infantry. 7289 (0?). 1885. France, Singapore, Somali. Pensioned 1915. Father = John. Mother = Julia. Brothers = William, James. Sisters = Norah, Minnie of Powdermills, Ballincollig.

O'Neill, John. Private. Leinster Regiment, Royal Artillery. 7312. 1882. N/a, Pensioned. N/a.

O'Sullivan, Denis. Driver, 2 Depot Company, Army Service Corps, Royal Garrison Artillery. 23029. 1883?1874. 1905. Woolwich, Curragh, Longford, Expeditionary forces overseas, South Africa, India. Discharged 1915. Father = Jeremiah. Brothers = John and James (Leinster Regiment). Sister = Mary. All his documents went missing from Woolwich in 1917. A later correspondence gives details. Ballincollig/Plumstead. Enlisted at Woolwich. Groom, Labourer at Woolwich Dockyard. Denis O'Sullivan was discharged as 'no longer physically fit for war service'. He received a 'very good' character reference and compliments as to his 'care for horses ... a good groom'. He was diagnosed with heart trouble due to having had rheumatic fever ten years earlier.

Palmer, Alfred. Prince of Wales 3rd Dragoon Guards. 1844. N/a. Pensioned. Re-enlisted 1905.

Pearce, Thomas James. Corporal, Army Service Corps. 25425. 1884. 1905. France. 1920. Father = J. Mother = M. Sisters = Beatrix, Edith, Alexander Rd, Bedford. His retiring reference describes him as 'a very good

clerk, willing and hardworking, should give satisfaction'.

Putland, James Thomas. Private officer's servant. 11th Hussars of the Line, Guards Machine Gun Regiment. 5751, 5785. 1885. Pensioned 1919. N/a. In 1911 was a boarder at Warren House Stables, Kingston Hill. Described as an excellent horseman by army. Died Eastbourne, 1969. Porter, Groom and Stableman. Mentioned in Dispatches.

Riordan, Denis. WW1 Draft Registration Cards. M1509. 1890. 1917. Ballincollig/Alameda County no 2, California.

Stepo, Alfred Augustus. Anzacs. 10507. Born Ballincollig 26/October/1888. Wife = Gertrude May Peedle. Parents = Alfred Daniel & Alice Wright. Alfred drowned in Sydney harbour 13 February 1938. Alfred Daniel died in Salisbury, UK, in 1939.

Tobin, Timothy. Mercantile Marine. 1883. N/a. Pensioned 1925. N/a.

Virgo, George. Gunner, Royal Artillery. 92257. RAM Corps (Sr). 934, 1874, N/a, Relief of Peking, North west frontier India, Punjab, 1920. Wife = Eliza Boyle. Sons = Robert, Abraham. Mother = Kate Corcoran, Rushbrooke. Also of 12, Fordham's Lane, Shandon. Porter/Indoor servant.

Whelan, Thomas. Gunner, Royal Artillery. 9283. 1873. South Africa, France. Pensioned 1918. Brothers = John, Cornelius of Ballincollig. Wife = Charlotte Mary Bonner, Farnborough. Children = Elizabeth, Thomas, Margaret, Emily. In 1911 lived at 27 Western Terrace, Queens Road, S Farnborough, Hants.

Williams, Albert. Shropshire Light Infantry. 1801. Royal Garrison Artillery. Royal Reserve Regiment. 5334. 1881. 1871. Canada, West Africa. Pensioned 1918. Wife = Annie Williams. Tailor.

Williams, John. Sergeant at Alverstoke. 1854. N/a. Pensioned. N/a.

Wilson, Edward William. Private. Shropshire Light Infantry. 15961, 46522. 1879. Transvaal, India, France. Pensioned 1920. N/a. Father = William Hancock Wilson. Mother = Anna Maria Tyrrell Wilson. Wife = Emily Graham, Manchester. Son = Edward Arthur.

BORN/LIVED BALLINORA, KILLED IN ACTION or DIED LATER FROM WOUNDS RECEIVED (1)

McCarthy, John. Sergeant. Royal Engineers, (formerly Irish Guards). 79901. N/a. France. 06/08/1915. N/a.

BORN/LIVED BALLINORA, SURVIVORS (3)

Allen, Jeremiah. Royal Artillery. 32081. 1874. South Africa, Gibraltar, Malta. N/a. Brother = Timothy, Waterfall. (Jeremiah Allen Ballincora, (Ballinora?), Co. Cork WO96/1320.

www.invisionzone.com/forums/index.php?showtopic=145777&page=8. Some anomalies occur. Fry name appears for WO96/1320 on PRO search.

Kelleher, Edmond. US WW1 Draft, M1509, 1917. Michigan. 1887.

O'Sullivan, Timothy. Gunner, Cork Royal Garrison Artillery Reserves. 3542 (617). 1884. 1915 pension rejected. Mother = Lizzie, Glasheen Upper. Character very good but no longer physically fit for service. Spent time in Military Hospital, Cork.

BORN/LIVED CARRIGROHANE, KILLED IN ACTION or DIED LATER FROM WOUNDS RECEIVED (7)

Barnes, Edmund Lyndon. Captain & Adj. 8th Battalion. King's Own (Royal Lancaster Regiment). N/a. 1881/2, Flanders. 1916, Remembered on Memorial Panel 12. Ypres (Menin Gate) Belgium. Parents = Mrs Evelyn Mary Barnes, nee Bolton, Kingsmead, Kent and the late Edmund Wilson Barnes (barrister) of Leemount, Carrigrohane, Cork. Ashgate House, Chesterfield, Derbyshire/Leemount, Carrigrohane, Cork. Mentioned in dispatches. Schooled at Harrow and Oxford. Barrister and Mining Specialist. Rampton, Derby/Carrigrohane. According to the Derby Daily Telegraph, 14/10/1916, 'Christmas gifts to those serving overseas' included a C. E. Wilson Barnes, Esq. of Leemount, Carrigrohane.

Bradley, Patrick. American Expeditionary Forces. n/a. 1872. Died 21/11/1918 at Naval Hospital, St. Louis, Missouri. Father = the late Michael Bradley, Carrigrohane & North Main Street, Cork City.

Long, Michael. Boatswain. Lost off of S.S. 'Grelton', Mercantile Marine. 09/10/1917, a defensively armed cargo ship torpedoed off Arklow Lightship. Remembered at Tower Hill Mercantile Marine Memorial, London. Leemount Station, Carrigrohane. Remembered annually in the 'Cork Examiner', by 'his sisters and brothers, Leemount'.

O'Brien, William. Private. 2nd Battalion. Prince of Wales's Own (West Yorkshire Regiment). 28919. 1893. France. 1917, Remembered in Grave V. A. 33. Tincourt New British Cemetery. Son of Timothy and Mary O'Brien, of Carrigtohill, Carrigrohane/Selby Yorkshire.

O'Flaherty, Lawrence. Private. 1st Battalion. Royal Munster Fusiliers, No. 7119. N/a. France & Flanders. 1918, Remembered on Panel 78 and 79. Pozieres, Memorial, Somme. N/a.

O'Sullivan, Patrick. Stoker, 1st class. Royal Navy, H.M.S. 'Vehement'. SS/117541. 1896. At Sea. 1918. Remembered at Panel 28, Plymouth Naval Memorial, Devon. Parents = James and Bridget O'Sullivan, of Templehill, Carrigrohane,

Wheeler, Charles. Gunner, 120th Battery. 27th Brigade. Royal Field Artillery. 69465. 1893. France. 1918. Remembered at V. H. 1B. Mont Huon Military Cemetery, Le Treport, France. Parents/ wife = Charles and Mary Wheeler, of Church Square, Fermoy. Wife = K. Wheeler, Carrigrohane.

BORN /LIVED CARRIGROHANE, SURVIVORS (5)

Hennessy, Sir Patrick His military records have not yet been located by the author; however, 'Who's Who' states that he served in the Royal Inniskilling Fusiliers. As one of the youngest commissioned officers, he is reported to have spent the final ten months of World War 1 as a prisoner of war in Germany and Poland. Born April 1898 near Middleton; he 'spent his formative years' in Carrigrohane. Married 1923 to Dorothy Margaret Davis of Broadmills, Co. Down and had three children. Patrick was knighted after WW2 for his services to the army via his relationship with Fords. He joined Fords at Cork 'on his return from war', literally rising from the floor to CEO and Chairman of Ford Britain by 1956. He retired in 1963 as CEO. He was known fondly by the Ford fam-

ily as 'Uncle Pat'. He died in 1981 at Theydon Bois, UK. His portrait is in the British National Portrait Gallery in London. His sister, Lizzie, ran a sweet shop in their house in Carrigrohane until the 1960s. An Under-16 Rugby tournament is held annually in Cork in his memory, as he was a rugby enthusiast. Source, mainly local lore, the web and the 'Bishopstown Newsletter' edited by Eddie Lyons, who had previously edited 'Ford News', 1911 census, BHA/5/25. Ballincollig Heritage Association Collection. Cork County Reference Library.

Sands, Francis Alexander. Boy trumpeter, gunner to sergeant. Royal Artillery. 55102. Malta, Ceylon, Australia. Pensioned. Father = late B.S. Major, Royal Artillery, Sligo. Brothers = Geo. 3rd Rifle Brigade. Wm "J" Royal Horse Artillery. Walter 92 CORGA. Christopher 16th Lancers. Francis passed classes in 'signalling & telephonist', discharged 'very good' to New Brighton, Chester.

Joyce, John. Seaman, Royal Navy. J(I?)48370. 1899. N/a. Enlisted 1915. Pensioned 1915.

Long, William John. Royal Navy. 204231. 1882. Received medals for 1914-1920. Survivor?

Looney, Stephen. Corporal, Royal Inniskilling Fusiliers. Short service. 10815. 1880. Served 11/8/1914 to 10/10/1914 – 61 days. Groom on enlistment. Wife = Statia Looney, Rockroher, CarreyWhore, (probably Rockrohan, Carrigrohane), Ballincollig.

BORN/LIVED COACHFORD, KILLED IN ACTION or DIED LATER FROM WOUNDS RECEIVED (12)

Caulfield, Gordon. 3rd Bri. Attd 7th Bn. Somerset Light Infantry. n/a. 1886. 1917, France. Remembered on Panel 4 & 5, Cambrai Memorial, Louveral, France. He is listed in the 1911 UK Census as a brewer in Somerset. A direct link between the military and civil sources was not found.

Crosthwait, William Henry. Private. 116th Battalion. Canadian Infantry. 249251. 1879. France. 1918. Remembered at IV. 1. 26. Vis -En-Artois British Cemetery, Hautcourt, Pas de Calais, France. Father = Thomas P. S. Crosthwait, (engineer on the Muskerry Light Railway) of The Rectory, Coachford, Co. Cork, Ireland. Dublin / Coachford.

Donovan, Jack Clifton. 2nd Lieutenant. Royal Munster Fusiliers. Died Victoria Hospital, Cork of wounds received on the Western Front, 28/11/1920. Mother = Mrs George O'Donovan, Coachford.

Downey, Jeremiah. Private. 7th Battalion. Royal Dublin Fusiliers. 20887. 1893. Egypt. 1917. Remembered at C.54, Alexandria (Hadra) War Memorial Cemetery, Egypt. Father = Dan Downey, of Roovesbeg, Coachford.

Hill, Charles. Corporal. 92nd Heavy Battery. Royal Garrison Artillery. 71466. 1881. Greece. Remembered at 1106 Salonika (Lembet Road) Military Cemetery, Greece. Parents = Charles and Nora Hill, of Larchfield, Coachford. A railway ganger, his parents had a shop near Peake Station. His ship hit a mine in Alexandria Harbour according to some sources. Others give dysentery at Salonika as cause of death. Enlisted Maryborough, (now Portlaoise).

Langtry, (Langtree), Thomas. Private. 1st Battalion. Royal Munster Fusiliers. 6757. 1880. France & Flanders.

1916, Remembered on Pier & Face 16C, The Thiepval Memorial, Picardie, Somme. Wife = Catherine Langtree, Church Street, Cloyne. Parents = John and Julia Langtry. Coachford / Killabey, Dripsey.

Langtry, Thomas. Private. 1st Battalion. Royal Munster Fusiliers. 6754. n/a. 08/09/1916, Gallipoli. Memorial not found. listed in Irish records. Born Coachford. Very few Langtry spelling in cork in 1901/11. Mainly Antrim. Langtree family listed for Magourney.

Leader, Francis William Mowbray. Captain. 2nd Battalion Connaught Rangers. 1881. N/a. 1914. Remembered in Grave 3, Grand-Fayt Communal Graveyard, Nord France. Mother = Mrs Agnes L. Leader, Classas?, Peake, Coachford, (?nee Brodrick). Family grave along back wall of Christchurch Graveyard, Coachford situated behind the now privately owned old C of I church beside Coachford College. Francis's (Frank) brother, North Irish Horse and the Tank Corps survived.

Mahoney, Timothy. Private. 1st Battalion. Irish Guards. 5883. 1886. France. 1915, Remembered on Panel 4, Le Touret Memorial, Pas de Calais, France. Father = Cornelius, Dirreen, Coachford.

Murphy, Maurice Daniel. Acting Leading Stoker. Navy. K,810, (?k610), (Dev). 1890. Lost at sea on 31/05/1916 from H.M.S. 'Indefatigable'. Remembered Reference 15, Plymouth Naval Memorial. Fitter. Parents = Maurice & Bridget Murphy, 24, Blarney Street, Cork. Received Messina medal 1908, awarded to and worn by members of The Royal Navy who took part in the emergency evacuations after 1908 earthquake in Messina and Malta. See also **McCarthy and Lucey** from Ballincollog.

Ring, Michael. Private. 2nd Battalion. Royal Irish Regiment. 10271. N/a. France & Flanders. 1917, Remembered in Grave no III. F. 17, Dickebusch New Military Cemetery Extension, Leper, West-Vlaanderen, Belgium. Father = Jerk(h). Ring, Knocknagowan, (?Knockanowen), Rylane, a creamery manager. Coachford/Aghabulloge.

Sullivan, Patrick. Private. 8th Battalion, Royal Munster Fusiliers. 5833. Killed 1916. Remembered at IB7 St Patrick's Cemetery, Loos. Aghabulloge / Dublin Pike.

BORN /LIVED COACHFORD, SURVIVORS (23)

Baylay, Edward John Lake, (EJL). Major to temporary Colonel. Royal Horse Field Artillery. 875061. 1881/2. Mesopotamia. Wife = Violet Mary Bingham, (m. 1911, London). Retired to Kinsale, died 1969. Buried at C of I Graveyard, Coachford. Born Rajpootna, India. Family came to Coachford in 1666 to land shared with Crookes, (also listed here). Related to Gillmans, (listed here).

Carroll, John L. US Draft, Cambridge No 1. 2099. 1899. Claimed exemption to support wife & child. Chauffeur, (of), truck for New England Telephone Co. Roxbury, Mass. Coachford / 1129 Cambridge.

Creamer, John. Royal Navy. 286127. Received medals for service 1914-1920. Survivor?

Crooke-Lawless, Surgeon Lieutenant Colonel Sir Warren Rowland. Coldstream Guards, Royal Army Medical Corps. N/a. 1863. Father = Dr Warren Crooke, Derreen, Coachford and in charge of Macroom Workhouse. Mother = Elizabeth Pyne. Wife = Emily Anne Lawless. The Colonel was born either at the Workhouse or in Coachford. He was officer in charge of Osborne Hospital for Officers, Isle of

Wight. Buried, 1931, in Richmond, Surrey. He is also related to Crookes, Bayley and Gillman of the Coachford area.

Cronin, Thomas. U.S. WW1 Civilian Draft Regiment, 1917/1918. N/a. 1889. N/a. pensioned USA. N/a. Gold Miner on Mohawk River, Esmeralda County, Nevada. Died 01/09/1959 in California. Buried in Veterans Cemetery, Section 26, Site 1113 at Golden Gate National Cemetery, San Bruno, Ca. In 1911 census of Ireland Cronin family associated with Creamery including a Timmy Cronin, employee.

Crowley, Denis. Sapper. 112th, HB RCA. Transferred to Tunnelling Company, Royal Engineers. 920, 139167. n/a. n/a. Awarded Indian Bronze war medal which is normally given to Indians.

Gillman, Webb. K.C.B. K.C.M.G. D.S.O. General Staff Officer. 13th Division, Royal Field Artillery, Brigadier, Mediterranean Forces, Major General in Salonika, Chief of Staff Mesopotamia. N/a. 1870. Also Africa. Father = Herbert Webb Gillman, judge in Sri Lanka, of Clonteadmore, Coachford. Parents both buried in Coachford C of I Churchyard. In later years, Webb was in charge of Woolwich Academy. Gillman Barracks in Singapore is called after him. General Webb is shown as born in Coachford and in Sri Lanka. There are many biographical books on his career.

Jellett, Henry, M.D.F.R.G.P.I. Surgeon. FRX Munro Ambulance Corps and the Navy. N/a. 1872. France, at sea, New Zealand. Henry was Master at the Rotunda. He resigned to serve at the front. Wife = Mary Leader, sister of the Leader brothers listed. They moved to New Zealand where he became chief of obstetrics, dying there in 1948, having retired to grow vegetables. He was born at Killnadrish, Carrigadrohid. He was the author of numerous books including medical mystery novels with Ngaoi Marsh. Father = Rector of Aghinagh and Dean of St. Patrick's. Brother = John Jellett, Provost of Trinity College. Related to Mamie Jellett, the artist. A Miss Jellett lived in Coachford.

Jim, surname unknown. A handwritten letter found recently (2014) behind panelling in an old house in Coachford describes the mental turmoil of an emigrant 'Jim' as he deals with possible allegations of being a 'coward' in Australia while disappointing his republican minded mother at home. It details his will and its whereabouts. If you know Jim, please contact us at worldwaronecork@gmail.com.

Kelleher, Bartholomew. L.V.A., Royal Navy. M8216. 1895. 1914. N/a. Medals, Star, Victory Medal, British War Medal, 'Crescent'.

Leader, Thomas Henry Mowbray, (THM). Lieutenant North Irish Horse, attn 23rd Tank Corps, Royal Irish Regiment. NW6/29258. n/a. Father = William (Willie) Mowbray Leader, Brother = Francis (Frank) Leader, KIA France 1914. Family home Classas, Coachford. Family grave at old C of I churchyard.

Lynch, Thomas. US Draft, Portland, Oregon. 1607. 1889. Single. Heist Engineer in Portland Port. Naturalized. Coachford/139 Russell Street, Portland.

Mahoney, Daniel. Canadian Overseas Expeditionary Forces. 2704057. 1885. Mother = Mary Mahoney, Coachford, Cork. (note in margin 'sufficient address'). Railroadman. Residence 871, 43rd Oakland, California. Enlisted at Victoria, V.C. 19/06/1917.

Matthews, Hubert Lionel. Colonel. Indian Army. n/a. Mesopotamia. Father = Rev. Thomas Robert Matthews, (born Cavan), Rector of Moviddy. Hubert married Marguerite Clark (Tobacco family), emigrated to Malaya from where he retired to Nadrid House, Coachford where he was born.

Murphy, Edward Daniel. 25th Royal Fusiliers, short service. G/15050. 1884. Enlisted 1915, London. Deserted and struck off June 1915. Served South Africa. Residence = 30 Paul Street, Islington. Father = Edmond Daniel Murphy, Coachford.

Murphy, Daniel. The Connaught Rangers. 10331. 1891. N/a. N/a. Father at Aglish. Worked for his father and Miss McSwiney, Rouvesbeg, Coachford.

Murphy, Francis. Private. Machine Gun Battalion. Irish Guards. 5930. 1889. France. 1919. N/a. Creamery manager. Reported KIA 15/09/1916. Arrived home to Coachford on 16/09/1916 for 6 months. Mother = Ellen Murphy. Coachford.

Murphy, Moris (Maurice?) T. US Draft Ward 14, Michigan, Oregon. 1013. 1887. Married. Naturalized. Plasterer for Michael Finn & Sons, Detroit. Coachford/934 Porter, Detroit.

Murphy, William. 17 Battery, Southern Division, Royal Artillery. 70952. 1871. n/a. Deserter 1891. n/a. Groom.

Sullivan, Cornelius Joseph. U.S Draft Precinct 1, Ward 3, Cambridge, Mass. 1695. 1894. Shipper of Speciality goods for Standard Oil Company. Drafted WW2.

Sullivan, Daniel. U.S. Draft, No 2, Merrimack Co. New Hampshire. 1704. 1887. Herdsman at Concord State Hospital. ? Died Concord 1921. Coachford/ Pembroke, N.H.

Sweeney, William M. U.S Draft Precinct 1, Ward 2, Cambridge, Mass. 1047. 1886. Labourer at Lally Colum Co. Married. Coachford/20 Lambert, Cambridge, Mass.

Woodley, Richard Nason. Major, Temporary Colonel. Surgeon. Royal Army Medical Corps. n/a. n/a. Boer War, Malta, France. Wife = Ailsa Margaret Woodley, (died 1986, aged 89). Richard was born Leades, near Rusheen, Coachford. Highly honoured. Ran a tented hospital for the Battle of Ypres. In charge of Military Hospital, Malta. Retired August 1920 to Coachford and died 1964. Buried with his wife at Coachford C of I cemetery. Possibly related to Captain Francis Richard Woodley.

BORN/LIVED CROOKSTOWN, KILLED IN ACTION (7)

Cullanhan, Jeremiah. Private. 11th Battalion, The King's (Liverpool Regiment). 87850. 1890. Somme. 23/03/1918. Remembered on Panels 21 to 23, Pozieres Memorial, Somme, France. Parents = Jeremiah & Jane Cullanhan, Castletown, Kennigh. Wife = Margaret O'-Grady (formerly Cullanhan) Castlemore, Crookstown. Died 2 days after his neighbour Daniel Keane.

Harold, John. Corporal. 8th Battalion. Royal Munster Fusiliers. 6669. 1891. France. Remembered on Memorial I.C.22, St. Patrick's Cemetery, Loos, Pas de Calais. Parents = James & Eliza Harold, Upper Aghada, Cork. Knocknagown, Crookstown/Farnanes, Cork.

Kelleher, Timothy. Private. 1st Battalion. Royal Munster Fusiliers. 10419. 1896. France. 1916. Remembered on Grave 11.D.10. Guillemont Road Cemetery, Guillemont, Somme, France. Mother = Mrs. Ellen Kelleher, of Foxes St., Bandon.

Keane, Daniel. Private. 6th Battalion Connaught Rangers. 18214. 1889. Somme. 21/03/1918. Remembered on Panel 77, Pozieres Memorial, Somme, France. Parents = Daniel & Ellen Keane, Clomacow, Crookstown. Died 2 days before his neighbour Jeremiah Cullanhan.

O'Sullivan, Bartholomew. Private. 1st Battalion, Irish Guards. 3646. 1889. Western Front. Wounded, died 1915. Buried Grave ref. 1. H. 30, Wimereux Communal Cemetery, Pas de Calais. Father = Humphrey O'Sullivan, Knocknavoe, Crookstown. Born Cloughduv.

O'Sullivan, John. Lance Corp. 2nd Battalion. Irish Guards. 9735. N/a. Flanders. 1917. Remembered on 11. 1. 4. Dozinghem Military Cemetery. Flanders. Belgium.

Tonsen-Rye, John Reginald. Captain. M.T. Royal Army Service Corps. N/a. 1880. France. 1919. Remembered on III. B. 20. Mazarques War Cemetery, Marseilles. Father = John Bailie Tonson-Rye, Rye Court, Crookstown.

BORN /LIVED CROOKSTOWN, SURVIVORS (7)

Healey, Patrick. 2nd Depot Battalion, B.C. Regiment. 2137659. 1883. Next of kin = friend, Thomas Ross, B.C. Patrick Born Crookstown, lived Sexsmith, Alberta. A farmer and teamster.

O'Sullivan, Patrick. Royal Navy. K50916. 1899. Pensioned 1918. N/a.

O'Sullivan, Patrick. Irish Guards, short service. 9883. 1896. Enlisted 3/10/1915. Discharged 4/12/1915 'having made a mistruth as to age on enlistment'. Father = Humphrey O'Sullivan.

Long, Michael. Machine Gun Battery, Irish Guards. Short service. 10146. 1889. Born Crookstown, lived Galway. Mother = Margaret Long, Commons, Crookstown.

Mahoney, John. US Draft Registration, 1917. M1509. Labourer, Pennsylvania railroad. Single. Crookstown/Jersey City, No 10.

Reardon, Jeremiah. US Draft Registration, 1917. M1509. 1891. Express Driver with the Wills Fargo Company, New Jersey. Single. Crookstown / Jersey City, No. 2.

Tonson-Rye, Hubert Bernard. 2nd Battalion, Royal Munster Fusiliers. N/a. 1882. Gallipoli, Paschendale. Father = John Bailie Tonson-Rye, Rye Court, Crookstown. Brother of John Reginald, died 1919, France. Earned a DSO. Died 1950, buried at Coachford C of I churchyard.

BORN/LIVED DRIPSEY, KILLED IN ACTION or DIED LATER FROM WOUNDS (4)

Bowen-Colthurst, Robert Macgregor. Captain. 1st Battalion. Leinster Regiment. 1883/4. France. Remembered on Panel 44. Ypres (Menin Gate) Memorial. France. Parents = Mr. and Mrs. R. W. T. Bowen-Colthurst, late of Dripsey Castle, Co. Cork; husband of Winifred Bowen-Colthurst, nee West, of The Gable House, Layer de la Haye, Essex. Brother of **Bowen-Colthurst, John, Colthurst.**

Long, John, (Joe?). Private. 1st Battalion. Royal Munster Fusiliers. 5483. N/a. France. 1916. Pier and Face 16 C. Thiepval Memorial, Somme, France. N/a. Cork/Dripsey.

Murphy, Jerome Joseph. Private. Otago Regiment, New Zealand Expeditionary Forces. 71576. 1898. N/a. 1918. Remembered in Donoughmore Catholic Churchyard, (behind Stuake new Church, central pathway). Family grave and Commonwealth war grave. Father = William Murphy, of Acres, Dripsey. There are 3 Commonwealth memorials of the 1914-1918 war in this cemetery – Coakley, Sexton, Murphy. 3 other names from Donoughmore are remembered abroad.

Williams, Samuel. Private. 1st Battalion North Staffordshire Regiment. 7438. 1877. Belgium. 1917. Remembered on Panel 55. Ypres (Menin Gate) Memorial, Belgium. Parents = John and Mary Williams, of Dripsey. Family apparently had an old pub/garage until recent times. Dublin/Dripsey.

BORN /LIVED DRIPSEY, SURVIVORS (9)

Bowen-Colthurst, John, Colthurst. Captain. 2nd Royal Irish Rifles. n/a. 1880. Boer War, Battle of Mons. Well known local family. Associated with a famous fracas involving pacifist Francis Sheehy Skeffington in Dublin. Described as the 'mad captain', a condition he ascribed to 'shell shock'. Emigrated, on full pension 1919, via Montreal, after his release from Broadmoor. Lived at Terrace, British Colombia, where he died in 1965. Brother = **Robert McGregor Bowen-Colthurst**, KIA, Remembered at Ypres. Shot by a sniper while recovering a soldier.

Buckley, James. Gunner, Corporal. Cork Artillery, RGS Special Reserve. 1877. N/a. N/a, Pensioned. Wife = Mary Creedon. Children = Jeremiah, Honora, Mary Ellen. James gave c/o Mr Mahony, Faha, Inniscarra as his last address and born Magoola, Dripsey.

Cross, Henry. Vet, Royal Army Veterinary Corps. n/a. n/a. Egypt. Father = Dr Cross, Dripsey, (of infamous fame). Henry born in Bermuda. Became an expert in Australian horses and camel care.

Galvin, Michael. Royal Dublin Fusiliers. 18605. 1878. N/a. 1919. Mother = Mary Galvin, Dripsey. Married Mary Maloney (?Mahoney) 26/12/1902 at Dripsey. Children = William, Lizzie, Matthew, James.

McKague, Thomas Joseph. US Draft Registration Board, Detroit, Michigan. 19. 21/12/1894. Factory Clerk at Superior Machine & Engineering Co. Detroit. Single in 1916. Dripsey/59 11th Street, Detroit.

O'Callaghan, Patrick. Inland Water Transport Corps Royal Engineers. W.R. 501216. ?France. 1919. Mother = Mary O'Callaghan, Agharina, Dripsey. Was promoted a lot but also lost pay for hospitalisation. Qualified as Superior Grade Fitter. Fitters mate on enlistment.

Roche, John. US Draft Registration, 1917. M1509. N.Y. Induction LB 136, Private. Served aux Rmt Dep 306 QMC. No. 4,774,430. 1891. Bartender to Thomas Caffrey, 115th street, 8th Ave. NYC. 'contributes to mother's support'. Exemption for bad eyesight. Crookstown/112th Street, NYC.

Sexton, Edward Christford. Connecticut Military Questionnaires 1919/1920, (compiled to record those who served in WW1). Born 1891 in Dripsey. Father = John, Born Donoughmore. Mother = Hannah, born Dripsey. Single. Naturalized 18/03/1920. Lived in New Haven.

Sullivan, Thomas. Private. Royal Irish Regiment. 10456. 1892. India. Pensioned. Mother = Hannah, Brothers = Senio? Timothy. Sisters = Hannah, Mary. TB in 1914 in India. Had purchased discharge from Connaught Rangers prior to R.I. Regiment.

BORN/LIVED INNISCARRA, KILLED IN ACTION or DIED LATER FROM WOUNDS (17)

Callaghan, Daniel. Private. 6th Batt. Prince of Wales Leinster Regiment, (Royal Canadians). 6/2006. Balkans. 1915, Remembered on I. A. 18, Portianos Military Ceme-

tery, Greece. Parents = Murthy & Margaret Callaghan, Bandon. Upton/Inniscarra.

Connell, John. Private. 9th Battalion. Royal Dublin Fusiliers. 24516. N/a. France, 1916, Remembered on Pier and Face 16 C. Thiepval Memorial, Somme, France.

Devonshire, John. Private. 5th Battalion, Royal Irish Regiment. 25. N/a. Gallipoli. 1915. Remembered on Panel 55, Helles memorial, Turkey. N/a. Born Cloghroe.

Dinan, Peter. Private. 8th Battalion. Royal Munster Fusiliers. 1703. 1890. France & Flanders/ 1916. Remembered at Pier and Face 16 C. Thiepval Memorial, Picardie, Somme. Parents = John & Mary Dinan. Inniscarra/Blarney.

Healy, Richard. Private. Royal Munster Fusiliers. 9814. 1895. Balkans, Turkey. 1915, Remembered on Panel 185 to 190. Helles Memorial, Gallipoli, Turkey. Father = late Patrick Healy. Mother = Norah Healy, St Ann's Hill, Cloughphilip, Cork.

Henderson, Thomas. 2nd Lieutenant. "B" Batt, Tank Corps. 1892. France. 1917. Remembered Panel 13, Cambrai Memorial, Louverval, France. Parents = Mr. and Mrs. Wilhelmina & Thomas Henderson, of Ardrum, (Carrigrohanebeg), Inniscarra, Farmers. 8 siblings. Presbyterian. Thomas senior was born Scotland, 1857. Inniscarra Presbyterians were often associated with the local flax trade.

Horgan, (Horan), Daniel. Private. 1st Battalion. Royal Munster Fusiliers. 7889. N/a. France. 1918, France & Flanders. Remembered on Pozieres Memorial. M.R. 27 Part 5. Panels 78 & 79, Departement de la Somme, Picardie, France. N/a.

Lane, Timothy J. Sergeant. 1st Battalion. Irish Guards. 4872. N/a. France. 1915, A. 12. Rue-Du-Bacquerot (13th London) Graveyard, Laventie, Pas de Calais, France. N/a. Inniscarra, Berrings/ Windmill Road, Cork.

Lyons, George. A.B. Royal Navy, 'HMS Vindictive'. 212050. (Dev.). 1884. At sea, 1918. Remembered at /P.W. /39.A. St James's Cemetery, Copt Hill, Dover. Mother = Mary O'Keefe. Bridgetown, Inniscarra.

MacCarthy, Eugene. Ship's Steward Assistant. Royal Navy, H.M.S. 'Indefatigable'. M/5270. 1894. At Sea. 1916. Remembered 17 Plymouth Naval Memorial, Devon. Parents = Charles and Julia MacCarthy, of Rea, Berrings, Inniscarra, Cork. Family farm sold in 1958. Eugene was a pupil of the North Monastery and taught for a few years at CBS, St. Patrick's Hill. He was killed at the battle of Jutland as was **Daniel Lucey (Ballincollig), and Maurice (Daniel) Murphy, Coachford.** All were lost at sea. (see entries elsewhere).

McSweeney, Eugene. Lance Corporal. 2nd Batt. Royal Munster Fusiliers. 7251. n/a. France. 1915. Remembered on Panel 43 and 44, Le Touret Memorial, Calais, France. Born St. Ann's, Cork. ?Cork City.

Mahony, James. Private. 1st Battalion. Royal Munster Fusiliers. 10386. N/a. Flanders. 1916, Remembered on Pier and Face 16 C. Thiepval Memorial, Picardie, Somme, France. N/a. Inniscarra/Waterfall.

Murphy, Bartholomew. Royal Navy. 292562. 1871. n/a.

O'Brien, William. Private. 2nd Battalion. Irish Guards. 6229. 1897. France. 1917, Battle of Bourlon Wood. Remembered on Panels 2 and 3, Cambrai Memorial, Louverval, Nord France. Parents = Margaret O'Brien, of

Cloghroe, Inniscarra, Co. Cork, and Gurth, St. Ann's Hill, and the late Timothy O'Brien. Awarded The Military Medal for the battle of Poelcappelle plus the other WW1 medals. Enlisted 1915. Received a leg wound on 13/09/1916, and came home to recuperate. He was sent back 31/5 1917 and killed 6 months later.

BOURLON WOOD – extract from a report of the Battle of Bourlon Wood by Rudyard Kipling.

It was late in the year, and the weather was no threat as the 2nd Battalion Irish Guards marched out in the wet, carrying them 'east towards the noise of the unquiet Somme guns'. We knew we were for it, 'ye could begin to smell the dam' Somme as soon as ye (was) across that Arras railway'. Our tanks had left their trails everywhere, and the trodden-down breadths of wire-entanglements, studded here and there with crushed bodies, suggested to one beholder "the currants in the biscuits one used to buy at school." Suddenly news of Cambrai fight began to change colour. They were told that it had "stuck" round Bourlon Wood, a sullen hundred-acre plantation which commanded all the ground we had won north of Flesquières, and was the key to the whole position at the northern end of the field.

O'Callaghan, Cornelius. Private. 1st Battalion, Royal Munster Fusiliers. 7763. N/a. Gallipoli. 1915. Remembered on Panel 185 to 190, Helles Memorial, Gallipoli, Turkey. Tower, Inniscarra/Douglas, Cork.

O'Callaghan, Joseph. Private. 1st Battalion. Connaught Rangers. 9007. 1888. France & Flanders. 1914. Remembered on Memorial Panel 43, Le Touret Memorial, Pas de Calais. Parents = Denis & Abina O'Callaghan, Dripsey, Inniscarra/ Ballincollig, Dripsey.

Sweeney, Edward. Private. 2nd Battalion. Royal Munster Fusiliers. 9777. 1892. France - Western European Theatre. 1914, Remembered in grave I. 8. Etreux British Cemetery, Departement de l'Aisne, Picardie, France. Parents = Eugene & Hanora Sweeney, Kerry Pike, Carrigrohane. Inniscarra/ Carrigrohane.

BORN /LIVED INNISCARRA, SURVIVORS (26)

Barter-Seigne, Thomas Richard, (Richard). Major. Guards Division, Royal Field Artillery. n/a. 1883. Wife = Anna Eliza Seigne, St Ann's, Blarney, m. 1918. Barter family connected to Hydro. Received Croix de Guerre. Died 1936, buried at St.Senan's Churchyard, Inniscarra. His father emigrated to Melbourne, leaving a farm to his elder brother and a shilling to Richard, for the receipt of same he had to await the death of his father. Richard's son Pilot John Barter Seigne, KIA 1942, is also buried at Inniscarra.

Carver, Timothy. Royal Garrison Artillery, Army reserve, short service. 3589. 1870. Home service. Uncle = Thomas Forrest, Inniscarra. (formerly of Royal Munster Fusiliers). Timothy was a carrier. Timothy was born in Newmarket, Kanturk.

Carroll, Thomas. Gunner, Royal Garrison Artillery. 86158. 1869. India. Pensioned. Parents = Patrick & Mrs C Carroll, Inniscarra. Cousin = Laura Foster, Southport.

Conroy, Denis. Sapper. 323rd Quarry Company, Royal Engineers. 219161. 28906. 1865 ?1870. Pensioned. Son = William, 2697939 enlisted 9/9/1918. Quarryman.

Corcoran, John. General Service Infantry. 14020. 1888. N/a. Pensioned 1914. Next of kin = Jeremiah Corcoran, Dripsey. Labourer Underground Coal Mining,

46 Times Past

Newport Wales.

Duggan, Daniel. Sergeant. Royal Inniskilling Fusiliers. 5452. 1878. Pensioned 1919. Mother = Ellen Duggan. Brothers / sisters James, John, Ellen, Killowen, Blarney. Inniscarra/Mourne Abbey.

Finnegan, Daniel. Private. Royal Munster Fusiliers. 7/386. Labour Corps. 691739. 1886, ?1884. France & Flanders. 1920. Mother = Ellen (Nellie) Finnegan, Gar-ravagh. Labour Corps on short service to 'bury the dead'. Head wounds and malaria from previous French campaign with Royal Munster Fusiliers.

Forde, Thomas Dominick. Gunner. Cork RG (R) A. Cleaning Office, 126 Heavy Battery. 3630. 1886. N/a. 1918.

Hawkes, George White. DSO. MC. Captain to Lieutenant Colonel 5th Royal Irish Regiment. n/a. 1876. Gallipoli. Born Carhue, Coachford. Died London 1939. Remembered on family grave at Coachford C of I Churchyard. Lived at Seamount, Carrigaline and London.

Healy, Michael. 41 Company, Royal Field Artillery, 101597. 1884. South Africa. 1916. N/a. Discharged 5 months after re-enlistment as 'not likely to become an efficient soldier (medical grounds)' Had Chronic Bronchitis and was emaciated from old TB. Conduct 'exemplary'. Special recommendations for civic employment = 'has been an officers servant for 12 years'. Stoker on enlistment. Father = Patrick.

Healy, Michael. Gunner. 28th Reserve Battery, Royal Field Artillery. 100656. 1886. France, Dec. 1915 – April 1916. Discharged to Ballincollig, to reside in Inniscarra, 04/01/1916. 'No longer physically fit for service on medical grounds'. Presumably he came home to recuperate and was declared unfit April 1916. Mother = Kate, Clohere? Cloghroe, Inniscarra. His character was described as 'sober, willing, industrious'. Before enlistment his occupation was a stoker.

Keohane, Jeremiah. Royal Engineers. 40412. 1889. UK. Discharged due to illness. Parents = Patrick & Kate Keohane, Coolyduff, Inniscarra. Trade = Engine Driver. Served 79 days in 1914. Jeremiah & Michael, (7139), brothers.

Keohane, Michael. Gunner, 3rd Company, Cork Royal Garrison Artillery. 3663. 1887. Home. 1915. Discharged. Trade = Linesman. Enlisted 03.10.1914; deserted 31/10/1914; rejoined 10/11/1914; discharged 22/03/1915 at Fort Carlisle with pleurisy. Character very good. 5' 7"; weight 133lbs.

Keohane, Michael. Gunner. Royal Garrison Artillery. 7139. 1884?. Paid 3s 3d. Enlisted 16/06/1915. Deserted at Dover 30/06/1915. Clear forms service. Labourer. Previously Royal Garrison Artillery. Parents = Patrick & Kate Keohane, Coolyduff, Inniscarra. Jeremiah & Michael (40412) brothers. (Lived Inniscarra).

Keohane, Michael. No 209795, Navy. Born Inniscarra, 23/11/1883. Survivor?

Keohane, Patrick. Stoker. Royal Navy. 1996680. 1881. Europe, 1914-1920. Received naval medals. Survivor?

Long, Jeremiah. Private. 210 Prisoner of War Coy. Labour Corps. 470696, Royal Medical Army Corps. 206827. MNK 34978. 3/6995 Private J Long 2nd Royal Munster Fusiliers. 1882(?1875). France. Demobbed 29/03/1919 to Burns Mills, St. Anne's Hill, Cork. Mar-



Courtesy of the family of William O'Brien.

THE STORY OF ONE SOLDIER

O'BRIEN WILLIAM

NAME: 6229 - Irish Guards
 Number: In the parish of Inniscarra in or near the town of Cork in the county of Cork.
 Born: Clerk
 Trade on Enlistment: 19 Years
 Age given on Enlistment: 26.03.97
 Date of Birth: 21.12.14 in Cork
 Enlisted: 21.12.14
 Service: From To United Kingdom
 21.12.14 04.03.16 British Expeditionary Force
 05.03.16 19.09.16 United Kingdom
 20.09.16 31.05.17 British Expeditionary Force
 01.06.17 27.11.17
 Unit: 2nd Battalion Irish Guards
 Wounded: 13.09.16
 Killed in action in the battle of Bourlon Wood on 27.11.17. Bourlon Wood was situated approximately 4 miles due West of Cambrai. This battle was part of the Somme Campaign.
 He was awarded the Military Medal for bravery at the battle of Poelcappelle on 09.10.17 which is located halfway between Langensarch and Passchendaele in Belgium.
 He has no known grave. His name is recorded with the others whose graves could not be located on a memorial known as the Cambrai Memorial in the Louverval Military Cemetery 10 miles West of Cambrai.
 Medals: Military Medal
 British War Medal
 Victory Medal
 Mother's address was Inniscarra
 Description on Enlistment: Height: 5 ft 10 1/2 ins
 Complexion: Fresh
 Eyes: Blue
 Hair: Brown

NONCUPATIVE OR MISSING WILL.

W.O. No.: E/465001
 Record No. 359/616088
 DOMICILE: Irish
 Name: William O'Brien
 The document enclosed herewith has been regarded as evidence of a valid nuncupative Will made by the soldier named in the margin while "in actual Military Service," within the meaning of the Wills' Act, 1937.
 Regt. No. 6229 Private
 and Rank
 Regt. 2nd Bn. Irish Guards
 Died at Killed in Action, France
 Date of Death 27-11-17
 WAR OFFICE, LONDON, S.W.

O'Brien, William (above left front row standing). Private. 2nd Battalion. Irish Guards. 6229. 1897. France. 1917, Battle of Bourlon Wood. Remembered on Panels 2 and 3, Cambrai Memorial, Louverval, Nord France. Parents = Margaret O'Brien, of Cloghroe, Inniscarra, Co. Cork, and Gurth, St. Ann's Hill, and the late Timothy O'Brien. Awarded The Military Medal for the battle of Poelcappelle plus the other WW1 medals. Enlisted 1915. Received a leg wound on 13/09/1916, and came home to recuperate. He was sent back 31/5 1917 and killed 6 months later.

el her sorrowing mother, mother, and sister R.I.P. Funeral from South Parish Church on this day (Tuesday), at 3 o'clock, for St. Finbarr's Cemetery. American papers please copy.

McSWEENEY—On Jan. 12th, at his residence, Inghinabally, Crookstown, Daniel McSweeney, deeply and deservedly regretted. R.I.P. Funeral at 2 p.m. on this day (Tuesday), for South Kilmarry.

O'REILLY—Drowned at sea, on the 9th inst., on H.M.S. Racoon, D. J. O'Reilly, aged 29 years (late of Bearish and Crawford's Rimmers), eldest son of John O'Reilly, late telegraphist at Lord's Signal Station, Bow Head, Crookhaven R.I.P. Star of the Sea pray for him. American papers please copy.

HORGAN—At his residence, 5 Eason's Hill, Patrick Horgan (late of Coolebanel), deeply regretted by his sorrowing son and a large circle of friends. Funeral from the Cathedral on this (Tuesday) morning at 10 a.m. for Abens. American papers please copy.

O'BRIEN—Killed in action in France, Nov. 27th, 1917, Private William O'Brien, Irish Guards, aged 21 years (late of Cloghroe, Inniscarra), eldest son of the late Timothy O'Brien, Gurth, St. Anne's Hill. Deeply regretted by his sorrowing mother and brother. R.I.P.

SAMPLE Books of our specially-designed Memorial Cards, with prices, sent on application to Guy and Co., Ltd. Cork. 22

THE MUNSTER ARCADE

GREAT WINTER SALE

KILLED IN ACTION.

PTE. WM. O'BRIEN, Irish Guards (late of Cloghroe, Inniscarra), killed in action 27th November, 1917. He was awarded the Military Medal for bravery on the field.

ried Nora Forde, possibly of Paud's Cross in Inniscarra in 1910. No children in 1919. Enlisted by Thomas Neary, Blarney. Good character. His Service Records has wonderfully poignant correspondence with his wife and the army outlining her concerns as to his whereabouts. The army didn't seem to know of his being a prisoner of war. Mrs Long wrote to the Military stating that she had written many letters which were returned and could they check out if 'he is dead or alive'. The reply states 'as far as is known in this office he is still serving with the British Expeditionary Forces'.

Madden, Denis, (Dennis). Royal Irish Regiment. 5431. 1871. South Africa, Malta, India, France. Pensioned. Wife = Annie Meehan, (m. Mullingar 1905), children born at various military stations.

Mahoney, Jeremiah J Or Jermiah J. US WW1 Draft, Philadelphia, Penn. M1509. 1894. Repairman, United Gas Co. Inniscarra/ Philadelphia, No 35.

O'Brien, Timothy. Private. Royal Dublin Fusiliers. 43090. 1893. France, Gallipoli, Egypt. He allegedly joined RNR trawler section as T Cullinan in July 1918 having allegedly escaped from political agents. He was a pupil teacher at enlistment but in 1939 he was applying as night telephonist in GPO, London. In 1935 he 'confessed' to desertion, while on sick leave, on 20th May 1918 because, as he asserted, he was unlawfully detained by political agents but he was later cleared of the charge of desertion and received a good character reference.

O'Sullivan, John J. Royal Munster Fusiliers. Army reserves. 2742. 1887. Discharged 1915. Wife = Eliza Hartnett. Children = David, Patrick, Mary. Born St. Ann's, Cork.

McSweeney, Eugene. Royal Munster Fusiliers, Short service. 10144. 1895c. Discharged 1914 after 76 days service, 'having made a misstatement as to age on enlistment'. Parents = Eugene and Norah, 1 of 9 children. May have a connection with Kerry Pike or St. Ann's in the city. (Note: poor quality record.)

McSweeney, Benjamin. Gunner. Y Battery, Royal Horse Artillery. 538. 1876. China in 1900. Balkans? Egypt WW1. Discharged with shrapnel wounds which continued to pain him. Had to regularly attend the Military Hospital in Shanakiel. Died aged in his 40s in 1929. His death cert records 'a fractured skull & clavicle, gunshot wounds to leg, some exhaustion past years'. According to his family Benjamin and his brother (unnamed) cycled to Ballincollig to enlist where they reputedly lied about their ages. The family question is - did they both enlist, or did one brother cycle the two bikes back to Bandon? His service record is confusing but a professional military researcher told the family that it seems that 'they were diverted from the Balkans to Africa'. His character reference refers to him as being 'very good hardworking reliable man' on his discharge 'due to wounds' in 1919. Church Street, Bandon / St. Ann's, Tower. Benjamin and his brothers are in the photos of Tower fife and drum band, and hurling club 1914-15, as Sweeney.

Rohan, James. Royal Munster Fusiliers. 7120. 1893. Pensioned. Address Tower, St. Ann's Hill.

Whyte, Kathleen. ADM WO 398/232/3, Women's Army Auxiliary Corps, (Later Queen Mary's). 1893. N/a. 1920. N/a.

Williams, James. Seaman, Royal Navy, F2408. 1880. At sea. 1914. Parents = John & Mary McDonnell Williams.

BORN /LIVED KERRY PIKE, CLOGHEEN, SURVIVORS (4)

O'Connor, John. Royal Navy. 346474. 1885. At sea. N/a.

O'Connor, Patrick, 'Cruxy'. N/a. 1894. France. Pre 1921. Parents, brother Michael and family. Clogheen/483 Columbus Avenue, NY. 'Cruxy' is supposed to be a corruption of 'Croix de Guerre'. Patrick apparently served in France but it's unlikely he won this award. He reputedly joined the Republicans on his discharge from the army but was considered a spy and was reputedly sentenced to death by his colleagues. He and his family left the area. Later reports seem to indicate that he was assassinated in New York in 1922. Ballycannon memorial, near Kerry Pike school, remembers a particularly cruel engagement with which Cruxy was believed to be associated.

Sullivan, John. Private. 1st Royal Munster Fusiliers. 7209. 1885. N/a. 1917, Pensioned. Married to Lizzie Twohig, 1905 at St. Anne's, Cork. 7 children by 1917. Born England but lived at 6, Kerry Pike and enlisted in Aghada, Cork.

Joyce, Cornelius?, (Neilus?). n/a. Pensioned. From Cúil Uí Mhurchú, (Kerry Pike/ Lee Road). Source: Two local independent and reliable sources only. No written records found.

BORN/LIVED OVENS & FARRAN, KILLED IN ACTION or DIED LATER FROM WOUNDS (5)

Healy, Patrick J. Private. 10th Battalion. Royal Dublin Fusiliers. 24147. N/a. France & Flanders. 1917, Remembered on Memorial VI. G. 5. Orchard Dump Cemetery, Arleux-En-Gohelle, Pas de Calais. N/a.

McCarthy, Cornelius. Private. 2nd Battallion. Royal Munster Fusiliers. 6674. 1893. France & Flanders. 1917, Remembered on Memorial I. E. 21. Coxyde Military Cemetery, West-Vlaanderen, Belgium. Parents = John & Margaret McCarthy, Lower Farran, Ovens, Cork. Died of his wounds.

Reid, Robert. Private. 4th Battalion Canadian Infantry. 453112. 1891. France. 1916. Remembered at I. F. 16. Adanac Military Cemetery, Miraumont, France. Father = Henry Reid, (widower in 1901) of Grange Cottage, Ovens. The family farm was near the present EMC offices. Robert youngest of 5 siblings. C of I.

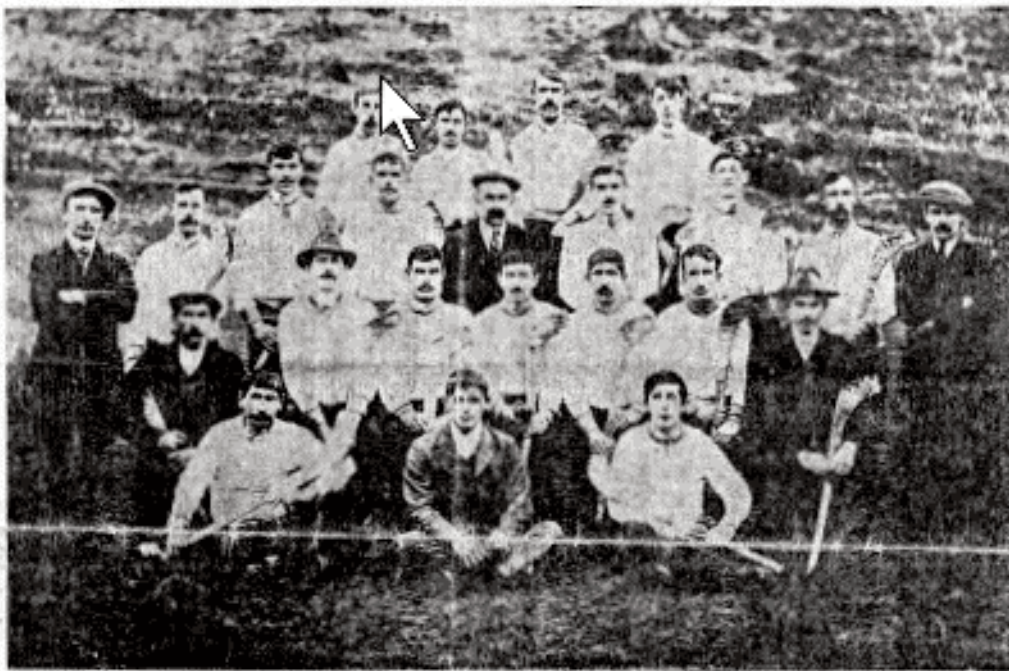
Ruby, Joseph Bennet. 2nd Lieutenant, Royal Garrison Artillery attd. Base Depot (Havre). 1899. France. 1918. Remembered at IV. B. 14. Mazargues War Cemetery, Marseilles, France. Father = Rev. Henry E. Ruby and M. Josephine Ruby, nee Bennet, of Athnowen Rectory, Ovens. Joseph born in Cork one of 6 children. In 1911 census they lived at Killamucky, Castlemartyr. C of E. Rev. Henry probably buried at Blarney C of I Churchyard.

Sheehan, Patrick. Sapper. 3rd Company Australian Tunnelling Corps. 1154. n/a. KIA Western Front 17/08/1918. Remembered at Villers-Bretonneux Memorial, Somme, France. Father = Maurice Sheehan, Farran.

BORN/LIVED OVENS/FARRAN, SURVIVORS (7)

Dennehy, Henry. Sapper, Ship's Fireman/ Mechanic. Royal Engineers, Inland Water Transport Section. 377905.25/8/oy. J.R. 552328. 1874 ? 1870.

Tower Hurling Club 1914-15



This interesting old photograph will revive many memories in the mid-Cork area. It is of the Tower Hurling Club of the 1914-15 period, and many of the team joined up and served in the 1914-15 war being driven to the station by George Busted, Macroom, who used to deliver post etc. to St. Anne's Hydro.

Front row — Jer Murphy, James Rohan, Bat Hayes.

Second row — James Byrne, Pat Sullivan, Maurice O'Mahony, John Riordan, John Barry, Johnny Coakley, Tom Horgan, Jerry O'Sullivan.

Third row — Jerry Creedon, Peter Sweeney, John Sweeney, Jack McCarthy, Neilus Twomey, Paddy Barry, John Murphy, Denis Murphy.

Back row — Michael Ryan, Donal Healy, Joe Sweeney, and Dick Barry.

An undated newspaper photo of the 1914-15 Tower Hurling Club states that 'many of the team joined up' and served in WW1. The article also states they were driven to the station by George Busted, Macroom who delivered the post to St. Ann's Hydro. Of the names listed the following may have been found in the records.

James Rohan, listed above, p. 48. The following matching names whose place of birth was given as 'Cork' are Bartholomew Hayes and a John Barry, K.I.A. Another John Barry pensioned along with a James Byrne and a Patrick Sullivan. A Patrick Sullivan from Aghabulloge was KIA, see Coachford entry. An A J McCarthy received a D.C.M.

Mesopotamia, Basra. Pensioned 1919. Widower.

Hallissey, John. Lance-Corporal. 12 Battalion. Machine Gun Corps. 67021. 36414. 1890. France. Pensioned 1919. Father = John Hallissey, Clashanure, Ovens. Irish census 1911 shows John as one of 10 siblings.

Hannigan, John James. 6th Infantry Battallion, 18th Reinforcements. Anzacs. Army / Flying Corps. 5703. Born Ovens, 1886. Pensioned. Parents = William and Julia, (Lane). Emigrated 25/2/1914, possibly on the 'Runic', a White Star Line ship acquired for use in the Commonwealth countries in the war, from Liverpool. Embarked 1916 at Melbourne on 'HMAT A33', Ayrshire, having enlisted at Bendigo, Victoria. WW1 file = B2455 Hannigan JJ. On return from the war he married and had a small farm at 'Woosang' near Wedderburn, Victoria. He died in 1959 at Charlton, Victoria, Australia. Presbyterian. Father = William of Scart, Douglas, Cork. Ovens, Cork/Victoria, Australia.

Hayes, Patrick. Private. Irish Guards. King's Regiment. 1526. 1880. N/a. Pensioned. Ellen Hayes, Upton, Ovens.

O'Sullivan, Stephen. Royal Navy. S2025. 1886. Europe. Born Farran. Received 3 medals for service 1914-1920. Survivor?

Reid, John. Canadian Overseas Expeditionary Forces. 2163378. 1874. Pensioned. Nephew = P.J. O'Connell, Killumney, a farmer's son, R.C. John died Halifax 02/01/1945. Maybe related to Robert Reid.

Sheehan, Michael. Private. Rifleman. 1st Gn. B. Royal Irish Rifles. 591, (also ? 4828, ??4711). 1892?. India. 1918. Wife = Mary Sheehan, 22 Hanover Street, Cork. 77 pages of confused, poor quality records. Apparently a mix-up of names and numbers occurred between 8th & 9th Battalions. One of the Sheehans seems to have been rather unruly, even getting into trouble on board ship for India.

BORN/LIVED WATERFALL, KILLED IN ACTION or DIED LATER FROM WOUNDS (2)

Henerty, Jeremiah. Private. 1st Battalion, Royal Munster Fusiliers. 5522. N/a. France. 1916. Pier & Face 16C. Thiepval Memorial, Somme, France. N/a. Ballymartle/Waterfall.

Warner, Robert. Private. 2nd Battalion. Royal Munster Fusiliers. 5556. 1883. France - Western European Theatre. 1917, Remembered on Memorial I. E. 25. Koksijde (Coxysde) Military Cemetery, West-Vlaanderen, Belgium. Waterfall, Ballincollig/Lived in Killarney working as a barber. Wife = Jane Warner, Killarney.

BORN /LIVED WATERFALL, SURVIVORS (6)

Barry, Patrick John. US Draft Registration, Boston, Mass. 1917, M1509. 1889. Married. Father natural born citizen of USA, lived there until 10 years old. Salesman to R.S. Eldridge, Cambridge, Mass. Waterfall / Boston City No 7.

A Band Of Yesteryear



Much interest was evinced in our recent publication of the photograph of Tower hurling club about 1915. Here now is another Tower group from that period—the Tower fife and drum band which played at many Mid Cork engagements in those years. Front row: Maurice Mahony, Batt Hayes, John Coakley, Tim Mahony, Denis O'Sullivan, Peter Sweeney, Donal Healy. Back row: Bill O'Sullivan, Tom Horgan, A. N. O'Her, Mick Ryan, Jer Leary, Peter Sweeney, Con Twomey, Maurice O'Leary, Sweeney, Dick Driscoll, John Sweeney, Jim Rohan, Tim Sullivan, John Lenihan, Paddy Barry.

Kelleher, John. Royal Navy. 341923. 1879. Europe. Awarded 2 medals 1914-1920. ?Survivor.

McCarthy, John. N/a. 7th Battalion. Royal Munster Fusiliers. No 398. 7/394192. 1872. N/a. Pensioned. Wife = Margaret Mahoney, off Mary St Cork. 5ft 7.5in height.

McCarthy, John. Private. 2nd Battalion. Royal Lancashire Munster Fusiliers. 1117. 1865. India, Burma, Malta. Pensioned 1919. Father = Michael, 2, Corbert Sq. Barrack St. Cork. Wife = Harriet, 10, Margaret Place, Cork.

Ring, (?King), William. Private. 2nd Leinster (Leicester) Regiment. 4493. 1877. South Africa, France. Pensioned 1919. Brother = John Ring, Royal Engineers + others in Army service. (difficult to read) Brothers = John, Michael, Denis- all in army. Sister = Amy Ring, Cork, (code No. 52M). William was born in Waterfall, lived at 50, Lower High Street, Dowlais, Merthyr Tydfil, with wife Helen, (nee Ellen Vaughan). Married 02/05/1905 at Dowlais. Witnesses = Jane Ring, Mgt O'Flynn. Children = William, Michael. Trade - stoker. Pensioned with gunshot wounds (shrapnel) to right thigh and ankle attributed to war and treated at Loos.

Sheehan, Michael. Royal Irish Regiment. 7269. 1899. N/a. Pensioned. N/a. Skibbereen/Waterfall. Records almost illegible.

50 Times Past

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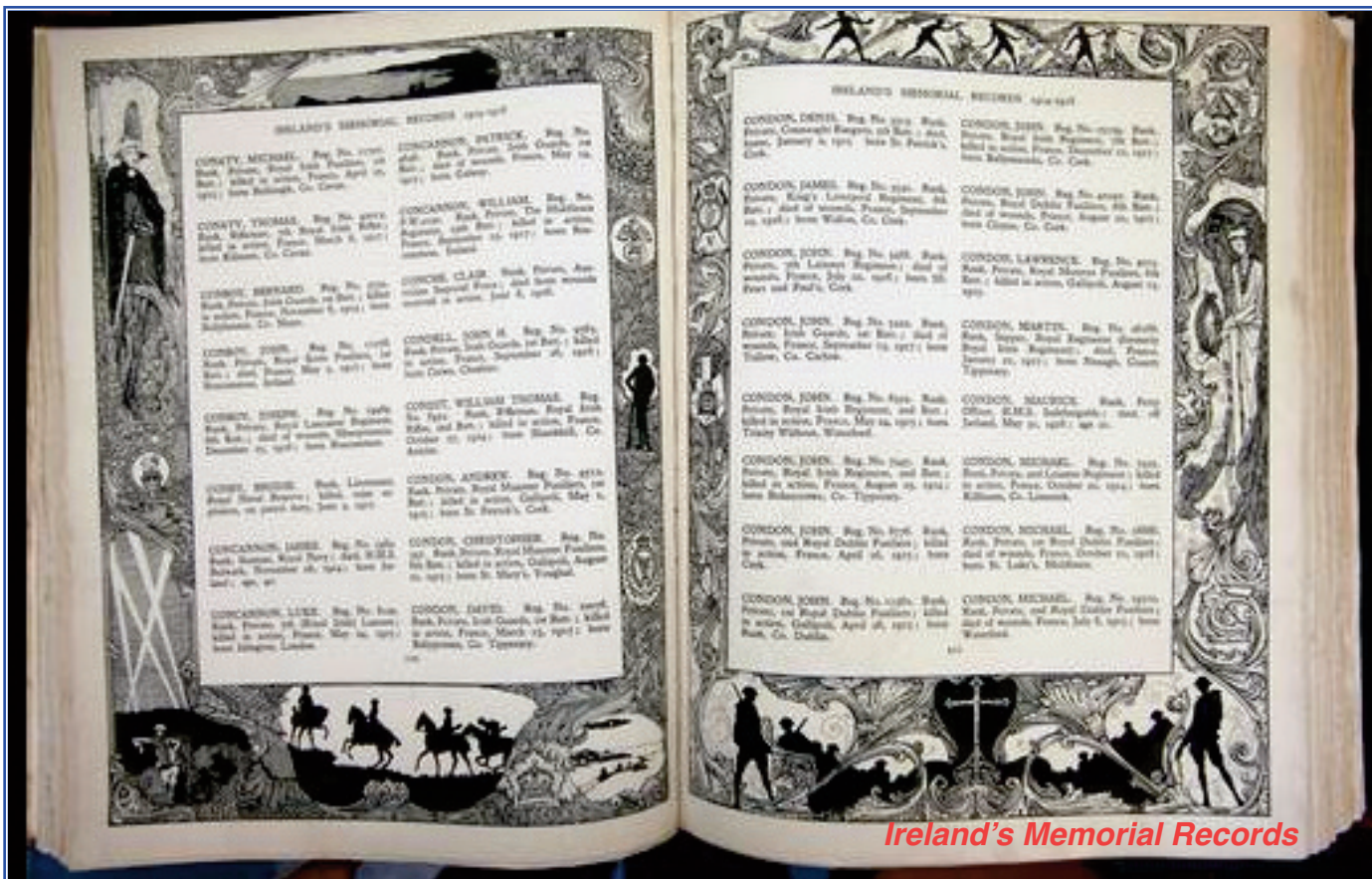
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Local Contributors
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 Stephen McCarthy, Ballincollig.
 Tomas Ryan, Dripsey.
 William & Anne O'Brien, Cloghroe, Inniscarra.

Commemoration: The Life of Private John Walsh, 9th Lancers Horseman, Bandsman and Musician

John Walsh

Introduction

I never met my grandfather as he died years before I was born. My father was only twelve years old when my grandfather died. I became aware that my grandfather was in the British army when I was in my mid-teens and discovered his medals and papers in an old leather pouch in an unused cupboard in our house. Since then, I have become more familiar with some of the details of his life that have modified my views of some of those involved in the early history of the foundation of the Irish Republic.

First army service

My grandfather, John Walsh, was born in house number 30, Winters Hill, Blarney Street, Cork, in 1860. He joined the 9th (Queen's Own) Lancers as a Horseman in 1874 at the tender age of fourteen years. He had to report to Colchester in England once recruited, or else he would have had to pay back the shilling he was given to join the army and pay a fine of 20 shillings (equal to about one month's pay for an average worker in those days).

He spent nine years abroad in active service, mostly in India and Afghanistan. At that time the British and Russian Empires were expanding



Medals from the Afghan campaign

and on a collision course at the top of the world in Afghanistan.

He was involved in three military battles in Afghanistan in 1880, the advance on Kabul, the relief of Kandahar and the battle of Charasiab and was awarded two different medals for the encounters - The Kabul to Kandahar Star and the Afghan War medal.

For the relief of Kandahar my grandfather marched with the 9th Lancers 320 miles in 20 days in the high summer heat. The Afghan War medal which has three clasps with the names of Kandahar, Kabul and Charaisa on it was awarded to soldiers who were involved in the Second Anglo-Afghan war. Fifty-five Lancers were either killed in action or died of frostbite in the severe winter in the Afghanistan campaign.

After this campaign the Lancers returned to India for a few uneventful years, where they occupied themselves with polo matches, before returning to England in October 1885.

Horseman to Bandsman

From as early as 1880 in his army career he had changed from Horseman to Bandsman. Many British Regiments had their own military bands for ceremonial duties and maintaining morale. My grandfather was a Trumpeter for



MECHANICS' INSTITUTE, BURNLEY.

"The concert proved a decided success, the hall being packed in every part. Of course the great attraction was the Band of the 9th (Queen's Royal) Lancers, under the able conductorship of Mr. W. WINTER, and their performance gave full satisfaction. The band is an exceedingly efficient one, and the manner in which it rendered 'Episodes in a soldier's life' fairly brought down the house. The other selections of the band, too, were rendered most skillfully, and Mr. WINTER has evidently under him a most excellent set of musicians."—*Burnley Express*, February 26, 1890.

John Walsh transferred from horseman with the 9th Lancers (above left) to bandsman and he mastered the Circular Bass trumpet (above right).

A newspaper notice (left) of the band's performance.

several years and was adjudged by his Bandmaster as 'the best in the Regiment'. He then went on to master the E flat Circular Bass – a wind instrument, related to the trumpet, used mainly for fanfares.

As a break from military duties the Regimental Band often gave recitals for the public in the area where the Regiment was based. In 1889 and 1890 the 9th Lancers were based in northern England. The band's repertoire was not confined to military music, they performed music composed by a wide range of classical composers, including, Verdi, Offenbach, Rossini, Strauss and Gounod and played to large audiences of up to 3,000.

In 1893 my grandfather requested a discharge and once more became a civilian. According to his discharge papers Private John Walsh spent nearly nineteen years in the British Army. When he was discharged his rank was referred to as a bandsman and his trade was listed as a musician.

Back in Cork

He then worked as a stableman in Lunhams in Cork, where they cured ham and bacon for the local market and for export. In 1899 he married my grandmother Catherine Moore in the Church of SS. Mary and Anne, Shandon. My grandfather re-joined the British Army in May 1904. I am unsure as to why he rejoined as he would have been 44 years old at that stage. He again resigned from the Army after only 22 months of service.

According to the 1911 census there were seven children in the family and they had also unfortunately lost a child. He continued employment as a watchman firstly for the

municipal buildings in Cork and then for Dobbin, Ogilvie and Co. until 1917. This was the year my father John Joe Walsh was born.

World War 1

His final British army service was with the *Royal Army Service Corps Remounts* in 1917. This was the part of the army responsible for supplying horses for the war. Horses were a vital part of the army in WWI and used for transporting food, ammunition and artillery weapons. About 500,000 horses were involved in the war in France around 1918. Older soldiers who were experienced horsemen were preferred for this job. They had to obtain horses and train them for their army duties. My grandfather's previous army experience would have suited him to this job.

Shortly after the war finished my grandfather was discharged honourably from the army. He received the Silver War Badge for his service during this time. This medal was issued to personnel who were injured, or discharged because of wounds, or illness. Not alone was this medal an honour to receive but it was also practical. At the time some members of the public took it upon themselves to present men of military age a white feather to represent cowardice for avoiding their patriotic duty. The Silver War medal was worn by the soldiers on their civilian suit to show that their military duty had been fulfilled.

My grandfather lived off his military pension until he died of heart failure in 1926. Despite not having met him I feel very proud of him as I believe he chose a military life for the right reasons which included supporting his family.



*John Walsh (back row second from the left) with other Remount personnel
c. 1918*

His Silver Star medal (right)



The impact of the War of Independence

Probably in the years following his final discharge from the army my grandfather did not feel it was appropriate to wear his Silver Badge in public as the public opinion in Ireland had turned strongly against any association with the British Army following their behaviour in the War of Independence.

I remember my father telling me stories of the Black and Tans and their violent nature. Two in particular stand out in my mind.

The first was a local man called Denis J Spriggs who was taken from his house and shot in the street for being a member of the IRA. He is buried in the republican plot in St. Finbarr's cemetery and there is also a memorial plaque dedicated to him in Blarney Street at the site of his murder. He was nineteen years old. An ambush also took place in a farm at Ballycannon in Cloghleen, Kerry Pike Cork, where six volunteers whose age ranged from 20 to 24 were shot by the RIC.

Remembering the past

I remember being appalled by the stories my father, John Joe, told of locals being tortured and their finger nails being pulled, or their fingers chopped off. This ended in some cases with people being sadistically executed. These actions were carried out by the Black and Tans and appeared to be approved by the officers in charge. As a result of these events the family were largely republican and I have grown up with a positively anti-British attitude. So when I became aware that my grandfather was a member of the British army it came as a surprise to me.

Despite being a passive republican and having a strong nationalist Irish feeling, I believe it is important to remember the past and bring our ancestors with us to keep their achievements alive for future generations. I also believe that by researching the details of my grandfather's life I have become more understanding and possibly more forgiving. My initial bitterness that I held towards the British as a result of the actions of the Black and Tans has eased somewhat in the process. My grandfather's memory has lived on through the generations and he will not be forgotten.

References

John Walsh's service record

May – A story of Emigration and the Lusitania

Declan Keegan

'Nana' Keegan, a tiny demure woman, was - according to my mother, Chriss - a very quiet, reserved, timid, private person. Although gaining local fame at the time of the sinking of the Lusitania, she would ever only talk about it in private with her trusted family and friends and she spurned all opportunities to share her story publicly. From various accounts, past and present, this is her story

Early life

Mary Josephine 'May' Barrett was born on Tuesday, 11 March 1890, one of ten children born to David and Mary (née Connell) Barrett. According to her birth certificate, her father was a labourer and the family lived in 10 Coleman's Lane, Cork City.

Little has been passed down about her childhood other than her father died while she was young and she was sent to Rathkeale, Co. Limerick, to live with her father's brother, Patrick 'Paddy' Barrett, and his wife Mary, née Corcoran. Paddy was manager of the local gas works. Paddy and Mary had seven children of their own, born between 1871 and 1883, the first two of which were born in Cork. Deducing from their children's birth and baptismal records, they moved from Cork to Rathkeale in 1874 or 1875.

It is stated that May was educated at the Convent of Mercy, Rathkeale. According to her son, Fr. Patrick 'Pat' Keegan CSSp, while living in Rathkeale, she became friends with Bessy Wall who lived in the Gate Lodge. He recalls her telling him that running through the property with Bessy one night – they were frightened of it in the dark – they fell over a cow. May damaged her knee, an injury she lived with for the rest of her life.

Emigration

As told by her son Pat, May emigrated to the USA in 1914 as she 'wanted to get away and be her own person. She spent one year there working as a dental assistant. She was not too happy, a simple young woman lost in the American society of her time, living for the moment when an ounce of loose tea was sent in a monthly magazine from home'.



According to *Ellisland.org*, Mary Barrett, aged 23, boarded the SS Cymric at Queenstown on 23 January 1914, arriving in New York on 1 February, listing her home address as 120 Barrack St., Cork (our family home), and a forwarding 'home' address of 47 West 91st St. According to different accounts, she may have either worked in Macys, for a Jewish doctor or, most popularly, as a dental assistant. Apart from Fr. Pat's account above, there is no known record of her times in the USA.

What our family did not know is that the *Ellisland.org* record also stated that she had been in the USA before, departing two-and-a-half years previously. Indeed, there is a record (*Ellisland.org*) of a May Barrett with a home address of 120 Barrack St. as a passenger aboard the SS Majestic, departing Queenstown on 30 March 1911, arriving in New York on 6 April. The same record shows that Kitty McDonnell, her life-long friend from Cork, was on the same passage. They both gave a forwarding address of a friend, Bridget Ryan, of 263 9th Ave., New York.

Intriguingly, *Ellisland.org* also has a record of a John

Keegan arriving in New York on 11 July 1911 on board the SS Arabic, having departed Queenstown on 2 July. He gave a forwarding address as that of his sister-in-law, Mary Barrett, of 263 9th Ave., New York. He gave his home address and contact as 120 Barrack St. and Elizabeth Keegan, mother (although she was his wife).

Apart from Fr. Pat's account, were there other reasons why May wanted to go to the USA? Was it a family influence? Three of her siblings preceded her to the USA. More likely, she may have wanted to join her friend, Bessy Wall, who was also in the USA. Did she influence Kitty or was it the other way around?

During May's first stay, she may have worked in one of the other jobs that were mentioned, Macys perhaps.

If May had departed the USA two-and-a-half years before 1 February 1914, she would likely have left between July and September 1911, shortly after Jack had arrived.

Returning on the Lusitania

In 1915, both May and Kitty decided to return home. May was probably returning upon hearing the news of the death of her goddaughter, Annie. It is also said she had all her worldly possessions with her.

They booked passage on the Lusitania, sailing on Saturday, 1 May 1915. They probably chose the Lusitania as it was the quickest means of returning home as there were several other options. There is no evidence to suggest that they knew anything about the Imperial German

Embassy's warning posted on the daily newspapers that morning.

Accounts of the voyage

There are many accounts of their passage on the fateful voyage.

It is stated that both May and Kitty arrived at the Cunard berth at Pier 54 in New York harbour on 1 May in good time for the liner's scheduled 10 am sailing. From a letter that she wrote to the Cunard Line after fateful voyage, we know that they booked 'second cabin passage' and that she 'occupied berth 3' in cabin E2, which she shared with Miss Mary Rooney and Miss Marzie McGovern.

According to official record, the sailing was delayed until the afternoon as the Lusitania had to accommodate passengers, crew and cargo from the Anchor Lines vessel, the SS Cameronia, which had been requisitioned by the British Admiralty for service as a troop ship at the end of April. The Lusitania finally left port at 12.20 pm.

May remembers the trip as being largely uneventful. Her recollection that the only thing that was different, because of the war, was the effort made to blacken the lights of the ship. 'The liner wasn't lit up in its usual manner and necessary lights were covered by canvas to reduce the possibility of them being seen from the sea.'

On the afternoon of 7 May, May and Kitty were having lunch in the second saloon. One of their table companions, Joe by name, said, 'You can almost see the smoke

The Barretts in the USA

Three of May's siblings emigrated to the USA:

William

William Barrett was born on 31 May 1878. His grandniece, Mary Ross O'Connell, believes he emigrated in 1895, which would have been when he was 17. He lived at Mare Island, Vallejo, California in 1900 as per the 1900 US Census. Mary added, "Mare Island was a ship building area until the 1950s.

'In 1920 and 1930 he was married to Margarete and living in San Francisco. He was a painter.'

He ended up living with the Little Sisters of the Poor in San Francisco in the 1950s. The Little Sisters had a home for the aged of that time.

Mary believes that he had a son. She doesn't believe he is still living and he had no children.

Annie

Annie was the eldest born of May's siblings, coming into the world on 25 February 1871. She married John J. O'Connell in 1895. Their first child, Michael, was born and died in 1896. He was followed by three surviving children, all born in Cork, David in 1897, Patrick in 1898 and Mary in 1900.

According to Mary Ross, Annie's husband, John O'Connell, went to San Francisco to secure employment and arrange for housing for his family. He returned to Ireland and brought Annie, David, and May with him to the USA, arriving in New York on 31 August 1901. They stayed in New York for a short time before travelling on to California. Their son, Patrick, remained in Ireland in his grandmother's house until he emigrated to the USA to catch up with his family in 1912.

The *Census of Ireland, 1901*, recorded on 31 March 1901, gives an insight into the composition of the household in Barrack St. at that time:

Mary Barrett, age 40 (An incorrect age, in 1911 her age is noted as 63)

Lizzie Barrett, age 24, daughter

Michael Barrett, age 19, son

Annie O'Connell, age 30, daughter

David O'Connell, Cork, age 3, grandson

Patrick O'Connell, age 2, grandson

May O'Connell, 3 months, granddaughter

Five more children were born to John and Annie in the USA.

There is nothing to suggest why Patrick stayed in Ireland for 11 years longer than the rest of his family. What is known (*Ellisland.org*) is that he arrived in New York on 14 April 1912, aged 11 on the manifest (although his date of birth was 12 December 1898!). Interestingly, the record also notes that he has an Uncle Jack Keegan in New York (we know that Jack arrived in New York the previous year). The record also stated that he was travelling to San Francisco to live with his father, John O'Connell, 30 St. Mary's Ave., San Francisco and that his contact in Ireland was his aunt, Mrs. Keegan (Elizabeth?) of 120 Barrack St., Cork.

Michael

Michael Barrett was born in Cork on 9 December 1883. According to *Ellisland.org*, he arrived in New York in 1908 as a 24 year old, giving his forwarding address as that of his sister, Annie O'Connell, on St. Mary's Ave., San Francisco and his home address as that of his mother, Mrs. Barrett, at 120 Barrack St, Cork.

from your chimneys from here.' Joe was from either Dublin or Belfast. Fr. Pat believes that he was from Belfast. "they never got his surname. All they knew was Joe. He was working in some bank and that he was a Protestant.'

Sinking and rescue

In May's words, 'A terrible explosion shook the ship.' She remembered an immediate rush from the dining room, resulting in a stampede. She recalled people being trampled upon. There was confusion everywhere. Joe got them both on deck (in one version of the story, he had come from the cable office). He told them not to move from where they were. He ran off and got them two lifebelts. He told them that the ship was sinking and asked if they would jump overboard. In their haste, Joe made an error in putting May's life jacket on her back to front. Kitty said that she would jump but May, who was unable to swim and had a terrible fear of the water, said, 'I will stay on the ship'. Kitty jumped. Joe turned to May. She still refused to jump. He said, 'say goodbye to me'. May offered him her hand. 'Ah', he said, 'give me your two hands and say goodbye properly'. She did and, in the embrace, he lifted her and threw her overboard.

According to a version of her story, amidst the terror and confusion, she heard a group of people singing *Nearer My God to Thee*, just as the victims on board the *Titanic* did.

When she hit the water, her watch stopped at 2.20 pm. She was only half conscious. She was floating around in the water for between three and five hours - the lifebelt which was unwittingly positioned back to front kept her mouth above the water - until she was picked up, it is believed by a lifeboat. Some recordings state that Kitty and Joe were already on the boat although in another instance, Fr. Pat recalls, "She can remember hearing one of the men in the boat saying to his companions: 'Leave the bodies. Just take the living'. A man was thrown on top of her. She thinks it was Joe."

They were eventually brought to Queenstown on a fishing trawler, which had taken them from the lifeboat. Fr. Pat relates: 'She did not remember much else except that she was safe. She can remember arriving in Queenstown and being put to bed in a hotel or hospital - she cannot remember which.' In another version, she recalled people on the quayside clambering for souvenirs and that her lifebelt was snatched from her.

New York Times report

May's original version of the events, as recorded on the New York Times on 10 May 1915, differs in some ways to what she handed down to family and friends. The New York Times described her as a carrying 'a bold spirit in a slight frame' and said that she 'was able to give a perfectly connected and vivid account of what happened':

'We had gone into the second saloon and were just finishing lunch. I heard a sound something like the smashing of big dishes, and then there came a second and a louder crash. Miss Macdonald (sic) and I

**HOURS IN THE WATER,
TWO YOUNG WOMEN LIVE**

**Traveling Companions Saved by
Boats After Giving Up
Hope of Rescue.**

Special Cable to THE NEW YORK TIMES

CORK, May 9, (Dispatch to The London Daily Chronicle.)—This morning I had a talk with two young women who traveled from New York on the *Lusitania* and were rescued at the last moment almost by a miracle. Their experiences may be taken as a sample of what hundreds of other women had to endure on that fatal Friday afternoon.

The young women, Miss Barrett and Miss Macdonald, were traveling together in the second-class cabin. Miss Macdonald was floating about for three and a half hours before she was picked up, and this morning she had hardly recovered from the effects of her terrible experiences.

Miss Barrett, who carries a bold spirit in a slight frame, was able to give a perfectly connected and vivid account

started to go upstairs, but we were thrown back by the crowd. Then the ship stopped, and we managed to get up to the second deck, where we found sailors trying to lower the boats.

There was no panic, and the ship's officers and crew went about their work quietly and steadily. I went to get two life belts, but a gentleman standing by told us to remain where we were and he would fetch them for us. He brought us two life belts and we put them on.

By this time the ship was leaning right over to starboard, and we were both thrown down. We managed to scramble to the side of the liner. Near us I saw a rope attached to one of the lifeboats and I thought I could catch it. So we murmured a few words of prayer and then jumped into the water. I missed the rope, but floated about in the water some time.

*I did not lose consciousness at first, but the water got into my eyes and mouth and I began to lose hope of ever seeing my friends again. I could not see anybody near me, and then I must have lost consciousness, for I remember nothing more until one of the *Lusitania's* lifeboats came along. The crew were pulling on board a woman who was unconscious, and they shouted to me, 'You hold on a little longer.' After a time they lifted me out of the water, and then I remember nothing more for a time that seemed to be an age.*

In the meantime our boat had picked up twenty others, and when I became conscious it was getting late in the evening. We were transferred to the trawler and taken to Queenstown.

Miss Macdonald told me how she floated about nearly four hours in a dazed state. She had little remembrance of what passed until a boat saved her.



Jack

John 'Jack' Keegan was born in Cork City on 30 March, 1876. He was the only boy in a family of eight children born to Patrick and Mary (née Deane) Keegan. According to Fr. Pat Keegan, his son, the family lived in a lane off Sheare's Street, Cork City. As stated on their marriage certificate, Jack, of 27 Mary Street, married May's sister, Elizabeth, 'Lizzie', of 120 Barrack Street, in St. Finbarr's South chapel on 24 November 1901. Elizabeth was born on 28 March 1876. They had two daughters who both died young. Mary Josephine was born on 18 February 1906 died on 18 September of the same year at her home at 120 Barrack Street, barely seven months old, from a month-long condition of gastro enteritis and exhaustion according to her birth certificate. Anne, 'Annie', who was May's goddaughter, was born on 29 January 1908. She died on 12 April 1915 from meningitis, diagnosed two days previously, at Cork Fever Hospital, an occurrence that probably prompted May's fateful return home on the Lusitania.

There is no record of Lizzie's death. She is recorded as living in the home in Barrack Street in the *Census of Ireland, 1911*, and assumed that she died before Jack's subsequent marriage to May in 1925.

Jack had various jobs throughout his life. According to the *Census of Ireland, 1911*, Mary Josephine's death certificate, and the *Ellisland.org* record, he was a ship's steward. On Anne's death certificate, he was stated as being a motor mechanic. Fr. Pat recalls that Jack 'suffered bad health. He had both pneumonia and pleurisy'. Before Pat was born, Jack worked as a steward on boats owned by Thomas Ensor and Son, a salvage company based in Queenstown (Cobh). Pat understood from Jack that, after the sinking of the Lusitania, he enlisted with the British Army, joining the Dublin Fusiliers. He saw action in France. He suffered a war wound, a 'mark right across his forehead, when a bullet hit his tin helmet and the helmet ripped his forehead.' After the war, he had quite a lot of different jobs. He eventually got a full-time job as janitor in UCC.

The widower, Jack, married his sister-in-law, May, on 3 June 1925, again in St. Finbarr's South chapel. Their first born, Fr. Pat Keegan, remembers his father as a good father. He also remembers that his father was 'never close to his children, maybe the age difference being too great.'

She remembered somebody saying, 'Oh, the poor girl is dead.' She had just strength to raise her hand and they returned and pulled her on board.'

May's family had no idea that she was on board the Lusitania until they received a telegram stating that she was safe in Queenstown. When they got the news, her brother-in-law, Jack, went to Queenstown and began his search for her and for Kitty. He found them both, safe and unharmed physically.

May and Kitty did all they could to trace Joe. They put notices in the newspapers but there was never a reply.

Aftermath

On 23 May 1915, May wrote a letter to the Cunard Company enquiring about compensation for the loss of her possessions. She was claiming a total of £220, which included clothing, jewellery and \$900 (£180) in cash which she claimed was in her pocket book which was lost. Cunard replied to her on the 26 May 1915, in which they first congratulated her on surviving, and then suggested she contact government officials in London to seek compensation from Germany after the First World War, and also to contact the Liverpool Relief Fund, who they suggested would give her application for financial assistance 'prompt and courteous' attention. There is evidence that she contacted the Liverpool Relief Fund, but it is not known what award, if any, were made to her.

Fr. Pat recalls his mother telling him that, in the weeks after the sinking, May suffered from post traumatic stress. 'She would not leave the house. She found it hard to face people. One of the priests of the Holy Trinity Church, Fr. Malachy OFM, Cap., came to visit her. She had been staying in bed. He helped her to face the people who thronged the street. He persuaded her to get on to a side-car and took her for a drive. She never looked back after that.'

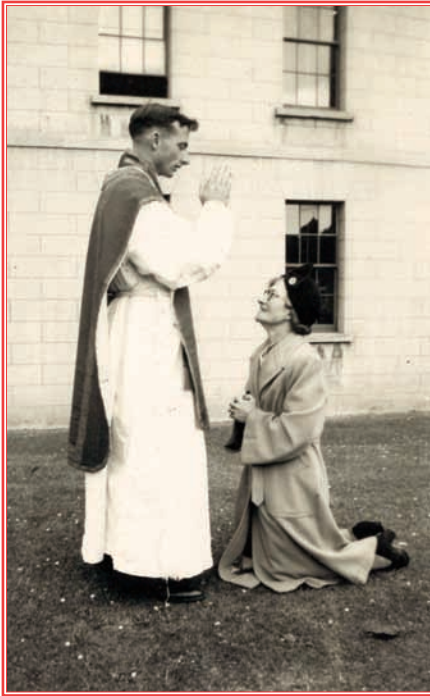
Family

On 3 June 1925, May married her widowed brother-in-law, Jack Keegan, and they resided over her family's grocery shop at 120 Barrack St., Cork. They had three sons, Patrick Joseph 'Pat' (b.16 March 1926), David John 'Doc' (b. 10 August 1928) and John Finbarr 'Jack' [later 'Seán'] (b. 21 May 1933).

Between the time of Pat's birth in 1926 and 1934, she was awarded compensation of about £400. With this, she bought the Barrack St. property for between £300 and £340 from Mush or Muff Buckley, who owned a lot of property in Barrack St. at the time and gave May first option on the house. While May worked in the shop, Jack worked as chief steward on a salvage ship operating on the south coast and the Irish Sea for Thomas Ensor & Son, Queenstown.

Children

May worshipped her children. She had nicknames for all of them. Pat was the 'treasure'. David was 'the lamb' as he was very quiet when younger, far different from the



May receiving absolution from her son, Fr. Pat Keegan

May with family friend, Barbara 'Babs' Chow from Trinidad and sons, David (right) and Sean (left) together with Sean's wife, Chriss, and children (l to r) Sandra, Declan, Paula and Vivien, 1966



way he turned out. Sean was simply 'the child' and was particularly cherished by her.

Of growing up, her son, Fr. Pat remembers that May "had a heart of gold, strict at times." He remembers a family in Featherbed Lane, the Sullivans, that May looked after. According to different versions of the story, their father was a drunkard or had died.

All three boys chose a vocational future, to become priests. Both Pat and David were ordained on 5 July 1953 and 15 July 1956 respectively.

Although Sean studied in St. John's College in Waterford in preparation for priesthood, he eventually decided that it wasn't for him and he returned home. He got an electrician apprenticeship in Fitzgerald's Electrical on the Grand Parade, Cork before joining Suttons in 1951. He met Helen Christine 'Chriss' O'Shea in the early 1950s and they married on 7 September 1957. They moved into the family home with May and Jack. They had five children, four of whom were born at 120 Barrack St.

In 1953, May went to a viewing of the film, *Titanic*, in the Savoy with her friend Esther Coughlan. During the viewing, she became distressed. She fainted and had to be taken outside to be revived.

Later life

Jack passed away on 21 February 1961. May continued to live in Barrack Street with Sean's family. Her daughter-in-law, Chriss, says of her, "she was lovely, you couldn't fault her", although there is a feeling that Chriss felt restricted living under the same roof as May in the family homestead, confining herself to two rooms. Fr. Pat viewed the relationship between his mother and sister-in-law as "good but never overflowing".

Although May had long lost any traces of an American accent, Chriss remembers that she retained some Americanisms. She called dust bins garbage pails, footpaths sidewalks and scarves mufflers.

Sean's family moved to 46 Sandymount Ave., Glasheen

in October 1969. May moved with them and lived there for four years. She was moved to St. Patrick's Hospital, Wellington Road just before Christmas 1973 for temporary respite, initially planned to be two weeks. However, she spent her remaining days there until her death on 26 January 1976, just over a month short of her 86th birthday.

May donated the sole item that she possessed after the sinking, her watch, to the Franciscan Order in the early 1970s as they sought gold offerings to build the tabernacle in St. Francis' Church, Liberty St, Cork.

All her life, May refused to give interviews or make public appearances in connection with anything concerning the Lusitania, but discussed the matter at length with family and friends. My mother, Chriss, recalls that May was asked to unveil the Lusitania memorial in Cobh (formerly Queenstown) when it was presented in 1967 but she steadfastly refused.

Ironically, she had relented to speak to the *Cork Examiner* in 1976 but she died on the day that she was to be interviewed. Maybe her full story was never to be told.

John A. Wood, his life

Richard Wood

Introduction

The Wood family was brought to Ireland in the early seventeenth century by Richard Boyle (later the Great Earl of Cork), as part of the Munster Plantation. Unlike the Elizabethans before them and the Cromwellians after them, they did not come as conquerors but as developers. George Wood, the first to arrive, was given the tenancy of Enniskean Castle to look after Boyle's most westerly outpost.

These planters were brought to till the land, introduce new breeds of cattle, quarry limestone for building and for burning to make mortar and to enrich the land. They were to make new roads and to build bridges and public buildings, to mine ore, plant trees, establish communities and keep order.

The Wood family has remained as farmers ever since, mainly in County Cork, but the one who has carried these activities further than any other was John Abraham Wood (1907-1972).

Early life

John's father, Richard, was born at Woodville in Ballinhassig. Richard's elder brother ran a liquid milk business there but he had to leave when attacked by the IRA.

When he married, Richard purchased Kittsboro (now demolished) on the Lee Road at Carrigrohane in 1903 and that is where his second son, John Abraham, was born.

Life at Kittsboro was happy but hard. The two boys, Per-



The wedding of John A. Wood and Harriet Sweetnam in 1943

rin and John, had to help when not at school and early morning trips to fairs were common. Once they had to help walk a bull from Kittsboro to the quay at Cork for export. The boys had to run ahead of the bull to block side roads and gates, which they did as the sun rose above the horizon on that summer morning. By the time they reached the city the bull was very tired and was determined to get away. But the boys did their job and all was well until he was passing a terrace of houses down on the quay. Suddenly he disappeared through a doorway, open to let in the fresh air of the morning. The boys and the men raced to see what happened and were in time to see the bull push his way down a narrow corri-

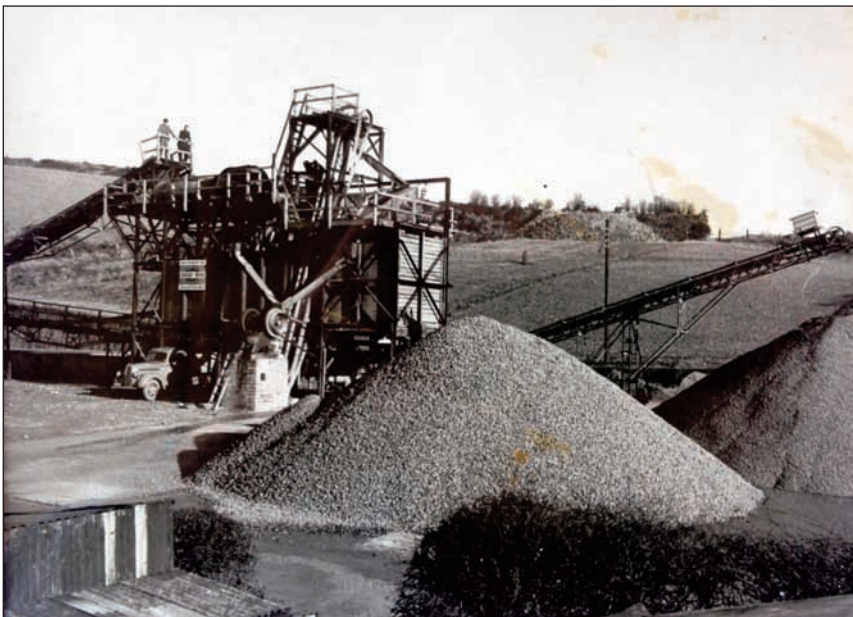
dor. The wall on one side was solid but on the other it was just a partition decorated with hanging plates which swung precariously as the bull passed. At the end of the corridor was a closed door. The bull gave it one pucker of his head and it burst open, revealing a family sitting around a table having breakfast. There was only one thing for it and that was - amidst the screams, shouting and hysteria - to drive the bull around the table and out the corridor, once more to continue his journey to England.

When he was in his teens, John Wood was sent to a fair on his own with a bundle of money to buy cattle. He returned with a horse. His father eyed the animal and then



(Left) John A. Wood pictured near his car in the block yard in Classis in 1934

(Below left) The first sand and gravel crushing plant in Ireland, erected in Ballyvolane in 1938, with John A. Wood and Sam McCormick



said, 'Lucky for you it's a good one.' That was the start of his involvement with horses, and for many years he hunted with the South Union Hunt, based at Carrigaline.

Disturbed times

During this period, Kittsboro was raided on a number of occasions by the IRA and the custom of locking all doors and closing and barring all shutters at night persisted long past John's death.

The Economic War with Britain, even then our principal customer, brought the family close to disaster. In order to prevent the sale of livestock to Britain, it was rounded up on the farms by a corps called the Broy Harriers who drove the animals into Marsh's Yard where they were all purchased for little or nothing by a Government agent called 'Mr. Smith'. This broke many farmers and caused resentment and eventually, riots broke out as sales were in progress. John Wood, as a young man, was involved in one of these when the crowd was charged by the Gar-

daí wielding their batons. The man beside him in the crowd was hit on the head and subsequently died of his injuries.

Further sadness occurred when John's eldest sister, Betty, contracted T.B. Kittsboro is on the flat of the valley, and her doctor advised that she be taken to higher ground, away from the dampness of the river. So John's father, Richard, purchased Gawsworth House, which overlooks Leemount, at Carrigrohane. The family then split between the two houses, but the move did not save Betty.

Richard, John's father, then died in 1931 and Kittsboro went to his eldest son, Perrin, while Gawsworth came to John.

Farming and selling gravel

Apart from farming the land at Kittsboro, Richard had been selling gravel from the bed of the River Lee in the summer, when a small amount of building work went on. Customers had to bring their own horse and cart and they had to load the gravel themselves. Each load, regardless of size, cost half-a-crown, 2s/6d (which is about 10 cents in today's money). Concrete blocks were also made by hand at Kittsboro.

John's elder brother went to live in Cork and eventually, having sold Kittsboro, he went to England. John carried on farming and selling gravel which he did under his own name, John A. Wood.

Then, he began excavating at Hell Hole in Carrigrohane close to where gravel was taken from the river beach there. He bought a crusher from a Belfast dealer named Sam McCormick. The crusher would not work so he rang Sam who travelled from Belfast to fix it, staying at Gawsworth with John. They became great friends, John introducing Sam to Ada Tanner of Coolroe, whom Sam



subsequently married.

By 1934 he had found (whilst hunting) gravel at Classis and opened a pit there - with perhaps the earliest dry-screening plant in Ireland - and also a block yard. All work was done by hand and sales ceased in winter months.

Employees

Two things about John's attitude to employees are remembered from those early years. One was that whenever he visited the men at work he would never do so unawares lest they were taking a necessary intermittent rest, but would either bang the door of his car or cough so as not to cause embarrassment. The other thing was that despite the seasonal nature of the work he never laid men off in the winter but managed to provide constant employment. In the 1950s and 1960s this was still true, and was greatly appreciated.

Early contract work at this time included the Sacred Heart Church, the Mount Desert sanatorium and the surfacing of the Carrigrohane Straight Road.

On the farm, he supplied milk to Cork city and in 1937 he founded a pedigree British Friesian herd of cattle which was given the prefix Gawsworth, after his house, and it survives to the present day. In the following year, 1938, he built the first sand and gravel washing machine in Ireland at Ballyvolane.

World War II – The Emergency

Next came the Second World War (1939-1945) and further isolation for Ireland following the Economic War. But during it John met the love of his life, Harriet Sweetnam, and they married in 1943. Then they took the bus, with their bicycles, to Huntington Castle, on the Slaney

in County Carlow. John did not have the price of the honeymoon, but being an excellent fisherman – and arranging to marry in April – he was able to pay for the fortnight with the salmon that he caught.

He also backed the winner of the Aintree Grand National and went to the pub to listen to the race on its' wireless. The locals there were curious about this stranger and soon found out about his interest in horses. Naturally, they asked him what he fancied for the big race, and he told them, and then they drifted away, returning in time for the race. The winner was greeted with more than usual enthusiasm as they had all gone out to back it.

During the war, John won the contract for the supply of materials for the air raid shelters built in Cork in case of any attack, and he also supplied ballast for the ships bought by the government to bring supplies to this country.

But war work was so scarce that John had to go to Northern Ireland each week to work with quarry-owners there. In one of the quarries there he came across that characteristic division between the main Christian churches that later caused such misery. In a Protestant quarry, one man spent his lunch hour at the top of a long ladder, carving, in foot-high letters, 'TO HELL WITH THE POPE.'

Following the war which ended in 1945, Cork Corporation wanted to knock down the air raid shelters that had been built in the city. This was a labour-intensive job involving many men with heavy hammers. John studied the problem and came up with a different solution. He submitted his tender and won the contract. He hired a crane with a heavy iron ball which smashed the concrete in no time.



(Top left) John A. Wood and his wife, Harriet, leading their horse, Lucky Dome, which won in Merano, Italy, in 1954. On John A. Wood's right is Vincent O'Brien, the trainer, and his wife, Jacqueline.

(Above) John A. Wood and his wife, Harriet, after Over-shadow won the 1953 Irish Grand National



(left) The whip, the horse, the presentation and the trophy for another winning horse.

From Gawsworth to Rockrohan

But his new wife was unhappy at Gawsworth; her lovely daughter had had two accidents there and another child (me) was on the way. A house nearby called Rockrohan, was put up for sale in 1945 and on the night of the auction his wife Harriet said to him as they were getting into bed, 'I wonder who bought Rockrohan today?' 'Well, do you know what?', he replied, 'I did'. They moved in a few months later in early 1946.

During this period, he and his wife, Harriet, were making Rockrohan habitable whilst sharing it with the office staff who used the dining room. The petrol pump for the lorries is still behind the house which was busy with the telephone and callers coming and going.

The garden was laid out to the design of Cork woman, Kathleen Leavy, in the fifties. I still remember the mason, Jimmy Bradfield, laying the last flagstones of the crazy paving. Then tragedy struck. A stone sun dial fell on my younger brother, John Howard, then little more than a baby, and killed him. That accident had a devastating effect on my parents; for years life was a joyless struggle.

Further business

Whilst John was away in the North, business, such as it was, was looked after by two remarkable men. The first was Jackie O'Sullivan, who ran things out-of-doors; the other was Dan Murphy who ran things indoors. The business was safe in their hands. Indeed they won the contract for the Capitol Cinema in his absence. Both were the first two non-family directors, both remained with the company until retirement, Jackie O'Sullivan giving more than 40 years service, and Dan Murphy more than 50.

In 1948, a hill called the Conocpóg at Garryhesta was bought. It was a conical-shaped hill, and horse races used to be held around it in previous years – with the spectators standing on the top from where they got a complete view of the race going on down below. It has long since gone, passing bit by bit through the washing plant erected there in 1946-47 and which until the early 21st century, produced a major part of the Company's supplies.

It was not until 1951 that the Company John A. Wood Ltd. was formed, lifting all the burden of possible bankruptcy from John's own shoulders.

Shortly after this development John Wood built an ultra-



modern farmyard on the Carrigrohane Straight Road, just below Rockrohan, and it included Ireland's first split-level milking parlour. At weekends, it was crowded with visitors, anxious to view this major development.

Expansion to Kildare

On his way to the North, John often stopped at Lawlor's Hotel in Naas for his lunch, which he took at the counter of the bar. On one occasion in 1953, he fell into conversation with a man who turned out to be the engineer for County Kildare, and it was a source of regret to him that stone for his county had to be 'imported' from County Wicklow. John asked if there was any stone in Kildare and was told that there was, on the Hill of Allen. He asked if land on the Hill could be bought and was told that there was a farmer there who might sell. He then asked to be brought to meet the farmer which they did there and then. He struck a deal with the farmer but had no legal documentation to formalise it. The County Engineer told them that all they needed was their signature, a witness, and a 2d stamp. He could sign as a witness, and the farmer searched and found a stamp. John now owned land in Kildare to open a quarry.

The beginning of Roadstone

Word spread, and those who were supplying stone to Kildare became worried. Chief amongst them were the brothers Tom and Donal Roche. They came to Cork to see what could be done. They suggested that rather than fight one another it might be better to join forces. As Kildare was so far away, John agreed to form a company with the brothers. They put in their existing company, Castle Sand, and he put in the farm on the Hill of Allen.

They called the new company, Roadstone. It was floated on the stock exchange and was a total flop. No one had faith in Ireland in those days.

Also in that year, 1953, a horse called Overshadow, trained by Clem Magnier, which John had given to his wife, won the Irish Grand National after having been placed 4th in the Aintree Grand National only ten days previously. His feat of completing the Aintree course and winning the Irish National has not since been equalled.

In the same year a horse of my father's called Lucky Dome, trained by Vincent O'Brien, won the Leopardstown Chase. As a result, in 1953, the leading National Hunt owner was my mother, and the runner-up was my father.

Lucky Dome was then invited to run in Italy where again he won his race. In 1955, Lucky Dome won the Spa Hurdle at Cheltenham, John Wood's only win at one of his favourite courses. This was the time that Irish racing emerged as world class and provided a great morale boost to the nation.

CMP and ESB

In 1954, the first championship at Cork Show – for a bull – was won (many others followed), and in the following year, 1955, John Wood along with six other dairy farmers who were supplying liquid milk to Cork city, founded (after many years of Government opposition) Cork Milk Producers Co-Operative Society to provide pasteurised milk to the City for the first time. This was a major step forward in the fight against T.B.

In the mid-1950s, the ESB decided to dam the River Lee at Inniscarra and at Carrigadrohid. Potentially this could be the biggest job so far, and the Company (which it now was) geared up for it, buying extra lorries, loading shovels and other equipment, all with borrowed money. Then the ESB postponed its plans for a year. The resulting financial worry caused John Wood to have a heart attack, and he had to remain in bed for months. The strain in the house was evident, even to me as a child. However, the following year the job went ahead and the contract was won. That transformed the Company with extra staff being taken on in all departments.

When the work ended, the site huts were put up for sale. They were bought by the Company and erected at Victoria Cross, and the office, for the first time ever, left the house to occupy them. They served until the early seventies but John Wood never had an office himself – he used Dan Murphy's – nor did he ever have a secretary, much less a personal assistant.

During the 50s and 60s, John A. Wood's were supplying road chips as far as Tipperary, and hiring out road graders and excavators to county councils all over the country.

In 1964, the company opened a pit and block yard near Killarney, and around then purchased Hickey's pipe works on the Kinsale Road.

Merger with Roadstone

Roadstone Ltd., founded by John Wood and the Roche brothers, and of which he was a director, had, meanwhile,

been expanding and the only part of the country not covered by it was the south-west where John A. Wood Ltd. operated independently. There was therefore a conflict between the public Roadstone and the private John A. Wood Ltd which was resolved in 1965 by the merger of both. But each retained its identity, structure and management, and John A Wood Ltd. were given their first quarry to operate, which was at Cappagh in County Waterford.

This model of acquiring a thriving family company and leaving it intact with its local management and identity proved to be so successful that it was used for decades afterwards by enlightened Chief Executives of what grew into C.R.H. plc., Ireland's largest indigenous manufacturing company.

Economic growth

The effects of the Whittaker economic plan which opened Ireland to international trade and abolished protectionism were now being felt, and one of the results was the arrival of the Pfizer Chemical plant at Ringaskiddy. It needed a steady supply of pure burnt limestone. This provided a further challenge for John Wood. He and his team investigated the process. He identified a farm near Carrigtwhohill with the right kind of limestone on it and negotiated its purchase from the owner, William O'Brien, an extraordinarily decent man, who shared with John Wood the best interests of Ireland and a love of horses. The resulting quarry contained the usual range of stone products, a ready-mix plant, an agricultural limestone plant, and a block yard, as well as two lime-burning kilns.

In what turned out to be the last year of his life, another exciting event took place. The Company was entirely dependent on Cement Ltd., which had the monopoly in Ireland for cement production and its credit terms were strictly enforced. A few years previously the John A. Wood Ltd. cheque did not arrive at Cement's headquarters, though it had been sent in the normal way. A clerk in the accounts office of Cement Ltd. rang to say that as he had not received the cheque, supplies were being suspended at once. No explanation was entertained, that was that. This diktat from a credit-control clerk incensed John Wood; his Company was at least its third largest customer and he was a director of its largest, Roadstone Ltd. Cement Ltd. had all the signs of bloated capitalism about it, being a monopoly producer.

Then in 1971 a lengthy strike of Cement Ltd's workers took place and the building trade was brought to its knees. Roadstone Ltd. was equally dissatisfied with Cement Ltd. and had already bought land on the outskirts of Dublin on which to build its own cement plant. The strike had the effect of reducing Cement Ltd's share price. John Wood saw his opportunity to bring Cement Ltd. to heel. He suggested to the Roadstone Ltd. Board that instead of building a rival cement plant, it should bid for Cement Ltd.. It agreed and the bid was successful, creating Cement-Roadstone Holdings Ltd. (now CRH plc), the largest manufacturing company on the Irish stock ex-

change, and chaired initially by former Taoiseach, Seán Lemass.

Death and legacy

Throughout this year, John Wood had become increasingly ill, suffering considerable, indeed unbearable pain. In the autumn, advanced cancer was discovered, and on 29 January, 1972, he died.

His had been a full, and fruitful life, one fraught with difficulties and sadnesses but one studded with highlights, excitement, and not a little success.

His ancestor, George, had been planted in Enniskean Castle to develop the land and keep it in order; having employed almost a thousand people at peak - by far the largest employer in the area at the time - and having developed his farming, co-operative and business activities more extensively than any of his forebears, John proved to be the most effective of all the Wood family since they arrived in Ireland.

Cornelius Lucey, Bishop of Cork and Ross

Neil O'Mahony

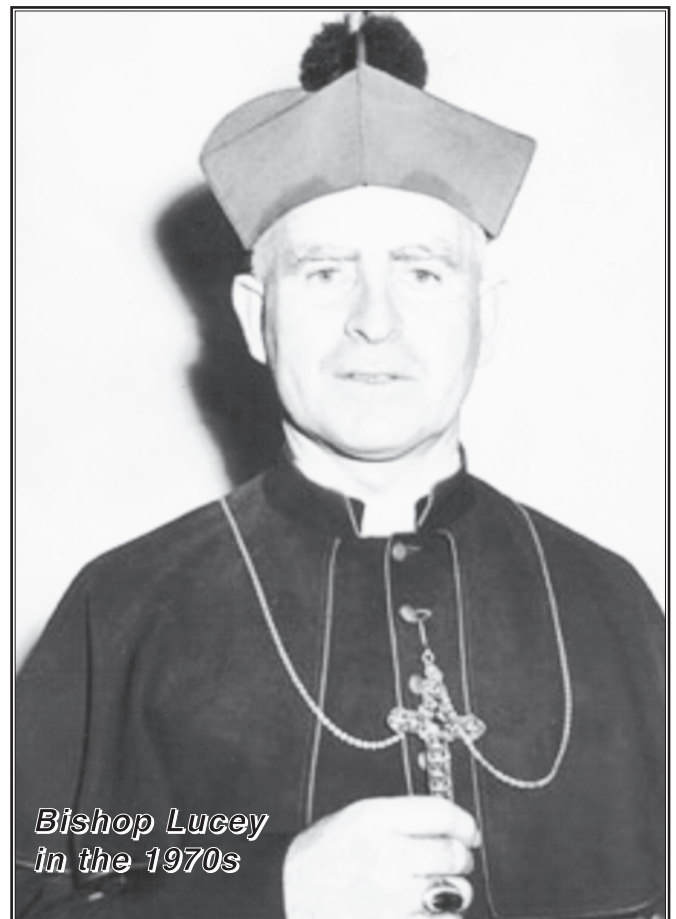
Introduction

The environment into which we are born is shaped to a large extent by our predecessors. During the first two-thirds of the twentieth century, when progress was slower, thinking more conservative, and society more stable, the major influences were the leaders of Church & State, and the entrepreneurs of industry. An important figure from that era, who made a massive contribution in the religious and social sphere, in Co. Cork and beyond, was the Bishop of Cork & Ross, Dr. Cornelius Lucey, who was born at Windsor, Ovens.

Overwhelming evidence suggests that Lucey (Ó Lúasaigh) is an old Gaelic family name, despite efforts by some commentators to link it to the Franco-Norman “de Lucy” surname. The name was mentioned in various forms going back almost to the era of St. Finbarr. An early survey shows that 94% of the Luceys in Ireland lived in Co. Cork, with 4% in Kerry, and the remaining 2% dispersed between the other Munster counties and Co. Cavan. The vast majority of the Cork Luceys lived in the West Muskerry area, between Macroom and the Kerry border.

Family background

Between 1817 and 1840¹ twelve children were born to Cornelius Lucey and his wife, Margaret (Creedon), at Cahernacaha, north of Ballingeary. As well as rearing a large family, they also managed to more than double their land holding between 1827 and² 1852. In February, 1852, their second son, Richard (born 1820)³ married Margaret Buckley and they had eight children, also at Cahernacaha. Their eldest son, Con (born 1853) married Margaret Dineen, from Peake, Coachford in March, 1893. They purchased 152 acres of land, which was formerly part of Viscount Doneraile's estate, at Windsor, Ovens. Their family of six were all born⁴ at Windsor — Richard (Dick) 1894, Margaret 1895, Dan 1897, Josephine 1898, Abina (Ina) 1900 and, the youngest, Cornelius (Connie) born on July 15th, 1902. Sadly, Con Lucey did not live to see his family grow up as he died on 8th January, 1907. He was buried at Ballyvourney⁵ Cemetery. His wife, Margaret, was left on her own to manage the farm and rear the family with her 13



*Bishop Lucey
in the 1970s*

year old son, Dick, as her chief helper.

Primary education

On 17th April, 1907, some three months before his fifth birthday, young Connie Lucey was enrolled⁶ at Ballinora Primary School. He was taught by Miss Mullane, James Cunningham and, in his final two years, by Jimmy Long from Kilnaglory. He had to walk the three mile journey, on rough stony roads, each morning and face the same journey uphill in the evenings. He was a highly intelligent and conscientious student, and he maintained a very high attendance record through his years at school. Although studious by nature, he also joined in the school games, and played on the hurling team. His goal scoring feat in a game, against Ballinhassig, made headlines in 1914. On his homeward journey from school, whenever he had an interesting book, he would read as he walked. Some of his less academically minded peers thought it fun to throw sods



The Lucey family home at Windsor, Ovens

Lucey's life, the beginning of a thirty year tenure at St. Patrick's College, Maynooth: seven years as a student, and the remainder as a staff member.

His family

His brothers Dick and Dan had matured into men of powerful physique and were very diligent farm workers. Dick, the eldest, was the leader. He took part in the

of earth knocking the book from his hands. He simply picked it up again and continued reading — they soon got the message.

He helped with the farmwork in the evenings and school holidays. He made no secret of the fact that he disliked thinning. Anyone who spent school holidays on their knees, on the red sandstone soil of Windsor, laced with thistles, nettles and small furze, can understand his aversion to the task, but he always did his share. On 30th June, 1915, he left primary school.

Secondary education

In August of that year, he began his secondary education at Presentation Brothers College on the Western Road. He travelled on the 8.05 am train, from Killumney Station, arriving in Cork at 8.30 am. It was too early in the morning to get a lift on the creamery carts heading to Killumney. He had to walk the two and three-quarter miles taking the shortcut, via the Mass path, through Reid's field and along the 'Board of Works'. This was an abandoned unfinished famine road, which was intended to stretch from Killumney to Átha na Géaragh Bridge, thereby eliminating the steep gradient of Grange Hill.

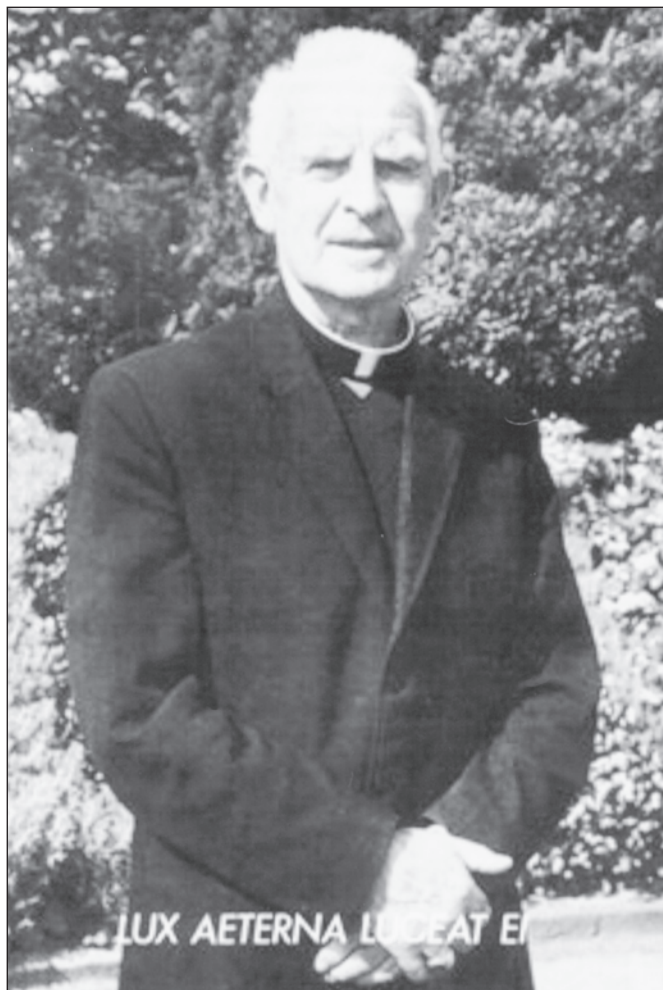
As he grew into his teenage years, he became more convinced of his priestly vocation. Since it was mandatory for students who wished to be ordained for the diocese, to spend the final two years of their secondary education at the diocesan seminary, he transferred to Farranferris in 1918. Achieving excellent results during his two years there, he graduated in 1920. In March⁷ of that year, his student group were among the ten thousand people who walked from the North Cathedral to St. Finbarr's Cemetery with the funeral of murdered Lord Mayor, Tomás McCurtain. Autumn of 1920 heralded a new phase of Connie

Independence struggle 1919–21. A progressive and innovative farmer, land reclamation, a water pump in the yard and a large new two storey dwelling house, were the hallmarks of his thinking. There are still some field gates in existence that he made by boring and riveting the bars with a drilling machine, which he made using sprockets salvaged from an old disused furze machine. He possessed a keen sense of fun and was extremely popular in the neighbourhood. His untimely death in July 1925, dealt a severe blow to his family and the local community. His sister, Josephine, married neighbouring farmer and well known athlete, Dan O'Riordan, in 1924. Their sister, Margaret, married Con Desmond, Ballyanly, in 1927.

A major influence on young Connie, during those years, can be attributed to many hours spent in debate and discussion with their faithful farm worker, Mike Riordan. Mike, originally from Castlelack, was a brilliant conversationalist, homespun philosopher and master of commonsense. He was very much in demand at Hollands' scoríachting house, on long winter nights. His pronouncements on numerous topics, were being quoted in Windsor for many years after his departure, usually prefaced by the words 'there is no doubt in life'.

St. Patrick's College, Maynooth

As he continued his studies, Connie obtained a BA with first class honours⁸ in 1923, and BD and BCL in 1927. He was ordained at St. Patrick's College Chapel, Maynooth, on June 20th, 1927. In 1929, he secured an STL and Doctorate in Theology and an MA, with first class honours, from UCD. In October of that year he was appointed Lecturer in Ethics at Maynooth, and also Professor of Philosophy and Political Science. In 1931/32 he received a DPh from



Bishop Lucey

University of Innsbruck, Austria. He did not forget Windsor, spending his holidays with the family, and on Christmas mornings, he celebrated Mass in the house, and invited all the people of the townland to attend. He also blessed a stretch of road through the townland, where a young woman suffered an upsetting experience in darkness. The “Ghost of Boreen Líath” has never been seen, or heard of, since!

In 1930, his sister Ina died at age 30, followed by his brother Dan, in 1934. His mother, by then in her mid seventies, was no longer able to manage the farm. She sold out in 1935, and went to live with her daughter Josephine, and they moved to Kitsborough, Carrigrohane in the same year.

Publications

Dr. Lucey was a fluent Irish speaker and was also a prolific writer. Through the 1930s and 1940s, he was widely published, nationally and internationally, on a variety of issues such as *The Woman Worker*, *Freedom of the Press*, *Towards Industrial Democracy*, *The Just Profit Rate*, *A Guide for Education*, and *Alternatives to Fascism and Communism*. He lectured in England, Scotland, Belgium and the US in the 1930s, and founded the *Christus Rex Society* in 1941, to deal with social issues affecting priests. He was appointed in 1948 to a Government Commission on population and emigration.

68 Times Past

Bishop of Cork

His mother, Margaret, died at Kitsborough in April, 1945, five years before the announcement, on 18th November, 1950, that he was appointed Co-adjuter Bishop of Cork. He was received by President O’Kelly at Áras an Uachtarán on 20th November. He was ordained Bishop on 14th January, 1951. His predecessor Dr. Daniel Coholan, by then in his 90s, appointed him Parish Priest of Bantry. He represented the Irish Bishops in Rome for the ‘Closing of the Door’ at St. Peter’s Basilica, to mark the end of the Holy Year. Following the death of Bishop Coholan, aged 94, he was consecrated Bishop of Cork on 24th August, 1952. He became Apostolic Administrator of Ross in February, 1954, and Bishop of Cork and Ross in April, 1958. He represented the Irish Hierarchy at celebrations, in honour of the National Apostolate St. James, at Santiago de Compostela in 1954, and also met with General Franco. In the same year, as a guest of Cardinal Spellman, he addressed the Corkmens’ Association Jubilee dinner, in New York.

Diocesan work

He founded the diocesan magazine, *The Fold*⁹, in 1953 which served the diocese for the following 50 years. In 1954, he founded St. Anne’s Adoption Society, and he chaired every meeting right up to his retirement. Cork City was expanding in those years, and to cope with the increase in population, in 1953, he announced¹⁰ plans to build a Rosary of Churches around the city. The diocese were to raise a large part of the funds and to this end, he initiated the waste paper collection - recycling, before the term became popular. The five Churches were opened at Guranebraher 1955, Ballyphehane 1956, Farranree 1958, Dennehy’s Cross 1960 and Upper Mayfield 1962. In all, eighteen new Churches were opened throughout the diocese during his Episcopacy.

In November, 1964, Bishop Lucey addressed the ministers of the Ecumenical Council (Vatican II), at St. Peter’s Basilica in Rome, on issues of religious liberty and freedom of conscience. In the mid 1960’s, he adopted the area of Truillo (“El Buen Pastor”)¹¹ in Peru, and ran it as an extension of the Cork Diocese. He saw the need for this, while attending the funeral of Canon T. F. Duggan, in Peru in 1961. The Peru project thrived from 17th March, 1965 until March 2004. Having seen the Credit Union¹² system while visiting USA, he introduced it to Cork, founding Ballyphehane Credit Union, to combat the scourge of illegal moneylending.

Speaking out

Confirmation ceremonies throughout the Diocese, which Bishop Lucey always conducted personally, were the platform for his statements, not alone on matters of faith and morals, but on subjects such as the plight of the small farmer, depopulation of rural

areas, emigration, closure of rural railways, alcoholism, care of the elderly, the subsumption of our small indigenous industries etc. All these sermons he scripted himself and delivered them in impeccable English. Not everyone agreed with all of his ideas, but he maintained that it was his duty to speak out on these matters. The passage of time has served to illustrate the validity of many of his views. Despite his busy work schedule, he found time to enjoy his hobbies - beekeeping (he was vice president of the Beekeepers Association for many years), gardening, reading and attending hurling matches.

Retirement

By the late 1970s, the Diocese of Cork and Ross was the third largest in Ireland. It had 200,000 Catholics, 52 parishes, 185 diocesan priests, 130 regular priests, 50 senior seminarians, 925 nuns, and 301 schools and colleges. In May 1976, Dr. Michael Murphy was appointed Co-adjuter Bishop to assist him. Bishop Lucey was diagnosed with leukemia in 1980, although this was not public knowledge. He officially retired on 23rd August, 1980 ending his 28 year reign. He was conferred with the Freedom of Cork City in December, 1980.

Not content to sit back and take life easy, he volunteered for missionary work in the Turkana Desert in Kenya, with Dr. James Good. In 1968, Dr. Good had publicly dissented from *Humanae Vitae* and Dr. Lucey was obliged to suspend him from preaching and hearing confessions. In 1975, Dr. Good left his lecturing post at UCC to work on the missions in Kenya. Dr. Lucey's decision to join him was his way of saying that there was nothing personal in his decision to suspend him, and the two men ended on very friendly terms.

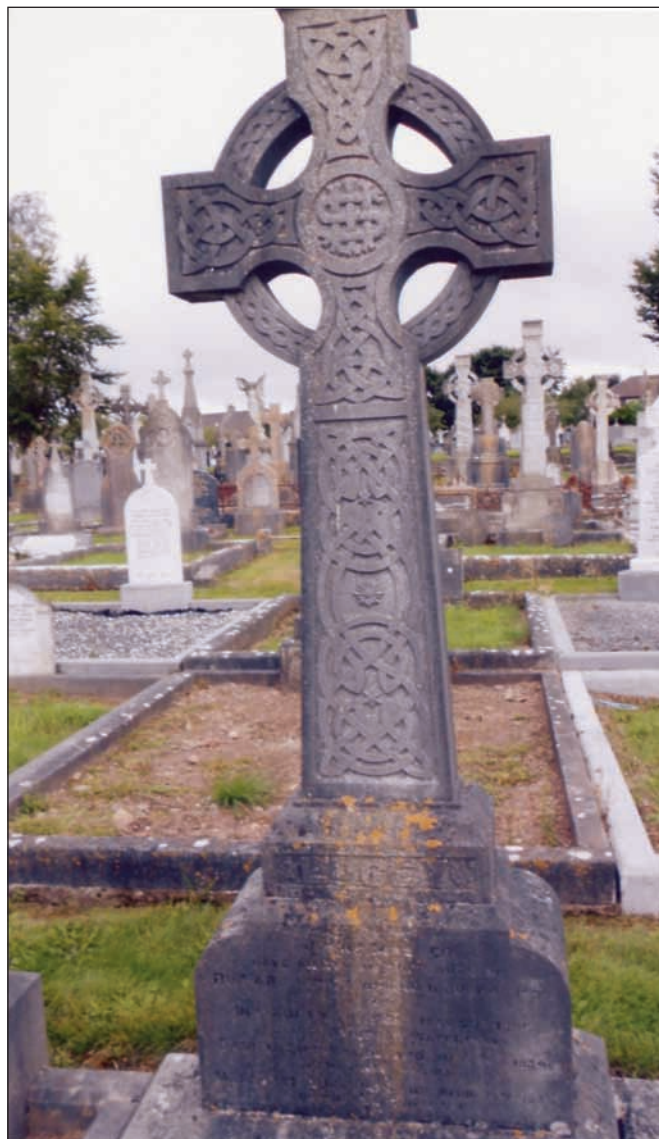
Death

By March, 1982, the Bishop had contacted malaria and was forced to return to Cork. After treatment at the Bon Secours Hospital, he was discharged. At this time, he also paid a final visit to his native Windsor. He was re-admitted to the Bon Secours, where he died on 24th September, 1982. The attendance at his lying in state, at the North Cathedral and subsequent funeral and burial in the grounds, bore testament to the esteem in which he was held by the people of Cork.

His two surviving sisters outlived him. Josephine died in April, 1985 and Margaret died in November, 1987. In 1985, Bishop Lucey Park, on the Grand Parade, was named in his honour.

Legacy

In rapidly changing times, he displayed an extraordinary sensitivity and ability to recognise the needs of the people. He never shirked from championing those needs, even when it meant taking the civil authorities to task, and incurring personal criticism. He



Bishop Lucey's family grave in St. Finbarr's Cemetery

delicately balanced this with adhering to, and often defending, the strict rules of the Church. He once said that he considered himself very fortunate that success and promotion came easily to him but, "from one to whom much is given, much is expected", and he always strove to live by that motto. He was a man ahead of his time, progressive and charismatic, a truly great leader, and surely ranks highly among Cork's best.

Notes

1. Iveleary Parish Records.
2. Tithe Applotments / Griffith's Valuations.
3. Iveleary Parish Records.
4. Civil Records.
5. Cork Examiner.
6. School Records.
7. Farranferris, J. C. Walsh.
8. Maynooth Records.
9. Diocesan Archives.
10. The Fold.
11. Ibid
12. Diocesan Archives.

The Day Book of a Sliotar Maker, Francis O'Sullivan

Dermot O'Donovan



Francis O'Sullivan

Introduction

This is an account of a lifetime of making hurling balls and selling them to different clubs, mostly in county Cork, but also to various colleges, individuals and organisations associated with the GAA throughout the country and abroad. This account, based on the day book of Francis O'Sullivan, highlights certain facets of his work which I think deserve special attention because of the local or historic interest.

Family business

Francis (Francie) O'Sullivan (1892-1964) was born in Ballincollig, the youngest son of James O'Sullivan and Hannah Buckley. There was a tradition of harness making in the family. His father's name appears in the 1886 edition of Guy's business directory under the heading:

'James Sullivan, Harness Maker, Main Street, Ballincollig'. Francis similarly appears in the same directory in the 1930's under the heading 'O'Sullivan Bros, Harness Makers', with the same address.

In the early thirties he set up a workshop with his brother, Danny, in an upstairs room in a tenement house on the Main Street in Ballincollig, near where the premises of Denis Barrett, jeweller, is presently located. A steady business was conducted over the years from the humble workshop situated on Main Street. This was the site of his labour in the making of hurling balls until the family moved to one of the parish houses in Station road later, from where he continued his craft until the early 1950's.

The day book

The note book was discovered in the house in Station Road by his daughter Elizabeth, Mrs Fitton, in 2013, who gave it to me on the understanding that its' contents would be preserved and copied. This I gladly agreed to undertake, as both of us are neighbour's children from the 'The Pike'.

The note book itself is a hard covered book consisting of some 284 lined pages, each page divided into six vertical columns to facilitate the various headings viz: Month, Day, brief description of text and price in pounds, shillings and pence. The latter currency is used throughout the book and will pose problems for the younger generation as they grapple with the mathematics of multiplying six sliotars @ 4 shillings and 3 pence each and arriving at £1-5-6 as the answer.

The day book covers a period of twenty years from 1932 to 1952. The details are mostly written with a fountain pen, except for some instances of pencil. Interesting to note that nowhere in the note book is the term 'sliotar' used, the term 'hurling ball' is employed instead. Another point of interest is the fact that it is not until 1938 that the local club is referred to as 'The Ballincollig Hurling & Football Club'; prior to that date it is referred as Ballincollig Hurling Club in the note book.

Individual sales

Francis was a meticulous record keeper of his activities in the production and sale of the hurling balls. They came in various colours of white, chrome and green with a



The location of Francis O'Sullivan's workshop on Main Street, Ballincollig

slight variation in price. His activities can be divided into three main categories.

Individual sales i.e. single sales to persons and clubs. The following are some examples of the system used.

Feb 17, 1932	Nobby Clarke	1 ball paid 5/-
April 15 1932	Guards Blarney	1 ball 4/6
April 30 1932	Post Office	1 ball 4/3
April 30 1932	Frank Clarke	1 ball 4/3
May 10 1932	Redmonds	2 balls 8/6
June 24 1932	Skibbereen	3 balls 13-6

In that year he sold 135 sliotars through 104 different outlets of clubs and individuals.

Approximate sales for the following years are recorded as follows:

1933	33 sliotars
1934	151
1935	61
1936	55
1938	60
1939	47
1940	97
1941	75
1943	197

One of the most regular buyer of sliotars throughout the years was Miss L. O'Neill, Ashe Street, Clonakilty. She usually bought no less than 3, but more often 6 balls at a time. She is one of the many clients of Francis on whom we know nothing, save for her proven interest in hurling.

Hurling and camogie clubs

The second category of sales was to hurling clubs throughout the county and further afield. The following six examples are taken at random.

October 5 th 1932	
St. Patrick's College Maynooth,	6 balls @ £ 1-5-0
January 19 th 1934	

All Hallow's, Dublin,	4 white balls @ 0-17-0
March 3 rd 1934	
Cork County Board,	6 white balls @ £ 1-5-6
April 21 st 1934	
Éire Óg	1 ball @ 4/3
August 13 th 1933	
St. Finbarrs	2 white balls @ 8/6
May 21 st 1932	
Ballinora	2 white & 1 chrome @ 12/9

Sales to local Camogie clubs are also entered including: Cork County Camogie club, Mr. V.Dinan, 3 Friars Avenue, Blarney Street.

February 24th, 1941 one sample ball

March 10th, 2 sample balls @ 10/6

August 7th, 1 dozen camogie balls @ £ 2-2-0

Ballinora Camogie Club, April 5, 1941, one ball, per J. Long and J Mahony

Blarney Camogie Club, November 14, 1941, 2 balls @ 9-0

Killumney Camogie Club, March 31, 1942, one ball @ 3/6

St. Aloysius Camogie Club

Retail Outlets

Danny Hobbs was the biggest selling outlet for sliotars made by Francis O'Sullivan. Although the first reference to this firm was made in 1932 in the name of Hobbs & Cotter Washington St. and reads :

Oct 22, ½ dozen balls

Nov 3 ½ dozen balls

Nov 19 ½ dozen balls Total £ 3-3-0 paid Jan 7 1933.

Business continued from that year until 1946 and a summary of sliotars sold through Dan Hobbs is as follows.

Year	Sliotars Sold
1932	121
1933	232
1934	144
1935	76

18	19
<p><i>Archer & Lottin 1932</i></p> <p>April 23 4 Balls 14 0 " 28 2 Dozen Balls 1 1 0 " 30 8 Balls 1 8 0 <u>Paid May 13</u> <u>£3 3 0</u></p> <p>May 20 1 Dozen White Balls 2 2 0 June 9 2 Dozen 1 1 0 " 11 2 Dozen 1 1 0 July 12 2 Dozen 1 1 0 <u>27 flannel Pants</u> <u>1 6 0</u> <u>Paid July 12</u> <u>£3 19 0</u></p> <p>July 13 1 Dozen Ball " 27 8 Balls " 29 6 Balls Aug 5 3 " Sept 3 2 Dozen Balls Sept 7 2 Dozen Balls " 28 1 Dozen " 27 1 Dozen Balls Paid out <u>£5 0 0</u> <u>Paid Nov 10</u> <u>£5 10 0</u></p>	<p><i>Bollen ally 1932</i></p> <p>Jan 10 1 White Ball Feb 7 1 " March 27 1 " April 22 1 Chrome Ball " 25 1 " May 8 2 White " 29 May 1 Ball Pen Mark Mark June 14 1 Practice Paid June 29 <u>£1 14 0</u> <u>1 9 9</u></p> <p>July 8 1 White Ball Practice <u>8 3 9</u> " 14 1 Match Ball <u>4 3</u> Aug 16 1 Practice Ball <u>£3 8 0</u> Sept 13 1 " " 25 1 Match " Oct 2 1 Practice " " 16 1 Match " <u>Paid Oct 25</u> <u>£1 9 9</u></p> <p>Nov 11 White 10 Beneden St Petrus Alley (1939) New Kilpatrick Glasgow Sept 8 1 White Ball out 4 6 " 26 1 Chrome Ball</p>

Pages from the day book of Francis O'Sullivan showing examples of sales of sliotars

102
<p>1939</p> <p><i>1939</i></p> <p><i>Mr Don Hobbs Washington St</i></p> <p>Jan 18 1/2 Doz White Balls @ 3/6 ea. " 21 1/8 " White Balls @ 3/6 <u>£3 10 0</u> " 27 2 " White Balls @ 3/6 Feb 7 1/2 Doz White Balls @ 3/6 <u>£3 10 0</u> " 11 1 Doz White Balls @ 3/6 Feb 25 1/2 Doz White Balls @ 3/6 Mar 22 3/4 Doz White Balls @ 3/6 " 26 1/2 Doz White Balls @ 3/6 Apr 1 1/2 Doz White Balls @ 3/6 Apr 22 1/2 Doz White Balls @ 3/6 " 29 1/2 Doz White Balls @ 3/6 May 6 3/4 Doz White Balls @ 3/6 May 13 1 Doz White Balls @ 3/6 May 20 1/2 Doz White Balls @ 3/6 May 27 1/2 Doz White Balls @ 3/6 June 3 1/2 Doz White Balls @ 3/6 June 10 1 Doz White Balls @ 3/6 " 24 1/2 Doz White Balls @ 3/6 July 8 1 Doz White Balls @ 3/6 <u>£5 10 0</u> July 20 1/2 Doz White Balls @ 3/6 July 29 1/2 Doz White Balls @ 3/6 (Paid) Aug 5 1/2 Doz White Balls @ 3/6</p>

1936	119
1937	202
1938	123
1939	250
1940	286
1941	319
1942	245
1943	263
1944	249
1945	162
1946	46
Total	2,837

Other retail outlets include Barry Bros, Carrigtwohill, Caball & Son Tralee, P.J.Wall, Drumcollogher, O'Brien, Tallow, Flor Begley, South Main St. Bandon and many others.

In the midst of that high rate of sliotar sales, we find two personal items purchased through the same outlet.

Mar. 14 1932 two underpants @ £1-0-0 paid

Jul. 12 1932 two flannel pants @ £1-6-0 paid.

Colleges

The sales of sliotars to colleges was another facet of his business both home and abroad, among the colleges recorded are

St. Patrick's Maynooth,
St. Colman's Fermoy,
St. Brendan's, Killarney,
All Hallow's, Clonliffe, Dublin,
College des Irlandais, Paris,

The Irish College, Rome,
St Mary's CBS, Belfast and
Miss D Brennan, GAA, Glasgow through the auspices
of the general secretary of the GAA, P O'Keeffe.

We also find sales to the Cork County Board, the Munster Council and Croke Park.

American business

Of special historic interest is the American business conducted from 1932 to 1939.

Unfortunately we do not know how this business began but we have the names of a number of Irishmen based in New York and Boston including P.J. Grimes, Columbus Circle, New York, one of the main importers of hurling balls; a total of approx. 660 sliotars made their way across the Atlantic to the exiled Irish in New York and Boston. P.J. Grimes was a former hurler and organiser of the Flying Gaels tour. He travelled to Dublin from New York to attend the 1948 All-Ireland football final between Cavan and Mayo (Source: Eoghan Corry, History of Gaelic Football, p. 181)

The man behind the business

Most of the inventory is of a business nature and we do not, as a result, get to know the man behind the business transactions of credit and debit. He was closely associated with Ballincollig hurling fortunes in the 1930's and 40's. He was also a keen gardener and in March 1944 bought Potatoes, 1 lb. of onions and 3 lbs of Shallots costing 3 shillings and 7 pence for the garden.

The late Della Burrows, in her recollections of that era in Ballincollig village, remembers Francie Sullivan sitting on the grassy bank outside the old guards barracks on a summer's evening regaling the passing villagers with a fine rendition of 'My Mary of the Curling Hair'.

He obviously developed widespread contacts in the hurling world which enabled him to pursue sales of his product. His material was undoubtedly of a high standard as the widespread sales indicate. No record of any correspondence with the various buyers has been located and there is only one entry made in the note book. This is addressed to Bro. Ahern during the war (February 29th 1944). Bro. Ahern was obviously attached to some teaching order and previously had ordered some sliotars while residing in Cushandall Co. Antrim. Correspondence between Francis and Bro. Ahern, when the latter was residing in Buncrana, is entered in his business notes. The letter reads:

Dear Bro. Ahern

I am very surprised at you not receiving my parcel as I sent it by registered parcel post on Dec 18th c/o Mr. B Doherty, Colleen, Railway Road, Buncrana, Co Donegal and mentioned same in my letter to you when I wrote a reply about your gifts, you should have written to me sooner and let me know that you did not get my goods as I was waiting for a reply. I have made enquiries at the local post office and the post mistress has sent a note to the postmaster at Buncrana for information about the parcel and he will make enquiries

at his end and I will claim for the loss of goods which are £1-13-6. I am glad I registered the parcel as it is not my usual practice and I am very sorry that you did not get it as I sent it on the 18th of December so that you would have it before Christmas. I will send on ½ dozen to Mr. Doherty on the end of this week and I will write to you when sending them.

We can deduce that wartime shortages of foodstuffs may have been the reason for the parcel as on a previous occasion 1lb of tea was sent, either to or received from, Bro. Ahern while he lived at McBride's hotel Cushandall Co Antrim. An entry dated Oct. 14th 1942 reads 'wrote to Brother Ahern c/o McBride's hotel Cushendall Co. Antrim.

Oct 14 1 lb. of tea

Oct 20 1 lb. of hemp.

Oct 28 1 lb. of hemp.

No further details are noted on Bro. Ahern, and he is the only named individual in the entire notebook to warrant a personal letter from Francis.

The repetitive nature of the note book entries is enlivened by the extra curricular activities of this versatile craftsman. There is, for example, a section dealing with the repair of shoes, noting with the usual detail, the type of work performed. Many of the old inhabitants of Ballincollig village in the 1930's and 1940's are mentioned. Here are a few examples to illustrate the details.

December 1934

R. Boyd	Soles & Heels
T Coleman	Soles & rubbers
Mrs. Madigan	Heels
Leo Ryan	Pieces & Eyelids
Dr. Fitzmaurice	Sewing shoes
Mrs Boyde	Heels
K Burkett	Sole & Heels Kids
N Hynes	Heels & Piece
Agnes Croft	ditto
Mrs Beechinor	soles & heels
C Murphy	heels
Miss O'Leary	soles sewn
Mr Hosford	2 pair of heels & toe piece
F Collins	tips & pieces
Peggy Cox	soles
Mrs Coleman	soles sewn
J Coleman	boys sole & heels

The prices charged for the various work varied from one shilling to four shillings and six pence (4-6). The above is merely a sample of the shoe repairs and leather work undertaken by Francis O'Sullivan in the early thirties, coincidental with the making of sliotars, which is all carefully documented in his note book.

Expenses and terms

Another aspect of work noted on an annual basis was the amount of expenses incurred by him in the purchase of material which went into the making of a sliotar. These

records extend from 1933 to 1945 and amount to 250 items.

A sample of 20 items is shown hereunder to show the type of materials required.

Skin Davison,
Skin Driscoll,
Twine,
Chrome,
Hemp,
Cork,
Horse Hide,
Heel ball,
Leather Driscoll.

Skin was the most expensive item while twine was the least costly. Again he has documented the expenses incurred on an annual basis detailing the date of purchase and price.

In addition, he has left us an example of some of the terms used in the craft of harness making and repairs to same. The words used to describe the equipment have almost disappeared from the vocabulary of the present age. However, for the record here are some of the words listed:

back band,
shaft tug,
harness collar,
collar strap,
winkers,
tug and trace,
belly band,
britchen straps,
horse sheet,
hames strap,
harness britchen,
winkers paint.
Harness making

Most of Francie's work was undertaken for John Boyd, shopkeeper, Main Street, Ballinacollig, whose shop was located at the corner of Main Street and the Square, now occupied by Kelleher's Pharmacy. John Boyd owned a pony and cart which he used to deliver groceries throughout the village.

The second person mentioned in the note book for harness work is Bill Murphy, farmer, Coolroe, whose family were known locally as 'the Fursey Murphys'. An excerpt from the notebook will give a clearer example of the work involved:

John Boyd Main Street 1941

Jan 05 repairs to back band 3/6 (3 shillings & 6 pence)
Jan 05 splicing two pairs of reins 2/6
Feb 18 repairs to strap and harness collar 1 shilling
Apr 27 sewing reins and winkers 1/6
May 27 sewing reins 6 pence

Mr. T.Murphy Coolroe

September 16 1941

Lining of body & rim 12-0
Pieces on rim
Repairs to plough back band

New dee and s—and pad and sewing 3-0

Feb. 2nd

Trimming cart collar 11-0

Repairs to Britchens 5-6

April 20th

Lining body and lining collar

Repairs on side piece 12-0

Aug. 2nd

Repairs to binden sheets 6-6

The diversity of work contained in the notebook demonstrates the versatility of this man, particularly in the execution of different types of leather work. It should be noted that practically all of the work in sliotar making was a product of the craftsman's hands, with no mechanical aid used only the humble awl.

A suitable museum

The object of this article is to record the various facets of work in some detail and to remember that thousands of hand made hurling balls were sent to many destinations, within and without the country so that our native games of hurling and camogie could continue to be played. The contents of the note book have been copied and transferred to a computer format in the hope that future generations can gain ready access to the information.

It is my opinion that a note book such as this should find a place in some appropriate repository, where it could be made available to the wider GAA fraternity. It is not known how many accounts of a similar facet of sliotar making and widespread sales distribution are known to the organisation. But the note book would be better preserved and safeguarded for future generations if placed under the protection of a suitable museum.

Recollections of The White Horse

Rose McNamara

Corofin, Co. Clare
9th April 2013.

Dear Dermot.

Your letter has just arrived - thank you. My new resolution is to answer letters as soon as I get them which should ease my conscience and empty the letter box. What I remember of Ballincollig is not a lot but here goes.

My sister and I were packed off to Ballincollig for a month every summer. Deirdre is two years older than me. So, from the tender age of eight to about twelve, we came to visit the old home at the West Village. Rose was my aunt and uncle Leo's beloved sister. She became quite ill at sixteen years, a type of T.B. Leo visited her as often as possible, endangering his life as our house was opposite the police barracks and the army barracks only a short distance away. Indeed there was a tiny square window in the kitchen leading to the side garden to the west through which he escaped when the British army came in pursuit.

They treated Rose rather badly, pulling her out of bed and trying to coax information from her about Leo, with gifts of strawberries etc. Rose died about six months before Leo's death. He could not attend her funeral because the British forces were on the lookout for him. He watched them from a neighbouring hilltop. There was a plum tree in the garden to the right of the house which Rose used to climb, for as long as she was able in the balmy weather, to read. The house was a house of books. Granny Murphy (Leo's mother) or Mammy, as we used to call her, and Aunt Mamie (Margaret) were the only inhabitants of the pub (the shop had gone by then).

We spent our days reading, walking and visiting. Granny played the piano every day and got us to sing along. Aunt Mamie also would join in the singing, when she had a

Rose McNamara (Murphy) is a niece of Leo Murphy shot dead by British forces at Waterfall in June 1921. Her Father Diarmuid, eldest brother of Leo, was professor of medieval English at Galway University. Rose's thoughts were contained in a letter written to me seeking information, on behalf of the Muskerry Local History Society for inclusion in our publication, Times Past. The family business was the public house at the West Village, now known as 'The White Horse'.

Census 1911

Walter Murphy	Mason	Age 41 years
Kate Murphy	National Schoolteacher	Age 42 years
Mamie Murphy	Scholar	Age 17 years
Jerome Murphy	Scholar	Age 15 years
Walter Leo	Scholar	Age 9 years
Rose Murphy	Scholar	Age 6 years
Frank Murphy		Age 5 years

Dermot O'Donovan

free moment from running the bar and feeding us. I can hear her strange soft voice still; sort of muffled and way down her throat. Mammy played the harmonium in the church and when they purchased an organ, they presented her with the harmonium which sat in the drawingroom to the left of the front door. We loved to play it. Alas, the house be-

came so neglected and damp, I was told that the harmonium disintegrated, together with all of the books. In that same room there was a wind-up record player. I have seen my older brothers and sisters dancing to its music. I took a perverse pleasure in allowing it to wind down and go ever so flat. Talking of music, I can still hear the soothing murmur of voices like waves of the sea, rising from the pub when we were in bed.

Whenever Mamie felt like going for a walk, she simply 'closed up shop' and off we went. It was on one of these walks that she told Deirdre and I of Uncle Leo's horrific death. Not surprisingly, the details of her story are somewhat different from other versions I have heard but the awful fact of his murder remains. How the British forces disrespected his sacred body is another story.

You may think that I should have known of all of this tragedy from my own father, Jeremiah, who was second in the family after Mamie. The truth is as many other families who suffered likewise, he could not bear to speak of such deep sorrow. Only once did Granny speak of her terrible sorrow. Deirdre and I were returning from the village, when she met us in the front garden; it was the anniversary of Leo's death. Then the floodgates of sorrow opened. Granny wept and wept, talked and talked. I was so shocked I could not understand a word; I just stood there staring at her. Suddenly she stopped, turning calmly

and walked into the house. There was never another word about those fearful events.

Granny seemed to me to be a large bundle of layered clothes with beautiful crochet shawls across her shoulders. Probably made by Mamie, who certainly had such a talent, in knitting crochet and she gave us gifts of gloves, scarves and hats for years. Granny had a head of beautiful white hair, which was piled elegantly in a beautiful style. She was a true republican supporting her son. There is a story told that her other son, Frank, two years older than Leo was acting as a dispatch rider. He was taken into the Barracks (Ballincollig) and questioned. Granny, who was teaching class at the time, came rushing to the barracks. The soldiers had taken Frank's cap and trampled it on the floor. Granny snatched it up, put it on Frank's head and stood between the armed officer and her son. She continued to shield him from the soldiers the journey back to the house. Once inside, Frank confessed that the dispatches were hidden in the cap.

Mamie, I believe, was active in Cumann na mBan but we heard nothing of her activities. She did say that she was outside the prison, praying, when Terence McSwiney was dying. I knew Mamie was returning to Ireland for Leo's funeral; on the journey a young man was going to Ireland for the first time and told her that he was terrified; he was a British soldier. He held Mamie's hand telling her of his fears and his sorrow at leaving his young wife. Mamie was in such a state of shock already with her own tragic news that she just sat there seemingly listening.

I loved the strange and wonderful house in Ballincollig (**the White Horse**) although it was beginning to fall into neglect. Granddad had built a very modern toilet, the seat being a long board with a circular hole in the middle. There was a chain to flush it which even I could reach. There was also a very large black spider in one corner which I eyed while I was there. He was not the only danger; there were two very elderly black dressed grandaunts that lived in two cottages on the main road, which belonged to the pub. Their fixed aim in life was to keep Deirdre and I out of the toilet as they were terrified that we would fall down the large round hole. We must have been very tiny compared to this mighty hole. Apparently granddad (**Walter Murphy**) was very musical. He sang and played the fiddle in the pub. We still have the fiddle in the family. There was a court case with the Wallis' (**Parknamore House**) who lived next door over land. Granddaddy lost. They were Protestants. Grandad developed cancer of the throat and suffered greatly. It was said that he was an alcoholic, but that disease, my sister Aileen held, was the cause of his drinking. Only once did I hear my father speak of him; when friends gave Daddy a gift of a bag of potatoes, he said he had never tasted anything as good, not since he ate his own father's home-grown spuds. One could see that the garden behind the house had been cultivated, where the potato ridges were, but of course it was a wilderness by the time I got there.

Deirdre and I were dispatched in the morning to collect the milk from Murphy's farmhouse. There was Noreen,

Jack and Bill in that family, to my knowledge

Bill had a very soft spot for Auntie Mamie, as was obvious to even me. He used to cut her hair in the tap room; it stood straight out from her head like grey wire.

Bill was not her only admirer. There was a man in the navy (**Captain** - father of Frank Clarke who ran a hardware shop in the Grand Parade for many years) who brought her many exotic gifts from the east. These gifts are now dispersed among the family to even the second generation. But Mamie would not leave her mother as was the fate of many an Irishwoman of her day.

Inniscarra Bridge stands in my memory for its' beauty and the strange house almost beneath it, which reminded me of a mushroom, we called it 'the fairies house'. We were once driven to Blarney in his horse and trap by Jack Murphy, where we visited some relatives of Frank's wife, Peg, and also Blarney Castle (by coincidence, my husband's granduncle married Lilly Mahony of Blarney Woollen Mills.) My sister and I became very friendly with the O'Callaghans (**Eugene O'Callaghan N.T. Principal Ballincollig N.S**) who lived on our way into the village. We spent many happy hours playing with Ursula, Gerard and Ronnie, but unfortunately as happens, years and circumstances parted us. When we played 'Cowboys and Indians', Gerard and I were always the Indians – tomboys?

There is one further memory which has come to mind. Many years ago, I was in my 20th year. My father and I had a contretemps; I was the apple of his eye, although we still could disagree vehemently. Daddy had read from the newspaper of an incident in war somewhere when the prisoners were told to run across an open space and were then shot in the back. He became quite angry. I questioned the reason for his anger. Suddenly, he slammed the paper on the table and stormed out of the room, slamming the door. As usual my poor mother nagged me until I apologised. Years later it dawned on me that in all probability my father saw, in that newspaper report, his own brother, Leo, running for his life and shot down like the prisoners in the paper.

For some reason, which I cannot explain, I feel a strong emotional bond with Leo. I had a full mass said for him recently. When the army (Irish) was leaving Ballincollig the officer in command, who is a distant connection through marriage, sent me a picture of Leo used that day. I keep it beside my bed with my family photos.

Dermot, I know not what you unleashed within me with your simple question. In some strange way, it has been a relief to me to say all this. Sorry it is so disjointed and jumbled.

Thank you,
Rose.

Killumney Creamery and its' Origins

Neil O'Mahony



Background

The Parish of Ovens is situated in the valleys of the Lee and the Bride and their hinterland. Lying on a substratum of limestone and gravel, the soil is extremely fertile and free draining - ideal for the growth of cereals. The resultant production of grain, and the need to process it, together with the proximity of the rivers, inevitably led to the harnessing of water power for milling. There has been a tradition of milling in Ovens, dating back to the late 1300's, with the 'Mill of Athnahowna' at Currabeg, near Ovens Bridge.¹ There were later mills at Rooves and Clashanure on the Lee, and at Kilcrea on the Bride.

Bride Flour Mills

Bride Flour Mills was built by William Roberts, between 1800 and 1804, on a one acre site, at the Killumney end of Knockanemore townland.² The site, owned by William Hawkes of Knockanemore House, was leased to William Green and subleased to William Roberts for £12 sterling per half year. Around Bride Flour Mills grew the complex that eventually became Killumney Creamery.

In 1837, Bride Mills was operated by Dan Donovan junior - the same Dan Donovan, who had been secretary of the 'Committee of Ovens Chapel', during their disagreement with Fr. Peter McSwiney, when Ovens Church was built 1831/2.³ Dan's father, Richard Donovan JP, of Lisheens House, and his family, operated Ovens Mills (the Mill of Athnahowna), also known as Sirmount Mills, further down the Bride by Ovens House, through the 1830's. In June 1839, the Donovan family advertised for partners to join with

them in the business⁴, and having failed to find any, they put the lease up for sale in December 1839.⁵ Horace Hayes, who also had a mill at Ardarostig, purchased the lease and ran the mill until 1848. It was then taken over by Matthias and Joseph Cagney, who worked it until it was totally destroyed by fire, on July 11th, 1857.⁶

In 1841, Michael Roberts, who also owned a mill at Carrigaline, leased Bride Mills to the Morton family, at a yearly rent of £80 sterling.⁷ Henry Morton was listed as the proprietor in 1842. By 1852 it was controlled by brothers, John and James Morton, who had spent a lot of money on upgrading the machinery.⁸ It was powered by a mill stream just north of the Bride, with a velocity of one chain per 100 seconds, driving an 18 foot diameter undershot water wheel, containing 40 float boards, with a velocity of 8 R.P.M.⁹ There were 3 pairs of 4 foot diameter millstones - all new, and one pair of 4 foot shelling stones, almost new. Plant also included 5 sets of elevators, 2 bolting cylinders, 2 screens, and 2 separators. It had sufficient water power to operate the whole mill - day and night during the Winter and Spring. A steam engine had been installed for back up power - during Autumn and Summer.

John Morton died in 1853, and in 1858, Michael Roberts became bankrupt and his interest in the mill was sold to James Morton, who also bought the lease on Apsley House.¹⁰ At this time their business increased dramatically, when Ovens Mills, which had a capacity to process 10,000 barrels of wheat annually, was burned to the ground. The Morton family lived in the old house, that later became the Creamery offices and shop, and in 1848 they moved next door



Killumney Creamery

Killumney Creamery

Under the Dairy Produce Act 1924, Killumney was registered as Central Creamery No. 174. In 1932, it was converted from water power to being totally steam powered but, in 1939, was forced to revert to water power for some of the war years. At one stage, part of the Old Creamery was burned down, and the business was transferred to the old mill building with milling still continuing upstairs. In 1931, Timothy Hurley died and was

to their new residence at Apsley House. James Morton JP continued to run the mill up to the early 1870's. He was with Sir Thomas Tobin (owner of the Gunpowder Mills), a Magistrate at the Trial of the Ballincollig Fenian, Thomas Duggan. The Morton family tomb is still visible at Athnowen Cemetery.

By 1875, the mill was run by Cornelius Magner, Knockanemore¹¹ - continuing until 1884, and in 1886, Thomas Magner was the Proprietor.¹² During the early 1890's part of the premises was used for a while by Messrs. Hartes Timber Suppliers. At one point in its' history, part of the complex is reputed to have been used as a Clog Factory. Clogs were made from both Poplar and Willow. A plentiful supply of willow would have been available locally, from an Osiery at Aherlamore.

Co-op Society

Sir Horace Plunkett founded the Co-op Society in 1888 and they opened their first Creamery in Kilmallock in 1889. As the creamery concept spread we find that by 1896 Bride Flour Mills had become Bride Valley Dairies under the management of M.D.Collins.¹³ In 1901 it was managed by John Daly, a Limerick native, who lived at Chapel Road with his assistant Edmund Noonan.¹⁴ He was still there in 1903 but, by 1906, the Company had collapsed.

By this time the local Creamery was providing an indispensable service to the dairy industry, so the local farmers moved swiftly to set up the Killumney Co-operative Society. They bought the old Creamery building for £800, thus launching, in 1906, what we all knew as Killumney Creamery. It also began a long association with the Hurley family, as Timothy Hurley took over managership. Cheese was manufactured in the Creamery dating back to the early days. Cheese making equipment was still on the premises, though not in use, in the 1940's.

succeeded, as Manager, by his son Patrick who continued in charge until the summer of 1973. The Hurley family lived in the house at the Creamery gate and, from the early 1930's, Patrick's sisters ran the shop which had been operated by Miss Long since the turn of the century. About 1940, Patrick Hurley bought Bride Park Cottage (birthplace of famous Confederate Army General Patrick Cleburne) and lived there until his death in April 1987.

Electricity was installed in 1949 contributing greatly to the efficient functioning of the business. Over the next few years, as the country recovered from the effects of World War II, farmers began to increase their herds and, by the mid 1950's, Killumney was catering for 160 suppliers producing 750,000 gallons of milk per year, generating annual turnover of £80,000.¹⁵

The Killumney Co-op Society's response was to build a new modern Creamery at the western end of the yard. Plans were drawn up by Mr. C. O'Shea, Engineer IAOS, and the building was constructed by direct labour under the supervision of local contractor John O'Kelly.¹⁶ The building was 70 ft. long, by 60 ft. wide by 20 ft. high, and contained an insulated 2,300 cu.ft. butter storage room, capable of storing 30 tons of butter. On 28th April, 1955, it was blessed by Canon Murphy P.P. and Mass was celebrated by Fr. Kennedy C.C. A reception was held at the Imperial Hotel with Denis Crowley, Ballygroman, Chairman of the Committee, presiding. A special welcome was given to Mr. Redmond Walsh, Classis, the only survivor of the founders of the Co-op in 1906.

When the new building opened, one third of the milk supply was being sold for the manufacture of chocolate crumb, and the balance used for butter making. Miss Morrissey was in charge of butter production, followed by the long serving Miss Eileen Holland, and finally by Mary (Caverley) O'Connell. Buttermaking was dwindling in the 1960's. It would



Killumney Co-op Committee at the opening of the new building in 1955

Back row: Jerry Crowley, Ned McCarthy, Denis Kiely, Thady Scannell

Middle row: Jerry Murphy, Billy Fitzgerald, Cal McCarthy, Jack Fahy, Denis Spillane, Ned Unkles

Front row: Billy Murphy, John Prior, P. J O'Connor, Paddy Hurley (Manager), Canon Tim Murphy, PP Ovens, Denis Crowley (Chairman), Jack Crean

probably have ended sooner except for the fact that Carrigaline Co-op were sending their cream to Killumney, to make butter for them.

Changes

The purchase of barley from farmers at harvest time, began in 1957, as all of the old mill building was now free to resume its original function. With the introduction of the Bovine T.B. Eradication Scheme the system of separating milk, hitherto in use, was changed. Previously, milk had been heated to 110 degrees, now a Plate Pasteurising Plant was installed in 1959, which heated the milk to 190 degrees, and then cooled it to 110 degrees for separating. The new process ensured that any TB present in the milk was killed, and this was very important as the skim milk was being fed to calves. With the decline of pig numbers, the practice of separating milk, making butter from the cream, and returning skim milk to farmers, began to change. Gradually farmers sold whole milk to the Creamery who, in turn, sold it on, first to the Fry Cadbury factory in Rathmore, and later to Mitchelstown Creameries for cheese-making etc. An automatic can washing system was installed in 1966 which resulted in farmers having to change to 10 gallon churns with mushroom shaped lids. They had previously used 10, 12, 15 and 20 gallon churns.

The new Creamery complex at Grange was built in 1963 and extended over the next few years. By 1967 they were manufacturing a full range of rations and animal feeds. This ceased on amalgamation with Ballyclough Co-op on January 1st, 1972, except for the manufacture of layers mash, carried on by Jack Goulding for some years afterwards. Milling of grain for farmers, which dated back to the beginning of the 1800's, ground to a halt in the 1970's, as by then most farmers had installed their own mills.

The Bulk Tank System, which finally ended the eighty year old custom of regular creamery going, began to take hold in the early 1970's. It caught on very quickly in this area, and milk intake at Killumney Creamery ceased in 1978. Killumney Creamery was finally closed in 1986, when all operations were transferred to the new premises at Grange. The old Creamery was sold, early in 1987, to John O'Callaghan, Toames and re-sold to Fintan Riordan, Curragbeg.

Management Committee

Management, over the years, included assistant managers Liam Stack 1942-48, Harry Creedon 1948-73, Charlie Riordan 1970-72. Harry Creedon succeeded P.J. Hurley as manager in 1973 and served until his retirement in 1988. He died on 27th February, 2014. Tomas Ryan was manager 1988-90, Denis McCarthy

1990-94 and Pat Barry-Murphy 1994 to the present time.

On amalgamation with Ballyclough Co-op in 1972, local committee members, Willie Fahy, Castleinch and Nelius Donovan, Currabeg were appointed to represent Killumney on the general committee of Ballyclough. On retirement in 1979, Willie Fahy was succeeded by Barry O'Mahony, Windsor. Nelius Donovan was replaced by Dermot O'Connell in 1984 and, in turn, by Con O'Connell, Kilnaglory in 1999. When Ballyclough Co-op, (including Killumney) joined Mitchelstown Creameries to form Dairygold, on October 1st, 1990, Barry O'Mahony served a term on the 15 man management committee. Barry was replaced, in 2000, by Jerome Desmond, Garryhesta who is now a member of the regional and general management committees, and Con O'Connell was replaced in 2008 by Tommy Griffin, who is on the regional committee.

Killumney Co-operative Society committee members, over the years, included Redmond Walsh Classis, Con Dennehy Ballygroman, P. J. O'Connell Killumney, Denis Crowley Ballygroman, Jack Crean Knockanemore, Jerome Desmond Garryhesta, Jerry Dineen Garryhesta, Thady Scannell Knockane, Jerh. Donovan Sirmount, Wm. Murphy Killumney, John Prior Srelane, Billy Fitzgerald Ovens Bridge, Ned Unkles Currabeg, Bill Fahy Castleinch, Jerry Murphy Garryhesta, Denis Kiely Grange, Jackie Fahy Desertmore, Denis Spillane Lackenaireague, Ned McCarthy Clashanafrin, Cal McCarthy, Lackenaireague, Billy Murphy Knockanemore, Christy Murphy Killumney, Jerry Crowley Gurrane, Willie Fahy Castleinch, Nelius Donovan Sirmount, John Crean Knockanemore, Tommy Murphy, Garryhesta.

Staff

Staff members included the brothers Jack and Dan O'Leary, Lisheens. Dan, who lived his final years at Grange Cross, acted as boilerman in the days when the plant was powered by steam and oil. Both brothers had been employed by Bride Valley Dairies before 1900 and joined Killumney Co-Op on its formation. Others included Jack Hurley Kilcrea, Tadgh O'Brien Ballygroman, Paddy Galvin Classis, Jack Hegarty Classis, Tadgh Hurley Knockanemore, Sam O'Callaghan Killumney, Jerry Corcoran Knockanemore, Denis Hegarty Classis, Jack Lynch Ballymurphy, Dan Cullinane Greenfield, Dan Horgan Lackenaireague, Pat Gleeson Garryhesta, Dan Cronin Ballygroman, Eugene O'Connor Ballygroman, Jerry Collins Grange, Stephen O'Connor Windsor, Denis Healy Castleinch, Jack Goulding Garryhesta, Jimmy Murray Grange, Vincent Foley Raheen, John Forde Waterfall, David Gleeson Garryhesta, Pat Healy Castleinch. Shop and Office staff included Liam Sheehan Castleinch & Rocklodge, Kathleen Desmond Currabeg and Mary O'Leary Ballygroman. Absence of records render it impossible to list everybody involved.

Impact on the locality

Bride Flour Mills, and its successor Killumney

Creamery, were a hugely important part of Ovens parish. Killumney village developed around the mill and was further boosted by regular Creamery traffic. From early February, when Spring calving commenced, milk was taken in daily, reducing to 3 or 4 days per week during the Winter months. A variety of modes of transport were used, mostly pony or horse and cart, with the occasional donkey or jennet. After World War II, it gradually became motorised featuring cars and trailers, jeeps, vans, tractors and trailers and, eventually, hauliers with long trailers or trucks.

The daily trip to the Creamery was an important social event - the contact, the conversation, the banter, the competition and rivalry between some of the characters, the local gossip, the news, the latest inventions were all discussed. This featured more prominently during the horse drawn era when there were no radios or televisions at home. The long queue of carts moved up to the stand and, as each one arrived, the person in front and behind came to the stand to help unload the milk into the tank. The manager recorded the amount in the creamery book, and they then proceeded to collect the skim milk. The horses were so accustomed to the procedure that it was quite common to see a group of farmers standing together talking, while the horses moved up in the queue without being led. Not all was orderly of course. A few characters were not averse to attempting queue jumping or trying to get more than their share of skim milk etc. In later years, as help on the farms dwindled, the hauliers played a greater part in the milk delivery. These included such remarkable characters as the Duggan brothers, Paddy and Frank, who for over 30 years, brought in most of the milk from the southern side of the parish.

Killumney was among the first creameries to open in the Country, and was among the last independent central creameries to submit to amalgamation in 1972. In its 82 years of milk intake, it provided the main source of income for 3 generations of farmers. It created many friendships and helped to dismantle the hitherto class distinction between large landowners, smallholders and labourers. It was a vital element of our heritage and should not be forgotten.

Notes

1. Cole Estate Papers.
2. Cork Encumbered Estates.
3. Lewis' Topographical Dictionary.
4. Southern Reporter.
5. Ibid.
6. Cork Examiner.
7. Cork Encumbered Estates.
8. Griffith's Valuations.
9. Valuation House Books.
10. Cork Encumbered Estates.
11. Guy's Cork Directory.
12. Ibid.
13. Ibid.
14. Ibid.
15. Cork Examiner.
16. Ibid.

The Killumney Choir

Nora Lynch

Nineteen twenty eight became a memorable year for the sleepy little village of Killumney when the newly completed Killumney Hall was officially opened. This provided opportunities for the local community to create an assembly point for various functions. It was further enhanced when Daniel Corkery came to reside in Ballygroman House. He had been appointed co-ordinator of the newly formed Vocational Education Committee (V.E.C). He introduced adult education to the area which included a carpentry and woodworking class for the young men of the

district under the supervision of his brother, James Corkery, and Joseph Hardy of Bride Park Cottages, an established cabinet maker. He also introduced on the cultural scene, a music class under the supervision of Philip Ó Laoghaire, an aspiring young musician and vocalist from Cork city.

This class commenced in 1929, and soon found its' feet in entertainment, appearing at local events. They became competitors at Feis Maitiú in 1932 when they won the Echo Shield. It was from this group that the Killumney Choir was born which also competed in Feis Maitiú where they won the coveted Father Matthew Shield (see photo).

This success prompted the organiser, Philip ó Laoghaire, to re-organise the group and make it a mixed choir. The choir went from strength to strength and it was engaged



Killumney Irish Class

Winners of Fr. Matthew Shield Feis Mhaitiú 1932

Back row: Geraldine McCarthy, Nida McCarthy, Sheila Murphy, Chrissie O'Leary

Middle row: Imelda Hurley, Annie Bradfield, Kit O'Callaghan, Mary McCarthy, Lill Ahern

Front row: Mary Fahy, Maureen Quinlan, Philip Ó Laoghaire, Mary Curtis, Margaret Murphy

to broadcast live to America from the Radio Éireann studio, 2RN, at Sunday's Well on 17 March, 1936 under the supervision of Seán and Geraldine Neeson. Soloist, Risteárd Ó Murchú, presented a memorable rendition of An Ciarrioch Mallaithe, while Geraldine McCarthy, Eileen Curtis, Mary Curtis and Mary Eager presented a special rendition of An Maidin Luan Na Cásca.

Following this a message was received from Maud Davarin who was attached to the Music Department at UCD (who later married Frank Aiken) complimenting Philip on their

success and inviting the choir to appear at numerous other events in the capital.

Philip Ó Laoghaire was responsible for the first Choral Festival in Southern Ireland at Coachford in 1946, at which a great number of choirs competed. He stated that much of the success of the event was due to Fr. Pat Sheehan C.C. of Coachford.

As time passed, cupid played an important role in the love life of these people, resulting in many members leaving the choir and moving further afield.

Following this event, Philip founded Coir Cois Laoi in 1947 in Cork and incorporated many of the older members into it. This led to the establishment of the Cork Choral Festival, an event that has gained world acclaim. Regrettably, Philip or any members of the choir are no longer with us. Beannach Dé ar do h-annam.



Killumney Choir with its conductor, Philip Ó Laoghaire, after the first live broadcast to America from the 2RN (later RTE) studios in Sunday's Well on 17 March, 1936
Back row: William Higgins, Betty Desmond, John O'Mahony, Kitty O'Callaghan, Con O'Leary, Mary McCarthy, James O'Mahony, Joan McCarthy, Charles Higgins
Middle row: Patrick Quinlan, Francis Hurley, Babs O'Mahony, Ted Desmond, Maura Desmond, Jack Curtis, Geraldine McCarthy, Dick Murphy, Nida McCarthy, Joseph Holly
Front row: Margaret Murphy, Mary Eager, Denis Collins, Maureen Quinlan, Philip Ó Laoghaire, Mary Curtis, Stephen O'Byrne, Eileen Curtis, Imelda Hurley
Sitting: James Neff, Donal O'Leary

My gratitude goes to members of the choir whom I interviewed during my research in the 1980s. These included James O'Mahony, Turners Cross, who was a renowned craftsman with Egans, Cork and who made a special casket to hold all the compositions used by the choir for each member. To Stevie Byrne, Whitechurch, and Risteárd Ó Murchú whose keen interest bubbled over with enthusiasm, to Jimmy Neff, Father Matthew St, Joan Stack of Ovens and Midleton, to Betty Desmond of Gar-

ryhesta and Honan Mews, Cork, to Joan Desmond, who graciously preserved the casket, to Mrs Eileen Ó Laoghaire who lent much of the material for this article to me, to the Cork Examiner for numerous items, to Michael O'Mahony, Inniscarra View, to Fr Pat Sheehan, Bishopstown, whose keen interest revived many memories of the past that kept him singing.

The Crash of Aer Lingus Viscount EI-AOM Cork/London flight on 24th March 1968

Frank Donaldson

Introduction

Where were you at 11.14 am on Sunday morning 24th March 1968? For many Cork people this is a rather like asking you where you were when you first heard that President Kennedy had been shot. At that time I was a young Trinity College student and was due to fly from Dublin to the Isle of Man that afternoon on a TCD field trip. That was to be my first ever flight!

On that fateful Sunday morning the usual Sunday morning Aer Lingus Cork/London flight took off from Cork Airport at 10.32 am. The flight was due to arrive at Heathrow at 11.48 am just one hour and sixteen minutes later. However for the fifty seven passengers and four crew fate was to play a cruel hand. At 11.14 am the Viscount EI-AOM crashed into the sea 1.72 miles north-east of Tuskar rock off the County Wexford coast. There were no survivors and death was instantaneous.

The Passengers

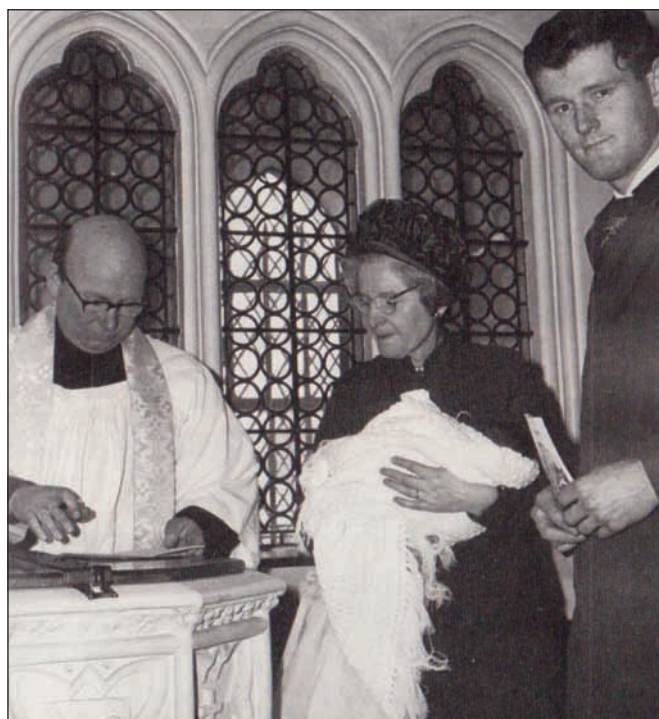
On that morning thirty five Irish passengers died, many with Cork city and county connections. Five of the passengers were British, six were from Belgium, nine of the passengers were from Switzerland and two passengers were Americans.

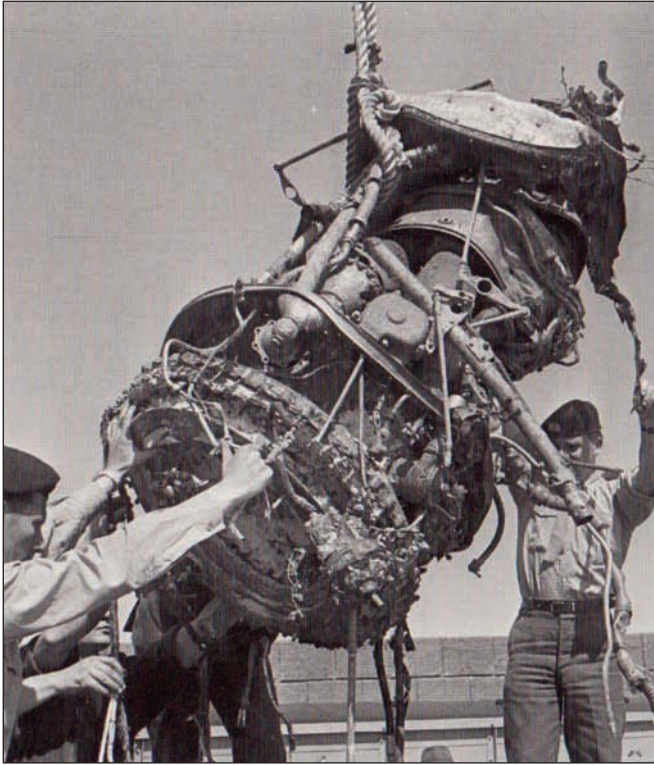
The Crew

Captain Bernard O'Byrne (top right) was in command of the flight assisted by Co-Pilot First Officer Paul Hefernan (right). Captain O'Byrne has been described to me by a former senior Aer Lingus pilot who trained with him as being a really capable, dedicated and reliable pilot.

The air hostesses looking after the passengers that morning were Mary Coughlan and Anne Kelly.

At 10:51:48 the Viscount reported to Shannon Air Traffic Control that they were level at 17,000'. The first indication of a problem on the flight came just over six minutes later at 10.58.10 when London Radio intercepted a message from the Viscount that stated '*five thousand*





Wreckage recovered from the crash

feet, descending spinning rapidly'. The interpretation of this message was controversial for some years after the crash and the cause of the '*descending spinning*' is still mired in disagreement. Forty five years later there is still no universally accepted cause of the crash.

Wreckage Recovery

About 60% - 65% of the aircraft by weight was recovered in a long drawn out wreckage recovery exercise that involved quite a number of Royal Navy vessels and the limited Irish marine resources that were available at the time.

Tuskar Investigation Report 1970

Following an air crash incident in most countries a formal investigation is launched by the appropriate national authority to determine the cause of the crash. The Tuskar Rock crash was investigated by the aeronautical staff of the then Department of Transport & Power.

Immediately following the crash the investigators went to Wexford to begin the long investigative process. As a starting point they examined previous incidents where a Viscount had crashed in normal cruising flight. An examination of wreckage recovered off Tuskar Rock did not reveal any clear evidence of the main cause of the crash. In mechanical terms the Viscount was operating normally at the time of impact with the water. Witnesses were traced and interviewed as part of the investigation; some of the witness evidence was confusing but witnesses were said to be reliable. However the testimony of some witnesses was ignored.

The investigation concluded that, for a reason that could not be determined, the Viscount went into a spin or spiral dive at 17,000 feet and crashed near Tuskar Rock. This



Irish Air Corps Dove 176

did not advance knowledge of the cause of the crash significantly. The aircraft was substantially intact when it entered the water. However it is most likely that parts of the port and probably starboard (left and right) tail planes were missing or damaged.

Flight path

The Department of Transport & Power investigation reconstructed the likely flight path for the Viscount following the Cork Airport departure. This reconstructed track took the Viscount south of Youghal on a normal Cork/Heathrow flight path heading just south of east to bring the aircraft towards Strumble Head in Wales.

Four of the witnesses in the Fethard area reported to the Department of Transport & Power investigation that they had seen an aircraft with a very prominent red colour on part of the wings and tail. This certainly was not the Viscount. This first opened up the possibility that another unidentified aircraft missile or drone was in the area at the time of the crash. For some unknown reason the Department of Transport & Power Report on the crash did not go on to state that the observed colour scheme of the 'other aircraft' matched exactly that of the Irish Air Corps Dove 176 aircraft that was part of the air sea rescue mission on that Sunday. This aircraft is illustrated above.

While the Department of Transport & Power investigation was professional and thorough in the extreme it did open up the possible presence of an unidentified aircraft missile or drone. This led to much public speculation that forty five years later is still alive and well.

Tuskar AAIU Review 2000

The inconclusive Department of Transport & Power Report resulted in the continuation of public disquiet. Minister Mary O'Rourke, the then Minister for Public Enterprise, and the UK Ambassador agreed to establish a joint UK/Irish Review of all files pertaining to the Viscount crash. The Review carried out by the Air Accident Investigation Unit (AAIU) had a very clear objective which was to establish the cause of the crash.

The Air Accident Investigation Unit (AAIU) was established in 1994. Their Reports are universally recognised for their professionalism and the way in which they go about their investigative work. It is not the role of the AAIU to allocate blame for a crash but their role is to find the cause(s) of a crash or incident so that similar events can be prevented in the future.

Search and Rescue

A big issue that concerned some people was to why the Royal Navy got so involved in the search and rescue mission on that Sunday morning. In the minds of some observers this pointed to a possible UK missile or drone involvement. However the simple fact is that the UK authorities had by law to head up the search and rescue mission as the Viscount was believed to have crashed 'By Bannow' in UK territorial waters based on the last messages from the aircraft. If a British aircraft crashed in Irish territorial waters, Ireland would have had the same search and rescue responsibilities.

Salvage Operation

The Review of the files addressed the issue that the main salvage operations were carried out by the Royal Navy. The Royal Navy were involved at the request of the Irish Government. At that time Ireland did not have the technical experience or the marine assets to undertake aircraft salvage in 71.3 metres (234 feet) of water. Evidently the on/off nature of the salvage operations was dictated by Irish Government financial concerns as this quotation from a Royal Navy source indicates – *'When the aircraft was found we were given one chance to raise it. This attitude prevailed throughout the operation; each visit was the last.... I feel this is no way to run a major salvage task'*.

Maintenance Issues

The original Department of Transport & Power investigation did not examine in detail maintenance issues in regard to the Viscount and the Review looked at this. The Review found that there was poor maintenance record keeping in Aer Lingus at the time but that maintenance history was not a factor in the crash.

Other Aircraft

The Review was able to state categorically that the flight path of the air sea rescue Air Corps Dove aircraft seen over Fethard by several witnesses, corresponded exactly with the flight path of the 'other aircraft' observed by these witnesses. However that did not put the missile or drone theory to rest and it is still alive and well today. I have total respect for those who hold this view; however forty five years later definitive evidence is still to be produced.

Media Handling

There was a media issue at the time of the crash. The first proper media and press briefing did not take place until 14th June 1968, a full eleven weeks after the disaster. This resulted naturally in ill informed comment and speculation. For example the *Cork Examiner* a few days after the crash using the headline *Tape Of Pilot's Voice May Be Most Vital Clue* was able to quote some extracts from the transcript of the communications between the Viscount and London Airways. In present day air crash investigation this would not be allowed. and the Review established that any new piece of information about the search and rescue and salvage operations quickly reached the media through unofficial channels.

Cause of Crash

The Review of Files did not make significant progress in establishing the definitive cause of the crash but did try unsuccessfully to dampen down the missile/drone speculation. It did make the point that the possibility of a cause other than a collision or near collision with another airborne object did not appear to have been adequately examined in the 1970 Department of Transport & Power Report. A collision with another aircraft was investigated and considered most unlikely.

Tuskar International Study Team 2002

Immediately following the Review the Minister for Public Enterprise, Mrs Mary O'Rourke, commissioned a three person International Team to examine the crash. These three men were highly experienced in international air crash investigation and had specific Viscount experience. Their suitability cannot be questioned based on their previous aviation experience.

Study Objective

Their objective was to shed further light, if possible, on the cause or causes of the crash. They were given no time limits or restrictions on their investigation; more time was to be allocated to their work if they needed it. It seems to me that the International Team also probably had the task of putting a damper once and for all on public scrutiny of the crash. However the International Team had a problem in that apart from limited paperwork no material evidence was available to assist their work. It is important to remember that they were investigating a crash that had taken place thirty two years earlier.

Viscount in Service

The International Team did however have aviation history on their side as they were able to examine a much longer in-service record of Viscount aircraft than was available in 1968 when the Department of Transport & Power first started their investigation. In all they reviewed a total of 135 Viscount accidents in the context of EI-AOM. Of these, seventeen accidents were fully analysed as these demonstrated the symptoms of sudden loss of control, continuing in disabled flight, ending in a crash.

Flight Path Reconstruction

The Department of Transport & Power Report of 1970 had reconstructed the flight path of the Viscount based on the radio communication transcripts, the time of the aircraft spin, the position where wreckage was found and the statements of witnesses deemed *very reliable*.

The International Team issued a new call for witnesses and five new witnesses came forward. This allowed the International team to reconstruct a very different flight path based on 46 independent witnesses. This new flight path proposed that the Viscount first encountered difficulty and went into a spin over Old Parish, just east of Youghal about eight minutes after take-off from Cork Airport. A flight path over Ballykelly and a second spin over the Kennedy Arboretum well north of Waterford city were also proposed by the International Team based on witness statements.

In proposing this new flight path the International Team stated that some of the certified tape transcripts of communications from the Viscount could not have been from the Cork/London flight on that Sunday morning. They referred to a '*strong possibility that this section of Shannon ATC transcript does not refer to EI-AOM*'.

Overall Conclusion

The overall conclusion of the International Team was that a structural failure of part of the port (left) tail plane was consistent with the loss of the Aer Lingus Viscount.

The International Team Study was published on 27th November 2001 and they advised that the files of the EI-AOM Viscount crash should be closed. That Study therefore is the last official word on the Viscount crash.

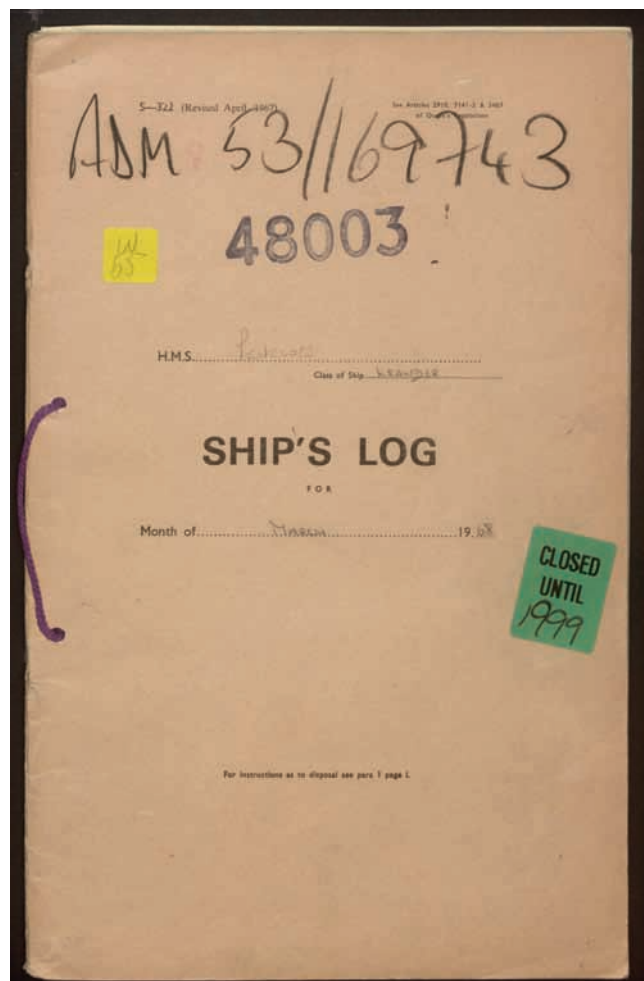
A Missile or a Drone?

I have done a lot of work on the published International Team Study and several aspects of this Study are of concern to me in that they do not make aviation sense. As previously indicated in this article the issue as to whether the Viscount was struck by a stray British Ministry of Defence missile or drone is still widely debated wherever the loss of EI-AOM is discussed. It was validly raised when I gave a lecture on the crash to the Muskerry Local History Society in Ballincollig on 15th October 2013.

Missile Testing

That missile testing was carried out by the British Ministry of Defence in the general Irish Sea area in the 1960s

86 Times Past



The log book of HMS Penelope

has never been denied. Two key missile testing bases were based on the Welsh coast at Llandebr and Aberporth.

Royal Navy Ships

Surviving records seem to indicate that Royal Navy ships were not in the crash area that Sunday and that they took some hours to reach the scene. Base logs show that both of the Welsh bases were closed on the Saturday and Sunday of the crash weekend. There were apparently no RAF flights in the area on the day at the time of the crash.

A Missile/Drone Strike

However, for me there is a simple key issue that has not been answered in a satisfactory way by the missile/drone theorists. If the Viscount was struck on the port (left) tail plane by a missile or drone at 10:58:10, how did the Viscount remain in the air until 11:14:00 approximately sixteen minutes later? Surely a missile or drone strike would have brought the aircraft down immediately. If we accept the International Team view that the first problem with the Viscount was over Old Parish east of Youghal, then if this was a missile/drone strike the aircraft remained in the air for approximately thirty four minutes before crashing.

UK Official Secrets Act

The UK Ministry of Defence advised the 2000 Review Team that the restrictions of the *Official Secrets Act* would not apply to any member/ex-member of Her Majesty's Forces who wished to come forward with in-

formation pertaining to the crash. Nobody came forward. This is quite telling as surely if definitive evidence of a missile/drone strike was available then the cooperation of at least one journalist would have been found.

Diplomatic Cables?

It would be remiss of me not to refer to the alleged diplomatic cables that emerged in America in the mid 1970s. Joseph and Mary Ganglehoff were American passengers on the ill-fated flight and their daughter Bonnie Ganglehoff instigated an investigation into the crash. A private investigator/lawyer employed by Bonnie Ganglehoff allegedly found a series of 38 diplomatic cables that passed between America and Britain after the crash. It is alleged that this included a memo from the Ministry of Defence that stated that the Viscount's transponder failed to function causing a Sea-Dart surface to air missile to be launched which hit the aircraft. An aircraft transponder is used to identify an aircraft to other aircraft and ground stations. The UK authorities did not accept these alleged diplomatic cables as being genuine.

Are the Cables Genuine?

I have seen copies of a few of these alleged diplomatic cables and to my eye those that I saw may not be genuine, but I should point out that I have seen just a few of the total of thirty eight alleged cables. The following issues that arise from what I have seen cause me serious concern.

The Royal Navy ship *HMS Penelope* was allegedly conducting missile tests with the new SeaDart missile and one of the missiles hit the Aer Lingus Viscount? Based on the *"five thousand feet, descending spinning at rapidly"* message from the Viscount this would have happened at 10.58.10

It was alleged that British ships *'immediately controlled'* the wreckage and it was decided to hush up the incident *...on the order of the Commanding Officer HM Penelope two small sea craft were dispatched and the wreckage immediately controlled...*

I have a copy of the complete Log of HMS Penelope for March 1968. (Log extracts are reproduced by kind permission of The National Archives, Kew, London). This clearly shows that at 0845hrs on the Sunday morning that HMS Penelope was at Harbour Stations in Belfast and did not leave until 0935hrs. The ship did not arrive at the supposed last known position of the Viscount until 1732hrs.

The wreckage was first sighted on the Monday following the crash at about 12.41 pm and therefore HMS Penelope could not have *'immediately controlled'* the wreckage even if the ship had been near the crash site at 11:14hrs on that Sunday morning.

A further alleged diplomatic cable makes reference to a *decision made to make substan contribs to five local Roman Cath churches in Tuskar Rock area. All priests were informed.* (Spelling as in document). I made contact with the Office of the Bishop of Ferns and his office has no information on this. The then Secretary of the Diocese



Did something as small as this metal pin cause the crash?

of Ferns in 1968 was also consulted and he has no memory of the issue of financial contributions to the church. If these cables are genuine then I find it extraordinary that one cable should refer to *HM Penelope* rather than the correct *HMS Penelope* designation.

Wreckage Examination

It is also interesting to note that extensive examination and analysis of the aircraft wreckage that was recovered to Baldonnell failed to produce any evidence of missile or drone impact or traces of explosive residue. As noted above, about 60%-65% of the aircraft by weight was recovered.

Other Possible Causes of the Crash

In terms of balance it is important to consider other possible causes of the crash.

Evasive Action by Crew

A possible cause of the crash is evasive action taken by the crew following a collision or near collision with another aircraft or military drone. Such a manoeuvre could have put Viscount outside its air worthiness certification envelope in terms of stress on the airframe.

Door Strike

The issue of a door strike or a door opening in flight and striking a critical external aircraft surface is another possibility. Three of the starboard (right) rear doors were never recovered so there is no way of establishing if one of them opened in flight and caused a stability problem for the aircraft.

Bird Strike

The issue of a possible bird strike was examined in detail by both the 1970 Department of Transport & Power investigation and the 2002 International Team Study. The Department of Transport & Power 1970 investigation was of the view that few birds ever fly as high as 17,000 feet

and migration rarely takes place in day time, especially round about midday. The direction of migration from Wexford was found by them to be northward, and not south east. Expert opinion considered that owing to the good weather that prevailed prior to March 24 most if not all of the large birds (geese) would have left. The possibility that EI-AOM collided with a large bird was regarded by the Department of Transport & Power investigation as being extremely remote.

The International Team Study took a different view. They found that a British Viscount (814) in July 1981 encountered a bird strike at 19,000 feet over the Irish Sea and the aircraft suffered a crazed windscreen. The Wildlife and Wetland Trust told the International Team that they had numerous records of Swans flying at up to 20,000 feet, well above the last reported position of the Viscount before the distress call. The International Team stated in their Study that *'In looking at available evidence, it is considered that the possibility of a bird striking one tailplane resulting in partial failure may well be a triggering factor.'* However, it is important to note that none of the four Viscount engines were damaged prior to impact with the water and therefore there was no engine bird strike.

Maintenance Issues

The issue of poor record keeping by Aer Lingus in terms of the maintenance of the Viscount has been mentioned earlier in this article. Some checks were not carried out at the required intervals. However poor record keeping in the 1960s was common to many airlines at the time. Remember that in Aer Lingus all maintenance records were kept on a paper based system. Computer efficiency was many years away. It is generally accepted that maintenance issues were not a cause of the Viscount crash.

Metal Fatigue

I belong to the school of thought who feel that metal fatigue was the most likely cause of the crash. The International Team Study established that internationally four Viscounts had crashed due to metal fatigue. They found that *'A structural failure of the port tailplane is consistent with the evidence relating to the loss of EI-AOM'.*

The port tailplane was of course the left tailplane. It seems clear that something happened one of the aircraft tail planes west of Tuskar Rock based on witness statements. In August 2013 I was in email contact with one of the International Team investigators who stated to me that, *'it became clear to me that the cause, almost certainly, was the fatigue failure of a quarter inch diameter spigot or pin in the elevator spring tab mechanism....'.*

Further Reading

The three investigations into the Viscount crash are all available on the internet and can be consulted without fee payment. These are as follows:-

Tuskar Investigation Report 1970.

Tuskar Investigation Report 1970 Appendices

Tuskar AAIU Review 2000 Report.

Tuskar International Study Team Summary Report 2002

Tuskar International Study Team Full Report 2002

Full Study Report 2002 Tome 1 Appendices 1-7

Full Study Report 2002 Tome 2 Annex A & B.

Full Study Report 2002 Tome 3 Annex C.

Volume II Tome1 Appendix 5 Extracts Re-typed.

I strongly recommend *Tragedy at Tuskar*, by Mike Reynolds published by Gill & MacMillan. Mike Reynolds provided significant assistance to the International Team and was their "man in Ireland" during their investigation of the crash. This book also has the full Air Traffic Control and Tower transcripts for the Viscount flight. Some photographs are taken from *Tragedy at Tuskar*, by Mike Reynolds published by Gill & MacMillan by kind permission of the publishers.

Also the photograph of the Irish Air Corps Dove by kind permission of photographer Tom Moloney

Worth reading also is *States of Denial* by Carl Nally & Dermot Butler published by Mercier Press which has an interesting section on the Tuskar Rock crash.

Cér bh'iad?

Máire Ní Cheocháin Uí Chruaí

Rugadh agus tógadh Caitlín Ní Arrachtáin ar Oileán Bhéara i mbád Bheanntaí timcheall na bliana 1887. Thárla go raibh arm Shasana i réim ar an oileán ó lár na hochtú aoise déag go dtí 1929. D'fhág san go raibh tionchur a gcultúr ar an oileán agus a raibh ann seachas mar a bhí ar na hoileáin eile ar chósta na hÉireann. Ba leo timcheall leath an oileáin agus smacht da réir acu air. Do thógadar tithe breátha galánta nua aimsearacha dá gcuid oifigigh agus a líon tí. Ina theannta san bhí botháin oiriúnacha ann dos na saighdiúirí.

Thárla gur b'é athair Chaitlín an tógálaí a thóg tithe na n-oifigeach ar an oileán, agus níorbh' ionadh an tionchur ar ghnéithe an oileáin, uisce reatha, solas aibhléise agus áiseanna nach iad a bheith coitcheanta ag muintir an oileáin. Ní raibh a leithéid d'áiseanna le fágáil ar aon oileán eile ar chósta na hÉireann. Bhí fostuócht le fágáil go foirleathan agus a gcultúr féin fé réim. Ní raibh aon mheas ar an dteanga ná ar ár gceol féinigh.

Ó cheanntar Chairbre a tháinig Dónal Ó Ceocháin. Rugadh é i mbaile fearainn ar a dtugtaí Cathair Geal timcheall 1888. Cailleadh a mháthair agus é ina leanbh agus cailleadh a athair bliain ina dhiaidh san. D'fhág san gur díleachtaí é féin agus a dhriotháir agus a dhriofúr. Thug gaolta cúram don triúr agus is beag eolas atá againn ar a n-óige. Ceanntar Gaoltachta ab eadh Cairbre an tráth úd, ach bhí múineadh Gaolunne agus ar bhain leis coiscithe ins na scoileanna.

Bhí ana shuim age Dómhnall i stair na tíre, sa cheol, gidh ná raibh aon ghuth aige, sa chultúr, sa teanga agus in ár nósanna dúchais. Nuair a bhí sé fásta bhí post aige mar chléireach in oifig dlítheadóra i gCionn tSáile. Toisc an cosc a bhí ar mhúineadh na teangan ins na scoileanna chuireadh sé féin ranganna ar bun do dhaoine go raibh fonn ortha a dteanga dúchais a labhairt. Timcheall an ama san bunaíodh Conradh na Gaedhilge. Bhí sé mar aidhm ag baill an Chonradh eolas ar an dteanga, ár gceol agus ár stair a chur ar fágáil go foirleathan ar fuaid na tíre.



Dónal Ó Ceocháin

Tráthnóintí Domhnaigh Samhraidh bhíodh aer-aíocht - cuirm ceoil amuigh fén spéir - á eagrú ag baill den Chonradh in áit poiblí. Bhí fáilte roim gach éinne taithneamh a bhaint as amhránuíocht, rinne, ceol, scéaluíocht agus scléip dúchais. Níor thaithn san leis na pileirí, 'na Tans', mar a tugtaí ortha, - é i gcoinnibh na dlí mar dhea. An Ceochánach a bhí ag eagrú na haeríochta mar seo lá agus do bagruíodh go gcuirfí i bpriosún é dá dtéigheadh an ócáid ar aghaidh. Ní ghéillfeadh sé. 'Más mar sin atá' ar siad, agus iad ag bagairt 'tumfamíd sa tsáile

tú'. 'Bíodh agaibh, ní ghéillfeadh!'. Rugadar ar na cosa air agus bhí gruaig a chinn san uisce, ach fós níor ghéill sé. Thuigeadar ansan go raibh gnó dainséarach ar bun acu. D'árduíodar leo é go príosún Bhaile 'n Chollaigh 'UNDER HEAVY MILITARY ESCORT' mar a bhí ar an nuachtán, áit inar chaith sé dhá lá i measc na bhfranncach. As san go hoileán Spíce ar feadh cúpla lá agus ar deire thiar go dtí campa na bpríosúnach ar Oileán Bhéara. Bhí scata dá shean cháirde sa phríosún ann roimis. Ní raibh an saol ró olc anso. Niorbh fhéidir cosc a chur le labhairt na Gaoluinne, ná amhránuíocht nó ceol Gaolach a sheinnt.

Bhí eagraíocht sa tír an tráth san ar b'ainm do 'Cumann na mBan'. Mná na tíre ag freastal ortha súd a bhí i ngéibheann. Níghidís agus dheisidís gcuid éadaí agus thugadís cistí ina mbíodh leitreacha óna muintir mar ná raibh aon chead teangabhála ag na cimí le haoinne ón dtaobh amuigh.

Ní raibh morán cruatain á fhulang ag na cimí ar an oileán ach amháin ná raibh an loisdín ró chompórdach. Corcán mór trí chosach dubh ina raibh tae, agus é á ól as mugaí stain acu. Bhí aithne ag cuid acu ar a chéile cheana féin. Bhí slite beatha éagsúla acu go léir. múinteoirí, feirmeoirí, gaibhne, siúinéirí, scríobhnóirí, amhránaithe agus cuid acu ag seinnt cheoil &rl. Mar chaitheamh aimsire, mhúineadh duine a thréithe féin d'aoinne go mbeadh fonn foghlumtha ortha. Bhí Pádraig Ó Siochradha ann. Bhí féith na scríobhnóireachta annsúd ,agus ó bhí sé mar nós ag an am ainm cleite a úsáid mar ainm údair, An SEABHAC a chuireadh sé i mbun a scríbhinní. D'fhoilsigh sé roinnt mhaith leabhar, mar shampla, Jimín Mháire Thaidhg. Mhúin sé amhráin Gaoluinne agus ceol ar an bheidhlín. Bhí rang Gaoluinne ag an gCeochánach mar ná raibh aon eolas ar an dteangain ag roinnt mhaith des na cimí mar go raibh sé coiscithe ins na scoileanna.

Tráthnóintí Domhnaigh sa tSamhradh bhí cuirm ceoil ag na cimí. Bhí muintir an oileáin, chomh maith le cuairteoirí ón mór-thír, páirteach ionta ar gach taobh de theora an champa – 'the men behind the wire!'. Gach re mír, píosa ceoil, amhrán, scéal, babhta rinne, aisteoireacht grinn &rl. Ní hionadh na cailíní a bheith dírithe ar chomhluadar na bhfear agus á gcur féin in úil. Chanadh Caitlín, a bhí mar chaptaen ar Chumann na mBan, amhráin as Béarla - Moores Melodies agus a leithéid - agus sheinn sí dreas ceoil ar an bheidhlín. Ní raibh aon trácht ar amhránuíocht ar an sean nós an uair úd - cultúr Shasana go láidir sa cheantar.

Le himeacht aimsire bhí cáirdeas ag snamadh idir na cimí agus na comharsain. Bhí roinnt mhaith

comharsain fostuithe ag an arm agus is mó eachtra a tharla nuair d'éalaigh príosúnach ón gcampa lena gcabhair súd a bhí fostuithe istigh.

In am tráth bhí sos comhraic idir Éire agus Sasana agus scaoileadh na príosúnaigh saor. Roimis sin bhí ana léirscrios ar siúbhal ar fuaid na hÉireann, dubhchrónaigh ag cur daoine bochta as seilbh a dtithe agus na tithe á loisceadh, daoine neamh urchóideacha á gcur chun báis gan chúis gan adhbhar. Bhíodh droichidí á leagadh agus bóithre á scrios chun na dubhchrónaigh a chur dá dtreoir. Nuair a scaoileadh saor na príosúnaigh bhí cúrsaí taisdil ina rí rá, agus d'fhan cuid acu ar an oileán ag cabhrú le feirmeoirí. D'fhanadar ar loistín leo saor in aisce gan amhras.

Gídh ná raibh aon cheol ag an gCeochánach, bhí fonn ar Chaitlín focail na n-amhrán Gaoluinne d'fhoghlaím agus 'tuigean fhear léighinn leathfho-cal!'. I gcionn bliana do pósadh Caitlín agus Domhnall. Go gairid ina dhiaidh sin, bhí ranganna Gaoluinne á n-eagrú ag Comhairle Chondae Chorcaí i láthaireacha ar fuaid an chontae agus cuireadh Domhnall go Cúil Aodha. Bhí áthas an domhain air a bheith lonnuithe i gceanntar Mhúsraighe i gceartlár na Gaoltachta, agus is ann a chaith sé féin agus Caitlín an chuid eile dá saol. Saoluíodh leanbh iníne amháin dóibh, Máire, atá anois ina cónaí i mBaile 'n Chollaigh. 'S í sin mise, Máire Ní Cheocháin Uí Chrualaoí.

Golf club marks the anniversary of tram line closure

Tim O'Brien

The tram and the golf club

Muskerry Golf Club has marked the 80th anniversary of the closure of the famous Muskerry Tram rail line with the laying of a piece of track, with sleepers attached, and the construction of a signal post adjacent to the 18th green.

The area is known as Coachford Junction and it was here that the Muskerry Light Railway Company built a branch line extension to Coachford with the main line serving Blarney and, later Donoughmore. The transport system was inaugurated in 1887 and its closure followed in December 1934 – some 80 years ago.

Earlier this year, it was suggested by a few members that perhaps the 80th anniversary of the shut-down might be an appropriate time to highlight - for golfers of today – the importance of the Muskerry Tram in the club's formative years.

The club itself is over 100 years old having been established in 1907 and most of the people of that era would have relied on the famous and much loved tram for the journey from Cork's Western Road with the terminus being located at the site of the present day River Lee Hotel.

A few months back, slide show presentations were delivered at the club pavilion outlining the train's journey to Mid-Cork and members learned much more of the crucial link between the rail company and the club itself. In fact, an early minute book places on record that the timing of the club's first annual meeting on 2nd May, 1908 was set so as to co-incide with the arrival of the 2.40 p.m. train from Cork.

Platform wall uncovered

Muskerry's golden oldies of 2014 were keen to show that there was more to club membership than rushing to the first tee to get a ball in play and, with the wonderful support of the club's principal officers, many of them set about a big clean-up of the course. One of the areas that received special attention was the old rail platform near the 18th green as briars and overgrown grass had hidden the historic track location for decades and the enthusiastic band of volunteers were rewarded for their endeavours when a platform wall on the banks of the River Shournagh was uncovered.

This was just the spur needed to advance the 80th anniversary closure celebration and members readily approved a plan for the laying of a piece of rail track with a three foot gauge – the measurement of the tram era – and a signal post with lantern attached. .



Weird and wonderful golf shots

For information on the rail link itself, I rely on my late Examiner and Evening Echo colleague, Walter McGrath – an authority on Irish railways – who obliged me with an article for a book I compiled in 1985 marking 'Cork 800' year. His article included the following passages:

"No history of Muskerry Golf Club would be complete without reference to the 'Muskerry Tram', that much-loved (and much-maligned) narrow-gauged steam railway which cut right through the golf course for a period of many years until the last train ran on Saturday, 29th December, 1934.

The Muskerry Tram was quite an institution for almost half a century, both in Cork City itself and in the Muskerry hinterland which it served. By coincidence, the golf course was almost at the very centre of the railway's route; in fact, its most important intermediate station was Coachford Junction, sited close to the present 18th green.

The full title of the line was the Cork and Muskerry Light Railway. It was built by Robert Worthington, one of Ireland's best known railway contractors, and it ran from Western Road, to three outer termini – Blarney (opened 1887), Coachford (1888) and Donoughmore (1893).

The system was never noted for its speed, but then it operated in leisurely and unhurried times. Just as ordinary lay folk had many jokes about it – ('don't pick blackber-

ries while the train is in motion' etc) – so also the golfing fraternity invented many stories of weird and wonderful golf shots, e.g. the ball sailing through the window of a carriage and being carried on to Cloghroe or St Ann's.

But there was nothing imaginary about the very real links which existed between the line and golfers' travel arrangements. The 10 a.m. Sunday train out of Western Road was the 'Golfers Special' for years and they held an almost proprietorial claim to the first class coaches.

In the lowly third class went the hurlers for Coachford or Blarney, the bowlplayers for Cloghroe or Dripsey; the harrier men for Tower Bridge; the birdcatchers for the valleys of the Shournagh and Sheep Rivers. But the nattily-dressed plus-foured golfers were the exclusive patrons of the comfortably upholstered 'first' and we fear they didn't always hide their attitude of superiority.

However, they were often the victims of swift retribution when, with typical Cork wit and satire, derisive epithets were hurled at them from moving carriage windows as they played along the adjacent fairways, and God help the golfers of eccentric stance, lanky limb or over-generous posterior when those candid mobile onlookers were in merry mood," said Mr McGrath.

Matches

The late Joe Healy, writing in an Aghabullogue GAA book, had this to say: "The Muskerry Light Railway transport system, affectionately known as the Muskerry Tram, served many areas of Mid-Cork, including Peake and Coachford. It was an important event in the life of the local community and almost brought to an end the horse and cart journeys to Cork for goods.

Peake and Coachford developed into vibrant stations with people arriving for deliveries of coal, feedstuffs, grain seeds, etc. The station at Coachford was a great boon, as it was at one time the only means of transporting cattle to the popular Coachford Fair.

Aghabullogue GAA availed too of the opening of the railway by organising a tournament in Coachford. Thirty three teams entered and the home team met a fancied Barrs side in the final. A newspaper report stated that the Barrs forwards failed to beat the superb Aghabullogue goalkeeper, John Buckley, and at the other end Dan Drew slammed the ball past the Barrs goalkeeper for the winning goal', concluded Mr Healy.

Schooldays

The late Bishop of Honolulu, Dr John Scanlan, a native of Cloughphilip, near Tower, travelled on the Muskerry Tram in his secondary schooldays at North Monastery and he gave a vivid account of the daily trips to Cork City in an Evening Echo interview in 1968.

Bishop Scanlan said that the period of his schooldays was probably as interesting as any in Irish rail history. 'We had the troubles, the black and tans and the civil war', he said.

'For example', said the bishop, 'during this time, the bridge at Leemount, near the Anglers' Rest, was partially demolished in an explosion during the Civil War and no

train or car could get across.

There was one place in the middle of the bridge over which pedestrians could pass. So everybody got out of one train to make the hazardous trip across to the other train. Footwork had to be steady, else one might find oneself in the pleasant waters of the River Lee, many feet below', he added.

In that Evening Echo interview he also spoke of the train ticket collectors.

'They were known as guards', he said, 'and they had to be very careful. When the guard finished checking the tickets in one carriage, he had to go outside that carriage to get to the next one.'

'This was done while the train was moving', he added, 'The doors were at the end of the cars and opened in, so he pulled the door after him as he went out. He supported himself by hanging on to the iron bars attached to the car, standing on the narrow steps just outside the door. Then he swung himself onto the next car, supported himself the same way, pushed the door in and proceeded with his work in that car.'

'The whole performance, because of the rocking and swaying of the cars, was dangerous, particularly as the guards were not young men and more particularly as the outside steps were often wet and slippery – Irish climate being what it is', added Bishop Scanlan.

Stories about the tram

I will leave the last tram reference to the late Frank Dorgan on whose family farm Muskerry Golf Club's first nine holes course was laid out in 1907. The train line was well established at that stage and Mr Dorgan, in an article for the club's centenary year book, stated that the 1934 closure severed a historic link.

'So many stories have been told about the tram', he said, 'but for Muskerry members there was no longer the cry from Dinny O'Brien in the bar to the effect that the train was leaving nearby Tower. There was a signal post below the clubhouse near the River Shournagh and Dinny would hear the loud noise or bang as this was changed. Money and cards, coats and bags would be grabbed in a panic and all would rush down the path to the station.

Then the card game would resume in the carriage and would continue right to the terminus at Western Road. There the engine would be taken off, swung around on the turntable, and faced for the take-off in the morning. The station master, Mr. O'Leary, would pop his head through the carriage window and admonish the players. 'Don't forget to put out the gas and bang the wicket after you' he used to say. And so the card game would continue into the early hours and then there was the long walk home,' continued Mr Dorgan.

So fitting then, in the light of these great stories, that today's generation of Muskerry golfers would celebrate a wonderful era in Irish rail history, especially as the tram was so important in the club's early development. Well done to all concerned in keeping the memory alive.

The Ballad of Catherine (Katie) Buckley (1889-1912)

Cork Titanic Victim

A young Irish girl took the train to Cobh

On that fateful April day.

Katie had a passage booked on board Titanic:

She was bound for the USA.

As the great ship's voyage began

Was she lonely for her friends and kin

Or did she have a premonition

That she would ne'er see them again!

On board as Eugene Daly played the uilleann pipes

Did Katie sing and dance

And dream of a future life in the new world

With George - her great romance!

When Titanic struck the iceberg

And the dream went so terribly wrong

How Katie must have yearned for her sweetheart

Far far away in Kowloon in Hong Kong.

A century has gone by and at midnight Cobh's Carillon bells rang out

And as the tears welled in our eyes

We bowed our heads and prayed that as the great ship floundered

Katie got spiritual comfort from the gentle Fr Byles.

Now take a bow all you good folks from Halifax.

Your antecedents were so brave.

They saved the remains of our lovely Katie from the White Star Line

And a lonely North Atlantic grave.

When you visit Roxbury go seek out Katie's grave

And for a wee while stay

Reflect on that awful 'Night to Remember' and the victims of the R.M.S. Titanic

And in silence pray.

And if you ever get to Europe

And you visit Erin's shore

Go see Katie's memorial at Ovens churchyard, across the lush green valley

From her home in Knockanemore.

(daanthonyad@gmail.com)

AN IRISH HERO!
1 IRISHMAN DEFEATS
10 GERMANS.



SERGEANT MICHAEL O'LEARY, V.C.
• IRISH GUARDS •

HAVE YOU NO WISH TO EMULATE THE SPLENDID
BRAVERY OF YOUR FELLOW COUNTRYMAN?

JOIN AN IRISH
REGIMENT TO-DAY