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A Bilingual Community Arts Magazine

— 1994 —

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*Bunaithe i nIúir Chinn Trá
i 1963 agus ag
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an bhaile ó shin.*



QUANGOS RETARD DEVELOPMENT OF IRISH LANGUAGE IN THE NORTH ?

1994 is an important year for Bunscoil an lúir and for "Cuisle na nGael". "Cuisle na nGael" has now reached its tenth edition and has, more by accident than design, become the most popular community arts publication to be issued in Newry. The summer of 1994 will see the first pupil to finish his primary education in the Newry Bunscoil, Caoimhin O Cearúill, graduating from the school and moving on to secondary education. Caoimhin has been educated in a school which receives no funding from the Department of Education. The Bunscoil is financed mainly by parents' and supporters' fund-raising events. The Newry Bunscoil is in a similar plight to Belfast's Irish Language Secondary School, and the planned Irish Language Secondary School in Derry will find itself in the same situation. The State does not make adequate provision for those who wish to educate their children through the medium of Irish. No one believes any more that the Irish language is synonymous with subversion. Yet old prejudices prove difficult to eradicate, and the absence of a N.I.O. policy document on promoting the Irish language contrasts sharply with the Welsh Office's treatment of the Welsh language. Indeed, by delegating responsibility for selective promotion of the Irish language to quangos, the N.I.O. has abdicated its own responsibility. In further complicating the process, by sub-contracting different aspects of language and cultural promotion to various quangos, the N.I.O. has ensured that language promotion will be at best piecemeal and that there will be no co-ordinated pressure put on them to devise a Development Policy for the Irish language.

N.I.O. statements on government expenditure on the Irish language read like agricultural production statistics from Orwell's 'Animal Farm'. They disguise rather than reveal, mislead rather than inform. The vast bulk of money spent is on the teaching of Irish in schools. There is nothing new about this expenditure and it marks no departure in government spending policy. (When the government issues statistics about how much it spends on Arts promotion, it never includes in that figure how much is spent on teaching drama, music, dance, art etc. in schools). Other significant sums are invested in Irish language projects in the universities and of course salaries are included here. The universities themselves ought to have been spending this money out of their own budgets and even should millions of pounds be spent on academic research in Celtic Studies departments in universities, such investment would not help one jot the promotion of the Irish language within and between communities in the north of Ireland. British Government money should be allocated to Irish-medium nursery, primary, secondary and tertiary education on the exact same terms as Government money is spent on Welsh language education and Scots Gaelic education.

The creation of quangos has proved to be something of a mania with Conservatives in Britain and the north of Ireland (there are thousands of quangos, represented at their worst in hospital trusts). Appointees to quangos are generally not accountable to the public and are answerable only to their often anonymous Selectors. Rampant quangocracy therefore presents the most insidious modern challenge to democracy. It encourages patronage; it rewards the politically servile, and massages the egos of the politically naive. Those Appointees with genuine community interests at heart are swamped by the Careerist (*'membership of this quango will look good on my c.v.'*), the Backscratcher (*'this is a useful forum for making influential friends'*), the Sinecurist (*'this is a reward for my long, faithful and unquestioning service to the State'*), the Sychophant (*'I'm so relieved that the State gave me a job/contract that I can't express my gratitude obsequiously enough'*), the Nodder (the politically reliable who can manage a Pavlovian nodding gesture of agreement when vetting of a group or project, or a cut-back in services/wages is recommended), and, of course, the normal complement of General Invertebrates and Time-servers. Key Quangocrats straddle several quangos and make sure that nothing untoward reaches any agenda.

The frightening proliferation of quangos bodes ill for the future of the Irish language in the north of Ireland. The N.I.O. has created quangos to ease itself off the hook of the language question (after the controversial Dr. Mawhinney years) and to create the impression of work being done. The main quango which has been charged with promoting the Irish language is entirely unrepresentative and undemocratic. It is constituted mainly of middle-class, professional, graduate, males from urban areas. Its political bias favours one particular party and its annual reports and financial statements (apart from the first one, which was presented in a fanfare of publicity) have yet to enter the public domain.

Bunscoil an lúir will continue to make steady but not rapid progress. It will play the numbers game according to the rules arbitrarily laid down by the government and it will eventually achieve State funding. By that stage of course, the collection boxes will be needed to get a secondary school off the ground. In the meantime, "Cuisle na nGael" will be published next year again and our OPEN ACCESS policy remains firmly in place. We offer a genuine 'fáilte roimh chách', to anyone who wishes to contribute to this bilingual local studies publication.

Photo below : Frank Patterson (Newryman now resident in Brussels and working with the group *Deoraíocht*) presents cheque for £1,200 to representatives of Bunscoil an lúir.

Photo on front cover : Old Lindsay Hill. Courtesy of Mrs. Mary Nicholls (née McAteer, formerly St. Clare's Ave.), Bedford, England.



*Local voluntary community worker Annie McConville assesses the
importance of STARKS STITCHING FACTORY
in the economic history of post-war Newry.
(Leagan Gaeilge le Cuisle na nGael)*

Ag leanstan lenár bpolasaí chun léargas a thabhairt ar shaol na ndaoine a d'oibir i monarchana éagsúla insan Iúir síos fríd na mblianta, ag diriú ár n-aird atá muid insan eagrán seo ar ceann de na monarchana fhuála nó 'stitching factories' is clúiti dá raibh ag feidhmiú sa cheantar ó tháinig deireadh leis an dara cogadh domhanda. STARKS dár ndó an gnólacht atá i gceist againn an babhta seo agus is i Annie McConville, atá ina hoibrí deonach anois i limistéar Dhroim Leathan, ár bhfoinse eolais.

Rinneadh Starks a oscailt sa bhliain 1946 agus bhí Annie féin ceaptha ar an fhoireann ón tús. Ainneoin an cogadh a bheith díreach thart, ní raibh fadhbanna riamh ag Starks ámh-ábhar a fháil don mhonarcha. Lean Annie ag saothrú ansin go dtí 1950 tráth a phós sí, agus phill sí thar n-ais i 1965. Ba í 33 a huimhir chloig agus nuair a chuaigh sí i mbun thraenála sna lár-1940í, bhí £1. 2s. mar thuarastal aici in aghaidh na seachtaine. Bhí Annie ann go fóill nuair a dúnadh an mhonarcha ag tús na 1980í. Thosaigh sí mar ábhar meaisíneora agus tar éis trí bliana di ag teacht isteach ar an cheird, tugadh teasdás di lena chruthú gur meaisíneoir cruthánta a bhí inti. Tá barúil coitianta amuigh i gceantar an Iúir gurbh iad mná amháin a fuair jabanna i monarchana den tsaghas seo ach dúirt Annie linn go raibh fir fostaithe chomh maith, mascasamhail Hughie Doran, Seán Dillon (nach maireann) a bhí beirt ceaptha mar phreasálaithe (pressers) mar shampla. Fir ar fad, go dearfa, a d'oibir mar ghearrthóirí (cutters), Bobby Loughran ó na Beairicí mar dhuine acu agus Johnny Mulholland mar ghearrthóir eile. B'é an t-Uas. Kay (as Sasana ó dhúchas dó) a bhí mar phríomh-gearrthóir cé gur mar bhainisteoir a chríochnaigh sé a sheal i Starks. Fear eile, a bhfuil cónaí air i bPáirc Cronin anois, a bhí mar mheicneoir ar na meaisíní fuála, eadhon Arthur Murphy. Beidh iontas ar dhaoine a fhoghlaim, b'fhéidir, go raibh gasúir ag obair freisin mar mheaisíneoirí. Ní cuimhin le Annie na gasúir uile, mar bhí an tréimhse ann nuair a bhí sa bhreis ar 80 duine ar fhoireann an mhonarchain, ach cuimhníonn sí go raibh Danny Doran agus mac de chuid Joe Poucher ag obair in aice léi ar na meaisíní.

I measc na mball éadach a rinneadh insan monarcha ag an tús bhí gabairdíní agus buirbáirí. Níos moille bhí rachairt ar na cotaí dufaill agus sna 1970í is dócha go raibh bunús na ndéagóirí i nlúr Chinn Trá ag caitheamh 'crombies' a rinneadh i monarcha Starks. Sna seachtóidí leis, rinneadh 'gearrbhrístí te' agus seaicéid safari mar bhí siad faiseanta ag an am.

As Salford, Sasana, a tháinig clann Stark. Mar a tharla sé, bhí duine acu, Aubrey Stark, lonnaithe mar shaighdiúr in Arm na Breataine sa tseanmhuileann i Margadh a'Choirche i nlúr Chinn Trá sna luath-1940í. Chonnaic sé go raibh geallúint faoin áit agus nuair a chríochnaigh an cogadh d'fhill sé féin (agus a athair in éindí leis) le haghaidh monarcha a chur ar bun. Ba Ghiúdaigh iad na Starks agus, dar le Annie, bhí áthair Aubrey ina fhear uasail. Is cuimhneach léi go soiléir é, nuair a tháinig sé ar chuairoteanna chuig monarcha an Iúir (bhí monarcha eile acu i Salford). Bhí Aubrey féin cineálta cothromach mar fhostóir. Bhí sé i gcónaí suntasach feiceálach i measc slua lena spéaclaí cruinn agus lena ghruaig chatach. "Black Magic" an leasainm a chuir an dream is sine den fhoireann air. Bhí mar bhuntáiste ag na hoibrithe go bhfuair siad na gnáth laethanta saoire a bhí ag oibrithe eile an bhaile ach bhí laethanta ar leith i bhféilire na nGiúdach saor acu lena chois.

Bhí idir Phrotastúnaigh agus Caitlicigh ag obair sa mhonarcha, go mór mór i dtús ré an chomhlacta. Agus ní as Baile an Iúir amháin a tháinig siad. Bhí a lán cailíní tuaithe ann, as Droichéad Mhaigh Eo, Siodhan, Doire Leachach agus Foirceall go príomhda. Oibrithe a bhfuil cuimhne mhaith ag Annie orthu ná : Miss Jean, Ruth Kane, Phil Poucher, Kathleen McCaul, Jude Markey, Claire & Maisie Higgins, Róisín Farmer, Sadie Irwin, Molly Anderson, Margaret McGivern, Freda Baines, Vera McIlroy, agus Maureen Rafferty. B'iad Pauline Meehan agus Hannah Brady na cléirigh oifige nuair a druideadh an mhonarcha. Chláraigh fórmhór na n-oibrithe leis an *Tailors' and Garment Workers' Union* cé nach raibh an oiread sin coimhlinte riamh ann insan monarcha. Roghnaíodh Annie féin mar stiobhard ceardlainne seal agus thug sé sin a céad seans di taisteal ar eitleán nuair a d'fhreastail sí ar chomhdháil na gceardchumann i Sasana. De réir cosúlachta, bhí coinníollacha sásúla insan monarcha. Thosaigh na hoibrithe ar maidin ar a naoi a'chlog agus stop siad ar a sé tráthnóna. Idir amannai, bhí sos deich mbomaite acu ar maidin, uair a'chloig don lón, agus briseadh eile deich mbomaite san iarnóin. Ní raibh ceaintin ann ag an tús agus chuaigh bunadh an Iúir ach go háirithe chun abhaile am lóin. Bhí na húinéirí fadradharcach go leor chun *creche* a sholáthar blianta níos faide anonn i stair an chomhlachta. Ba é Jeffrey Stark a bhí freagrach as an *creche* a bhunú.

Dúirt Annie go raibh spiorad ar leith le mothú i dtólamh i measc lucht Starks. Bhíodh cóisir na Nollag iontach taitneamhach acu a reáchtáladh i bhfoirgneamh an mhonarchain féin sna 1950í, cé go raibh Damhsaí na Nollag acu in Ostlanna éagsúla áitiúla sna 1970í. Tugadh páistí na noibrithe chuig BUTLINS ar thurais lae agus bhíodh corr-thruip siopadóireachta chuig Baile Atha Cliath ag na fostaithe. Ní bhfuair siad mórán ó thaobh balachtála (perks) de, áfach. Bhí Siopa an Mhonarchain ar oscailt Dé Sathairn ach bhí deis ag pobal an Iúir ar fad cotaí 'neamhfhoirfe' a cheannach ar phraghasanna sách réasúnta. Ní achan duine a bhí sásta le dúnghaois Starks an trádainm STARCO agus "MADE IN ENGLAND" móide Bratach na Breataine a chur ar lipéidí na gcotaí, ach is dócha go raibh jabanna níos tábhachtaí ná siombalachas de shaghas ar bith.

Tá dea-chuimhní ar fad ag Annie ar na treimhsí a chaith sí i Starks:

"Thosaigh cailíní ar aois a 14 dóibh agus bhíodh folúntais go rialta ann dóibh siúd a raibh fonn orthu airgead a thuilleadh. Agus duine ar bith nach raibh sásta i monarcha s'againne, ní raibh le déanamh aici ach dul chuig TAYLOR'S (monarcha eile in Iúr Chinn Trá ach a rinne speisialtóireacht ar treabhsair a dhéanamh) an lá dár gcionn agus bheadh jab nua aici gan trioblóid dá laghad. Ní raibh aon greim docht ag na fostóirí orainn agus bhí ár gcuid scileanna so-iompraithe ó áit go háit. Ní raibh aon dainséar ann dár sláinte ach oiread insan monarcha. Ceart go leor, priocadh ár méara scáiti ag an snáthaid ach glacadh le sin mar chuid dosheachanta den jab. Ceann de na buntáistí is mó a bhí againn mar mhná agus muid ag obair le Starks ná go raibh fearadh na fáilte romhainn ar ais i ndiaidh dúinn roinnt blianta a ghlacadh saor d'fhonn aire a thabhairt dár leanai. Bhíodh sairse againn, déarfainn, a mbeadh oibrithe eile éadmhar faoi sa lá atá inniu ann. Mar shampla, d'oibir mé féin mar 'home-worker'. Na tascanna a bhí á ní agam féin, agus mé i mo chistin sa bhaile, ná na pócaí, muinchillí agus bónaí a chur ar na cotaí, maraon le 'facing the garment.' Agus go deimhin, fuair mé féin rátaí níos airde ná an bhean sa mhonarcha a rinne na pócaí 7rl ar an chéad dul síos. Is dócha go raibh cuid againn, a raibh taithí againn ar ghnéithe áirithe den jab, aitheanta mar oibrithe leath-oilte nó 'semi-skilled'. Bhí an pá iontach úsáideach domhsa mar mháthair. Ag fáil £90 (barr-line) a bhí mé in aghaidh na seachtaine nuair a tharraing Starks as an Iúr, agus ní haon traidhfil i sin.

Measaim féin, agus ní staraí mé, gur cóir Starks a bheith luaite mar chuid tábhachtach de stair eacnamaíochta an Iúir sa chéad seo. Thug muintir Stark caoi do mhná, a raibh a bpáirtneirí difhostaithe, airgead a shaothrú. Agus mar a luaigh mé ó chianaibh, bhí i gcónaí folúntais ann. Mairfidh i mo chuimhne go deo

na cailíní óga a bhí ag freastal ar Chlochar N. Clár a tháinig chugainn go páirtaimseartha le scileanna a fhoghlaim. Ní luaithe críochnaithe leis an scolaíocht iad nuair a tugadh buan-jabanna dóibh sa mhonarcha. Agus fánfaidh i mo chuimhne fosta cailín óg a chonnaic mé maidin amháin agus mé ar mo bhealach chuig an mhonarcha. Bhí an cailín, nach raibh thar 14 bliain d'aois, ag súgradh ag binn tí i Margadh a' Choirche. Bhí ribín ina cuid gruaige aici agus í sona sásta ag preabadh dhá liathróid leis an bhalla. Gan í ag dúil leis, sheol a máthair í chuig Starks an mhaidin chéanna sin i gcóir agallaimh. Isteach léi chuig an Bhainisteoir agus na liathróidí go fóill ina glaic aici. Thosaigh sí linn an lá arna mhárach. Chan amháin go bhfuil ré sin an tsoineantachta thart ach cá bhfuil na monarchana san lúr anois atá in ann postanna a chur ar fáil do chailíní agus go speisialta dóibh siúd nach bhfuil mórán de chailiochtaí oideachasúla acu?"





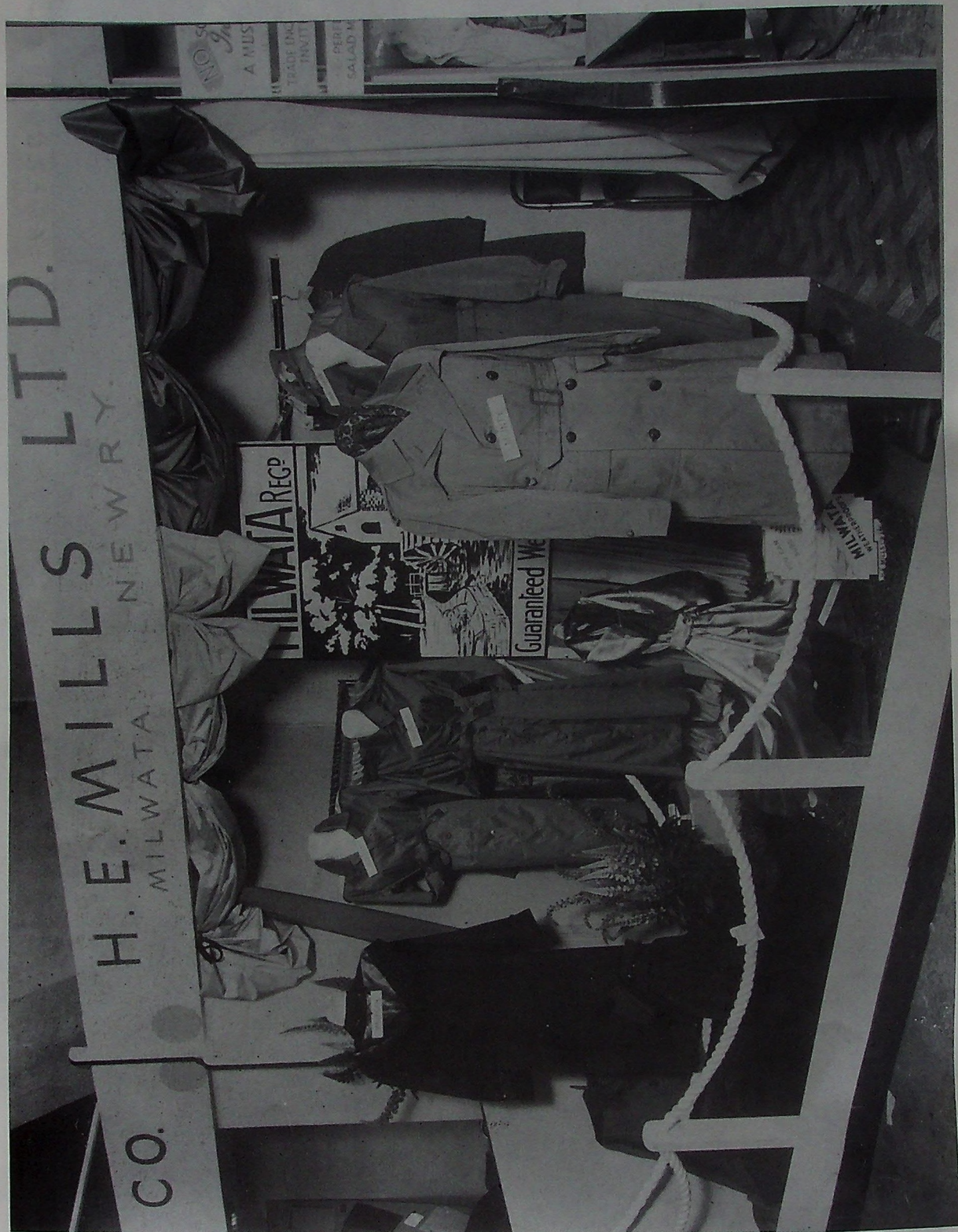




Photo : Charles McDonald

AN OUTLINE HISTORY OF NEWRY'S WORLD-RENOWNED DAISY HILL NURSERIES

In 1870 a gardener working for the nursery firm of John Smith of Dulwich answered an advertisement and secured a job as manager with a small Newry nursery owned by a Mr. J.A. Daly. This action led to the establishment of what was to become one of Ireland's most famous nurseries.

Tom Smith was that gardener and he stayed on at Newry when Daly Nursery was succeeded by the firm of Rodger, McClelland & Co.. Tom Smith was the son of a Birmingham gardener and, as a little child, used to imitate his father's work by laying out and planning tiny gardens. So his interest in plants and trees and nature generally developed into an intense love. At thirteen years he began his working life as a garden boy for Mr. Gladstone at Edgebaston, Birmingham. At 15 years he moved to Witley Court in Worcestershire, the seat of the Earl of Dudley, to begin an apprenticeship. He stayed there for 2 years. He then moved to London and for a couple of years was in the service of Hugh Law & Co., Nurseryman, Clapton. His next appointment was that of foreman in the celebrated nursery of Veitch & Son Ltd., Chelsea, where he stayed for 3 years before moving to employment with his name-sake John Smith of Dulwich.

While working for Veitch's he attended an International Exhibition in Paris with an exhibit of specimen Azaleas. These created such interest that the entire display was purchased and shipped to Italy. In 1869 he took a display of bicolor Geraniums to an International Exhibition in Hamburg for John Smith of Dulwich and scored a great success against fierce competition.

Tom Smith worked until 1887 with Rodger, McClelland & Co. in Newry and developed a strong attachment to the wonderful scenery in South Down and South Armagh. He decided to make Newry his final home and, with a perspicacity that stood him in good stead over the years, decided there was a splendid opening in Ireland for a nursery conducted on different lines from those already in existence - one that would specialise in the many rare trees and shrubs starting to reach the British Isles from Asia, and supply them to the many large estates building up gardens and parklands at that time. Tom Smith was not well off at that time but with encouragement and help from a local J.P. he purchased two daisy covered fields on the west side of Newry overlooking the town and started Daisy Hill Nurseries. This six acres of N.E. facing sloping land had a deep rich loam, slightly acid and ideal for growing a wide range of plants. He started work with a spade in the corner of one of the fields and with skill, hard work and perseverance soon made a name for himself in the horticultural world.

As business increased, Tom Smith's firm began to expand taking in extra land until his nursery covered 60 acres and his staff comprised some 70 or 80 men and women. The nursery at that time held the most comprehensive stock of rare trees, shrubs and plants in Europe, and Newry-grown stock was being exported all over the world. It appears that in the early part of the twentieth century some five thousand species of plants were in stock and up to one hundred varieties of some of these species. Tom Smith knew these plants, their habits and peculiarities, their likes and dislikes. He loved them as friends and delighted in relating to customers little scraps of their histories.

These were exciting times in the nursery trade. New plants were starting to filter in from overseas and plant collectors were going out to collect for many of the large seed houses and institutions such as Botanic Gardens. Nurseries were hybridising and producing new plants and Tom Smith was among the leaders in the field at that time. Daisy Hill has been responsible for the introduction of almost 200 new plants and probably the most notable of these is the winter flowering cherry Prunus Subhirtella Autumnalis introduced from Japan about 1900. Many tens of thousands have been propagated from this first introduction. Another of Tom Smith's introductions was the Coral Bark Maple, Acer Senkaki, with its beautiful coloured bark, delicately shaped foliage and wonderful Autumn colour. Laburnum Alpinum 'Newryensis' with long racemes of flowers produced 2 or 3 weeks after all other Laburnums was another Daisy Hill introduction and the original plant is still growing in the nursery. Work was going on with the crossing and selections of seedlings of many genera. Eighteen varieties of Berberis Stenophylla were named between 1903 and 1930 with Berberis Sten. Autumnalis and

Berberis Sten, Corallina Compacta probably the most outstanding. Twenty Bergenias were selected and named with Croesus, Distinction and Progress widely distributed. Seedling Brooms from Cytisus albus X Cytisus andreanus were being selected and vegetatively propagated. These were mostly bicolor forms with attractive names like Firefly, Dragonfly, Mavfly, Moonlight and Daisy Hill. Some fifty years later seedlings from these original crosses are still appearing in a small portion of land that was once the Broom field.

In 1906 T. Smith was awarded the Victoria Medal of Honour by the Royal Horticultural Society for eminence in horticulture, the first Irish nurseryman to receive that honour. The only other holder of the Award in Ireland was Sir Frederick Moore of the Botanic Gardens at Glasnevin, Dublin, who was a close friend of T. Smith. The V.M.H. was established by Queen Victoria in her diamond jubilee year as it was long felt that a suitable reward should be available for those who excelled in the horticultural art. The number of possible holders was limited to 61, one for each year of Queen Victoria's reign. The medal was not confined to British horticulturists but awarded world wide and a new award was only made on the death of a previous recipient.

By 1915 Daisy Hill was said to be widely known in Ireland and Europe and as far away as America and Japan. The nursery was turning out catalogues with a plant content which couldn't be matched today. Separate catalogues were produced for Bulbs; Newry Roses (some six hundred varieties); Trees & Shrubs; Alpine & Herbaceous Plants; Peat loving plants; Bamboos; Ferns & Grasses, and Plants for Seaside planting. All the large gardens, estates and institutions were on their mailing list as were the Royal Houses of Britain and Europe.

Old fashioned and Species Roses were a speciality and the largest collection in the British Isles was at Newry. It is amazing that Tom Smith was without equal in so many aspects of the nursery trade. An American visitor to the nursery at that time had visited many nurseries in Britain, spending a short afternoon in most. He came to Daisy Hill and spent two days there filling two notebooks with lists of plants that included everything he had seen elsewhere and twice as many that he had not encountered on his travels. He expressed amazement that such a nursery should exist in a small town like Newry.

The Great Irish Gardens were being established during T. Smith's working life : Mt. Usher (1870); Rowallane (1903); Ilinacullin (1910) followed by Castlewellan, Kilmacurragh, Headford, Annesgrove, Rosstown and in 1921 Mountstewart. He travelled to all these gardens where he was highly respected for the advice he was able to give on suitable plants and their correct treatment. He was wholly responsible for the establishment of a tropical garden on a bare rocky island in the Kenmare River. Here at Garinish Island he first had to establish wind breaks to protect the new plants from the harsh Atlantic gales and the first line of defence was a wattle type hurdle. Inside this a mixture of Cupressus Macrocarpa, Pinus insignis and Paustriaca, Birch, Sycamore, Norway Maple and Willow were planted. For this major job a train was backed into a siding at Newry Station and the plants were wheeled down on barrows until it was full. Today this island garden is a tropical paradise boasting plants like Tree Ferns, Lomatias, Magnolias, Camellias and many difficult Rhododendrons.

Tom Smith had a friendly relationship with Sir John Ross of Bladensburg at Rostrevor. Sir John had travelled widely while serving in the army and had acquired a great love and knowledge of foreign trees. On his retirement he started an exotic garden with seeds and plants collected during his travels. He sought Tom Smith's help and advice and together they built up a superb plant paradise in this mild corner on Carlingford Lough. They even produced a catalogue of all the plants grown on the estate. Eucryphia intermedia 'Rostrevor' was raised by Sir John and introduced to the trade by T. Smith. The double form of Eucryphia glutinosa named Daisy Hill was also selected and distributed at this time.

Even though involved in the organisation and day to day running of a thriving nursery, T. Smith still found time to utilise his skills as a landscape gardener and his services were in great demand in Ireland, in the U.K. and even on the continent. He did all the ornamental planting in Phoenix Park from 1903 onwards and was responsible for laying out the Irish section of the great Glasgow Exhibition. Many of the streets of Newry were furnished with ornamental trees given as a gift by him to his adopted town. The municipal gardens at Warrenpoint are still a memorial to his artistic skill. He was a member of St. Mary's Parish Church in Newry and when they built a new vicarage he laid out the grounds without charge. Recorded in the Vestry minutes was the desire of the Select Vestry "to place on record our sense of obligation and feeling of appreciation for what Mr. Smith has given and done without charge. It is hard for us to estimate its value for he has not only given, with unsparing hand, out of his far famed nursery innumerable and valuable trees, shrubs, plants and flowers but also the benefit of his great skill as a landscape gardener." The Board of Guardians at the Newry Union (now Daisy Hill Hospital) also recorded their thanks to him for the constant supply of flowers and plants he sent up without charge to beautify the wards. Although perhaps stern in appearance, with his

busby white beard, Tom Smith loved, and was loved by, little children. Every Saturday morning a large number of children used to meet him at his office door when he gave them a little talk on the beauties of nature. If they promised not to do any damage to trees and shrubs he would reward them with a weekly supply of pocket money.

Tom Smith died in 1919 at the age of 79 years, active almost to the end of a very full life. Many tributes were paid to him from horticultural societies and bodies all over the world but perhaps this extract from the *Gardener's Chronicle* of June 7th 1919 encapsulates all the sentiments expressed :

"Daisy Hill Nurseries are known to plant lovers all over the world for Mr. Smith gathered together a unique collection of rare and beautiful plants. It was Mr. Smith's custom to send us from time to time, specimens of the more uncommon plants in his collection and they always proved to be of great interest and frequently formed material for illustrations in this journal. The catalogues which he issued were quite distinct from those of the general nurseryman's lists as the pages were filled with descriptions of rarities and novelties which he seemed to have a genius for discovering. He was essentially a plantsman and had the rare gift of knowing the possibilities, from a garden point of view, of new species or varieties that came to his notice. He has, moreover, left behind him the priceless heritage of a good name and his memory will always be cherished by those who had the pleasure and privilege of his acquaintance."

Thomas Smith had two sons and six daughters. Both sons, George Norman and Thomas, assisted their father in the management of the nursery but it was the former who was to assume the mantle of his father. G.N. or 'Great Northern' Smith was already a horticulturist of considerable distinction, having worked with his father during the last twenty years of his life on many of his major projects. He carried on the proud heritage of the firm exhibiting at all the large horticultural shows : Chelsea, Southport, Edinburgh, Harrowgate, Glasgow, Dublin and Belfast. He continued to build up an export trade to New York, Tokyo, Moscow, Delhi, Rome and Paris. He sent plants to New Zealand and Australia and it is interesting to note that at that time it took thirteen weeks for a consignment to arrive at its destination. For health reasons, the plant roots had to be washed free of soil and it was a problem keeping the plants alive. He solved this by using sphagnum moss which he gathered from Camlough Mountain, adjacent to the nursery, and which held ten times its own weight of water. The orders invariably arrived without the loss of a single plant. This was, incidentally, the hey-day of the nursery packer in the horticultural trade. All plants had to be despatched to customers during the dormant season from October to March and the men responsible for packing the orders took an immense pride in their work. Indeed many of the straw-baled orders leaving the nursery were 'Works of Art' in their own right.

G.N. Smith's character was the opposite of that of his father. He was declared a bit of a reprobate, enjoying a good yarn and a drink and not adverse to a few quid on a horse. One of his regular customers was Lady Barnet, the owner of the mansion and estate at Barnet Park (now Belfast Parks Department's Malone House). She was a keen race-goer and at that time owned a horse called Trigo. One day she visited the nursery and ordered a considerable number of plants. On leaving she said "I can't pay you today Mr. Smith, but I will when Trigo wins the Derby." With an instinct for a good tip G.N. placed a bet with a local bookie on Trigo to win and was paid for the plants by the bookie and later by Lady Barnet.

From being a bare hillside in 1890, Daisy Hill was now a wooded slope, criss-crossed with paths leading to the different fields and bed areas. There were numerous nooks and bowers throughout the grounds in which seats had been placed giving wonderful views across Newry, Carlingford Lough and the Mourne Mountains. Visitors were welcome at all times and freely used these areas for alfresco teas and luncheons. At that time there was an army garrison in Newry and G.N. Smith arranged for their military band to play in the 'pond' field on Sunday afternoons. The folk from the town would come up to listen to the music and enjoy a picnic in lovely surroundings. The advantages of this wonderful situation were not lost on G.N. and he hit on what must have been the first customer courtesy lounge. As he was guiding a party of visitors around the nurseries he would lead them to a sheltered seat with a panoramic view. When they were seated, a clap of the hands summoned a nursery lad, with a trug basket containing a selection of wines and spirits, from out of the shrubbery to dispense drinks all round. The lad would then retire only to appear again at the next 'watering place'. In the general euphoria, tongues and wallets would be loosened and G.N.'s order book filled. It is not really surprising that it took some visitors two days to complete a tour of the nursery.

G.N. Smith, like his father, was always involved in the quest for new plants. He raised Rosa macrantha 'Daisy Hill' and introduced Rosa 'Narrow-Water' named after a local estate. He also selected and propagated Pieris japonica 'Daisy Hill' a wonderful form with neat habit exhibiting

coloured young growth, chocolate stemmed white flowers and maturing seed heads all at the same time. He records a specimen plant some 7 ft. high in the nursery in 1935.

He was also giving attention to herbaceous plants and raised Sidalcea 'Rose Queen' and Sidalcea 'Rose Beauty' and Trollius 'Newry Giant', T. Smith and 'Yellow Globe'. Another of his introductions was the lovely Mimulus 'Sunset' a tomato red sport of Mimulus bartonianus which was lost to cultivation in the 1950's but re-discovered by Dr. Charles Nelson in 1989. Thirty four different Michaelmas Daisies were raised and named as were the lovely double primroses 'Crimson King', 'Prince Silverwings' and 'Our Pat'. 'Our Pat' is a double form originating in a bed of Primula 'Juliae' and it was named after G.N. Smith's youngest daughter. The name has a typically Irish ring to it and it came about in an unusual way. The plant was originally named 'Pat' and it was first displayed to the public at a Glasgow Flower Show. When G.N. had finished staging his exhibit he walked round the stands before opening time. To his amazement, another nursery was showing a somewhat similar Primula named 'Pat'. He strode back to his stand, took out a pen and wrote 'Our' in front of 'Pat'. The name 'Our Pat' and the plant became a hit and the other Pat has fallen into oblivion.

Hebe 'Autumn Glorv' was one of five Hebe's raised and Hedera 'Buttercup', Escallonia Newryensis and Erica cinerea 'Rose Queen' were also introduced to the trade from Daisy Hill.

But things were not going all that well in the nursery trade. After the First World War there was an economic recession which hit most nurseries very hard. By the 1930's Ireland's economy was in sharp decline, and at the same time Dutch nurserymen, with the whole-hearted backing of their government, were building up a formidable export trade in good quality plants, with the British Isles as their main target. Plants were being sold from market stalls, garage forecourts and green grocers, many of them grown by amateurs. The cost of wages and carriage charges were also rising and the production of nursery stock, once a low cost operation, was becoming more expensive. Daisy Hill began to run into problems and when G.N. Smith died in 1939, he left a nursery which was in debt to the bank. His house was sold to help meet the overdraft but this was not enough to make the firm solvent. The nursery lay more or less derelict for three years with weeds smothering the paths and the plants in the greenhouses growing up to push off the glass. Thomas Grills, a son-in-law of G.N. Smith, decided to try and keep the nursery going and, in the face of moves by the bank to sell off the lands, formed a limited company in 1942 to carry on the name. He was not a horticulturist, although being manager of a local timber firm the business was not altogether alien to him. He needed someone with knowledge of the nursery industry and approached the man who had been keeping the place ticking over during the three years of inactivity.

So the third great plantsman associated with Daisy Hill came to the fore. Patrick J. Hanratty, affectionately known to all as 'Paddy of Daisy Hill' had obtained employment from Geo. Smith in 1922 at the age of 14 years. He agreed to take on the unenviable task of trying to restore Daisy Hill to something resembling a nursery. With the assistance of a handful of workers, the sheds and greenhouses were quickly repaired and a comprehensive programme of propagation carried out. It was in this aspect of propagation that the stock plants already growing in the nursery proved so valuable, for the main obstacle facing any new nursery is lack of propagation material. The task of clearing and cleaning ground was started and horse-drawn implements were found to be the most satisfactory. It is ironic that the free-draining, steeply sloping land, so appealing to T. Smith in the days of cheap labour, was now so difficult to work in the days of mechanisation. Still, work progressed and in his first return visit to the Royal Dublin Society Ballsbridge Show in 1948 Paddy staged a four hundred square foot exhibit to be awarded a gold medal.

Paddy was to become one of Ireland's greatest practical gardeners; few would dispute that he was the best. Having left school at an early age, he did not have a substantial education but his whole life was with plants and he was a plantsman without equal. He was personally known by the owners and head gardeners of all the great Irish estates to whom he supplied stock on a regular basis. A short time spent in Paddy's company was a rich experience and something to remember. He was full of short stories and anecdotes about his early times in those salad days of the nursery trade. In his long working life he acquired a knowledge of plants second to none. His great love was the old fashioned double Primrose, so difficult to grow, but a challenge to his expertise. In 1962 Paddy received the Royal Horticultural Society Long Service Medal for 40 years with one firm, the first one awarded in Ireland. Then in 1973 he received the Royal Ulster Agricultural Society Long Service Medal for 51 years with one firm. Paddy Hanratty died in 1989, at the age of 82 years, having lived 13 years in retirement forced on him by illness. He had spent his whole working life with Daisy Hill, a working life of 56 years which he started as a message boy. He had worked his way up through foreman and manager and was eventually made a Director of the firm. Paddy is buried in St. Mary's Cemetery in Newry in the ground that was once Rodger, McClelland & Co.'s nursery.



Labour-intensive work at Daisy Hill Nursery.



The next great plantsman to appear on the Daisy Hill scene was Peter McCann who was appointed manager on Paddy Hanratty's retirement. Peter too joined the nursery as a lad of fourteen years in 1944 and he showed a natural aptitude for gardening and a deep feeling for the plants at this very early age. He spent all his early years in the propagating department and he was to become one of Ireland's most expert propagators. Paddy, who was not one to bestow praise readily, said Peter could put roots on a walking stick. Peter's special love is for Alpine Plants, mainly because Daisy Hill carried a wide selection of choice alpine in the 1950's & 1960's and because they were difficult to propagate and grow. Peter has also been awarded the R.U.A.S. Long Service Medal for 30 years in service in one firm and the R.H.S. Long Service Medal for 40 years. Something in the nursery environment must contribute to a long working life.

Alan Grills, a son of Thomas Grills, joined the nursery in 1944 and in the following year left to gain experience at the wholesale firm of Thos. Hilling & Co., Chobham, Surrey. The manager there was that great expert Graham Thomas who later became author of many outstanding gardening books and gardens adviser to the National Trust. Graham Thomas was a hard man to please and could be caustic in his remarks if dissatisfied with someone's work but there was no better mentor. Surrey at this time was the centre of the British nursery trade with famous nurseries like Fromows, Slococks, Jackmans and L.R. Russell all reorganising after the war. The proprietors and staff of all these firms were members of the Bagshot and District Horticultural Society and regular meetings were held when lectures were given and nursery problems and new plants were discussed. Work in a large wholesale nursery was absorbing, with very large orders being accumulated for days before despatch. German and Italian 'prisoners of war' were farmed out to the different nurseries, ostensibly to assist in food production, but they also did the bulk of the labouring work in the production of ornamental stock.

After another short spell at Daisy Hill, Alan Grills went to the Royal Botanic Gardens at Edinburgh to do their three year 'Diploma' course. In 1952 he returned to Daisy Hill to take over the running of the nursery with Paddy Hanratty. Exhibits were taken to flower shows in England and in Ireland and a landscaping service was started to augment sales and utilise the considerable stocks of plants being built up. Many contracts were undertaken large and small but the emphasis has always been on private garden layout as this gives scope for a wider use and variety of plant material.

What about the present day? Things have changed drastically in the nursery trade in Ireland in the last 25 years. All the famous old Irish nurseries, McGredys, Slieve Donard, Walshes, Watsons and Dicksons have gone for one reason or another. Garden Centres are the order of the day and abound throughout the land. Daisy Hill has managed to survive so far in a leaner guise through economies and rationalisation. In many ways they are prisoners of the past. They still receive many enquiries for the old plants for which the nursery was once famous, Old Roses and 'Montbretias', Double Primroses, Helleborus and Dieramas. But propagation material of these old plants is difficult if not impossible to obtain at present. Perhaps if the aims of the Irish Garden Plant Society are realised, we will have many of these old plants back with us again; they had a very special charm.

Tom Smith would have been gratified to know that his nursery survived through one hundred years of ups and downs. He was not an Irishman but he came over here and loved what he saw. He raised a nursery and reared a family and passed on, having left his mark on the horticultural history of the land, and having made the town of Newry and his beloved Daisy Hill known across five continents.

***Tá muid buíoch do Alan Grills, Pat Duffy,
Mrs. McGovern agus Kevin O'Hanlon as
ábhair a chur ar fáil dúinn don alt seo.***



Thomas Smith & G.N. Smith Daisy Hill Nursery



Ollthionól Chlann Mhic a'tSaoir le bheith ar an Iúr san fhómhar

Beidh siad ag teacht ó chian is ó chongar lena bheith i láthair ag comhdháil chlann Mhic a'tSaoir a bheas á reáchtáil in Iúr Chinn Trá i Mi Meán Fómhair 1994. Cheana féin tá deimhnithe ag breis is céad duine ó na Stáit Aontaithe go mbeidh siad ag pilleadh ar an Iúr i gcóir na hócáide. Beidh siad ag teacht fosta ón Astráil, ó Cheanada agus ón Nua-Shéalainn. Ní gá a rá go beidh na McAteers atá thall sa Bhreatain páirteach sa cheiliúradh freisin. Bhi slógadh cheana ag clann Mhic a'tSaoir, i 1993, agus d'éirigh thar cionn leis. Táthar ag dúil le himeachtaí lán chomh pleistúrtha an babtha seo. Tá clár na n-imeachtaí á ullmhú i láthair na huaire agus féadann muid a bheith cinnte de go mbeidh áit ar leith don Gaeilge ann.

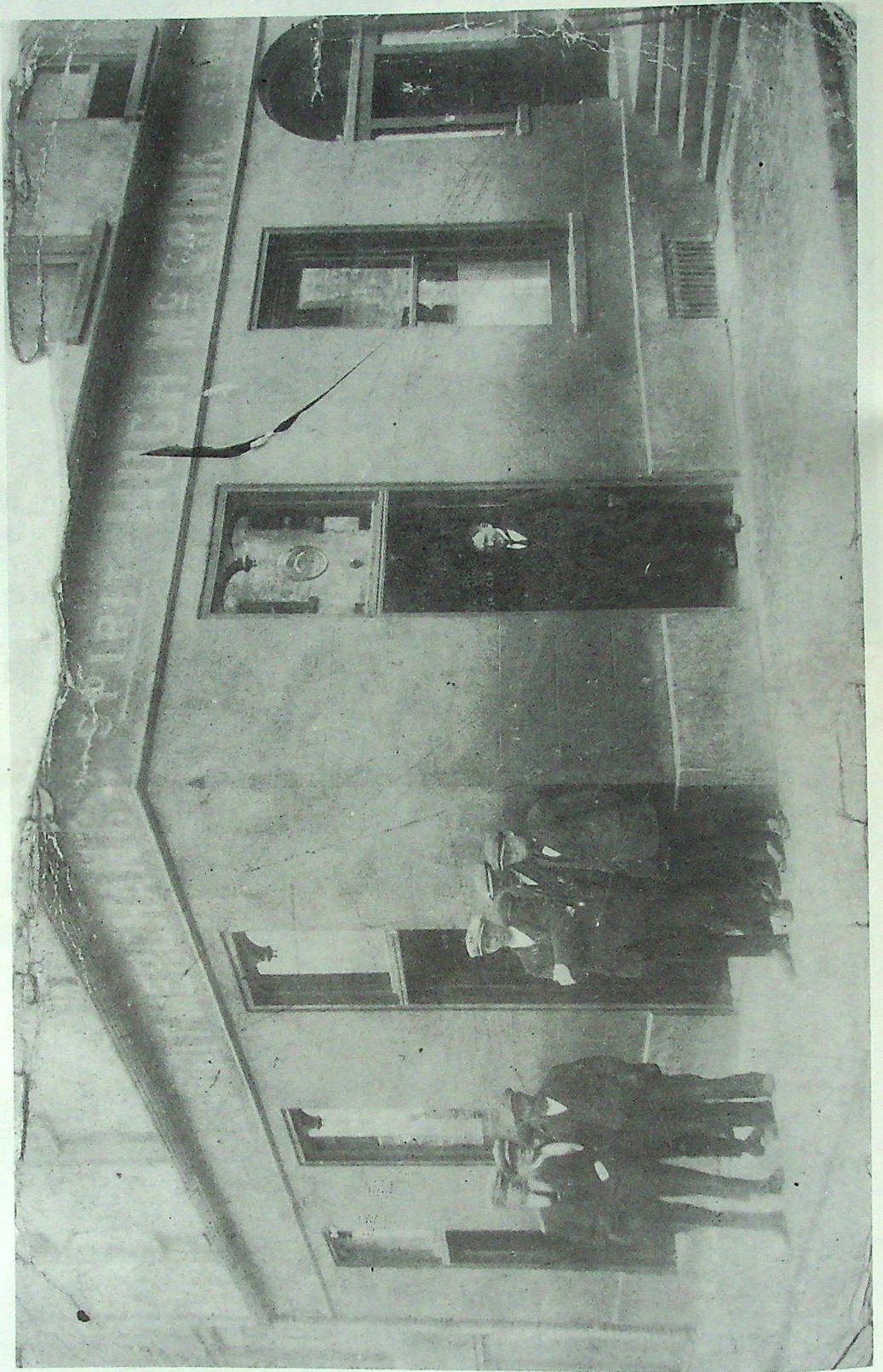




A R D Á N



Photo courtesy of Mrs. Marie Bradley





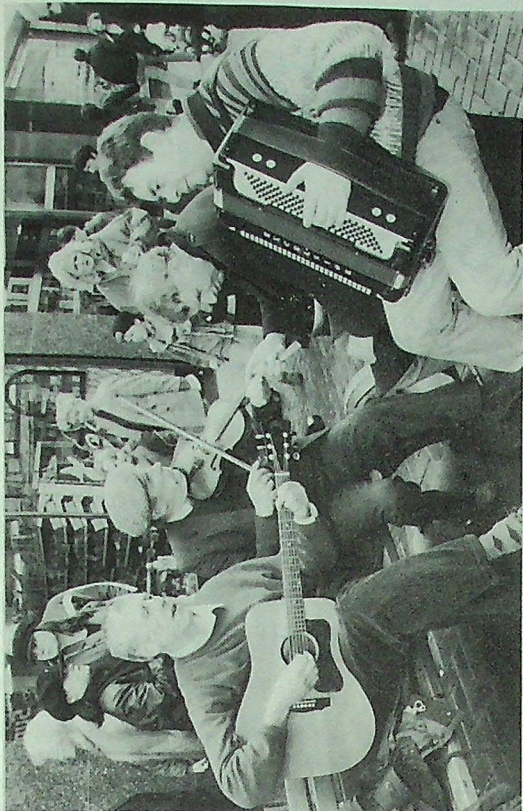
Boys from St. Joseph's Secondary School, Newry.

ST. PATRICK'S Day



Tá sé tábhachtach, dar linn, go mbeadh Comhairleoirí an cheantair ag tacú le himeachtaí na Féile Pádraig - tá triúr thuas agus thig linn a bheith ag brath orthu.





Siopa Mhic a'TSaoir

McAteer's Shop

Skáid an Droichid - Bridge Street

Iúir Chinn Trá - Fón 68771

*From North Street to Bridge Street, the one
name, McAteer, in business in Newry since
1847*

Fearadh na fáilte i gcónaí roimh Gaeilgeoirí.

Nuachtáin - Milseáin

Uachtar reoite - Deochanna ghlasa

Bainne & im - Glasraí - Torthaí

'Cuisle na nGael'

Seán Óg agus SPAR -

ONE TEAM

ag obair ar da shon

DEAR MEM

Recollections of my grandmother and life in Upper North Street, sixty years ago.

by *GAY CORRIE Barrow-in-Furness*

"So sad, so sweet, the days that are no more." - Tennyson.

Margaret Anne McKeown, my maternal grandmother, in the years since her death in 1943, has become something of a legend within our family. My sister and I were privileged to spend much of our childhood in her company and we came to know her well. She exercised a tremendous moral power over us and I personally like to think that any good I may have done in life can be attributed, partly at any rate, to her influence.

Grandmother was known to the immediate members of her family as Mother or Aunt Maggie, but to her grandchildren i.e. during the last sixteen years or so of her life, as "Mem". This derived from our overhearing customers in her sweet shop address her as 'Mem', the colloquial form of 'Madam'. My Uncle Tom's children called her "Granny Mem" but this was probably to distinguish between their Grandma Toal and her.

Mem was one of a family of twelve children, and her parents, James O'Hare (1838-1899) and Brigid (nee McKeown, 1839-1904) resided at Market Street, Newry. Her father was a leather tanner by trade and also a skilled nailer. Later in life he opened a second-hand shop in Mary Street. They were apparently a well-to-do family, for Brigid used to send Mem's children a gold sovereign on each of their birthdays.

Mem was educated as a girl at the High Street Convent School and she always retained a great affection for the nuns of the Order of Poor Clares. Her family had helped arrange accommodation for the nuns when they first came to Newry in the 1840s, and her Aunt Jane O'Hare (Jane at the Gate) was employed for many years at the Convent. When the relics of St. Leontia were sent from Rome to Newry, the Customs Authorities asked that a representative of the Convent receive the remains personally when they reached Ireland and it was Aunt Jane who did so, the Sisters being an enclosed Order. Her mother had taught religion in the School when it first opened and Mem carried on this work. Although not college trained, she taught at the Convent School for a number of years until she resigned and got married. In later times, should any man come into her shop and remind her that she had taught him as "a wee boy", she would reminisce with him for a minute or two - and then give him a sweet! I say 'him' deliberately, for Mem did not care much for girls and wouldn't teach them if she could possibly avoid it.

Mem met her future husband, James McKeown, actually a second cousin, around 1890 when he visited Newry on holiday from Shaw, near Oldham. I think it was expected at that time that he would marry another girl, but in the event, a whirlwind courtship took place and in 1891 young Margaret O'Hare, accompanied by her brother Felix, journeyed to Shaw where she was married in St. Joseph's Church, Oldham Road, on 19th October. Felix was bestman and the groom's sister, Margaret, was bridesmaid. Afterwards they resided in Shaw, where grandfather worked as an engineer in a textile mill, and there their first child was born.

A few years later, probably in 1903, my grandfather suffered a bad attack of influenza which left his health impaired. The family went over to Newry for a short holiday, probably to discuss the possibility of moving there because of its healthier environment, returned to Shaw presumably to tidy up their affairs, and then moved permanently to Ireland. They took up residence at 50 Upper North Street (now demolished) and grandfather found work as an auctioneer's valuer. In his spare time he continued his hobby as a taxidermist and had many commissions. When Mrs Woods, the shoemaker's wife, was told of all this, she quipped "Taxidermist indeed. The old liar told me he was a Catholic!"

Mem's eldest son, James Felix, was her pride and joy, and he began teaching at the Irish Christian Brothers' School in Newry. One day while out swimming, a companion took cramp, and James Felix who was clothed, went to his rescue. From this he caught a chill which developed into double pneumonia and he passed away on 27th September, 1910. His death was a great loss for Catholic education in the town and a tragedy for Mem. It is my belief, from the way in which she always talked of him to me, and the exceptional interest she took in my schoolwork, showing me "how James Felix would have done it" that she may have seen in me, her first grandson, a possible substitute. I remember her guiding my hand to form the letters when first learning to write. In her shop, on a high shelf, she kept a small tin box with a picture on the lid showing a grandmother teaching a little boy to write. She used to point to it and say that it was a picture of us. It is a fact that I really wanted to be a Bandmaster more than anything else in the world and becoming a teacher was furthest from my mind, so I can't help but wonder if she planned it all from above. However, on a more mundane level, I appreciated the odd bottle of red ink that she bought for me at Hodgett's the local stationers, so I could smarten up my homework. Red ink was a luxury for a schoolboy in the Depression of the Thirties.

In 1913 my grandfather died suddenly after a bout of sickness and was laid to rest in St. Mary's Cemetery. Mem was left to bring up a family of four: Ellen (my mother), Tom, Dennis and Arthur. Then, when her sister Nelly died she adopted Nelly's two children, Richard and Bridie (Doyle) as well. To support this large family Mem now opened a vegetable and confectionery

shop. She was determined that her boys would serve apprenticeships and she knew that indentures would have to be paid for. To assist her in the shop and for the additional reason that her brothers didn't like her being away from home, my mother returned from St. Mary's College, Belfast, after only two terms.

The shop thrived. Produce was bought from local farmers, among them Mr Taggart of Seafin and Mr Sands of Ballyhollland. The former was noted for his excellent spring cabbage and to give some idea of turnover it is worth noting that at certain weekends some eight dozen cabbages would be sold. But, in the early Twenties, because of the Troubles in Ireland, the authorities began to "turn" several bridges spanning the Newry Canal i.e. kept them permanently closed to traffic and consequently Mem lost a lot of her customers from the other side of town. In 1923 when my mother married and went to live in London for a time, the vegetable side of the business was still limping along, but on her return a year later it had disappeared and the shop was mainly sweets, cakes and lemonade as I remember it.

The economics of the shop were simple: buy in bulk and sell in small quantities. A packet of five cigarettes (price 2d) could be opened and sold at a halfpenny each. A large stone jar of orangeade or ginger mineral water would provide umpteen drinks at one penny a glass. All sorts of things were sold to bring in extra money: bundles of sticks, potted herrings, headache powders, hairclips - even kettle and saucepan menders. (These were two metal discs supplied with a short bolt and nut. Tightened up on either side of a hole in the utensil, they plugged the leak and helped give a new lease of life - a saver of money!)

In the Thirties when the cinema was popular and country boys began coming into town for an evening's entertainment, Mem encouraged some of them to leave their cycles in the safety of her yard free of charge, knowing that they would buy their sweets from her as a thank you. Thus she gained a few regular customers.

But she lost money too. There was the odd occasion when someone would tiptoe into the shop, lean across the counter and steal something. More seriously, her good nature was her undoing, for she trusted customers, was easily taken in by a hard-luck story, and gave the boarders in the local lodging house too much credit. After a time they would do a midnight flit and disappear, leaving their account to be written off. I remember well the itemised accounts written up in a small notebook with the customer's name at the top of the page. Many would be marked 'PAID' - then there would be a final one with an unpaid total. She never learned. In the face of all the poverty around her she would shake her head and say, "Times are hard, times are hard."

In pre-war days I frequently had the pleasure of accompanying Mem to Tom Hagan's, the wholesale confectioner's on Hill Street. There Mem would sit at a large table in the back room while Tom and his two sisters (one was called Dolly) took down boxes of sweets and chocolates from the well stacked shelves of their stockroom and displayed the contents for her approval. They would advise her on new lines and proven best-sellers and with a bit of luck I would be given a sample or two. Eventually Mem would make her choice, the boxes would be wrapped up and we would set off for home.

That same evening after tea there would come the major task of emptying, cleaning and restocking the shop window with all the new confectionery displayed to best advantage. In among the many boxes the cake-stand would carry proudly its tempting array of Foley's best cakes at one penny each, and the small glass dishes containing bars of chocolate or lollipops would break up the regimented lines of oblong cardboard boxes. All during the work, Mem would hover in the background, advising, passing the goods; then when it was finished she would go out into the street and judge how everything looked from the pavement. There was another sweet-shop next door, Mrs Cully's, but I think we had the edge on it for display and custom.

The shop was well equipped with a long bench to seat customers having a mineral water and a cake, and there was a large wooden desk and money drawer made by my father, but Mem preferred to keep her money in a purse inside a cotton bag secured by a string around her waist. Whenever she had occasion to give money for an errand or change for a customer, she invariably turned away from you when withdrawing her purse and you saw nothing of the contents. She turned back to face you only when the money was in her hand and her purse was closed.

During the First World War Mem put a lot of her money into War Bonds expecting to reap a good profit when peace came. However, when Uncle Tom had finished his apprenticeship and reached the age when he wished to become a taxi-driver, she handed over the Bonds to Rowland's Garage in payment for a car. One evening during the Troubles, around 1920, two girls engaged Uncle Tom to drive them to Dundalk. Not far from Dundalk, two men stepped into the road and at pistol point commandeered the car. While the IRA gunmen and the girls drove off in the direction of Dundalk centre, Uncle Tom was left to walk back to Newry and tell Mem the news of their loss. The car was never seen again.

The next boy, Dennis, was apprenticed as a photographer with Allison's of Newry and lived with Mem until he was married in 1935 to Christine Griffin (my Aunt Chrissie). The youngest boy, Arthur, born about 1907, became a baker, having served his time at Arthur McCann's Bakery, Newry. Subsequently he was employed by Frank Foley who ran a small confectionery shop and bakery and indeed in 1938 he married Frank's youngest sister, Kathleen.

On the whole, Mem didn't visit other people very often; they came to see her. But once in 1935 my mother was very ill and on learning that Mem was coming to visit us I set off to meet her. She had climbed the very long and very steep Courtenay Hill on her way to O'Neill Avenue, where we then lived, and I actually found her sitting by the roadside, exhausted. It was the first time I realised that she was getting old and was not really as strong as I had thought.

Actually, her health was very good until the final year or so when it declined rapidly. She didn't go into hospital and her chest colds were fought off with liberal doses of Owbridge's Lung Tonic, a patent bottle of medicine which could be bought over the counter at Connor's the chemist. Once, Dr. Rafferty gave her a prescription that apparently worked wonders and sometimes she would lend this to close friends so that they could have it dispensed and obtain the same relief or, at the very least, save the



Mem standing, with Mrs. Ellen Corrie seated and children Gretta and Gay (author of this account, then aged 3). The photograph was taken in 1927.

doctor's fee of half a crown. Then on its safe return, the secret and much valued formula would be carefully secured with an elastic band to a medicine bottle and filed away until the next time a friend was ill or she had need of it herself.

Mem had a weakness for a pinch of white snuff and in her pocket she carried a small metal snuff-box that I had once bought for her in Dublin at a cost of sixpence when I was there on a day's outing with the Band. She was also partial to a drop of punch now and again, and she could dispose of a Guinness "for the good of her health" whenever she felt she needed its medicinal qualities.

Everyday life, of course, centred around the shop, its customers, and the relatives and friends who dropped in to chat. I recall Mrs. Larkin, who called once a week, bringing the home-made butter that Mem liked so much. I was quite fond of Kate McKeown, a cousin who shared family memories with Mem and I liked nothing better than to sit quietly and listen to their tales of days gone by. Sometimes May McCarthy dropped in. She was a very short, thin lady who did some housework for the Christian Brothers and for a time my mother obliged her by knitting socks for the Brothers. Many times in class when the Brother was sitting at his desk I would recognise my mother's handiwork. There were many others too, all part and parcel of Mem's world and so that you may have a better idea of what life was like in North Street half a century ago I will describe some of them in more detail and relate a few anecdotes.

I can dispense very quickly with Mrs. Cully, the small grey-haired lady who ran the sweet-shop next door for she was a rival and although generally friendly could never be a very close friend. The fact that Mem and Mrs. Cully had to share a common entry to their separate back-yards, and the entry was Mem's since her house lay above it, didn't exactly help matters. Mem kept many of her belongings in the long, dark entry - her window shutters, the coal buckets, the mangle etc., and Gretta and I cleaned it periodically so I know it was ours. Mrs. Cully had what we would call today a right-of-way.

On the other side of Mem's shop in undisputed territory lived her ally, Mrs. McConville (Minnie) and her husband Arthur, a workman with the Town Council. She was almost pathetically thin, grey-haired, and her conversation was a delight because of her rich store of local idioms and pronunciations.

A real character was Mrs. Convery, a mature and rather imposing business woman who owned a clothes shop in Margaret Street. She and Mem indulged in a pinch or two of snuff while chatting, and Gretta or I would occasionally be sent on an errand to the tobacconist for 'half an ounce of white snuff' not just to replenish supplies but also to enable the ladies to converse in private. I think the snuff cost sevenpence in those days. Anyway, by the time we arrived back Mrs. Convery would have departed and so Mem would wrap up the tiny packet very neatly in brown paper and string to disguise it. "Now, take this straight down to Mrs. Convery's shop, ask for her personally," she would say emphatically, "and don't give it to anyone else." Mem would have shuddered at the thought of a shop assistant discovering this secret vice. Gretta and I thought this favour was easily worth a penny a time but all we ever got from Mrs. Convery was God's blessing!

Edith Collins was also a frequent visitor for she lived close by and kept house for her brother James, the butcher. Theirs was a large, well-stocked shop with a huge open window that was shuttered at night. Of the two 'North Street sounds' that I recall, one is the Angelus ringing from the Cathedral and the other is the 'clump, clump' of James Collins chopping up meat.

A whole chapter could be devoted to the practical jokes that originated in Mickie McMahon's gents' hairdressing saloon; my Uncle Arthur was involved in one or two of them. When not busy plying his trade, Micksie would stand at this shop door in his white apron and perform sleight-of-hand tricks to baffle and bemuse the children passing by.

Opposite Mem's was a very large house with fourteen windows above an ironmonger's shop, the home of Frank O'Hare, an old white-haired man as I remember him. Mem told me that in 1690 when King William III passed along North Street on his way to the Battle of the Boyne his horses were stabled in Frank O'Hare's yard. North Street was formerly the main route through the town from Belfast to Dublin and there were some fine large Georgian houses in the street, all demolished in the 1960s to construct a new traffic system with no regard for history.

Nearby lived Mr. and Mrs. Gallagher who ran a tailoring business. On the premises, living in with the family, were several young girls from out-of-town who were learning the trade. Over the years they came and went and it was always of interest to the local young men when a new face arrived.

Further along the street was the large shop and business of the poultry merchant, Eddie McAteer, a man for whom my grandmother had the greatest respect. Because he did not approve of British rule, Eddie refused to draw his Old Age Pension and to Mem this was an indication of the highest principle, seldom found in people then or now. I always enjoyed listening to his conversations with Mem especially when they talked of Old Newry. There would be a little nostalgia, of course, but much more of interest and humour. Eddie was blessed with a long life and died in his nineties. His youngest son, Sean, later took over the business, though he too is now deceased. I had occasion to be grateful for this old family friendship in 1975 when I was marooned with a broken-down car in County Kerry. Sean McAteer lent his car - because it was fitted with a towing bracket - for my cousins to travel there and tow us back the 300 miles to Newry. Old friends are the best of friends.

But this is really an account about Mem's friends and acquaintances, and so I must pass over the younger generation who made life so colourful and so enjoyable: Mick Bamber; Minnie Early; Nana Hooks; the Woods girls Margaret and Mary, who organized our street games; Bruce Mann, a talented pianist; the Rafferty boys, and so many others who crowd in on my memory solely because they do not qualify for description here. Instead, one lingers over names such as Mrs. Abrahamson, shopkeeper, who made delicious ice-cream and when you told her what you wanted would always reply: "Now, you MUST get that!" There was Mrs. Delahunt who always had a very interesting shop window for she displayed penny toys among her confectionery! Two

brothers ran adjoining businesses - Mr. Jim McNulty was a plumber and his brother Willie ran a boot and shoe shop next door. Jim's sons, especially Tom and Pat, were the only people outside our family allowed to go behind Mem's counter. They would serve themselves so that Mem would not have to stop whatever she was doing and come to attend them.

At the top of the street, near the old enclosed Butter Market, was John Bailey's public house which contained the longest bar counter I have ever seen - made of solid mahogany, as were all the 'snugs'. Mr. Bailey sometimes took me for a walk on Sunday afternoons along with his son Tom and on wet days we were allowed to play in a storeroom at the back of the shop which had a wide variety of coloured labels from all over the world. I lost one of my best friends when Tom died at the age of eighteen and the last time I saw Mr. Bailey was at the funeral, a cold wet day in November, 1941.

Life has changed a great deal in the last half-century and more. We must accept the passing of an older generation but we falter in the face of another fact: that today there isn't even a trace of the locality in which they acted out their lives. Today, there doesn't seem to be room or scope for people to be individuals as they were then. We are conditioned by the hectic speed of modern life and its communications. In the process we have lost what it is all intended to save: TIME. They had time for one another.

Life did not only revolve around the shop, its customers and our friends, but depended too upon the day of the week. Friday night was always cleaning night. A young girl about twenty years old who lived close by, Lizzie Lavery, was employed to clean the dining-room and sometimes the shop floor as well. While Lizzie scrubbed the lino, the brasses would be taken down and polished by Mem or Gretta and myself. Apart from the candlesticks there was a long brass rail which ran the length of the mantelpiece. Then the fireplace had to be black-leaded and brightened up. Finally, the lino would be wax polished and newspapers placed over it for a day or two to protect the shine. Every time I saw the advertisement for Mansion Polish - the little mice looking at their reflection in the shining floor - I remembered Mem's floor.

Mem's own task was cleaning her small altar, really the top of a wall-hanging bookcase with a black fretted front, and covered with a long, narrow, lace-edged white cloth. Each statue would be taken down and cleaned, fresh flowers put into the vases, and the little oil-lamp which always burned was refilled and replaced in the centre of a fancy glass holder. There were various small statues such as the Child of Prague but the centre-pieces were china statues of St. Joseph and Our Lady, about a foot tall. They had hollow bases and St. Joseph was the custodian of spare cash. At one time the base of this figure was cracked but somehow stuck together again ("poor Joe's broke," was my comment as a child).

Each Saturday morning a messenger arrived from the Daisy Hill Nurseries with a beautiful bunch of cut flowers - price sixpence. It was a standing order, and Mem's weekly gift to the Convent Chapel in honour of St. Anthony. After careful inspection by Mem, the flowers were then conveyed by Gretta or myself to the Convent and placed on a side altar in the Chapel where the nuns knew to find them. We were not allowed to sniff at the flowers: "You must give ALL the perfume to God." Mem's instructions for carrying them were also explicit: "Lay them gently across your left arm and steady them with your right hand." It never occurred to me to carry them any other way but as I was instructed and I was always glad when none of my friends saw me walking along North Street and High Street - where some toughs lived - feeling like a bride at a wedding. Sometimes women in the street would admire the flowers, hoping I would stop and display them but there was little chance of that. I always sighed with relief when I reached the Chapel and laid down my burden.

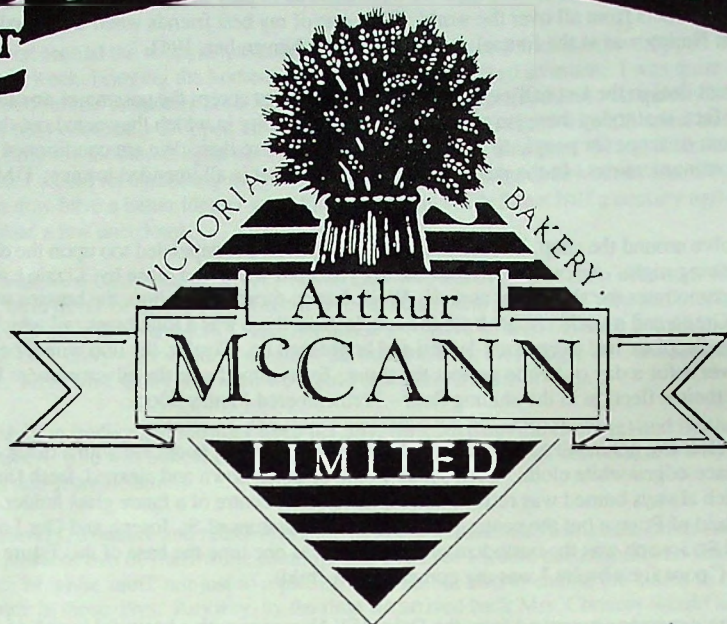
In 1940 my father transferred to the Post Office to Ballsmill, 19 miles from Newry and my parents found a house at Cornonagh. I had now left school, and not being particularly anxious to live in the country, I was fortunate enough to obtain a summer job with the Newry Mineral Water Company, helping on a delivery lorry for fifteen shillings a week. During the next few months Mem kept me in food and lodging so that I could spend my wages on clothes.

At the end of the summer I became unemployed and so I left North Street and went to my parents' home at Cornonagh. The big drawback to country life was that I had no-one of my own age to make friends with, and depending on the weather, I would go off cutting down gorse bushes for firewood or make model aeroplanes. Sometimes when it was wet my mother lit a fire in the bedroom and because of sheer boredom I would be in bed by 6 p.m. with a book or listening to the six o'clock news. As it turned out, 1940 was the worst winter for many years and once we were cut off by snow drifts for five days. The mail van was the first vehicle to get through from civilisation.

I now became Mem's housekeeper and nurse, generally helping to keep the house clean and going on errands for her. Because of rationing and the shortage of confectionery, she was forced to close her shop and it was a sad day when all the advertisements were taken down and a few plants, primulas, and aspidistras, were brought downstairs and placed in the empty shop window. Looking back, I can see now that it marked the end of an era. Personally, I regard the closing of the shop as the end of my childhood for both were so much a part of each other. But more important for us all, it marked the opening of the last chapter in Mem's story.

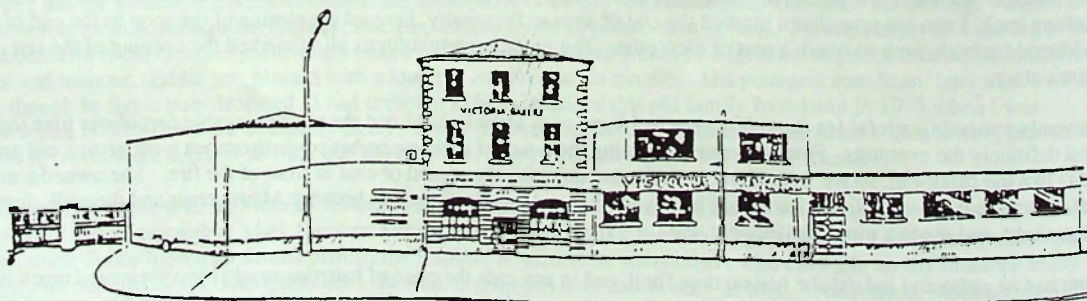
I have always been grateful for those few months I lived with Mem in 1941 and the most enjoyable part of our time together was most definitely the evenings. Few visitors came during the hours of darkness as her contemporaries were getting old and they didn't like the black-out, so we were alone in peace and quiet to sit and read or chat in front of the fire. She owned a miniature pair of steps that my grandfather had made for my mother and this slotted neatly between Mem's chair and the wall, directly under the gaslight, and made a most comfortable seat.

Mem had no radio and indeed she had no time for it, and in any case the price of batteries would have prevented much listening. She claimed that she could not understand 'metallic voices', yet, in the time when my parents stayed with her, around 1937, Mass



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was once broadcast from Newry Cathedral and I remember that she was able to follow the broadcast accurately on father's radio, sitting in her armchair with her prayer-book open on her knee.

I had decided to join the RAF as soon as I was 18 in a bid to get out into the world and carve some kind of career for myself. Hanging around the street corners with the other unemployed was the last thing I wanted and my parents didn't owe me a living. To further my plans I joined the Air Training Corps in January 1942 and this meant I had to visit Newry twice a week for lectures and drill etc.

The winter was a bad one for Mem, for it undermined her strength and yet the old lady managed to see it through alone. Early in the springtime, to regain her strength, she came to Cornonagh for six weeks holiday and at the end of the time she seemed to have improved a lot. Now and again she could walk around the field at the back of our house for some fresh air. But with improved health she couldn't settle away from home and when the weather was warmer she went back home.

During those days I was in Newry and because Mem's house was closed I went to my Aunt Chrissie for dinner. She was very kind to me, we had some enjoyable hours together, and I came to know her very well.

In August I enlisted into the RAF and a couple of days before embarkation I went to Newry, took leave of my friends and relatives, and stayed overnight at Mem's. That evening Uncle Tom called to say goodbye to me and I found the parting very emotional, but nothing to what I knew I had to face next day when it was time to leave Mem.

The morning passed off quite normally and I resolved to postpone the moment for as long as possible, but eventually the big clock on the wall moved slowly towards my bus time and I had to stand up. I found it impossible to speak for the tears began to flow and the words wouldn't come. Mem seemed to be crying too but in full control of herself for she was able to whisper as she kissed me, "Bye, son; be a good boy." She pushed a couple of shillings into my hand just as though I were a child and then, with a last hug and a squeeze, I left her. I stopped inside the front door just long enough to wipe my eyes and regain my composure before I set off bravely down the street, hoping earnestly that she was not too upset. I took it for granted that I would see her again when I came home on leave.

The winter of 1942 saw a very gradual decline in Mem's health and vigour, and although she still lived alone she had plenty of visitors, relatives and neighbours, one of whom, Mrs. McConville, promised to contact my mother immediately if she thought it necessary. By the time that I was due home on my first leave, early in April 1943, it was becoming obvious that Mem could not keep house for herself much longer.

My last memories of Mem date from that leave. I stayed for a few days in dear old North Street with a very frail and very tired old lady who sat in her armchair with her eyes closed most of the time and who rarely spoke. The days passed very slowly while the family made preparations for closing the house and taking her to live with my mother. The flit was to be on the Friday morning of the same day that I was to return to England.

Before my departure, I visited Mem and found her sleeping. When I awakened her and told her that I must be going she managed to stand up and kiss me, and then she fumbled in her purse for the usual shilling to give me before sitting down again in her chair. She was too weak, too tired, to do any more or even to show any emotion.

Mem died at Cornonagh three days later, in the presence of my mother and sister.

Cuisle na nGael would like to acknowledge the assistance of
Mr. Jimmie McMahon (now living in Lisburn) in acquiring this article and
we appreciate also his advice given prior to our
OLD NORTH STREET & DISTRICT PHOTOGRAPHIC EXHIBITION.

*Oliver Keenan presents Douglas Hyde's
walking cane to Bord na Gaeilge Chairman.*



Susie Hughes

Pic. le caoinchead ó PAT PRICE, Sráid na mBád.





Tá seanchas ann gur stop an Rí Liam sa teach seo ar an tSráid Thuaidh.
Ghlac an Dr. Myles Gilligan (nach maireann) an pictiúr seo.



Gearrscéal le Joe Bradley

CARRICKBROCKLISH HILL

Carrickbrocklish is a high townland. From its summit you can see the smoky outline of Cuilcagh and the distant shimmering waters of the great lough. At Easter the air is heavy with the smell of burning whin bushes. Plumes of indigo smoke rise high, waft like incense across the countryside; always a sign that the rigours of Winter are at an end.

New life emerges everywhere. In the thickets at the foot of the mountain many creatures live. Rabbits graze in the open glades not far from the safety of their warrens. Fat wood pigeons in their roosts are ready to take flight at the first sign of an intruder. Strangers are known to the thicket-dwellers. They come with dogs to hunt.

One inhabitant of the woodland is a badger who lives in her sett deep in the wood. She, like the rest of her kind, ventures out in the dark of night. By day she sleeps and grooms her thick bristly coat. When young, her mother taught her to go carefully in the world beyond the sett.

The moon shines as she sets out to forage in the woodland. The night is calm and the air is balmy. It is perfect weather for gathering food. Sniffing the air with relish after her confinement below ground, she follows her usual path outside the line of gnarled yew trees bordering the wood. The only sounds she hears are the shriek of a hunting fox in the far distance and the hooting of a tawny owl. She is happy shuffling along, sniffing as she goes.

She stops at one of her usual haunts along the river bank, an old rotten log which has been lying for seasons. It yields a harvest of grubs and worms. A thick black slug has found its way on to the side of the log. She savours its juiciness, licking it before noisily eating.

When the rotten log has yielded its food, she continues on her nocturnal trail, scrambling awkwardly over a broken stone wall before pausing under the myriad of flickering gems in the blue dome above her. The laughing face of the moon casts an eerie light over the hill country. She drinks from the peaty waters of the lough, slopping noisily until she quenches her thirst. Then, she returns through fields towards Carrickbrocklish.

As she passes through a copse, some distance from the sett, the stillness of the night is shattered by the snap of a gin trap. Its sharp iron teeth gnaw at the raw bone of her back leg. So great is the pain that she falls unconscious, her muscles twitching.

Many hours later she awakes to a thudding pain, making her feel weak.

Dawn comes with a chorus of birdsong echoing across the woods of Carrickbrocklish. To anyone approaching, she seems dead. Her strength has been drained during the long night. Now she is barely able to move.

Two boys chance upon her as they pass in search of a stray lamb. They try to free her. One grips her to stop her moving while the other forces open the trap. Fearful, she submits. She snarls feebly to signal her unease with them. The boys gather some grass and lay her on top of it. They can do no more for her. She lies there until the pain eases, then makes her way falteringly towards her sett. Many months later the wound has healed, leaving her with a limp. Soon, the memory of her pain fades away.

Summer has gone. She is grown fat on the plentiful food. She busies herself in preparation for the coming cold season. It is a time for resting and waiting. She feels the movement of young inside. The time will soon come for them to enter the world.

The birth pangs reach a peak of sharp intensity, gradually waning. Again, a surging searing pain darts through her lower body, causing her to convulse. She knows the pain is necessary. After the spasms, she sees her young, helpless and blind on the straw. They are guided by instinct to find their food. Her young give her a strong desire to survive and protect them.

They soon begin to grow their badger coats. She will teach them to fend for themselves on Carrickbrocklish.

Unknown to her, a man and his bull-terrier are taking an interest in the activity around the sett. The dog is fearless.

The gales of early Autumn blow incessantly. Leaves abandon the tress, leaving them stark against the outline of the mountain. She provides for the growing young, taking them through the darkness of thickets and laneways, crossing streams and hedgerows, digging and burrowing with fleshy snouts for insects and grubs. They are learning to survive on their own.

By now, a carpet of leaves covers the woodland floor. Daylight gradually diminishes as earth follows its seasonal orbit. Days are colder and the warm rays grow steadily fainter. Warmth and plenty fade as part of the old season's memory.

The young have been duly schooled before the harshness of winter.

Frost lays icy fingers on the landscape. Much of the feeding ground is frozen. Digging is only possible on the ground occasionally visited by the sun. She ventures out one night to forage. Rummaging through the rotting leaves, she senses movement. Turning, she scents an unfamiliar shadow in the tangle of brambles near an oak tree. The form reveals itself to her. She shivers with fear and apprehension at the sight of men. The orange glint of their lamps in the dark dazzles her. Their dog approaches, growling, his flabby muzzle dribbling with foam. He faces the badger. Each stand transfixed by the other. She thinks of her young lying alone in their underground sett.

With her injured leg she will find it hard to retreat from the aggressor. The terrier's muscular body twitches nervously. He shows no signs of yielding. She knows only one way to fight . . . to the end.

One of the men speaks.

At his command the dog pounces on her. Instantly all the fighting instinct she can muster is with her. Her teeth flash. She fights with a ferocity hardly known to her. The taste and smell of freshly drawn blood arouses in the dog a craving for more. Half-crazed with the fight, he gnashes wildly.

The men, too, are in a frenzy. They encourage the dog. The badger attacks. She bites his ear. The dog yelps in a fearful panic. Stunned by the badger's attack, he falters, leaving himself open. By now his throat is a gaping wound. The dog bites into her flank. She seizes him, tearing wider the wound in his neck. The dog quivers and convulses. With a muffled sound he keels over, dead.

Witnessing this, the men are angered. One of them approaches. He holds a spade. He aims at the badger, shattering her skull with a single blow. The life ebbs from her. The other man flicks over the body with the toe of his boot. "Dead, stone dead."

The sport is over. Throwing the mangled terrier into a sack, they leave for home.





SUBLETT, HOLY ROSEMARY SUNDAY

Éamon Ó Cuív T.D. praises Newry & Mourne District Council



Ag labhairt dó ag C.C.B. Choiste na Gaeilge de chuid Chomhairle an Iúir & Mhúrn, dúirt Éamon Ó Cuív T.D. go raibh éacht déanta ag Coiste na Gaeilge as córas aistriúchán comhuaineach a cheannach agus a chur in úsáid in oifigí an Chomhairle. Tháinig sé d'aon ghnó chuig Iúr Chinn Trá, dúirt sé, leis an córas a fheiscint dó féin. Threasaigh sé fosta le Comhairle an Iúir as Oifigeach Gaeilge a fhosú, eadbon, Maolcholaím Scot - "tá polasaí i leith na Gaeilge curtha i bhfeidhm san Iúr, rud nach bhfuil déanta ag Comhairle ar bith ó dheas." Bhí an Teachta Dála, an tUas. Ó Cuív, dóchasach ó thaobh todhchaí na Gaeilge de sa tír ar fad - "tá an Ghaeilge níos láidre ná mar a cheapann a lán daoine í a bheith ach níl aon athrú tobann ar í a tharlúint i leith na teangan.... Má chreideann muintir an Iúir go bhfuil beagánín déanta acu ag deireadh bliana leis an Ghaeilge a chur chun cinn, tá ag éirí libh."

Siad na daoine seo thíos a ceapadh mar oifigigh CHOISTE NA GAEILGE :

Cathaoirleach	Doimínic Ó Brolcháin
Rúnaí	Pól de Bardún
Cisteoir	Aodh Ó Cearra (Comhairleoir)
Leaschathaoirleach	Éamonn Ó Gribín

D'fhreastail na Comhairleoirí seo a leanas ar an cruinniú : Davey Hyland (Sinn Féin); Frank Feely (SDLP); Tony Williamson (Neamhspleách); Brendan Curran (Sinn Féin); Hugh Carr (SDLP); Connor Murphy (Sinn Féin); Packie McDonald (Sinn Féin).

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Peadar Rua na gCipíní

In this short account, **FABIAN BOYLE**, prominent Newry journalist, reflects on County Armagh's historic performance in the 1953 All-Ireland Football Final.

Ó Chill Shléibhe go dtí an Céide agus ó Chrois Mhic Lionnáin go dtí cladach Loch nEathach chuaigh an tArm Flannbhuí ó dheas go Páirc an Chrócaigh ar lá na cinniúna sin in 1953. Ba é Ard Mhacha an chéad chontae riamh ó na Sé Chontae a chuaigh san iomaíocht i gCluiche Ceannais Sóisir sa pheil.

Agus na fir ó Chontae na nÚllord ag máirseáil go bródúil, ach go faiteach, thart ar Pháirc an Chrócaigh i ndiaidh Bhuíon Ceoil Bhuachaillí Ard Aidhin sa pharáid roimh an cluiche ba mhór an bhéicíl ó gach mac máthar flannbhuí a bhí ann. Léim na tonnta flannbhuí in airde gur bháigh siad glas agus ór Chiarraí.

I measc na nÚltach, a raibh Seán Ó Coinn ina chaptaen orthu, bhí daoine as an Iúr agus ó dhúiche Ard Mhacha Theas. Ina measc siúd bhí curadh in ardléim capaill Proinsias Mac Thiarnáin, Maolcholaim 'Style' Mac Fhíobhuí a bheadh ina phríomhoide sna Beanna Boirche lá ní b'fhaide anonn, agus an dlíodóir Seán Mac Neachtain ó Bhóthar Bhaile Átha Cliath san Iúr. Ina sheasamh agus réidh le dhul i gcomhair ag leath ama a bhí Gearóid Mac Murchaidh, cúl báire breise, agus fear atá anois ina bhainisteoir ar Bhacús Mhic Chana, agus ina Uachtarán ar Chumann Lucht Trádála an Iúir.

Bhí ábhar misnigh go leor ag lucht an Tuaiscirt nuair a sheas a dtoscáirí an fód in éadan foirne a bhí ina rogha na coitiantachta. Ní raibh siad ach pointe ar cúl nuair a tugadh cic pionóis dóibh go mall sa dara leath. Thug an cruinnaimsitheoir Liam Mac Garthraigh cic iomrallach don liathróid agus coscadh gáir an áthais.

Bhí mé féin orthu sin a lig cnead le crá croí orthu agus muid ag súil go géar go mbeadh Corn Mhig Uidhir ag dul tríd Iúr Chinn Trá ar a bhealach go dtí Cathair an Phríomáidh an oíche dar gcionn.

Chuir muid chun bóthair agus dathanna an dá chontae ar leith orainn ó Bheairic Mhic Mhaolíosa (Beairic na Rinne Móire atá air anois) i nGaillimh. Is ceanncheathrú é don Chéad Chath, Céadchathlán an Iarthair. I ndiaidh Aifrinne i Séipéal Agaistíneach a bhí ann, ar bord traenach go dtí an ardchathair ar ár mbealach chuig Páirc an Chrócaigh mar aon leis na mílte.

Mar a tharla bhí duine de na hoifigigh s'againne, Seán Ó Cíosáin, ar fhoireann Chiarraí. Leis an fhírinne a dhéanamh ba chúis bróid é don chathlán na himreoirí contae a bhí ann, cuir i gcás Cathal Ó Laoghaire (Áth Cliath), Liam Ó Néill (Gaillimh) agus Jim Fives (Port Láirge). Dála an scéil, chuirfeadh Pádraig Ó Síochrú cláracha Gaeilge i láthair níos moille anonn. Bhí sé ina mholtóir céimíúil chomh maith. Duine mór le rá eile a bhí ann ná Deasún Ó hÁgáin a bhí ina cheannasaí ar Pháirtí na nOibrithe idir sin agus tráthas.

Cé gur bualadh ar fhoireann Ard Macha b'uafásach an fháilte ar cuireadh orthu agus iad ag triall chun an bhaile. Bhí na sluaite ar na sráideanna i nDún Dealgan agus iad ag déanamh gairdis leis an lucht cloíte.

Bhí tinte cnámha ann agus fáiltithe i gCoilleach Eanach, i gCrois Mhic Lionnáin, sa Chéide agus sa deireadh in Ard Mhacha.

"Níorbh fhéidir an fháilte a shárú fiú dá mbíodh an chraobh linn", a dúirt Proinsias Mac Thiarnáin. D'imir a chol ceathrar Seosamh, 'Barrimreoir', don fhoireann a bhí ag Ard Macha nuair a bhain siad Cluiche Ceannais Sóisir amach in 1977.

Níl uair dá mbíonn Proinsias ar ais i bPáirc an Chrócaigh nach n-amharcann sé uaidh ó Ardán an Chíosógaidh: "tig sé uilig ar ais chugam", a deir sé, "dar leat nach raibh sa staid ach lucht leanúna Ard Mhacha."

"Níor chuir foireann Chiarraí lá eagla orainn. Bhí féinmhuinín againn agus bhí muid ag brath ar an chraobh a thabhairt linn. Thit smúit orainn ina dhiaidh. Shíl muid gur chlis muid ar gach duine", a dúirt sé.

Ach, ar ndóigh, bhí a mhalairt de bharúil ag an lucht leanúna agus in Annála CLG Ard Mhacha beidh 1953 ina bliain mhór bhróid, mhisnigh agus Chothrom na Féinne agus beidh ionad ard sa Táin ag an bhuíon chróga úd.

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REVIEW of "A Celebration of 250 Years of Ireland's Inland Waterways" by Ruth Delany.
(Revised Edition 1992). Appletree Press. Paperback. 200 pages. £8.99.

In her Preface to the First Edition (1986) of this book, the author, Ruth Delany, outlined her reason for undertaking the research which culminated in the publishing of this work:

"This book is a tribute to the men who planned and constructed the waterways, to the communities they generated and to those who in more recent times appreciated their potential and fought so hard to preserve them."

Delany's work is indeed by way of a tribute. She acknowledges a debt to those who have written on the subject before, notably W.A. McCutcheon whose "The Canals of the North of Ireland" remains a standard work. Readers of this review will be interested especially in what Ruth Delany has to say about the Newry Canal. It was the demand for coal in Dublin which acted as the catalyst to the building of the Newry Canal. Coal was available in Co. Tyrone and a canal link with Newry would facilitate the transport of coal from the Tyrone seams to the port of Dublin. Several surveys about the feasibility of a canal at Newry had been carried out from Cromwellian times onwards, but it was to be Edward Lovett Pearce, the Surveyor General, who started work on the Newry Canal in 1731. Richard Castle (later known as Richard Cassels) actually took charge of the work. Castle was an enthusiastic, ambitious and opinionated planner, who had little faith in the capabilities of ordinary workmen. In his "Essay on Artificial Navigation", quoted by Ruth Delany, we find Castle commenting:

"The carelessness of Workmen is not less worth notice, for let them be so well qualified they will slobber any work over in a negligent manner provided it to be the easiest manner for themselves..."

Castle worked on the Newry Canal until 1736 and two other engineers had to be employed before the work was completed in 1741 - Thomas Steers built five of the locks while a Mr. Gilbert built a further ten. Legal wrangles meant that the actual opening of the canal was postponed until 1742.

Delany acknowledges that the building of Newry Canal was "a considerable engineering achievement", and it undoubtedly was, though many problems soon surfaced. Water shortages and defects in some of the locks provided ongoing problems, though these were to be expected as the 18.5 mile stretch of the Newry Canal was the first canal venture to be undertaken in Ireland and Britain.

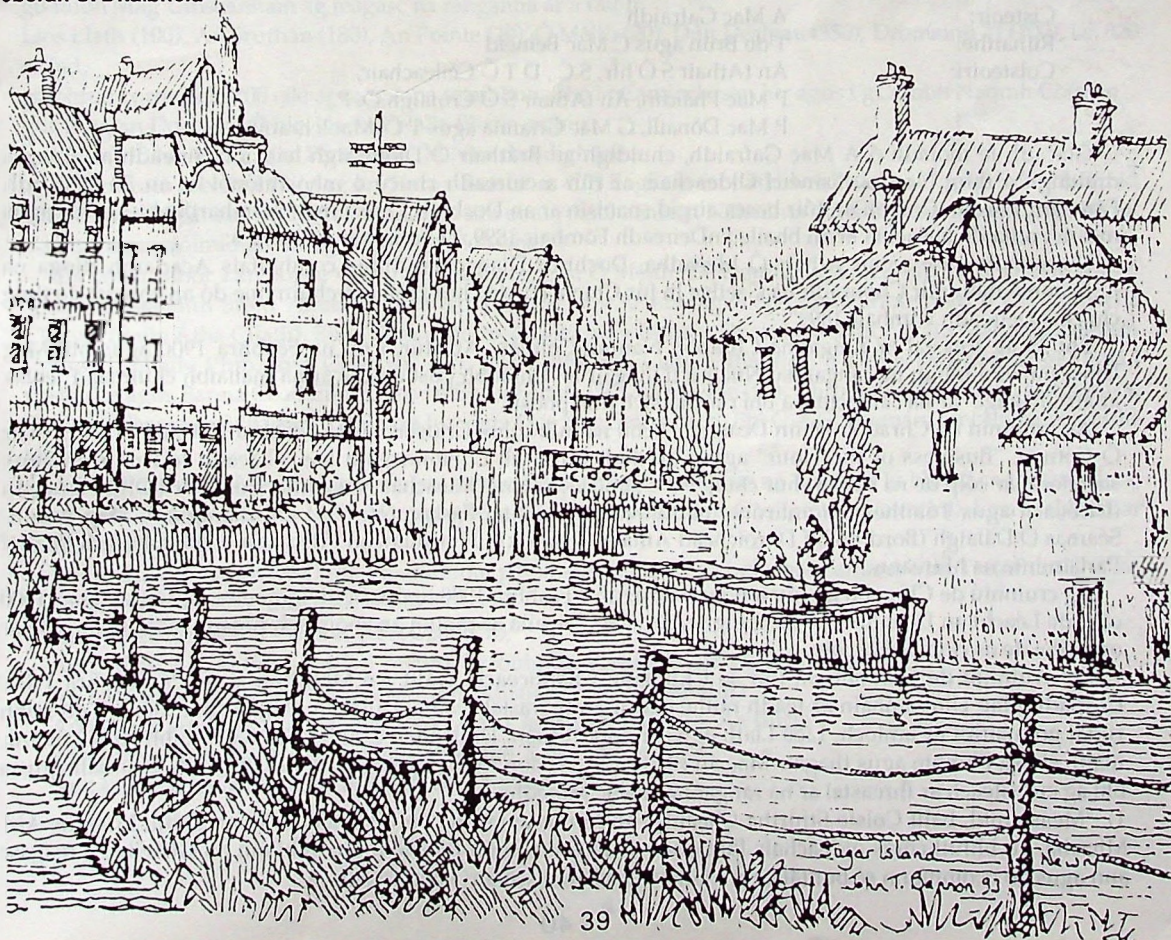
Newry merchants, who might be expected to have taken advantage of the canal, preferred instead to prioritise the development of Newry Port and they acquired a government grant to build a ship canal. Thomas Omer was commissioned to construct the ship canal after the Newry merchants had fallen out with the first contractor, a Mr. John Golbourne. With the completion of the ship canal, Newry Port's trade expanded dramatically and this in turn had a spin-off in promoting business on the Newry Canal. The anticipated transport of coal on the canal had never taken off and the Canal was used primarily for moving agricultural cargoes and linen products.

The actual condition of the Newry Canal had deteriorated substantially and by 1800 control of the Canal had been assumed by the Directors General. They initiated an improvements package but the Canal itself was necessarily out of action for long periods during repairs. Business suffered as a result. Repair work was completed by 1811 and two years later a passenger service was introduced by William Dawson. Delany records that passengers were taken from Knock Bridge, near Portadown, to Newry, on a round trip which cost 3s. 4d. first class or 2s. second class. Dawson's initiative was not commercially viable and rail transport would soon replace commuter travel by canal.

During the first half of the 19th century a number of improvements were carried out to the ship canal. A new sea-lock, the construction of Albert Basin, and serious dredging, all ameliorated the ship canal and trade continued to develop, though Newry was becoming eclipsed as a commercial centre by the fast developing port of Belfast.

Ruth Delany, in this overview of Ireland's inland waterways, can only afford a few pages to the affairs of the Newry Canal. Nevertheless, the Newry section is typical of the rest of the text in that it is readable, informative and well illustrated with sketches, maps and photographs. Importantly, the author doesn't ignore those who worked on the waterways. Ruth Delany's work is certainly a "celebration" of Ireland's inland waterways - her enthusiasm for her subject is contagious and her optimism about the future of Ireland's waterways is apparent. Those of us who know the Newry Canal, however, can hardly share her sanguinity. Efforts to restore parts of the canal and the lock-houses have been piece-meal and underfunded, and Ireland's first canal is now, arguably, Ireland's most neglected waterway.

Deborah Uí Dhaibhéid



A CHRONICLE OF THE GAELIC REVIVAL IN THE NEWRY AREA IN 1900

by Gearóid Mac Giolla Domhnaigh

Bhí ceolchoirm i gCrois Mhic Linnáin Oíche Chaille 1900 agus b'é an "treat a b'fhearr" an tAthair Ó Baoill ag canadh amhrán i nGaeilge. Bhí cruinniú ag Craobh Dhún Dealgan Dé Céadaoin, an 3 Eanáir 1900. Bhí Tomás Mac An Bhreithiún i gceannas agus bhí siad seo i láthair: An tAthair Ó Coinne, S.C., An tAthair Mac Giolla Chomhaill (C.S.S.R.), S Ó hÁdhmaill, T F Mac Eacháin, R Mac Éinrí, S Mac Conruacháin (Rúnaí) agus B Ó Baoill.

Bhí cruinniú ins an "Independent Club", Sráid Chill Mhuire, ins an lúir, Dé Domhnaigh, an 7 Eanáir 1900 le craobh a bhunú. Bhí T Ó Rodaigh i gceannas agus d'fheidhmigh F Mac Pháidín mar rúnaí don tionól. Mhol Mac Uí Chéileachair, Ó Coltair a chuidigh leis:

"Bunaítear Craobh de Chonradh na Gaeilge ins an Chumann seo". Mhol T Ó Maolchraoibhe, an tUasal Mac Raing a chuidigh leis:

"Cláraítear an Chraobh leis an Lárchoiste i mBaile Átha Cliath".

Bhí cruinniú cinn bhliana ag Craobh an Iúir i Scoil na mBráithre Críostaí, Sráid Mhaighréad, An tIúr ar an 11 Eanáir 1900. Bhí an tAthair A Ó Raghallaigh, M.R.I.A., i gceannas agus bhí i láthair: Na Sagairt S Ó hÍr S.C., S Ó Crottaigh (Doiminiceánach), F Mac Aonasa, S.C., agus na huasail S F Ó Caoilte, T Ó Maolchraoibhe, A Mac Gafraidh, G Mac Grianna, C Mac Beinéid, D T Ó Céileachair, F Mac Pháidín, P Mac Dónaill agus P Mac Beinéid.

Thug an rúnaí cuntas iomlán ar obair na bliana a bhí thart. Thug sé moladh don Bhráthair Ó Díomasaigh de na Bráithre Críostaí ar an bhaile a thug gach cuidiú don Chraobh.

Toghadh Coiste Chraobh An Iúir don bhliain úr:

Uachtarán:	An tAthair A Ó Raghallaigh, M.R.I.A.
Leasuachtarán:	An tAthair C Ó Coinne S.P. (Camloch)
	M A Ó Díomasaigh (Uachtarán na mBráithre Críostaí)
	An tAthair S Ó Briain, S.P. (Droichead Na Banna)
	An tAthair S Ó Luachráin, S.C. (Dromainn Tí)
	P G Mac Cearbhaill (Teachta Parlaiminte)
	S F Ó Caoilte agus É Mac Tréinfhir (Ó Méith)
	A Mac Gafraidh
Cisteoir:	T de Brún agus C Mac Beinéid
Rúnaithe:	An tAthair S Ó hÍr, S.C., D T Ó Céileachair,
Coisteoirí:	P Mac Pháidín, An tAthair S Ó Crottaigh O. P.,
	P Mac Dónaill, G Mac Grianna agus T Ó Maolchraoibhe.

Glacadh le moladh ó A Mac Gafraidh, chuidigh an Bráthair Ó Díomasaigh leis, a cháineadh an freagra diúltach a thug Na Coimisinéirí Oideachais ar rún a cuireadh chucu ó mhórhíonól ar an 30 Deireadh Fómhair. Bhronn Craobh an Iúir bosca airgid snaoisín ar an Dochtúir Ó hÍc mar chomhartha buíochais agus measa i ndiaidh a léachta ar an bhaile i nDeireadh Fómhair 1899. Tá scríofa ar an bhosca:

"Bronnadh mise ar an Athair Ó hÍceadha, Dochtúir Diagachta, duine comhaltais Acadamh Ríoga na hÉireann ó mhuintir Chonradh na Gaeilge in lúir Chinn Trá do chur i mbuan-chuimhne dó an chuairt do thug chucu 2 Deireadh Fómhair 1899".

Bhí 35 ag freastal ar ranganna Chraobh Naomh Colmán, An tIúr, i mí na Feabhra 1900 agus bhí Mag Uinseannáin i mbun na ranganna. Nuair a d'fhógair an Chraobh post áirithe ar na mallaibh chuir siad "eolas ar an Ghaeilge" ar na cáilíochtaí a bhí riachtanach don phost.

Ag cruinniú de Chraobh Dhún Dealgan i Scoil na mBráithre Críostaí, an 14 Feabhra 1900, mhol an tAthair Ó Coinne, "Business of the Hour" agus chuidigh Seosamh Ó Fionnagáin leis. Glacadh leis na rúin agus socraíodh ar cóip de na rúin a chur chuig Na Coimisinéirí Um Oideachas Náisiúnta, Comhairlí Dhún Dealgán (Uirbeach agus Tuaithe), Príomhrúnaí na hÉireann, Teachtaí Parlaiminte T M Ó hÉilí agus L Mag Aoidh, Séamas Ó Dálaigh (Bord Poiblí Dhroichead Átha is Bhaile Áth Fhirdhia), an Preas agus Cathaoirleach Pháirtí Parlaiminte na hÉireann.

Ag cruinniú de Chraobh an Iúir a tionóladh ar an 3 Feabhra 1900 tuairiscíodh gur cuireadh, ar iarratas, 1000 cóip de Léacht an Dochtúra Uí Íc chuig craobhacha éagsúla ar pingin an chóip ach tugadh lacáiste de 25% ar orduithe de os cionn céad cóip.

Bhí cruinniú de Chraobh an Iúir sa Chumann Chaitliceach, Sráid An Mhuilinn ar an 26 Feabhra 1900. Ceapadh Mag Uinseannáin ar feadh ráithe eile ar an tuarastal reatha. Dúirt an tAthair Mac Dónaill go raibh rudaí go maith i gCamloch, Lios Liath agus ar an tSruthán. Dúirt Mac Crábhagáin nach raibh rudaí chomh maith sin sa Phointe agus thagair Mac an Bhaire (M N) don fhliú fhorleata a bhí in Ó Méith le tamall agus a bhí ag cur isteach ar shreastal ar na ranganna ansin. Moladh:

1). "Measaimid, baill Coiste Stiúrtha Cheantar an Iúir, ceantar ina bhfuil Gaeltachtaí an Dúin, Lú agus Ard Mhacha, go bhfuil córas oideachais Bunscoile sa tír seo neamh-fhoirfe muna mbíonn an Ghaeilge á teagasc ann agus go gcoinníonn sé buntáiste an dátheangachais ó scolairí na hÉireann.

2). "Business of the Hour". Glacadh leis an dá mholadh.

Socraíodh cóip den rún a chur chuig Na Coimisinéirí Um Oideachas Náisiúnta, Teachtaí Parlaiminte an cheantair agus Príomhrúnaí na hÉireann. Ag cruinniú de Chraobh An Phoirt i Halla Naomh Peadar an 20 Feabhra, bhí Mac Uí Pheitid i gceannas agus moladh "Business of the Hour". Socraíodh cóip den rún a chur chuig Na Coimisinéirí Um Oideachas Náisiúnta, Príomhrúnaí na hÉireann, Mícheál Mac Artáin (Teachta Parlaiminte Dheisceart an Dúin), chuig an Phreas agus An Chomhairle Uirbeach.

Tuairiscíodh i Márta 1900 go raibh biseach ar na ranganna in Ó Méith agus go raibh 30 buachaill i ndiaidh clárú sa Chraobh. Bhí Mag Unseannáin ag teagasc an ranga agus Leabhair 1 agus 2 Uí Ghramhna aige. Canadh "Síor-ghlóir do Naomh Pádraig" ag na trí Aifrinn maidine agus ag Beannacht na Naomh-Shacraiminte i dTeach Pobail Oilibhéar Pluincéid, Droichead Átha, Lá 'le Pádraig 1900. Bhí an-spéis sa Ghaeilge ag É Ó Luain, orgánaí, a thug a lán amhrán don chóir ansin.

Bhí ceolchoirm ag Craobh an Iúir um Cháisc 1900 agus ag cruinniú ar an 30 Aibreán 1900 thug an Bráthair Ó Díomsaigh, a bhí sa chathaoir, an-mholadh do na Breatnaigh a ghlac páirt mhór sa chlár, "a thug deashampla agus dóchas dúinn Éireannaigh" go háirid do Mhac Unfraidh, cainteoir dúchais Breatnaise a d'oibrigh mar ghníomhaire ar L & N W Railway "a chuidigh leis an Chraobh go mion minic".

Ag cruinniú de Choiste Stiúrtha an Iúir agus a Cheantair a tionóladh sa Chumann Chaitliceach, an tIúr, ar an 22 Meitheamh 1900, tuairiscíodh i gcuntas an Rúnaí:

"gur bunaíodh an Coiste Ceantair i dTeach na Paróiste, Camloch, ar an 20 Lúnasa 1899; gur ceapadh Mag Unseannáin mar Mhúinteoir Taistil ón 1 Meán Fómhair 1899 ar thuarastal £1 sa tseachtain móide costais taistil agus costais agus gur dheonaigh an Lárchoiste i mBaile Átha Cliath £10 sa ráithe don obair sin agus gur bunaíodh:

Craobh Lios Liath ar	13 Meán Fómhair 1899
Craobh an tSrutháin ar	10 Meán Fómhair 1899
Craobh An Phoirt ar	12 Meán Fómhair 1899
Craobh Dhún Dealgan ar	18 Meán Fómhair 1899
Craobh Dhromainn Tí ar	1 Deireadh Fómhair 1899,

go raibh Mag Unseannáin ag teagasc na ranganna ar a raibh:

Lios Liath (100), An Sruthán (180), An Poirt (20), Ó Méith (70), Dún Dealgan (350), Dromainn Tí (100), i.e. 820 ar fad,

go bhfuil corradh le 200 eile ar ranganna seanbhunaithe i gCamloch, san Iúr agus i gCraobh Naomh Colmán, gur thug an Dochtúir Ó hCí léacht i Halla Bhaile an Iúir.

Mhol T Ó hÍr (G S), Mac Parthaláin (M N) a chuidigh leis:

"D'ainneoin a bhfuil ráite ag an Tiarna Ruiséil as Cill Eoghain faoi athbheochain na Gaeilge, deimhnímid baill Choiste Ceantair an Iúir ár ndíograis san obair thábhachtach Náisiúnta atá á dhéanamh ag Conradh na Gaeilge agus cloímid go daingean lena phrionsabail".

Bhí cóisir mhór Lárchoiste Chonradh na Gaeilge in Ó Méith, Dé Domhnaigh an 8 Iúil 1900. D'fhág traein speisialta stáisiún Sráid Amiens, Baile Átha Cliath ar 9.30 a.m. agus 500 turasóirí ar bord ó Chraobhacha Cleaver (Baile Átha Cliath), Bhré, Dhún Laoire, ón Charraig Dhubh, Dhomhnach Broc, Ráth Maonais, Dhroim Conrach, Bhaile Phib, Inse Chór, ón Aill. Bhí scaiftí móra ann a tháinig : ó Dhún Dealgan ar ghalbhád speisialta agus Banna Ceoil Eiméid leo ; ó Bhéal Feirste (50), ón Chéide (90), Dhromainn Tí (40), ón Lorgain, ón Phoirt, Charraige Mhachaire Rois, ón Iúr agus Lios na gCearrbhach. Bhí G A Ó Muanáin i mbun na socrúithe taistil.

Ag an Phoirt bhí scaifte báidóirí agus mionchabhlaigh ag fanacht leis na turasóirí (a bhí ag caitheamh hataí a raibh banda thart orthu a raibh "Tír agus Teanga" agus "Conradh na Gaeilge" scríofa orthu), lena dtabhairt ar Loch Cairlinn siar.

Bhí lá galánta samhraidh ann. Bhí cruinniú poiblí ann ar 2.00 p.m. agus bhí Éamann Mac Tréinfhí (Giúistis Síochána) sa chathaoir. Bhí ar an ardán:

- An tAthair Séarlas Ó Coinne, S.P. (Camloch)
- An tAthair S A Andarsain (Ord Áistin), Craobh Cleaver (Baile Átha Cliath)
- An tAthair S P Ó Mórdha (Ó Méith), An tAthair Ó hÍr, S.C. (An tIúr)
- An tAthair Aodh Ó Raghallaigh (Uachtarán Choláiste Cholmáin, An tIúr)
- An tAthair Pádraig Mac Giolla Bhearshúiligh, S.C. (An Céide)
- An tAthair Seosamh Ó Luachráin, D.D. (Dromainn Tí)

Eoin Mac Néill, B.E. agus P A Mac Piarais ó Lárchoiste Átha Cliath
P Mac Fhionnlaoich, E Ní Mhaoileagáin agus Anna Nic Sheáin (Béal Feirste) agus Anraí Ó Muireasa (Fearnmhaí).

Léigh Master Peter Sloane dileagra:

"Fáilte roimh Lucht Chonradh na Gaeilge go hÓ Méith.

A dhaoine Uaisle agus a Ghaeilgeoirí idir mhná agus fhearaibh, toirbhirmidne, muintir Ó Méith, céad míle fáilte daoibh. Go dearfa tá meas mór againn ar gach Éireannach a ní gnáthchleachtú ar a theanga dhúchais féin mar sin, ní nach ionadh, tá ár bhfáilte fhial fhairsing ónár gcroí. Táimid lánchinnte go mbeidh áthas agus bród mór oraibh arna chlos go bhfuil teanga ársa ár dtíre, teanga Chonchulainn, Fhinn Mhic Chomhaill agus Bhriain Bhóirmhe, teanga Phádraig, Cholm Cille agus Bhríde, teanga ár seacht sinsear go beacht beo anseo i mbéal na sean agus na n-óg mar ba ghnách anallód nuair a bhí tarbh donn Chuailgne ag fosaíocht agus ag búirfigh fá shléibhte Chairlinne agus go mbeidh, le cúnamh Dé, an chaint chéanna againn go binn blasta go broinn an bhrátha. Arna h-abraibh sin ligimís faoi thrí glao mór Féinne asainn mar fháilte roimh lucht Chonradh na Gaeilge".

Labhair Eoin Mac Néill i nGaeilge dá ngríosadh ar shon na hathbheaochana. Mhol an tAthair Ó Raghallaigh (Uachtarán Choláiste Cholmáin, An tIúr):

1). "Deimhníonn an tionól seo, ionadaíocht ar 40 Craobhacha de Chonradh na Gaeilge, ár ndiongbháilteacht i leith ghluaiseacht na Gaeilge atá rithábhachtach i gcaomhnú náisiúntacht na hÉireann.

2). Measaimid, i leith na náisiúntachta, gur cuid thábhachtach den oideachas Éireannach teagasc na Gaeilge i ngach rang scoile.

3). I ngach áit ina bhfuil an Ghaeilge mar theanga an bhaile go múintear páistí scoile sa Ghaeilge agus go dtugtar lán tsaoirse do theagasc na Gaeilge mar ghnáthábhar i ngach bunscoile.

4). Go gcuirfidh rúnaí gach Craobh anseo cóip de na rúin seo chuig an Bhord Náisiúnta Oideachais agus a dTeachtaí Parlaiminte féin".

D'fhógair an tAthair Ó Mórdha, S.C. (Ó Méith) go raibh 800 as an 1500 a bhí sa pharóiste ina gcainteoir Gaeilge. Bhí ceolchoirm ann a chuir críoch le himeachtaí an lae.

Bhí cruinniú de Chraobh an Iúir sa Chumann, Sráid an Mhuilinn ar 11 Meán Fómhair 1900.

Bhí cruinniú poiblí san Iúr 1 Deireadh Fómhair 1900.

Bhí T M Ó hÉillí (Teachta Parlaiminte) mar aoíchainteoir ann.

Tá cuntas in "An Claíomh Solais" 13 Deireadh Fómhair 1900.

Ag cruinniú de "Choiste Stiúrtha an Iúir, Dhún Dealgan agus a gCeantar" ceapadh Mag Uinseannáin mar Mhúinteoir Taistil go ceann ráithe eile.

Glacadh le rún:

Go gcuireann muid baill Choiste Stiúrtha an Iúir, Dhún Dealgan agus a gCeantar ina luí ar thoghdóirí na ndáilcheantar áitiúil a thábhachtaí is atá sé go dtoghtar Teachtaí Parlaiminte atá faoi ghealltanais do phrionsabail Chonradh na Gaeilge".

Ag cruinniú de Chraobh an Iúir ar an 18 Deireadh Fómhair 1900 socraíodh canbhasáil a dhéanamh ar an bhaile ó theach go teach "a dh'iarraidh tuilleadh daoine do na ranganna agus tuilleadh airgid don chiste".

Bhí Cruinniú Cinn Bhliana Chraobh an Iúir i Scoil na mBráithre Críostaí, Sráid Mhaighréad ar an 11 Deireadh Fómhair 1900.

Bhí an tAthair A Ó Raghallaigh i gceannas. Léigh O Buacháin (Rúnaí) cuntas ar obair na bliana. Dúirt sé:

a) gur scaipeadh 2,200 cóip de léacht an Dochtúra Uí Icí

b) gur ghlac an Bord Bardachta agus an Chomhairle Uirbeach le "Business of the Hour" agus

c) Go raibh ceolchoirm mhór i Halla an Bhaile ar an 23 Aibreán 1900.

Toghadh don bhliain úr:

Uachtarán: An tAthair Aodh ó Baoill

Leasuachtarán: Na Sagairt S Ó Briain, S.P. (Droichead na Banna)

C Ó Coinne, S.P. (Camloch)

S Ó Luachráin, S.C. (Dromainn Tí)

S Ó Cearúlláin, Mineastrálaí (An tIúr)

agus S F Ó Caoilte

É Mac Tréinfhir (Teach Bhaile Adhmhnáin, Ó Méith)

P Mac Cearbhaill, T.P.

Cisteoir: Aodh Mac Gafraidh
 Rúnaí: T Ó Buacháin Leasrúnaí: C Mac Beinéid
 Coisteoirí: Na Sagairt S B Hammersley O.P., S Ó hÍr, S.C.
 P Mac Aonasa, S.C., agus
 Na hUasail T Ó Maolchraoibhe, G Mac Grianna, D T Ó Céileachair agus
 P Mac Dónaill.

Ag cruinniú de Chraobh Naomh Colmán, An tIúr i seomraí an Bhanna Ceoil, ar an 20 Deireadh Fómhair 1900 toghadh:

Uachtarán: D Mac Muireartaigh
 Leasuachtarán: T Ó Rodaigh
 Rúnaí: Seán Ó Coltair
 Cisteoir: Toirealach Ó Maolchraoibhe
 Coisteoirí: S Mac Dónaill, D T Ó Céileachair, S Ó Tuamáin agus R Ó Ruairc.

Scríobh an tAthair S Ó Coinne (Camloch) chuig Ardrúnaí an Chonartha:

"cuirfidh mé teagasc na Gaeilge i ngach de mo chuid scoileanna ón tseachtain seo chugainn [tús na Samhna 1900]. Tá na múinteoirí uilig anois láncháilithe do theagasc na Gaeilge."

Tuairiscíodh ag cruinniú de Chraobh Fhearnmhaí ar an 23 Deireadh Fómhair 1900 gur éirigh go maith leis na "Deabhóidí Deireadh Fómhair i nGaeilge gach Domhnach i Séipéal Lios Dúnáin."

Chuir Craobh Ó Méith a mbrón in iúl ag cruinniú ar 26 Deireadh Fómhair ar imeacht an Athar P S Ó Mórdha S.C., go Machaire Fíolta. Ag cruinniú cinn bhliana Chraobh an Phoainte 16 Deireadh Fómhair toghadh:

Uachtarán: An tAthair S Ó Néill S.P.
 Leasuachtarán: An tAthair A Mac Fhíobhuí
 Rúnaí: Mac Crábhagáin
 Cisteoir: An tUasal Peitíd

Ag Cruinniú de chuid Ó Méith oíche Aoine 2 Samhain 1900 toghadh:

Uachtarán: An tAthair T Ó Baoill S.C.
 Leasuachtarán: An tAthair T T Mac Fearaigh, S.P.
 T Mac Thréinir (Giúistís Síochána)
 Rúnaí: T Mac an Bhaird
 Cisteoir: M Ó Meára

Ag cruinniú de Chraobh an Phoainte ar an 14 Samhain 1900 léadh litir ón Athair ó Loingsigh, Ros Treabhair a dh'iarraidh go gcuirtear Mag Uinseannáin chucu mar go raibh éileamh ar ranganna ina pharóiste. Mheas Craobh an Phoainte go ndéanfadh sé dochar dóibh féin dá ligfí Mag Uinseannáin uathu agus chuir siad suas do achainí an Athar Uí Loingsigh.

Bunaíodh Craobh Chairlinn Dé hAoine 16 Samhain 1900. Bhí S Mac Conchoille i gceannas agus labhair D T Ó Céileachair (An tIúr) faoi obair Chonradh na Gaeilge.

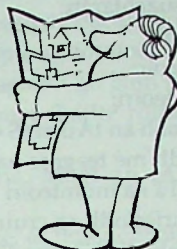
Ag na chéad ranganna i gCraobh Chairlinn i Scoil na mBuachaillí oíche Aoine 23 Samhain 1900 bhí corradh agus 100 i láthair. Thug Mag Uinseannáin an ceacht tionscnaimh. Toghadh:

Uachtarán: An tAthair T Mac Fearaigh, S.P.
 Leasuachtarán: An Dochtúir Ó Fionnagáin (Giúistís Síochána)
 Cisteoir: Aodh Mac Giolla Cheara
 Rúnaíthe: Iníon Uí Fhaogáin agus S Mac Fearaigh
 Coisteoirí: Liam Ó Broin, Séamas Ó hÍr, S Mac Conchoille, Séamas Ó Fearáin, P Ó Murchú, P Ó Conghaile agus Séamas Ó Maitiú.

Bhí cruinniú de Chraobh an Iúir sa Chumann Chaitliceach, Sráid an Mhuilinn, An tIúr oíche Luain an 29 Samhain 1900. Rinneadh comhghairdeas leis an Chanónach Ó Coinne, S.P. (Camloch). "as an dóigh inar bhain sé buntáiste ó na rialacha nua a d'éisigh na Coimisinéirí Oideachais a chuir an Ghaeilge á teagasc i ngach scoil faoina gcúram."

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of NEWRY



Déanann muid comhghairdeas le
Conradh na Gaeilge ar an Iúir as
'Cuisle na nGael' a fhoilsiú.

NEWRY PARDONS, 1609

John McCavitt

Is múinteoir é an t-údar i Scoil na Mainistreach, an t-Iúr.
Tá an-taighde déanta aige ar stair na tíre sa seachtú aois déag.
Is ball é de chuid Chraobh Uí Fhiaich de Chonradh na Gaeilge.

During the Summer of 1993, I had the pleasure of spending a month carrying out research at the Huntington Library, San Marino, California. My main interest was in seeking out information regarding 'high politics' in seventeenth century Ireland. Quite by chance I came across a unique document pertaining to the history of Newry and district at this time.(1) While browsing through hundreds of records, many of which were of no value for my current purposes, a reference to Newry caught my eye in one of them just as I was about to consign it to oblivion once again. Further perusal soon convinced me that I had happened upon one of those little nuggets of information that a researcher occasionally has the delight to uncover. The document is concerned with the granting of pardons to forty six people in the Newry area.(2)

In technical terms the document is known as a *flant*, a legal mechanism which had to be processed in order to validate the pardons. All such fiants had many features in common. For example, some clauses were always included. It would have been standard practice, therefore, to include the reference to '*treason tending to the destruction of his Majesty's person, wilful murder, and coining money excepted*'. Similarly, it was also normal to include '*the ordinary proviso of putting in sureties and pleading their pardon and that it shall not extend to pardon any matter depending in the castle chamber nor any intrusions, fines of alienations, debts arrearages or accounts due and answerable to his Majesty*'.(3)

What makes the document so interesting, however, is the list of names appended. At a time when social and geographic mobility were fairly uncommon, it gives a good indication of the families traditionally associated with the Newry area. In most cases, the barony and county of origin are given. The reference to the pardons being offered in the '*hope of their future loyalty*' is perhaps the most intriguing of all.

To understand why these pardons were offered one must be aware that the English had only succeeded in conquering the whole of Ireland for the first time in 1603. Therefore, for many people English-style laws were a new experience. Resistance to royal control of Ireland, however, had not been totally subdued. At the time, isolated rebel elements were in hiding in South Armagh.(4) As a result, the willingness of the English authorities to pardon people guilty of serious offences [such cases were reserved for the bi-annual visitation of the assize judges](5), must be viewed in the context of a public relations exercise. They hoped to secure allegiance to the Crown in return for a pardon, while at the same time demonstrating that English law could be fair to all.

Those who availed of the pardons need not be considered as convinced 'loyalists' thereafter. It was quite common at this stage for Irish people to play the game according to English rules when it suited them. The illustrious Hugh O'Neill, Earl of Tyrone, (d. 1616), was a master tactician in this respect. His acceptance of the English title 'Earl' of Tyrone was the most obvious manifestation of this.(6)

The names listed were copied down phonetically by the English officials involved. Many of them are still very common locally. Significantly, some are no longer spelt in the same way. For example, there are few if any McMurphys or O'Kellys. This is because the royal authorities, anxious to anglicise Ireland, subsequently discouraged the use of 'Mc' and 'O' as part of their campaign to promote English culture at the expense of traditional Gaelic practices.

The fact that it was a member of the Trevor family who played a pivotal role in securing these pardons is worth elaboration. Originally from Wales, Sir Edward Trevor, a protestant, came to Ireland at the end of the sixteenth century and settled in South Down.(7) His involvement as a go-between in this affair perhaps owed much to a desire to win favour in his new locality. The influence of this family in the area is still reflected in place names such as Trevor Hill and Rostrevor.

Finally, a note of explanation is required to account for the fact that an original document relating to the history of the Newry area is located in a library in Los Angeles rather than in the local Public Records Office. In the first instance, many records dating from the seventeenth

century which were considered then to be 'private' documents would now be classified as 'public' records. As private papers, the descendants of the government officials who owned them could keep or dispose of them as they pleased. The Newry document is part of a consignment of records, relating to the affairs of Britain, Ireland and the early history of what is now the U.S.A., which came into the possession of the Hastings family. The Huntington Library purchased them at an auction in London in the early twentieth century.

The author wishes to express his gratitude to The British Academy for financial assistance in carrying out research in the U.S.A., and the Huntington Library, San Marino, California, for permission to reproduce this document. Special thanks are also due to the Canterbury family circle, Sierra Madre, for the generous hospitality which they afforded my family and I during our stay in California. Ba léir a ndilseacht don 'seantír'.

FOOTNOTES

1. Fiant of pardon, 30 June 1609 (HA16129, Huntington Library, San Marino).
2. In the fiant it is stated that the total number of names was forty five. However, the last name, Maurice O'Cullen, was added to the original list at a later stage.
3. Five names on the original list were stroked out, presumably because outstanding offences were discovered against them. Note also that the court of Castle Chamber in Ireland was the equivalent of Star Chamber in England, a place where the King's prerogative was upheld.
4. John McCavitt, 'Chichester, Ceannairc agus Cairlinn, 1609' in *Cuise na nGael*. (1986), pp 19-23.
5. The assize system only became regularised in Ireland in the early seventeenth century. See John McCavitt, "Good planets in Their Several Spheares" - The Establishment of the Assize Circuits in Early Seventeenth Century Ireland' in *The Irish Jurist*. vol. xxiv (New Series) Part 2, (Winter, 1989), pp 248-278.
6. Hiram Morgan, *Tyrone's Rebellion*. (Dublin, 1993).
7. Raymond Gillespie, *Colonial Ulster*. (Cork, 1985).

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Arthur Chichester By the Lord Deputy

Whereas Captain Edward Trevor hath made known unto us that some of the undernamed persons were reprieved by the judges of assizes and left in the gaol of the Newry where they lie since the last sessions and the rest are base people who find themselves in some danger of the law for crimes and offences committed by them long since, which they fear will be by some malicious persons laid to their charge, to avoid which, and in respect they lie lurking in the country daring not to appear at the assizes or the sheriffs' courts, he hath moved in their behalf for his majesty's gracious pardon. And forasmuch as there is hope of their future loyalty we have thought fit to take them unto his majesty's gracious favour. These are therefore to will and require you presently upon receipt hereof to draw forth a fiant in due form of law of his highness's gracious, free and general pardon, treason tending to the destruction of his Majesty's person, wilful murder, and coining of money excepted, unto the undernamed persons being all in number forty five inserting therein the ordinary proviso of putting in sureties and pleading their pardon and that it shall not extend to pardon any matter depending in the castle chamber nor any intrusions, fines of alienations, debts, arrearages or accounts due and answerable to his Majesty. In doing whereof this shall be your warrant, given at his Majesty's Castle of Dublin - this last of June 1609

- Donough Og McMurphy of the Fews in Co. Armagh*
- Donnell McMurphy of the same*
- Turlough McMurphy of the same*
- James McMurphy of the same*
- Shane O'Loughran of the same*
- Gilgrinn McMurphy of the same*
- Rory McMurphy of the same*
- Edmond McMurphy of the same*
- Donnell O'Kelly of Iveagh in the County of Down*
- 10 Donnel Crone O'Kelly of the same*
- Patrick McArt McLinney of the same*
- Patrick McCoy of Corgary of the same*
- Henry O'Shiel of Iveagh of the same*
- Shane McBrien of the same*
- Murtagh O'Morgan McLaughlin of the same*
- William O'Shiel McTorley of the same*
- William Burke of the same*
- Donnell McAgholey boy McCartan of outer Tyrie of the same*
- Brian Dun McCartan of the same*
- 20 Cogley Magennis of the same*
- McHagan of the same*

Edmond McShane McCartan de eade (of the same)
 Fergus McShane McCartan de eade
 Manus McFelomy Duffe McCartan de eade
 Owen McCartan de eade
 Brian Roe McCartan de eade
 Teig Boy McCarney de eade
 Arthur McSheinkin (Jenkin) O'Donnell of the Newry

Owen McMurtagh Carragh McConville of the same
 30 Owen McPatrick McConville of the same
 Shane McConville of the same
 Patrick Og McRory McLardoragh O'Hanlon of Orier in Co. Armagh
 Patrick Moder McMurphy of the same
 Owen Magill of the same
 Edmond Brien de (of) Clandeboy in the County of Antrim

Connor McHugh og Magraine
 Roger Creagh
 Turlough O'Dempsey
 David O'Mullaney
 40 McKelly
 Cormac Mc Coghlan
 Donell McGinn of the County of Down
 Owny Carragh McGillvarnocke of the same
 Gilde McGillvannocke of the same
 45 Toole O'Neill of the said County
 Maurice O'Cullen late of the County of Dublin

He
 was put
 into the fian
 by my lord deputy's own
 hand after the fian
 was signed/as appears

To our well-beloved his Majesty's Counsel learned
 in the laws or to any of them to whom
 it may appertain

George Sexton

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Cló Rúraí is a new community business which has started up in the WIN Business Centre in Newry. Its aim is to provide a publishing service with a speciality in Irish-language or English-Irish materials. This is the first such venture in the area and it is hoped that it can be the start of further such initiatives helping to promote an Irish-language atmosphere and to create an economic base for the language from which it can further grow.

Is tuilleadh agus céad bliain é ó cuireadh Conradh na Gaeilge ar bun. San aimsir sin ba é d'aidhm ag na bunaitheoirí an Ghaeilge a choinneáil á labhairt sna ceantair a raibh sí beo iontu agus í a thabhairt ar ais mar phríomhtheanga na tíre. Gan iad agus na díograiseoirí a lean iad is léir nach mbeadh an Ghaeilge mar atá sí beo, gan trácht ar an bhorradh atá fúithi anois, go háirithe i dtuaisceart na tíre. De réir an daonáirimh is déanaí tá corradh agus 142 000 duine a bhfuil Gaeilge acu, nó ar a laghad, eolas acu fúithi.

Scéal eile ar fad atá anois ann faoi chúrsaí teanga ó bhí tréimhse na mbunaitheoirí ann. Is dócha nach bhfeileann cuid de na cúiseanna a ghríosaigh lucht an bhunaithe don lá atá inniu ann. Sa chéad dul síos tháinig an réabhlóid eolais. Is féidir teacht ar níos mó ná tríocha staisiún teilifíse agus an iliomad staisiún raidió. Níl aon bhac ann (seachas b'fhéidir an t-airgead bheith agat) scairt gutháin a chur ar áit ar bith sa domhan ach amháin na háiteacha is iargúlta. Agus córas satailít cumarsáide ag fithisiú an domhain is cuid shuathinseach go bhfuil an domhan ag teacht níos cóngaraí dá chéile. Ach fiú má tá sé, ní hamhlaidh go bhfuil tábhacht an cheantair áitiúla ag dul i laghad. A mhalairt ar fad is fíor, is dócha. Murach go bhfuil ár bhféiniúlacht féin ann bheadh muid báite ar chladach an ilchultúrachais nó tite go tóin poill i bhfarraige an chultúir idirnáisiúnta.

Is é an bua atá ag gluaiseacht na Gaeilge ag deireadh na haoise seo go bhfuil lámh mhór aici leis an phobal. Ar ndóigh, is cuid den phobal í. Ní leor bheith ag caint faoi tábhacht na Gaeilge muna mbítear ag díriú ar tábhacht na Gaeilge don phobal. Cuirim i gcás an chuid is suntasaí faoin bhorradh atá faoin Ghaeilge anois, mar atá, forbairt na naiscoileanna agus na mbunscoileanna. Ní féidir an chuid a bhaineas leis an Ghaeilge a scaradh ón chuid a bhaineas leis an tseirbhís don phobal .i. an t-oideachas.

Ach ní leor an t-oideachas Gaeilge amháin, dá thábhachtaí é. Caithfidh gach gaeilgeoir (agus gach nach bhfuil ach ag foghlaim go fóill) tabhairt faoin chinéal sochaí atá á chruthú acu. Caithfidh muid ár n-aghaidh a dhíriú ar chruthú sochaí a bhfuil seirbhísí ann féin i nGaeilge aici. Muna mbíonn sé ar fáil i nGaeilge caithfear é a chruthú. Is é mar sin ar cuireadh Raidió na Gaeltachta ar bun agus 'Lá'. Céim eile sa treo sin bunú Cló Rúraí. Cé nár luadh é sa Rúraíocht is dócha gur leor luachán in "Cuisle na nGael".

Cad é an rud Cló Rúraí, mar sin. Comhlacht foilsitheoireachta is ea Cló Rúraí atá lonnaithe i réigiún na teorann i gContaetha Ard Mhacha agus an Dúin, comhlacht a dhéanann saincheird de bheith ag freastal ar eagraíochtaí agus ar dhiaione a mbíonn ábhar clóbhuailte i nGaeilge, nó ábhar dátheangach (i nGaeilge agus i mBéarla), de dhíth orthu. Bíonn muid ar an mhargadh do ábhar i mBéarla chomh maith nó is é an rud atá taobh thiar de ná bonn eacnamaíoch a chur faoin Ghaeilge agus postanna i nGaeilge a chruthú.

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Tithe na Mionuaisle

Uimhir 2

In the following article, **Tomás Mac Árdghail** outlines the history of Tamnaharry Manor. Tomás is the Chairman of Craobh Uí Fhiaich and is a prominent member of several of Newry's cultural and historical societies.

Téann stair Mhainéar Tamnach a' Choirthe siar tamall fada de bhlianta. Ba le Mac Aonghusa, Uibh Eachach, an baile fearainn, nó a leath de, suas go dtí tús an seachtú aois déag go dtí gur dhiol Aodh Mac Conn Mhic Aonghusa an talamh le Sir Edward Trevor, a raibh cónaí air i gCaisleán Ruairí. D'fhan an talamh i seilbh Sir Edward agus a shliocht go dtí lár an ochtú aois déag, mar is eol dúinn go raibh sé i seilbh Richard Hobson agus a bhean, Elizabeth, iníon mic Sir John Trevor. Ba é an Sir John seo mac mic Sir Edward a cheannaigh an talamh ó mhuintir Mhic Aonghusa. An dáta 1740 atá luaite leis an seilbh seo.

Tosaíonn stair an tí mhóir sa bhliain 1787 nuair a fuair David Mac Canna, ceannai líneadaigh ó Newgrove, Co. an Dúin, léas ar bhaile fearainn Eadan Tromlaigh, agus an leath bhaile fearainn Tamnach a' Choirthe. *Hobson's Tamnaharry* an t-ainm a bhí ar an sealúchas san am sin. Ba thiarna talún an Dáibhí Mac Canna seo anois - *squireen* a tugadh ar a leithéid san am. Shocraigh sé an teach a thógáil dó féin ar an talamh, agus thogh sé suíomh ar amharc sléibhe is locha, timpeallacht thaitneamhach. Teach mór fada ceann-tuí a thóg sé, agus sa teach seo a mhair sé bliain is dachad agus bhí clann mhór buachaillí agus calliní air. Ní raibh cúrsaí airgid ró-shláintiúil aige, agus fiú sa bhliain 1801 bhí morgáiste aige ar an eastát, mar, insna sean cáipéisí a bhaineann leis an eastát, gheibhimid amach gur fhuascail sé an morgáiste ar a shealúchas. Déanann an gníomhas áirithe seo tagairt don '*teach cónaithe agus foirgnimh seachtracha*' mar chuid den sealúchas. Seo an céad tagairt don teach mór agus thig linn buille-faoi-thuairim a thabhairt gur tógadh é go gairid i ndiaidh do Mac Canna seilbh a ghlacadh ar an bhaile fearainn. Bhí cúrsaí airgid go dona aige arís sa bhliain 1823, mar thóg sé morgáiste ó Christopher Hudson, Co. Aontroma, ar £500. Tá morgáiste eile luaite don bhliain 1826, agus, ar deireadh, sa bhliain 1828, dhiol Mac Canna an eastát le William Edmond Reilly.

Bhain an tiarna nua le cine cáiliúil, muintir Uí Raghallaigh. Tugadh 'The Scarva Reillys' orthu. Shíolraigh siad ó chlann Uí Raghallaigh, Co. an Chabháin. Fear lán bri agus fuinnimh an William Edmond seo. Mhair sé ansin fiche bliain, agus taobh istigh den

achar gairid sin, thóg sé an teach ó bhun, mhéadaigh sé é, agus d'fhág sé é faoin chuma agus leis na buntomhaiseanna atá aige an lá atá inniu ann. Phlandáil sé crainn agus rinne sé bóthar nua fiú, an bóthar iochtarach ó dhroichead Bhaile an Mhuilinn go muileann Bhaile an Mhuilinn. Tá leagan amach an tí mhóir - an taobh amuigh de, ach go háirithe - díreach mar a chríochnaigh William Edmond Reilly é, céad caoga bliain ó shin. Is foirgneamh suntasach é, suite ar chnoc, timpeallaithe ag crainn arda agus radharc aige ar Loch Bhaile an Mhuilinn. Sníomhann an t-ascail fríd faichí leathana idir geataí arda ornáideacha agus an teach. Tógadh na geataí áille i dtús an chéid seo le muintir Uí Bhrolcháin a raibh seilbh an tí mhóir acu ag an am. Tá dhá theach geata ar an eastát, a tógadh, de réir cosúlachta, san am chéanna leis an mainéar, teach an tiarna. Chroch an tiarna talún seo, Liam Eamon O Raghallaigh, clog i gclós na feirme le glao ar an lucht oibre isteach ó na páirceanna. Bhain na mná rialta feidhm as an chlog seo mar chlog Fáilte an Aingil, nuair a bhí siadsan ina gcónaí sa teach.

Sa bhliain 1847, bhronn William Edmond O'Reilly áras Tamnach a' Choirthe mar aon leis an fhearann dúiche ar a iníon, Eleanóir Harriet, nuair a phós sí Charles Thomas Hamilton. Ní raibh muintir Hamilton i seilbh ach ocht mbliana déag nuair a dhiol Bean Hamilton, baintreach, an eastát le John Godwin, a bhí ina chónaí ag 6 Bóthar Burlington, Baile Atha Cliath. Dhá bhliain ina dhiaidh sin, d'fhág seisean an eastát le huacht ag a bhean, Helen, i rith a saoil, agus ar a bás, ag a iníon, Helen Bean Cuppaidge, bean chéile Seoirse Cuppaidge. Fuair Bean Godwin bás i 1895, agus tharla Helen Bean Cuppaidge marbh tamall roimh a máthair, tháinig Seoirse, mac le Bean Cuppaidge, i seilbh an eastáit. An bhliain dár gcionn, dhiol Seoirse Cuppaidge an teach mór agus an talamh leis an Dochtúir Michéal Mac Liam O Brolcháin agus a bhean, Jurrow-on-Tyne, Sasana. Ba é an bheirt seo na céad Caitlicigh a fuair seilbh ar mhainéar Tamnach a' Choirthe. Ar ndó, faoin am a bhronn William Edmond O'Reilly an dúiche ar mhuintir Hamilton, dhiol sé leath bhaile fearainn Tamnach a' Choirthe agus baile fearainn Eadan Tromlaigh le fear darbh ainm Peadar Mac Conbhile (Peter Mc Conville), lúcr Chinn Trá.

Thug muintir Uí Bhrolcháin *Páirc Tamnach a' Choirthe* (*Tamnaharry Park*) mar ainm ar an teach mór, agus cé nár chaith siad ach míonna an tSamhraidh in Éirinn, tháinig tuismitheoirí Bean Uí Bhrolcháin chun cónaí i dTamnach a' Choirthe go buan. Fuair an Dochtúir O Brolcháin bás ansin sa bhliain 1906. Tugadh a chorp ar ais go Sasana le hadhlacadh. Lean Bean Uí Bhrolcháin lena saoire samhraidh i dTamnach a' Choirthe suas go dtí 1925. Sa bhliain sin bhronn sí an teach mór ar Easpag Dhroim Mór ag an am sin, an Dochtúir O Maolchiaráin (Dr. Mulhern). D'fhill sí ar Shasana mar a fuair sí bás i dtús an Dara Chogaidh Dhomhanda.

Bhí an sagart cúnta, An tAth. Seán O Cearra, mar thionónta sa teach go dtí 1927. Sa bhliain sin, tháinig Siúracha Naoimh Dhoimínic ón Afraic Theas agus bhunaigh siad clochar ann mar nóibhiseacht. D'fhág siad an áit i 1945, agus tháinig Siúracha Naoimh Sheosaimh an Taisbeántha agus bhunaigh siad teach banaltrais.

Sa bhliain 1969, díoladh an teach le Joseph Linn Morton, stiúrthóir comhlachta. Tháinig Séamus O Néill is a bhean Máiréad mar úinéirí sa bhliain 1981. Bhí cúpla úinéirí ann idir 1982 agus 1993 nuair a cheannaigh Muintir Uí Dhomhnaigh an teach mór is an pháirc timpeall air.

Maidir leis an fhearann dúiche, nuair a díoladh baile fearainn Tamnach a' Choirthe agus Eadan Tromlaigh, ní raibh fágtha de thalamh ach beagáinín thar 37 acraí. Mar sin féin, insna cáipéisí dlí, tá fógra iontu go bhfuil cead ag Walter Sweetman, a oidhri, a gcuid searbhóntaí agus eile, seilg, iascaireacht, seabhcóireacht agus foghlacaireacht a dhéanamh ar na tailte. Caithfidh go raibh an eastát i seilbh an Walter Sweetman seo, ach níl tasc ná tuairisc air mar úinéir sna cáipéisí. Anuas go dtí 1945, luaitear an coinníoll seo faoi cead seilge ag oidhri Walter Sweetman ach nach luaitear seabhcóireacht níos mó.

Diol spéise dúinn na luacha a bhí ar an sealúchas ó 1870 anuas. Sa bhliain sin, bhí £2,000 ar an teach mór máille le breis agus 37 acraí. Nuair a díoladh an sealúchas i 1896, £1,375 an luach a bhí air. Sa bhliain 1927 thug Siúracha N. Dhoimínic £1,500 mar luach air, an méid céanna airgid a dhiol Siúracha N. Sheosaimh air. Níl athrú ar na réimsí talaimh; tá breis is 37 acraí ann go fóill. Tugadh £9,800 ar an teach is ar an talamh sa bhliain 1969. Nuair a díoladh é sa bhliain 1981, tá breis agus 13 acraí ann, agus £80,000 an luach a tugadh air. Níl faisnéis faoi aon luach ina dhiaidh sin. Is cosúil gur thart ar ceathrú milliún punt a bheadh air an lá atá inniu ann.

An teaghlach Trevor atá luaite i dtús an ailt seo, tháinig siad ón Bhreatain Bheag. Bhí Edward Trevor ina cheannaire ar gharastún

lúr Chinn Trá, ag deire Cogadh na Naoi mBliain. Bhí seilbh aige ar thailte in Uibh Eachach i 1609. An bhliain dár gcionn tá cuntas air mar Edward Trevor, Caol Uisce, agus sa bhliain 1611, ní amháin gur cinntíodh agus gur daingníodh é ina chuid tailte ag an Rí, Séamus I Shasana, ach tugadh deontas agus bronntanas de Shliabh Corr Shliabh agus na Beanna Boirche (*Cortlewe and Beaniborphies - Calendar of Patent Rolls, James I*) dó. Deir na coimistúinéirí Plandála go raibh an t-ábhar go léir réidh le caisleán a thógáil ag Cill Brónaigh. Sa bhliain 1613, toghadh é mar bhall de Pharlaimint na hÉireann do bhorg Cillidh Léith mar Edward Trevor, Esq., Ridire Rose-Trevor. Sa bhliain 1662 fuair ceann urra an teaghlaigh céim mar Barún Trevor of Rosse, agus níos moille fós Viscount Dún Geanainn.





Foirne éagsúla ón Iúr





THE WAY WE WERE

Leabhar nua seolta in Ard Mhacha
Tuairisc agus pictiúr le Caitríona Ní Chiaráin

"THE WAY WE WERE" an teideal atá ar leabhar úr atá eisithe ar na mallabhaigh ag Friar's Bush Press. Tá an leabhar bunaithe go príomhach ar rogha de na grianghraif a ghlac an comhlacht Allison's i gcathair Ard Mhacha. I láthair ag an seoladh ar 9ú lá de Mhí na Samhna 1993, bhí Robin Eames, Ardeaspag Ard Mhacha agus Príomháidh na hÉireann Uile, Jim Nicholson, F.P.E., Pat Brannigan, Cathaoirleach Chomhairle Ard Mhacha, agus scaifte eile d'aíonna speisialta. Tá sa bhreis ar céad pictiúr sa bhailiúchán gleoite seo agus is iad Roger Weatherup agus Des Fitzgerald comheagarthóirí an leabhair. D'fheidhmigh Roger mar Choimeádaí Iarsmalainne in Ard Mhacha ar feadh na mblianta agus tá aithne fhorleathan ar Des mar staraí a bhfuil an-taighde déanta aige ar scéal an iamróid in Éirinn.

Ag cur fáilte roimh na haíonna dó, dúirt Pat Brannigan, agus é ag caint ar shon Chomhairle Ard Mhacha, go raibh ceantar Ard Mhacha ar na háiteacha is stairiúla ins an Eorpa agus go raibh eolas faoi shuibhreas cultúrtha na cathrach ag leathnú amach i rith an ama. D'fháiltigh sé roimh an leabhar nua mar "chomórach ar bhaile s'againne". Mhol Dr. Walker (a bhí i láthair ag an seoladh ar shon Friar's Bush Press) na comheagarthóirí as a ndíograis agus as a bproifisiúntacht - "ní thiocfadh le beirt ar bith eile a leithéid de jab a dhéanamh chomh slachtmhar is atá déanta ag an díis seo". Agus go dearfa, bhí tasc dúshlánach roimh na heagarthóirí mar bhí orthu dhul fríd níos mó ná 1,500 claonchlónna gloine de chuid Allison's a bhí i seilbh an Public Records Office i dTuaisceart Éireann. (Tuigtear domhsa go bhfuil 1,500 claonchlónna gloine eile de chuid Allison's i mbailiúchán éagsúla sna Sé Chondaeithe).

Ag tús an chéid a cheannaigh Herbert agus William Allison an saotharlann grianghrafadóir a bhí ag William Hunter ar Shráid Scotch ag an am. Trí bliana níos déanaí (1903) tháinig Herbert Og ó ardoigig an chomhlachta i mBéal Feirste le bheith ina bhainisteoir ar stiúideo Ard Mhacha. Ní raibh sé ach 23 bliain d'aois. D'fhan sé in Ard Mhacha corradh is caoga bliain. D'eirigh thar barr le gnólacht Allison's sa chathair mar ní raibh comhlacht ar bith eile i gcomórtas leofa. Ach ní hionann sin is a rá gur lig siad a maidí le sruth. Tá le feiscint i "THE WAY WE WERE" ardchaighdeán a gcuid oibre.

Tá an leabhar úr seo ag teacht sna sála ag bailiúchán eile a d'fhoilsigh Friar's Bush Press, "Armagh - Historic Photographs of the Primatial City". B'é Roger Weatherup údar an leabhair sin fosta. Gidh go bhfuil an cruth céanna ar an leabhar nua, tá i bhfad níos mó pictiúir i "THE WAY WE WERE" ná mar a bhí ar an céad leabhar. Tá luach £8.50 ar an leabhar nua, áfach. Ach is fiú é - roghnaíodh na grianghraif go cúramach (roinnt acu a bhaineann le limistéar an Iúir) agus tá nótaí speisiúla ag dul leo.

"THE WAY WE WERE" : 136 pages £8.50 Friar's Bush Press Published Nov. 1993.
Available from THE NEWRY BOOKSHOP.

***B'é Robin Eames, Ardeaspag Ard Mhacha agus
Príomháidh na hÉireann Uile, a bhí mar aoí
speisialta an oíche a seoladh 'THE WAY WE WERE'.***



Aisteoirí Oirialla perform Ó Néill play "Díolta Faoina Luach" in Newry's Teach na hÉigse/Arts Centre.

It had long been the ambition of Newry man, Tomás Mac Ardghail, drama adjudicator, local historian and linguist, to stage Séamus Ó Neill's Omeath-based play "Díolta Faoina Luach", and there could have been no more opportune time to produce the play than during 1993, the year which marked the centenary of the birth of the national cultural organisation, Conradh na Gaeilge. As it happened, Tomás acted as assistant director to local drama teacher, Brenda Rankin, who managed a talented, newly-formed company of adult actors - Aisteoirí Oirialla. The play was performed in Newry Arts Centre/Teach na hÉigse on two nights in November and drew good attendances.

The play, with its tragic climax, centres on the love affair between Peig Ní Dheacair (played by an impassioned and promising young actress, Pádraigin Ní Chathmhaoil), the daughter of the local shebeen owner Patsai an tSléibhe (Uaitéir O Broicháin), and the Jacobite leader Séamus Mac Murchaidh (ably rendered by Feilim O Dónaill). The story is complicated by the jealousy of Airtí O Fearáin (Críostóir Mac Giolla Phádraig) who is also suing for Peig's affections, and by the mercenary machinations of Peig's parsimonious father. Ó Neill's play, short though it is, touches on the themes of treachery, patriotism, greed, revenge and contrition. It was a treat to local Irish speakers to see adult actors from Newry and district taking to the stage after a desert of more than

30 years, since the demise of the acclaimed Aisteoirí an lúir in the early 1960's. Individual performances were memorable - Walter Bradley of St. Paul's, Bessbrook, excelled as the irascible, scheming, bounty-seeking father; Seán McClory, of the Sacred Heart, Newry, made fleeting appearances as the wheedling, spineless, pooten-supping tramp; Niall Comer, now studying English and Celtic Studies at Queen's, Belfast, cut a fine, grandiloquent, dreamy Peadar O Doinín; Feilim O Dónaill was the dashing but gullible hero of the piece. The sole female in the company, Pádraigin Ní Chathmhaoil, was, for this reviewer, the most captivating performer. She had the intensity and fire, punctuated by softer moments, of another Peig, Brid Brennan's Peigín Mike in the Druid Players' televised production of Synge's "Playboy of the Western World." It was entirely appropriate that Pádraigin celebrated her birthday on the day of the second performance and her applause was doubly earned.

"Díolta Faoina Luach" marked the long-awaited renaissance of adult Irish language drama in Newry and the credit must go to the energetic Tomás Mac Ardghail who had the vision, and especially to Brenda Rankin who realised that vision. The various Irish Departments in local secondary schools possess a pool of talented and committed staff whose collaborative ventures into the broader Newry community, like this one, are to be commended and encouraged.



Tacaíonn Címí an Iúir leis na Gaelscoileanna

Newry political prisoners support local Irish language schools



B'i Maríon Bean Mhic Matha a phronn seic £200 ar lucht stiúrtha na nGaelscoileanna in Iúr Chinn Trá ar na mallaihbh. 'Stad cimi cogaidh an Iúir a bhailigh a t-airgead. Arsa Maríon, agus í ag labhairt ar shon na cimi:

"Tuigeanann cimi an cheantair cruachás Bhunscoil an Iúir go ri-mhaith agus is mian leo a

dtacaíocht a thaispeáint i sli phraicticiúil inteacht. Ní mór an suim airgid i dhá chéad punt i gcomparáid leis na costais ollmhór atá a n-iompar ag Coiste na Bunscoile in éagmais deontais cuí ón Stát. Mar sin féin, ba mhaith leo siúd atá i mbraighdeanas a meas a chur in iúl do thuismitheoirí an Iúir a bhfuil sé de mhisneach acu na Gaelscoileanna a choinneáil a dhul. Iarann na

cimi ar Chomhairleoirí an Iúir agus Mhúrn, go mór mór baill tofa Shinn Féin, gach rud is féidir leo a ní ar shon na Bunscoile a dhéanamh, sa chaoi is go mbeidh gach áis ag daltaí na nGaelscoileanna is atá ag daltaí eile an bhaile."

Is iad Ciarán Ó Leannáin, Jackie Uí Dhoibhlin agus Réamonn Ó Cearbhaill a ghlac an seic ar son Gaelscoileanna an Iúir.

BARCROFT RESIDENTS IMPATIENT WITH HOUSING EXECUTIVE

Rinneadh picéad taobh amuigh d'oifigi an Housing Executive in Iúr Chinn Trá ar na mallaihbh. B'iad muintir Sráid a hAon, Páire Barcroft, a ghlac páirt san agóid agus cúis mhaith acu. Tá na tithe i Sráid a hAon 35 bliain d'aois agus tá na cónaitheoirí ag fanacht fós ar na feabhsúcháin a gheall an Executive roinnt blianta ó shin. Tuigeanann na cónaitheoirí go mbeidh siad ag feitheamh go dtí Lá Philib an Chléite má tá siad toilteanach fanacht ciúin fá neamart an Executive.



Cóip den teastas a fuair Pat Lavery ón Iúr agus é ina chime i
gCampa Bhaile Coinnleora, 1921.
(Certificate reproduced courtesy of the Lavery Family)



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LÁMHSCRÍBHINN 5 UÍ DHÓNALLÁIN : ÉAMANN AUGUSTUS MAC AONGHUSA, BÁICÉIR AS AN IÚR, PÁTRÚN, AGUS ART MAC BIONAID, SCRÍOBHAÍ.

Tá Lámhscríbhinn 5 de chnuasach an Athar Lúcas Ó Dónalláin, atá cláraithe thíos agam, le fáil i gColáiste Mhaolmhaodhóg, Béal Feirste. Bhí LS. 5 i measc an chnuasach lámhscríbhinní Gaeilge a bhailigh an tAthair Ó Dónalláin le linn na mblianta a chaith sé i nDeisceart Ard Mhacha (Dromainn Tí 1903-10, An Creagán Uachtarach 1910-37). Thug sé LS. 5 i gcuideachta LS. 4 dá chnuasach ar iasacht don Ollamh Eamonn Ó Tuathail, a raibh suim aige ina bhfoilsíú (cf. Litir ón Athair Ó Dónalláin chuig Éamonn Ó Tuathail, thíos).¹

Art Mac Bionaid (1793 - 1879), scríobhaí bisiúil agus file as an Bhaile Chaol, Foirceal, Co. Ard Mhacha, a pheannaigh LS. 5 seo an Athar Ó Dónalláin idir na blianta 1858 agus 1860. Is é atá sa lámhscríbhinn, dála LS. 4 Uí Dhónalláin a scríobh Art Mac Bionaid fosta, cúig cinn de Scéalta Rómánsaíochta a cumadh in oirdheisceart Uladh i ndeireadh an 17ú céad. Dealraíonn sé gur prósaire anaitheanta amháin a chum cúig scéal LS. 5 maille le cúig scéal LS. 4 Uí Dhónalláin. Níl teacht ar an dara cóip de na scéalta seo, ar a bhfuil rian láidir de chanúint Oiriaila le sonrú síos tríothu uilig go léir, i lámhscríbhinn ar bith eile, go bhfios dom.²

Mar is léir ó cholafain na lámhscríbhinne, chóipeáil Mac Bionaid ábhar LS. 5 Uí Dhónalláin ó shaothar thríúr scríobhaithe de chuid an 18ú haois, ar cailleadh nó ar scriosadh a mbunsaothar ó shin : *'Michael Brady of Courtbawn, Parish of Creggan'* (1782, 1785), *'Brian Beag Mhac Ardghail of Moybawn, Parish of Creggan'* (1777), agus *'Michael Conery of Richardstown, Co. Louth'* (1760).

Tá fianaise úr chinnte ann a chruthaíonn gur faoi phátrúnacht Edward Augustus Maginnis / Éamainn Augustus Mhic Aonghusa a scríobh Mac Bionaid LS. 5 Uí Dhónalláin. B'fhear mór Mac Aonghusa (ob. 8ú Meán Fómhair 1877, 56 bliana d'aois)³ i saol gnó agus i saol poiblí Iúr Cinn Trá sa 19ú céad. Ag bun leathanach 379 den lámhscríbhinn faightear an dáta **16 June 1858** agus trí cheannlitir sínithe leis - **EAM** - nach mó ná go dtig iad a dhéanamh amach ar a dhoiléire is atá an pheannaireacht iontu. Lena chois sin, faightear na litreacha **EAM** greanta ag bun dhroim na lámhscríbhinne.⁴

Caitliceach rachmasach ba ea Éamann Augustus Mac Aonghusa. Chuir sé a phrintíseacht isteach mar dhíoltóir leabhar agus mar stáiseanóir in Iúr Cinn Trá.⁵ I ndiaidh bhás a athar Tomás sa bhliain 1841 (cf. 3), chuaigh É. A. Mac Aonghusa i gceann a ghnó báicéireachta ag 7 & 8 An tSráidThuaidh

Uachtarach, an tIúr.⁶ Bhí ionad eile den ghnó báicéireachta aige ar an Chearnóg Mhór i mbaile Rinn Mhic Giolla Rua fosta.⁷

Chomh maith leis sin, bhí airgead aige i mórán tithe agus talaimh ar fud bhaile an Iúir (Sráid an Mhargaidh, Sráid Uí Cheocháin, Sráid Shéamais, Cnoc na Seaghaise agus An tSráid Ard), agus i gCam na gCat ar imeall an bhaile.

Ba scairshealbhóir i gComhlachtaí Gáis an Iúir agus Iarnród an Iúir agus Ard Mhacha é fosta.⁸

Thabhaigh Mac Aonghusa clú mar sheirbhíseach poiblí in Iúr Cinn Trá sa dara leath den 19ú haois. Coimisinéir Baile a bhí ann ag amanna éagsúla idir 1856 agus 1877.⁹ Bhí sé ina bhall de Bhord Dhlí na mBocht ar an bhaile ó 1856 i leith chomh maith.¹⁰ Cuirtear síos dó i nuachtáin a linne gurbh é a ghlac eagrú Bhriogáid Dóiteáin an Iúir as láimh agus gurbh é a bhí mar chaptaen oinigh ar an tseirbhís.¹¹ Bhí iomráir ar É. A. Mac Aonghusa mar fhear mór spóirt fosta, agus ba é an chéad chaptaen é ar Chumann Rámhaíochta an Iúir a bunaíodh sa bhliain 1873.¹²

Rinne Mac Aonghusa phátrúnacht ar Art Mac Bionaid idir na blianta 1855 agus 1860 agus scríobh Mac Bionaid ar a laghad 10 lámhscríbhinn dó sa tréimhse sin (cf. 4), ina bhfaightear corradh is dhá mhíle leathanach. Léiríú suimiúil atá sa mhórshaothar sin ar acmhainn scolártha Airt Mhic Bhionaid féin nuair a chuimhnítear go raibh sé 62 - 67 mbliana d'aois sa tréimhse úd. Ar ndóigh, níorbh é É. A. Mac Aonghusa an chéad phátrún a chuaigh ag Mac Bionaid a aimsiú. Roimh an tréimhse 1855 - 60, shaothraigh Mac Bionaid lámhscríbhinní do Roibeard Mac Ádhaimh, an tionsclaí Preispitéireach Béal Feirsteach, sna 1840aí agus don Athair Pádraig Ó Luain, a chaith a shaol sagartachta i bparóistí éagsúla a cheantair dhúchais i nDeisceart Ard Mhacha, i dtús na 1850aí.¹³

Is é is spéisiúla faoin nasc seo idir Mac Bionaid agus Mac Ádhaimh, Ó Luain agus Mac

Aonghusa go dtaispeánann sé gur éirigh le scríobhaí Gaeilge - go fiú más obair pháirtaimseartha a bhí i gceird na grafnóireachta aige ¹⁴ - triúr pátrún a aimsiú ar shála a chéile sa dara leath den 19ú haois. I ndiaidh an iomláin, ba dhual go gcuirí cónas na pátrúnachta litríochta ó chéile le tiúim na huasaicme Gaelaí i luathbhlianta an 17ú haois. Má tá tábhacht ar leith, ó thaobh thraidisiúin liteartha na Gaeilge de, leis an spléachadh seo ar Éamann Augustus Mac Aonghusa agus é i bpáirt le hArt Mac Bionaid is é go sonraíonn sé go raibh traidisiún na pátrúnachta, nó iarsma suntasach de, i bhfeidhm go fóill in oirdheisceart Uladh, agus i gceantar an Iúir go háirithe, dhá chéad go leith bliain i ndiaidh 'tonnbhriseadh an tseanghnáthaimh'.

Mórtas cine ba chúis leis an phátrúnacht a rinne Éamann Augustus Mac Aonghusa ar Art Mac Bionaid de réir Énri Uí Mhuirgheasa, a raibh teacht aige ar 9 lámhscríbhinn de chuid Mhic Bhionaid/Mhic Aonghusa le linn é a bheith ag tiomsú *Seanfhocla Uladh*.

"This man (i.e. Maginnis) believed he was the lineal descendant of the MacGuinnesses of Iveagh, and he had sufficient pride of race to induce him to pay Art Bennett to write this collection of MSS. for him".¹⁵

B'fhéidir gur san éagóir do Mhac Aonghusa a bheifí dá mba ar bhonn léamh Uí Mhuirgheasa amháin a mheasfaí go huile agus go hiomlán na bunchúiseanna a bhí aige le pátrúnacht a dhéanamh ar Mhac Bionaid. Tugtar le fios sna foinsí eolais eile atá ar fáil don tréimhse gur dhuine é Éamann Augustus Mac Aonghusa a ndeachaigh léann air. Bhí sé gortha in Iúr Cinn Trá as an Ghaeilge agus as an Fhraincis a bhí aige.¹⁶ Lena chois sin, tá fianaise ann go raibh lámh mhaith ag Mac Aonghusa ar scríobh na Gaeilge sa mhéid gurbh é féin a pheanaigh an chéad 47 leathanach de chuid LS.10 Uí Dhónalláin sa bhliain 1856.¹⁷

Ar an dóigh sin, d'fhág Éamann Augustus Mac Aonghusa as an tSráid Thuaidh, An tIúr, a chló buan féin ar chlár shaothrú litríocht na Gaeilge in Oirialla agus thuill ionad dó féin dá réir mar oidhre ar scríobhaithe sin na Gaeilge - Ardghaoil Ó hAnluain, Pádraig Ó hÉithir agus Aodh Ó Néill - a shaothraigh ceird na grafnóireachta in Iúr Cinn Trá san 18ú agus sa 19ú haois.

LÁMHSCRÍBHINN 5 UÍ DHÓNALLÁIN SCÉALTA RÓMÁNSAÍOCHTA

19ú haois. 10.2" X 6.2". 379 leathanach. Páipéar bán línithe, ach meath na haoise a bheith ar na línte i ndiaidh lch. 5. Clúdach éadaigh dúdhearg agus droim leathair, ar a bhfuil '5' greamaithe. Greanta ar bharr an droma tá *ANCIENT IRISH MANUSCRIPTS* agus ag an bhun *EAM*. Tá '5' greamaithe den chlúdach tosaigh ar an taobh istigh. Tá "MS. D. L. Donnellan CC. Crossmaglen" scríofa, agus é i láimh Uí Dhónalláin féin, ar bharr leathanach 1. Tá na leathanaigh uimhrithe ar an dá thaobh. Tá na leathanaigh ar clé dhá uimhir ar gcúl ó lch.8 - lch.106 as siocair earráid a rinneadh san uimhriú, agus ceithre uimhir ar gcúl ó lch. 110 go deireadh ar an ábhar chéanna.

Art Mac Bionaid a scríobh an lámhscríbhinn; 'A. Bennett' atá ar lgh. 60, 120 agus 379 agus 'Arthur Bennett' ar lch. 316. Tá log 'Ballykeel Forkhill' ar lgh. 316 agus 379 agus dataí 'May 2nd 1858' ar lch. 192, '16 June 1858' ar lch. 379 agus '1860' ar lch. 316. Tá trí cheannlitir sínithe 'EAM' ar lch. 379. Tá roinnt duilleog scaoilte istigh leis an LS. ach ní fios cé acu a bhain siad uilig leis an leabhar seo ó thús, nó le LS. 4 Uí Dhónalláin atá le fáil i gColáiste Mhaolmhaodhóg, Béal Feirste, fosta. Cionn is nach bhfuil iomrá orthu sa chlárú a rinne Ní Mhuirgheasa & Ó Ceithearnaigh ar LS. 4 Uí Dhónalláin (cf. 4) foilsím anseo ag an deireadh iad uilig go léir.

1. AIG SO SIOS GO H-AITH-GHEARR EIRIM NA H-EACHTRA AS A DTAINIG BAS AIRGIN MHOR RIGH LOCHLONN AGUS DEARG AR A MHUINTIRE. Tos. *Feacht naon do raibh naomh padruig agus a choimhntionall cleir aige Sabhall laimh le Dun da leithghlas a gcoigibh Uladh agus iad aige seinm sailm do chideadar Oisín*Críoch. Agus a phadruig air oisín do bheirithim breithir dhut gurab e sin an gábhadh is mo do raibh fianuibh eirinne ann le mo linnse o thathaigh me iad air dtus.

60. Colafan : Críoch.

m. Copied from the hand-writing of Michael Brady of Courtbawn Parish of Creggan. Written 1782. By A. Bennett.

61. LORGAIREACHT NA LAOCHRAIGH LE RAIDHTEAR EACHTRA NA NGASGAIDH .EADHON. FEARGUS FEIDHMEACH, FLANN FOIRTIL. AGUS IOLLAINN GHORM-ROSG. Tos. *Ard-Rígh uasal, oirdheirc, forordha do ghaibh flathais agus urlamhus choigibh uladh a dtosach an treas ceud a ndaigh theacht Chríodsa gcolann daondha de a ngoirthidh fiacha Airidhe do shliocht Ruraighe Mhor* Críoch. ceileabhrais uile do Rígh Mumhan agus do theaghlach aige fagbhal iomchumairce beath agus slainte

oca agus chuadh gach aon do thir dhuchais fein.

120. Colafan : Críoch.

i. Copied from the handwriting of Michael Brady of Courtbawn Parish of Creggan. Written 1785. By A. Bennett.

121. TORUIGHEACHT CHLANN CHONCHUBHAIR MHIC NEASA RIGH ULADH LE CURAIDHIBH NA CRAOBH-RUAIDHE. Tos. *Seilg fhiadhach agus fianchosgair do comoradh le conchubhar mhac neasa Righ Uladh feacht naon.*

191. i. AIG SO AN DARA ROINN DE THORUIGHEACHT CHLANN CHONCHUBHAR.

192. i. May 2nd 1858

248. Críoch. *agus do be críoch an chomhrac sin gur thit an da Righ sin le dios mac chonchubhair air faich na h-eamhna tairéis trí la do choimhghleic chrodha chalma da gach leith. Aig sin toruigheacht chlann chonchubhar mhic Neasa o thus go deireamh le curaidhibh na craobh-ruadh.* Colafan : Críoch

249. EACHTRA CHRÍOMHTHAN CHATH-BHUADHAIGH AS GLEANN A-N-IOLAR A DTIR FO THUNN A DHIOGHALT BAS THAILC MHIC TREUN AIR FHIANAIBH EIRINNE. Tos. *Tairéis bhais Thailc Mhic Treun agus niamh - nuadhchrotha inghean Gharaidh mhic Dolair eadhon Righ greag a cheile air chnoc a n-ar a gciaradh - luachra san Mumhan* Críoch. *Dala mhac Righ na fraince ceileabhrais do fhionn agus don nfián aige fagbhal umchumairce beatha agus slainte oca agus gluais agus a mhuintir go tuigh Righ Mumhan agus fo buidheach a nfián dhiobhtha.*

316. Colafan : foir-cheann.

i. The foregoing was copied from the hand-writing of the celebrated scribe Brian beag mhac Ardghail i.e. Little Bryan McArdle of Moybawn Parish of Creggan in the year 1777. By Arthur Bennett Ballykeel Forkhill 1860.

317. TURAS NUALA CHAOIMH-CROTHACH. INGHEAN RIGH NA FRAINCE GO H-EIRINN, AGUS A TORUIGHEACHT DON FHRAINIC LE TADHG GLE MHIC CIAN MHIC OILLIOLL OLUM. Tos. *Fleadh mor aidhbeal do comoradh le cormac mhac Art Ard riogh eirinne a dteamhur na Righ air dteacht a seilbh a chaithreacha agus a choróine a n-ath-uair dho tairéis a dhibirt le feargus Righ Uladh* Críoch. *do bheireadar tadhg gle agus inghean Righ na fraince leo go casaoil gur churadar a seilbh Rioghacht agus choróin Mhumhan é, agus do chuadh an da mhac Moimne go halmhun laighean mur a raibh fianaihb eirinne, agus do chuaidh cach ele da mbaile fein. Gona i sin eachtra thadhg gle don fhraic.*

379. Colafan : Críoch.

i. Transcribed from the hand-writing of Michael Conery of Richards-town Co. Louth Bearing date 1760 By A. Bennett, Ballykeel Forkhill.

i. 16 June 1858. EAM

Seo a leanas na duilleoga scaoilte atá istigh leis an lámhscríbhinn :

1. Nóta ó Éamonn Ó Tuathail:

This M.S. (No.5) is the property of the Rev. L. Donnellan P.P. Parochial House, Loughgall, Co. Armagh. M.S. 4 (now on loan in the R.I.A.) is also his property

E. O'Toole.

Aug. 1938.

2. Duilleog as an leabhar crábhaidh Supplement To The Manual of Catholic Piety. Tá an méid seo breacaithe ar a cúl:

John Bennet Book Forkhill

Townland of Ballykeel

January 12th 1809

Price 1s 7d.

3. Fógra báis an Athair Lúcas Ó Dónalláin ar Scéala Éireann, 23ú Feabhra, 1952.

4. Litir ón Athair Ó Dónalláin chuig Éamonn Ó Tuathail:

Parochial House,

Loughgall,
28th March 1938.'

Dear Mr. O'Toole,

You have not abused my kindness by retaining these Mss. so long for the purposes of study. I am glad to hear you are thinking of publishing them under the auspices of the Government, after submitting your proposal to your committee and when you are finished with them you could return them to me.

I think it would be desirable in your preface to the book to mention the fact that I discovered these after a long search under difficulties. I am glad to know that they are much better than some of the literature that is now being translated into Irish. I always knew that you would take good care of them as I wished you to do so, knowing the future value of them which this present

scheme will endorse and make available for Irish students.

Glad to hear from you again and hoping you are very well.

Yours sincerely,

L. Donnellan P.P.'

1. Is de thairbhe Lámhscríbhinn 5 Uí Dhónalláin a bheith ar iasacht ag an Ollamh Éamonn Ó Tuathail tráth a thugtar LS. 2 Uí Thuathail uirthi i bhfoinsí áirithe; de Brún, Pádraig : *Lámhscríbhinní Gaeilge : Treoirliosta* (BÁC, 1988) : 9.
Hayes, Richard J. : *Manuscript Sources for the History of Irish Civilisation*. Vol. 11. *LISTS OF MANUSCRIPTS*. (Boston 1965) : 141.

2. Déanaim na téamaí seo a chaibidil i dtráchtas D.Phil (neamhshóisithe), Ollscoil Uladh, Cúil Raithin, (1991), ina bhfuil eagar curtha agam ar chúig scéal LS. 5 Uí Dhónalláin. D'fhoilsigh Máire Ní Mhuirgheasa & Séamus Ó Ceithearnaigh cúig scéal LS. 4 Uí Dhónalláin mar *Sgéalta Rómánsulochta* (BÁC 1952).

3. Tá an t-eolas seo bunaithe ar na scríbhinní a leanas atá le léamh ar leac uaigne chlann Mhic Aonghusa i Reilig Naomh Muire, An Iúir : 'Thomas Maginnis of North Street Newry Departed this life the 5th of October 1841. Aged 64.' 'Also his son E. A. Maginnis who died September 8th 1877. Aged 56.' Tá mé fóirbhúoch d' Fheilimí Mór Mac Aonghusa, Rinn Mhic Giolla Rua, a chuidigh go mór liom an leac uaigne a aimsiú.

4. Ní raibh an t-eolas seo ar fáil nuair a rinneadh cur síos ar na LSí. a shaothraigh Mac Bionaid do Mhac Aonghusa i gcuntais de Brún, P. (1988) : 48., Uí Mhuirí, R. : "Lámhscríbhinn Staire an Bhionaidigh", *Seanchas Ardmhacha* 1978 Iml.9 Uimh.1 : 124 - 5., agus Uí Fhiaich, T. & Uí Chaithnia, L. : *Art Mac Bionaid DÁNTA* (BÁC 1979) : 23 - 25.

Stampa pearsanta Éamainn Augustus Mhic Aonghusa atá sna ceannlitreacha EAM ar dhroim na lse. Tá siad le feiceáil fosta ar dhroim LS. 4 Uí Dhónalláin ach níl sé sin luaite sa chur síos a rinne Ní Mhuirgheasa & Ó Ceithearnaigh ar an lámhscríbhinn : *Sgéalta Rómánsulochta* (BÁC 1952) : vii - xv.

Tá an stampa pearsanta EAM le fáil ar dhroim lámhscríbhinní eile a scríobh Mac Bionaid do Mhac Aonghusa. Cuidíonn an stampa linn lámhscríbhinní nach rabhtar in ann a nascadh go cinnte le Mac Aonghusa roimhe seo a aithint. Tá fianaise agam gur scríobh Mac Bionaid 10 ls. do Mhac Aonghusa agus tá fúm na 10 lsí. sin a phlé in alt eile.

5. *The Newry Telegraph*. Máirt, Meán Fómhair 11. 1877.

6. Ibid.

Ba dhuine de bháicéirí an Iúir é Thomas Maginnis chomh luath le 1824 de réir *Pigot's City of Dublin and Hibernian Provincial Diary*. (London, 1824) : 409. 'Mc Gennis Thomas, (& starch and blue manufacturer) North-street.'

Bhí Éamann Augustus Mac Aonghusa i mbun ghnó na báicéireachta faoin bhliain 1846, agus gan é ach sna fichidí láir : *Slater's Directory Ireland* (London 1846) : 505. "Magennis Edward Augustus, 8 Upper North st."

Wyly, E.: *Directory and Hand-book for Newry, Warrenpoint, Rostrevor, Kilkeel, Carlingford, Omeath*. (An Iúir, 1868). : 21: 'Maginnis, Edward Augustus, baker Upper North St.'

Belfast Directory 1852 (: 612), 1854 (: 688), 1856 (: 634), 1858 (: 658).

Belfast Directory 1861 (: 675): 'Maginnis Edward A., baker and flour merchant, 8 North St.'

Belfast Directory (Business) 1865-6. : 349. 'Maginnis, Edward A. 8 North St.'

Belfast and Ulster Directory 1863-4 (: 799), 1865-6 (: 841), 1868 (: 597), 1877 (: 737).

Griffith's Valuation. Union of Newry. Co. Down. (1863) : 173. Bhí teach, oifig agus clós (luacháil bhliana : £45) ag 7 & 8 An tSráid Thuaidh Uach. ar léas ag Mac Aonghusa ó Iontaobhaithe Chill Uí Mhuirí.

7. Bassett, G.H. : *County Down Guide and Directory* (BÁC, 1886) : 50 : 'Maginnis & Son. Plain and Fancy Bakers and Flour Merchants. Newry. Branch : - The Square, Warrenpoint.' Faightear an tagairt a leanas do bháicéirí Rinn Mhic Giolla Rua ar lch.

181 den saothar chéanna : ' Bakers - P. Crawford, Maginnis and Son'.

I ndiaidh bhás Éamainn Augustus Mhic Aonghusa i 1877, chuaigh duine dá chlann mhac, Roibeard, i gceann ghnó na báicéireachta agus lean de go dtí i dtrátha na bliana 1897 nuair a thit sé as a chéile, de réir *Newry Reporter*, Máirt, 10ú Deireadh Fómhair, 1911. Roibeard Mac Aonghusa, is cosúil, ab údar don dá fhógra thuasluaite sa bhliain 1886.

8. *Griffith's Valuation*. Union of Newry, Co. Down. (1863)

Market Street : 172. Ba le Mac Aonghusa teach, oifig agus clós ag 3 Market St. (Luacháil bhliana : £13), a bhí ar léas ag Anne Traynor.

North Street : 173. Bhí teach, oifig agus clós ag 7 - 8 Upper North St. (Luacháil bhliana : £45) ar léas ag Mac Aonghusa ó lontaobhaithe Eastát Chill Uí Mhuirí.

Cowan Street : 179. Ba le Mac Aonghusa teach, oifig agus clós ag 38 Cowan St. (Luacháil bhliana : £2 15s.), a bhí ar léas ag Terence Murray. Ba leis fosta teach, oifig agus clós ag 39 Cowan St. (Luacháil bhliana : £3), a bhí ar léas ag John Mc Caughey.

James's Street : 179. Ba le Mac Aonghusa tithe, oifigí agus clóis ag 1 - 7 James's St. (Luacháil bhliana san iomlán : £16), a bhí ar léas ag daoine éagsúla. Bhí clós (Luacháil bhliana : 15s.) ar léas ag Mac Aonghusa ag 8 - 9 James's St. ó Robert Brown.

Mount Pleasant : 180. Ba le Mac Aonghusa teach, oifigí agus clós ag 15 Mount-Pleasant (Luacháil bhliana : £2 15s.), a bhí ar léas ag John Galloghly.

High Street : 186. Bhí garraí ag 141a High St. (Luacháil bhliana : 10s.) ar léas ag Mac Aonghusa ó Thomas R. Hooks, agus oifigí agus clós ag 143 High St. (Luacháil bhliana : £5) ó lontaobhaithe Eastát Chill Uí Mhuirí.

Griffith's Valuation. Union of Newry, Co. Armagh. (1863)

Carnagat : 61. Bhí talamh ag 5 Carnagat (Luacháil bhliana : £3) ar léas ag Mac Aonghusa ó Dhiúc Mhanchan, agus lig sé na tithe ag 5a, 5b, 5c, 5d agus 5e ar an talamh seo le daoine éagsúla (Luacháil bhliana san iomlán : £7 15s.).

Personal Will of Edward Augustus Maginnis, a rinneadh ar an 27ú Lúnasa 1877 agus a cruthaíodh i bhfianaise "John James Quinn & John P. Mc Nally Merchants & Thomas J. Maginnis Solicitor all of Newry ..." ar 10ú Deireadh Fómhair 1877. *Calender of Wills 1877* : 434. (Oifig na dTaifead Poiblí, Béal Feirste), agus *Belfast District Will Books 1858-1900 (Copies)*, (Oifig na dTaifead Poiblí, Béal Feirste. MIC 15C/2/17 Uimh. 695, : 102).

Luaitear sa tiomna na scaireanna a bhí ag Mac Aonghusa agus na tithe agus an talamh a raibh airgead aige iontu ar An tSráid Thuaidh, ar Shráid Uí Cheocháin, ar Shráid an Mhargaidh, ar Shráid Shéamais, ar An tSráid Ard agus i gCarn na gCat. Faoin am seo fosta (1877) bhí airgead ag Mac Aonghusa i "McConville's houses tenements and premises" ar An tSráid Thuaidh. De réir cosúlachta, cheannaigh sé nó ghlac sé ar léas roimh 1877 cuid den talamh ar An tSráid Thuaidh a bhíodh ag "Peter McConville", a raibh ina measc tithe, oifigí agus clóis ag 9, 9a, 9b, and 10 An tSráid Thuaidh, go díreach in aice ghnó báicéireachta Mhic Aonghusa : *Griffith's Valuation* Union of Newry, Co. Down : 173

9. *Belfast Directory* 1856 (: 628), 1858 (: 652), 1861 (: 669), 1877 (: 733).

10. *The Newry Examiner and Louth Advertiser* 2ra Aibreán, 1856.

Wyly (1868) : 30 : 'Newry Union. Elected Edward A. Maginnis'.

Newry Reporter Máirt, 11ú Meán Fómhair, 1877 (Eagarfhocal).

The Newry Telegraph Máirt, 11ú Meán Fómhair, 1877.

11. *Newry Reporter* Máirt, 11ú Meán Fómhair, 1877 (Eagarfhocal).

The Newry Telegraph Máirt, 11ú Meán Fómhair, 1877.

12. Ibid.

Newry Reporter Déardaoin, 29ú Deireadh Fómhair, 1992 : 48.

13. Ó Buachalla, B : *I mBéal Feirste Cois Cuain* (BÁC 1968) : 136 - 202.

Ó Muirí (1978) : 123 - 4.

Ó Fiaich & Ó Caithnia (1979) : 16-18, 22.

14. Ó Buachalla, B : "Art Mac Bionaid Scriobhaí" *Seanchas Ardmhacha* Uimh.2 1979 : 339.

15. Ó Muirgheasa, Énrí : *Seanfhocla Uladh* (BÁC 1907) : 259.

16. *The Newry Telegraph* Máirt, 11ú Meán Fómhair, 1877.

17. Ó Fiannachta, Pádraig ; *Clár Lámhscríbhinní Gaelige Leabharlanna Na Cléire Agus Mionchnuasaigh Fascúl 11* (BÁC 1980) : 14-15.

LIAM S. Ó CUINNEAGÁIN*

*Tógadh an Dr. Liam Ó Cuinneagáin i gCaisleán Ruairí agus, ina dhiaidh sin, i Rinn Mhic Giolla Rua. Fuair sé a chuid bunoidreachais ar Bhunscoil Naomh Muire, Caisleán Ruairí, agus a chuid meánoideachais ar Scoil Na Mainistreach, Na Bráithre Críostaí, Iúr Cinn Trá. Ghnóthaigh sé B.A. Onóracha sa Léann Éireannach agus san Oideachas in Ollscoil Nua Uladh, Cúil Raithin, i 1982. Bhronn Ollscoil Uladh, Cúil Raithin, céim D. PHIL air i 1991 as eagar a chur ar Lámhscríbhinn 5 An Athar Ó Dónalláin. Tá cónaí air i bPort na Binne Uaine, Co. Dhoire, ó 1978 i leith.

A shorter English language version of the above article appeared in the 1993 edition of the St. Malachy's College, Belfast, publication "Collegian". Tá muid buíoch do Éamonn Phoenix, Cartlannaí an Cholaíste, as grianchóipeanna ón lámhscríbhinn áirithe seo a sheoladh chugainn.

[illegible]

folsent do do d'armes p'micijun en c'poin
 sylenie le enblanc c'p'p'e long r'p'p'z t'p'z co-
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 do d'p'p'z se d'ijun sy'mm'ic do f'p'p'z-c'p'm'ic
 leif do c'p'm'ic'us loel'm', d'alt n' z'p'm'ic
 n'p'p'z leif se do n'p'p'z f'p'p'z f'p'p'z n' c'p'm'ic do
 d'armes se don c'p'm'ic p'm'ic r'p'p'z t'p'z n'oe
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 m' n'p'p'z d'alt tan p'm'ic'm'ic s'm' don n'p'm'
 c'p'm'ic d'alt-b'p'm'ic s'm' s' p'm'ic'm'ic n'oe t'p'
 p'm'ic' n' d'alt le m'p'p'z m'p'm'm'm' r'p'p'z f'
 b'p'm'ic-c'p'm'ic, f'p'm'ic' c'p'm'ic'p'm'ic f'p'm'ic r'p'p'z t'p'
 f'o d'p'm'ic p'm'm'm' n' f'p'm'ic m' n' d'p'm'ic d'
 f'p'm'ic'p'm'ic d' d'p'm'ic c'p'm'ic do m'p'm'ic-c'p'm'ic
 p'm'm', d' d'p'm'ic'p'm'ic leif do p'm'm'ic p'm'm'ic'm'
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 do d'armes m'ic p'm'ic loel'm' le enblanc c'p'
 p'e long r'p'p'z t'p'z c'p'm'ic koe tan c'ilmn
 n' d'ac long oen r'p'p'z do d'p'p'z se d'ijun
 sy'mm'ic do f'p'p'z-c'p'm'ic leif do t'p'z f'p'm'
 d' d'p'm'ic s'm' do d'p'm'ic n'p'p'z d'alt tan p'm'ic'p'm'ic
 -ric



Uaigheanna Chlann Mhic Aonghusa i Reilig N. Muire.

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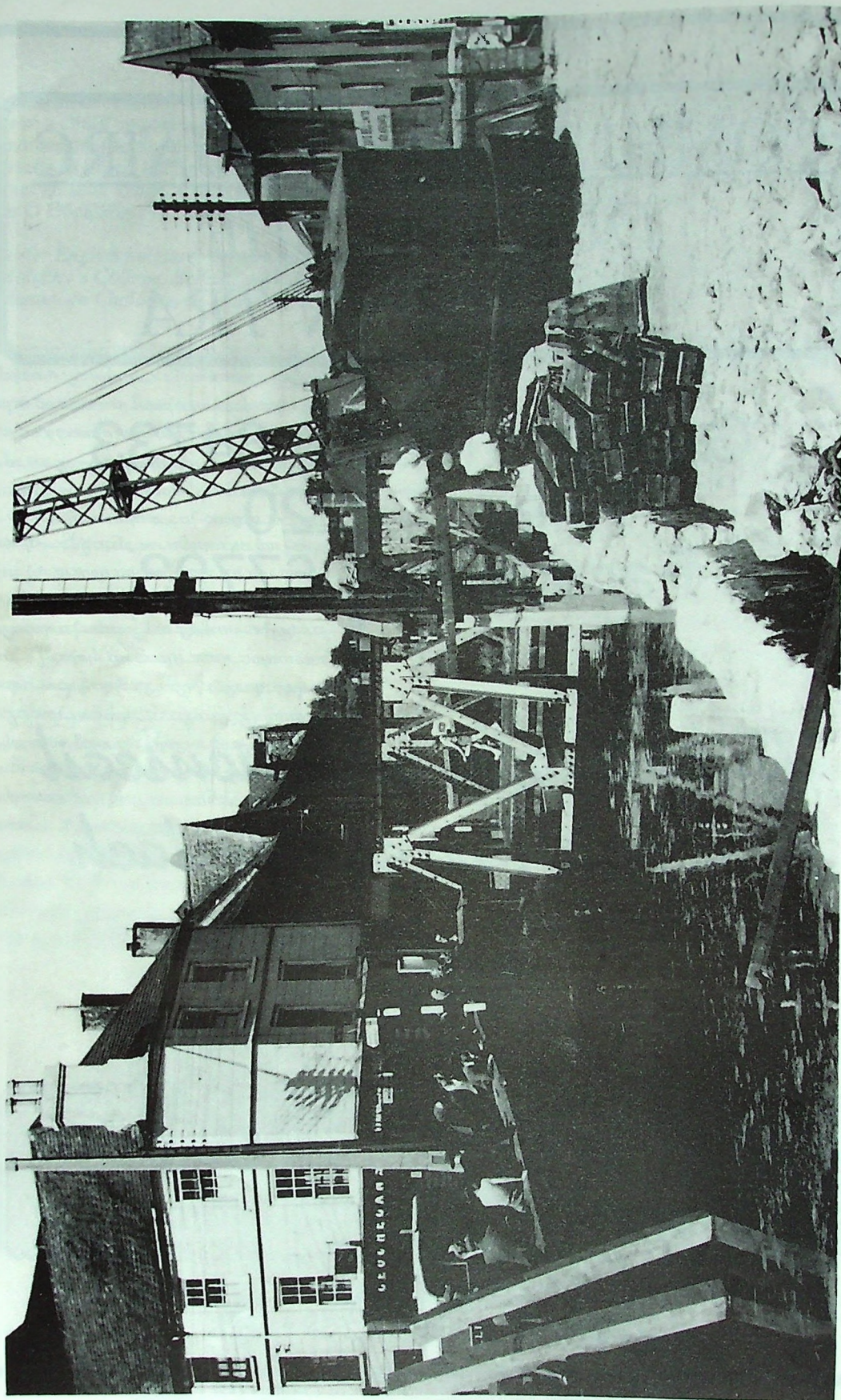
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NEWRY SHIPPING, 1900 - 1981

by

Seán Patterson ©1994

Fisher's of Newry

At the beginning of the century the largest fleet in Newry belonged to Joseph Fisher and Sons who traded under three separate companies : the Newry and Kilkeel S.S. Company, the Frontier Town S.S. Company and the Carlingford Lough S.S. Co.. In all, the group in 1900 possessed 10 steamers most of which were between 200 and 300 tons gross. The exceptions to this were the *S.S. Cloughmore* at 574 tons gross and the *S.S. Seapoint* at 593 tons gross.

All the vessels were named after local towns or localities, with the exception of the *S.S. Joseph Fisher*. They were built by John Fullerton's of Paisley, widely regarded as one of the best small steamer yards in Britain. The *Seapoint* was the only exception, having been built in 1899 by S. McKnight and Company, Ayr, at a cost of £9,250.

In design, the smaller steamers were two-masted, with two hatches, the main hatch being aft. A single main mast fitted with two derricks* was used for loading and unloading. Engines and superstructure* were located aft* where the ship was steered from an open bridge, standard on practically all coasters of the period. A counter stern was relatively unprotected with railings rather than plating surrounding the after part of the vessel. A former Newry seaman recounted, that when going astern the *S.S. Portadown*, the last survivor of this type, had her stern practically awash.

Machinery was basic and spartan; no steam capstan* or steam windlass* was fitted. A messenger chain was used to drive the anchor windlass from the steam winches. It was a lethal weapon for unwary fingers. Work normally carried out by the capstan was achieved by connecting a wire hawser to the forward derrick winch using a bow line. No electricity was provided (again common to all steam colliers of the period). Lighting was provided by oil lamps. Mast-head lamps were fitted into wire cages and hoisted aloft by wires attached to the mast and cage.

The ships were powered by compound steam engines* fired by coal burning scotch boilers. The engines were generally 2 cylinder with a working pressure of 130 lbs per sq. inch and a working speed of about 9.5 knots. In the newer vessels, e.g. *S.S. Portadown* and *S.S. Clonallon* the engines were built by Hall Brown Butterly & Co., Govan, whereas on some of the earlier vessels they had been built by W. Kemp of Glasgow.

Crew accommodation was in the foc'sle* below deck level. Four to six crew members slept here in a space approximately 16' at its widest and 7' in height. Heating was provided by a coal-fired stove commonly known as a bogie. The crew slept on wooden bunks sleeping on a straw mattress commonly known as a "donkey's breakfast." The captain and mate slept amidships* in separate cabins below the bridge, whilst the engineers shared a cabin aft above the engine room. (In the *S.S. Seapoint* and probably the *S.S. Cloughmore* engineers had a cabin each). Cooking was done on a coal stove in a small galley forward.

Dr. C. V. Waine in his book "Steam Collier Fleets" describes the Fisher boats of this period as "built to a cheap specification" (3). However this is contested by Mr J. D. F. Fisher, grandson of Joseph Fisher, who does not think "they were particularly cheap for their day as Fullerton was reckoned to be probably the best shipbuilder on the Clyde and the frames/scuttlings specified were generally in excess of Lloyds' specifications". (4)

This particular design of vessel, locally known as a 'long back', was last ordered by Fishers in 1903 with the arrival of 3 sisters, the *S.S. Abbot*, *Orior* and *Dromore*, and marked a slight improvement on previous vessels. A raised flying bridge was fitted and the forecastle was raised to lessen the risk of the vessel being swamped in heavy seas. However, the long backs were not a good design of ship, as is demonstrated by the fact that the *S.S. Clonallon* in 1904 disappeared without trace (she was only 5 years old) followed in 1908 by the *S.S. Orior*. The *S.S. Abbot*, sold in 1915 by Fishers, disappeared without trace in December 1935 when as the *S.S. Kentbrook* she was en route from Plymouth to Portsmouth. (5)

These vessels "were not particularly good with bulk cargoes like coal. The usual method of loading was to fill the main hatch and then put the remainder of the cargo in the forehatch*. However this could not be done with these vessels. The cargo had to be heaped up in the middle of the ship and this could lead to loose surfaces at either end of the hold and the danger of the cargo shifting. This may have accounted for some of the old coasters foundering as happened to *Orior* when heading for Newry with South Wales coal in 1908." (6)

Fisher's first casualty of the century had occurred with the loss of the *S.S. Cloughmore* which had been built by Fullertons in 1897 at a cost of £8,000. Like the *Seapoint* she was larger than, and differed in appearance from, the long backs. She was a three master, with bridge positioned amidships with a registered speed of 9 knots. She was 170' long and 26.65' wide, almost 30 feet longer than a typical long back which was 142' by 21' wide.

On 14th June 1902 she left Liverpool for Galway with a cargo of grain. By the time she reached Lough Swilly her cargo had shifted and she had a list of 7 to 8 degrees. Four hours later she foundered with the loss of seven crew members. A subsequent Court of Enquiry in Dublin found that the ship became unseaworthy by reason of the shifting of the cargo and that she proceeded on the further voyage without any steps being taken to correct the list. Bags were available to stabilize the cargo (grain was a notoriously dangerous cargo for shifting) but were not used.

Lord Justice Fitzgibbons, dismissing an appeal by the Frontier Town Steamship Company in the case of *Cunningham and Others vs The Frontier Town Steamship Company Ltd.*, commented that the loss also arose from "taking a chance of a summer voyage from Liverpool to Galway in the hope they would have summer weather" (7) and awarded £650 to the relatives of those lost.

On December 8th, 1904, the *S.S. Clonallon* left Swansea with a cargo of 300 tons of coal bound for ^{Dublin} Newry. She never arrived. Her crew of nine with the exception of George Williams (of Belfast) were all from the Cloughoge/Fathom area. It was rumoured that her loss was due to a gas explosion within her hold. To add further grief to the relatives, mysterious telegrams were received by the Rice family, allegedly from a Maggie Hastings of Liverpool, informing them that Owen Rice the mate, and James Hollywood the Captain, were safe. The telegrams were a cruel hoax. (8) No trace of the vessel or her crew was ever found. In 1905 a memorial to the crew of the *Clonallon* was erected in Killeen cemetery where it still stands.

Possibly as a result of the loss of the *Clonallon*, Fishers ordered a new design of vessel in 1905, the *S.S. Yews*, again from Fullertons. The ship entered the fleet in May 1905 at a cost of £6,000. The *Yews* marked a watershed in the history of the Fisher fleet for several reasons. In addition to being a better design of sea-boat, the *Yews* heralded the custom of naming Fisher ships after trees. This custom continued throughout the remainder of the company's history.

For the next 40 years this type of vessel was to be the standard Newry Collier. Being 142' long, the vessel was just able to enter the Ringsend Dock in Dublin. A beam of 23', compared to 25' on most similar colliers, enabled two vessels to be "locked" simultaneously in the Victoria Locks at Newry which were 50' wide. Such vessels could easily gain access to many of the smaller ports around Britain and Ireland, particularly those which stood on narrow estuaries.

The extended quarter deck*, combined with the bridge now positioned amidships, tended to lessen the force of any sea breaking over the length of the ship, thus reducing the chances of the vessel being swamped or the hatches stoving in. Only one of this type of vessel, the *S.S. Upas*, which was in fact longer and wider than her counterparts, is known to have definitely been lost as a result of foul weather.

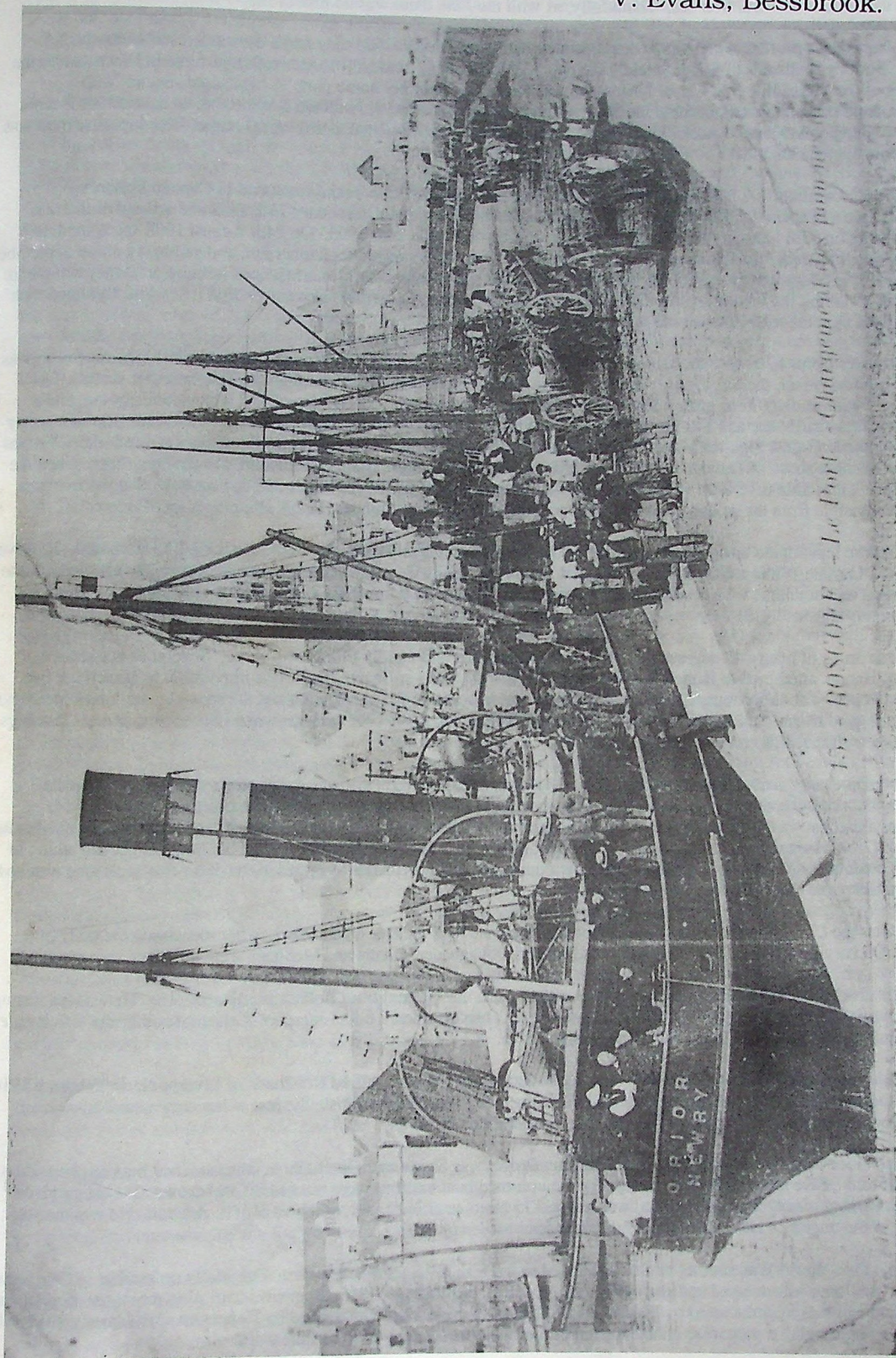
Like the long backs, however, the *Yews* was spartan. Machinery was again minimal and functional. No provision was made for either steam capstan or windlass. Accommodation for the crew continued in the foc'sle below deck level. Engines were now supplied by Renfrew Brothers of Irvine. As before, they were two-cylinder compound engines capable of 9.5 knots working speed. John Fisher reckons that although frugal in certain aspects the new breed of ships were not cheap and that expense was concentrated on the hull and engines which were designed to last, eg: the *S.S. Oak* was 45 years old when scrapped in 1951.

The *Yews* was quickly followed by the *S.S. Oak, Elm, Olive, Pine, Maple, Alder* and *Walnut*. Early photographs of the *Yews* and *Pine*, reveal that these steamers still carried sails on all three masts. No chart-house as yet was provided, the steering position being supported on four metal stanchions.

The fleet between 1900 and 1910 was in a state of transition, as new vessels replaced older varieties. In 1901, the *Carlingford Lough* was sold; in 1902, the *Warrenpoint*, the *Kilkeel* in 1903 and in 1906 the *Frontier Town*. In addition to these, other vessels were lost as a result of collisions or accidents. In March 1908 the *S.S. Orior* left Newport for Belfast in heavy weather with a cargo of coal and disappeared. The following year on July 6th the *Elm* was wrecked whilst en route from Whitehaven to Briton Ferry.

On June 19th 1910 the *Yews*, whilst on passage from Harrington to Port Talbot, collided in dense fog with the French steamer *La Rochelle* of Bayonne. The French vessel bound for Workington sank, drowning ten of her crew. The *Yews* herself was badly damaged. Five of her crew remained alongside the stricken vessel in a lifeboat, the others being picked up by the *S.S. Panmere*. The *S.S. Alderney* finally picked up those including the captain standing off the *Yews* which, badly down by the head, finally sank at about 6 p.m. on Monday 20th June, 24 hours after the collision. (9) To round off an

V. Evans, Bessbrook.



15. - ROSCOFF - Le Port - Chargement des pommes de terre

abysmal two years for the firm, on the 9th December 1910 the *Maple* was wrecked off the Isle of Man whilst en route from Belfast to Whitehaven with iron ore. Thankfully, as with the *Elm*, there was no loss of life.

That Fishers was a profitable concern is demonstrated by the fact that in 1903 they had a deep sea vessel built, the S.S. *Ulidia*. Built by Redheads of South Shields, she was 323' long and 47' wide. (10) Although registered in Newry under the auspices of the Mercantile S.S. Co. of Ulster, she was too big to enter her home port. A handsome steamer with superstructure concentrated amidships, she had a raised poop deck and foc'sle, with the familiar red, white and blue Fisher colours painted on her smoke-stack. Unlike the humble colliers, she was fitted with a wheel-house. Her superstructure was white with teak woodwork.

Her log for December 1907 reveals her leaving Penarth on 12th December under the command of Captain Robert McClenaghan of Dundalk, with Hugh O'Neill of Killowen Point as mate. On January 19th 1908 she arrived in Buenos Aires, sailing on 12th February for Genoa where she arrived on March 26th 1908. On 24th August 1908 she again left Penarth, this time under the command of Hugh O'Neill, arriving in Genoa on September 8th, and sailing again on September 19th arriving in Marupol (Russia) on October 3rd. On 17th October she sailed from Marupol, arriving in Rotterdam on 8th November. Having left Rotterdam on 13th November she returned to Penarth on November 17th. (11) She remained with Fishers until December 1916 when she was sold.

On the coaster front, 1910 saw the arrival of the S.S. *Walnut*, and 1912 the S.S. *Mango*, whilst in 1911 the *Seapoint* was sold. A similar vessel, the S.S. *Upas*, was delivered in 1913. She was much bigger than the new breed of vessels, 168' long, 25.5' wide and 469 tons gross. She was less spartan than the other vessels being fitted with steam capstan, and a steam windlass charthouse and was powered by a two cylinder compound engine built by Ross and Duncan. (12) Her career was short-lived. On the night of March 17th 1915 the *Upas* left Ayr bound for Warrenpoint with a cargo of coal. She was one crew member short. A fireman named Furgie had missed her departure from Warrenpoint. As the *Upas* approached the South Rock Light Ship off Portavogie, conditions were so bad, due to gale force winds and heavy snow, that the foremast was barely visible from the bridge. She was also, according to her mate Samuel Hanna, shipping a lot of water.

Hanna, before leaving the bridge at 4 a.m., had set the *Upas* on a course passing the South Rock Ship to starboard. However her master, Captain William McFerran, fearing that she might slip inside the South Rock and go ashore, decided to heave to and proceed on her course when visibility was better. As he attempted to bring the ship round she rolled, her cargo shifted, and she nearly capsized. (13)

Lying at an angle of nearly 45 degrees the *Upas* was unsteerable, and rapidly filling with water. Several of her crew, including Hanna, attempted to launch her port* lifeboat, her list being so severe that it was impossible to launch her two starboard* ones. The lifeboat capsized toppling the crew members into the sea. Hanna and the second mate James McShane managed to stay afloat in the water due to their lifebelts. The others in the boat were drowned. Several other crew members were washed off the stricken vessel and perished.

The S.S. *Ailsa Craig* arrived on the scene about 10.30 a.m., and observed the *Upas* lying on her beam ends. Captain Wilson could not bring the Belfast collier alongside the *Upas* due to the stricken vessel's proximity to the rocks. (14) Therefore a lifeboat was launched by the *Ailsa Craig* and manned by three of her crew, Marks, Adair and Torrens headed to the aid of the *Upas*. Hanna and McShane were picked out of the water. However the lifeboat lost her bung and began taking in water. To complicate matters she began to be blown out to sea and was unable to return to the *Ailsa Craig*. Hanna watched the *Upas* sink from the *Ailsa Craig's* boat.

Shortly after the *Upas* sank the Donaghadee lifeboat arrived and took the five men aboard. After recovering the body of engineer O'Leary from the sea, the lifeboat headed back to Donaghadee. Hanna and McShane were the *Upas'* sole survivors.

The *Upas'* articles for 1913 list among her crew members a Daniel Troland from Belfast as engineer (15). He was not among those lost on the *Upas* in 1915 but he was drowned with his brother aboard on a Liverpool registered collier the S.S. *Dingle* which sank after striking a German mine on February 1916.

The *Dingle* was a collier of 593 tons gross built by Fullerton's in 1914 for Alfred Rowlands of Liverpool. In February 1916 she was chartered to the French government. Her captain John Leckie was Scottish, the rest of her crew were Newry men who either worked on, or had relations working on, Fisher's ships.

At seven o'clock in the evening of Feb 16th 1916, the *Dingle* was blown up. One lifeboat was launched but capsized when the vessel sank. Five men clung on to the keel of the upturned boat but four were washed off and drowned. One survivor Eddie McParland managed to hold on and was rescued 15 hours later by the torpedo boat H.M.S. *Actaion*. He was the sole survivor of the tragedy. He later became sub-postmaster in Newry. (17)

During the First World War another vessel was added to the Fisher fleet, the S.S. *Aspen*. Originally ordered in 1913 at a cost of £7,300, building was delayed and she did not join the fleet until January 1915. She was identical to the *Alder*, *Walnut* and *Mango* with engines manufactured by Fisher Ltd. of Paisley. A sistership was ordered by Fishers on 15th January 1915 but the builders reported that they were unable to start building due to "the exigencies of the war."

1917 saw another casualty when on 12th April 1917 the *S.S. Rostrevor* (1899) one of the last two remaining longbacks founded 25 miles North West of the Skerries whilst en route from Newry to Manchester with a cargo of granite setts. As it turned out, no Fishers' vessel was lost as a result of enemy action during World War I. However, on 26th April 1918, the *Mango* was attacked by torpedo from a German submarine off the Scottish coast. Luckily the torpedo missed, the crew receiving a £70 bonus from the company (18).

Thus at the end of the First World War the Fisher fleet stood at eight ships, the oldest being the *S.S. Portadown* the last surviving long-back built in 1899, and the only vessel in the fleet able to navigate the sections of the Newry Canal running from the Albert Basin through the town of Newry past Merchant's Quay. The tradition of having one ship of more than 400 gross tons was maintained when the *S.S. Moygannon*, built for the now bankrupt Newry and Provincial Coal Company in 1920, was acquired in 1924 at a cost of £10,500. She was 164.9 feet long, 25.7 feet wide and powered by a 3 cylinder triple expansion engine*. Apparently she was a reasonably popular ship in that she had a much bigger galley than the standard Fisher collier.

1927 saw a further expansion of the fleet with the addition of the sister ships *Palm* and *Poplar*, Fisher's last delivery from Fullertons of Paisley. They were ordered on 15th April 1926 at a cost of £11,700 (19) each. In design they were similar to the *Aspen*. They were the first Fisher steamers built without a mast abaft* of the funnel. Apparently this mast had given considerable trouble when manoeuvring under the tips at Garston. (20) As it turned out these two were the penultimate vessels built by Fullertons (yards nos 277 & 278). The *Greta Force* delivered in 1928 marked the end of John Fullertons of Paisley whose first vessel the *Calderbank* had been built in 1866.

An examination of the *Poplar's* logbook for the period July 17th 1927 until 18th July 1930 (21) reveals just how extensively these small coasters travelled throughout not only Britain and Ireland but also Europe. Primarily they were colliers. The *Poplar's* maiden voyage was from Glasgow to Newry carrying coal. For the next six months she was engaged almost exclusively on the coal trade between Britain and Ireland. On three occasions she carried crushed granite from Newry to Manchester.

May and June 1928 found her on charter between France and England & Wales sailing light from Cardiff, Swansea and Bristol to load potatoes in Trequir, Roscoff and Locudy. On 10th November 1930 she left Newry for Garston where she loaded coal for Cork. Her next visit to Newry was on 23rd February 1931. In the intervening period, she visited Guernsey, spent over two months on charter between London and Dordrecht carrying general cargo. She also loaded china stone in Fowey for Runcorn, carried coal to Waterford, before finally sailing from Swansea on 23rd February 1931 for Newry with a cargo of steam coal.

Other cargos mentioned in Captain Boylan's cargo book include potatoes, onions, oil cake, and even 360 tons of manure carried from Dublin to Waterford between 20-31st December 1929. In fact, these little colliers could find themselves carrying different cargoes in far away places. The *Moygannon* was engaged for long periods of time carrying salted herrings from Lerwick in the Shetlands to Hamburg where she returned light to Runcorn. There she loaded salt for Lerwick. Later, as the *S.S. Agba*, she was engaged on the potato run between Jersey and Newhaven, and again in the same year ran tomatoes from Jersey to Weymouth whilst on charter for the Great Western Railway. Mr. Dan Brennan who sailed on her in the 1930s remembers that when on charter to the G.W.R. the funnel had to be painted red, the Western colours.

These little steamers could more than hold their own in the coastal trade. They could sail into harbours and inlets barred to larger vessels. Their "handy" size suited traders who were willing to pay a modest freight premium. They could also be loaded and discharged in a single day. They were all coal burners. Coal bunkers were cheap and obviously easy to obtain for vessels whose owners were coal merchants.

That they were paying their way is demonstrated by the fact that during the late 1920s and throughout the '30s the fleet was expanded. 1927 saw the arrival of the *S.S. Jasmine* 142.5' long and 23.6' wide, and 353 tons gross, built by Scott and Sons of Bowling at a cost of £10,000. In design she was similar to the *Yews* of 1905 though fitted with a triple expansion engine* manufactured by Acheson Blair of Clydeside.

She was followed in 1932 by the *S.S. Rowan*, a bigger vessel of 500 gross tons, 167.0' long and 25.6' wide making her fractionally the largest vessel in the fleet. The latter was followed in 1934 by the sisters *Thorn* and *Broom* and in 1936 by the sisters *Privet* and *Bamboo*. The last four were all of the 142' variety.

Some improvements were evident. Steam windlass and capstans were now standard along with more powerful engines. A larger galley was located aft. However in many respects the ships were still spartan. A photograph of the *S.S. Privet* taken in Waterford reveals this. There was as yet no wheelhouse, or electricity. No shower was fitted. Washing was usually done in a galvanised bucket under the foc'sle head, with hot water obtained from the stoke hold*.

Accommodation was still in the foc'sle below deck level, whereas many vessels of the period carried deck level accommodation. Living below had one main disadvantage. If the vessel was tied up, light was restricted to one side. If the ship was berthed between the quay and another vessel light was completely shut out. By the late 1930s, wheelhouses were standard on many coasters as was electricity (e.g. *S.S. Baronscourt* of Kellys built in 1935), though by no means on all.

Many steamers of the period had open steering positions but this would have been used primarily for navigating in and out of port. Finance can hardly have been an excuse for not equipping vessels with a wheelhouse which in most cases entailed adding a simple wooden structure. Many owners claimed that the added comfort of a wheelhouse caused the helmsman to fall asleep! One Liverpool owner on buying any secondhand steamer equipped with a wheelhouse had the offending structure removed. (22) Many helmsmen after a cold wet four hours watch on an open bridge, headed straight for the fiddle, a large grate above the boiler (23). As an old sailor once remarked "I suppose only for the fiddle the lot of us would have died."

In 1937 the *S.S. Opepe* was delivered, almost identical to the *Bamboo* and *Privet* but fitted with wheelhouse and electricity. The latter was operated only when the ship was at sea. This was a practice common to many shipowners even after the Second World War. (In September 1993's edition of "Sea Breezes" a crew member describes how this was the case on the *S.S. Slemish* in the post war years) (24) Accommodation was in the foc'sle below deck level. The *Opepe* (what is an Opepe?) was the last steamer delivered to Fishers before the Second World War.

The 1930s also saw other changes in the fleet. In 1932 the *Mango* was grounded whilst on passage from Crosshaven to London with a cargo of stone. Damage must have been severe as she was laid up for five months. On February 6th 1933 she ran aground off Arranmore Island Co. Donegal en route from Sligo to Coleraine. Due to a heavy swell it was impossible to launch the lifeboats. One newspaper relates how the crew were rescued by the local lifeboat which made it to the vessel with great difficulty. (25) However, an eye-witness to the incident recalled how the crew got ashore by a rope from the foc'sle head to the shore, without even getting their feet wet! The *Mango* was declared a total loss though her crew apparently had an enjoyable stay on the island, where her boilers can still be seen embedded in the shoreline! (26)

August 1935 saw the departure of the last "longback" the *S.S. Portadown*, now 36 years old, sold to Samuel Gray of Belfast. The decline in the use of Newry Section of the canal meant she was surplus to requirements. In December of the same year she was scrapped.

The fleet was to be reduced yet further when on Wednesday 11th November 1936 the steamer *Pine* bound from Garston to Dundalk put in to Carlingford Lough to shelter from a heavy gale. Between four and five in the morning the crew were awakened by a terrific crash which shook the entire vessel and it was discovered she had been struck on the starboard side by the *Olive* (27). Despite atrocious conditions the crew of the *Olive* rescued that of the *Pine* which filled rapidly and sank within ten minutes of the collision. The *Olive*, which was under the command of Captain Robert Campbell of Kilkeel limped, badly damaged, to Warrenpoint. The *Pine* was subsequently raised and sold to Stewart and Sons of Belfast who renamed her *Second*.

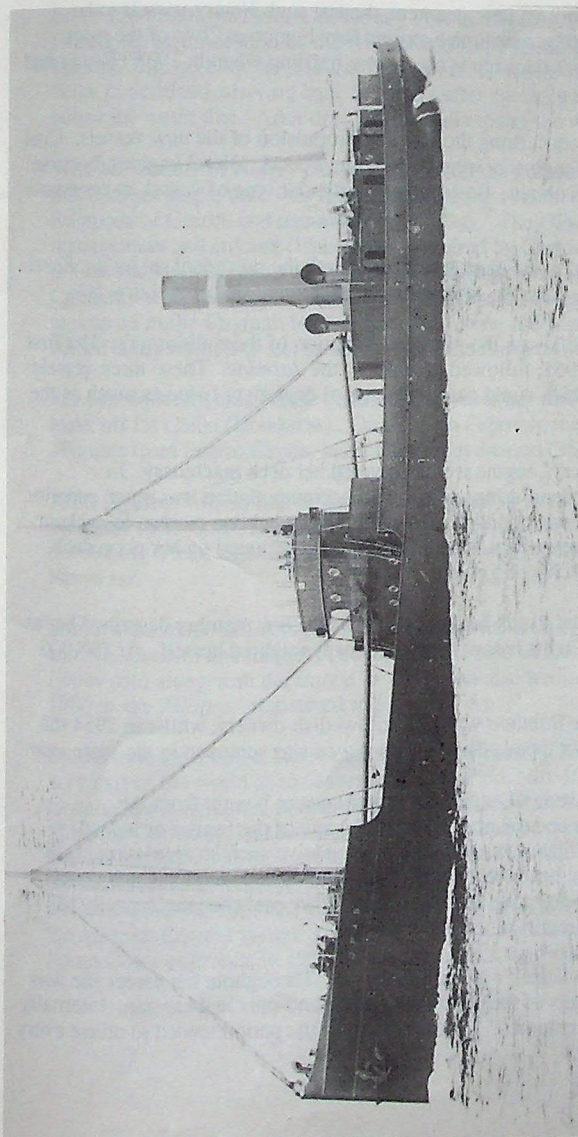
The following year on 4th April Captain Campbell was in charge of the *S.S. Alder* bound for Newry from Ayr with a cargo of coal. It was early in the morning and a dense fog hung over Carlingford Lough. Campbell decided to anchor and wait until daylight before proceeding to Newry. According to survivors, as the watch was being changed at 4 am the *Alder* was struck amidships by the *Lady Cavan* bound for Newry from Liverpool with general cargo. The "Newry Reporter" commented: "According to survivors it was not realised that there was any immediate damage and the crew decided to remain on board although coal was noticed pouring from a rent in the plates. The vessel however immediately heeled over and sank, all aboard going down with her." (28)

Six people on the *Alder*, including Captain Campbell and his wife Catherine, were drowned. Catherine was seen on deck by Michael O'Neill and James Hollywood, two survivors from the *Alder*, shortly before the vessel sank. O'Neill and Hollywood, who were strong swimmers, rose to the surface and managed to cling on to an upturned lifeboat. William Cahoun (later captain of the *Karri* and *M.V. Walnut*) was a non-swimmer. As he came to the surface he managed to grasp an oar before being picked up by a lifeboat launched by the *Lady Cavan* which also picked up O'Neill and Hollywood.

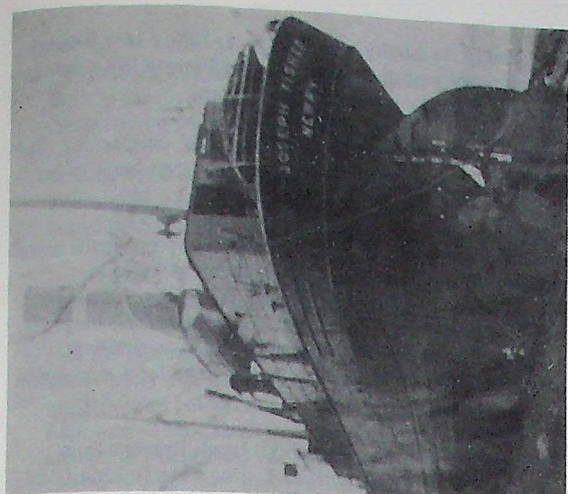
Daylight revealed the funnel and masts of the *Alder* visible above the water. The wreck was a danger to shipping and was beached the following March in Greenore. Unlike the *Pine*, she never sailed again. Of the six people lost, 3 were from Newry, 2 from Kilkeel and 1 from Belfast.

The following year saw the first motor vessel to join the fleet, the *M.V. Karri*, delivered from Scott & Sons at a cost of £25,000. She was ordered from the yard after very careful analysis and visits to Dutch shipbuilding yards. It is likely that Scotts put in a very competitive price for the works (29):

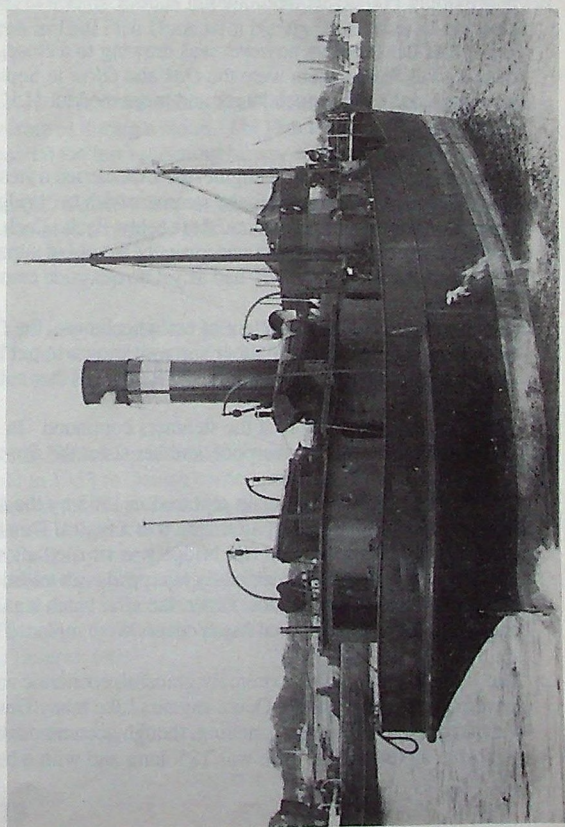
With no need for coal bunkers, she was slightly shorter than the 142' steamers (139'), though identical in width and similar in appearance. Like the *Opepe*, she came equipped with a wheelhouse and electric power throughout. Unlike the steamers, her foc'sle accommodation was at deck with shower provided. She was equipped with double bottomed ballast tanks which improved her passage in heavy weather when in ballast. She was also fitted with a cruiser stern, a break with the traditional counter stern of Fisher vessels. When first delivered she was driven by an 8 cylinder Brons diesel engine, though this was later replaced by a Polar diesel. She gained a reputation as a fine sea-boat. One former crew member described her as sailing like a yacht. He remembered her at sea with a cargo of stone in weather so bad that he could "see the underneath of a 50,000 ton tanker!" (30)



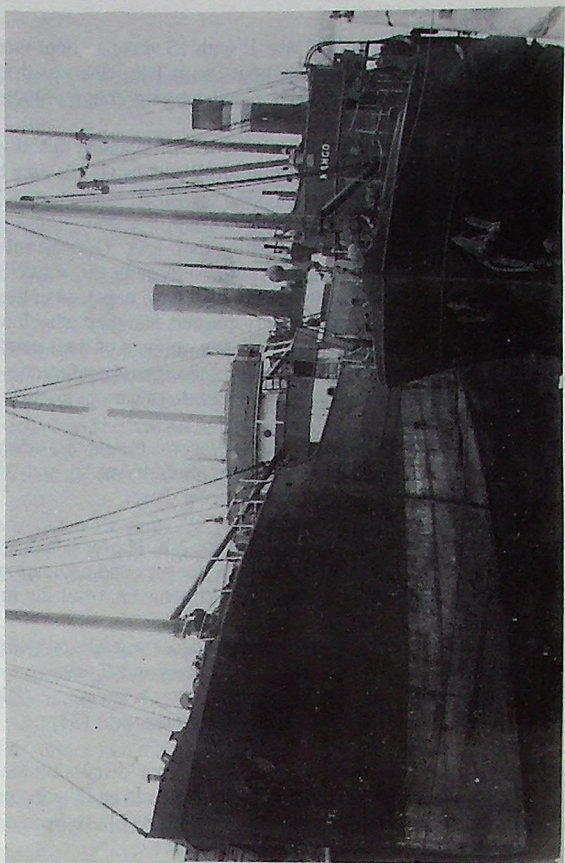
Archives Department, University of Glasgow.



J.D.F. Fisher.



J. Clarkson, Preston.



Fishers' entered World War II with 15 vessels. Four were to be lost. The first casualty was the *S.S. Agbal*(ex-*Moygannon*) lost on 12th October 1940 near Sanda Isle. She was in collision with the tramp steamer *Mano*, outward bound in a convoy, and was so badly damaged that she sank within 5 minutes. Her crew of nine were picked up by the *Mano*.

Two months later the *S.S. Privet* left Birkenhead in bad weather bound for Belfast with a cargo of coal. She disappeared. The following October the *Walnut* left Birkenhead, this time bound for Newry in heavy weather. No trace was ever found of her or her crew.

Several theories exist concerning their loss. German submarines or aircraft is a possibility, though German propaganda never claimed their destruction. Another theory is, the vessels were mined between the Mersey Estuary and the Isle of Man. Another possibility is that they may have capsized in heavy weather either due to a cargo shifting or instability. During the Second World War the Newry coasters had their wheelhouses reinforced with concrete, in case of aerial attack. This may have made the vessels slightly topheavy, in view of their narrow beam. The *Aspen* for example almost capsized on entering Carlingford Lough. Her captain subsequently refused to take her out of the Lough (31). There she remained for a week whilst the other steamers passed her en route to various ports in Britain.

The other major casualty of the war was the *Karri*, mined in the Mersey in 1942. One of her crew, James Brennan from Carlingford, was killed. The *Karri* herself was severely damaged and laid up for several months. During her refit her original Brons engine was replaced by a polar diesel.

The last casualty of the war was the *S.S. Poplar* which was wrecked off Harrington whilst en route from Newry to Whitehaven. During the war, lighthouses and navigation lights were extinguished. It is possible therefore that the shoreline at Harrington was mistaken for Whitehaven, resulting in the ship going aground on a stormy night.

After the conclusion of the war an order was placed with Scotts for two new steamers, the last such Newry vessels to be delivered. The two ships named *Ebony* and *Balsa*, were described by maritime historian Roy Fenton as "two of the most anachronistic ships delivered in the post war era Their owner's decision is even more baffling when in 1938 Fisher's had the motor vessel *Karri* built in the same yard." (32)

John Fisher reckons that at the time much discussion took place concerning the size and propulsion of the new vessels. Coal bunkers were cheap and very easy to obtain and competent diesel engineers were thin on the ground. Diesel engines, because of the race to replace lost war tonnage, may have been difficult to obtain. Besides, this particular type of vessel, in economic terms, had proved its value to the firm.

Both vessels cost £46,000 and in appearance were almost identical to the older steamers though the precedent set by the *Karri* in providing Foc'sle accommodation at deck level was continued. Like the other steamers they were both coal burners.

The era of the steamers however was drawing to a close. The 1950s saw the virtual elimination of these dinosaurs. The first two to go to the breakers were the *Oak* and *Olive* in September 1951, followed in 1952 by the *Jasmine*. These three vessels were replaced by the much larger and more modern *M.V. Oak*, which could carry 850 tons of coal, over twice as much as the old steamers.

Although driven by a diesel engine, the *Oak* carried a steam "donkey" engine which powered her deck machinery. In appearance she was similar to the steamers with her bridge situated amidships. However, accommodation was much superior. Crew accommodation was situated aft below deck. Each crew member had his own cabin, which led one seaman to exclaim "we're all officers!" Aft, she was virtually devoid of superstructure* with a large squat funnel positioned on her poop deck. Derricks were fitted as Newry had as yet no quayside cranes for discharging coal.

Possibly as a result of the height of her wheelhouse, the *Oak* tended to roll heavily, one former crew member described her as a "dirty bitch". In heavy weather she was known to put her side lights below water but always righted herself. At £97,000 she was by far the most expensive and modern Fisher collier.

The systematic extinction of the steamers continued. In 1953 the *Bamboo* was sold to Swedish owners, whilst in 1954 the *Thorn* went to Coe's of Liverpool, and her sister the *Broom* was scrapped. The veteran *Aspen* was scrapped in the same year.

These older vessels were again replaced in 1955 by the *M.V. Walnut*, a Dutch built motor coaster bought from the Whitehaven Shipping Company. She was a typical Dutch coaster and in appearance unlike any of the former or indeed contemporary Fisher ships. Her bridge was situated aft, the first Fisher vessel in 52 years to have such an arrangement. A two hatch vessel, she was originally equipped with traditional steel beams between which were placed wooden hatch covers, covered by a canvas tarpaulin. Later, the after hatch was raised to improve both her trim and her coal carrying capacity to about 730 tons. The original hatch covers were replaced by McGregors patent steel covers.

The *Walnut*, although an extremely graceful, economic and stable vessel, was underpowered. Throughout her career she was driven by an eight cylinder Deutz engine. Like many Dutch coasters of the period she had a hand-operated capstan. Internally she had attractive wooden panelling, though accommodation was cramped. Dutch coasters of the period tended to utilise every inch of available space. She was 185' long and with a beam of 28'.

For almost ten years the *Oak* and *Walnut* formed the back-bone of the fleet, as the remaining ships were hastily despatched. In 1956 the *Rowan* was sold for scrap, whilst 1957 saw the *Ebony* and *Balsa* sold to Monks of Liverpool. In 1958 the *Karri*, after having passed a major inspection, was sold to Lindsays of Leith.

Thus by 1960 one steamer remained, the *Palm*. She was engaged almost exclusively in transporting tar from Ardrossan to Belfast which earned her the nickname "The Tar Boat." She rarely saw Newry. However with the ordering of another motor vessel from Bowling, she too became surplus to requirements and was sold for scrapping to Wards of Preston in July 1963.

In December 1963 the last vessel to be built for Fisher's, the *M.V. Olive*, made her maiden voyage to Newry from Ayr. At 190' long and 31'6" wide she was the largest vessel built for Fishers. She was powered by British Electric Diesel engine.

Like the *Walnut* she had her bridge located aft and like the *Oak* was devoid of deck housing aft. An ungainly dummy immediately abaft of the wheelhouse housed a chart-room, 1st mate's cabin and visitors' cabin. The seamen's and engineers' quarters were below deck. The galley occupied the stern section. The captain's accommodation was below the wheelhouse. Like most of the Fisher fleet she was devoid of frills. When first delivered she had no radar, though this was fitted shortly afterwards. Originally she carried two derricks vertically stowed on her mainmasts, though these were removed early on in her career. Her steering, though hydraulically assisted, was manually operated. McGregor hatch covers were fitted.

Her first captain Brian O'Keefe, who died in 1993, described her as "a terrific ship very stable." (33) She was engaged almost exclusively on the coal trade, her farthest run being to Blythe. Her arrival signalled the departure of the *Oak* which was sold to Gardners of Glasgow in September 1964 and renamed *Saint Bridget*. Like many of the Gardner colliers the *Saint Bridget* continued to ply in and out of Newry.

From 1964 until the closure of Newry Port in 1974 the *Olive* and *Walnut* sailed in and out of Newry carrying mostly coal. During the summer months the *Walnut* was to be found carrying timber from Scandinavia or tomatoes from the Channel Islands. Life on both vessels was fairly routine. However during the 1960s the *Olive* collided with an Icelandic trawler off Wick in Scotland, arriving back in Newry after emergency repairs, with her bow stove in for several feet both above and below the water line. After dry docking and repairs she was back in service in a matter of weeks.

With the closure of Newry port imminent and the transfer of its shipping transactions to Warrenpoint which could handle much larger ships, time was running out for the two surviving Newry registered coasters. In 1973 the *Walnut* was sold to A. Katapode of Greece and renamed *Costa 1* (34). The *Olive* continued trading under Newry registration and Fisher's management and colours (Fishers was acquired by Cawoods Holdings in Nov. 1966) until July 1978 when she was transferred to Cawoods management and repainted in their colours (35). However in May 1981 she was sold to the Ulster Steamship Company who still retained her Newry registry (a photograph of her taken in Belfast in 1983 confirms this). In 1983 she was registered in the Cayman Islands though by June she was to be seen in Hull Fish Dock with Newry once more as her port, before being refitted to sail as the Panamanian flagged *Omega Lady*.

She subsequently crossed the Atlantic. However her career in the New World was short. On 9th February 1984 she developed leaks off La Ceiba (Honduras). On the 11th February the leaks worsened during a storm. On 12th February she sank some 70 miles from Puerto Cartes, her intended destination (36). It appeared the last remaining Newry collier had sunk.

All the earlier vessels had either been scrapped or sunk. For example, the *M.V. Walnut* had sunk at Dirachion in Albania on 1st April 1981 (37). The *Saint Bridget* (ex *Oak*) had literally "gone out in a blaze of glory." On February 14th 1972 after developing a leak when discharging a cargo of nitro glycerine she was towed to a point some 40 miles south of Lizard and blown up!

Some of the older steamers e.g. *Opepe* had served for a few years with new companies before being scrapped. However some were destined to last longer. The *M.V. Karri* sold to Lindsay's of Leith was still trading in 1974 as the *Athanasios I*. The *Ebony* sold along with the *Baboa* in 1957, was also trading (after several changes of owners and 2 changes of engines) in 1980 as the *Fillippos*, registered in Piraeus (38).

By the time the *Omega Lady* sank in the Caribbean in 1984, a former Newry vessel built 27 years before was still sailing that very part of the world as the *Moruka* (ex *Bamboo*, Nov 1936). Sold in 1953 to Danish owners, re-engined and re-named *Granita* s, she remained in Scandinavian ownership until 1970 when as the *Henrik* she was sold to the Norwegian Caribbean Shipping Company, and renamed *Moruka*. In that year she crossed the Atlantic to trade under the Panamanian flag. In 1986 she was registered in the Honduras and her name lengthened to *Moruka Express* (39). In 1991 she was still listed on Lloyds Register, some 55 years after being built. It is possible that this veteran is still trading, all the more astonishing when one considers she was sold by Fishers as it was felt her hull was nearing the end of its life expectancy! (I have since learnt that the *Moruka Express* is registered on the Bureau Veritas as is the *Ebony* on the Hellenic Register. The *Karri* sank off the South Coast of France in 1977 in heavy weather following engine failure). (40)

- 1 O'Driscoll T, Donnan D, Skeffington, & D. Patterson "Joseph Fisher & Sons Ltd" Newry, *Irish Shipping* Summer 1965, (hereafter referred to as Joseph Fisher & Sons).
- 2 J.D.F. Fisher to S.P. Patterson 10th May 1992
- 3 Waine, C.V., *The Steam Collier Fleets* p107
- 4 J.D.F. Fisher to S.P. Patterson 10th May 1922 (R. Fenton speaks highly of Fullertons, *Cambrian Coasters* p105).
- 5 *Joseph Fisher & Sons Ltd* p5
- 6 Waine, C.V. & McRae J.A. "The Steam Collier Fleets" p106
- 7 The Irish Times 20th June 1905
- 8 The Frontier Sentinel 17th & 24th December 1904
- 9 Ibid 25th June 1910
- 10 Lloyds Register of Shipping 1916
- 11 Half Year Accounts of the voyages and crew S.S. *Ulidia*
- 12 Lloyds Survey S.S. *Upas* April 1913
- 13 Hanna recounted the loss of the *Upas* in "There's the Last of Her" B.B.C. Radio Ulster 26th September 1978, produced by Margaret McKee
- 14 Frontier Sentinel March 20th 1913
- 15 Half Yearly Account of Voyages and Crew S.S. *Upas* P.R.O.N.I. TRANS 46/3248
- 16 Lloyds Register of Shipping 1916
- 17 The information on the S.S. *Dingle* was kindly brought to my attention by S McClelland
- 18 J.D.F. Fisher kindly supplied me with this information
- 19 Ibid
- 20 Ibid
- 21 Log book of the S.S. *Poplar* kindly loaned by J Boylan, Warrenpoint
- 22 Waine C.V. & McRae J.A. *The Steam Collier Fleets* p94
- 23 D Brennan in an interview with the children of Cloughogue P.S., 11 January 1991
- 24 Steadman, R "A Culture Shock in the Coasting Trade" *Sea Breezes* Vol. 67 No 573, P695
- 25 Newry Reporter February 1933
- 26 Mr Eddie Bell Gallagher
- 27 Newry Reporter November 14th 1936
- 28 Newry Reporter April 6th 1937
- 29 Information kindly supplied by J.D.F. Fisher
- 30 P McKeown in an interview with S. Patterson 12 February 1991
- 31 This was related to me by the late J Murphy R.I.P. of Carlingford
- 32 Fenton R.S., "The Last Breath of Steam on the Coast" *Ship Monthly* April 1991 P13
- 33 Brian O'Keefe (R.I.P.) in an interview September 1984
- 34 This information was supplied by C.J. McCarthy, Dundalk
- 35 Fenton R.S., "Fisher's of Newry" *Ships Monthly* January 1982
- 36 Harvey W "The Head Line" p98
- 37 This information was supplied by David Donnan, Portavogie
- 38 Ibid
- 39 Thomas Johannesson, Viken, Sweden to C.J. McCarthy, Dundalk, 30.6.91
- 40 Information kindly supplied by R. Fenton, London





The Dundalk & Newry Steam Packet Company

At the beginning of the century a regular livestock and passenger service operated from Newry to Liverpool and Ardrossan under the auspices of the Dundalk and Newry Steam Packet Company. In total the company possessed 5 steamers, the paddle steamer *Earl of Erne* built in 1855, the single screw steamers *Newry* (ex *Earl of Belfast*, 1866), *Bessbrook* (1877), *Iveagh* (1892) and the twin screw steamer *Dundalk* delivered in 1899.

The *Dundalk* at 238' was too big to enter Newry although she picked up Newry passengers at Warrenpoint via the Newry/Warrenpoint G.N.R. connection. The largest vessel to use the Newry base was the S.S. *Iveagh*, built at a cost of £19,000 by Inglis & Co. of Glasgow, with accommodation for 300 steerage and 75 first class passengers. At 192' long she was probably the biggest contemporary vessel to use the port of Newry. In design she was a modern vessel fitted with electricity and powered by triple expansion engines* supplied by A & J Inglis.

The oldest vessel, the paddle steamer *Earl of Erne* was 219' long and 27' wide. She was a very popular vessel with day trippers. "The Newry Reporter" described her as "the most level sailing ship imaginable" (1) and recounts how in July 1888, the steamer, "the fastest and probably the finest of the Dundalk and Newry Steam Packet Company's fleet" (2) carried almost 400 passengers on a trip organised by the Newry Catholic Club from Warrenpoint to Kingstown. Another correspondent describing the same trip related: "A couple of years ago £16,000 was expended on her refit with the result that there are not many cross channel vessels which can compete with her Working like a charm and under a head of ninety pounds of steam, they (her new engines) sent the big boat through the water at fifteen knots per hour." (3) The esteem in which the company regarded this vessel is demonstrated by the fact she was in service with the company until 1917, when she was sold to Greek owners.

The S.S. *Newry* had previously been owned by the Newry Steam Packet Company and was the first passenger steamer to be locally owned. She passed to the Dundalk and Newry Steam Packet Company in 1871, with the merger of that company with the Dundalk Steam Packet Company. Built in 1866 as the *Earl of Belfast* she was a twin funnelled vessel 176' long and 24' wide (4) of iron construction. Like many of the company ships, she seems to have had her fair share of collisions. On 22 April 1891 she sank the *Jubilee*, a schooner bound for Anagassan, whilst leaving Carlingford Lough bound for Ardrossan. A subsequent Court of Admiralty found the *Newry* responsible for the accident. Worse was to follow. In July 1899 the *Newry* was in collision with, and sank, the *Lady Superior*, a Portavogie fishing boat. Two of the *Lady Superior's* crew were drowned including James Donnan, grandfather of the well known maritime historian David Donnan. On this occasion the *Newry* was exonerated from all blame.

The S.S. *Bessbrook* was the first vessel actually built for the Dundalk and Newry Steam Packet Company, who took delivery of her on 21st December 1877. She was 180' long and 27' wide, powered by compound expansion engines, and fitted with a single funnel and two masts. Built by A & J Inglis at a cost of £18,000, she had accommodation for 30 first class passengers. (5) Like the *Newry*, she seems to have had her share of mishaps. Fire broke out on her in 1883 and again in 1893, shortly after she had undergone a major overhaul. With the arrival of the *Iveagh* the *Bessbrook* was transferred from the Liverpool to the Ardrossan run. Following a complete overhaul in Liverpool she returned to Newry on 1st January 1893 to make her first run on her new route and lay berthed in the Albert Basin. On January 5th, a watchman detected smoke escaping from a store attached to the engine room. The volunteer fire brigade was duly summoned. Unfortunately, the *Bessbrook* was berthed 200 yards from the nearest fire plug. It was decided to tow her over to the Steam Packet wharf on the far side of the Basin. Due to thick ice, a boat launched from the S.S. *Amphion* (D.N.S.P. 1867-1894) took 20 minutes to carry a hawser to the Steam Packet wharf. "A hundred willing hands" pulled the *Bessbrook* to the wharf where a hose was connected. In the meantime, members of the local fire brigade had boarded the stricken vessel and attempted to extinguish the flames by means of a bucket chain!

To further complicate this comedy of errors, a detachment of the Royal Dublin Fusiliers, stationed in Newry, attempted to intervene with a manual fire-engine. However, as they left their barracks an axle gave way and they had to content themselves with coming on their horse cart!

The Company at the turn of the century operated a twice weekly service from Newry to Liverpool and Newry to Ardrossan, the *Iveagh* being the mainstay of the Newry operation. In appearance she was similar to the *Bessbrook* though with more superstructure amidships, presumably to cater for increased 1st class passenger accommodation. As with the other vessels, she carried a steward and stewardess.

The "Belfast Evening Telegraph" of 31st May 1906 commented: "It must be admitted that the *Iveagh* takes pride of place as being the most popular and well appointed boat on the Newry Station In common with all the other boats the *Iveagh* and *Bessbrook* each carry a steward and stewardess both of whom are most assiduous in their attention to the passengers." (7) The *Iveagh* had a large panelled dining area for her first class passengers. The "Belfast Evening Telegraph"

remarked : "In every respect their vessels are replete with all that goes to make for the comfort of passengers, and last, by no means least, there is a capital table for those who are not susceptible to mal de mer." (8)

The Company, although much smaller than larger railway owned operations e.g. L.N.W.R. Holyhead/Greenore Service, felt confident enough in its future to replace the paddle steamer *Enterprise* in 1899 with the larger and faster *S.S. Dundalk*. But in times of economic crisis a small independent concern would be more vulnerable than its larger competitors. Throughout its sixty odd year existence the fortunes of the Company fluctuated. It suffered as a result of competition, particularly from the port of Greenore. The Dundalk and Newry Steam Packet was at a disadvantage for several reasons : 1. the Greenore/Holyhead service was operated by a large railway network, the L.N.W.R., with much greater financial back-up than the Newry operation; 2. a direct railway connection existed between Newry and Greenore and Dundalk and Greenore again under the auspices of the L.N.W.R.; 3. the Greenore steamers were larger and faster than the D.&N.S.P. counterparts. Newry was at a disadvantage in that the Victoria Locks prohibited ships over 200' entering the canal. This was a key factor in Newry's decline as a port even at the turn of the century.

To complicate matters further, the D.&N.S.P. seems to have been dogged by misfortune in terms of shipping mishaps, labour disputes and natural phenomena e.g. foot and mouth disease (which prohibited the export of livestock). The career of the *S.S. Dundalk* illustrates the fluctuating fortunes of the company. On 13th February 1902 she was in collision with a Mersey Board hopper, costing the company £488. In March 1912 she went aground on the West Hoyle Bank. The cost of refloating her was £1886. The following year, as she lay on the Stanley Dock undergoing repairs, she mysteriously sank. Salvaging her cost £1407. (9)

Having already escaped a concerted U boat attack in 1917, the *Dundalk* left Liverpool on 14th October 1918 en route for Dundalk. At 10 pm she was torpedoed by an unseen submarine and sank within 5 minutes. Twenty people were drowned. The irony of the incident is that only 1 month later the First World War ended. The *Dundalk* was the second last cross channel steamer to be lost in the Irish Sea during World War One.

For the Dundalk area the loss of the steamer was a human tragedy. A memorial to those lost can be seen in St. Patrick's Pro Cathedral in the town (no Newry lives were lost on the vessel). For the company, it was also a financial disaster. The finest steamer in the fleet had been lost, just four months after the company had sold the *Earl of Erne*.

The *Dundalk* could not have been lost at a worse time. The Company needed, with the cessation of hostilities and the reopening of peacetime trade, to be in a competitive position in terms of shipping assets. The fleet was now reduced to 2 vessels (the *Newry* had been scrapped in January 1911). The *Bessbrook* was now over 40 years old. To exacerbate matters, it appears that no compensation was received for the *Dundalk* which had shown itself a fast efficient steamer capable of 15 knots. (10) Building a new vessel was out of the question. Apart from receiving no compensation for her loss, the Company faced a huge bill if it decided to build a replacement for the *Dundalk*. In the aftermath of the First World War, shipbuilding costs had soared. The Company had not the necessary resources to build, so replacement vessels would have to be bought.

Two were found. In 1919 the *S.S. Kittiwake*, built in 1896, was purchased from the North British Steam Packet Company for whose Sillith-Liverpool service she had been built. At 190' long and 22.6' wide she was ideally suited for the Newry Canal. However, with a working speed of 10 knots she was considerably slower than either the *Dundalk* or *Earl of Erne*. Shortly after buying her, the Company had electricity installed on her. (11)

The *S.S. Feltar* was acquired in March 1920. Originally the *S.S. Cavlier*, she had been built in 1883 for David MacBrayne, and was 151' long and 25' wide. She had a working speed of 12 knots and accommodation for a considerable number of passengers, and had been built for service from Glasgow to Inverness via the Mull of Kintyre and the Caledonian Canal. (12)

With the addition of these "new" vessels and the reopening of cross-channel services, the Dundalk and Newry Steam Packet Company seemed ready again to operate as before, and for a brief period services ran normally. Then, over a long period of time, industrial disputes wrecked havoc with the Company.

From April 1920, until March 1926, the Company was dogged by labour disputes involving lock-keepers, crew members and staff. Finally, in 1926, the Dundalk and Newry dockers came out on strike, this probably being the deciding factor in the liquidation of the Dundalk and Newry Steam Packet Company and the takeover by B + L. (13) Showing a loss of £7,009 on its steamers in July 1925, the company had been forced to take drastic measures. In 1926 the *Feltar* was scrapped, and services were rearranged. By the beginning of 1927 the Glasgow/Dundalk and Glasgow/Newry operated only as "cargo offers". (14) The Liverpool/Newry service continued to operate on a twice weekly service by *S.S. Iveagh* and another steamer. (15) However, a D.&N.S.P. timetable for the period January 3rd - March 30th 1927 advertised only "Goods and Livestock Services". (16) One can therefore presume that the passenger service had been withdrawn.

The fleet was further reduced when in 1928 the *Kittiwake* and the *Bessbrook* were dispatched to the breakers. (17) The *Iveagh* was transferred to B & L ownership, being renamed *Lady Iveagh*. However, as the service from Liverpool to Dundalk and Liverpool to Newry was suspended on account of the prohibition of the importation of Irish cattle, the steamer was withdrawn and sold for scrapping in September 1930. (18) Her passing marked the end of an era as she was the last surviving Newry based passenger steamer, and signalled the end of a service dating back to 1823.

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The Clanrye S.S. Company

The other locally based collier fleet in the early years of the century was that of the Clanrye Steamship Company owned by W.T. Ferris, and situated on Merchants' Quay. In 1900 the company possessed one vessel, the *S.S. Killowen*, built in 1893 for Newry Salt Works by Fullertons of Paisley. At 228 gross tons she was 125' long and 20.1' wide, identical in appearance to the *S.S. Mourne* and *S.S. Carlingford Lough* built in 1894 and 1891 for Fishers. (1)

In 1900 Ferris decided to expand his fleet and in April of that year took delivery of the *S.S. Kilbroney* built by the Irvine Shipbuilding and Engineering. During her trials however there were problems. She did not attain her trial speeds and had a tendency to list to port when light. This seems to have rectified by "altering the position of the donkey pump and fresh water tanks." (2)

The *Kilbroney* sailed from Ardrossan at 9 pm on 14th April 1900, under the command of Captain Matthew Francis Barry, bound for Newry with a cargo of coal. Captain Barry remained on watch till 11.30 when he went below. However he must have felt some apprehension regarding the stability of the vessel as he returned to the deck occasionally. At 1.30 am he came back on watch and noticed that the vessel was tender: "She would heel over from one side to the other, which ever side the wind would take her and giving her helm would also affect her to which ever side it was put, and he stated, from the time the vessel left port she never sailed properly on her bottom." (3) However a speed of 8 knots was being maintained.

Weather conditions were worsening. By the time the *Kilbroney* reached the South Rock Lightship at 6.40 am her speed was down to 6 knots. Captain Barry left the bridge at this time, giving instructions to pass inside the South Rock Light, giving it a wide berth and when abeam of it to alter course to South West to 1/2 West.

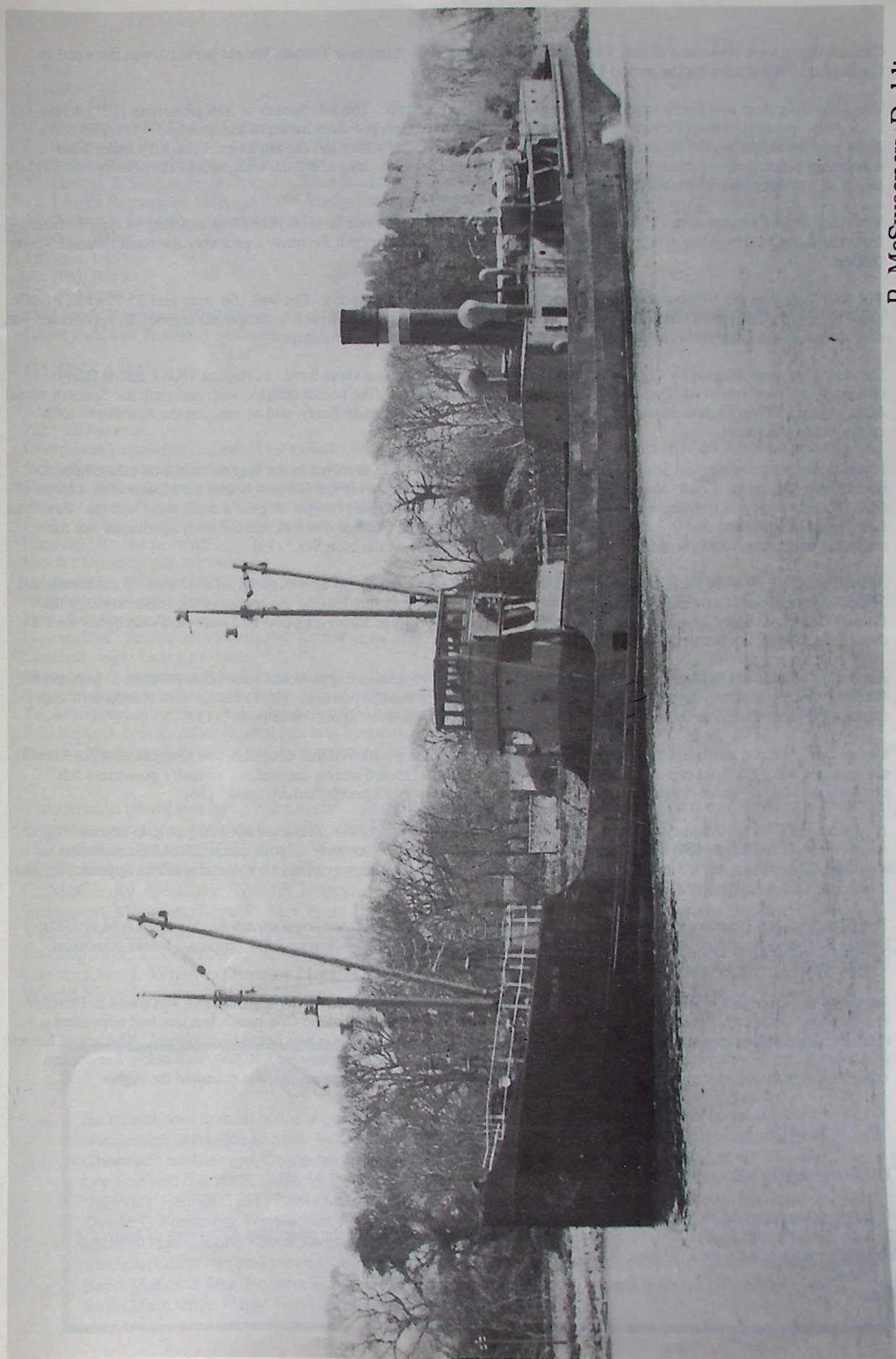
When the course was altered the *Kilbroney* heeled over to starboard. She retained this list until 7.30 am when "she shipped 3 moderate seas in succession over the port bow and owing to this list this water ran into the well on the starboard side causing the vessel to fall over her beam ends to starboard with the quarter deck rail under water." (4)

Water was now rushing through the engine room door into the engine room and stoke hold. The pressure of the incoming sea made any attempt to seal the engine room futile. "Captain Barry seeing no hopes of saving the vessel ordered the boats to be got out. Whilst attempting to launch the starboard boat he fell into the water and was later picked up by the same boat in an unconscious condition." (5)

Barry, along with the mate and four hands, remained in the starboard boat whilst the engineers and one remaining crew member succeeded in floating the port lifeboat off the boat deck, having to break away the engine room skylight in the process. Both lifeboats remained about 50 yards distant from the *Killowen* which foundered stern first at about 8.20 am. The entire crew was landed safely on Strangford Lough at about 10.30 am.

The subsequent Court of Enquiry found "The cause of the vessel foundering was want of stability and going over on her beam ends with the quarter deck rails under water." (6) No blame whatsoever was attached to the master or crew. Indeed the enquiry found "The vessel was navigated with proper and seamanlike care." (7)

The *Kilbroney* was replaced in September 1900 by the *S.S. Killeavy* built by Rodgers of Port Glasgow. She was 145' long and 25.1' wide with a gross tonnage of 405 tons. Like the *Kilbroney* she was powered by a 2 cylinder compound engine. (8)



P. McSweeney, Dublin.

Captain Barry took command of her. Her articles for October 1901 relate how Thomas Wright her cook was drowned in Carlingford. His wages for the period 13-17 October were 18/6 (9).

The following year saw Ferris expand his fleet with two more vessels. The *S.S. Speedy* of 396 gross tons (10) and the *S.S. Lady Belle* purchased from Farrens of Cairnafon after the death of George Farren owner of the company. (11) *The Lady Belle* was worthy of her name and after her sale by Ferris in 1904, had a long and illustrious career mostly under Irish ownership before being broken up in 1949. The vessel herself was 140' long and 24.1' wide, whilst the *Speedy* was slightly larger at 146' long and with a narrow beam of 19'.

The *Lady Belle's* departure in 1904 left the fleet with two vessels. However in 1906 Ferris took delivery of a new vessel from the Ailsa Shipbuilding Company in Troon, the *S.S. Retriever* (also spelt *Retreiver*), probably the most famous Newry collier.

The *Retriever* was the biggest vessel built for the Clanrye Steamship Company. She was 168' long and 25.7' wide, of 459 gross tons. (12) Like most coastal vessels of the period she was driven by a 2 cylinder compound engine. In appearance she was similar to the *Lady Belle*, a three masted collier, with her bridge placed amidships.

She was commanded again by Captain Barry. However his command was short-lived. In August 1906 Captain Barry collapsed and died whilst navigating the *Retriever* out of Garston dock. The collier collided with and sank the Spanish vessel *Lista*. Patrick O'Neill who had served as mate on the *Killeavy* under Captain Barry, and as mate on the *Retriever*, took command of the vessel.

It was under his command on 3rd November 1916 that the *Retriever* was involved in the biggest maritime catastrophe to occur along the Down /Louth coastline. At 4.25 am of that day the *Retriever* left Garston bound for Newry with a cargo of coal. Shortly after 8.00 pm she was approaching the entrance to Carlingford Lough. A gale was blowing and the vessel had a slight list to starboard due to a shifting of her cargo. "Although the weather was bad, neither such conditions nor the slight list was exceptional for the ship and crew used to a hard trade on the Irish Sea." (13)

At 8.10 pm the L.N.W.R. Steamer *Connemara* steamed out of Greenore bound for Holyhead with 31 crew, 3 cattlemen and 51 passengers aboard. James Boyle, the only survivor of the tragedy, before leaving the bridge of the collier noticed the *Connemara* : "All lights lit apparently some half a mile distant." (14) The *Retriever's* port and starboard side lights were lit though apparently not her mast-head light.

According to assistant light-house keeper John Gillespie, as the two steamers approached each other portside to portside the *Retriever* swung suddenly to port. She rammed into the passenger vessel's portside. The *Retriever* then went astern and Captain O'Neill ordered the boats to be launched. Both ships sank within "about ten minutes" (15).

Donna Boyle helped to launch the *Retriever's* starboard lifeboat along with William Clugston, Joe Donnan, and Joe O'Neill the master's son. The boat capsized three times. However Boyle, "tossed among the surf virtually powerless felt downwards with his feet and touched sand. He was the only survivor. 93 people had drowned." (16)

A subsequent Court of Enquiry found that the collision was caused "by the *S.S. Retriever* not being able to account of the severe weather conditions and the strong ebb tide on her starboard bow to comply with article 23 of the regulation for avoiding collisions at sea ie "Every steam vessel to keep out of the way of another vessel shall on approaching her if necessary slacken her speed, or stop or reverse." (17)

The Clanrye S.S. Company had now lost its sole remaining vessels, the *Speedy* and *Killeavy* having been sold in 1908. Lloyds Registers for the period 1916-1920 show no vessels registered to the Clanrye S.S. Company. Ferris continued trading and in 1921 took delivery of the newly built *S.S. Moygannon*.

However by November 1924 the Newry and Provincial Coal Company was heavily in debt. £4,781 was owed to Fletcher Burrows and Company, Atherton Colliery, Manchester, who were informed that the Company's bankers had appointed a receiver, that the Newry company was going into liquidation and the *Moygannon* was not to be bunkered. The vessel herself was sold under a Northern Bank Mortgage to the Newry and Kilkeel S.S. Company for £10,500, well below her current value. She continued to trade for that company as the *Moygannon* until 1938 when she was renamed the *Agba*.

The Clanrye S.S. Company

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GLOSSARY

Abaft : Behind.

Aft : To the rear.

Compound Expansion Engine : Two cylinder engine in which steam raised in the boiler is fed first to a high pressure and then a low pressure cylinder.

Derricks : Cranes operated by a boom attached to a mast.

Davits : Hooked cranes to which the lifeboats are attached.

Foc'sle : Raised section on the forward end of the vessel, originally known as forecastle.

Forward : To the front of.

Hatch : Opening into the hold.

Hatch cover : Wooden planks fitted between steel beams which covered the hatch. They were then covered with a tarpaulin secured by wedges or battens.

Port : Left facing the bow.

Quarterdeck : Raised deck running to the rear of the ship.

Starboard : right facing the bow.

Stoke hold : Compartment beside the engine-room where coal was fed into the boiler.

Superstructure : Housing built on the deck of the vessel.

Triple Expansion Engine : A development of the compound engine with a high, medium and low pressure cylinder.

Windlass : A device, either hand or machine operated, for pulling up the anchor chain.

Winch : Mechanised drum for pulling in or letting out ropes or wires attached to the derricks.

This article could not have been written and illustrated without the assistance of the following whose help has been greatly appreciated : J. Boylan, Warrenpoint; D. Brennan, Newry; C. Cahill, Newry; J. Clarkson, Preston; P. Connell, Warrenpoint; D. Donnan, Portavogie; R. Fenton, London; J.D.F. Fisher, Warrenpoint; G. Langmuir, Glasgow; Mrs. C. Kelly, Curator, Armagh County Museum; C. McCarthy, Dundalk; S. McClelland, Newry; M. McCaughan, Maritime Curator Ulster Folk and Transport Museum; Mrs. P. McClean, Photographic Sales Officer, Ulster Museum, Belfast; Vincent Evans, Bessbrook; P. McKeown, Newry; Capt. P. Mullen, Fathom; Capt. J. Murphy (RIP), Carlingford; T. O'Hanlon, Newry; M. O'Rourke, Carlingford; Miss V. Skelly, Archives Dept., Glasgow University; I. Wilson, Director North Down Heritage Centre, Bangor; W.A. Wylie, Rostrevor, The World Ship Society, Lloyd's Office, Belfast.

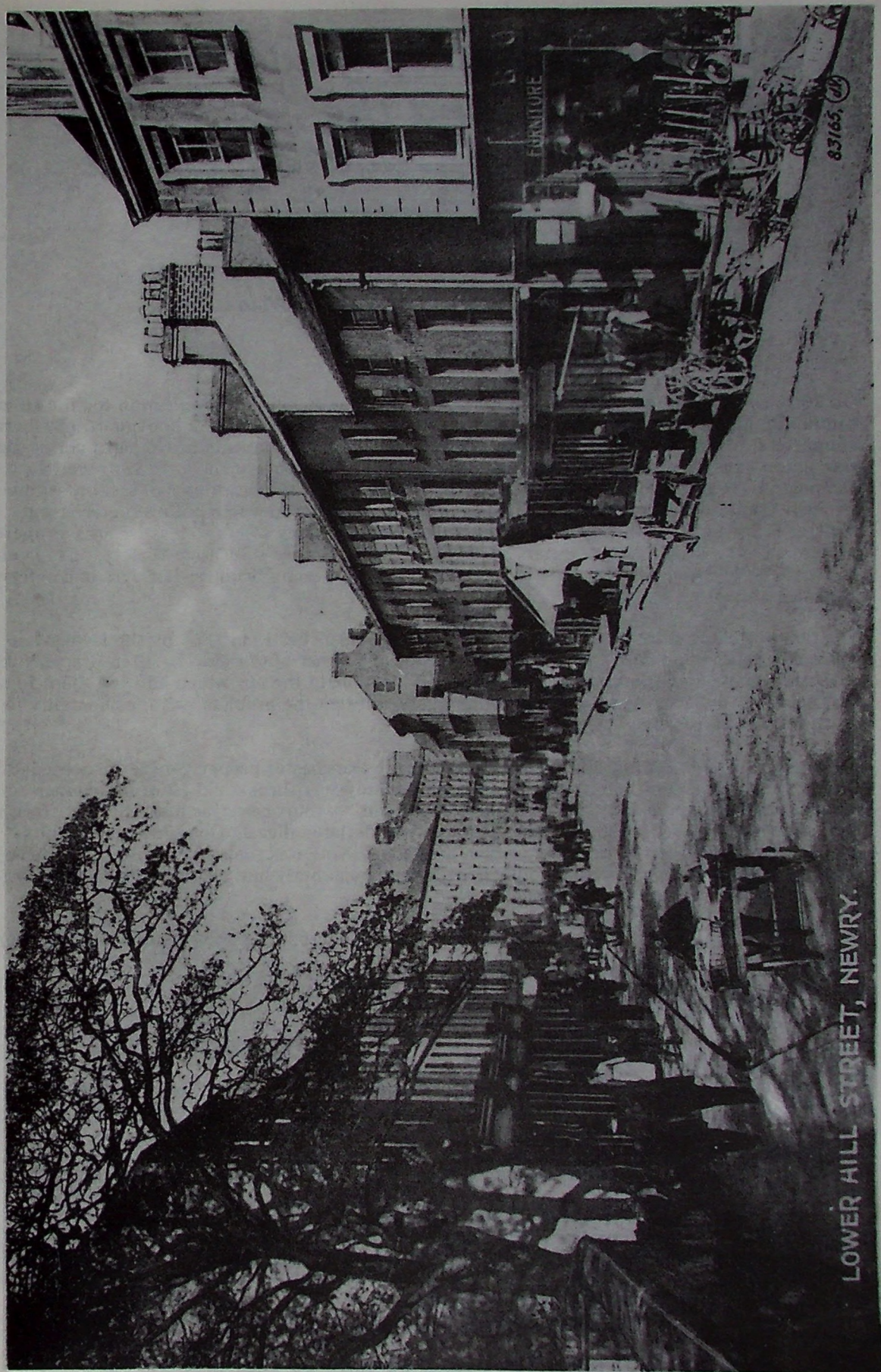
Cuise na nGael 1994

Ba mhaith linn ár mbuíochas a ghabháil leis na heagraíochtaí agus leis na daoine seo a leanas a chabhraigh linn i slite éagsúla le "Cuise na nGael" a chur amach : Comhaltas Uladh; Ard-Oifig Chonradh na Gaeilge; Coiste na Gaeilge; N.I.C.V.A.; Arts Council; John McAleavey and friends; Lily Fox and friends; Charlie McDonald and friends; Lily McCreesh and friends; Dominic McCavitt; "NEWRY REPORTER"; Annie McConville and friends; Seán Mac a'tSaoir; Maolcholaim Scot; Ciarán O Prontaigh; Tomás Mac Ardghail; Gearóid Mac Thréinfhir; Mrs. Fearon; Seán Mathers and Michael Hillen (Long Kesh); Mrs. Louise Dodds; Seoirse O Dufaigh; the Gilligan Family; Stephen Loughran and friends; John Bannon; Na Bráithre Críostaí; Brendan Curran; Pat McIlroy; Seán McKeivitt, Mrs. Rosena Traynor, Patrick Manley (múinteoirí Chraobh an Iúir); Peadar O Ruairc; Seán MagUidhir; Patsy Finnegan; George Hughes.









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LOWER HILL STREET, NEWRY.

Dr. Elizabeth Gould Bell and the Women's Suffrage Movement in Newry.

Article by Pauline McParland.

On 26th. Nov. 1867, Mrs. Lily Maxwell cast her vote in the Manchester by-election for the Liberal candidate, Jacob Bright. She had to be escorted to the polling booth by a bodyguard of Liberal supporters, to protect her from the loutish behaviour of the opponents of women's voting rights. Her action caused uproar at the time, but the more violent events of the later Suffragette campaign have cast the brave Mrs. Maxwell into oblivion. As the proprietor of a shop selling kitchenware, and therefore a ratepayer, she had her name erroneously put on the electoral register following the 1867 Reform Act, which expanded voting rights to less wealthy property-owners. Canvassed by the secretary of the Manchester Women's Suffrage Society, Miss Lydia Becker, Mrs. Maxwell cast her vote at the polling booth - despite fears for her personal safety. Mr. Bright was elected.

The first women's suffrage committee was founded in Manchester in 1865 by the lawyer and reformer Richard Pankhurst, husband of Emmeline and father of Christabel. After Mrs. Maxwell's success, campaigners realised they had found a loophole in the law which allowed them to argue that being a woman was not a bar to voting rights, but that the problem was their inability to get on the electoral register.

At the general election in 1868, several more female Manchester property-owners succeeded in getting their names on the register. They included Lady Scarisbrook and 27 of her women tenant farmers. Things, apparently, were getting out of hand. A court case was hurriedly put together and, on 9th November, 1868, Women's Suffrage was declared illegal. One of the arguments advanced in opposition to granting women the right to vote was that they would be "subjected to indignities and possibly to actual bodily harm in the rough hurly-burly of the poll." The fight for women's suffrage had begun in earnest.

In Ireland the movement ran parallel with its English counterparts. It was divided into five main groups:

- 1 IRISH WOMAN'S SUFFRAGE AND LOCAL GOVERNMENT ASSOCIATION : founded in 1872. Hon. Secretary Mrs. Haslam, at 83 yrs. the oldest Irish suffragette.
- 2 IRISH WOMAN'S FRANCHISE LEAGUE : founded in 1908. Hon. Secretary, Mrs. Cousins. The only militant organisation in Ireland with, significantly, the largest membership. It was non-party-political.
- 3 THE CONSERVATIVE AND UNIONIST WOMEN'S SUFFRAGE MOVEMENT: Hon. Secretary, Miss Perry. A non-militant movement with party interests coming first.
- 4 THE IRISH WOMAN'S SUFFRAGE SOCIETY, BELFAST : originally a branch of The Irish Woman's Franchise League, but broke away. Not avowedly militant, they did, however, take part in demonstrations.
- 5 THE IRISH WOMAN'S SUFFRAGE FEDERATION :



Dr. Elizabeth Gould Bell

(photo courtesy of Miss Maureen Bell, Bell's Castle)

Hon. Secretary, Miss Bennett. A federation of small groups in the provincial towns. The Newry movement belonged to this group.

The Newry Suffrage Society was formed in December, 1911, and was afterwards affiliated with the Irishwoman's Suffrage Federation. For some time before the actual formation, much pioneer work had already been done by individuals. At a suffragette meeting in Newry Town Hall on 10th February, 1911, Mrs. Weldon Palmer, secretary of the League, recalled attending a similar meeting in Newry in 1886. The movement was not, as some people imagined, the outcome of strenuous agitation of a few years, but had been slowly growing and progressing for almost half a century.

The Hon. Secretaries of the Newry Society were Mrs. W. Loftus Coade and Miss Mellone of Warrenpoint. Mrs. Coade was the wife of the Rev. W. Loftus Coade, Methodist minister at Newry from 1910-1913. A former teacher, she was very active in all the social aspects of her husband's ministry, having written a number of articles of a spiritual nature and in each station in Ireland where her husband worked she ensured that a branch of The Methodist Woman's Association was opened. Her husband was also actively involved with the Suffrage Movement, frequently chairing the meetings in Newry and Warrenpoint. Other noteworthy people involved in the movement at its foundation were, Rev. Slipper, Church of Ireland, Rev. Dr. Mellone, Warrenpoint, Rev. W. G. Strachan, Sandy's St. Presbyterian Church, Mr. Mooney, M.P. for Newry, Rev. Wm. Moore B.D., Newry, Mr. Alexander Fisher, solicitor, Newry, Dr. Elliott, Rostrevor, Mr. David Martin, J.P., Newry, Dr. Elizabeth Gould Bell, Newry.

While there are accounts of individual Catholic clergymen speaking at suffrage meetings, principally in the southern counties of Ireland, there appears to be no record of any such involvement in the Newry Branch - it being, apparently, almost exclusively Protestant and middle-class.

It is worth noting that the greater portion of the Pastoral Letter of the most Rev. Dr. O'Dwyer, Bishop of Limerick, in 1912, was devoted to woman's influence as the head of the family, and stated that there was for some years a movement to - "draw women from their homes and to engage them in occupations which an older generation thought entirely unsuited to them".

On the Suffrage Movement the Bishop's letter continues - "Another phase of this modern movement is the agitation to draw women into politics. I do not refer to them taking part in local affairs, such as workhouse administration, but to their claim to get the Parliamentary Suffrage and to vote and sit equally with men. Public opinion in Ireland has not demanded this, yet it is well to realise the danger that the measure may become law, and the women of Ireland will be placed in a position from which all their instincts and habits of thought should shrink.

In intelligence, in conscientiousness, and in genuine desire for the public good, women are not inferior to men, but it was in the change this would work in the whole domestic and social position the objection lay. A man comes home at present from political turmoil and finds calm and quietness which would be impossible if his wife was an active participator in the same contest. And, are we to contemplate the possibility of husband and wife taking opposite sides ?

It is not easy, to see how such a life is consistent with the care of the home, and children, and regard for the great and important interests that now depend entirely on the woman of the house. Young women, who have no home or children to mind, may find time for such things, although not without grave damage to every feminine disposition and feeling, but for mothers of families it would simply mean neglect of their children, the abandonment of their homes, with all their duties, and responsibilities, and the loss of the reverence and affection which they now receive from husband and son.

It must be the duty of Irishmen to stand at the threshold of their homes and keep them inviolate from such influences as the encroachment of an unbelieving world on the domain of religion."

While individual priests may have supported the suffrage movement, we can reasonably assume that the Bishop's Pastoral Letter was stating the official Church attitude.

Were the Bishop's views of the place and status of women in the home and in society realistic? The following is part of a speech delivered by Miss Mellone at a suffrage meeting in Newry Town Hall on 10th. Feb. 1911 -

"Why do women want the vote, and what use will it be to them when they have it? - Why should women, whose concern should be mainly if not entirely with their homes, and who should not wish to mix in public affairs, seek to come out of these sheltered homes, and take their share in the rough and tumble of political life? First, then, women ask for the vote as a protection. It is the simple truth that when one part of the nation is the sole possessor of political power the interests of that part get most of the serious attention. It is often said that the good feeling of the average man is a sufficient protection to women. However, because most men are honest we do not, on that account, neglect to have laws against stealing. Laws are made for the bad, not for the good, who are far better than the law requires them to be. Take, for instance, the position of the wife. Every husband is supposed to hand over to his wife a large portion of his earnings with which to keep the house. Of course, the large majority of good husbands do this, but the law does not insist on it; if a drunken husband refuses to give his wife anything to get food, clothes or fuel for herself and her children, her only remedy is to break up the home and go into the workhouse. Again, the mother is not legally the parent of her own children. This may sound strange, but it is the exact fact. Take an example, some years ago, after a long agitation on the part of those who object to vaccination, an Act was passed by which the parent could claim exemption from the law on the ground of conscientious objection; but by the definition of the magistrates the word "parent" as used in the Act applies to the father only. The mother has no legal right to say a word as to whether her children shall be vaccinated or not. Again, various Education Acts have been passed by which the parent shall be allowed to decide what form of religious education shall be given to the children. The term "parent" here again only refers to the father. Of course, the great majority of men do allow their wives a fair share in deciding these matters, but, as I said before, this is no reason why the right of the mother should not be protected by the law. Further, except in cases of proved misconduct, the father is the sole guardian of the children. The mother has no legal right over the children whatever, except where the father can be proved in a court of law to have committed certain offences. For this state of things there is, and will be, no remedy found until the women have the vote. Again, it is not only in the actual law that women suffer. The inequalities in the administration are as serious, and the fact that women have practically no share in the administration of the law is even more serious. I do not think anyone can deny that the law regards personal violence to women much more leniently than against property. A man may beat or kick his wife well-nigh to death and yet escape with a lighter sentence than that which punishes him for stealing five shillings worth of property. It is said that the good feeling of men protects women from this wrong. Does it? Read the police reports, and see. There are only two things which can protect women from this injustice. One is a general improvement in human nature, the other is the granting of the suffrage. Of the two I think the suffrage will be the sooner gained."

Miss Mellone then went on to list inequalities in pay and promotion prospects for women in various government and state jobs.

Mrs. James Cousins, Mus. Bac, Hon. Treasurer of the League, also spoke at the same meeting and in seconding the resolution - "that this meeting considers that the conferring of the Parliamentary franchise on women on the same terms as it is, or may be granted to men, is just, desirable, and necessary, and calls upon the Government to grant facilities for the passing of a Woman's Suffrage Bill this Session," stated that - "The sum and substance of our agitation is that man and woman should go forward hand in hand for the purifying of the world. But in the eyes of the law women are classed with lunatics, children and paupers - a collection of individuals not supposed to have a vote. Surely no fair-minded man wanted to see women put in that classification. In the present day, owing to the great growth of modern education and modern evolution in every respect, woman was fitted to take up her position on an equal footing with man, - in business, politics, and everywhere else. I do not say that women are superior to men, nor do I admit that men are superior to women, because in all the world both are necessary, and where two sides of a question are necessary it could not be said that one is superior to the other. Women are not so wonderful as to be called angels of light, nor are they so bad that everything that goes wrong is due to them."

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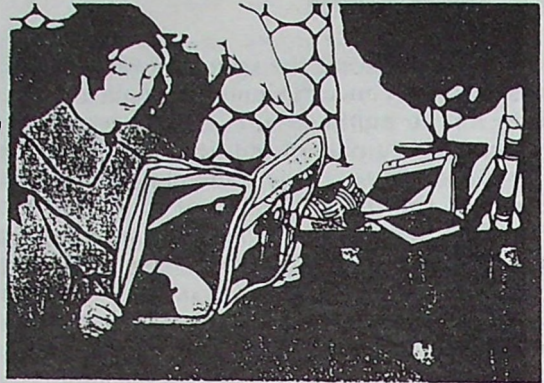
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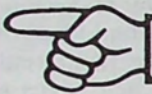
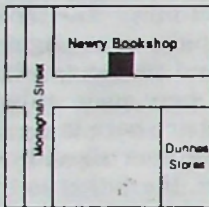
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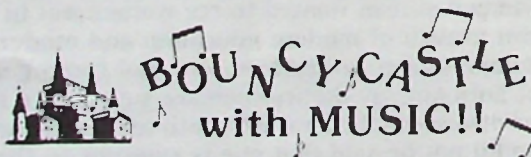
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Perhaps the women of the Suffrage Movement were seeing life as it was, with the good Bishop indulging in a degree of wishful thinking?

The movement in Newry was particularly active over the Home Rule Bill, and in September, 1912, the following letter was drafted for dispatch to the Ulster Members of Parliament and the leaders of the Ulster Unionist Council; "Sir, we, the Committee of the Irishwomen's Suffrage Federation desire to bring before you the strong need that exists for the direct representation of Irish women in any system of government that may be devised for this country. Signed - L. H. Walkington, chairman of committee; Louis Bennett, Hon. Secretary."

At the time of drafting this letter, the Home Rule Bill had passed its second reading in the House of Commons - it had not yet been passed by the House of Lords, but if the government at that time had remained in power there was every possibility of the Bill being passed. While there was certainly support amongst some sections of the Presbyterian Church for the Home Rule Bill, for well-founded historical reasons, support would not have been marked in other branches of the Protestant community - yet here we have well-documented proof that those committed to Women's Suffrage were prepared to work for the inclusion of Mr. Snowden's Amendment to that Bill - "That Suffragists cannot consent to the creation of a new legislature without an effort to include women who have a Local Government qualification among the electors to the Irish Parliament-".

On the occasion of a Mass Meeting in Dublin on the 1st June, 1912, to promote votes for women in the Home Rule Bill under the banner "United Irishwomen: - Nationalist and Unionist; Militant and Non-Militant" - fraternal greetings were sent to the platform party from Newry and Warrenpoint Suffrage Society via the Hon. Sec., Miss Mellone. Part of that message reads - "if we can all work together our success will be sure and speedy; the present opportunity may not occur again for many years, so the present need is specially urgent, and this meeting, proving as it does that the women of Ireland are capable of united action, is especially encouraging."

It is especially interesting to note that the above platform-party in Dublin included such avowed Republicans as Miss Eva Gore-Booth, Countess Markievicz, Maud Gonne, Mrs. Sheehy-Skeffington and others - and yet such stalwart Unionists, as Mrs. M. E. Cope, Armagh Suffrage Society, and Lady Fingall, President, Conservative and Unionist Women's Suffrage Movement, also felt able to send fraternal greetings - rising above party-politics to unite in what they obviously felt was a greater good.

One of the most remarkable women involved in the Women's Suffrage Movement in Newry was Dr. Elizabeth Gould Bell. A daughter of Mr. Joseph Bell, Clerk of the Union, in Newry, Elizabeth Bell was born at Springhill House, Altnaveigh in 1862. She was keenly interested in social welfare work and the movement to secure the franchise for women, and was a friend of Mrs. Pankhurst and her daughter, and also of Lady Betty Balfour, who were leaders of the women's movement. Elizabeth was admitted to the medical school of the Queen's College, Belfast, in 1889, graduating in 1893. According to the Mercer Library records, Royal College of Surgeons in Ireland, this would make her the first woman to train and graduate in medicine in Ireland. Her sister Margaret qualified in the following year, 1894. To have gained admission at all to a medical school at that time was a considerable achievement as there was a lot of prejudice against women students. At a meeting of the Senate of the Queen's University in 1875, Sir Dominic Corrigan said that he personally found the idea of women doctors repugnant, but advocated their admission on the grounds that - "not one out of 10,000 women would look for it - does anyone think," he asked, "that if the office of trombone player or big drum player in a regiment were open to women, they would offer themselves for it?" Dr. Bell, however, did "offer herself for it" and after graduating she moved to Belfast and set up in private practice at 83, Great Victoria St., making her the first woman in the United Kingdom to do so. She was Honorary Physician for many years to the Women's Maternity Home, Malone Place, and the Babies' Home at the Grove. Dr. Bell married Dr. Hugh Fisher, a first cousin of Lord Moran who was a lifelong friend and personal physician of Sir Winston Churchill. Dr. Fisher died young in 1901. Their only son, Hugo, a medical student at Queen's University, joined the British Army during the 1st World War. He was reported killed at Passchendaele, when the battalion to which he was attached was cut to pieces, but the report of his death was incorrect. He was, however, severely wounded and taken prisoner, and died later in a German military hospital from wounds received in action. Believing her son to be dead, Dr. Bell travelled to Malta and spent the rest of the war in charge of a hospital ward there.

Although very active in the Irish Women's Suffrage Society in Belfast, Dr. Bell frequently travelled to Newry to attend, and sometimes chair, meetings of the Society there.

A flavour of her commitment to the Suffrage movement can be found in the comments of Miss Margaret K. Robinson, Cleggan, Co. Galway on the occasion of her 100th Birthday, in 1972 - "Oh yes, I knew Dr. Elizabeth very well. She came over with me when I went to London in October 1911, in the march to the House of Commons to present a petition - we never got there as a row of police were at Westminster Bridge to prevent us. We had been provided with a few stones, but Dr. Bell could not stay in London for anytime as she had her clinics. I went with another woman and put a stone through Swan and Edgars window in Picadilly Circus. I was arrested and charged at the Vine Street Courthouse, was remanded for two weeks and then tried at the Central Criminal Court, I got two months in Holloway Prison."

Dr. Bell worked tirelessly for the betterment of women through the suffrage movement. Although involved heavily with her medical work, she still found time to participate in numerous open-air meetings in Belfast. Living as she did in College Gardens, a middle-class residential area, Dr. Bell saw nothing incongruous in addressing suffrage meetings at the gates of Methody College, more or less her own doorstep, where she was often heckled by - "a crowd of men and boys who made it their business to prevent speakers being heard."

At a meeting in Newry Town Hall, March 1911, under the auspices of the Women's Suffrage Society (Belfast), Dr. Bell took the chair, the talk being titled - "The Cause of Progress and Humanity." At this meeting Dr. Bell also recalled being present at a meeting in Newry Old Town Hall in 1886 at which the chief speakers had been Mrs. Todd, and the Misses Ashley, nieces of John Bright.

Of interest is Dr. Bell's attitude to the militant faction within the movement, when at the meeting of March 21st in Newry, she stated - "Whatever may be the opinion of those present to-night as to the methods employed to further Women's Suffrage, it can hardly be denied that militant tactics have brought the question before the general public in a way that forty years of constitutional agitation had utterly failed to achieve. The most encouraging sign of progress is the general feeling that our political recognition is bound to come."

Further on, she continues - "Look at the questions of the day, infant mortality, education, town-planning and housing of the poor, temperance and the Licensing Laws, all questions that touch the home, and all questions on which the woman's point of view is needed. We look on the vote more as a duty than as a right. The co-operation of men and women is a better ideal than the subjection of women. A Winchester schoolmaster, in his report, wrote - 'This boy has no special aptitude, power, or qualification, will make an excellent parent.' You see the fine satire of this, as applied to a father; but, it is very much the same view that is held of most women. Women are asking a share in the housekeeping of the nation."

Dr. Elizabeth Gould Bell, social reformer, medical pioneer, committed suffragette and humanitarian, died in 1934 following a long and painful illness. When we also remember her sisters in the movement for Women's Suffrage in Newry, Mrs. Coade, Miss Mellone, Mrs. Elliott, Mrs. Slipper, and the men who supported them, Rev. Slipper, Rev. Coade, Rev. Dr. Mellone and all the others, it is perhaps a reasonable question to ask - "Where, in Newry, are the memorials to these caring people?" They most certainly deserve to be remembered.

Grateful thanks to the following for their help in compiling this article:

Miss Maureen Bell, Bell's Castle, Killeavey, for the use of family papers and photograph relating to her late aunt, Dr. Elizabeth Gould Bell.

Mrs. Marian Kelly, Archivist, Wesley Historical Society, Belfast.

Mary O'Doherty, Archivist, The Mercer Library, Dublin.

The Staff, Reference Section, Newry Library.



Grianghraf de chlann Bell a glacadh taobh amuigh den chaisleán.
(pic. le caoinchead Maureen Bell)

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Lá Idirnáisiúnta na mBan **INTERNATIONAL WOMEN'S DAY CELEBRATED IN NEWRY BY IRISH LANGUAGE ACTIVISTS**



At a short ceremony to mark **Lá Idirnáisiúnta na mBan/International Women's Day**, which was held at the Newry Irish Language School, Bunscoil an Iúir, a statement was read from the local O Fiaich Branch of the Gaelic League. The statement expressed support for the Newry parents, and particularly the mothers, who have opted, in spite of all the difficulties involved, for Irish medium education for their children. The statement concluded :

"Bunscoil an Iúir is one of the few truly democratic schools in the north of Ireland, a school in which parents, through their representative committee, determine the development and policies of the school. The Gaelic League fully endorses the Bunscoil's efforts to gain State recognition and funding for what is County Down's first Irish language school. We recognise the immense strain on parents who have to constantly fund-raise to ensure that the daily costs of running a school are met.

On this symbolic occasion, Lá Idirnáisiúnta na mBan, we congratulate the mothers of the pupils of the school, women who are unstinting in their endeavour, and imaginative, resourceful and unrelenting in their approach to fund-raising. All we request of the State, is that the Newry Bunscoil, which is a small but very special school, be accorded the same recognition and British Government funding as similar minority language schools in Wales and Scotland. We also ask of the other mainly women's groups in Newry that they adopt motions at their Annual General Meetings in support of the Bunscoil mothers and do all they can to highlight the State's unjust treatment of parents who choose to educate their children through a medium other than English."

The statement was read by Deborah Uí Dhaibhéid of Craobh Uí Fhiaich and was enthusiastically received by the women present.



Seán Cúipéir

Fuair Seán Cúipéir, Conraitheoir, bás ar an 18ú lá Márta 1994. Bhí sé breoite le tamalt anuas agus bhí air a phost i SCA Packaging (REEDS) a thabhairt suas. Bhí Seán ag obair le REEDS ar feadh tríocha bliain nach mór agus bhí aithne fhorleathan air mar oibrí séimh ábalta, mar cheoltóir cumasach, mar shaineolaí ar seanchas Ros Treabhair agus mar bhall dílis de Chonradh na Gaeilge ar an tsráidbhaile.

Chuir Seán spéis insan Gaeilge ar an chéad dul síos sna 1970í agus d'fhreastail sé ar chúrsa Ghael-Linn i Ros Treabhair ag an am. I ndiaidh sin d'aistrigh sé chuig ranganna i nlúr Chinn Trá áit ina raibh na Bráithre Críostaí mar theagascóirí aige i dtús báire agus níos déanaí bhí sé ag foghlaim leis i ranganna Shéamuis Mhic Dhaibhéid, Thomas McArdle agus Seán McKevitt. San Iúr go deimhin a ghnóthaigh Seán **An Fáinne** agus bhí sé i gcónaí bródiúil as a chuid Gaeilge. Bhí sé orthu siúd a bhunaigh ciorcal comhrá sa mhonarcha REEDS le deis a thabhairt de na hoibrithe ansin an Ghaeilge a chleachtadh. Chuidigh sé go minic le BUNSCOIL AN IÚIR agus bliain amháin ghlac sé páirt Dhaidí na Nollag ag cóisir dhaltá na Bunscoile. Ach má bhí cairde ag Seán i nlúr Chinn Trá (Mannie Ó Mealláin, Seoirse Ó Dufaigh, Br. Beausang, Br. Ó Murchú agus neart eile nach iad) ba é Paddy Ahearne as Ros Treabhair a bhuanchomradaí. Thaistil siad le chéile chuig cruinnithe Chomhaltas Uladh i nDún Geannainn agus gidh nár dúirt Seán mórán thaitin sé leis a bheith ag éisteacht le cúrsaí inmheánacha an Chomhaltais.

Is iomaí lucht éisteachta a thug Seán, fear a'bhosca, pleisiúir dóibh. Lena chomhbhádóir Syl, sholáthraigh siad dís ceol sna tithe tábhairne logánta. Agus ainneoin go raibh Seán tinn le scaitheadh anuas, ba fhear mór spóirt é i rith a shaoil. Ba ghnách leis a bheith amuigh ag snámh nó ag bádóireacht leis ar Loch Chairlinne agus mac dá chuid ina theannta go hiondúil. Thar aon ní eile, ámh, bhí suim as cuimse aige sa Ghaeilge. Thacaigh sé le gach scéim sa limistéar leis an Ghaeilge a chur chun tosaigh. Bhí sé de cheart aige a mhaíomh

*Gael mise, nach uasal san;
Gael im' chroí, Gael im' mbeon;
Gaeil mo sheacht sinsear Gael;
Gael mise is mé á mhaíombh.*

Ba Chaitliceach umhal é Seán, náisiúntóir leathanaigeantach, agus Conraitheoir go smior. Déanann Gluaiseacht na Gaeilge i ndeisceart an Dúin comhbhrón ó chroí lena theaghlach uile.

*Ba í ár bpríbhleíd, a Sheáin, a bheith in aon chomhluadar leat.
Ar dheis Dé go raibh d'anam oirearc uasal.*



Seán - fear a'bhosca





An early photograph taken by one of Newry's long-forgotten photographers, Mr. P. Erley. The image was snapped in Chapel Street and likely features a member of the Daly family, Newry.
(Courtesy Mrs. C. Daly)



An aithníonn tú é ?

Duine de na carachtair is cáiliúla agus is dathúla dá raibh in Iúr Chinn Trá sa chéad seo.

PEACE DEMONSTRATIONS IN BESSBROOK & NEWRY



RUMBLINGS OF PEACE



Séamus Ó Fearáin offers a rare insight into the Republican Movement in Newry at a time when discussion about the achievement of peace dominates the Sinn Féin agenda.

Tom Hartley, National Chairperson of Sinn Féin, delivered the Easter Oration in Newry this year as republicans celebrated the 78th anniversary of the 1916 Rising. It is common knowledge that Mr. Hartley has visited the Newry area on at least two other occasions recently to discuss with local republican activists the Irish Peace Initiative and the Downing Street Declaration. Newry is considered by northern republicans as the key town in County Down not only as regards its capacity to generate and sustain resistance but also as regards its potential to increase its share of the nationalist vote at local government and other elections. (The fact that Sinn Féin, with a first-time candidate, topped the poll in Newry Town in the last elections to Newry & Mourne Council is known to have caused consternation in constitutional nationalist circles). More significantly though, republican leaders in Newry remain confident that a just and lasting peace is attainable over a period of time and they are fully supportive of Gerry Adams' collaborative endeavours with John Hume to secure a complete demilitarisation of the conflict in the north of Ireland.



Republican sources in Newry maintain that the Movement, both at a local and at a national level, has never been more cohesive and confident. Former, sometimes blinkered, loyalties to brigade areas have been eroded as activists throughout Ireland have pooled resources and shared education programmes. Rumours of splits, factional rivalries, disputes between hawks and doves etc. are all fictions created by the media, according to Sinn Féin in Newry. Newry republicans themselves remain optimistic that the British will reach an accommodation with republican leaders, sooner rather than later, that will bring to an end all military operations. In the meantime, some key republican activists in Newry are known to have been tasked with establishing stronger links with individual Protestants and with Protestant groups in the town, with a view to winning them over to a realisation of the need for a radical reappraisal of the political structures that currently exist in Ireland, north and south. Also of interest is the trend that a number of former Republican Clubs/Official I.R.A. members are openly identifying themselves with Sinn Féin. As one local spokesperson put it: "The British know that the Republican





Movement speaks with one voice. There is no potential for fundamental disagreement in the Movement. No fringe republican group has the technology, human and other resources, or the network of supporters, to successfully embark on a military campaign. The I.R.A. itself is in a 'can't win - can't be beaten' situation but it is mainly because the British are sure of the essential unity of our movement that they are confident that dialogue with us will ensure progress towards agreed political structures for the future of Ireland."

The Republican Movement is normally veiled in secrecy and it is difficult for commentators to assess trends within particular areas, however there is some evidence that there is a strongly socialist, decidedly anti-sectarian core of republican strategists in Newry, though there are no indications at all that occasional military attacks on RUC and British Army personnel and installations will be abandoned in the near future.

It is considered important that a significant portion of Tom Hartley's Easter Address at Newry was given over to a consideration of the situation of Protestants in the north of Ireland :

"The destiny of Protestant, Catholic and Dissenter will be found in the building of an Irish national democracy. The sharing of a common turbulent history has divided us. Now is the time to go forward together so that we may share a common peaceful destiny in a changed and democratic Ireland. I would appeal to the northern Protestant population to critically examine their often tenuous relationship with the British Government. Will they now begin to look at a future within an all-Ireland context? In all of this we are extremely conscious of Unionist and Protestant fears.... We are not trying to overwhelm, coerce or stampede anyone into a new political arrangement and we recognise the need to negotiate a democratic settlement."

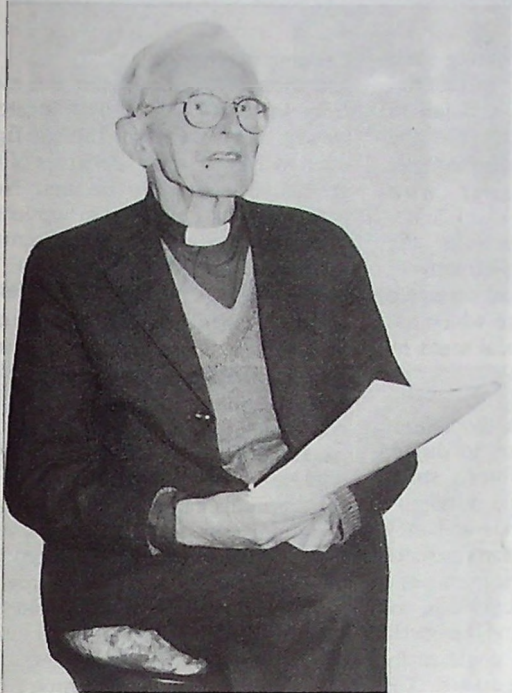


Community action at Derrybeg Park

One of the most active Community Associations currently operating in Newry is based at Derrybeg. This is entirely appropriate as it was the residents of Derrybeg Park who, in the 1960s, pioneered community-based action in Newry. An grúpa atá ag saothrú anois ar son muintir an eastáit, tá siad iontach gníomhach agus éifeachtach. Bíonn féile á reáchtáil acu gach Samhradh agus tá an-taighde déanta acu ar na mallaibh ar an leibhéal dífhostaíochta san eastát. Lena chois, tá siad ag éirí seilbh a fháil ar ais ar an clubtheach atá suite ar an eastát. Thíos tá bunadh Dhoire Beag i mbun picéid ar Bhóthar Chamlocha agus 'sí an chúis ghearáin atá acu ná go bhfuil páirc shúgartha do leanaí díreach in aice le Bóthar Chamlocha agus de dheasca an oiread sin timpistí a tharla lámh leis an pháirc, tá siad ag iarraidh ar an Housing Executive an pháirc a bhogadh go dtí áit níos feiliúnaí.



"Irish is for all the people of Ireland"
Cosslett Ó Cuinn



When Cosslett Ó Cuinn addressed the Creggan Historical Society on the 11th November 1993, he could hardly have expected the packed hall of eager listeners who came to hear him talk about the twin topics of the Bible in Irish and his recollections of the late Cardinal Tomás Ó Fiaich. By way of an introduction, Canon Ó Cuinn recounted that his grandparents are buried in Jonesborough and that his father was born in Dromintee in 1864. His father was an Orangeman and while considering himself British also deemed himself to be Irish. He used to learn Irish indeed from a book of Irish grammar.

Both Canon Ó Cuinn and his wife, who accompanied him to Creggan, have fond memories of Tomás Ó Fiaich. "He was an honest and outspoken man about whom endless lies were told. His sudden death was an awful blow to all of us," commented the Canon. All letters exchanged between the Ó Cuinn family and the late Cardinal were in the Irish language. On two occasions, the Ó Cuinns and Tomás knelt in prayer together. Speaking briefly, on behalf of her husband, Bean Uí Chuinn said of Tomás and his relationship with South Armagh :

"Cosslett is now on the ground so beloved by Tomás Ó Fiaich; we are all privileged to be here. Here in Creggan, we are in the presence of a great man, a scholar, a man steeped in the traditions of Ireland."

I measc na gcairde a bhí ag Cosslett Ó Cuinn bhí Seoirse Mac Thomáis agus Donn Piatt. Donn Piatt go deimhin a thug Cosslett leis chuig Gaeltacht Ó Méith agus ar chuairt chuig Bean Uí Anluain. "D'inis sí scéalta dúinn. Chuala mé gur ag labhairt i nGaeilge amháin a bhí sí agus i ag fáil bháis agus nach raibh a cuid gaolta ábalta i a thuiscint. Bhí ar an Dr. Séamus Mac a'tSaoir ón lúr a cuid foclaí a aistriú go Béarla dá clann. Is cuimhin liom freisin, agus mé i mo chónaí i mBéal Feirste ag an am, turais a thug mé ar cheantar Ó Méith. Ba ghnáth liom dhul go dtí Rinn Mhic Giolla Rua agus bád a fháil ansin trasna an locha. Bhuail mé go rialta le Brian MacCuarta agus lena bhean - bhí Gaeilge ar dóigh acu beirt. Uatha, go dearfa, a d'fhoghlaim mé féin a lán Gaeilge. Ba mhinic mé fosta ag caint le Mary Harvissey as deisceart Ard Mhacha. Ní raibh sí líofa ó thaobh na Gaeilge de ach bhí sé spéisiúil i gcónaí buailleadh léi agus tamall comhrá a bheith agam ina comhlúadar."

Cosslett Ó Cuinn expressed his own satisfaction at CHURCH OF IRELAND commitment to the Irish language. His personal commitment is beyond question, and if the learned Canon described Tomás Ó Fiaich as a 'great, noble and gentle man', those of us who encountered Cosslett Ó Cuinn for the first time in November 1993 can only use the same words to describe this genial and energetic 'retired' Canon.

Síle Ní Mhurchú

comments on

local Community Development initiatives

Community Festivals/*Féilte an Phobail* reminiscent of some of the **DERRYBEG** Festivals of the early 1970's are now commonplace throughout the Newry area and their development is to be welcomed. Such community initiatives are organised by individuals who serve on broad-based, elected committees drawn from the populations of specific estates. Community-based festivals, unlike many Newry and Mourne District Council and most Community Relations Council inspired similar events, are successful because they rely on local expertise and because they genuinely foster community relations. The festivals/*féilte* offer varied entertainment programmes for children especially and encourage a sense of civic pride. It is heartening to see, for example, groups like the **Parkhead Crescent Festival Committee** organising "Tidy Our Estate" competitions.

One of the most recent festivals is the **Féile Bhaile Bocht (Ballybot & Barcroft)** and this particular festival is now preparing its third annual programme. The Féile is timed to coincide with the traditional August 9th anti-interment commemorations and it succeeds in engaging young people who might otherwise be viewed as 'fair game' by the usually hostile and provocative R.U.C./British Army patrols who visit nationalist estates on August 9th. Two innovative ventures during last year's Féile were the highly successful Reminiscence Session which catered for older members of the Ballybot community, and the erection of Irish language street signs throughout Barcroft. It is an indication of the growing political and cultural awareness and confidence in nationalist communities that the Irish language revival can be undertaken by **people who live in the estates**. The elitism that once almost strangled the Irish language in Newry has been countered by Irish language community activists who pursue a policy of "Gaeilge do chách - Irish for all". It is remarkable though, that in spite of all the educational work undertaken by

Newry's Irish speaking working class community, some few influential individuals in the estates still fail to realise that the Irish language is the keystone of our culture and that to foster the language **within our own communities**, independent of State-sponsored satellites such as the **ULSTER TRUST**, is to effectively retain a democratic and local say in the development of a language which has been drawn into the political arena by the N.I.O. and its agencies.

It is my earnest wish that the various *Féilte an Phobail* continue to thrive. They might introduce more street céilithe or traditional music seisiúin to complete their programmes and they could develop their creative arts projects. One highly successful sports feature of a *féile* held in Belfast last year was a go-cart street race for adults, and if properly supervised such an event could easily transfer to any of our own estates. The Festival Committees should continue to elect their committees at well-publicised open meetings; keep alcohol consumption confined to selected events and late nights to a minimum; network with other festival committees; keep the festivals small, localised and manageable; and prevail upon those who make handsome profits out of communities to donate realistic sponsorship contributions. Community festivals, at their best, should serve as examples of local democracy at work in an Irish-Ireland context. They foster co-operative endeavour and the acquisition of new organisational skills. Go n-éirí go geal leo feasta.

The *Féilte an Phobail*/Community Festivals exist in a social and political climate in Newry which hardly inspires independent community-based initiatives. A number of privileged 'community' groups exist in the town who either a) are of one political accord with British ministers at the Northern Ireland Office or b) don't rock the boat, and keep radicals, cultural activists, dissidents, republicans, travellers, trade unionists etc. off their committees. Such groups include the Clanrye-Abbey Project, the Confederation of

Community Groups, and those who administer the money from international funds allocated to Newry. British establishment figures often meet with representatives of these groups, occasionally in their Newry premises, and the Newry groups act as a conduit through which government funds can be channelled into 'safe' community projects. The Clanrye-Abbey Project in particular seems to have an insatiable appetite and unlimited funds. It can bid for almost any vacant properties in Newry, transform these normally dilapidated buildings into modern offices and then charge rents that only businesses or other state-sponsored organisations can afford! Meanwhile, community-based groups, starved of funds by a much more refined process of government vetting than has previously prevailed, continue to hold their meetings in committee members' houses or in public bars. The Confederation of Community Groups, while it runs some of Newry's best community projects ("Brass Tacks", Welfare Rights Office, Volunteer Bureau) has lost contact over the years with those who actually work within communities and is only recently rediscovering a sense of direction. The Confederation has fed for too long off the credibility it earned during its early pioneering days. It exists primarily to perpetuate itself rather than to become socially involved. The Festival Committees, with their strong local bases, are now in an ideal situation to revitalise the Confederation of Community Groups.



Community Festivals

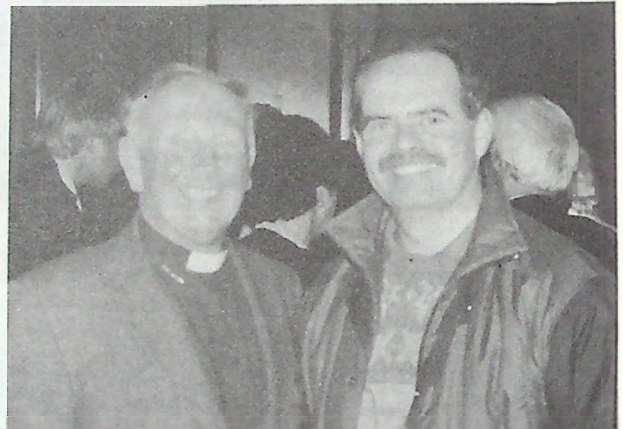
*Ag freastal ar
ghnáthmhuintir
an Iúir*



Imeachtaí gaelacha



Above : prominent guest speakers at Scoil Shliabh gCuilinn Seminar. Below left : local councillors at U.K. Committee meeting which deals with the status of the lesser-used languages in E.C. states. Below right : Dónal Caird, Ardeaspag, Eaglais na hÉireann, agus Séamus Mac Dhaibhéid i mBÁC.



Thíos : Phronn CRAOBH Uí FHIAICH teilifiseán agus gléas fise ar Bhunscoil an Iúir; agus, bhí scaifte as deisceart an Dúin i láthair i mBÁC nuair a rinneadh breithlá an Chonartha (100 bl) a cheiliúradh.





Launch of *Place-Names of Northern Ireland Co. Down 1*. Bhí comhairleoirí áitiúla i láthair ag an seoladh, triúr acu atá ar Choiste na Gaeilge de chuid Chomhairle an Iúir agus Mhúrn.



Muintir Dhoire Beag agus ionadaithe 6 CHRAOBH Uí FHIAICH a d'fhéach chuige go bhfuil comharthaí Gaeilge anois ar shráideanna an eastáit; agus cuairt a thug Cathaoirleach Bhord na Gaeilge ar an Iúr.







Lucht foghlamtha na Gaeilge ar an Iúr

The female operatives (mainly) at Craigmore Mill.

Photo courtesy of Lily McCreesh/Mrs. McGeeney.



"Poetry too is a type of bandit country"

B'in mar a thosaigh Cathal Ó Searcaigh, file, agus é ag labhairt dó ag Scoil Shliabh gCuilinn anuraidh. Bhí *Teach an Droichid* i ndeisceart Ard Mhacha lán go béal mar bhí idir cheoltóirí cáiliúla agus filí i láthair. Is minic Cathal cloiste agam ach bhí sé sar-mhaith an babtha áirithe seo agus thug sé léargas dúinn ar an dóigh a thugann sé féin faoi filíocht a chumadh. Thug sé ard-mholadh do Aodán Mac Póilin, a bhí sa lucht éisteachta, as na haistriúcháin a rinne sé ar dhánta Chathail. Dúirt sé fosta go raibh sé iontach sásta go bhfuil dánta dá chuid aistrithe ag filí móra ár linne dála Séamus Heaney : "One of the advantages of being a minor poet in a minority language is that the great poets in English translate one's work !"

What advice would Cathal give to the aspiring poet ?
 "Cultivate your sense of awareness and stay young."

He then attacked the "cultural apartheid" that exists throughout Ireland, the discrimination which means that works in Irish are ignored in the mainstream media or receive mere token reviews.

The poet from Míin 'a Léagha went on to indicate the importance of the past and of placenames in his poetry :

"I'm always interested in the past... perhaps I want to create some type of commerce between the past and the present.....The past is always contemporary in Ireland."

"I'm taken with place-names. I'm frightened by the collective amnesia which allows people to forget place-names..... Place-names give a psychic connection to where you live."

Léigh Cathal saothar óna pheann féin ach léigh fosta dánta le filí a bhfuil meas aige orthu - Patrick Kavanagh, Derick Thomson, Somhairle MacGill-Eain agus Gabriel Rosenstock. 'Bhfuil seans ar bith go mbeidh file eile inár measc le linn na Scoile i mbliana, agus b'fhéidir Gabriel é féin ?

Cathal Ó Searcaigh, file, agus Brian Mullen ón B.B.C. - beirt de na haíonna speisialta a bhí i láthair i dTeach an Droichid oíche Shathairn le linn na féile.



Karen Mackin, Upper Sixth, St. Catherine's College, reflects on John Montague's visit to Armagh.

John Montague, the Brooklyn-born, Armagh educated, adopted son of Tyrone, returned to Armagh to participate in the city's Arts Festival and to promote his June 1993 issued poetry/prose collection entitled "Time in Armagh", a volume which charts Montague's formative experiences as a boarding pupil in St. Patrick's College. Montague was invited to give two poetry readings in the city, an evening one to a mainly adult audience at the Navan Centre, and a 'matinée' the next day to students of English Literature from the various schools and colleges in Armagh.

was in the acquisition of the English language - "...the English language is now ours and it is the only victory that we Irish can be sure of." Unsubtle references to the presence of the S.A.S. in South Armagh, and to the troubles in the north of Ireland in general, place John Montague in the broad, blunt, nationalist tradition. His remarks were not consciously offensive or provocative though he did raise a few hackles, especially at the reading at the Navan Centre. It is nevertheless important that Armagh's Festival Committee should seek out either a writer who represents another political allegiance in Ireland, or a writer who eschews political affiliations altogether, for next year's Arts Festival.

The poet arrived slightly late to the session for the Sixth Formers, apparently having just enjoyed the hospitality of one of the city's leading hotels. The SELB's Band Room on the Mall was hardly the ideal venue for the reading, with its seating on the flat and the absence of an amplification system. Still, no one could complain for at a mere £1 *idille* it would be impossible not to get one's money's worth. John Montague was introduced to the audience by the effervescent Anne Harle who clearly derived as much pleasure from the reading as did the most enthusiastic Eng. Lit. student in the audience. Montague was at ease with the students and enjoyed his opportunity to reminisce on his years spent in Armagh. He meandered, sometimes aimlessly, sometimes with a purpose, through mostly unhappy reflections on life as a boarder at St. Patrick's. He was unsparing in his indictment of the régime at St. Pat's and of his former teachers. "The people who taught me English didn't seem to know what the poems were about", and, "English was a necessary bore through which I had to plough", were just two of his caustic comments. St. Patrick's College was a "hell" where the curriculum was designed to "produce the utmost tedium." Texts on offer, according to Montague, had little relevance to the lives of the pupils who were compelled to study them. "Charles Lamb's essays were awful...Keats was dangerous rubbish", so felt Montague, the fastidious examination student. It is now something of a cliché in modern Anglo/Irish fiction to slate one's former school and teachers (Denis Donoghue did a hatchet-job on the Abbey, Newry, in his recent work "Warrenpoint") though an integral part in the scheme of all such broadsides is the existence of the *slánaitheoir*, the one competent, imaginative teacher. In Montague's case, he informed us, it was Seán O'Boyle, teacher of Irish. O'Boyle had "an extraordinary presence", "spoke to us as if we were human", chanced an odd risqué joke, burst into occasional song (Montague, no Christy Moore himself, astonished his student audience in the Band Hall by himself rendering a nearly remembered stanza of *Ar Mac Cumhaidh's* normally haunting "*Uirchill an Chreagáin*"). Montague enthused about Seán O'Boyle, admired his passion and love for the indigenous culture of South Armagh, and inherited from him the philosophy that "you should love the place that you come from." O'Boyle directed the young Montague to the poetical works of the Oriel writers, Mac Cumhaidh, O Doimin, Mac Cuarta and Mac Giolla Fhionáin. John Montague acknowledges few influences on his development as a poet and that O'Boyle merited such specific admiration is a testament to his inspirational teaching.

"Seán O'Boyle's influence remained underground with me for quite some time," said the poet, and this influence was reactivated when Montague went to Dublin as a student. There he met young poets whose bohemian existence fascinated him. It wasn't though until he encountered Patrick Kavanagh that Montague knew that he had met the "real thing":

"I saw Patrick Kavanagh plunging down a Dublin Street; he was a man with pure energy passing out of him. He had genius and the fire of him came out and met me.... Kavanagh wrote about what he knew and that was his great strength..."

Diverting from his advertised programme of readings, Montague was moved to quote from his early volume "The Rough Field" (1972), a collection which concentrated on the theme of the loss of the Irish language. The poet's translations from Irish are well known and Montague confessed that "I sometimes feel not too easy in the English tongue". Controversially too (and no one remembers an insipid poetry reading), Montague maintained that "in the long mists of our disasters" the sole issue over which the Irish vanquished the English

The actual collection "Time in Armagh" is appropriately entitled. Montague's sojourn at St. Patrick's College had all the privations of 'time' spent in prison. The poems deal with priests who could wield canes so deftly that Bro. Benedict in McLaverty's "Lamb" could only admire. Expulsions from school; war-time shortages; sexual awakenings and escapades; political gestures; pupil rebellions; memorable individuals like Jock, the College's own Cyrano de Bergerac, with his adored 'huge proboscis', more a limb than a feature - all converge in this short and accessible collection. Radiating through all of Montague's harrowing times in Armagh is his unsuppressible sense of humour and his belief in an alternative to a restricting, claustrophobic environment. He concludes his key poem "Time in Armagh", from which the new collection gets its title, with an irreverent swipe at those who collaborated in making his life in Armagh an unmitigated misery:

"The guilt givers who know what is right,
they can shove their rules. A system
without love is a crock of shite."



Géarchéim Chearta Sibhialta cois teorann

*Bhí an tuairisceoir Fabian Boyle san Iúr ar an lá cinniúna sin nuair a chuaigh an chúis go cnámh na huilinne i gcás Gluaiseacht Chearta Sibhialta.
(B'é Cló Rúraí a chuir Gaeilge ar alt seo Fabian Uí Bhaoill)*

Is ar éigean nár scrios círeib ar shráideanna an Iúir An Ghluaiseacht Chearta Sibhialta, fórsa láidir comhtháite ar son athraithe radacaigh sa Tuaisceart, go díreach nuair a bhí tacaíocht dá theachtaireacht ag fás ar fud an domhain.

Chuaigh mórshiúl síochánta, a d'eagraigh an coiste áitiúil chun oíl nuair a bhuail baill chathacha i gcoinne scuad círeibe de Chonstablacht Ríoga Uladh.

Bhí scaileáin teilifíse lán d'íomhánna den tslua a bhí le fraoch feirge, an lucht stiúrtha curtha i leataobh acu agus feithiclí na bpóilíní curtha le thine agus iad brúite isteach sa chanáil áitiúil.

Tháinig trí bliana eile sular ghlac aon pholaiteoir náisiúnaíoch páirt i mórshiúl Chearta Sibhialta. Ansin, san Iúr arís, tháinig gach dream frithAontachtach le chéile i léirsiú ollmhór. Bhí John Hume agus Eamonn McCann, Gerry Fitt agus Frank McCann le siúl ar ghualainn a chéile agus gach seans ann go mbeadh Arm na Breataine sa bhealach orthu.

Ba doiligh a shamhlú gur ar an bhaile teorann seo a bunaíodh grúpa Cearta Sibhialta. Ní raibh ann ach 20 bliain ó shin ó cuireadh Craobh an Iúir de Dhaonlathas na nDaoine mar ghéag de ghrúpa míleatach sealadach mac léinn in Ollscoil na Banríona.

Murab ionann is ceantair chlaonroinnte amhail Cathair Dhoire, Ard Mhacha agus Dún Geanainn, bhí smacht ag náisiúnaithe i gceantar an Iúir ar na comhairlí áitiúla agus ar roinnt na dtithe fosta. Ba é sin an t-ábhar corraitheach conspóideach a bhí ann in áiteanna eile.

Leis an fhúinne a dhéanamh, ní hé amháin go bhfuair Caitlicigh a gcion ceart de na tithe úra, tugadh trian den roinnt do na baill Aontachtacha ar Chomhairle Uirbeach an Iúir cé nár Phrotastúnaigh ach duine as seisear sa daonra áitiúil.

Dá dheasca sin bhí córas pointe ar cheann de na príomhéilimh a bhí ag gríosóirí Chearta Sibhialta.

Ach bhí ábhair míshásaimh eile ann, mar a bhí an dífhostaíocht nó bhí glúin i ndiaidh glúine faoi bhrú ag na rátaí dífhostaíochta ba mheasa in Iarthar na hEorpa. Ba é an chúis a bhí taobh thiar de sin ná gur fheall ar Rialtas Thuaisceart Éireann aon tionscal a bhí ag brath ar shaothar daoine a threorú go dtí ceantar an Dúin Theas / Ard Mhacha Theas; ní bhfuair sé ach fuíoll an tábla agus an tionscal á roinnt ag Brian Faulkner.

Bhí scaifte múinteoirí a raibh deis an labhartha acu i gceannas ar Dhaonlathas na nDaoine. Bhí Tommy Keane, an múinteoir féasógach le heolaíocht pholaitiúil mar Chathaoirleach, agus ba mhúinteoir i Scoil Gramadaí an Chlochair, Margot Collins as Maigh Eo, a bhí mar Rúnaí, agus Paddy O'Hanlon, céimí san eacnamaíocht agus peileadóir gaelach Mhullach Bán, a bheadh ina Theachta Pairliminte, údar, dhrámadóir agus abhcóide lá núb fhaide anonn, a bhí ina Phreasoifigeach Bolscaireachta.

Ar ball, shocraigh Daonlathas na nDaoine clárú mar chuid de Chumann Cearta Sibhialta Thuaisceart Éireann. Ar na daoine a chuaigh bhí an suirbhéir cainníochta, Sam Dowling, Sean Hollywood a bhí ina aisteoir agus léiritheoir den chéad scoth, Rory Mc Shane, mac léinn sa dlí i gColáiste na Banríona agus Kevin Boyle a bhí lonnaithe i mBéal Feirste agus a bheadh ina ollamh leis an Dlí Coiriúil ag Coláiste na Banríona agus i gColáiste na hOllscoile, Gaillimh.

Idir an dá linn bhíothas ag dul go crua go mbeadh mórshiúl Cearta Sibhialta san Iúr ar eiseamláir Dhún Geanainn, an cúigiú lá de Dheireadh Fómhair i nDoire, Ard Mhacha agus an tSraitha Báin chomh maith leis an iliomad mórshiúlta i mBéal Feirste agus an ionsaithe a rinne na dílseoirí ag Droichead Abhann Talaide.

Mar sin de, ar lá na cinniúna sin i Mí Eanáir 1969 bhí na sluaite ag toiseacht a theacht le chéile tráthnóna gruama Sathairn agus John Hume óg, fear a tharraing clú air féin trí é a bheith á thaispeáint ar an teilifís, ina measc.

Mar fhianaise ar an dea-chaidreamh pobail a bhí ann san Iúr bhí an Comhairleoir Aontachtach Aubrey Wylie chun tosaigh sa mhórshiúl.

Ba é an t-aon fhadhb a bhí ag na heagraithe gur cuireadh cosc ar mhórshiúl dhul an chuid den bhealach a bhí i gceantar a raibh aithne thraidisiúnta air mar cheantar Aontachtach, mar a bhí trí Oileán an tSiúcra agus lámh le Halla an Bhaile. Ní raibh cead ag mórshiúlta Caitliceacha nó náisiúnaíocha dul isteach sa cheantar.

Ach d'fhógair NICRA gur eagraíocht neamhpholaitiúil neamhsheicteach é agus mar sin de bhí an ceantar seo mar chuid den bhealach a bhí beartaithe acu thart an bhaile.

Chuir an mórshiúl chun bóthair, an bhratach ghorm aithnidiúil ar a cheann agus nuair a bhí siad ag dul chun cinn ar Shráid Mhúineacháin tháinig Gerry Fitt i radharc agus é ag spaisteoireacht leis. Chuir ionad seiceála na bpéas moill air.

Ag an deis le Cé na dTrádálaithe chuir an CRU bac de bharacáidí stialla ar an tslí go dtí Oileán an tSiúcra. Bhí feithicle liatha ar a chúl sin agus bhí an CRU chun tosaigh agus feisteas círeibe orthu.

Chuaigh cuid de na cainteoirí, John Hume agus Turlough O'Donnell (Toirleach Ó Dónaill) ina measc, ar bharr tosach cairr de chuid na bpóilíní agus d'iarr ar an slua glacadh le rudaí mar a bhí siad agus leanstan leis an mhórshiúl go díreach go lár an bhaile.

Thosaigh cuid den slua a dh'iarraidh go rachadh an mhórshiúl ar aghaidh ar an seanbhealach agus bhí an brú á fhás ar líne na bpóilíní.

Ní raibh na maoir, a raibh dearcadh Poblachtach ag cuid acu, i bhfách leis an ról a bhí á ghearradh amach dóibh le scuad círéibe CRU a chosaint agus de réir a chéile bhí an brú ag éirí ró-dhian agus bhí na daoine míleatacha ag briseadh tríd agus na póilíní ag cúlú go scaipthe.

Ar bharr charr de chuid na bpóilíní a bhí mé féin, san ionad ab fhearr leis an aicsean a fhaire, nuair a tháinig sé chugam go tobann go raibh an fheithicil fúm ag toiseacht a bhogadh.

Ar amharc síos dom ba bheag nár fuadaíodh an croí asam nuair a chonaic mé gur cuireadh an fheithicil le thine agus go raibh sí á brú i dtreo na canálach agus mise ar bord.

Thréig mé an áit go práinneach agus thuirling mé ar an talamh thar thosach an chairr, dornán slat sular cuireadh an carr loiscneach thar an bhruach isteach san uisce.

Spread an foréigean agus an chéiríib ceannasaíocht NICRA le hathamharc go úrnua ar an bheartaíocht s'acu. Thuig siad gur féidir fritoradh bheith ag rith le léirsiú sráide.

Cúis eile a bhí san athrú staitéise ná go raibh cuid mhaith de cheannasaithe óga Cearta Sibhialta, amhail Paddy O'Hanlon, Austin Currie, John Hume agus Ivan Cooper réidh triail a bhaint as an bhealach parlaiminte le haghaidh cúrsaí polaitiúla agus sóisialta a leasú. Toghadh iad do Stormont ar mhaithe le h-athrú a fháil trí mhodhanna bunreachtúla.

I ndeireadh na dála, tháinig doicheall agus fonn troda na nAontachtaithe chun cinn, le ruathar an 'Fhórsa Speisialta B' ar Thaobh an Bhogaidh, leis an loscadh Shráid Bombay le buamaí tine agus le hionsaithe seicteacha eile i mBéal Feirste. D'imigh gluaiseacht Cearta Sibhialta ó bhéal an phobail le theacht isteach thrúpaí Briotanacha agus teacht na nÓglach Sealadach agus an Choimhlint Armtha a lean é.

Nuair a cuireadh tús le himtheorannú, rinne an mhórchuid díobh a bhí gníomhach i NICRA iarracht ar an fheachtas le deireadh a chur le géibheann gan triail.

Ansin, Domhnach amháin, go luath in 1972, nuair a bhí cruinniú poiblí a bhí eagraithe ag NICRA ar siúl, chaith paratrúpaí Briotanacha féachadóirí marbh le gunnaí agus ba mhór an gheit a bhain sé as an domhan agus ba mhór an t-éigneach a chuir sé air.

Mar a tharla sé bhí mórshiúl beartaithe don chéad Domhnach eile san lúr. An Coiste Cearta Sibhialta áitiúil a d'eagraigh.

I ndiaidh ar tharla i nDoire, bhí eagla ar Rialtas na Breataine dá n-éireodh, idir léirsitheoirí neamharmtha agus na fórsaí slándála, go mbeadh mí-chlú dá bharr ar an Bhreatain. Bhí cosc ar an mhórshiúl cheana ag an Aire Gnóthaí Baile Stormont agus d'fhéach Rialtas na Breataine leis an mhórshiúl a scor.

D'impigh an Príomhaire, Edward Heath, go poiblí ar an Chairdinéal Mac Conmidhe go ndéanadh sé idirghuí leis na heagraithe, ach dhiúltaigh sé cur isteach.

De réir mar a bhítear ag druidim leis an lá mór is amhlaidh go rabhthas ag éirí níos teinne agus níos corraithe sa bhaile teorann. Bhí bá mhór idir an lúr agus Doire. Bhí dearcadh caitliceach acu beirt, bhí siad in aice leis an teorainn, ag béal locha agus bhí comhstair de cheal forbartha i gcúrsaí eacnamaíochta agus sóisialta acu mar aon.

Tháinig fir nuachta agus criúnna teilifíse ó Aontas na Sóivéide go dtí Meiriceá Theas isteach sa bhaile margaidh ciúin, ag cur fúthu in ostáin áitiúla agus ag earcú iriseoirí áitiúla le cúlra agus blas na háite a fháil chomh maith le háiteanna a mbeadh trioblóid ann a thaispeáint.

An oíche roimh an mórshiúl tionóladh cruinniú rúnda de thart faoi 100 maor, iad roghnaithe de thairbhe go raibh siad láidir agus nach nglacadh siad le haon amaidí, agus fuair siad a gcuid orduithe ón lucht eagraithe.

Shocraigh na ceannasaithe áitiúla agus NICRA fanacht thar oíche in Eastát Dhoire Beag, lámh le hionad tosaíthe an mhórshiúil, ar eagla go mbeadh oibríocht luathmhaidine tógála ar siúl ag na fórsaí slándála.

Chuir muintir na háite na tithe s'acu ar fáil do go leor aionna clúiteacha, John Hume, Bernadette Devlin, Tom Driberg, Teachta Parlaiminte, agus Vanessa Redgrave.

An mhaidin dár gcionn ba chosúil le dul i dtír na Normainne an baile agus Cé na gCeannaithe a bhí míle ar fad dubh le leoraithe armtha agus iompróirí foirne armtha agus tuile de shreang dhealgach ag imeacht ina sruth chun an bhóthair.

Bhí an Ginearál Frank Tuzo, Oifigeach i ngnáthcheannasaíocht ag siúl thart ag coinneáil súil ghéar ar na socrúithe.

Ag Cnoc na Nóiníní bhí sciathán den ospidéal ar leataobh agus bhí foireann máinlianna, banaltraí agus foireann chuidithe in oirchill ar eagla go mbeadh aon trioblóid ann. Ag an teorainn bhí traein speisialta ar feitheamh agus í réidh leis na hothair a rabhthas ag dúil leo bheith ann a iompar chuig Ospidéal Dheisceartacha.

Tháinig Comh-aireacht na Sé Chontae Fíchead le chéile i seisiún éigeandála agus d'ullmhaigh pleananna teagmhais ar eagla go mbíodh 'Domhnach na Fola' eile ann nó go n-éireodh sé ní ba mheasa dá mbeadh teipthe ar an Dlí agus An tSiócháin sna contaetha teorann.

Sa deireadh thiar thall, chuaigh an mhórshiúl chun bóthair síos Bóthar Chamlocha agus grúpa polaiteoirí agus ceannasaithe Cearta Sibhialta chun tosaigh. Bhí Gerry Fitt, Paddy Devlin, John Hume; Ceann Comhairle na Dála, An Dr. Seán Ó Conaill; Ceannaire Pháirtí an Lucht Oibre, Mícheál Ó Laoire; agus an tAire Cosanta, Caoimhín Ó Beolláin ina measc.

Nuair a chuaigh na máirseálaithe chun cinn thug héileacaptar foighdeán anuas agus shéid callaire amach go raibh an mórshiúl in éadan an dlí.

Ag bun Bhóthar Chamlocha bhí baracáid scanrúil tógtha ag na fórsaí slándála ar a raibh saighdiúirí ar a ngogaide taobh thiar de agus na raidhfílí réidh acu. Go tobann, go díreach nuair a bhí an chuma ar an scéal go raibh trioblóid dosheachanta, d'imir na heagraithe an mámh a bhí i bhfolach acu: tiománaíodh leoraí oscailte trasna an bhóthair, ag cur coisc ar an bhealach go lár an bhaile. Cuireadh an mháirseáil ar mhalairt slí síos bóithrín go dtí fairsinge Eastát na Cluaine.

Tháinig buíon maor le chéile os comhair na baracáide, réidh toilteanach agus faoi ordú rannpháirtí ró-dhíograiseach a bheadh ag briseadh ranga a chur ar cúl.

D'éist an slua de os cionn 60 000 ansin leis na pearsanaigh éagsúla agus bhí críoch shíochánta leis an mhórshiúl in áit na fola is an bháis a bhí á dtuar chomh maith le hanord agus scrios.

Ach craoladh an teachtaireacht go glé glinn don domhan taobh amuigh gur dhiúltaigh an mionlach náisiúnaíoch do pholasaithe Rialtas na Breataine a raibh 'Domhnach na Fola' mar thoradh orthu.

Cúpla seachtain ina dhiaidh cuireadh deireadh le Stormont agus tugadh Rialadh Díreach isteach.

Ní fios cén ról a d'imir an mórshiúl ollmhór Chumann Cearta Sibhialta an Iúir.

Déanann
CRAOBH AN IÚIR
DE CHOMHALTAS ULADH
comhghairdeas le
Craobh Uí Fhiaich
as an duais a bhaint ag
ARD-FHEIS AN CHÉID don
CHRAOBH IS FEARR SA TÍR
Is mór an onóir do
Chonradh na Gaeilge
i gCúige Uladh an gradam
seo a bheith tugtha do
Chraobh Uí Fhiaich.





Photographs from the recent political history of Newry.

Tá muid buíoch do Fabian Boyle a chuir na pictiúir seo ar fáil dúinn.



Cuisle na nGael is steadily building up a series of photographs which relate to the political, cultural, social & economic life of Newry. Our next planned photographic exhibition will focus on the performing arts in Newry. If you have any photographs/posters/programmes/paraphernalia of historic interest which feature drama societies, orchestras, feiseanna, Top Talent performers, rock groups, Orange bands, nationalist bands, choirs, pantomimes, dancers etc. please contact *Cuisle na nGael* at 8 Highfield Drive, Newry. If we can secure adequate funding to help us meet some of our expenses, we aim to run another major photographic exhibition which will be displayed at a public venue and at no cost to the people of Newry. (These projects normally involve 12 months' preparation). REMINDER : Most photos in *Cuisle na nGael* are covered by copyright.



Senior Unionist politicians visit Newry









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ASPECTS OF NEWRY RAILWAY HISTORY IN THE 19th CENTURY

Compiled by J.D. Fitzgerald, Armagh.

Even a casual perusal of the "Newry Telegraph" columns for the mid nineteenth century shows a surprising number of references to railway events in the Newry area. It is hard to be certain now why the local paper took such a keen interest in railway affairs but several reasons suggest themselves. The editor took a lively interest in town affairs and thus the "Newry Telegraph" always carried a greater proportion of local news than contemporary newspapers in, for example, Armagh or Dundalk. Railways were at the time a tremendous source of interest; all adults in the 1850s and 1860s could clearly recall the stage-coach era and indeed horse-drawn vehicles were still widely used as feeder services to the trains and to serve those large tracts of the countryside where railways had not yet penetrated - and indeed, in many cases, never did penetrate. But railways were expanding rapidly and construction went on for many years, albeit frequently in cut-throat competitions. Many of the smaller railway companies, the Newry and Armagh Co. being a prime example, spent their entire independent existence in a state of warfare with their railway neighbours.

But perhaps the most compelling reason for references to Newry railways to keep appearing in print was that the local railways ran through the heart of the town and therefore had a high local profile. Most Irish towns of that period had a railway station on the outskirts of the town. Later urban development sometimes embraced the local railway station but to build a railway through the heart of a town was certainly unusual in a nineteenth century Irish town. A brief synopsis of Newry railway history is useful here. While proposals for a line to Warrenpoint had been put forward as early as 1836, the first company to commence work was the Newry and Enniskillen, one of the most misfortunate Irish railway companies. It began construction at Edward Street in August 1846 but contrived to take almost eight years to reach Goragghwood, 3.5 miles away. This was the junction on what was later to become the Dublin-Belfast main line and obviously this short line was, then and thereafter, the most important Newry line. The company's plans to reach Enniskillen were obviously far too optimistic, so it changed its title to Newry and Armagh, and managed to reach the primalial city in February 1865, 20.75 miles in 18.5 years.

The Newry, Warrenpoint and Rostrevor Railway opened from Dublin Bridge to Warrenpoint in May 1849 and, of course, never reached Rostrevor, which had to be content with a horse tramway. Newry thus had two railways with termini at opposite ends of the town but it was several years before money could be raised for the Town of Newry Connecting Railway. This line was built at a cost of £12,700 and it opened in September 1861. The Warrenpoint line probably benefitted more from the linking line than the Newry and Armagh, still fighting with its neighbours. The Newry and Armagh was acquired by the Great Northern Railway in 1879, and the Great Northern Railway took over the Newry, Warrenpoint & Rostrevor Railway in 1886. The Dundalk, Newry and Greenore Railway was a rather late starter, not being opened until 1873. It also ran into Edward Street, as did the Bessbrook and Newry Tramway. The Town of Newry Connecting Railway had constructed a very important canal branch to serve the Albert Basin. It should be mentioned that the Dublin and Belfast Junction Railway never came closer to Newry than the present Newry, which opened as Newry (main line) in 1855, was renamed Newry (Monaghan Road) and for most of its history, was called Bessbrook. In later G.N.R. years it was purely a station for Bessbrook and South Armagh but in the pre-amalgamation days it was often seen as the station for Newry, rather than Goragghwood.

The earliest "Telegraph" reference to the Warrenpoint we encounter, on the occasion of its opening, was certainly the most complimentary - perhaps the only time it was so complimentary. It read "*we had almost forgotten to mention that the carriages are of a decidedly superior description. They are elegantly fitted up, spacious, and thoroughly ventilated. They run very smoothly, the traveller being scarcely conscious that he is moving. The stations are neatly as well as comfortably furnished, and, though small, contain every necessary accommodation.*" The station at Newry was at Kilmorey Street, and only in 1861 did Dublin Bridge become the terminus. Details from the early timetable follow - observe the prohibition of smoking.

Fares

First Class	6d
Second Class	4d

Children under Twelve years of age are charged half-price; children in arms pass free.

Dogs are charged 3d each, and are not allowed to accompany the Passengers into the carriages.

PASSENGERS' LUGGAGE

Weight of luggage allowed First Class Passengers, 112lbs

Weight of luggage allowed Second Class Passengers, 84lbs

Over this weight will be charged for.

The Clocks are regulated by Mr. Cordner's Time-Keeper, Hill Street, Newry.

Arrangements are being made respecting the Goods Traffic, the completion of which will be duly announced.

Smoking in the Carriages and at the Stations is forbidden, under a Penalty, by Act of Parliament.

*N.B. The Servants of the Company are strictly prohibited from receiving any gratuity from Passengers.
By order,*

*JAMES BRYDEN,
Secretary.*

*London, 19, Morrgate-street,
June 1, 1849*

However, while newspaper comments may have been somewhat prejudiced there is no gainsaying the frequency of the railway companies' appearance in court. For example, in 1857 the Newry and Warrenpoint Company prosecuted Edward McKeown, a car driver, for trespass at Dublin Bridge Station. It emerged that passengers used to be charged sixpence each (for transport to the centre of town, presumably) and "*some of the directors were charged 1/- each to Dransfields Hotel.*" So the company entered into an arrangement with a Mr. Sheridan who was granted a monopoly in exchange for a flat charge of a penny. Mr. McKeown's solicitor complained of the unfairness of the monopoly but the magistrates held that it was a monopoly "*advantageous to the public*" and fined Mr. McKeown 2/6.

The flaw in the arrangement, of course, was that cars could carry passengers to the station and this led to another court case, in which James Dickey, another car driver, was sued by the railway company. Mr. Dickey had dropped three passengers at Dublin Bridge when Mr. Maddison, the railway superintendent "*called out to him to begone out of that.*" Mr. Dickey replied that he would not enter the gate at all if they had porters to carry the luggage. Mr. Maddison felt that Mr. Dickey was leaving very slowly and flung a stone at him "*which struck him on the elbow and cut and blackened the bone.*" Both Mr. Maddison and Mr. Dickey were fined 2/6.

The matter of rival car-owners simmered on, obviously, as an 1860 newspaper report demonstrates.

We have been requested to call the attention of the authorities to the inconvenience and annoyance to which passengers and others are subjected at the terminus, in Kilmorey Street, of the Newry and Warrenpoint Railway, by the car drivers of the town. During the course of the last week, a lady called for one of Sheridan's cars, when a tawdry, ill-clad fellow stepped forward, influenced more by the spirit of competition than a love of truth and justice, and represented himself as the driver of one of those vehicles. The lady took him at his word but, as she stepped up on the car, another person came forward and informed her that she had been imposed upon, as he was the driver of Mr. Sheridan's car. The other refused to give up his passenger; and the consequence was that a scuffle ensued, in which the 'gallant whips' 'fought with an earnestness worthy of a nobler cause,' to the great inconvenience and annoyance of the lady. We hope, also, that the police will be more vigilant and more watchful in that locality, so as to prevent the repetition of similar occurrences in the future."

On 12 August 1859 William Miller of Newry was returning from Warrenpoint when he had a watch belonging to Mr. White and which he was bringing to Newry for repair, snatched from him by Andrew Maguire, "*an old offender.*" Mr. Miller regained possession of the watch and when the train arrived at Newry he followed Maguire as far as Kilmorey Street, where he lost him. However Maguire was arrested the following day and turned out to be a member of a gang of pickpockets. He was sentenced to four years' penal servitude.

In 1864 Mary Murphy otherwise "*Banbridge Mary,*" "*a strange-looking female*" was charged with stealing a purse and £25 (a fair sum 130 years ago) at the Warrenpoint station from Samuel McMurray who lived "*in Morne.*" He gave Mary Murphy a few pence when she was begging outside the station and then she followed him and caught him round the waist. Mr. McMurray could not shake her off and soon missed his purse "*with six notes.*" He "*caught a 'hould' of her by the neck*" and she dropped the purse and the notes. He found one note on the ground but, as he sadly put it, "*I still want two.*" Mary Murphy had 24 previous convictions and Judge Johnson said "*nothing seems to be of any service to you. You were in penal servitude for four years; we will now try you with seven,*" to which Mary Murphy replied "*Thank your Worship. That is all I want; I can get my soul saved now.*"

There seems to have been as much discrepancy in the sentencing in those days as nowadays. When Bridget Leonard appeared in court in 1867 on a charge of pickpocketing at Dublin Bridge Station she pleaded guilty and was sentenced to one month's imprisonment, which is a far cry from seven years' penal servitude.

To the credit of the honest Newry (or Warrenpoint) citizens, a note appeared in the paper in 1867 from the treasurer to Newry Reformatory acknowledging receipt of £1 "*being money found in a railway carriage at Warrenpoint, which was advertised and unclaimed.*"

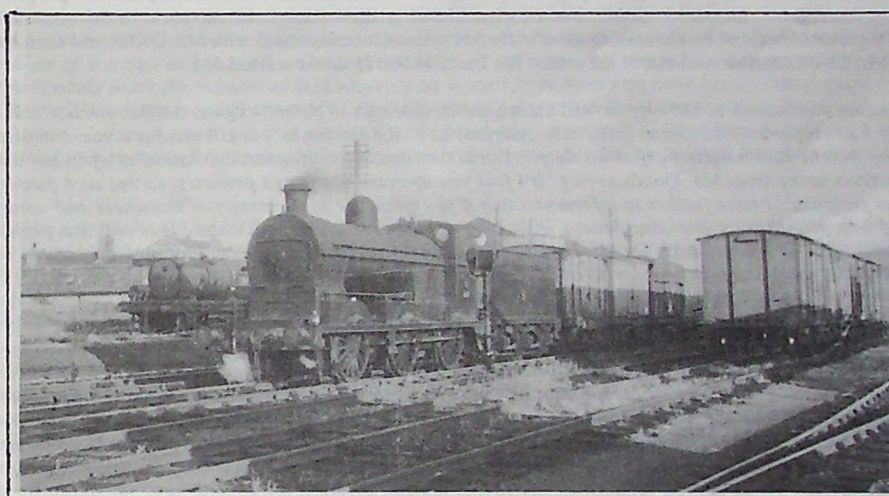
In the same year an injudicious "returned yank" got himself in trouble.

ARREST OF AN ALLEGED FENIAN - Yesterday morning, a man named Patrick McNaghten was arrested at Edward Street Railway Station on suspicion of being a member of the Fenian fraternity. The man had just arrived by train, and on the platform was declaring himself a Fenian. Sub-Constable McEntee immediately arrested him, and brought him to the police barrack in Canal Street. His trunk was searched, but nothing connecting him with the conspiracy was found. The man, when taken into custody, was under the influence of liquor, but when he became somewhat sober it was ascertained that he had been fifteen years in America, two of which he served in the American army of the North. He belongs to Ballybay, in County Monaghan, and, in his drunkenness, it would appear that he had allowed himself to be conveyed to Newry in mistake. The prisoner will be brought before the magistrates this morning, when it is likely he will be remanded till inquiries be made concerning him.

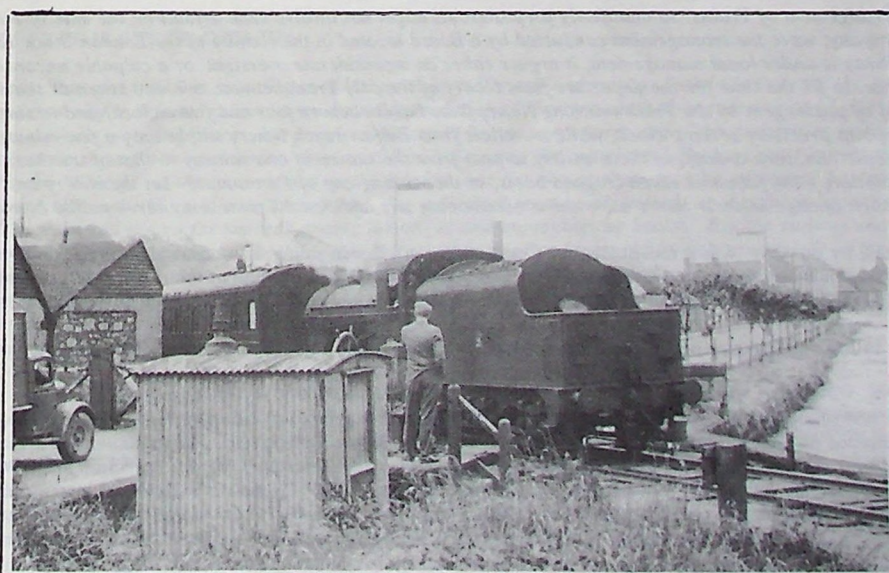
THE ALLEGED CASE OF FENIANISM - On Saturday morning, Patrick McNaghten, who was arrested on the previous day by Sub-Constable McEntee at the Edward Street Railway Station on a charge of making use of Fenian expressions, was brought before J. F. Erskine, Esq., J.P., at the Police Office. McEntee stated that he observed the man under the influence of liquor at the railway station, and heard him declare himself a Fenian. He then arrested him. The Prisoner expressed his sorrow for having used the observation, and that he did not know what he was saying. He had been in America some fifteen years, and had served a short time in the Southern army. His health becoming bad he came home, and taking his ticket for Ballybay, where he had some friends, he



Kilnasagart Bridge. 26/4/1961. © J.D. Fitzgerald.



U.T.A. 40. Newry. 13/6/1963. © J.D. Fitzgerald.



U.T.A. 49 crossing Newry Canal. 1964. © J.D. Fitzgerald.

chanced to arrive in Newry in mistake. From the appearance of the man, it was evident he was in the last stage of consumption, and his Worship discharged him, cautioning him to go to his destination at once. The man left for Ballybay by the first conveyance.

However, it was still largely the Warrenpoint line which provided the courts with business. A March 1859 incident should only be reported in the "Telegraph" inimitable style.

Mary Ann Burns, whose "peepers" seemed to have been damaged in a late scuffle, summoned two other nymphs of the pave, named Mary Devlin and Margaret Power, for assaulting her on Monday evening.

Mary Ann, in stating her complaint, said she was returning from Warrenpoint, where she had been for the enjoyment of the sea air, by the nine o'clock train, and, not being in a position to take a cab when she left the railway carriage, was obliged to walk, and she was thereby thrown into the company of these two girls, who were "riled" at seeing her present such a decent appearance. Having called her some sweet and endearing names, they proceeded to destroy her fancy rig. Maggy "sput" three times in her face, and Mary tore her bonnet and pulled her hair.

Mary insinuated that Mary Ann had not been further than the railway gate.

Mary Ann - Oh, the man who gives the tickets can tell that. (Laughter).

The Bench sentenced Power to seven, and Devlin to fourteen days' imprisonment.

Mind you, it was not only the passengers who suffered on the Warrenpoint line, as emerged in an 1861 case in which Hugh McConville summoned the manager of the Newry, Warrenpoint and Rostrevor Railway, John Dodds, for assault. It appeared that Mr McConville hired part of a van to carry two pigs to Warrenpoint. When he arrived at Warrenpoint the people were saying that the pigs were smothering, and he ran to tell Mr. Dodds, who refused to allow them to be taken out of the box, saying that "they (the pigs) might be smothered and be damned to them". He (the witness) remonstrated with Mr. Dodds and then he was taken by the shoulder by Mr. Dodds and shoved out of the road. The irascible Mr. Dodds was fined 5/-.

Mr. Dodds was again summoned in 1861 by "a well known public character in Newry - Doran the Rat-catcher". It appeared that the railway company had employed Mr. Doran (officially described as a "Rat Destroyer") to kill rats for a year but dismissed him after three months, "not that he had not discharged his duty." Doran then decided to frequent the station to try to get the 10/- owed to him, but got a furious letter from Mr. Dodds saying "if I find you upon the company's premises, except as a passenger, I will prosecute you for trespass. I have further to inform you that if you follow me in the streets or elsewhere and annoy me by your observations and importunities as you have done, I will give you in charge to the police and I will seek the protection which the magistrates will afford." However, sadly for Mr. Dodds, once more the magistrates ruled against him and he was ordered to pay Mr. Doran his 10/-.

The lack of co-operation between the two Newry companies as regards connexions evoked furious and apparently justified condemnation. For example, in an 1856 editorial the "Newry Telegraph" fumed.

The only Train leaving Newry for Warrenpoint between two o'clock and seven is that marked in the timetable 4.15. The evening Train from Dublin and the intermediate towns reaches the station in Newry about a quarter before five. Passengers for Warrenpoint must, therefore, either proceed on to their destination by the old means of conveyance, the uncomfortable and tedious back-car, or wait in this town for two hours and a quarter - a delay not to be thought of by parties journeying onward beyond Warrenpoint. The seven Train is inconvenient, moreover, in the case of passengers by the evening Train from Belfast, arriving at the Monaghan Street station some fifteen or twenty minutes before seven o'clock, and having, in the brief interval, to look after their luggage and to progress to such a distance as the out-of-the-way station of the Newry and Warrenpoint Railway, at the other extreme end of the town.

This arbitrary arrangement of Trains, so manifestly preposterous, might not involve such default on the side of the Newry and Warrenpoint Company, were the management conducted by a Board located in the vicinity of the London Stock Exchange. But, now that the Railway is under local management, it argues either an inconsiderate oversight or a culpable unconcern for the public convenience, to fix the time for the departure from Newry of the only Train between two and seven at some twenty minutes before the arrival of passengers by the Train reaching Newry from Dublin between four and five o'clock; and to start the next Train hence to Warrenpoint precisely seven o'clock, while travellers from Belfast reach Newry within only a few minutes of seven. Is it supposed that people can, now-a-days, in their anxiety to pass from the station of one railway to that of another, realise the old miracles of locomotion, - the fabulous seven leagued boots, or the wishing-cap of Fortunatus? Let the Newry and Warrenpoint Company make such change in their hours as, without occasioning any additional Trains, may serve public convenience.

The reason for this, by the way, was a recent English Court of Queen's Bench ruling that a timetable binds a railway company. "Time-tables have been heretofore considered merely as indicators, apprising the public of the times at which trains might be available on a Railway, but not guaranteeing that such means of travelling, would be available," the "Telegraph" wrote.

However, by the following Summer nothing had changed, as this letter to the paper from an Armagh resident would seem to prove.

I yesterday made one of a party who wished to spend a long day at Warrenpoint, and return to the City in the evening. Accordingly we started by the first train which leaves this, at half-past seven o'clock, a.m. As usual, we had a stop for twenty minutes at Portadown, and for this we were quite prepared. When we reached Gorah we found the carriages of the Newry and Enniskillen Line waiting for us. We at once took our seats, and there we sat for 12 minutes without any ostensible cause whatever, save to give the officials time to chat a little. When these gentlemen had finished their conversation we moved off, and, on our arrival, found cars and buses at the Newry Terminus, when we came to that, we found, to our astonishment and mortification, that the train had just gone; and we were left to our moody meditations in a small dingy waiting-room, or to take a

stroll on the banks of a tidal river from which the water had receded, leaving a large display of mud, with all the characteristic exhalations of such a soil - instead of enjoying, as we had anticipated, the lovely scenery and bracing air of Warrenpoint. In order to escape the effluvia of the river and the ennui of the waiting-room, we engaged a car, by which means we reached Warrenpoint at about half-past ten o'clock - thus spending upwards of three hours in going a distance of 20 miles!

My object in writing is to call the attention of the Directors of the Newry and Enniskillen and the Newry and Warrenpoint Railways to the great necessity for a better arrangement, especially at the present time, when large numbers of people are anxious to avail themselves of such a delightful watering-place as Warrenpoint. If no change be made, I would caution the people of the Counties of Armagh and Monaghan, who intend visiting Warrenpoint, not to believe the statement of an interested party at Newry, who very plausibly tells travellers that the train for Warrenpoint starts immediately on the arrival of the Newry and Enniskillen. So far from this being true, the fact is, excursionists will have to remain an hour in Newry, so that they will have ample time to breakfast if so disposed, and afterwards to walk to the station. - Yours, obediently, M.D.

In September 1858 a placatory paragraph appeared announcing new time-tables. "The arrangements on this line have been exceedingly inconvenient, by reason of the all but impossibility of travellers, passing from or to the Newry and Armagh on the Junction Railways, reaching from the one station to the other within the few minutes available between the arrival of one train and the departure of another. The regulations now made, intended to be operative on and from Monday next, have been thoughtfully devised, with an eye to the public convenience and accommodation. Travellers proceeding either from or towards the Warrenpoint direction, instead of being unpleasantly pushed for time, and subjected to the risk of missing a train, are afforded ample time to come and go."

Certainly the volume of complaints slackened and in the summer of 1859 the only letters concerning railways were quite mild.

TO THE EDITOR OF THE NEWRY TELEGRAPH

From your advertising columns it appears that the managers of the Newry and Warrenpoint Railway are anxious to improve their traffic, by holding out some inducements to the public, such as bathing tickets at single fares, &c. So far well, but then the restrictions are rather of a stingy and ungracious kind; for, besides all the pains and penalties following transfer of ticket, the bather must very accurately mark the moment of high water, so as to start from Newry an hour before that precise time, and return only by the train leaving Warrenpoint an hour after it. Probably the fidget to catch the train would do away with all the benefit of the bathe; or, as bathing is hungry work, what if an oyster might tempt him on the way? What if he should wish to go to Rostrevor, or in a boat, for his bathe? Or seek a little circulation of the blood after his dip? In all these cases his return ticket is gone.

Allow me, then, to suggest to the Directors how they may confer a real benefit on the people of Newry; and, in doing so, I conceive they will considerably improve their own Summer traffic. It is this. Many parents who take their families to lodge at the Point would greatly prefer coming home at night. But this would be too expensive work. If they were to travel as often as they might wish on the rail - and some, I know, who have found such sharp practise at the ticket-office, in the case of children, and in other cases, that they very rarely travel on the railway at all - and as fresh air is all they seek, and as they find a car more economical, they engage one for the day, and get to the Point in this way, going and returning when they please. Suppose, then, the Directors were to allow parents, or a parent and a nurse, on taking two tickets, to bring with them any number of children, say under twelve, without any charge, by some one train only in the day, and to return whenever they pleased, the consequence would be that parents who go on the train only for their children's sake, and who at present (finding it too expensive to bring them) do not go at all, would very frequently avail themselves of such an opportunity; and many, instead of taking bad lodgings at Warrenpoint, and just giving the train the price of one journey down and another up, would have all the benefits of the sea and their own more comfortable houses at night, and would benefit the railway by paying their fares some three times a week, instead of perhaps only going and returning once during the whole season. I am greatly mistaken if the Railway Directors would not find these suggestions very profitable themselves, and they will, if carried out, confer a great advantage on many. Paterfamilias.

TO THE EDITOR OF THE NEWRY TELEGRAPH

Sir - The letter from "Paterfamilias," in your Paper of last week, was "for self and railway," and not to serve the people of this place; and it might be well for him and others to try the accommodation of Warrenpoint before sneering at it! No doubt there are drawbacks here, as in most watering-places, but people don't expect home everywhere; and if the authorities would put down mendicancy and remove some foolish nuisances, there would be little cause for complaint. Persons must expect that sheep are not the only animals to be "fleeced" at this season; and as the harvest lasts but two or three months, of course boatmen, tradesfolk, "et hoc genus omne," will make hay while the sun shines. The individual must be ill, indeed, or a regular hypochondriac, if the air, bathing, and scenery will not go far towards raising the spirits and improving the health. But the railway should not be niggardly in charges or accommodation, as both involve but a "penny wise and a pound foolish principle"; at the same time, report says the public will get all they can expect. I find the shopkeepers obliging and very civil, and lodging can be had suited for peer or peasant; and as the place is almost full, the Newry folk may come, or stay "among dirty streets and proud people," if they choose, but many are quite satisfied, and so is yours,

A Visitor.

Indeed the mention of the Warrenpoint railway was quite favourable for a time. In August 1860 the "Telegraph" wrote "Some idea of the number of visitors at Warrenpoint during the Regatta may be found from the fact, that independent of the vast numbers conveyed thither by private and public vehicles, that close upon ten thousand persons travelled, to and from, in the carriages of the Newry, Warrenpoint and Rostrevor Railway. It is very creditable to the officials on this line that, notwithstanding the vastly crowded trains, not the slightest accident, that we have heard of, occurred to any individual. The Superintendent Mr. Dodds, was constantly at his post, and untiringly energetic and anxious to provide for the accommodation and safety of the thronging multitudes; and nothing could exceed the praiseworthy zeal and patience of the guard, Mr Duncan."

In June 1861 the "Telegraph" wrote : "We were well pleased with the good arrangements [for the Warrenpoint sports] at each terminus of the Warrenpoint Railway. Notwithstanding the unfinished state of the Dublin Bridge Station, the public convenience was well attended to, and not the slightest mistake or accident occurred. Mr. Dodds, Mr. Duncan, and the railway officials collectively and severally, acted with great courtesy and kindness. For the convenience of passengers coming by the Armagh line, the connecting portion of the Warrenpoint line was open. Mr. Dodds accompanied the train each time it went over the junction, through the town; and by his great care and attention..... all went off safely."

It was, alas, about the last complimentary reference to Newry railways in the paper!

The all too common heading "Railway Mismanagement" appeared over this editorial in September 1860.

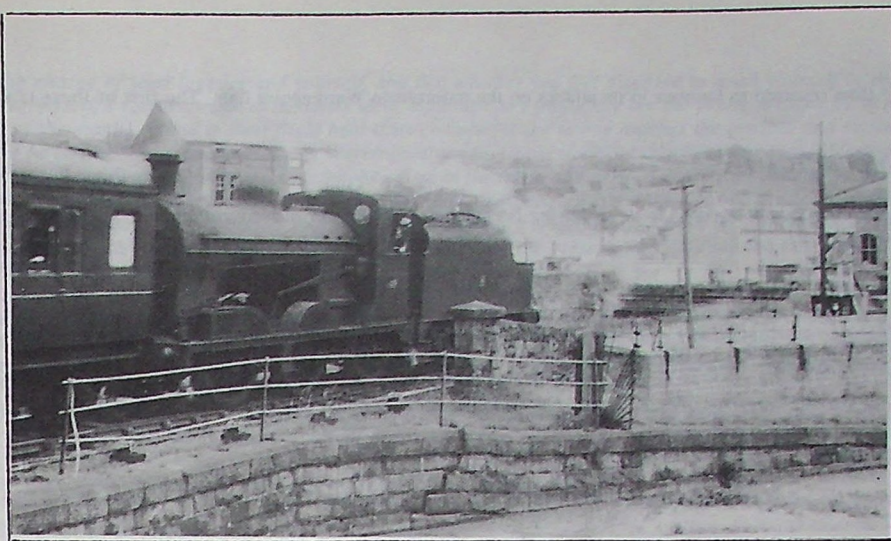
The frequent irregularities of the local Railway trains have been often and justly complained of. For some time back, however, these have become so intolerable to the travelling community, especially to families on their way to the seaside, as to render further silence on the part of the Press impossible. We allude, of course, to the trains of the Dublin and Belfast Junction, and those of the Newry, Warrenpoint, and Rostrevor Railway Companies. The former, especially the Northern mail train, which should reach Gorah-wood at 1.49, is often delayed much beyond that hour. From Gorah-wood the passengers, proceeding to Warrenpoint, are carried by the short Newry line to Edward Street terminus, and thence, by the "Railway bus," as well as by public cars, are conveyed through town to the present terminus of the Warrenpoint line. The period of departure of this latter train is 2.30, but not seldom, since the Company undertook to carry the whole traffic of the port by rail to the steamboats, the train is retarded from five to fifteen minutes. Nevertheless it so happens that, when a more than ordinary pressure of passengers, delayed chiefly through default of the Junction Company, arrive at the station, as on Wednesday last, the Warrenpoint train is peremptorily ordered off; and the ladies, gentlemen, children and others, who had paid the usual fare and received their tickets while the train was still at the station, are kept behind to chew the bitter cud as best they may, all classes mingled together in a close and filthy place, disgraceful to the town and wholly unsuited to the purposes of a station. Here, then, those anxious and wearied travellers are detained, in this most inclement season, until four o'clock; or if, from circumstances of particular urgency, individuals, so disappointed, are obliged to resort to private conveyances, they have neither been compensated for the additional expense incurred nor even the cost of their tickets returned to them! Conduct like this is not justifiable. It looks very like dishonesty; and we are mistaken if an action, for receiving money under false pretences, could not be successfully maintained against a Company permitting practices such as we have mentioned. We write not to injure the Railway Company - far from it. We but point out evils which require instant amendment, otherwise the Companies will find their receipts materially diminished. In conclusion, we recommend to the Directors of both the Companies alluded to, that, if they desire to promote the accommodation of the public, they will mutually contrive and keep their "time-table" arrangements so as to enable the passengers by one train with ease to overtake the other. We trust we may not have occasion to return to this subject. We wish to add, in justice to two of the officers of the Company - the Ticket-Clerk at the Newry terminus, and the Guard - that they discharge their duty with energy combined with courtesy. We gladly record an instance of their honourable dealing on Wednesday, in restoring to a passenger a banknote dropped by him when purchasing his ticket. He did not miss it till the evening, nor until his attention was called to the loss by the Guard.

In the following year, an apparently well-justified attack appeared.

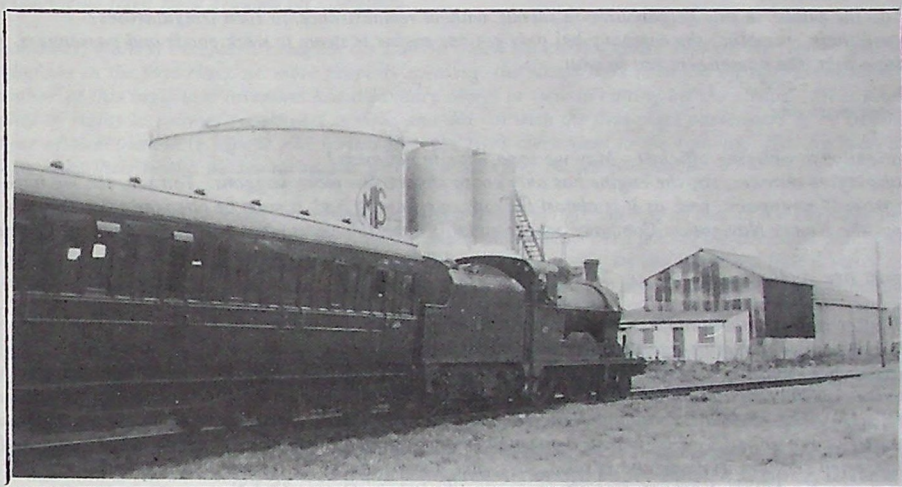
OUR LOCAL RAILWAYS' DIFFICULTY. - *The Summer months are flying past and yet we hear of no arrangement having been come to between the two local railway companies. It is a true adage, as well as a highly significant one - that one man may lead a horse to the pond but twenty men cannot make him drink. Both railways have got everything in readiness; a new station has been erected, an old one abolished, thousands of pounds expended, the rails have been laid, signals erected, and the junction has been formed, when all of a sudden we come to a stand-still. Visitors to the shore were speculating on not being inconvenienced by a stoppage at the Edward Street station, this season; yet, though the line goes on direct, the engine comes to a full stop at the old spot, and the passengers have to plod from one end of the town to the other. A short time ago several letters, from the Secretaries of both Companies, appeared in our columns, which we had hoped would have resulted in an amicable agreement. The concluding letters led us to entertain the belief, and we still continued to hope against hope. Some time has passed since these letters appeared, and no steps have been taken, as far as we can learn, to come to a final agreement. What the Railway Companies refuse to do the public and the Press will have to demand. We think, however, that in the meantime, the two Companies might come to an arrangement so as to allow the trains, as during the Warrenpoint sports, to pass over the junction. This would be a great public boon, and it would, moreover, show to the public that the Directors viewed the matter in another light than that of a pecuniary speculation. The rules and regulations, too, could be vastly improved to suit public convenience. For instance, the time-table of the departures and the arrivals of trains at Newry and Warrenpoint is anything at all but what it should be. In the Summer time, of course, in consequence of the number of trains, the inconvenience is not so much felt; still there is room for improvement. A train, half an hour or an hour later in the evening, starting from Newry, and leaving Warrenpoint at a corresponding period, would be very much patronised, and would be a material benefit to business people of this town, irrespective of those who arrive late in the evening, and are detained in Newry all night. We trust that the matter will be looked after, and that the Directors of the Warrenpoint line will stretch point, for the sake of public convenience as well as for their own benefit.*

However, in this case relief was at hand because the connecting railway was opened in September 1861, two months later.

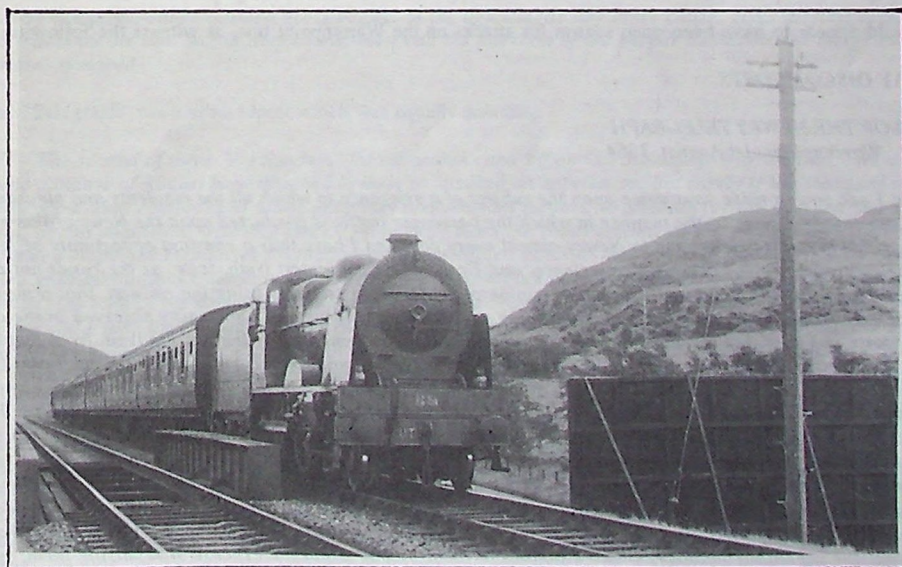
In 1861 two indignant would-be passengers complained to the paper that trains had not stopped at Narrow Water to pick them up. In the first case "instead of the train being stopped at the station when signalled, no attention whatever was paid and we were left behind. The excuse given was that the train was behind time, not having started from Warrenpoint until near ten minutes after the proper hour. Now, Sir, the signal shown was the same used to denote danger; and I would ask, are the lives of passengers to be so utterly disregarded that, independent of such signal a train is to be driven on, simply because it has been detained in starting by a fussy official!" The second passenger had bought a return ticket from Newry to Warrenpoint, crossed to Omceath and returned to Narrow Water to catch the two o'clock train, only to be informed that because his ticket was to Warrenpoint he had to catch the train there. "Of course, to walk an Irish mile in ten minutes was out of the question and I had to wait an hour and forty minutes for the next train", which seems to imply that he did walk the Irish mile to catch the train at Warrenpoint.



U.T.A. 49 approaching Dublin Bridge. June 1964. © J.D. Fitzgerald.



U.T.A. 67 approaching Newry from Warrenpoint. 16/4/1963. © J.D.F.



U.T.A. 58 crossing Cloghogue Bridge. June 1960. © J.D. Fitzgerald.

The "Telegraph" then resorted to humour in its attacks on the unfortunate Warrenpoint line. The first of these is from August 1862.

IRISH RAILWAY PUNCTUALITY

[The following has been communicated to us as having been enacted at an Irish railway station, not 1,000 miles from the Albert Basin of the Newry Canal]

Period, month of August - Hour, quarter past one o'clock, p.m.

TOURIST (to obliging railway official) - The time has now arrived at which the train is advertised to start. Where is the locomotive which is to convey it to Warrenpoint?

Obliging OFFICIAL - The steamer, sir, arrived at Warrenpoint this morning, and the engine is now employed in shunting the goods which it has brought up from Warrenpoint. The train will start in about five minutes.

Twenty minutes past one.

TOURIST (patiently, to gruff and disobliging porter, attired in greasy uniform) - Pray, will the engine soon arrive to take the train to Warrenpoint?

OFFICIAL - Don't know.

TOURIST - Is the train often late in departing from the station?

OFFICIAL - (with strong Northern emphasis) - Sometimes she laves on the minute, and sometimes she be's half an hour after her time, accordin' to circumstances.

TOURIST - And do the public in this neighbourhood submit, without remonstrance, to such irregularities?

OFFICIAL - No use their grumblin'; the company has only got one engine is steam to work goods and passengers, and, as the goods must be done first, the passengers has to wait.

Twenty five minutes past one.

TOURIST, (impatiently, to obliging official) - May we soon hope to get away?

OFFICIAL - In about five minutes, sir; the engine has only got to shunt a few more waggons. You see, sir, we have got a cargo of corn to bring up from Warrenpoint, and, as it is almost the only one we ever had, it must be attended to, especially as we took the carrying of it from the Newry Navigation Company, whose canal is alongside of us. You will be at Warrenpoint time enough, sir.

Thirty minutes past one o'clock.

Train starts, and, after running about half a mile from the station, runs back for the manager's spectacles, which were left behind in the hurry of leaving. It then bumps against something at the goods station once, bumps twice, bumps third and last time, and, after taking a long-drawn breath, dashes off, apparently much exhausted with the exertions gone through in the shunting process, and ultimately arrives at Warrenpoint at ten minutes to two o'clock. The passengers are there received by the courteous and obliging manager, who looks, as usual, calm and dignified, and who seems quite surprised at finding the quarter past one o'clock train arrived from Newry so soon. Tourist is then conducted from the station by an obliging company of unwashed urchins, who tender their disinterested services in many and various ways, and, surrounded by such body guard, gets to the Royal Hotel at two o'clock, or at the expiration of one hour precisely from the time he left the Commercial News room in Hill Street, Newry.

MORAL - The company upon whose line Tourist travelled does not pay a 10 per cent dividend. It gives, however, all its profits and advantages to its preference shareholders - vide half-yearly report of the company just issued.

August 1864 would appear to have been open season for attacks on the Warrenpoint line, as witness the following letter.

LOCAL RAILWAY DISCOMFORTS

TO THE EDITOR OF THE NEWRY TELEGRAPH

Warrenpoint, 1st August, 1864.

Dear Sir, - Might I ask you to raise your voice upon the subject of a grievance to which all the residents and pleasure-seekers of this locality are subjected. I refer to the manner in which the passenger traffic is conducted upon the Newry, Warrenpoint, and Rostrevor Railway. My business leads me to Newry almost every day, and I have thus a constant opportunity of judging of the treatment that the customers of the company experience, and I can, with the greatest truth, state, as the result not only of my own personal observation, but as the universal expressed opinion of my fellow passengers using the railway, that a more irregularly and worse conducted line does not exist in the kingdom. As an instance of the want of punctuality observed in the departure of the trains, I would inform you that, having arrived in Newry upon Saturday evening last by the express train from Dublin at five minutes to eight, I naturally expected to be able to proceed direct to Warrenpoint by the train which was advertised to leave Dublin Bridge Station at eight o'clock, and thus reach my home in good time for a nice lobster tea; but the fates and the management of the line were against me. The train did not start from Dublin Bridge until ten minutes to nine by the station clock, and having to go through the usual bumping process, "for goods for the steamer," at the old station, it did not get to Warrenpoint until exactly an hour after the time it should have arrived there. I lost my lobsters, but got a good cold in exchange, the windows of the carriage in which I sat being open at each side. You will, perhaps, say that was my own fault, as I might have avoided such a contingency by closing them, but, alas, sir, that was out of my power, and has been for months past, as the windows were let down some time ago, and the leather strap taken off to prevent them being pulled up. Some people will tell you that the glass was all broken, and that the ingenious manager availed himself of the device to avoid the expense of repairing them; whilst others say that they were broken off, and converted into thongs to punish the young Bedouins who infest the Warrenpoint station, and

insist upon taking charge of your luggage and yourself, and that whether you feel disposed to avail yourself of their kind offices or otherwise. For myself, I rather incline to the latter view, inasmuch as I frequently see the young urchins fly in terror and alarm at the approach of the manager, and in their flight hear them communicating to one another the terrible and mysterious words - "Here he is; here he comes." The steamer leaving Warrenpoint for Liverpool upon Saturday evening was advertised to sail at half-past eight o'clock, and many of the passengers accompanied me in the train, and arrived exactly an hour after the packet should have left; but, thanks to the accommodating captain who commands the Emerald Isle, they were all enabled to get on board, although with some extra hurrying and bustle; and the railway company were thus saved from the consequences of many law suits, their grateful sense of which I have no doubt they will acknowledge, by the presentation of a suitable testimonial to the respected Captain John Williams.

Surely sir, something can be done by the public to compel this railway company, that at present enjoys such a monopoly of the traffic, to afford fair and reasonable facilities to the passengers using their line; and, in the hope that you will suggest the proper line of agitation, and advocate with your effective pen the reforms that are so necessary - I remain, dear sir, yours truly,

A DAILY SUFFERER

P.S. - Do not forget to say something about the state of the first-class carriages. They are more like cattle vans than conveyances for passengers, particularly with the windows down, as at present.

A week later the "Telegraph" had an editorial headed "Local Railway Discomforts".

LOCAL RAILWAY DISCOMFORTS

For the last week our editorial box has been filled with letters complaining of the discomforts which are to be met with by travellers on one of our local railways, and asking us to call attention to the alleged grievances. So far as we have been able to learn our correspondents have good grounds for complaint.

All our correspondents, without exception, condemn the state in which the carriages are kept on the Newry and Warrenpoint line. There are no windows in the first-class, or, more properly speaking, the straps have been cut off to prevent them being pulled up. No doubt the author of this ingenious invention had a sanitary object in view in cutting off the straps. Most likely he had the subject of equality of rights to railway passengers in view, and did not wish the first-class passengers to be behind the third in having abundance of sweet-smelling vapour which rises from the river convenient to the railway. Having such a philanthropic gentleman to look after their health we see no reason why the passengers should complain.

A friend of ours, who had occasion to travel on our local railway a few days ago, informs us that in the carriage in which he was placed there were fourteen human beings, where the proper number should have been ten. If the accounts which we daily receive from bona fide correspondents with respect to the state of the carriages be correct, we are surprised that some of the passengers are not suffocated. This system of overcrowding the carriages has been practised ever since the bathing season commenced, and we think it is only right to call the attention of the directors to the subject.

The "bumping" process, to which our correspondents have referred, is one of those ills which the traveller on a badly-conducted line is heir to; but we trust the company will run a goods train once a day at least, were it only to preserve old ladies from fits of hysterics.

The greatest grievance of all, and one which we hope to see soon remedied, is yet to be spoken of. A great many railway termini have come under our notice, but we have never seen a terminal station conducted on so economical a plan as the one at Warrenpoint. The architect (whom we hope will thank us for the suggestion), ought to take out a patent for building railway stations on the most economical plan and at the same time causing the greatest discomfort to passengers.

These observations are made on behalf of the public whom we represent, and we should be very sorry to give offence to any one; but when a railway company, either through gross neglect of the officials, or any other cause, gives dissatisfaction to the passengers who travel on the line, we, in duty bound, must call the attention of the proper authorities to the grievance, in order to have it, if possible, removed.

A week later the "Telegraph" ran a news report which was equally damning.

WARRENPOINT - The second of three "big Sundays" for the season came off on last Sunday at Warrenpoint. We are not aware why the first three Sundays of August have attached to them so unsuited an appellation, but surely if the standard whereby a day is to be measured is population composed of idling peasantry and itinerant huxtors no Sabbath for the past ten years can compare with the 14th inst, at this salubrious watering place. From early morn the roads leading to the village were a living stream. Hundreds of boatmen employed themselves profitably rowing well-filled boats to the centre of fun and frolic. Single horse vehicles sustained unusual burdens without intermission, and even low back cars and clumsy cars were brought into the service of the snug farmer, but the bulk of the money paid in fare goes towards creating possibly a dividend, or at all events will materially assist in paying for some time the officials of the Newry and Warrenpoint Railway Company. The first train comprising all the carriages in possession of the company was filled to excess, the next, if possible, was crammed to its utmost capacity, and included a coal-truck, nor did the large numbers sensibly slacken the crowd, for at the three o'clock train there was in readiness on the Dublin Bridge platform a compact mass of pleasure-hunters, though it is to be doubted that they had much pleasure during the transit. All ages and both sexes were largely represented, embracing the bare-foot urchin, whose joy culminated while eating the brown sweet cake or browner sugar stick, purchased at the open air counter; and the senile rustic who satisfied his craving on home cheese and light cordial. Still a large proportion, as might be expected from their aspect, disdained such peurile amusement. This class took to boats and cars with alacrity, and these means of enjoyment not being sufficient for people intent on the utmost satisfaction, their finance and their big Sunday would pennit repaired in excessive numbers to more congenial localities, and in the tavern quaffed their fill. Towards night several manifested an unsteady step - a few inclined to fight - but there were no rows, and the cases of extreme intoxication were rarely met with. The day passed away without any noteworthy incidents occurring. A severe accident befell a person of the name of Francis McNally, who resides in Newry. McNally, while in

the act of fetching some oats to his pony in Magee's stable, received two dangerous kicks, the one above the right eye and the other in his forehead, which fractured the skull. The man was a considerable time insensible, but Dr. Crawford was promptly in attendance, and did for the unfortunate sufferer all that was possible. We understand McNally may ultimately recover, but the marks of the injury will never leave him. Several complaints have been made with regard to the manner in which the manager of the railway closed the doors when the time approached at which the ten train starts. The doors opening to the platform were locked, so that persons intending to go to Newry were obliged to sit down in two small rooms - one about twelve feet long and six broad, and the other about twelve feet square. A squabble was commenced in the larger room, and the more peaceably-disposed fled into the smaller room, which leads to the platform, expecting to get out by this means, but Mr. Dodds had this door locked also, and though standing there would not allow the passengers to go out to the platform. In a short time, from the numbers who had made their way into the room, the heat became quite oppressive, and Mr. Dodds was asked to open the door, but, not complying with the request, a gentleman, to prevent the ladies from fainting, or, perhaps, something more serious, broke the panes which formed the upper part of the door, and thus obtained relief by admitting a current of fresh air. The windows in the large room were also broken.

Earlier, in 1861, the "Telegraph" had commented on "the utter disregard of the comforts of travellers, especially on the Warrenpoint line. At the station on Dublin Bridge there is no fire to warm them, nor any sort of refuge from the bitter storm, although the train is occasionally detained more than thirty minutes behind time. At the Warrenpoint Station, passengers may obtain a certain sort of cover, however filthy the place may be, but the modicum of fuel, supplied by a small stove, is insufficient to afford heat to any mortal, even when that stove happens to be lit. The filthy state of the carriages is also complained of. Surely the Directors should take care that these be kept in decent order like that of the carriages on the Newry and Armagh line.

The unkind remark about the better class of carriage on the Newry and Armagh was probably the most hurtful criticism of all. The lack of co-operation between the two Newry railways was exemplified in 1863.

RAILWAY "MANAGEMENT"

A case of gross mismanagement occurred to-day, in connection with the junction between the Newry and Warrenpoint and the Newry and Armagh lines. The day mail train from Belfast was approaching the station at Dublin Bridge a little behind time, but was signalled not to advance. The cause of this was that additional carriages and another engine had been placed on the line, to take up the passengers to Warrenpoint. This was the duty of the train approaching, but so promptly (on this occasion) did the officials at the Dublin Bridge Station go to work, that the extemporised train started for Warrenpoint before the passengers by the regular train (detained by the danger signal) were allowed to enter the station, although they could have changed carriages in a few minutes. This is not the first time that a similar occurrence had taken place, and we really think that it is high time that the Warrenpoint Company should endeavor to arrange matters so as to convenience the public. On small lines, like those of the Newry and Warrenpoint and the one from Newry to Gorah, ample time should be allowed for detentions and other slight accidents. Unlike the principal lines through the country, they cannot make up for "lost time" by "increased speed," hence the necessity for the time-table being so arranged, so that no mistakes like the one to-day can occur.

The inconvenience occasioned to the travelling public is no small matter. It may be all very well for railway officials, in the full exercise of their fancied power, to treat such a trivial matter as the loss of two hours by mismanagement with unconcern, but there is a prospect, at least, that the future - and that, too, not far distant - will afford a remedy. The passengers who arrived at the Dublin Bridge Station to-day by the 3.10 train, just in time to see the Warrenpoint one move off, will have their remedy in a few months hence. Still, however, it is too bad that passengers should be detained two hours in Newry by the mismanagement of railway officials - a detention, too, for which there was very little excuse.

The vociferous opposition to the management of the Warrenpoint line may have been instrumental in bringing about an unusual change. John Dodds was given £1000 and three months notice in August 1865 and Peter Roe took his place. Roe had in July and August offered terms for working the line which were rejected but eventually terms were agreed. The terms were that for seven years Roe was to get 5% of the first £3200 of net revenue and 15% of any excess. Services were not to be reduced, the directors reserved rights of inspection and conditions were laid down for keeping up the rolling stock. It would seem difficult, mind you, to have allowed it to deteriorate further. Roe was greeted by a letter to the "Telegraph" which suggested that "a change of any kind in the management and conduct of this railway must almost of necessity be for the better". The writer went on to say "I am not, as a rule, a first-class passenger but when I do indulge to oblige an aristocratic friend, I would expect to be conveyed to Warrenpoint in a vehicle which, if not very elaborate in its internal decoration, would at least be clean and free from the offensive odours and the presence of diminutive "gentlemen in black" with whom I have, I assure you, no wish to be upon terms of close intimacy. I believe that there are not, upon any line in the United Kingdom, first-class carriages so worn out and disgracefully dirty as those upon this railway, and I hail Mr. Roe's advent as an earnest that a decided and immediate improvement will be produced as regards them. The late Mr G. R. Mahon, to whom I am indebted for the information I have quoted from his "I.R.R.S Journal" article on Peter Roe, suggests that the "diminutive gentlemen in black" were, in fact, beetles! The "Telegraph", commenting on the (anonymous) letter quoted above, said "Every body complains of the carriages. They had become so proverbial that an incommodious and unclean carriage was at once suspected of having some connection with Warrenpoint, no matter on what line it was running. There is no reason why a large and profitable business should not be done on the only line to one of the finest of Irish watering-places, which is yearly becoming more and more the resort of the better classes. The suggestions as to the omnibuses is also deserving the attention of Mr. Roe." [The letter quoted had gone on to suggest that a good omnibus, to run from the inside of the Warrenpoint station to Rostrevor in connection with four or five of the principal trains, would be attended with much profit and convenience. Such a communication has never, since the opening of the railway, been attempted to be established, and when we see the number of cars in constant employment between Warrenpoint and Rostrevor (the majority of them certainly far from comfortable) a fair estimate can be formed of the extent to which a good regular conveyance would receive support]. It must be remembered, of course, that all these "cars" and "omnibuses" were horse-drawn. The principal difference between them was the provision of enclosed and roofed accommodation on the omnibuses, which would therefore have been not much different from the railway carriages - possibly superior to them, if we are to believe the "Telegraph"! The cars were more spartan, being simply open side cars; they would have been reasonably adequate, in good weather, for transporting passengers in the towns of Newry and Warrenpoint but obviously of lesser value on the Rostrevor run.

An interesting excursion took place in August 1865 when Mr. Dempster gave his employees the usual holiday and excursion to Warrenpoint.

Before proceeding thither they all assembled in Mr. Dempster's new mill, which is now on the point of completion, and after having spent some time in examining that fine structure, each one was presented with a free ticket for the railway, the number distributed being 800. On leaving the mill, they proceeded along Merchant's Quay, and down Hill Street, to the Dublin Bridge Station, where, after waiting till the appointed time, the engine gave the usual signal and then moved off, amid the cheers of the assembled multitude. Arrived at Warrenpoint the party went to a secluded and sheltered spot on the bank of the Moygannon River, where the tent was pitched and they were plentifully supplied with good and substantial refreshment . . . dancing, especially, was carried on with the greatest hilarity, a fiddler having been engaged, and many seemed to enjoy the "trip on the light fantastic toe." . . . The party then returned to the station, apparently highly gratified with the proceedings of the day; after waiting at the station and undergoing one of those unpleasant squeezings, so attendant on an overcrowded platform, they arrived safely in Newry without the least mishap. It is but just to Mr. Dempster to say that in addition to the above he also very generously pays the day's wages to each worker.

A less pleasant outing took place in the same month. Last Sunday was the second of what is designated the 'Warrenpoint Big Sundays'. There was as usual large numbers of people present hunting after pleasure; but as the day was very wet, the majority of those who had gone purposely to enjoy themselves out of doors had to remain in the licensed houses. A proportion of the staggering excursionists changed the character of the amusement when they arrived at the Dublin Bridge Station, and, as a consequence, some bruised bodies and battered faces had to be lamented. The duties of the constabulary however were not so heavy as might have been expected.

By 1881 the "Telegraph" was able to take a rather more tolerant view of the Sunday night travellers from Warrenpoint.

Warrepoint, on Sunday, was very lively - quite a number of holiday folk being present, not only from the surrounding districts, but from Belfast, Portadown, Armagh, Dublin, Dundalk, and Cookstown, special trains having been run from all those places, which were availed of by a great many sight-seers. During the day the greatest quietness prevailed, but before the departure of the 9.20 p.m. train from Warrenpoint a scuffle of a very rough nature took place on the platform between some intoxicated wayfarers. Blows were exchanged with a hearty good will; the honourable badges of blackeyes were freely bestowed, and the "claret" was tapped in a way that would have delighted a patron of the "prize ring" in its palmy days. However, by the strenuous exertions of the station staff, assisted by the police on duty, the impromptu battle was put an end to, and the combatants placed in their carriages, when their blood cooled down, and things wore an amicable appearance when the train reached Newry.

The tenor of the newspaper's discontent with the other Newry railway company was very different. Here there are no complaints about filthy carriages or beetles but rather a constant litany of complaint about delayed connections. The first reference, in 1854, is a good example of the bad relationship which existed between the Dublin and Belfast Junction Railway, which ran between Portadown and Drogheda, and the Newry and Enniskillen Railway (later, of course, the Newry and Armagh). The Mullaglass Station referred to is the site of the present Newry station on the main line.

THE DUBLIN AND BELFAST JUNCTION RAILWAY. - The management of the Junction Line is, absolutely, of a nature to be appropriately characterised as swindling. A friend of ours coming from Belfast, who had provided himself with a ticket ostensibly freeing his conveyance to Newry, but really entitling him to be conveyed only to Mullaglass, is landed at Gorah Station, and obliged to pay his fare thence, by the Newry and Enniskillen Line.... To annoy Newry people, and to damage the interests of the Newry and Enniskillen Railway, every means available is unscrupulously had recourse to, on the part of the Junction Company. Cannot we retort, in some way, if redress be unattainable?

In 1857 the "Newry Telegraph", proving its impartiality in attacking railway companies, turned its attention to the Belfast-Dublin main line. It should be remembered that through running between the two cities had become possible only in 1855 with the completion of the Boyne viaduct at Drogheda. In addition, three companies were involved in the journey - the Ulster Railway from Belfast to Portadown, the Dublin and Belfast Junction Railway from Portadown to Drogheda and the Dublin and Drogheda Railway to complete the journey.

THE RAILWAYS TO DUBLIN. - DISREGARD OF TIME-TABLES AND OF THE PUBLIC CONVENIENCE.

The convenience of Railway travelling fail of being realised, by parties journeying to and from the North of Ireland, through misdirection as blameworthy as that which occasions the tedious delays at Portadown of which Parliament has lately had such edifying exemplification. Many complaints have been made to us, from time to time, as to the inconvenience and injury sustained by anxious travellers from the North to Dublin. These loud complaints are now so numerous that we feel it to be a duty incumbent upon us, as public Journalists, to notice them thus prominently. There are three Trains which leave Belfast, daily, or the metropolis - one in the morning, the Mail-train at mid-day, and a third late in the afternoon. The only one of these three that keeps faith with the public is that which carries the Mail. Why? simply, because, if it be late, a fine is stringently enforced by the Post-office. The Railway Companies concerned are exceedingly punctual, therefore, - shewing that for fear of their own purse they will take pains and use precautions which no regard for the money, or interest, or earnest entreaties of passengers, or for their most urgent business, can at any time command from Railway officials.

The most important Train, of all three, as regards passengers, is that which travels in the morning. It is set down, on the Time-table, as arriving at the Dublin terminus at five minutes past twelve. Travellers from Ulster, and from Scotland, go by this train, - perhaps to proceed South or West. They read, in their Railway Guide, that the Cork Train, for instance, starts at twenty minutes before one; and, accordingly, they arrange their business, whatever it may be, so that, reaching Dublin a few minutes after twelve, they may be on the rail for Cork, or any place in that direction, by the Train which is evidently timed for travellers such as they. What is the usual fact, however? Why, the Train from the North does not arrive at Dublin until, it may be, half-past twelve; and, when passengers who have been prompt to avail themselves of the hack-cars in waiting, draw up, in feverish post-haste, to the doors of the Cork Railway, they find that they are too late, - either that the Train is off, or that there is no admission. Remonstrance, or complaint, is vain, of course, - the reply being - "We cannot wait for your unpunctual Northern arrivals. Blame

your own Trains; for we keep time, and cannot break faith with those who travel on this Line." A delay of about eight hours, in Dublin, is thus incurred. Who can calculate other unpleasant consequences resulting? We are assured that the Train due in Dublin at five minutes after twelve is invariably late by fifteen minutes, and, in several days every week, by twenty-five or thirty minutes. This, we say, is intolerable. We advise parties who are sufferers of this practical dishonesty to communicate with one another, and test the matter before the Queen's Bench, which will, no doubt, protect the victims of such a system against so grievous a wrong-doing.

The detention ordinarily occurs, as we understand, at Drogheda and Dundalk - but chiefly at Dundalk, - occasioned, at the latter place, either by waiting for the Junction or the Enniskillen Train, or by attaching extra carriages. ...

A year later, in 1858, a more familiar refrain was being sounded.

IRREGULARITY IN THE TRAINS. - We hear of many and angry complaints against the Railway trains, passing to or from Dublin, by Goragh. Yesterday morning, for instance, the train, from Belfast and Armagh, was nearly an hour too late on its arrival at Goragh; and, one day last week, the train from this town to the same place, which started from the station, Newry Corry-Square, at 8.10, a.m., had to wait for the down Junction train about forty minutes, the latter (according to the Guard's report) having been 25 minutes late before leaving Drogheda. We earnestly call on the managers of the Companies, whose trains are in default, to rectify all such irregularities in future. The public time is too valuable to be thus recklessly trifled with.

In 1859 a more unusual occurrence was complained about.

RAILWAY MISMANAGEMENT. - An influential friend, resident in this neighbourhood, has called at our Office and requested us to take public notice of the following instance of negligence on the part of certain Railway officials, the culpability of which deserves criticism from which we forbear, in the belief that it is of rare occurrence in this quarter. It appears that our informant, with other gentlemen and some ladies, started by the early train from this town on Monday morning last, and proceeded to the Scarva station of the Dublin and Belfast

Junction line, with the view of proceeding by the branch Railway thence to Banbridge, the train for which was in waiting. It so happened, however, that an Excursion train to Dublin was then on its way from Belfast, and, being deficient in the requisite motive power, the official in charge of the latter train coolly directed the engine to be detached from the Banbridge train and applied to that of the excursionists, leaving the passengers of the former to test their patience by a detention at the station for upwards of an hour and a-half beyond the time fixed for the train's departure. One fact, ascertained by our informant, adds greatly to the culpability of all concerned. It is this - that the person in charge of the wires, at the Scarva station, had, ten minutes before nine, received a message directing him to telegraph to the adjoining stations for another engine; and, although he had done as directed, no notice whatever was taken of his signals, nor reply received, until the anxious travellers were relieved from their painful state of suspense by the steaming up of a liberating train.

The navvies working on the Goraghwood to Armagh extension were a constant source of trouble in the district although an 1863 court case seems to have stemmed from a minor scuffle. A group of about 20 navvies caught the last train from Edward Street one Saturday night and were locked into their carriage by the guard, Pat Montgomery, because he considered them "rather hearty". One Pat Kelly then complained he had lost a cap worth 2/6 and a handkerchief worth 3/- and he was let out of the carriage. When the train was moving off Kelly tried to board again but the guard pulled him back. As a witness said "I saw the companions inside pulling him into the carriage. Montgomery seized him by the hinder part. The train went on without Kelly or Montgomery and Montgomery lost four teeth." However the witness, a watchman on the train, admitted "I can't even swear if it was the prisoner gave the kick." However Kelly was found guilty and although his solicitor, Mr. Murphy, pleaded "he has been in custody for nearly three weeks and I think a small pecuniary fine would suffice." The judge sentenced him to one week's imprisonment "in order to make up a month."

An unusual but very sensible complaint was made in the "Newry Telegraph" in 1865.

We have been requested to call the attention of the directors of the Newry and Armagh Railway to a system which has often been complained of, and certainly requires attention. The time from the arrival till the departure of a train at Gorah Wood is generally very brief, and the change of carriages creates considerable confusion, which makes it the more necessary that every facility should be given to passengers on the Newry and Armagh line, whether they may be travelling to Newry or Armagh. When a passenger arrives from Dublin or Belfast at the Gorah Wood Station, he looks at the carriages on the Newry line, and they are apparently the one train, destined for the one route, whatever that may be. There is no opening between the carriages to distinguish which is for Newry, and which for Armagh. When you ask is that the Newry train you are told it is, and it is not the first time, as we are informed, that a stranger has been carried to the opposite end of the line from that to which he intended to have travelled. At the Dublin Bridge Station the puzzle is much about the same. Now, surely the directors should remedy this complaint by introducing some means of informing the public which is for Newry and which for Armagh. This might be done by such a separation of the carriages as would make the passenger more cautious, or there might be attached conspicuously to the carriages some printed form, or some kind of intelligible token, that would prevent the possibility of mistake, for it is a serious mistake for a person to arrive at Gorah Wood, intending to pass on to Newry, and in the course of an hour find himself at the terminus at the primal city, or vice versa. We think also, there should be some understanding between the Junction Company and the Newry and Armagh company, so that passengers travelling by the former to the metropolis, and happening to make a mistake in their return journey should not be obliged to pay a new fare. Yesterday, when the Armagh train arrived at Gorah Wood a gentleman who had gone to Dublin by the Junction, and being a stranger returned in mistake by the Newry line, had to pay 3s at Gorah Wood. Surely, it was the guard's business to have informed the passenger of the mistake when he inspected the tickets at Armagh.

It should be explained that it was the custom for the two trains, to Armagh and to Newry, to lie at the same platform but with engines at both ends and, of course, not connected, albeit, because of the size of the platform, almost touching one another. It is easy to see how a stranger, especially if misdirected by a porter's casual wave, could make a mistake. In later years destination boards were more commonly displayed on the sides of the carriages.

And finally, a poignant piece from the "Belfast Morning News" in April 1884, concerning Newry's "other" railway, the Dundalk, Newry and Greenore.

STIRRING SCENE AT A RAILWAY STATION.

An extraordinary scene was witnessed on the platform of the Newry (Edward Street) Station on Monday evening prior to the departure of the last train for Greenore. A large number of young men and women belonging to Ballyholland, County Down, were leaving for America, and a considerable concourse of friends besieged the carriage doors, shouting and weeping with great vehemence. The railway authorities observing that the confusion which prevailed might lead to either serious accident or loss of life, had the carriages shunted further up the line, but to no avail, for the female relatives of the emigrants clung to the doors and gave vent to the most piteous cries. As the hour of departure approached the scene became heartrending, the emigrants making desperate exertions to shake hands with those outside, and the latter surging and crushing round the carriage doors. Ultimately the whistle sounded, and the train moved off, the travellers shouting, "Good-bye Newry and Ireland" and "Farewell to the cot on the mount." The women thereupon bewailed the separation in agonising strains, and the utmost vigilance was required to keep them from following the train along the line. Altogether the scene was a memorable one in the annals of the Irish exodus. - Morning News.

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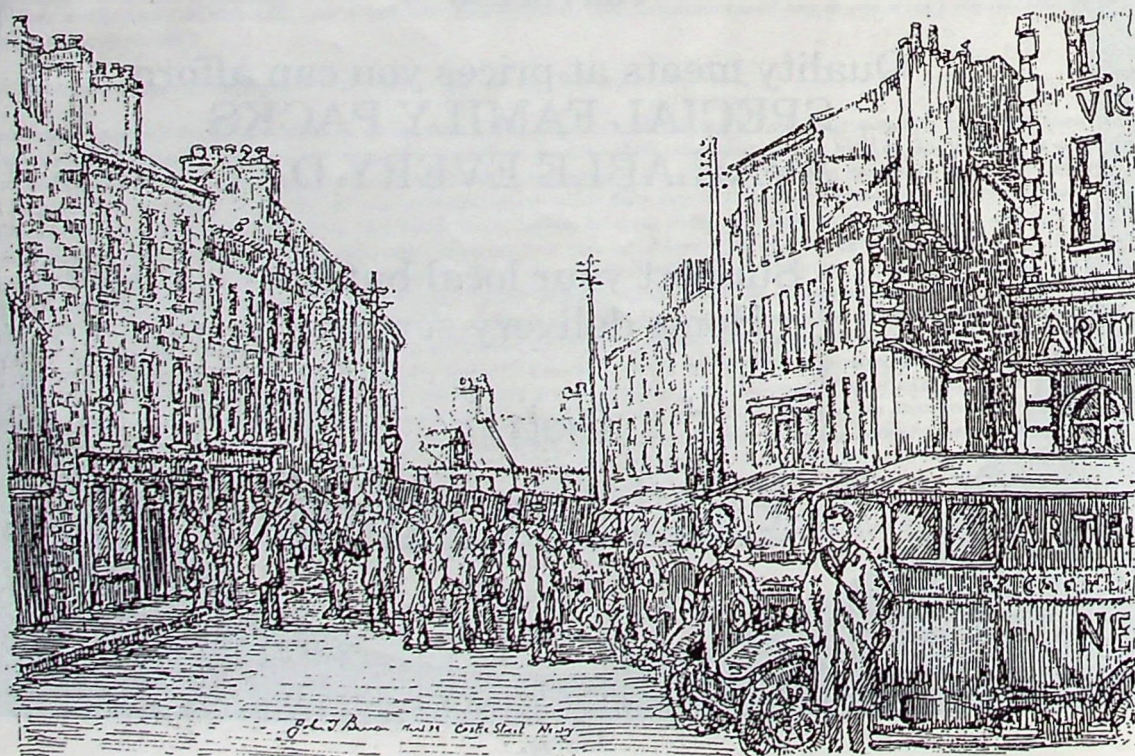
THOUSANDS ATTEND GAELIC LEAGUE CENTENARY NEWRY 850 EVENT



D'fhreastail na mílte ar taispeántas a bhí á reáchtáil ag Craobh Uí Fhiaich de Chonadh a Gaeilge a bhí ar siúl i Leabharlann Phoiblí an Iúir i Mí Márta 1994. Bhí suim dochreidte ag daoine sna seanphictiúir a bhaineann le Sráid Thuaidh agus an limistéar thart timpeall uirthi mar a bhí sí sna blianta atá imithe uainn. Tuigtear dúinn gur phill daoine ó Shasana d'aon turas leis na grianghraif a fheiscint. Tugadh ard-mholadh don taispeántas ag cruinniu de chuid Chomhairle an Iúir agus Mhúrn. B'iad na comhairleoirí Pat McIlroy (SDLP) agus Brendan Curran (SINN FÉIN), beirt a raibh cónaí orthu sa cheantar seo dornán de bhlianta ó shin, a rinne comhghairdeas ar leith le baill Chraobh Uí Fhiaich.

OLD NORTH STREET AND DISTRICT

Sean Sráid Thuaidh agus an limistéar máguaird



Commenting on the Old North Street Exhibition, Dr. John McCavitt of the Abbey Christian Brothers' Grammar School's History Department, and a member of Craobh Uí Fhiaich, reflected : "We were advised six months ago, when we started this project in earnest, that photographs of Old North Street would be difficult to acquire, and we must admit that this has been our most difficult venture to date. Nevertheless, support has been forthcoming from Old Newry enthusiasts such as Bridie Casey, Hal O'Brien, and the NEWRY REPORTER's Johnny Priestly, and their contributions alone merit recognition. That this exhibition (even before it has had its first showing), has been solidly booked by different community groups until September 1994, is a testament to the interest in Old North Street."

Elaborating on the Gaelic League's aims with this, their latest exhibition, Mr. Séamus Mac Dhaibhéid, of Saint Catherine College's (Armagh) History Department, added : "We have endeavoured to link Séamus Mac Conmara, the North Street novelist in Irish, not only with his immediate geographic location, but also to his linguistic hinterland which included the bilingual communities of Omeath and South Armagh. We are pleased to supplement our collection of photographs of the last native Irish speakers in this area with photographs taken at the Omeath Irish College, Coláiste Bhride, in the years 1912-1920, which include one photograph which features Eoin Mac Néill, founder of the Gaelic League and of the Irish Volunteers."

We have established ourselves as probably the most active and productive Historical Society in Newry and we are proud to participate in the NEWRY/IUR CHINN TRA 850 celebrations. Our ongoing success depends entirely on the support of the ordinary people of Newry, of whatever religious/social/economic/cultural/political background, and we confidently look forward to their ongoing support."





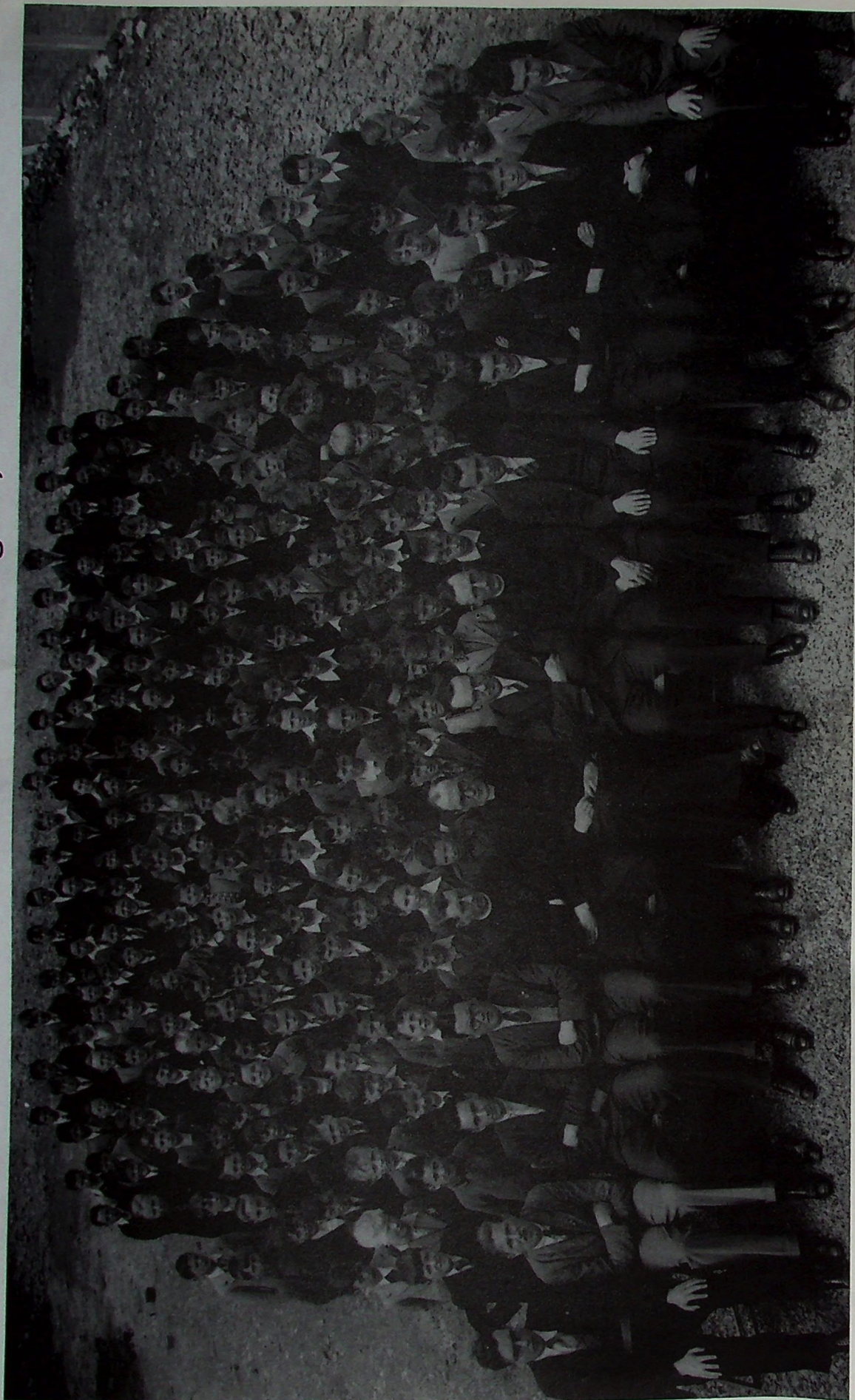
Ceann de na tithe itheacháin a bhí go flúirseach san Iúr.
Foinse : Margaret McWilliams



Pictiúir ó Shráid na mBád. (Source : Lily Fox & friends)

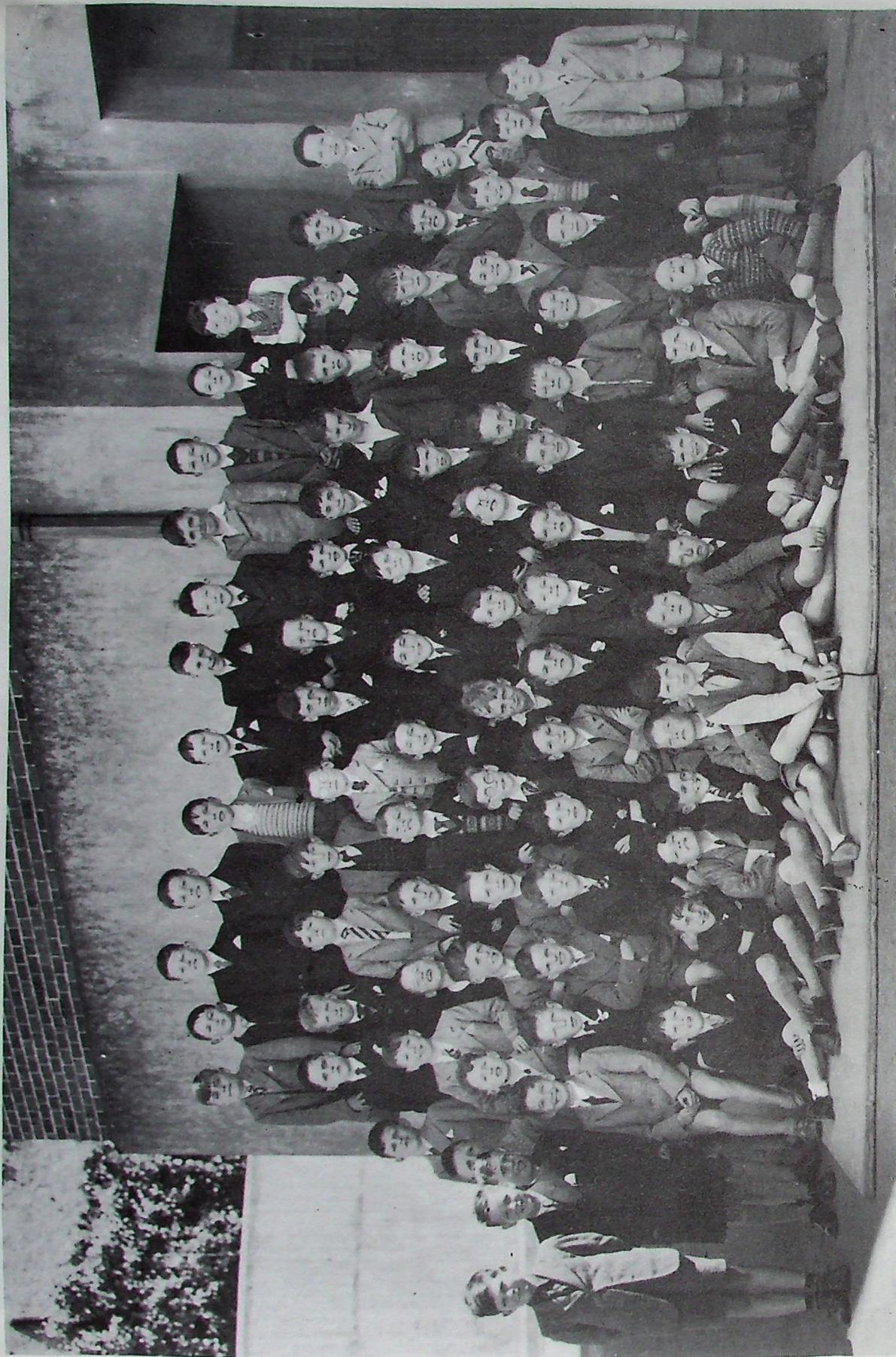


Buachaillí Scoil na Mainistreach (1938)
(Foinse : T. Mac Ardgháil)



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**Inside McGreevey's paint shop, North Street.
(pic. Fiona Guigley)**

Paddy Traynor





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