



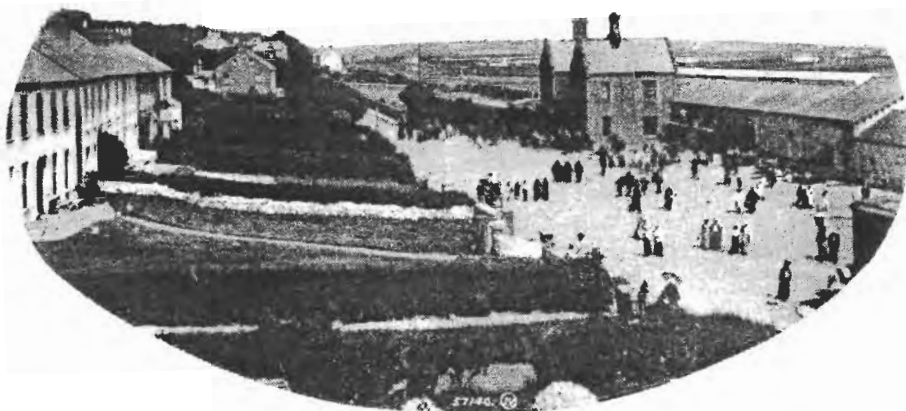
DEDICATION

"And when the corn is drawn in and the Orchards shook and October frosts make it pleasant to come within the glow of the farmers fire, see if the mention of Tramore will not call a dreamy look into the eyes of stalwart youths and blushing maidens".

The great Irish patriot Charles Kickham aptly described the charisma which Tramore held for the visitors from "Knocknagow" in the middle of the 19th century. There's an even dreamier look in the eyes of those forced to stray from the old town. No matter where the old Tramoreite wanders the love of the old town and it's memories stay with him forever. He can remember almost every stone in the old storm wall, and every rock clad with the greenest seaweed. Father Desmond McCarthy and Larry Donnelly are two Tramoreites exiled from the town of the Big Strand since back in the '20's, but despite the passage of time their love for the old town has never waned. To them, and the late Ger. Stubbs I respectfully dedicate this booklet. Without their invaluable help I'd have never been able to get a glimpse of other days.

Andy Taylor

STATION AND MARINE TERRACE, TRAMORE.



TRAMORE

It's a delightful little town, clustering on a hillside, looking down on a bay that is kept within bounds by two long stately arms, rough-hewn headlands, carpeted with soft green grass. The town derives its name from the Gaelic which means the "Great Strand". It is truly a magnificent strand where the sporting, musical, white-crested waves are forever kissing the golden sands. Here the visitor and local may rest and inhale the Atlantic breezes laden with ozone on a beach that is carpety, rich, and expansive. Tramore is one of those beautiful spots where land and sea are linked - a bright gem in the rich garment of Nature, which lures the visitor in search of health and pleasure.

The tourist has been lured here ever since a man named Bartholomew Rivers took an interest in the development of the small fishing hamlet into a tourist resort, thereby providing amenities for the general public which up to then had been enjoyed by a privileged few. He built the Great Hotel (now Grand Hotel) above the village and numerous bathing lodges together with an Assembly Rooms. He established races on the Strand and obtained a Charter for the holding of Fairs. While his activities were in progress small thatched cottages were built along the road leading to the Strand, forming a kind of irregular street - now Main Street. About the same time houses were built along an avenue leading to Green's Lane (Pond Road) becoming known as Green Street, (later Queen Street). A passage leading to the back concerns of the Great Hotel became a public road (Market Street.)

The opening of the Waterford/Tramore Railway Line in 1853 was a tremendous boost to tourism in the resort. Anyone building a house in the town had the building material carried free by the Railway Co. while those purchasing houses in Tramore were provided with a first class free Railway pass available for 5 years. The result of the Railway's enterprising gestures was that some imposing houses were built in the town including the delightful terraces of Bellevue and Gurteen. The town began to expand rapidly both as a seaside resort and a dormitory town for Waterford.

In the 1880's Martin J. Murphy turned his attention to the land reclaimed by Mr Malcolmson in 1863. He transformed the Back Strand area into a sportsman's paradise by enclosing portion of it as a beautiful level Racecourse, and laying out a nine holes Golf Links closeby. This racecourse hosted the first ever Gaelic Athletic Sports Meeting in 1885 when famed Dungarvan man Dan Fraher won the Hop, Step, and Leap. A Chicago visitor described the Tramore of the 1890's as follows:-

"Tramore is mostly composed of lodging houses and hotels. Street after street I rambled through, and if I was regarding everything I saw with interest, I in turn became an object of interest. A stranger is soon located here, and I thought I could see every house-keeper at the door, looking out for a newcomer who might want nice lodgings. The little town consists of a mixture of modern dwellings and quaint old-fashioned thatched houses and trim cottages, which gives it a rather picturesque appearance, and what adds still more to its picturesqueness is the crookedness of the streets".

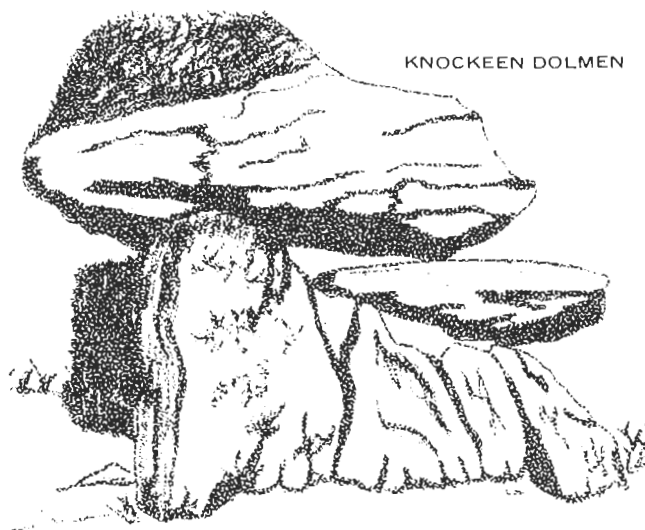
The old thatched houses have been obliterated in a surge of modernism. The Tramore Train is but a ghostly memory for those of us fortunate to have been passengers on that most delightful of journeys. Over the past few decades Tramore has been developed as the premier resort with a 50 acre amusements and recreation complex which includes a boating lake, pitch and putt courses, miniature railway and many other attractions. Thousands flock to Tramore to enjoy these wide range of amusements, but the main attraction is still the golden Strand which enticed Bartholomew Rivers to invest heavily over 200 years ago.

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A MEGALITHIC HERITAGE

The area within a ten mile radius of Tramore is extremely rich in megalithic structures, proving beyond a shadow of doubt that this area was inhabited long before the lamp of Christianity shed it's kindly light upon this little Island of ours. Historians have to be content to accept these massive structures of unhewn stones as the work of prehistoric men, who existed far down the corridors of time. These men of old were possessed of a very strong sense of immortality. For them, this world was only the threshold of the other world, a place of preparation. To that other world their thoughts constantly turned, and to that other world they raised these gigantic monuments of stone.

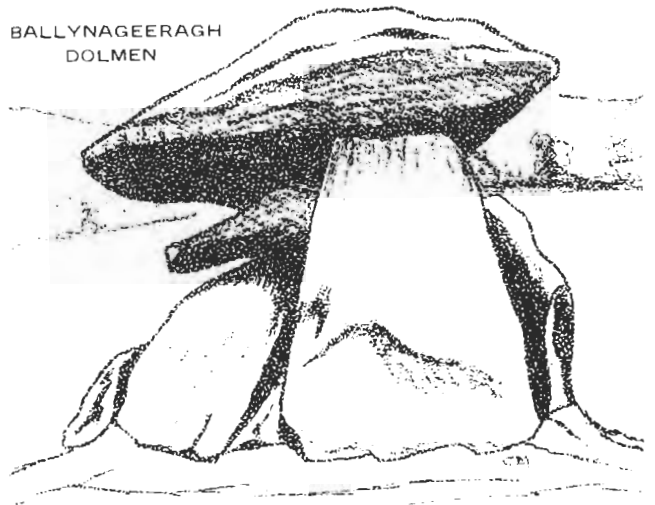
To these primitive men, these stone monuments were just as important as the Church of the Holy Cross was to Father Cantwell and his parishioners in the mid nineteenth century. At these houses of the dead the men of the dawn were joined in spirit with clansmen who had crossed the threshold into the great unknown. Unlike modern man these men of old did not become pre-occupied with earthly things alone but geared themselves to that other world in the invisible beyond. The following is a brief summary of the megalithic structures in the area surrounding Tramore, truly an area with a rich heritage in stone.



Ballindud Cromlech

Often referred to as the Sheep's Bridge Cromlech, and known also as the Couse-ma-Keal Cromlech, this hoary old remnant of pagan days lies covered in briars. From it's mass it seems to have been as large and impressive as the other megaliths in the area. According to Ryland (1824) it was in a ruined condition as a result of a local farmer's effort to remove it from his land.

BALLYNAGEERAGH
DOLMEN



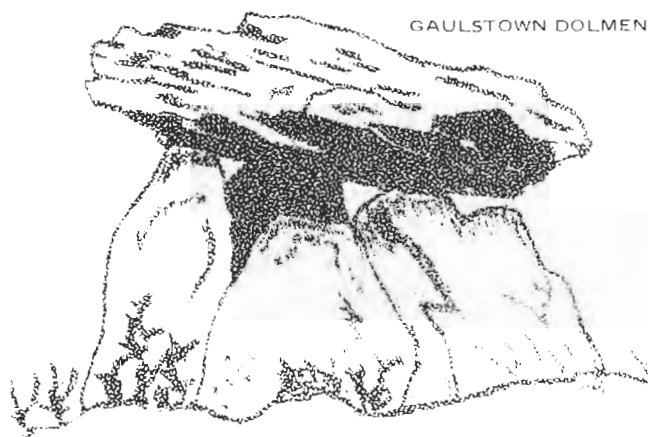
Ballynageeragh Cromlech

In the very heart of a cornfield, hushed in perpetual stillness and peace stands this sepulchre of stone. The massive capstone measures 13ft by 9ft. It resembles it's counterpart in Knockeen in that it also has a supplemental stone measuring 5ft by 3ft. This secondary horizontal stone is propped up on a modern wall of cement which detracts from the appearance of the stone. The largest of the upright stones is over 8ft. tall.

Knockeen Dolmen

This megalith is situated about 3 miles from Tramore, and is said to be the most beautiful specimen of it's kind in Ireland. The word Dolmen is derived from the ancient language of Brittany,, and means 'stone table'. Despite the

derivation it has nothing whatsoever to do with an altar stone, and consequently the term 'Druids Altar' which is often applied to this monument, is a misnomer. This megalith was erected long before the Druidic priests performed their rites. The structure is comprised of 6 huge upright slabs of varying heights - the tallest being about 8ft. 6ins. The capstone measures 12½ft by 8ft. A smaller capstone acts as a sort of supplement to the larger one, and measures 8ft. by 7ft. The end of the large stone rests on the centre of the supplemental stone. The total height of the structure is about 12½ft. and the external chamber, and it's internal height is almost 9ft. Nearby is a souterrain (now covered in), testifying to the importance of this area in ancient times.



Gaulstown Dolmen

Often referred to as the Pembrokestown Cromlech. The word Cromlech is derived from the words 'Crom' meaning bent or sloping and 'leac' meaning flagstone. This megalith is somewhat smaller than it's counterpart at Knockeen, differing from it in not having a supplemental stone, and resembling it in having a divided chamber. The structure consists of 6 upright slabs, only two of which support a very large capstone (13ft. long). It's internal height is over 6ft. Closeby is a Cist grave. The scenery is wild and lonely here with the surrounding hills shutting out the busy world from this grey sentinel of a forgotten age.

Dunhill Cromlech

Near the village of Dunhill one finds this massive stone monument. The centre of the

very large capstone is balanced on an upright while one end rests on the ground. There was a school of thought which maintained that this type of structure was an unfinished Cromlech but nowadays they are thought to be as complete as ever they were, being referred to as primary or earthfast Cromlechs. This seems to indicate that they are of a more primitive or cruder type of construction.

Matthewstown Passage Grave

Not far from the peaceful little village of Fenor one finds this tomb, locally referred to as "Thomas McCabe's Bed". Situated on a windswept hillside on Queally's Farm at Matthewstown. The pile consists of three large stones resting on five support stones of which only four now remain. The largest of the covering stones measures 8ft. 9ins. by 4ft. 9ins. This type of tomb differs from the Dolmen in that it is long, low, and rectangular in form. There is a story told that a local farmer brought a horse and cart to the spot to remove the stones, but the unfortunate animal dropped dead in the attempt. Another horse was procured, but his fate was a strained back. The farmer had learned his lesson - the stones remained where they had been placed countless centuries before in the wild savage grandeur of Matthewstown.

Harristown Passage Grave

This structure of stone is situated near the beautiful fishing village of Dunmore East, and consists of 14 upright boulders, each about 3ft. high, supporting two covering stones. Lying in the gorse closeby are two other boulders which must have been also used as covering stones. The tomb is surrounded by a circle of stones. The overall length of the tomb is about 24ft. Excavation at the site yielded a stone axe-pendant with a cremation in the chamber, while a food vessel, urns, and a pygmy cup accompanied secondary burials.

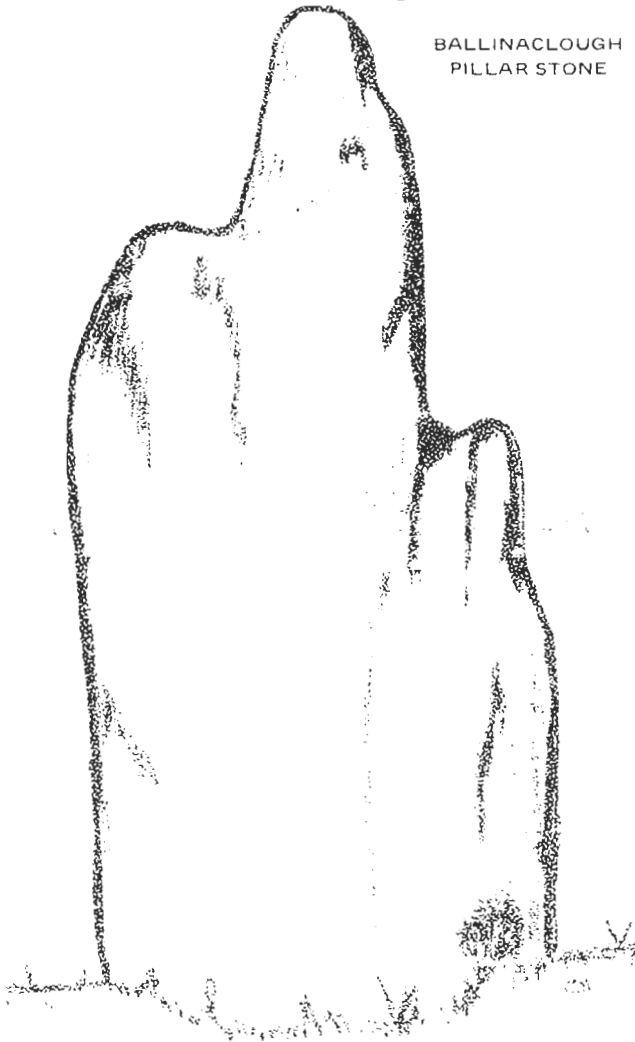
Carrigavantry Passage Grave

In a secluded laneway leading to Carrigavantry Lake I met an old local who told me that this tomb was used as a Mass Altar during the Penal days. One certainly wouldn't find a

more secluded spot than this where the Priest and his congregation must have felt very secure from the prying eyes of the Priest hunter. The tomb is situated inside the ditch where the laneway turns at right angles in the direction of the lake. It consists of a transverse stone (6ft. by 5ft.) resting on four uprights, which are about 2½ft. high. As is customary with these structures the alignment is East to West, but in this instance the opening is at the west end. When I visited this old relic of bygone days in 1975 it was neatly surrounded by a circle of very small stones.

Ballinaclough Pillar Stone

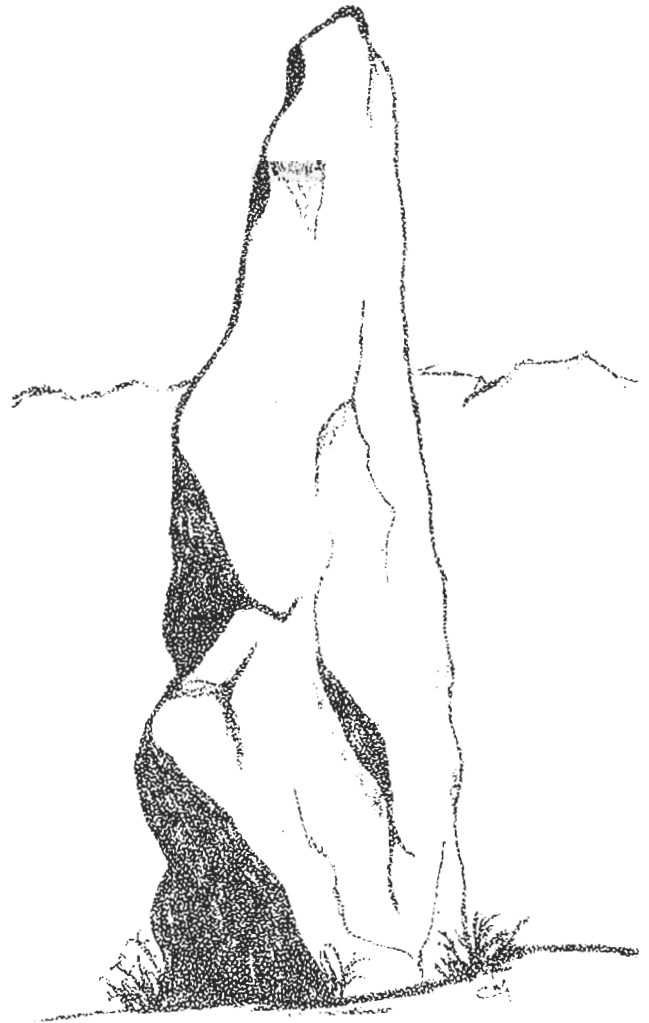
This monolith is situated in a field close to the Crotty homestead in Ballinaclough, and no doubt this stone is responsible for the placename. It seems to be about 8ft. high and 2ft. wide.



Monmahogue Passage Grave

This very ancient tomb is situated quite close to the site of the Knockeen Dolmen, which indicates the importance of this place in pre-historic times. Unfortunately on my visit to the spot, the passage grave was covered in a dense growth of briars, and the opening at east end was embedded in a fence. The upright stones are about 3½ft. high and as far as I could ascertain the transverse stone measures roughly 6ft. by 4½ft.

BALLYMOTE PILLAR STONE



Ballymote Pillar Stone

Near the mound which gives it's name to the townland one finds this tall standing stone, about

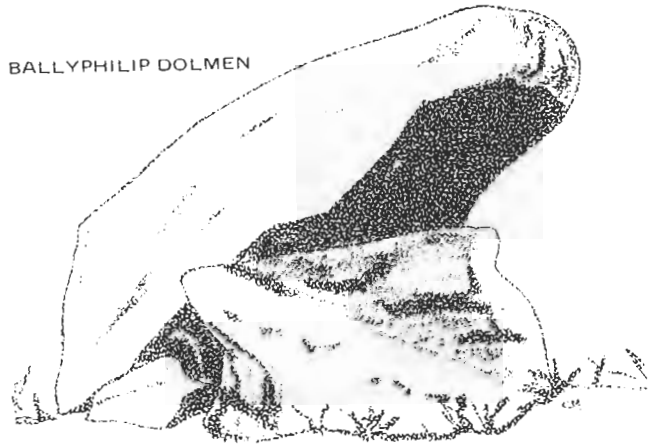
11ft. high. These monoliths are probably similar to our modern gravestones, and mark the last resting place of our primitive ancestors.

Carriglong Passage Grave

According to local legend this is the last resting place of a giant named Longa. When this V-type passage grave was excavated in 1939 food vessel sherds were found which suggested colonization from Brittany. This is a good reason for Tramore to twin with some seaside resort in Brittany. Perhaps our legendary giant was a Breton chieftain who ruled this area. The outlines of his abode (a Ring Fort) can be identified in the same field, while two more Forts were destroyed in a nearby field many years ago.

Great credit is due to the local landowners for preserving these megalithic structures, but unfortunately, some monuments have been destroyed. The pillar stone or Dallan in Moonvoy has been removed, probably mistaken for a

BALLYPHILIP DOLMEN



scratching stone. The fine Dolmen in Ballyphillip has also disappeared. Fortunately I came across an old photograph (1894) of it, and I've inserted a sketch from it in this booklet, with a hope that it might stimulate an interest in the preservation of these marvellous old monuments - which if untouched will surely outlast every handiwork of our own day.

A GLIMPSE OF THE NEIGHBOURING TOWNLANDS

Not only did our ancestors leave us a rich heritage in stone, but as a result of their tendency to name their places of settlement after some local characteristic, they have left us an even greater legacy in Place-names, which gives us a description of the physical appearance of the place, as well as the type of flora and fauna to be found in the area long before there was a written record of such.

The Tramore area has some very interesting and strange sounding Place-names, which an American Priest discovered to his dismay when on a vacation here in the 1940's. At ten o'clock Mass one Sunday morning he had the unenviable task (for a visiting Priest) of having to read out the 'Stations' from the Pulpit. After two abortive attempts to twist his tongue around 'Monmahogue' he threw in the towel when confronted with 'Coolnacoppogue', and said rather ruefully to the congregation - "to hell with it I leave it to your imagination". The following is a brief summary of the townlands in the general vicinity of Tramore:-

BALLYCARNANE: Baile an Charnain. Homestead of the Heap (cairn). There is no

remnant of a Cairn in the locality, nor indeed is there any local tradition of the existence of such an antiquity in the townland. Perhaps the remains of a Ring Fort on Mr Parkinson's farm is the 'Heap' which gives it's name to the townland. The owner of the townland in 1640 was Thomas Wadding, an Irish Papist. As a result of the Cromwellian Forfeitures the new proprietor was Andrew Rickards. The population in 1659 was 14 Irish. The owner in 1814 was the heir of Stephen Worthevale (unknown at the time). At that time there were 8 houses on the townland, with a population of 19 males and 21 females.

BALLINATTIN: Baile an Aitinn. The Furze Surrounded Homestead. This is a very apt place-name as the golden gorse grows in great profusion in this townland. There was a spa well on the townland in the mid nineteenth century, and was of considerable repute, so much so, that Alexander Knox mentioned it in his book 'Irish Watering Places' published in 1845. The owner of the townland in 1640 was Thomas Wadding, an Irish Papist, who lost it to Sir George Lane after

the Cromwellian Settlement. The owner in 1814 was James Fox, and there were 12 houses inhabited by 36 males and 40 females. On this townland lived the changeling known as the Siobhra of Ballinattin. It was in this townland that Michael McGrath and Thomas O'Brien fell in the War of Independence.

BALLYDRISLANE: Baile Ui Dhrisleain. O'Driscane's Homestead. The owners of the townland in 1640 were Robert Walsh and Thomas Wadding (Irish Papists) and the new proprietors under the Cromwellian Settlement were Sir Robert Walsh and James Devereux. In 1814 there were 8 houses in Ballydriscane and the population was 27 males and 25 females. Rev John Cooke suggested that the Place-name meant Red Brambletown - probably from the Irish Baile an Drisle. There is a Well on the townland called Tobar Sagairt - the Priest's Well, the Priest probably being Theobald Bourke who was a registered Priest in 1704, and lived in Drumcannon - moving later to Ballydriscane.

BALLYKINSELLA: Baile Ui Chinnseallaigh. O'Kinsella's Homestead. The owner of the townland in 1640 was an Irish Papist, Walter Power, and ownership passed to the See of Waterford after the Cromwellian forfeitures. The population in 1659 was 13 Irish. James Fox became owner in 1814 when the townland had 24 houses with a population of 65 males and 63 females. There is a Well on the townland called Tobar na Míol meaning Well of the Insects, and is situated on the West side of the Bridge on the Old Waterford/Tramore Road.

BALLYKNOCK: Baile an Cnuic. Homestead of the Hill. The Civil Survey gave Thomas Wadding, an Irish Papist, as the owner of 'Hilltown'. Under the Cromwellian Forfeitures it was disposed of to the See of Waterford. In 1814 the owner of the townland was James Fox, and there were 5 houses on the townland with a population of 20 males and 18 females.

BALLINACLOUGH: Baile na Cloiche. The Homestead of the Stone. The stone which gives it's name to the townland is probably the remarkable Pillar Stone close to the Crotty homestead. John Ailworth (Irish Papist) forfeited the land to Henry Nichols.

CARRIGAVANTRY: Carraig a'Bhrointeora. The Rock of the Quern-Stone Maker. There are many who mistakenly think that this Place-name means Rock of the Widows, but it is evident from

the Civil Survey (1654-1659) Carrigeivrontory (as it was written) means Rock of the Quern-Stone Maker.

Compare this with Moin na mBaintreabhach (Monamintra) meaning Bog of the Widows. The townland abounds in mill-stone material, providing plenty of raw material for the Quern-Stone Maker. The owners according to the Civil Survey were John Power of Dunhill and Sir Thomas Sherlocke. This townland is in two subdivisions - a smaller portion in the Parish of Islandikane and a greater portion in the Parish of Kilbride - hence the two owners. The grantees under the Cromwellian Forfeitures were Andrew Rickards and Lord Power. This townland boasts a Passage Grave near Carrigavantry Lake and a Souterrain at the rear of Willie Power's cottage. There are two interesting field names on Tom Power's farm:- Fíodh na hAidhle which means Wood of the Breezes, and Pairc na mBothan meaning Field of the Huts. Near the Bog Road the roadway over the little stream is called An Cabhaisín (the Crossing Place) while the Cathaoir na Baidhbe is situated on the hill above the Lake.

CARRIGLONG:- Carraig Longa. Longa's Rock. Longa was a Giant according to local tradition and the Passage Grave on the townland is said to be the 'Giant's Grave'. The outlines of a Ring Fort can be seen in the same field as the Passage Grave, while closeby is a Well known as An Tobar Dubh. The large hill on the townland is called An Cnoc Reamhar - the Stout Hill. No doubt it proved a useful vantage point for Longa in his rock flinging encounters with Conan of Drumcannon who was the greatest Rock Star of his day. Part of the ancient highway which ran westwards from Gaultier passes through this townland and is known as Bothar a' Chapail Chaoich (the Road of the Blind Horse), while another section of the same highway is known as Bothar a' Mhuilinn - the Road of the Mill. There is no doubt that this and adjoining townlands were of considerable importance in ancient times. The owner of the townland in 1814 was John Strangman, Esq., and there were 9 houses with a population of 26 males and 24 females.

COOLNACOPPOGUE:- Cul na gCopog. Ridge-Back of the Dock (Leaves). In 1659 Coolenegopoge, as it was then known, had a population of 8 Irish. The Baron of Dunhill (John Power) was the old owner of this townland until Cromwellian soldiers hung him from a tree outside the Castle of Kilmeaden. The new owner

was Henry Nichols. The townland later passed into the ownership of Lord Doneraile. In 1814 there were 26 houses on the townland with a population of 67 males and 67 females. On the farm of John Joe Rockett there is a Ring Fort. The area also has a Well - Tobar Clumhach (Mossy well).

CROBALLY:- Cruadh Bhaile. Hard (stiff-soiled) townland. The owner of this townland (lower and upper) in 1640 was Thomas Wadding, and at that time the townland boasted a Mill which was situated not far from the present Soccer Field. As a result of the Cromwellian Forfeitures the townland passed into the ownership of Elizabeth Wade and Sir George Lane. The population in 1659 was 2 English and 16 Irish. Under date Feb. 12th 1611 there is a record of a grant of pardon of intrusion and alienation for John Poer of Garrancrobally. The prefix 'Garran' meaning Grove is no longer used but is perpetuated in the sub-denomination Graun which is better known nowadays than the townland itself. Another well known sub-denomination is Ban na Gaoithe - the Windy Field. In 1814 the population was 62 males and 63 females inhabiting 21 houses. The owner of the townland at that time was Sir Francis Hassard. In the 19th century the Rivers family owned a considerable amount of land in this townland. Joseph Michael Rivers lived in Crobally Lodge in Longhouse Lane which in later years became known as Rivers'town as a tribute to that

great family who did so much to build Tramore into the Premier Resort. In the middle of the 19th century a Mr Strange farmed extensively here, giving his name to Strange's Bohereen which is now called 'Strangers'.

CASTLETOWN:- Baile an Chaisleain. On the northern end of the townland stands a portion of the ruined castle of the Powers, which is obviously responsible for the Place-name. It is not surprising therefore that the owner of the townland in 1640 was a Walter Power who was dispossessed by Cromwell. The new grantee was the See of Waterford. In 1814 it was in the hands of James Fox.

COOLGOWER:- Cul Gabhar. The Ridge-back of the Goats. This little townland is situated in the vicinity of that well known hostelry "Katie Reilly's Kitchen". The head of Crotty (the Outlaw) is said to have been thrown into the Coolgower Boghole sometime after his execution in the 1740's.

CULLENCASTLE:- Caislean a'Chuilinn. Castle of the Holly. This area was known as the "Two Villages of Quillans" during the reign of Queen Elizabeth I. The little stream which meanders through the townland bears the delightful name "Sruth na mBeannacht" (the Stream of the Blessings). Perhaps this little waterway separated the two villages in bygone days. The owner of the townland in 1654 was James Bryver, an Irish Papist, who turned

CULLENCASTLE



Protestant in order to hold on to his estate. It was then known as "Cullen" and had a population of 18 Irish. The Castle which gives it's name to the townland is situated on an outcrop of rock. There is no tradition as to it's former proprietors, but it is thought to have been a Castle of the De le Poers. The Civil Survey doesn't mention a Castle on the townland, and the name Cullencastle wasn't in use in the 17th century.

DRUMCANNON: Drom Chonain. The Ridge of Conan. Conan was a Giant according to local tradition, and was a follower of Fionn Mac Cumhaill. He was noted for his bald head and his boasting. He indulged in a constant feud with Longa of Carriglong and his 'Practise Stone' can still be seen in a field in Drumcannon. The ruin of the old pre-reformation Church stands on the ridge like a ghost of the long dead past. A 'Pattern' was held here on the 14th Sept but was later transferred to the neighbourhood of the nearest hostelry (nowadays called Katie Reilly's). The old owner of the townland was Jasper Woodlock who forfeited it to the See of Waterford. In 1814 it was owned by James Fox. The townland had 17 houses with a population of 53 males and 54 females.

DUAGH: Duach or Dubh Ath. The Black Ford. Probably derived it's name from an ancient roadway (now obliterated) which entered the townland at south-east angle across a shoulder of bog. Close to the north boundary of the townland remains of an earthwork are thought to be a Cromwellian Encampment. The population in 1659 was 2 English and 11 Irish. The old owner Thomas Wadding forfeited his lands to the See of Waterford. James Fox was the owner in 1814 when there were 8 houses on the townland with a population of 29 males and 28 females. As a matter of passing interest the old name for the Rabbit Burrows was Duaghmore which was owned by Maurice and William Power who forfeited it to Lord Power and Henry Nichols.

GARRARUS: Garbh Ros. Rough Shrubbery. In 1659 it was known as Gaverus and had 12 inhabitants who were all Irish. In 1814 the population was 56 males and 67 females and there were 24 houses on the townland. Joseph Power of Newtown House was the owner. The Rev. John Cooke suggested that Garrarus meant Rocks of Danger.

ISLANDIKANE: Oilean Ui Chein. O'Kane's Island. The O'Kanes were a minor

family of the Decies. This townland gives it's name to the Parish, and the ruins of the Church still stand.

ISLANDTARSNEY: Oilean Treasna. Island Across (over against).

KILBRIDE: Cill Brighde. Church of Brigid. The little Church which gave it's name to the townland is now only a mound of earth and stones. The population of the townland in 1659 was 4 English and 16 Irish.

KILFARRISSEY: Cill Fhearghusa. The Church of Fergus. The old owner of the townland was John Power who forfeited it to Sir John Cole.

KNOCKENDUFF: Cnocan Dubh. The little Black Hill. John Power was the old owner forfeiting it to Andrew Rickards in 1659 when the population was 4 Irish. In 1814 there were 9 houses with a population of 28 males and 31 females. The owner at that time was Samuel Morgan, Esq.,

LISDUGGAN: Lios Dhubhagain. Duggan's Lios. On the townland stands the remains of a mote which may indeed be the Lios (Ring Fort) which gives it's name to the townland. There is a townland of similar name near Waterford City.

LISSELAN: Lios Fhaolain. Phelan's Lios. The Phelan's were Lords of the Decies. The owner of the townland in 1814 was James Fox. The townland boasted 18 houses inhabited by 60 males and 60 females.

MOONLOUN: Moin Lom. Bare or shallow Bog.

MOONVOY: Moin Bhuidhe. The Yellow Bog. Derived it's name from the growth of ragwort or other yellow flowering weeds in the area. Thomas Wadding was the old owner of the townland forfeiting it to Elizabeth Wade and others in 1659. During the reign of Queen Elizabeth I it was known as "Monewee". In 1814 the population was 49 males and 60 females. The townland had 23 houses at that time. The owner was Matthew Villiers Sankey Esq.,

MONMAHOGUE: Muin Muchoige. Wild Vetch Neck. There is a Passage Grave on the townland as well as a section of the ancient roadway Bothar a'Mhuilinn. In the Civil Survey it was known as Monvohogie.

NEWTOWN: Baile Nua. Walter Power the old Catholic landowner forfeited ownership of 'Great Newtowne' to Henry Nichols. In 1814 the townland boasted 41 houses with a population of 97 males and 114 females. The owner at that

time was Lord Doneraile.

PICKARDSTOWN: Baile Phiocaird. Pickard's Homestead. The old Mass House was situated in this townland. The old owner of the townland, John Pope, surrendered his title to the lands under the Cromwellian forfeitures to the See of Waterford. It was known then as Ballificurdy. James Porter was the owner in 1814. At that time the population was 42 males and 36 females inhabiting 18 houses.

QUILLIA: Collach. Abounding in hazel or perhaps Coilleach (Woody). Tobar na Bhfaithni - the famous Wart Well is situated on this townland. The population in 1659 was 10 Irish. The owner of the townland was Jasper Woodlock who forfeited it to the See of Waterford. In 1814 James Fox was owner. There were 2

houses on the townland inhabited by 12 males and 9 females.

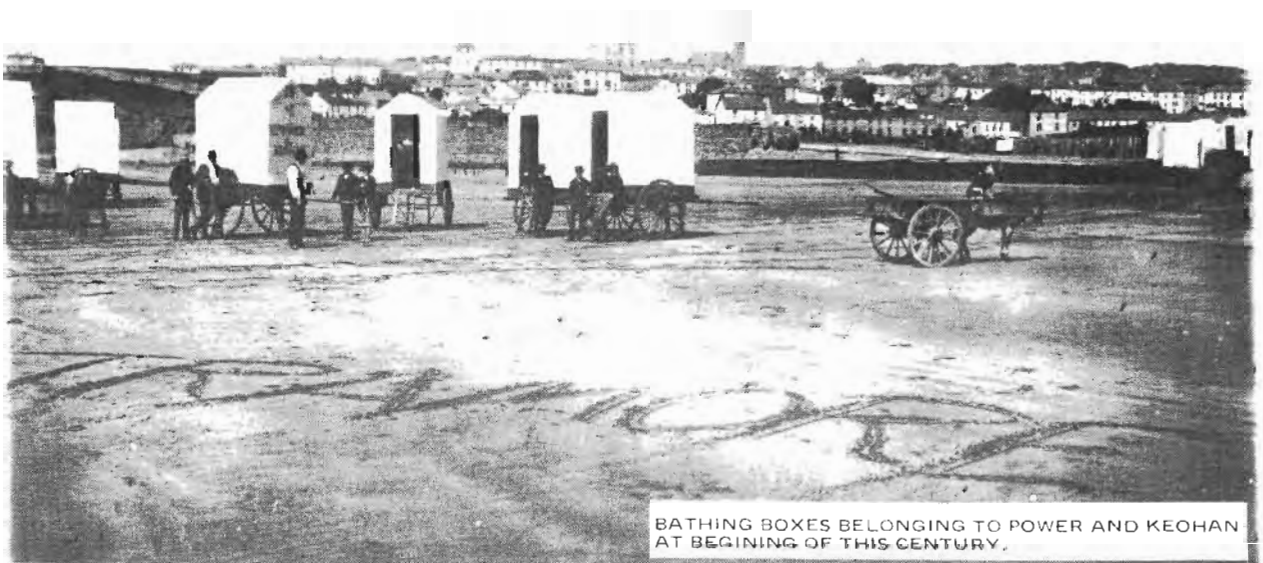
TRAMORE: Traigh Mhor. The Great Strand. The owners of the townland at the time of the Civil Survey (1654-1656) were Maurice Power and William Power. They forfeited it to Henry Nichols and Lord Power. The population in 1659 was 10 Irish. The townland later passed into the hands of Lord Doneraile. In 1814 the townland boasted 153 houses inhabited by 322 males and 404 females.

WESTOWN: On this townland is situated the Great Fort. The famous Metal Man has his royal domain here. The population in 1814 was 50 males and 45 females inhabiting 15 houses. Lord Doneraile was the owner at that time.

THE STRAND

In the dim remoteness of time our much famed Strand was a great forest, dimpled with sunny glades which echoed to the songs of innumerable birds. Man, the great destroyer had not as yet stepped out of the prehistoric dawn, and so the wild ox, the red deer, and the ravenous wolf wandered free and unmolested beneath the green canopy of pine and oak. Then came a day

when the land submerged, and our great forest disappeared beneath the waves, hidden forever from our curiosity except for the roots of some very large trees, which were plainly evident on the Riverstown side of the Beach in the 1890's. Further evidence of the existence of this forest came to light in 1893 when Mr Harney, the contractor unearthed the roots of some very



BATHING BOXES BELONGING TO POWER AND KEOHAN AT BEGINNING OF THIS CENTURY.



THE BATHING WOMEN AND THE SEA-WEED DOLL.
(MICHAELMAS DAY).

large trees (some weighing 15 cwt) while excavating for the sea-wall which was the fore-runner of the Promenade.

Moving further along the corridor of time we find the land settling and the forest replaced by a firm, smooth, golden Strand. The western end of this Strand has always been known as the Cuil Tra (the Corner Strand) and was once a hallowed spot reserved for the fairer sex. Matt the Thresher, the hero of Charles Kickham's "Knocknagow", explained that a paling was erected here to stop the men from "speculatin' on the ladies". The men were assigned a bathing area further up the Strand. Facilities for clothes divesting operations were provided by the Corbett family in the early years of the 19th century in the form of canvas covered boxes for men and wooden structures for women. In later years this bathing box business was carried on by other families such as - Mrs Barry, Power and Keohan, O'Brien, Dolly Chapman, and the Kent family.

Bathing boxes were not wheeled to the Strand until June as the bathing men had some hereditary prejudice against bathing in May. Many locals

believed that the "little people" frequented the water in the month of May, and perhaps this deterred the bathing men from having an early start to the bathing season. The bathing women played a significant roll in the close of the season, On Michaelmas Day they made a grand tour of the town making a collection in each house. They brought with them a seaweed doll which some called Michil, others called Breedeen, and a few called Father Neptune. When the tour of the town was completed the bathing women retired to the Strand and the sea-weed doll was tossed into the Atlantic Ocean, thus drawing down the curtain on the bathing season in Tramore.

THE RABBIT BURROW

This is a vast accumulation of sand which has been carried in by the prevailing wind over many centuries, forming an irregular range of hills - the highest point being known as Knockaunriark (little hill of the view). Canon Power tells us that "these hills bear traces of occupation by a prehistoric race kitchen middens are sometimes exposed

after storms, and cores and flakes, as well as red deer antlers etc., are found from time to time". Locals believe the "Burrow" to be haunted by a creature called the "Gormogach" who has a garden called Garraidhe an Ghormoghaigh within the shelter of the sand dunes. On wild, stormy nights the phantom band of the "Sea Horse" can be heard playing a tune called Reel na Daibhche - Fishermen hearing the music draw in their lines and head for home. Once upon a time the Burrow was used by smugglers as a depot for smuggled goods; pits were made, securely lined with boards, covered over with a hatchway to descend through and were then filled with contraband tobacco. On the establishment of the coast-guard these pits were discovered, the goods seized and the entire system of smuggling put an end to.

THE BACK STRAND

This is a weary waste of water when the tide is full, and an unprofitable-looking muddy expanse at low tide. Mr. Malcolmson reclaimed a large portion of it in 1863, and it's level surface was used for horse-racing and golf; but the sea made a breach in the embankment in December 1911, destroying the race-course and putting an end to golfing over the sea-girth links. Much has been written about a village existing in the

Sandhills, but I doubt if there ever was a village in that area. The only record of houses in the area suggests that Mr. Malcolmson built two labourers cottages here - possibly as stores when constructing the embankment. Then, of course, there was the fish house constructed earlier by Bartholomew Rivers. One of these houses was occupied by a Mr. Stubbs who came as a gamekeeper to the Burrow area from Co. Tipperary.

On January 30th 1869 the two families in these houses were alarmed by a tremendous wave dashing in the doors of their houses. The water rose several feet inside and the luckless inhabitants were forced to stand on tables, beds and other articles of furniture to keep out of the rising water. Their perilous position was noticed by Mr. Peet who sent some men to their assistance. The families (consisting of ten individuals) had to make a weary pilgrimage through the waters, the waves sometimes rising to the armpits of adults. One of them, a man named Power, was carrying a child when, unfortunately, the poor thing was washed out of his arms by a wave, and drowned before it could be rescued. The front doors of the lifeboat house were dashed in and the paved floor was torn up with the waves. This lifeboat house was situated about halfway down the beach. Nearby was the burial place of some of the Sea Horse passengers. The large stone which covered the grave is now standing on the Doneraile, having



BATHING SLIP TRAMORE, CO. WATERFORD. 2020. W.L.

MEN ONLY ON THE BATHING SLIP AT TRAMORE.

been removed from the crest of the beach after the flooding of the racecourse in 1911.

THE DONERAILE

The Doneraile Walk was laid out by Lord Doneraile, and knowing the landed gentry of the 18th century I would imagine it was originally a private walk leading to Lady Doneraile's Cove (the Foyle), when the family may have spent a few months of the year in Tramore. The gate lodge and entrance gate would indicate a development when other members of the gentry were permitted to use Lady Doneraile's Cove when the family were not in residence. Some of Charles Kickham's characters in "Knocknagow" were moonlight promenaders on the smooth gravelled Doneraile Walk, which indicates that the Walk was at least semi-public in pre-famine times. The coast guards lived in the little houses at the Love Lane end of the Doneraile until the building of the Coast-guard Station (now Garda Barracks) in 1874. The older Coastguard Station was situated inside the small side gate of Juverna. The continuation of the Doneraile Walk may well date from the

period of the older station. The Donerailes may well have made over the whole walk for the use of the Coastguards. At the beginning of this century the Doneraile was crowded on Regatta days, but times have changed and the Walk is never crowded nowadays, which makes it a pleasant place to sit on a Summer's day feasting one's eyes on a tremendous view of Tramore Bay, the golden Strand, the Pier, the Metal Man, and Brownstown Head.

THE BOAT COVE

Gleann a 'Chuain was the delightful name of the glen which led down to an old stone pier, but the beautiful old Irish name changed to Lady Elizabeth's Cove, probably as some sort of appeasement to the Donerailes. This new place-name was shortened to Lady's Cove judging by an advertisement in the Waterford Mirror in 1815 which stated that Seaville Cottage and shrubbery near the Lady's Cove was to be let for the season. The Lady's Cove was more than just a haven for boats as Alexander Knox in his book "Irish Watering Places" refers to "a very beautiful walk



WISHING WELL TRAMORE CO WATERFORD 9583 W.L.

THE WISHING WELL AT FOYLE STEPS OFF THE DONERAILE.



REMAINS OF
THE OLD PIER
DESTROYED
IN 1883.



REGATTA DAY AT THE PIER ABOUT 1912.



THE BUILDING OF THE PIER - OFFICIALLY OPENED IN 1907
BY P. J. POWER. M.P.

called the Doneraile which leads to the village of Lady's Cove". In Charles Kickham's "Knocknagow" we find the old flute player and his lovely daughter staying in a fisherman's cottage in this village of thatched houses. The hardy fishermen of this village came into the news in 1857 when the Admiralty Court offered a sum of £50 "to the boat's crew from Lady's Cove for preserving the brig "Hope" from becoming a wreck in Tramore Bay". The haunted well was obviously the water supply for this quaint little village. The well is said to be haunted by the spirit of a lady who was drowned while fetching a bucket of water. Just above the well one can still see the gate which led to the old Coastguard Station. This old building later earned the title "Haunted House", and was demolished in 1906. The old stone Pier was destroyed in a series of violent storms in 1883. Consequently, the little haven fell into disfavour and by 1900 only one boat owned by Larry Keoghan was afloat there. Martin J. Murphy pressured the authorities into giving a grant of £2,000 for a new Pier which was commenced in 1905 and officially opened in 1907, since which time it has continued to afford shelter to many small sailing craft.



A BATHING WOMAN WITH DÚIDÍN

THE METAL MAN

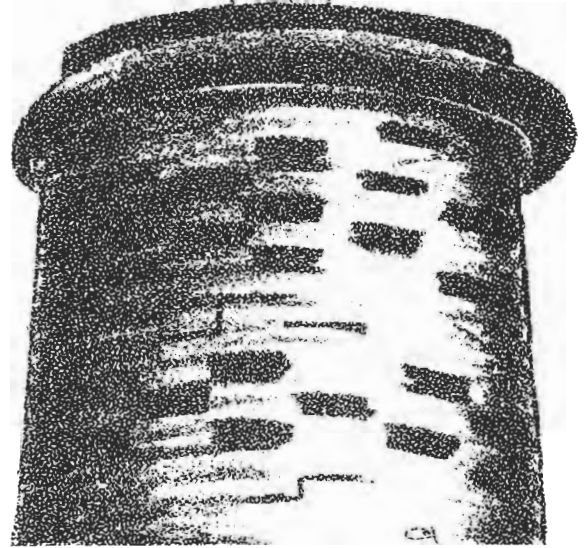
In the early days sailing ships were at the mercy of wind and tide, and in stormy weather if a ship were blown into Tramore Bay there was no escape unless the tide ebbed or the wind changed. Another contributory factor to the numerous amount of wrecks in the bay was the error of mistaking the Bay of Tramore for the safe Waterford Harbour. On account of the many wrecks over the centuries through navigational error the Rev. John Cooke (Senior), Rector of Drumcannon, suggested in Mason's Statistical Survey (1814) that Trinity House (the body in whose care are all the beacons on the British Coast) should take note of the spire of his newly built Church in Tramore, and instruct mariners to use it as a guide to warn them of the dangerous bay. His suggestions were not acted upon and wrecks continued in the Bay with the greatest tragedy of all - the wreck of the Sea Horse in 1816. This wreck was so calamitous that it drew the attention of the Admiralty to Tramore. Admiral Wolseley made a survey of the Bay and suggested improvements which included two secure pier harbours, one at the western and another at the eastern end of the bay - estimated cost £16,000. However the recommendations came to nothing. Then on 27th June 1821 the Corporation for preserving and improving the port of Dublin inserted a notice in the Waterford Mirror concerning their intention of erecting three towers on Great Newtown Head and two on Brownstown Head. In compliance with that order five pillars were erected in 1823. On the centre pillar of the three on Great Newtown Head his eminence the

Metal Man was positioned. This ancient mariner is about 14 feet tall. Each pillar is about 61 feet high. A romantic legend says that if a girl succeeds in hopping around the base of the Metal Man pillar three times on one foot she will be married within the year. Another legend says that on stormy nights the Metal Man can be heard chanting:-

"Keep out good ship, keep out from me
For I am the rock of misery".



THE METAL MAN.



A COASTAL TOUR

The Cliff Road was constructed as a carriageway in 1872 by the O'Neill-Powers of Newtown House on the site of an old Coastguard path, which provides one with an opportunity of seeing at little trouble some of the finest coastal scenery in the area. All the inlets along the coast bear delightful Irish names which were gathered by Canon Power from local sources at the beginning of this century - Tra na mBaircíní (Strand of the Boats), Uaimh na nGamall

(Simpletons' Cave), Carragain Liath (Little Grey Rock), and Uaimh an Eisc (Cave of the Fish). Canon Power missed out on a few interesting names which Father Desmond McCarthy collected from an old Westown native about fifty years ago - Cuan na mBan nUasal (Ladies' Cove), Cuainín na Reilige (Little Cove of the Burials) and Gort na Sereige (Garden of the Heather). Cuan na mBan nUasal was situated opposite Eddie Murphy's cottage, and as the name implies it was strictly

for the fairer sex. A pretty walk brings you to a strictly male preserve called the Guillameen - so called from it being frequented by shoals of small fish of that name, the catching of which afforded us much amusement as children in a more leisurely and innocent age. This Cove was maintained by the Christian Brothers in the 1880's and it is to their eternal credit that they were the first to erect concrete steps between this great amphitheatre of rocks. In 1905 a new springboard was erected thanks to the generosity of William Chapman and other gentlemen. The depth and buoyancy of the water make the Guillameen the favourite haunt for expert swimmers.

Nearby is Gleann na mBad (Newtown Cove) which boasts a fine diving board, and hosts an annual swimming gala which is well patronised. There is a beautiful sylvan plantation closeby through which a babbling brook rushes excitedly to meet the sea. This stream is forded by some wooden bridges which make it a delight for children with a sense of adventure. Picnic tables are provided making this area a must for a family outing. A stiff climb up the far side of the cliff leads to a dangerous pathway along the edge of the cliffs. Here below is Uaimh Dhonncaidh (Dennis's

Cave), Uaimh na gCapall (Cave of the Horses), An Chathaoir (the Chair), an Gairdin (the Garden) which is really a small strand, and then Ceann an Roin (the Seal's Head) which is the point on which the pillars and the Metal Man stand. Westward from here there is a small strand called Tra Ronain (Ronayne's Strand), then Muirbheach na nGamhan (Sandy Beach of the Calves), and Tra an Ghaibhlin (Strand of the little Inlet).

The next place of note is, an Scartog (the Waterspout) which is a great natural curiosity. To see it play the sea must be agitated after a gale of wind on the first quarter of the flood tide; it then sends a jet of water to a height of about 50 feet or more, falling in a most graceful shower of white spray. At the back of the Waterspout there is a very curious cave which is at all times dry and is said to have been used by the smugglers on the coast as a rendezvous. To the west of the cave is a very pretty bay with a conical rock in the centre called Hanrahan's Rock - a man of that name being killed falling off it. Then comes Tra na hEadala (Strand of the Treasure Trove) - treasure, no doubt from the many wrecks on this coast.

The Great Fort at Westown is the next item



GILLAMEEN COVE TRAMORE Co. WATERFORD 9585.W.L.

THE GUILLAMEEN.



NEWTOWN COVE TRAMORE Co WATERFORD 9584 W.L.

GLEANN NA mBAD AT BEGINING OF CENTURY.

of interest. Here on the land of John Mackey there is a taste of salt on the breeze as one stands on this promontory fort where primeval man built a settlement close to the sea. No doubt, he found the sea an easier pathway than the heavily forested countryside with it's wild animals preying on both man and beast. It was natural therefore for the first "Man of the Dawn" to select such a site which was completely inaccessible except on the land side, which being a narrow neck could be easily fortified and defended.

Westward through fields rich with creamy blossoms whose fragrance soon welcomes one to Cuainin a 'Mhuin (the Little Haven of the Putrid Water). Here there is a beautiful little waterfall

which converts into a Waterspout when the wind blows strong from the sea. After passing the stream which forms the waterfall the walk is uphill for a short distance, at the top of which one should pause and gaze westward feasting one's eyes on the finest coastal view in Ireland. The number of rocks, islands and headlands, the bold gigantic cliffs in the foreground, the blue smiling beauty of the sea, the striking contrast between the black rocks and the snow white foam, all unite in producing a most pleasing effect. The man of taste will linger here and think how delightful a feeling it is to view nature in her rudest, wildest, but most beautiful appearance here on the doorstep of Tramore.



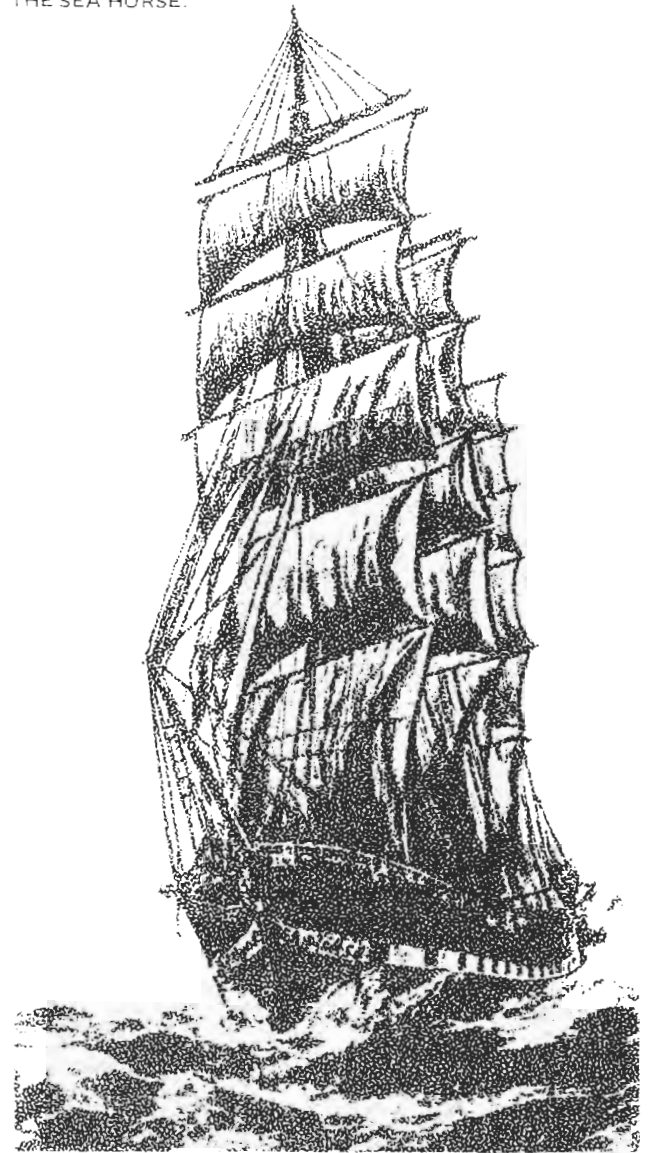
GARRARUS STRAND
NEAR TRAMORE

THE WRECK OF THE SEA HORSE

Though Tramore Bay is the delight of all who love to sojourn upon its gold carpeted expanse of Strand yet like the black, gnarled rocks upon its shore it has a dark and evil side to its nature, and the sad tragedy of the Sea Horse bears witness to the Jekyll and Hyde personality of this Bay. The Sea Horse was a Transport Vessel of 350 tons burden commanded by Capt. Gibbs. She served originally as a Frigate with the British Navy, having been built in London in 1784. On her last fateful voyage from Ramsgate to Cork she had on board 16 Officers, 287 Soldiers, 33 Women, 38 Children, the Master of the Vessel, a crew of 17, and a young Naval Officer (Lieut. Allen) who had unfortunately taken passage on the ill-fated ship in order to join his own ship the Tonnant in Cork. The Officers and Soldiers were members of the 2nd Battalion 59th Regiment who had seen much action in the Peninsular War from 1808 until the Occupation of Paris. They returned to England in Dec. 1815 to spend Christmas at home, before being assigned to garrison duty in Cork.

They embarked at Ramsgate on the 25th Jan. 1816, and as the evening was calm the Sea Horse came to anchor in the Downs. About 11 a.m. on the following morning she again weighed anchor, with light breezes from the N.N.W., and about midnight she was off Dungeness. The accounts left by some of the survivors paint a rosy picture of a happy, carefree voyage in perfect weather with the Band playing delightful airs for the passengers and crew. Two days later on the evening of the 28th she was off the Lizard with the wind blowing from the South and sending her merrily past the Wolf Rock between Land's End and St Mary's on the Isles of Scilly and out across St Georges Channel into the Atlantic. On the 29th Jan in the morning a strong breeze sprung up at S.S.E. and freshened very much at noon; at 4 p.m. Ballycotton Island was sighted about 12 miles distant. An event occurred on this day which, no doubt, led in great measure to the subsequent misfortunes of the hapless inmates of the Sea Horse. John Sullivan the Mate, who was the only person on board acquainted with the Coast, going up the fore-rigging to look at land, fell down on the fore-castle and broke both arms and legs as

THE SEA HORSE.



well as suffering severe internal injuries. He died three hours later in the arms of his wife. As it now blew a strong gale, and was becoming very hazy and dark, Capt. Gibbs hauled his wind for Kinsale Light, intending when he saw it to run down along the Coast for the entrance to Cork Harbour; but not seeing the light after a run of two hours in worsening weather conditions he was

unwilling to proceed any further. He therefore, close-reefed his top-sails and hauled close to the wind, lying W.S.W. The ship fell off about 8 p.m. and wore around on the other tack - most of the night lying about S.E., wind S.S.W., but owing to the flood tide setting strong on the shore, and a heavy sea running, she drifted very fast inshore.

About five in the morning of the 30th Jan Minehead appeared on the lee beam, the Vessel drifting very fast to leeward. The gale was now severe and the fore-topmast was ripped over the side, while the mainsail was in ribbons and a seaman in the foretop had his back and thigh broken. The wreck was scarcely cleared when the lifeboats were washed away. The Vessel was drifting so fast to leeward that though Hook Tower, at the entrance of Waterford Harbour, was seen under the lee bow, yet she was unable to weather Brownstown Head. Capt. Gibbs ordered the anchors to be thrown out and the sails clewed up. The ship was brought up under Brownstown Head in seven fathoms of water. About mid-day the anchors dragged, the wind and sea still increasing, and about ten past twelve the Sea Horse, battered and helpless grounded in Tramore Bay less than a mile from the shore and safety. No assistance whatever could be afforded to the hapless inmates of the doomed Vessel by the numerous spectators who lined the shore hoping for a lull in the merciless gale. Crowds of soldiers lined the decks, many of them washed away by every returning wave. All hope of escape seemed now to forsake every breast.

A contemporary account from the survivors' stories gives instances of the wonderful bravery and calm resignation shown by many who perished in the tragedy. Major Douglas, a distinguished young Officer with great calmness changed his coat for one less cumbersome, then exclaimed "All is over" and taking out his gold watch, offered it to any one who saw a probability of escaping. He then took his station in the shrouds, from whence a mountainous wave soon washed him overboard and he quickly disappeared. He was a relation of the Fortescue family who lived in Corballymore House which was then known as Summerville. Capt. McGregor, being an excellent swimmer, bade farewell to his friend, Lieut. MacPherson, then stripped of his jacket and dived into the raging waters, and after buffeting for a considerable time with the tremendous surge, had nearly reached the shore, when a part of the

Vessel struck him on the head, and he sunk to rise no more.

Adjutant Dent met his fate with fearlessness, shook hands with his comrades and bade them goodbye; and the Vessel parting at the main hatchway about one o'clock, he was observed for some time in an erect position on a portion of the wreck containing sixty or seventy individuals, but a huge wave struck it and all were hurled into eternity. Lieutenants Geddes and Cowper hung for some time by the same rope, calmly promising that if either escaped, the survivor should write to the family and friends of the other. The former was speedily forced to relinquish his hold, and perished. Lieut. Cowper lived to tell the tale. Lieut. Veal, who though only in his twentieth year, had shared all the hardships of the Peninsular War, never left his station on the deck until he met his untimely fate. Ensign Ross, aged 19, perished with equal composure. Illness had confined Lieut. Gillespie to his berth until the danger became imminent, when he came on deck, and shared the misfortune with his comrades. Ensign Hill, having served some time in the navy, it was expected that his former experience of the perils of the sea would have tended to his preservation; but alas, surrounded by such insuperable difficulties, neither skill nor courage could avail.

Surgeon Hagan, with filial affection, had on his entrance into the army, devoted a property which he possessed in the North of Ireland to the use of his mother and sisters. On perceiving that death was inevitable, he calmly remarked, "It is the will of the Almighty", and expressed a wish that the Officers should meet their fate in the cabin. Assistant-Surgeon Lambe laid hold of a plank, but it being speedily washed away from him he was seen no more.

Quarter-Master Baird who at 34, was one of the oldest on board, had his lovely wife and two daughters with him. He left them in their cabin and returned constantly to the decks in the forlorn hope of a rescue for them, but every visit to the deck only presented fresh victims of the raging tempest, and rendered the assurance of his wife doubly sure. His eldest daughter, a lovely girl, aged eleven, lay in her berth, in a dreadful state of alarm, entreating every Officer to remain with her, vainly hoping, with an anxiety natural to her tender years, that they could afford her some protection. Lieut. Scott, to calm her fears, sat down beside her, and in that situation he is said to

have remained, until the Vessel went beneath the waves. Mrs Baird with patient resignation sat in the corner of her cabin with her younger daughter on her lap until the rushing waters descended on her from the deck, and death approached in its most horrid form. Lieut. Allen, the young naval officer, who had taken passage on the ship, displayed skill and heroism throughout the whole of the distressing scene, and was one of the last washed off the wreck. He was on the same shrouds with Ensign Seward.

The composure and heroism manifested by the officers was also evident amongst all ranks on board the Sea Horse. Capt. Gibbs described the dreadful scene as people clung to different sections of the wreck - "There was no disturbance amongst them, most of them ejaculating prayers; women were heard encouraging their husbands to die with them; and a sergeant's wife with three children clasped to her breast, resigned herself to her fate between decks". The wife of a private removed her ear-rings and put them in her purse with her money and handed the purse to her husband expressing the hope that he might be saved. This heroine perished with her child while the afflicted husband lived to tell the melancholy story. Mrs Sullivan, the wife of the mate who died the previous evening, remained with the corpse until death entwined them both in its cold embrace. Perhaps there never was an age when female excellence shone with brighter lustre than on that tragic occasion in the centre of Tramore Bay.

Some of those who clung to the wreck until it went to pieces had providential escapes. Lieut. MacPherson fortunately caught hold of some planks of the quarter deck. A countryman named Kirwan rushed into the sea and rescued him from a watery grave. Lieut. Cowper was several times washed off a single plank that he had gained; he afterwards got on the part of the wreck which supported Lieut. MacPherson, but the violence of the waves forced him to relinquish his hold; he sunk to the bottom two or three times, and would inevitably have perished had he not luckily got hold of a mast, which brought him near the shore. His situation was extremely perilous, and he must have shared the same fate of many of his brave companions, but for the courage of Mr. A. P. Hunt who though in a delicate state of health, rushed through the foaming surf up to his neck and delivered him from certain death. The escape of Lieut. Hartford was really remarkable. As the

ship broke up he grabbed hold of a piece of timber which was spiked. The spike pierced his hand but he refused to let go despite the pain, and was washed ashore unconscious. Ensign Seward had a similar providential escape from the jaws of death.

All that were rescued were brought to the Burrow House, the only cottage on that part of the beach, the home of a peasant named Dunne. The cottager and his wife gave their only bed to two wounded officers and lodged and comforted all privates who were too ill to move during the night. A warm fire was kept lighting all night while spirits were administered both internally and externally to those rescued. The surviving officers and men were removed to Waterford as soon as they were fit to travel, and here they received all the attentions which their destitute situation stood in need. Meanwhile dead bodies were being hourly washed in on the beach, and were taken to a coach house and stores to await burial. The manner in which the children were washed on the beach, showed clearly the anxiety of their parents and friends, as they were generally enclosed in trunks or chests, four being found in one large chest. The body of a soldier floated to shore with his child clasped to his breast.

One of the first funerals of the tragedy was that of Capt. Dent which was mournfully striking; the officers and privates of the 97th. Regiment attended with arms reversed, and three volleys were fired over the grave. Rev. Cooke read the funeral service with feeling and dignity. Rev. Father Wall, the Catholic Curate, waited on the invalid officers, and proffered with great kindness and feeling, his and the Parish Priest's (Father Phelan) best offices. Rev. Cooke had the harrowing task of having to preside over burials for weeks after the tragedy in Drumcannon Churchyard and in three mass graves on the beach. Among the saddest interments was that of a seven year old boy, the son of Corporal Malone. While the pit was being prepared by the soldiers, Corporal Malone had a separate grave dug for his beloved child. He took off the only shirt he had and wrapped it round the body of his son, which was entirely naked. He continued intently to view the body of his darling child till it was covered from his sight, upon which, after dropping a manly tear into the grave and lifting his eyes to Heaven, he retired. This unfortunate soldier had also lost his wife in the tragedy.

In the official reports of the tragedy the

'gentlemen' class received unrestricted praise for their rescue efforts on the beach, while the peasant was only given secondary mention, e.g. one report stated that James Fennell, the servant of Mr. Hunt, undauntedly seconded his master. An affidavit sworn before one of his Majesty's Justices of the Peace (Henry Sargent) makes interesting reading:-

John Hanlon states that he was called on by John Walsh, Esq., Coast Officer to follow him to the Strand, and was one of the first there except Mr. Walsh; and that he heard Mr. Walsh say to the men on the Strand, that he would give the first person who saved a man from the ship, £10; he then said John Hanlon saved three men with the assistance of Thomas Lane, and Nicholas Wall, a sailor from Newtown; and further states, that only for the reward offered and the exertions of Mr. Walsh he thinks there would not be so many saved.

William Power states that he was called on by Mr. John Walsh to follow him to the Strand; that he saved four men with the assistance of Thomas Ivie, Coast Officer, David Burke, and Thomas Kerevan, and that he also saved two more men with the assistance of John Walsh, a labourer, and Reilly, a weaver from Tramore.

Thomas Kerevan states that he saved two officers, the Capt. of the Transport, and one private, with the assistance of Mr. John Walsh and Mr. Thomas Ivie; and that he the said, Thomas Kerevan also says that it was by the example of Mr. Walsh, and his holding out a reward to the people on the shore, that so many lives were saved.

The above J. Hanlon, W. Power, and T. Kerevan further state that it was through the encouragement and exertions of Mr. Walsh that so many were saved; also state that it was Mr. Walsh who provided the spirits for the unfortunate sufferers. (Earlier 'official' reports had credited Mr. A.P. Hunt with this).

The affidavit lists the following names who were most active in the rescue work:-

Mr. Hunt, Mr. Ivie, Coast Officer, Mr. Thomas Lane, John Hanlon, Thomas Kerevan, William Power, Pat Barry, Edward Foley, John Power, Michael Morrissey, David Burke, James Phelan, Laurence Flinn, John Sinnott, Dennis Sinnott, Tim Neal, Pat Kelly, James Fennell, John Keohan, William Sheehan, Jeffry Dunphy, Walter Drohan, Michael Keane, Keran Callahan, Pat Flaherty, John

Brien, Michael Callahan, Nicholas Power, Thomas Keohan, William Joy, Constable, John Power, and Thomas Keohan (Jun).

At a numerous and respectable meeting of the inhabitants of Tramore on the 23rd Feb. 1816 the following address to the surviving officers of the 59th Regiment wrecked in the Sea Horse Transport was read:-

Gentlemen,

We beg to present to you our sincere expression of sorrow and sympathy for the loss which the gallant 59th. Regiment, yourselves, and the Empire have recently sustained. The nature of the catastrophe yet fills us with the heaviest grief, for we were forced to behold from our shores unutterable distress, which no exertion of ours could remedy, and a Transport with his Majesty's Officers and Soldiers going to pieces, in a situation which no boat could reach. We trust however, that your sorrows may be soothed by the hand of time, and that Heaven, whose will it has been to permit this calamity, may strengthen your minds and those of the relatives of the departed heroes, to bear it with calm resignation.

Signed for the meeting,
John Cooke, Chairman,
Tramore - Feb. 23rd. 1816.

Resolved, -

That the foregoing address be forwarded by the hands of the Revd. Mr. Cooke, and of the Revd. Mr. Phelan, P.P., to Lieutenants Cowper, MacPherson, and Hartford, and Ensign Seward, the four surviving officers of that part of the 59th Regiment, lately wrecked, and also to the relatives of the departed and lamented officers.

Resolved, -
That those who were active at the late wreck, disclaim being influenced by hope of money, in saving the lives of his Majesty's officers and soldiers, and were actuated alone by feelings of religion and humanity.

Resolved, -

That we lately beheld with the deepest anguish numerous dead bodies of the privates of his Majesty's 59th. Reg., being part of the army of the immortal Wellington, buried in the sand and cliffs without coffins, or other coverings.

Resolved, -

That we also saw with sorrow the manner in

which the dead bodies of officers and privates were kept in a coach house and stores before being placed in the earth.

Resolved, -

That some measures be taken to place stones on, or enclose the spot, in a secure manner where the soldiers of the 59th. Reg., have been placed in unconsecrated ground.

Resolved, -

That having witnessed great irregularities during the late shipwreck we trust the legislature may in it's wisdom, devise some provisions of a salutary nature, to regulate shipwrecks in Ireland in future, and in particular, in case of Transports with his Majesty's troops on board.

Resolved, -

That it would be highly expedient, that his Majesty's government would take into consideration the necessity of a Lifeboat in this bay.

Resolved, -

That the Revd. Mr. Phelan, P.P. in taking early measures for the restitution of property and in soothing the feelings of the sufferers, and for a long course of benevolence and piety. deserves our warmest thanks.

Resolved, -

That the thanks of this meeting be given to all the Gentlemen of Tramore, and it's vicinity, and to every spirited individual who exerted himself in preserving or comforting the late sufferers.

Resolved, -

That the thanks of this meeting be given to John Bernard Trotter, Esq. for his care and attention in regard to the dead of the 59th. Reg., and his exertions on behalf of the people of this town.

Resolved, -

That a copy of these resolutions be transmitted to his Majesty's government - his Royal Highness the Duke of York - and his Grace the Duke of Wellington, and to the Colonel of the 59th. Regiment.

John Cooke, Chairman.

The Revd. Mr. Cooke having left the Chair, and Mr. Trotter having taken it,

Resolved, -

That the thanks of this meeting be given to Revd. Mr. Cooke, for his proper conduct in the Chair, and also, -

Resolved, -

That the excellent conduct of the Revd. Mr. Cooke, in this parish now, and at all times, is entitled to our highest praise; being ever ready to attend his duty when summoned, and recently, after performing service over uncovered bodies, at the risk of life and health.

John Bernard Trotter.

The loss of property must have been very great as the Sea Horse was the head-quarter ship, and the mess plate alone was valued at almost £2,000. It is more than likely that the Regimental plate still lies at the bottom of Tramore Bay. Contemporary accounts tell us that "plunder was carried on to an enormous pitch, all the chests that came on shore being broken open and pillaged" There was nothing unusual in that as shipwrecked property was generally considered by the people on the Coast as lawful prize. However such theft only added to the misery of the survivors, and may have deprived the families of those who perished of their only means of support. The bodies of the dead did not escape judging by the following notice in the Waterford Mirror (16th March 1816).

"The afflicted mother of Capt. McGregor of the 59th. Reg. who unhappily perished in the Sea Horse Transport at Tramore, anxious to possess some memorial of her unfortunate relative. offers 2gs. reward to any person who will bring to Mr. McGregor on the Quay. or to either of the Newspaper Offices. a silver hunting watch, chain, and seals, which her son had in his possession at the time the dreadful catastrophe occurred. As the body has been lately found, there is little doubt that the watch must be in the possession of some person on the Coast. No enquiries will be made, and should any person have purchased it, the purchase money will be returned on it's restoration".

The total number of persons on board the Sea Horse when the terrible calamity occurred was 393. Only 30 were saved. All the women and children perished.

Total of Officers lost	12
N.C.O.'s and Privates	264

Lieut. Allen, Royal Navy (A Passenger)	1
Women	33
Children	38
Sailors	15
	Total 363

The following is a list of those saved:- Lieutenants John Cowper, A. McPherson, and Henry Hartford, Ensign W. Seward, Colour-Sergeant Thomas Curtis, Corporals Nicholas Ball, and Michael Malone, Drummer W. McNeill, Privates James Offia, James Clayton, John Armstrong, Edward Doonegan, Joseph Clayton, John Tuntliffe, James Kelly (1st), James Kelly (2nd), Peter Davey, Joseph Fitzpatrick, Henry Styles, James M'Loughlin, John M'Kibben, David Gailey, John Hames, Robert Scott, Patrick Malone (who died shortly after) Robert Colvey, and Robert M'Kitterick, Capt. Gibbs and two sailors.

Disaster also attended the remainder of the Regiment which had embarked on board the "Lord Melville" transport, together with a detachment of the 62nd. Regiment. On the evening of the same day upon which the dreadful catastrophe took place in the bay of Tramore, the

"Lord Melville", together with the "Boadicea", a transport brig, having on board part of the 82nd Regiment, were observed in a perilous position between the Seven Heads and the Old Head of Kinsale. All on board the "Boadicea" perished, except 60, who had reached the rocks at Garretstown. Thirty more who had also gained rocks, continued in this miserable situation for some hours, but, vainly hoping to reach the shore, they rushed into the water and were all drowned. All on board the "Lord Melville" were saved except 2 Officers, their wives, and a child who took to a boat and were drowned.

Lieut. Colonel Austin, Lieut. Colonel Hoysted, and the other surviving Officers of the 2nd. Battalion, 59th. Reg., erected a large tombstone over the graves on the beach. This was later removed and placed in a prominent position on the Doneraile in Tramore. An Obelisk was erected as a memorial to them in the graveyard of the Church of Ireland. So next time you stroll along the Doneraile watching the breakers leaping up to clasp the dusky cliffs of Brownstown in their white arms breathe a silent prayer for those brave men, women and children who perished on that day of tragedy in 1816.

THE PERILOUS SEA

On a fine day in Summer the waters of Tramore Bay barely palpitate, with only an elusive suggestion of life in the great Ocean; but when the storm winds blow, the league-long waters with their tossing white manes break with thunder and fury on the foundations of the Storm Wall and Promenade, and the angry spume of the sea is carried inland against the windows of the houses. Such storms have made Tramore a notorious place for shipwrecks, the worst of all being the wreck of the "Sea Horse" in 1816 when 363 were drowned. Tramore had no rescue service in those days, and so the onus was placed on local boatmen to venture forth into the jaws of death and destruction to save mariners from an early grave in Drumcannon or Islandikane by the moaning sea. Such was the case in January 1858 when a French Brig "La Capricieuse" got into difficulties on the bar of Tramore Strand. A local boat from

Rhineshark with a crew of four Brownstown men put to sea in an effort to save the crew of the ill-fated vessel. Their boat capsized during the mercy mission and two of the men were drowned together with one sailor from the stricken Brig. A local committee was set up to collect funds to help the families of the two men from Brownstown who perished in a gallant attempt to rescue their fellowmen. Four Medals were received by the Mayor of Waterford for bestowal on those brave fishermen. As a matter of interest, Tramoreite Pat Coffey received the R.N.L.I. Silver Medal for gallantry as far back as 1835, while Tramore was to receive a similar honour in 1838 when John Weblin (Coastguard) was awarded another "Silver".

The tragic drowning of the two rescuers shocked local opinion into an awareness of the need of a Lifeboat in Tramore Bay, and so the local committee wrote to the R.N.L.I. requesting

that a Lifeboat be placed in the Bay. In deference to that request the R.N.L.I. responded by sending Captain Ward R.N. to select the most suitable site for a Lifeboat House. As most of the wrecks were in the eastern end of the Strand the Station was built about ¼ miles from Tramore on the crest of the Beach about 100 yds. beyond high water mark and was completed in 1859 at a cost of £140. It was built of sandstone and all openings were faced with Carlow granite. This building was taken down in 1899 and re-erected in Long House Lane (Riverstown) where it still stands to-day solidly defying the ravages of time.

The first Lifeboat arrived in 1858 and was located at the Railway Station until the Lifeboat House was ready. She was a six-oared single banked craft built by Messrs. Forrest of Limehouse on Peakes design. In January 1861 this Lifeboat made two unsuccessful attempts to reach the "Tycoon" one mile W.S.W. of Brownstown. Less than three weeks later she was called into action in a southerly gale and thick haze when the Brig "San Spiridione" struck in the eastern end of the strand having lost her rudder and sails. Despite the strenuous efforts of the crew the Lifeboat was driven ashore, her crew exhausted. She was launched a second time with a fresh crew and managed to get within a few yards of the stricken vessel when she capsized. Some of the Lifeboat crew held on to the boat and managed to bring her ashore while the others came ashore in their life jackets. The lifeboat went out a third time when the Brig broke up and rescued two sailors. Two more were rescued by the Secretary of the Lifeboat, Mr. Budd who rode his horse out through the surf. He was awarded the R.N.L.I. Medal for gallantry. Other recipients were the Cox, Richard Johns and a volunteer Mr. William Reade. Six sailors were drowned in the tragedy. Another interesting rescue was that of the ten man crew of a Greek Brig which became a total wreck at Cuainin a'Mhuin (½ mile west of the Metal Man). Nine crewmen were saved by the country people and one by the Lifeboat which had to come a distance of three miles. Other boats having been on the spot tried and failed to effect a rescue.

Tramore's first Lifeboat was replaced in 1865 after saving 31 lives. It's replacement "The Tom Egan" had been presented by Cambridge University Boat Club to the R.N.L.I. and was destined to stay in service in Tramore until 1880 rescuing 63 from the cruel sea. Among her rescue

missions was a French schooner "Anemone" which had become a total wreck on Rhineshark bar. Each member of the Lifeboat crew received a Medal from Louis Napoleon. However her greatest challenge came on 12th Jan. 1868 when a full rigged ship the "Oasis" came on the rocks under the most westerly pillar on Newtown Head. Six of the crew took to the ship's lifeboat and put to sea and were picked up next morning at Slade in Co. Wexford. The Tramore Lifeboat rescued 20 men and landed them safely. On the next morning men from the Metal Man area noticed a man in the foretop of the "Oasis" and immediately raced into Tramore and the "Tom Egan" was launched again. Martin Norris a young Tramoreite boarded the vessel and rescued the seaman (Mohammed Debenjori, an Algerine) at considerable personal risk. He was awarded the R.N.L.I. Silver Medal for gallantry. His daughter still resides in Tramore. Captain Irwin of the "Oasis" and a sick crew member were drowned.

The next boat was ten-oared self-righting and self-discharging "Alfred Trower" which arrived on Station in 1880 and was replaced a few years later by the patent Wolf unsubmergible ten-oared boat "Henley" which proved a disastrous failure. It filled and almost sank on it's trial trip. Not surprisingly, a new boat was ordered from G.L. Watson of Glasgow. This was a self-discharging ten-oared boat, not self-righting. It was also called "Henley" and proved successful in bad surf which it soon encountered at the wreck of the "Monmouthshire", a 1168 ton Barque. The Cox, Charles Spinks reported that the Lifeboat "behaved splendidly". To-day she can be seen in the nautical Museum in Whitby, Yorkshire.

The first Secretary of the Lifeboat was John Waters Maher, followed by James Budd, Joseph Robinson Pim, and Edward Jacob. The last named was to serve as Secretary from 1868 until 1921. It's his notes and records that have made this article possible. He was presented with a gold watch by the Austrian Government after the rescue of an Austrian crew from the ship "Mea" in 1868. The following is a list of Lifeboat crew members taken from the Coxswain's Journal commencing in 1861. The original spelling has been retained and the date of first mention is given in brackets:-

Richard Johns (Cox), John Joy, John Keoghan, Larance Keoghan, John Kelly, James Hurley, Thomas Karney (Cox 1876), William

Walsh, Pat Power, Henry Higgins, James Keoghan (1864), Pat Hearn (1865), Thomas Morrissey (1867), Stephen Pilcher (Cox 1871), James Cahil, James Mulligan, Thomas Tailer, Mickle Downey, John Dunn, Mickle Halley, John Keoghan (Jun), (1867), John Toms, John Kirby, Joseph R. Pim (1868), Patrick Bryan, Patrick Power, James Kirwan, Martin Norris (Cox 1899), Charles Harris, Michael Kirwan, Henry Long, Josiah Marks, Michael Murphy, John Power, Michael Baldwin, Thomas Keoghan, Charles Spinks (1871, Cox '85), Pat Joy, John Hurley, John Keily (1875), John Kirwan, John Walsh, Michael Cantwell, James Morrisy, Richard Grubb, Capt. Wm. Hayden (1885), Robert Londrigan, T. Power, Pat Keoghan (1891), - Sharky, Jas. Power, -McCoy, Thos. Duggan, Michael Ryan, John

Spence (1894), Edward Winter, James Kent (1911, 2nd Cox), Algernon Power.

From 1890 onwards wrecks became comparatively few, presumably because of the widespread use of steam and consequently the Lifeboat Station in Tramore was closed. The Lifeboat Station in Dunmore East is now capably dealing with any distress in shipping in this area. An inshore rescue boat has been stationed at the Pier in Tramore since 1964 and has been manned by local volunteers who continue the proud tradition of the Lifeboatmen of yesteryear. Ships still come to grief as is evidenced by the wreck of the coaster "Michael" in 1975 which stood forlorn on our Beach for a considerable length of time, a cruel testimony to the perils of Tramore Bay.

THE TRAMORE TRAIN

It was the month of September 1853, and the work of saving the harvest was in progress in the fields around Tramore, and as was customary in those far-off days neighbours helped each other by concentrating their energies on one farm at a time. On this particular morning the harvesters made their way to the fields of Arthur Mason on top of Pickardstown Hill, and began the day's work with a flourish, but as the day wore on it became apparent from the excited chatter of the workers that harvesting was only secondary in their thoughts.

As they toiled William Whittle sat on top of the ruined Pickardstown Mass-House, gazing eagle eyed in the direction of Waterford City. Below him cattle grazed peacefully, while the only other sign of activity was a spiral of smoke from a cottage chimney. Beyond the townland of Carrilong there appeared a cloud of much denser smoke, and quickly William Whittle raced to the harvesters with the news of the approach of the strange object which was the reason for their chatter all morning. They lost no time in racing to the great vantage point on Pickardstown Hill.



TRAMORE
STATION
1931

WATERFORD'S
MANOR STATION
SHOWING A
TRAIN OF
EX-CLAYTON
CARS.

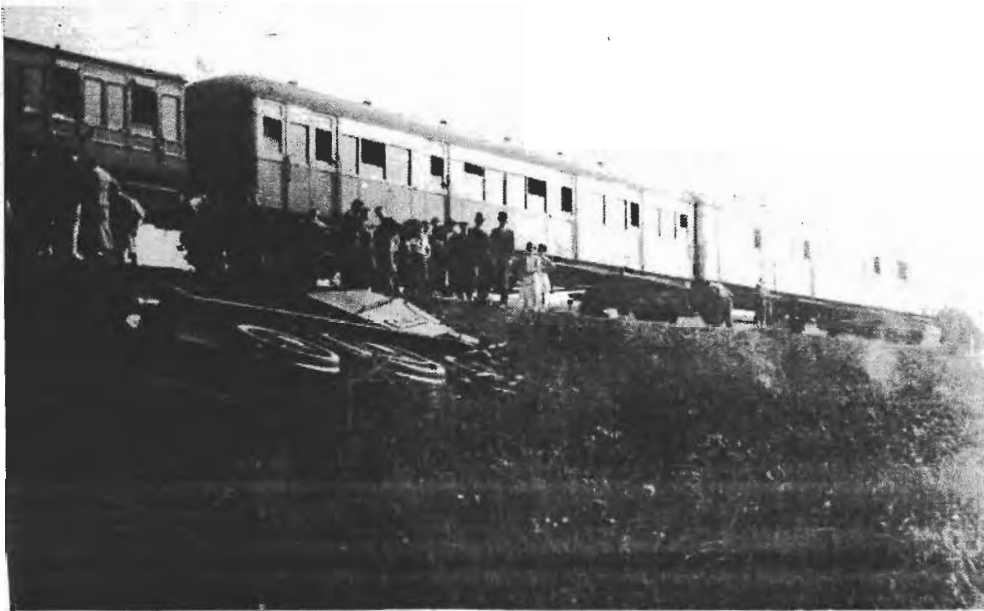


Then hissing and puffing, the object of their curiosity came into view. It was the much talked about "Iron Horse" carrying some special guests to Tramore. A whistle from the engine saluted the onlookers, who replied with raised pitchforks, and then chatting excitedly they returned to the fields happy in the thought that they had witnessed a bit of local history - the first run of the Tramore Train.

It was the original intention to build a Line from Cork to Waterford via the coast, passing quite close to Tramore, but when this project fell through due to lack of finance, the local Directors applied to Westminster for an Act to allow them make a Railway from Waterford to Tramore. This Act of Queen Victoria was passed on 24th. July 1851. The contract for the construction of the Line was awarded to William



THE TRAMORE
TRAIN AND
STAFF.

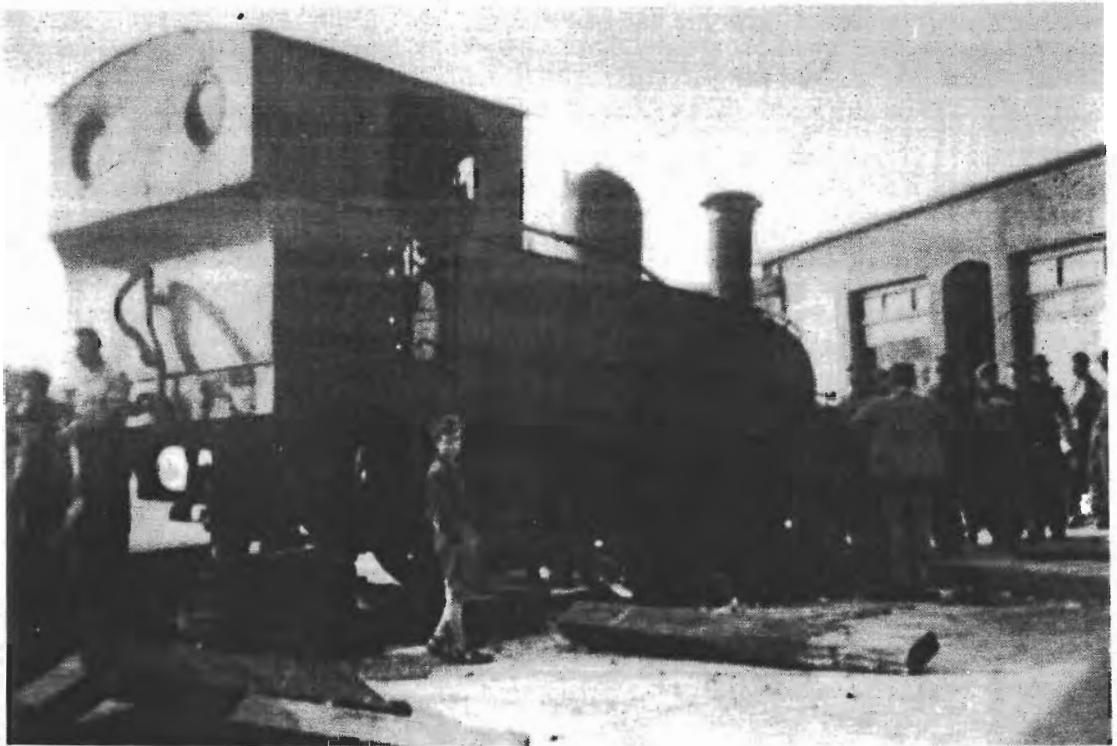


TRAIN DERAILMENT
AT PERRY'S
BRIDGE ON
9th AUGUST, 1935.

Dargan, who speedily began the project, the first sod being cut on the 10th. Feb. 1853. The difficulty of crossing Kilbarry Marshes to lay the permanent way was overcome by putting down bundles of boughs (of trees), as these faggots were found to be the only form of foundation which did not sink, and it was upon these bundles of sticks that the permanent line of the Tramore Railway ran through the Kilbarry bogs. The first plan

was to build the Tramore Terminus in Strand St. where O'Shea's Hotel now stands, but this was changed and the present location used (Tramore Failte Offices). The Railway was ready for opening by the 2nd. Sept. 1853. The first Chairman was Sir James Dombrain, Lewis S. Demay was appointed Manager and Mr. le Fanu was Engineer-in-charge.

An extension was planned to the pretty



TRAIN
ON
STRAND ROAD.

village of Dunmore East, which would branch off at Pickardstown, but difficulty in obtaining the land free of charge, and the desire of the residents to keep their pleasant resort 'select' caused the abandonment of the scheme. In 1855 a temporary station was built at Pickardstown where the train stopped on market days for the benefit of the farming community. In the same year at the half-yearly general meeting of the proprietors of the Waterford/Tramore Railway it was announced that there was an increase in traffic on the line for the half-year ended 30th. June. The receipts were £1,217-12-4 as compared with £1,071-17-11 in the corresponding period in 1854. This was all the more remarkable because of the extreme severity of the Winter, and the delay in the supply of engines, which interfered with the development of Winter traffic on the Line. The fares were:- First class single 8d. Return 1/-. Second class single 6d. and Return 9d. while dogs were carried in a special compartment for 3d. The goods traffic was small and mainly confined to coal for the Gasworks and Benner's Coal Depot which adjoined the Station.

There were only three serious accidents during the life span of the Tramore Railway. The first was in the month of August 1858, when the Engine ran out on the roadway at the Waterford Manor Terminus killing a young passerby named Patrick Kenny. Evidence at the Inquest showed that a large gate was broken down, and the wall next to the Pill river also broken. The suggestion was that the smoothness of the rails, from great heat and friction, caused the engine to overshoot the Station House.

The second accident occurred on the 24th. August 1935 when the engine of the 12.15pm from Waterford became derailed at Carriglong Bridge, and after dragging the Coaches for about 300 yds. went down an embankment at Perry's Bridge. Michael Power (the Driver) had head and back injuries, while the Fireman Michael Phelan suffered a broken collar bone and a crushed ear. The Guard of the Train was Christy Falconer, whose presence of mind in applying the hand-brake saved many more from serious injuries. He took immediate steps to get the passengers clear as quick as possible. Dr. Philip Purcell was passing by on the main road, and rendered medical assistance to the injured. The cause of the accident was never established, but Buffer locking on the Clayton Coaches was

suggested as a possible reason. The engine (No. 483) was a complete write-off.

The third accident was the most amazing of all. On the night of the 14th. Aug. 1947 the 11.30 train from Waterford steamed into the Tramore Station, and burst through the end wall at a height of about eight feet or more above the Strand Road. It's still a source of amazement that no passersby were killed, as the Strand Road would have been packed with people on an August Race night. The Driver of the train was James Doolan, and the Fireman was Thomas Colfer, while Michael Colbert was the Guard in charge of the train. Garda Sullivan, Dr Twomey, and the Knights of Malta were at the scene. There was a previous accident at that spot, when an engine burst through the wall, but on that occasion without sufficient impetus to crash on to the Strand Road - the engine being content to hang precariously over the wall.

The Line was comparatively prosperous during its independent existence which ceased on the 30th. Jan. 1925 when it was amalgamated into the Great Southern Railway. About 1930 the line had to face competition from the Nomad Bus Service, and it was not surprising that there was rumour of closing. However a Government Act allowed for the buying out of the Nomad Service, and as a result the Line got a stay of execution. The Line was dieselized in 1954, and Tramore's day of the Steam Train had passed into oblivion.

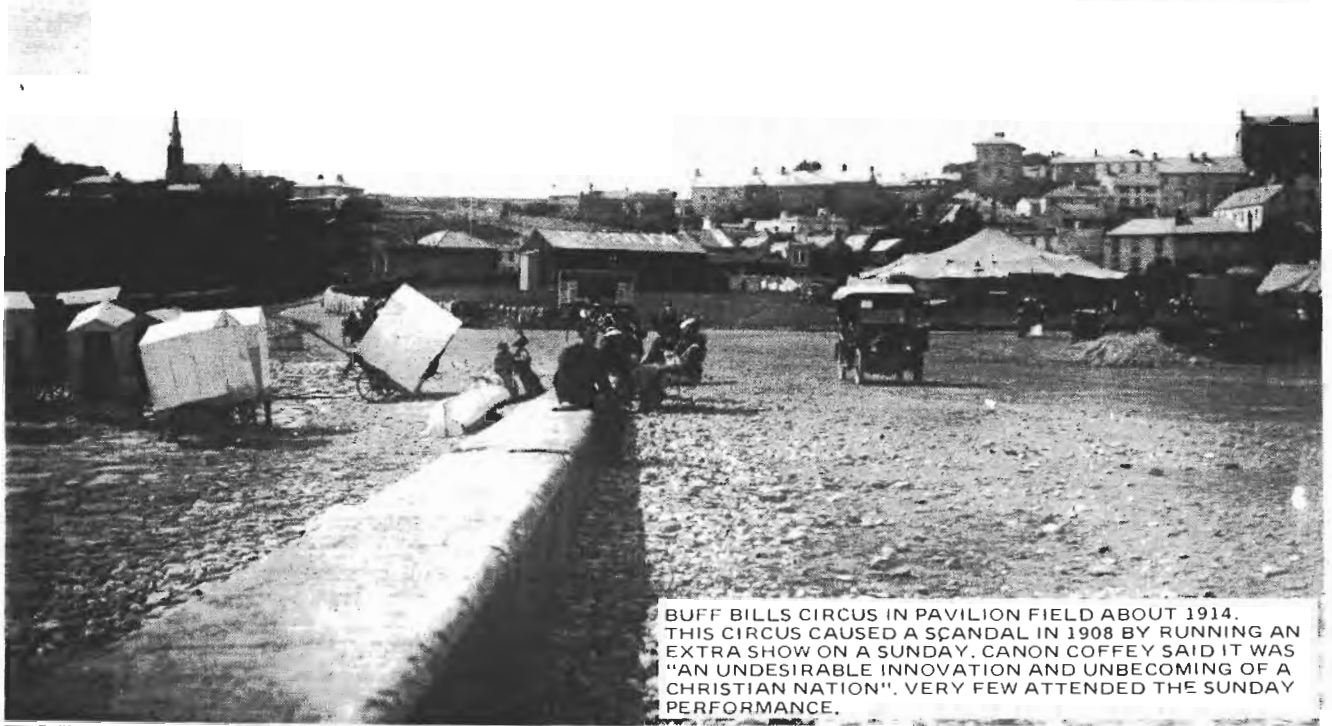
In 1960 C.I.E. announced the imminent closure of the Tramore Line, and despite considerable local opposition, and a representative delegation going to Dublin, C.I.E. would only listen to alternatives such as the Bus Service. The authorities implemented the closure on the 31st. Dec. 1960, when Paul Daniels had the sad task of driving the last passenger train (2.15pm from Tramore). The little Railway system which had excited our harvesters back in 1853 is now only a nostalgic trip down memory lane for those of us lucky enough to have steamed through Crobally, over the Metal Bridge, on through Pickardstown, Carriglong, Duagh, and the Kilbarry Marshes before entering the Manor Station at journey's end.

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EVERY PICTURE TELLS A STORY



MR. HARNEY'S SEA-WALL OF 1893 (Promenade later built by Mr. Costen - completed 1915). NOTE THE EXTENSION TO THE GRAND HOTEL.



BUFF BILLS CIRCUS IN PAVILION FIELD ABOUT 1914. THIS CIRCUS CAUSED A SCANDAL IN 1908 BY RUNNING AN EXTRA SHOW ON A SUNDAY. CANON COFFEY SAID IT WAS "AN UNDESIRABLE INNOVATION AND UNBECOMING OF A CHRISTIAN NATION". VERY FEW ATTENDED THE SUNDAY PERFORMANCE.



QUEEN STREET.
THE HOUSE ON THE RIGHT IS KATE MCSWEENEY'S
WHICH IS MENTIONED PROMINENTLY IN JOSEPH BRADY'S
"THE BIG SYCAMORE".



MAIN STREET.
NOTE L & N ON RIGHT. ON LEFT HALLEY'S BUTCHER SHOP
CAN BE SEEN, LATER TO BECOME THE REX CINEMA.



THE TERRACE.
PERCY FRENCH STAYED IN TROY'S HOTEL IN 1903 WHEN
GIVING A CONCERT IN THE GRAND HOTEL.



LOOKING UP MAIN STREET AT BEGINNING OF CENTURY. E.
J. CAHILL'S SHOP ON RIGHT. TWO GIRLS IN PICTURE ARE
GRETTA CAHILL AND KITTY DONNELLY. NOTE OLD
RAILINGS STILL IN EXISTENCE.

THE PICKARDSTOWN AMBUSH

The 'Great War' had passed into the pages of history, and Ireland's enemy ever mindful of the events of 1916, resorted to a campaign of terror against the Irish people in order to break their spirit, and stifle their aspirations for freedom and independence. For some strange reason, despite the lessons of centuries, the oppressor had failed to learn that a terror campaign only strengthens a downtrodden people's resolve to break the shackles of bondage, and in the process creates a special breed of men who are ever ready to answer their country's call to arms. There was such a band of dedicated men in the Deise County at that time who constantly risked their lives by ambushing the forces of the enemy, and wrecking his military and governmental institutions, thereby impeding his progress at every available opportunity.

These Deise stalwarts met in the closing weeks of 1920, and planned an attack on the forces of the Crown at Pickardstown, less than a mile from the Town of Tramore. Briefly, the planned attack was to fire a few shots at the R.I.C. Barracks in Queen St. in order to scare the besieged garrison into summoning help from the forces in the City of Waterford. The British Relief party

was to be ambushed at a barricade of sticks, stones, and carts erected at the Tramore side of the Metal Bridge which was a Railway Bridge spanning the main Waterford/Tramore road.

On the morning of the 7th. January 1921 Andy Kirwan (a member of the West Waterford Brigade I.R.A.) was ordered to commandeer a few cars to transport some West Waterford Volunteers to Tramore for the planned ambush that night. At that time motor cars were a rather scarce commodity, and Andy Kirwan knew that the local gentry were the main source of supply. They were pro-British in outlook, but with a bit of friendly persuasion he commandeered the required automobiles to transport the West Waterford Brigade to Tramore under the command of Pax Whelan, and included men like Mick Mansfield, John Joe Cummins, and Pat Keating. They were ever ready to help their Eastern counterparts under the command of Paddy Paul, and men like Nicky Whittle, Tom Brennan, Paddy Cuddihy, Bill Walsh, John Dobbyn, and John 'Bonny' Doyle.

Later that evening the Eastern Brigade made their way from Waterford to Tramore by various



A REPRISAL FOR
THE PICKARDSTOWN
AMBUSH —
THE BURNING
OF THE
SINN FEIN HALL.

fields to conceal their movements from the authorities. Some of them moved into ambush position, while others went to the Town of Tramore to join the Tramore Volunteers for the attack on the R.I.C. Station. About eleven-o'clock the sound of bomb, rifle, and revolver roused the little Town from its slumber. The siege lasted for almost an hour. Constable Bryant was wounded in the right thigh, and later was awarded £500 compensation in Court. The besieged garrison sent up Verey lights into the dark night sky to summon help from Waterford. Meanwhile the ambush party patiently awaited the arrival of the relief party. The stillness of night was only broken by the lonely cry of a vixen. Then the wail of the Banshee sent shivers through the bodies of these warriors. For some of them it was a warning that the spectre of death was hovering in the fern-robed glen.

As the hour of mid-night approached the noise of armoured cars replaced the eerie silence. The enemy had fallen for the bait, and the time of reckoning was at hand. Down the old Back Road from Waterford came the Crossley tenders, but then in a moment of panic a shot was fired by one of the East Waterford men, and the enemy was forewarned. The soldiers immediately jumped from their trucks, and engaged the East Waterford men in a fierce gun battle. Word was quickly conveyed to the West Waterford men who were on the Tramore side of the Metal Bridge to disband before being surrounded. Andy Kirwan lost no time in transporting them back to the safety of the Comeragh mountains. The East Waterford men on the Ballinattin Road had to face the brunt of the attack. Capt. O'Beirne who was in charge of the relief party sent some of his troops across the field at the rear of the present Shrine thereby surrounding the riflemen in that area. It was here that 24 year old Michael McGrath from Poleberry was fatally wounded, and just above the present Shrine Nicky Whittle received the bullets which he carried for the remainder of his life. As he lay on the roadway the soldiers were about to finish him off when his stout-hearted comrade 20 year old Tom O'Brien from Ballycraddock bravely distracted the soldiers, who immediately pursued him and in a shootout Tom O'Brien was fatally wounded. One of his pursuers Private Charles Fosse was wounded in the knee. He was a member of the First Battalion Devonshire Regiment, and later claimed £5,000 damages for

the wound in Court, but had to be content with an award of just £500.

Nicky Whittle had the presence of mind to roll down over the embankment into the furze which grows hereabouts in great profusion giving the townland its name Ballinattin - Baile an Aitinn the townland of the furze. The troops returned but could not find Nicky who had now become unconscious. When he revived the noise of battle had ceased. Painfully he struggled to a cottage door, but the occupier refused aid saying that "he didn't want to be involved in the troubles". So Nicky struggled to another cottage, but again "there was no room at the Inn". Eventually he arrived at a relative's house where his wounds were dressed, and a comfortable bed prepared. Word was conveyed to Dr. Purcell in Waterford Infirmary by a young lad delivering milk. He had been stopped at Ballytruckle by the military who searched his churns, but the message had been shrewdly hidden in his shoe. The good Doctor was a Republican sympathiser, and it is ironic that he was called to the Barracks to tend some of the military casualties in the Ambush. Dr. Purcell realized that hospital treatment was essential for Nicky, and decided to shift him to St. Otteran's Mental Hospital as there was less likelihood of that Institution being searched. Indeed it's apparent safety prompted the I.R.A. to dump their ammunition in the grounds after the Ambush.

In the meantime Nicky Whittle was registered as 'dead' and a mock funeral took place to force the authorities to ease their efforts to track him down. Within a fortnight it was decided to shift him from the Hospital for fear of informers who have down the centuries of our history hindered various movements for freedom. So Tom Brennan and a comrade brought Nicky by pony and trap to the Kilmeaden area. On the journey they heard an armoured car approaching in the darkness. Immediately Tom Brennan hoisted Nicky on to his broad shoulders and carried him into a field. The soldiers searched the trap, and as nothing was found allowed the driver to proceed. He duly obliged and picked up his two important passengers outside the view of the unsuspecting military. Having reached the Kilmeaden area Nicky was taken by boat across the Suir to Portnascully on the Kilkenny side of the river, where he was given a safe refuge in the Walsh homestead to recuperate from his injuries. He later moved to England as things were getting too



POWER'S
MARKET STREET.
A REPUBLICAN
HOUSE.

hot - rather strange that enemy territory was a safer haven than his native land. It was fortunate for him that he left St. Otteran's as the military raided the Hospital, and searched the beds and bedding. Before they left the Institution they arrested three attendants - Thomas Gallagher, William Gallagher, and William Power.

At the Inquest on the two dead Volunteers the Medical Officer said that only one of them had been identified as a result of two Union Cards (Amalgamated Society of Carpenters and Joiners - Waterford Branch) found on the body. Both cards carried the name Michael McGrath. He had a large lacerated wound on the right side of the head causing fracture of the skull and laceration of the brain. Death in his opinion was instantaneous caused by gunshot wound to the head. The other man whose name was unknown had a punctured wound between the sixth and seventh ribs of the left side one inch extending to the nipple. It was 1½ inches long. There was also another wound on the back between the fifth and sixth ribs, one inch extending to the spine on the left side. This wound was two inches long and one inch wide. These wounds were due to the same bullet entering the body. The cause of death was a gunshot wound passing through the heart and lungs.

A vast crowd gathered outside the Infantry Barracks for the removal of the remains of Michael McGrath at 12.30 on Sunday January 10th. The

coffin was draped with the Tricolour when transferred to the Hearse. Along the route heads were uncovered reverently as the cortege slowly wended it's way to St. John's Church. Fully armed soldiers were on duty outside the Church, and arrested two young men James Drohan and Edward Walsh. On arrival of the remains in the Church Father Dowley recited the Rosary. Crowds thronged the Church throughout the afternoon and evening. The lid of the coffin was unscrewed for a brief period to enable friends of the deceased to see his countenance for the last time. A Volunteer guard was on duty all evening until the Church closed, and again from six o'clock on Monday morning until the funeral. Solemn Requiem High Mass was offered at noon on Monday with Father Galvin (Celebrant), Father Scally (Deacon), Father Hallinan (Sub-deacon), and Father Kelleher (Master of Ceremonies). In the choir were Fathers Dowley, Crotty, Dunphy, Keane (O.P.), O' Connor, Power, and Burke.

A military order was issued intimating that only 40 persons involving immediate relatives would be allowed to follow the remains to Carbally Churchyard. No walking in military formation was allowed. Despite the order much more than the permitted amount attended to pay their respects to the first Waterford City man to fall in the Irish War of Independence. The chief mourners at the graveside were Thomas and

Richard (brothers) and Katty, Annie, Mollie, and Norah (sisters). The name of Michael McGrath is perpetuated in Tramore where the local G.A.A. club is called after him, and the fine sportsfield bears his name. This is all very fitting as Nicky Whittle told me that he remembered young Michael McGrath playing football for Ballytruckle not far from the field now known as McGrath Park.



MICHAEL McGRATH,

Died for Ireland at Pickardstown, Tramore,
On January 7th, 1921.

Requiem Mass was celebrated in St. John's for the 'unknown Volunteer' by Father Dunphy. The funeral took place to the Republican Plot in Ballygunner where prayers were recited at the graveside by Father Galvin who was accompanied by Fathers Crotty and Hallinan. After the service a Military Officer advanced to the graveside and stated that he had instructions from his superiors to inspect the coffin to see if the name of the deceased was inscribed on it. The Officer who behaved very courteously then removed the Colours from the coffin and found that no name was inscribed on the breastplate. After saluting the remains in military fashion the Officer

withdrew. Then the coffin was lowered into the grave, and a decade of the Rosary was recited by Father Galvin. Owing to the necessity of disguising I.R.A. troop movements from the enemy arrangements were made that his name be inserted in the Registry Book as 'Anonymous'. Despite the anonymity, Thomas O'Brien, the man from Ballycraddock, will always hold a special place in the annals of Deise history, and particularly in Dunhill where the magnificent Gaelic Field bears his name - a fitting memorial to a favourite son.

These two men who spilled their life's blood when hurling themselves against the might of an Empire, were young men of quiet dignity, upon whom Ireland's sad history had left a deep imprint. On the Ballinattin Roadside both of them stood shoulder to shoulder to advance and vindicate the National Cause. They knew that if you are not prepared to make sacrifices for freedom then the sun of liberty will never shine on you. Their action that night was a stubborn refusal to submit to National extinction. It would have been their destiny in a free Ireland to live a full and vigorous life - Michael McGrath as a carpenter and Thomas O'Brien as a Farmer, but destiny ordained instead a martyr's crown.



The scene of the ambush quickly became a place of pilgrimage, and two small wooden crosses were reverently placed by the bloodstained roadside in Ballinattin as a mark of respect to those who had made the supreme sacrifice for freedom. A local committee decided to honour the fallen by erecting a permanent memorial on the spot. It took the form of a Shrine of the Sacred Heart and was designed by John Butler. The pedestal was composed of three glass panels, the centre being Our Lady of Perpetual Succour, and the side panels being St. Patrick and St. Brigid. On top of the pedestal was the Statue of the Sacred Heart which was flanked on either side by smaller statues of Our Lady of Lourdes and St. Joseph. The background was a structure of concrete studded with stones from the beach. The Grotto was shelled and finished with artificial moss. The inscription on the base read:-

Erected in memory of the Republican soldiers killed in action Jan. 7th 1921.
Michael McGrath and Thomas O'Brien
Guidh Ortha.

Sunday March 5th 1922 was the day arranged for the unveiling. A procession headed by the Waterford Brass Band, Tramore Fife and Drum Band, and the Fianna Band paraded around the

town before marching to Ballinattin. An estimated 15,000 people braved the elements. Pax Whelan, Paddy Paul, and Mick Mansfield were in charge of the various brigades of the I.R.A. present. The Shrine had been tastefully decorated for the occasion by Bridie Cawley, and Nan Walsh, members of the local Cumann na mBan. The memorial was unveiled by Cathal Brugha, Waterford's Deputy in the first Dail. He, himself was to pay the supreme sacrifice when gunned down in a Dublin St. during the Civil War. Father O'Brien blessed the Shrine, and Father Kelleher recited the Rosary in Irish. Time and weather took toll of the structure and a new Shrine was erected in 1946. It took the shape of a red-bricked facsimile of a Church and was designed by Frank Heylin. It's centrepiece is a fine Statue of St. Brigid, the 'Mary of the Gael'. This beautiful structure honours all the East Waterford men who died in the fight for Irish freedom. To-day it stands proudly looking over the glen, which will always be haunted by deeds of the men who fought and died here on the 7th Jan. 1921.

We mourn their loss, God rest their souls to-day,
Brave men who for Ireland gave their lives away,
And history's pages yet the world shall tell,
How brave O'Brien and McGrath here fell.

THE SISTERS OF CHARITY

The Convent of the Sisters of Charity in Tramore is a very fine building, commanding a splendid view of the Atlantic Ocean. This house owes its existence to the charity and zeal of a Tramoreite named William Carroll, who seeing the good effected by the followers of Mother Mary Aikenhead in Lady Lane, Waterford, wished to benefit his own town by founding a Convent of the same Order in Tramore, and so he bequeathed £2,000 for a poor school to be conducted by the Sisters of Charity in the town. His will stipulated that if the £2,000 were insufficient, it was to be invested until enough was accumulated for the purpose. Catherine Reid of Rosemount, Pickardstown, who died on the 21st. June 1862, also bequeathed £600 to aid the Sisters in a Foundation.

A row of old houses extending from the present Convent Lodge to the end of the Convent Hill was demolished to make way for the building. The Foundation Stone was laid in the last week of March 1863. The ceremony was performed by the then, Lord Bishop of the Diocese, the Most Rev. Dr. O'Brien assisted by Rev. Nicholas Cantwell P.P., Rev. George Cummins, C.C. (Waterford), Rev. T. O'Brien (Tramore), and Rev. Nicholas Phelan (Tramore). The latter was a generous benefactor to the Convent, the requirements of the School, and the poor of the town. A temporary building was erected by the builder, Mr. John Fitzpatrick which was neatly carpeted and fitted out for the proper performance of the solemn and imposing ceremonies of the ritual. His Lordship was vested in a very rich Cope, wore

the mitre and bore the Crozier. After laying the stone, a procession was formed, and with the Bishop moved around the site of the Foundation, chanting psalms and sprinkling the marked place with Holy Water, after which the interesting ceremony terminated. The day was fine, the view beautiful, and the people displayed evident signs of their intense gratification at having so rich a blessing bestowed on them.

Two large rooms (upper and lower) were built adjacent to the Convent with accommodation for 250 children. The buildings were completed in 1866 when the Nuns took possession of their new home on the 24th. June. The first Superioress was Mother Mary Finbar Barden. The sum of £1,230 remained of Mr. Carroll's bequest, and was handed over by the trustees to Helena McCarthy, Isabella Gallavane, and Mary Jones for the Sisters of Charity. The school was opened on 6th Sept 1866 when the nuns found that Tramore offered ample scope for their labours. Children flocked in from miles around, some of them in their eagerness arriving at eight-o'clock in the morning. The good Sisters found the children simple, intelligent, and anxious for their own improvement. To afford an opportunity to those who could not attend the day school a Sunday school was opened where secular and religious instructions were imparted to working girls and older women. This was well attended as many were, no doubt, attracted as much by curiosity as a thirst for learning.

The Sodality of the Children of Mary was established in October 1867, and in the following Feb. in the little Chapel in the Convent Father Thomas O'Brien, Director of the Sodality, received the first Children of Mary Tramore ever boasted, to the number of 38. A Sodality of Christian Mothers, likewise promoted by the Sisters, and also directed from the Convent was made in 1888. In that year an addition was made to the Convent to provide increased accommodation for the Sisters and a workroom for a small band of girl needleworkers. The product of their labours was disposed of at the Repository in Main St. (now Swift's Showrooms). This building was given rent-free by Mr. P. Power in 1891. The Sisters also carried on a Sick Mission, and provided relief for poor families in Winter time when poverty was great. To raise funds for that purpose a raffle was held annually on Easter Monday, the proceeds of which were

divided between the Mission and the School.

In 1883 on the death of the first Superioress Mother Mary Finbar Barden, a lease of a portion of the grounds attached to the Church of the Holy Cross was obtained from Lord Doneraile to be used as a cemetery for the community, as until then they had no burial place in Tramore. The ground having been procured, the townspeople undertook the cost of enclosing it with a handsome railing. So Mother Mary Finbar Barden was the first Nun to be laid to rest in the little cemetery. The following is a list of the Sisters whose mortal remains repose beside the first Superioress:-
Sister Mary Marcolin Kearney died 1931. Sister Mary Jude Connors died 1912. Mother Mary Bruno O'Mahony died 1904. Sister Mary Philip Germaine died 1888. Mother Mary Finbar Barden died 1883. Sister Mary Elizabeth Eustachium Kelly died 1919. Sister Mary Justinian McDonnell died 1935. Sister Mary Margaret Clery died 1939. Sister Mary Magdalen John Triscott died 1966.

One of the most popular nuns in Tramore was undoubtedly Sister Catherine (Maher) whose commitment to the poor and the sick in the town over a long period of time will never be forgotten by those who knew her. On her death we had hoped that her earthly remains would be brought back to the little cemetery in the town she loved so well, but someone somewhere ordained otherwise.

The construction of a new Technical Hall attached to the Convent School in 1921 provided a suitable Hall for meetings, concerts, and cookery classes. It also served as a classroom. The accommodation thus provided proved adequate until the 1960's when a Secondary School was begun in Bayview (near Holy Cross Church). The Ursuline Sisters had just closed their primary school there in 1963. Student members increased so rapidly that "Eastlands" in Tramore was purchased in 1964. In 1979 a new Secondary School, Stella Maris, was built in the grounds of Eastlands. So to-day the followers of Mother Mary Aikenhead proudly carry on the great work of the Sisters which commenced way back in 1866 in that most beautiful of Convents overlooking the broad expanse of Tramore Bay.

List of Rev. Mothers overleaf.

LIST OF REV. MOTHERS

Mother Mary Finbar Barden	1866-1870
Mother Mary Cartagh Morrissey	1870-1883
Mother Mary Catherine Norris	1883-1891
Mother Mary Faber Connolly	1891-1892
Mother Mary Azevedo McHugh	1892-1894
Mother Mary Eustachium Kelly	1894-1895
Mother Mary Bruno O'Mahony	1895-1904
Mother Mary Pulcheria Kelly	1904-1916
Mother Mary Evangelict O'Ryan	1916-1917
Mother Mary Matthias Murphy	1917-1923
Mother Mary Joseph Bride Coghlan	1923-1929

Mother Mary Magdalen Veronica Kelly	1929-1935
Mother Mary Dominica Murphy	1935-1940
Mother Mary Senan Mulcahy	1940-1946
Mother Mary Madeleine Cantwell	1946-1947
Mother Mary Louis Magdalen Flood	1947-1951
Mother Mary Dominica Flood	1951-1957
Mother Mary Joseph Martina Stafford	1957-1963
Mother Mary Senan Mulcahy	1963-1966
Mother Mary Patrick Brady	1966-1968
Mother Mary Theresa Angela Maher	1968-1977
Sister Mary Patricia Roche	1977-1984
Sister Mary Helen Butler	1984-

THE CHRISTIAN BROTHERS

A wealthy landowner, Mr. Patrick Power gave a plot of land as a free gift to Father Cantwell, the Parish Priest of Tramore. Father Cantwell raised £800 by public subscriptions and erected a school on the site which comprised two classrooms a lower room and an upper room. The poor people of the town carted the building materials to the site free of charge. In deference to the wishes of his parishioners the Parish Priest applied

to the Superior General of the Christian Brothers for a staff of teaching Brothers for this new school, suggesting to them that they might take aid from the National Board of Education. As the Institute had severed all connections with that body on account of it's restrictions on religious teaching, they reluctantly declined the invitation. The school was consequently opened in connection with the National Board, who continued to give



HUNT'S COTTAGES
ON THE OLD
WATERFORD ROAD
AND THE
CHRISTIAN
BROTHERS SCHOOL.

free education to both boys and girls from 1842 until the Brothers eventually arrived in 1867.

The man responsible for the establishment of the Brothers in Tramore was Mr. William Carroll who left £2,000 in his will "to establish a poor school and monastery of the Brothers of the Christian Schools in Tramore". Bro. Stanislaus O'Flanagan (Superior), Bro. McDonagh, and a lay brother arrived in Tramore on 11th. July 1867, and set up residence in a small cottage near the Chapel. Father Cantwell made over the school to them, which was opened on July 15th. 1867 with an attendance of 144 pupils, soon rising to 200. The Brothers only remained for a short period in the cottage in Summerhill, moving to Hotel Sq. and thence to Mt. St. Josephs on the old Waterford Road adjacent to the Convent. This was an ideal location as it was close to the school, but 1872 saw them on the move again, this time to Bay View a large house near the Chapel. A bequest of £1,000 by Rev. Nicholas Phelan enabled the brothers to provide themselves with a suitable residence near the school. The Brothers wanderings were now at an end. During the 120 years which have elapsed since Bro. O'Flanagan and his assistants set foot in Tramore, the dedication and commitment of their followers to teaching the boys of the town is reflected in a very creditable scholastic record.

SUPERIORS

Bro. O'Flanagan	1867
Bro. Cavanagh	1871
Bro. Campbell	1874
Bro. Murray	1876
Bro. Lee	for a few months
Bro. Ryan	1885
Bro. Neill	1888
Bro. Kennedy	1890
Bro. Craven	1896
Bro. Cuskelly	1898
Bro. Gilsenan	6 months
Bro. Meany	1909
Bro. Cuskelly	1910
Bro. Quinn	1919
Bro. O'Keefe	1925
Bro. Kennedy	1931
Bro. Ryan	1937
Bro. Corcoran	1943
Bro. Slattery	1946
Bro. Curran	1952
Bro. Redmond	1958
Bro. Buckley	1964
Bro. Nevin	1970
Bro. Murphy	1976
Bro. O'Shea	1980
Bro. Rochford	1986

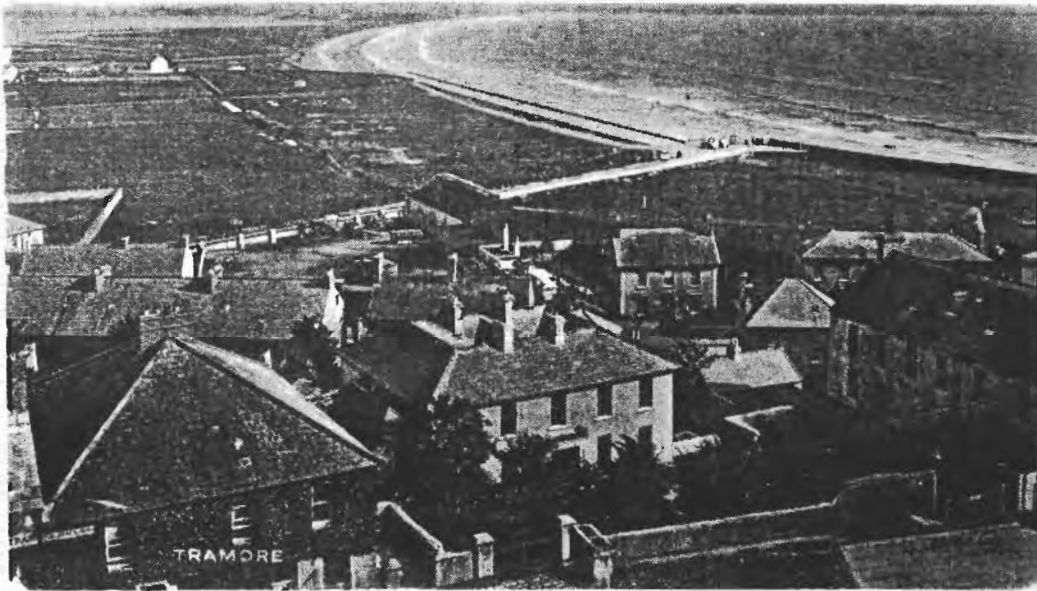
A TIME OF EMERGENCY

On 2nd. Sept 1939, the day after the German armies invaded Poland, Dail Eireann announced Ireland's neutrality in the great world conflict. Despite our neutral stance the war was to affect us in many ways such as the loss at sea of two Tramore brothers - William and Laurence Curran from Riverstown - when a ship bound for an English Port was sunk by enemy action in 1940. As the war progressed the Irish Government recognised the need for an increase in the defence forces and emergency services. Tramore was more than adequately catered for with L.D.F., L.S.F., Maritime Inscription, Red Cross, and a Breeches Buoy Rescue Unit.

A State sponsored Company - Irish Shipping Ltd., was set up to bring badly needed cargoes of wheat and other foodstuffs to Ireland. Despite

the dangers in troubled waters, much needed imports reached the Country; but, of course, the supplies were limited and we were forced to be self sufficient in a way that we've never been since. Rationing of clothes, tea, sugar, bread, electricity, gas and petrol were introduced. Compulsory tillage brought an increase in crop production.

In 1941 Tramore Parish Council was set up to ensure adequate supplies of food and fuel in the district. It's President was Canon Walsh, P. P. Vice-President, Dr. N. Purcell, and Hon. Sec. Mr. F. Walsh. Budd's and Kenny's fields were secured at rear of St. Patrick's Graveyard and plots laid out. Seed and manure were provided on credit to unemployed allotment holders. Two tons of potatoes were given to the "peoples restaurant"



KINGSCOURT HOUSE.

in Main St., and a fair quantity given free to the poor. A turf and timber scheme provided free fuel for the very poor, while others were charged 2/- per cwt of blocks. The blocks were stored in the Racecourse stables.

The members of our security forces were constantly on patrol, being ever alert to the dangers of drifting mines. In Sept. 1941 I was living in one of the old Coastguard cottages on the Doneraile when a member of the Local Security Force instructed all the families to vacate their houses as a Mine was afloat under the Foyle. We had to open all windows in the cottages before taking shelter under the wall of Pier View. After what seemed an eternity there was a loud explosion which shook the earth. The danger was

over and a few relieved families (Taylor, Crowley, and Kennedy) returned to their little homes looking over the broad expanse of Tramore Bay. The little town was numbed with grief on the 12th. May 1942 when three popular young Tramoreites (John Coffey, Teddy Chapman, and Ned Winter) were killed in an explosion in a local garage. It appears that an attempt was being made to open a nut on a cylindrical object found on a small strand in the Westown area. There never was any conclusive evidence as to what the object was, but a Naval Officer visiting Tramore suggested that it was a Mine placed in Minefields to wreck trawls and nets used by Minesweepers, thus preventing the removal of Mines. The verdict at the Inquest on the victims was that they died from multiple



BREAD DELIVERY IN RIVERSTOWN.



JOHNNY
MCGURK'S
AMUSEMENT
PARK
IN THE
1930's.

injuries caused by an explosion of some unidentified object found on the strand at Westown. A Rider was added that no blame could be attached to anyone. These sons of Tramore were innocent victims of World War II.

On our way to Mass on an August Sunday in 1942 we were alarmed by a German Messerschmitt and two Spitfires in aerial combat. The Messerschmitt in flames was skilfully landed in a field at Carriglong. James Power made his way to

the burning 'plane and was confronted by four young Germans armed with revolvers. He assured them he was unarmed and led them to the Power Farm in Carriglong where they were given a hearty Irish breakfast. The Army and L.D.F. later arrived and took them to the Curragh for internment. A few years back Gottfried Berndt, one of the German Officers returned for a nostalgic look at the town of the Big Strand.



PUSH BALL
ON THE
STRAND
IN 1930's.

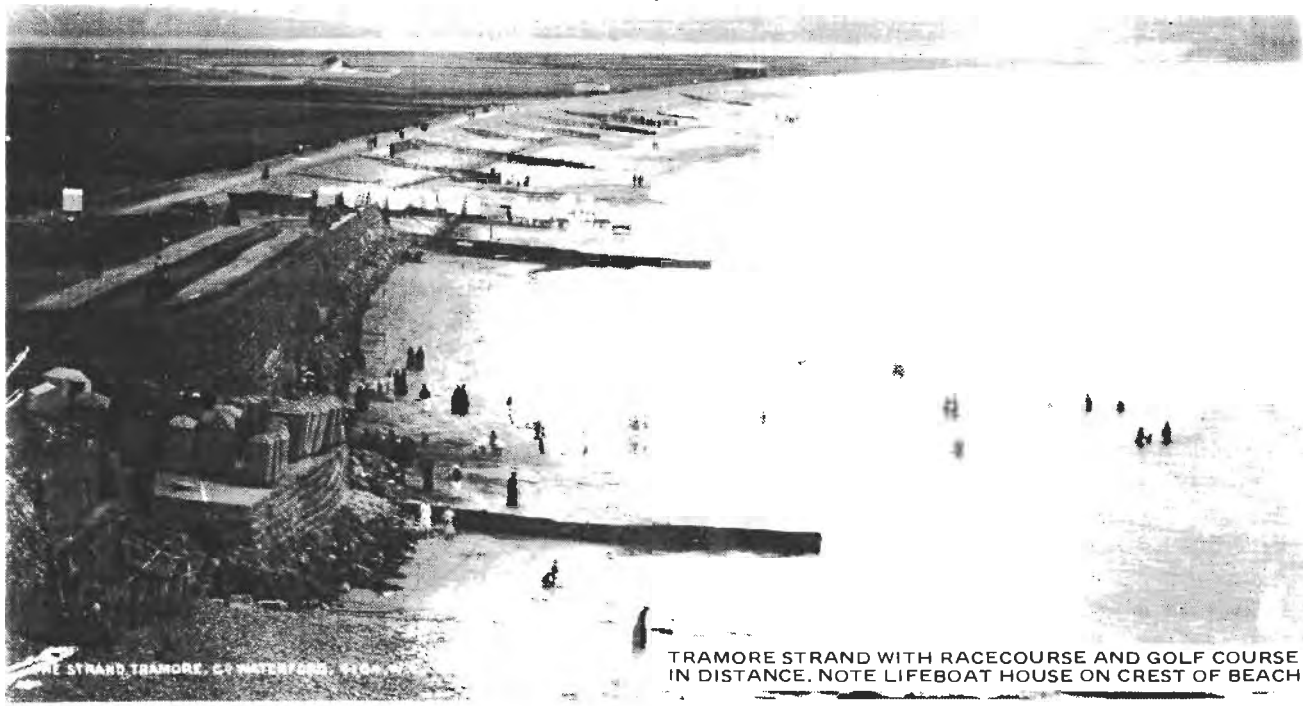
HORSE RACING IN TRAMORE

Equestrian contests were popular and well organised events in ancient times, although racing as we know it to-day is comparatively recent. In this part of the world the patronage of British Royalty had a tremendous effect on the development of the sport, and the crossing of local stock with imported Arab stallions was the foundation of modern race-horse breeding. In the development of the thoroughbred and of the sport generally, Ireland has played an important part. By the middle of the 18th century numerous race meetings were held throughout Ireland.

In his efforts to establish Tramore as the premier seaside resort Bartholomew Rivers started horse-racing on the Strand. These races were well established by 1793 as an advertisement inserted by Laurence Hickey Jephson in Finn's Leinster Journal (8th Aug. 1793) informs us that "Tramore Races are to be held on the Strand of Tramore with Mick Currabaun as Clerk of the Course. Prime venison and some excellent old wine to be had at Mrs. Coughlan's Hotel, and a Ball to be held at the Hotel in the evening". It seems that even in those far-off days racegoers were partial to

the finer things in life. These races were likely to have been limited affairs, as in the days before the horse-box (not invented until 1836) entries would mainly have been confined to local horses. Two horse events for private wagers were quite common such as the race for a purse of 20gns. run over a four mile course on the Tramore Strand on Wed. 10th. June 1801, when according to the Waterford Mirror Mr Carew's piebald pony True Blue beat Capt. Duncan's bay pony Jack.

By 1807 racing on the Strand had become so popular that a six-day event was held there from the 18th - 24th August. The meeting was a well organised event as Edward Lee, Thomas Wyse, William Alcock, and Edmund Moriarty were appointed as Stewards to run the meeting, while entries had to be registered six clear days before running with Mr. John Walsh of the Great Hotel. The meeting was a tremendous success, and the Waterford Mirror (26th Aug 1807) reported that "The meeting was attended by the rank, fashion, and beauty for miles around. A Band attended at the Race-course each day which contributed much to the beauty of the scene. There were two



Balls during the week most numerously attended, where the Stewards proved themselves equally well calculated to regulate the Ballroom as the Race-course". Mr. Scully's Madame Catalini won three races over the six days, a marvellous test of endurance and stamina when one considers that old fashioned heats of three miles were the order in those days. The mode of conveyance from Waterford for racegoers was the "Sociable" which according to the Waterford Mirror took one and a half hours to complete the journey from the Commercial Hotel on the Quay to Mrs. Coughlan's Hotel in Tramore. The "Sociable" took six passengers inside at 6/8 each and one passenger outside at 1/1d.

Over the following decades these race-meetings appear to have flourished despite untoward incidents such as the reported poisoning of a mare belonging to Mr. William Sullivan, Esq., (Ballyleggat) who was one of the Stewards of the Tramore Race Meeting. The Waterford Mirror published a notice of a reward for information leading to the capture of the culprit who administered the Corrosive Sublimate to the unfortunate animal. The reward was £280 which was quite a considerable sum in those days. Among the subscribers was Lord Waterford who gave £30, Richard Power O'Shee (£20), Devonshire Penrose (£10), and John Walsh (£10). The latter died in 1816, and was replaced as Secretary of the Tramore Races by David Phelan of the Little Hotel (now Tramore Hotel). Mr. Phelan later purchased the Great Hotel on the death of Mrs. Walsh thereby maintaining the link between the Tramore Races and that great establishment. One of the reasons for the success of the Tramore Races was the patronage of the local gentry (suggested by Ryland in his History of Waterford). This view is indeed strengthened by the fact that Henry Villiers Stuart sponsored the 1825 meeting - the year before his famous Election Victory. The success rate continued in 1826 and the Waterford Mirror reported:- "That apathy to the sports of Donnybrook Fair which is complained of by the Dublin newspapers has certainly not extended it's gloom over the Tramore meeting".

Race meetings continued to prosper in Tramore throughout the 1830's with the exception of 1832 when no meeting appears to have been held, possibly due to a severe outbreak of Cholera in the Waterford area in that particular year. However, the races returned to our Golden Strand

the following year, and were very successful, although the Waterford Mirror reported that the meeting was "marred by some accidents at or near Tramore during the Races". Spectators mustered on the Strand for the five day October meeting of 1835, and the Waterford Mirror report on the second day informs us "that every description of vehicle was in requisition from an early hour, from the equipage of the exalted and affluent to the most humble description of jarvey and shandredan, while the roads were thronged with equestrians and pedestrians all marching on Tramore".

The horses were all rode by jockeys except Valentine rode by Mr. Dickson. The winner was Munster Lass who came 1st; 2nd; 2nd; in the three two-mile heats.

For many of the fox-hunting gentry the flat racing and hurdling which the beach facility provided held but limited interest, and in deference to their desires the fourth day of the 1835 meeting was appointed for a Steeplechase, and consequently the Races moved from the Strand for the day. The Waterford Mirror (Oct 17th 1835) reported as follows on what they termed "The Great St. Leger Day of the Tramore Meeting":- "The principal roads to Tramore were occupied by countless throngs of people. The ground marked for the Chase ran parallel with the last mile of the new Waterford road next to Tramore. The starting post was two or three fields from the Strand and the turning post was near the junction of the new road with the old. The track selected was a close country, there being a total of thirty leaps out, and the same in - some of them regular rasps, and crowned with furze bushes, and a few of them being double leaps at bohreens or bye-roads. The hills which surrounded the course like an amphitheatre teemed with spectators. The oldest sportsmen on the ground confessed that they had never seen anything like it. Some idea of it may be formed from the fact of it being two Irish miles across a country abounding with the stiffest fences, some of them seven feet high and fenced with stone. There were four bohreens, and of the three horses who may be said to have run, not one made a single balk during the three heats". The report concluded with an observation that notwithstanding the innumerable multitude assembled there was not so much as a black eye or it's co-partner a bloody nose to be seen during the week.

Vast crowds of people from town and country patronised the 1838 fixture, but the Waterford Mirror complained:- "Large and spacious though Tramore Strand is, no part of it would answer some of the spectators but the space within the ropes. That space was allowed to become densely thronged to the serious danger to life and limb and to the great impediment of the horses running". However, the meeting was a great success. The Stand houses were crowded by anumerous and fashionable company, whilst the musicians did their utmost to delight the pleased listeners. The gentry of the surrounding Counties, and their families attended in great numbers, and the encampment of tents was thronged to excess. Thursday was the appointed day for the "Great Steeplechase", and the ground selected was at rear of the Chapel over land owned by Mr. James Delahunty who was later to become Waterford Borough Treasurer and a Member of Parliament. Every road and avenue leading to Tramore was crowded with people and vehicles of every description. The following doggerel of the period aptly described the scene:-

"Some push along with pram in hand,
while others drive at random
in whisky, buggy, gig, or dogcart,
curricle or tandem".

There were some features of change in the 1839 meeting - it was condensed from one week to four days, while two days instead of one were devoted to Steeplechasing. The Course selected for the 'Chase commenced four fields above the Chapel. It then ran a mile into the interior where the turning post stood. According to the Waterford Mirror "the scene of action presented a goodly array of people, and several equipages - some of them coronetted - were drawn up in the vicinity of the starting post, and lengthy lines of jaunting cars were marshalled along the ropes". Needless to say the flat races were held on the noble Strand of Tramore before large crowds.

During 1840 Tramoreites were treated to a series of weekly races for farmers' horses on the Strand, whetting their appetities for the main racing festival in October. On Friday the 17th. Oct. the first ever Hurdle Race on the Strand of Tramore was run over three 1½ mile heats. The event was won by Mr. Lockwood's 5 year old Woodman. On the following day the Plate was won by a horse called Ballysax by half a length, the verdict amusingly attributed to the length of

Ballysax's neck. Monday was devoted to Steeplechasing and few inhabitants of any house within a seven miles radius of Tramore remained at home attesting to the importance of the Tramore Steeplechase. The Course was nearly the same terrain as 1835 and 1836. The starting post was the sixth field from the front Strand and the second from Brown's Lane where there were two huge double hedges with wide gripes at each side, and the lane was so narrow that a horse hadn't much time to recover his pace before being confronted with the next hedge. Several fool-hardy horsemen attempted these leaps, and many perished in the attempt. A flat race was held later on the Strand, but had to be adjourned to Tuesday as the third heat could not be held due to the incoming tide. After the races the gentry enjoyed themselves by dancing into the early hours of the morning to the merry notes of the Teetotallers Band.

Hurdle races were run on the Strand in Feb. 1841 and again in April. At the conclusion of the meetings the townspeople were treated to what the Newspaper called "an ass race through the Streets of Tramore". So popular was the event that it was well nigh impossible for the little animals to work their way through the streets crowded with sightseers. A Steeplechase for ten sovereigns was run in Sept. The starting post was at rear of the Chapel, and the course went in a direction towards Coolnacoppogue and back again to the starting post. Mr. Kelly's Clubleader got a dreadful fall after turning at the Southern pole in the first heat and remained there a long time until taken to a farmer's yard by means of a strong ladder supported by men. His rider Garrett escaped unhurt.

Another three day event was held the following month and the Steeplechase Course ran from Brown's Lane nearly parallel to and within a few fields of the last mile of the new road. The Stewards were the Earl of Huntingdon, P.W. Power, Richard Duckett, Thomas Sherlock, and Congreve Rogers. These were shrewd businessmen as they authorised a person to lay out the ground for the tents with instructions to charge 15/- per tent - no tent to be erected without payment in advance. The most popular victory of the fixture was that of Lord Waterford on a horse called Manilla. The Waterford Mirror captured the scene as follows:- "Lord Waterford's victory was enthusiastically received by cheers from the

assembled multitude that well nigh rent the Strand itself, whilst a merry bonfire burned briskly on the Strand to welcome his Lordship to the first bathing place of the County of which he is the natural head. The Band intended to go to meet him but were afraid that on their return they would not be able to keep up with the rapid pace of his Lordship's four-in-hand. George Meara, Esq., and several other distinguished gentry had seats in his carriage, whilst the ladies in the adjoining vehicles seemed vieing with each other whose eyes should glance the most captivatingly on the manly and handsome winner of the day. The country people were never tired of admiring his athletic appearance and equestrian skill, and the rural beauties strove to catch his eye and give him an approving look. All seemed delighted to see the Marquis of Waterford leading the way at the races of Tramore".

The coming of the Railway to Tramore (1853) opened up new possibilities for race promoters. James Delahunty seems to have taken the initiative along with Lord Doneraile of laying out a racecourse in the vicinity of the Back Strand. As the reclamation and embankment of the Back Strand was now controlled until 1863, this Course must have been rather limited in extent, more than likely confined to the Riverstown area. Racing in Tramore was now controlled by Stewards who certainly knew their racing - Lord Waterford, Lord Stradbroke, Viscount Doneraile, and James Delahunty. The initial meeting was not a success as the Waterford News (4th. May) reported "meagre attendances at the Tramore three day meeting", and the reason advanced by that newspaper was that "people didn't know the Course was on the low ground convenient to the Back Strand". Undaunted James Delahunty ran a further meeting in Sept. of that year when Lord Doneraile provided part of his sheepwalk for the occasion. This meeting must also have been an unsuccessful event as the Tramore traders complained that "the course was so far from the Town that people will not visit it at all".

A year later perseverance paid off for Mr. Delahunty as the Waterford Mail (12th Aug 1855) reported the Tramore Races "largely and fashionably attended by many from Limerick, Kilkenny, and elsewhere". From that report in the Waterford Mail it appears that a Stand-house had been erected to provide a comfortable vantage point for racegoers. The provision of such an

amenity was a sure indication that this was to be the permanent location for racing in the area. The Waterford News reported the same meeting in a humorous vein - "At Tramore Races on the new course near the Back Strand thousands attended. Order was maintained by Tramore Zouaves wielding stout shillelaghs".

Despite the new Racecourse occasional races continued to take place over Delahunty's old course at rear of the Chapel, but one reported on by the Waterford News (3rd. June 1857) seems to have been in the nature of a private contest between Mr. Wall's Perriwinkle and Mr. Sinnott's Jolly Mariner. The same paper in the following month reported on a three day meeting at the new Course - patronised by Lord Waterford and many sporting blades. The Paper lavished praise on Mr. Delahunty for the wonderful improvements at the Course. More plebian events also took place there judging by the following report in the Waterford News:- "A body of police under the command of subInspector Jennings was called into active requisition to suppress numerous fights at intervals between racing. One unfortunate jockey, Hogan of Tipperary, had a bludgeon broken over his head by an assailant. Several medical gentlemen were prompt in their attention to the poor fellow".

It must be remembered that racing on the Strand, as well as on Delahunty's old Course was as open and free as the mountain air, and the king or beggar could stroll over the green sward without the inhospitable barrier of gates and fences. All this changed in the 1880's when Martin J. Murphy took an interest in the reclaimed land, and sunk an entrenchment (18 feet wide) to enclose sufficient space for a Race-course. This entrenchment was flooded on race days to keep out non-paying spectators, and that unwelcome visitor who invited the Racegoer to solve the windings of a piece of tailor's selvage. Later, according to Egan in his History of Waterford, a wooden paling was erected and corrugated sheeting attached for two miles along the distance enclosed. Through this barrier eight turnstiles and a carriageway afforded an easy entrance and exit for racegoers. It's appointments included three Stands as well as a weigh room, saddle room, dressing room, a hay and straw stores, and 33 stables with sand - filled partitions to shut off noises from the animals. The provision of stables was a great boon to owners and trainers, as on previous

occasions horses had to be stabled in the town - quite a distance from the Course. The completion of an Open Stand capable of holding 800 people at a cheap admission charge of 2/6 typified Martin J. Murphy's consideration for the ordinary racegoer who could ill afford to pay the 7/6 admission to the Grand Stand.

In the closing decade of the 19th century Martin Murphy's Racecourse at the Back Strand was one of the finest in the country, and we find Egan in his History of Waterford (1894) enthusing over it as follows:- "Tramore is now distinguished for having one of the neatest and best fitted racecourses in this country, while the annual meets are among the most enjoyable and attractive. Two features tend to enhance the Tramore course over most of it's compeers in this country. One, for the visitors is the delightful pleasure of viewing with ease the race from start to finish; the other, for the owners of horses which is that owing to the nature of the ground it must be always up to 'elastic' tension. The sandy strata prevents anything like a slimy soft bottom, while if too hard, a flux from the Back Strand will soon bring it to the consistency suited to 'going'.

By this time (1894) Martin J. Murphy had turned his Racecourse into a limited liability company, letting it out in debenture shares - he, himself becoming Secretary. The location of his Course meant that he was in constant conflict with the elements and the insatiable Atlantic Ocean which was constantly trying to win back the

reclaimed land. Murphy was a born fighter and when his Stand was washed away in 1904 he immediately replaced it with a new Stand and Tea-rooms capable of holding eleven hundred spectators. He encountered another setback in 1905 when a Government Order banned his Aug. meeting due to an outbreak of Epizootic Lymphangitis in the Waterford area. The outbreak was due to the blunder of the Government in permitting infected animals to enter the Port of Waterford. However fortune smiled again in 1906 when the all clear was given for the Aug. festival, when entries were as numerous as stars on a frosty night. A famous visitor to that meeting was a former boss of Tammany Hall Richard 'Boss' Croker. Martin J. Murphy was now at the height of his fame, and had even become the subject of song and verse such as:-

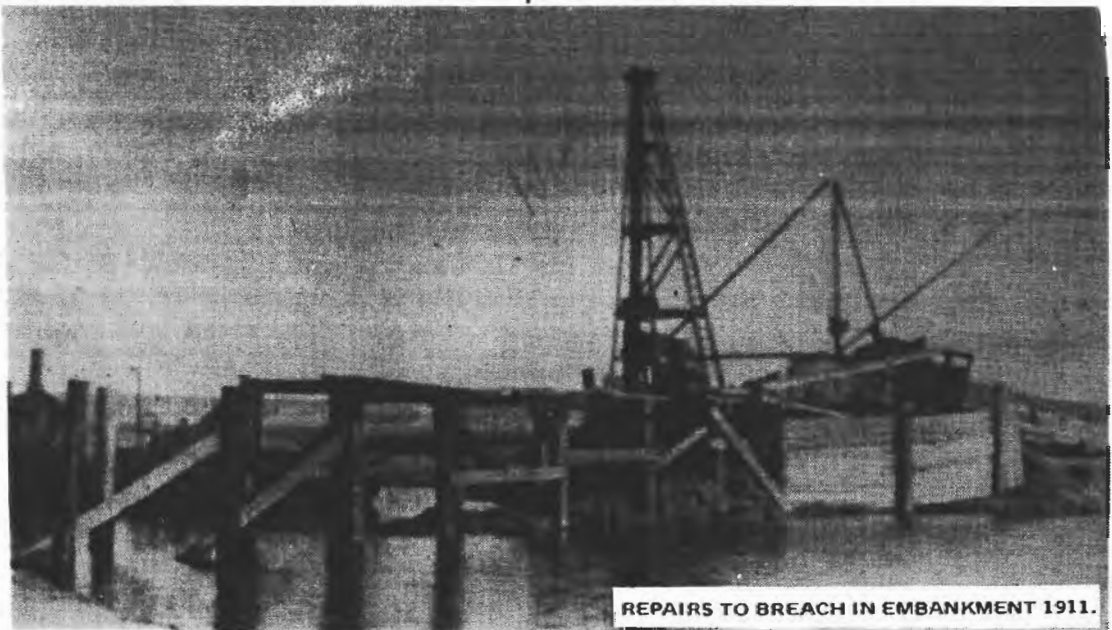
"Know ye the Strand which the genius of
Murphy

An emblem has made of enjoyment sublime,
When the rage for diversion, the love of
things turf

Ne'er melt into sorrow nor madden to crime,
Know ye the Strand of the velveteen course,
Beloved of trainer, the owner, the horse,
Bright, Breezy and bracing, fresh, fragrant
and free,

The Margate of Ireland, Tramore by the Sea".

In the month of April 1911 a breach about
60ft long appeared in the Back Strand



REPAIRS TO BREACH IN EMBANKMENT 1911.

Embankment as a result of a severe storm, and seemed to herald the death knell of racing in the locality, but prompt attention by Martin J. Murphy saved the day, when he engaged Messrs. Moodie, Kinnear and Co. to erect a barrier of timber pilings and sandbags against the ravages of the relentless Ocean. These Contractors were working on the construction of Redmond Bridge in Waterford at that time. Murphy had again beaten the Atlantic Ocean, and his festival of racing took place on August 14th, 15th, and 16th, 1911 with over £1,000 in Stake money. This festival was destined however to be the last on the Back Strand circuit. Among the various Plates run for at that fateful three day meeting were:- The Corinthian Plate, The Curraghmore Plate, The Gracedieu Plate, The Guillamene Plate, The Summer Plate, The Beresford Plate, The Doneraile Plate, the Woodstown Plate, The Holiday Plate, The August Plate and the Dunhill Plate. Well-known jockeys taking part were John Thompson (Champion Jockey 1911), J.W. Widger, H. Harty, T. Gallegos, L. Brabazon, John Doyle, and little Joe Doyle. The latter, a jockey with Tramore connections (the Murray's and Goulds) drew the greatest round of applause from the Stands on that last day when he rode a beautiful timed finish to win the Curraghmore Plate on a horse called Flint. The Gracedieu Plate won by Lord Londonderry's Foxhunt (4/1 on) with L. Brabazon in the saddle drew down the curtain on racing in the Back Strand area. Martin J. Murphy lost his battle with the Atlantic Ocean on the 13th. December 1911 when in a violent storm the tide breached the Embankment once more for a distance of over 160 ft flooding the Racecourse and adjacent Golf-links and putting an end to racing and golfing in the vicinity of the Strand.

Martin J. Murphy had now retired from actual conflict with the sea, but fortunately his passion for the sport of kings compelled him to find a new home for racing in Tramore. This ground was situated on the northern outskirts of the Town at Graun - well secure from the insatiable Ocean. I am sure the great man must have often ruefully looked down at the sad waterlogged remnant of a Racecourse in the Back Strand and sighed for the days gone by. His golden memories spurred him on to lose no time in readying his new Course which opened for his threeday facing festival on Aug. 13th, 14th and 15th. The first race on the new Course was the

Corinthian Plate of 35 sovs. and a whip valued 5 sovs. for the rider of the winner. The lucky jockey was T. Morgan who rode Mr. J. Morgan's L.A.P. The most successful jockey at the meeting was the Champion jockey John Thompson who rode four winners. J.J. Parkinson took the laurels as trainer.

Though racing was curtailed in Ireland during the first world war Tramore races were abandoned for one year only due to the inability of the Railway Company to provide facilities in 1914. An added interest to the 1915 meeting was the filming of the races for showing at the local Pavilion the following week. The greatest cheer was for a horse called Tramore Bay who won the Dunhill Handicap Plate. Those were heady days for Tramoreites despite the war, but our little town was shocked into mourning on Sept.4th.1919 when Martin J. Murphy passed away. The voice of Tramore had been stilled. The Waterford/Tramore Race Course Company Ltd. honoured him in 1921 by stipulating that the principal race at all future Tramore meetings would be known as The Murphy Memorial Race. The modern era in Tramore racing circles centred on the work of the Fleming family who continued the great work of Martin J. Murphy. It wasn't long before Tramore had an unrivalled claim as the best family Race-course in Ireland. The outside enclosure provided magnificent open space for families to picnic and enjoy their racing. It was here that most Tramoreites and Waterfordians were introduced to the sport of kings. It's closure a few years ago was a severe blow to the working man's family who gloried in watching the 'gee-gees' from the hill. Then rumour of the sale of the Course resulted in the formation of a club called "The Friends of the Tramore Racecourse" in 1985 whose principal aim is to maintain Racing in Tramore. In the comparatively short time of it's existence the Club has actively promoted Racing in Tramore. Let's hope for the sake of the Town that their efforts are successful to ensure continuation of the sport begun on our Strand back in 1793.

PLACES OF WORSHIP IN TRAMORE

THE FRIENDS MEETING HOUSE

There are no records available of meetings held by the Society of Friends prior to the building of the fine Meeting House on Upper Branch Road, except the statement of Edward Jacob - "My first sermon in room over Butcher's shop in Tramore on 26th. July 1863". By this time there were a number of Quaker families living in Tramore and Mr. Jacob's statement indicates that meetings of the Society of Friends were held in private rooms. In 1869 Edward Jacob collected £646/11/8 for a new Meeting House, and consequently, the splendid building on Upper Branch Road was constructed. It was opened on 8th April 1870. Mr. Jacob was married in the Meeting House in 1878 to Anna Lecky Pim, who had been living with her mother in Tramore for some years. Meetings are still held in the building overlooking Tramore Bay, a beautiful peaceful setting where Friends can follow George Fox's advice "Walk cheerfully over the world answering to that of God in everyman".

THE METHODIST CHURCH

The Methodist Church was built in the 1830's. The Methodist Minister for 1883 was Rev. George Vance. The building is at present shared with the Presbyterians.

CHRIST CHURCH, TRAMORE

In pre-Reformation times Drumcannon, Kilbride, and Islandikane were the local Christian places of worship, and all of them were preceptories of the Order of St. John. After the suppression of this Order the titles and revenues were held by the Crown. From a Reeves Manuscript dated 1615 we learn that these Churches were in ruins at that time. The document stated:- "the kinge tenant Sir Richard Ailward charged with the reparacon of the Chancells - the cure discharged by Morish Harnye". This obviously meant that the Government had disposed of the titles to one

Richard Ayliward, and that the curate was Maurice Harney. It seems from the Lists of Clergy that Curates were only appointed until 1664 when Thomas Potter was appointed Rector.

In 1735 Bishop Milles demolished the east gable of the old Drumcannon Church, and built a new house of worship for the Protestant community in it's place. This Church was "in repair and constant service in it" according to Charles Smith in his History (1745). However by the end of that century Bartholomew Rivers' enterprises had resulted in a drift of population from the rural side of Tramore to the seaside. Rev. John Cooke, being a man of vision, saw the necessity of building a Church in the village of Tramore. A plot of land was donated by the Doneraile family for the project. A notice in the Waterford Mirror (14th March 1807) stated:-



CHRIST CHURCH TRAMORE AT THE BEGINNING OF THE CENTURY. THE OBELISK (on right) IS THE MEMORIAL TO THOSE WHO PERISHED IN THE "SEA HORSE" TRAGEDY.

TRAMORE NEW CHURCH

This building having re-commenced, the Revd. Mr. Cooke intends in a few days to call on the subscribers for the amount of their subs. Further subs. will be received by Robert Dobbyn Esq., Recorder, Edward Lee Esq., Robert Lyons Esq., William Hughes Esq., the Revd. Mr. Massey, and Revd. Mr. Cooke.

This new Church was situated at the eastern side of the present Church at the rear of the Sea Horse Cenotaph. It was the spire of this Church which Revd. Cooke advised mariners to use as a guide to the dangerous bay of Tramore; the Metal Man had not yet arrived.

Revd. John Cooke was destined to have a long and eventful ministry in the parish, serving as Curate and Rector for 54 years. He lived through the '98 Rebellion, Catholic Emancipation, and the Tithe troubles. A notice posted on the wall outside the thatched Chapel of Father Phelan by the followers of Capt Rock (termed a Rockite notice) threatened to commit an injury on the person of the Rector. However, it was never carried out by the Whiteboys. Indeed it speaks volumes for Revd. Cooke and Father Phelan that relationships were not impaired in Tramore between Catholic and Protestant during those difficult years. The good Rector had also the sad and harrowing task of having to preside over the funeral services of those drowned in the Sea Horse tragedy. In Mason's Statistical Survey he tells us that his new Church "was built, made parochial and consecrated in 1809". He further tells us that "a glebe was taken from Mr. Lee of 10 acres 1 rood at a rate of 4 gns. per acre, for lives renewable for ever. The house was finished in 1809 since which time I have been resident in it". This Rectory was known as Westlands, and is at present the fine home of Mr. Patrick Dunne. It is said that before his death at the age of 100 in 1845 he had proposals in hand for an extension to his Church.

His successor Revd. Edward Dalton decided against an extension, opting instead for a new Church which was built beside Revd. Cooke's house of worship. In March 1849 work was commenced by Terence O'Reilly of Waterford - contract £3,200. A Royal donation of £20 was received from the Dowager Queen Adelaide, widow of George IV. Viscount Doneraile

subscribed £50. The Church was opened for worship on 4th. Aug. 1850, and was consecrated by Bishop Daly on 25th March 1851. It was an imposing edifice where granite and limestone were interwoven skilfully into the Gothic style Church, which to-day (137 years later) still serves the Protestant community in Tramore.

Dr. Dalton wrote numerous articles of a theological and controversial nature, and was also Superintendent of the proselytising schools in the neighbourhood during the famine years. The University of Rostock on the Baltic coast of Germany conferred the degrees of M.A. and Ph.D. on him, and later the higher honour of D.D. Afterwards he was always referred to as Dr. Dalton. He lived to witness the Disestablishment of the Protestant Church in 1869. Two years later he died at the early age of 55. Like his predecessor he seemed to have had a good and happy relationship with the Catholic clergy in the parish. When his funeral was due to leave the Rectory at noon on St. Patrick's Day, it was delayed for half an hour at the request of the Catholic Curate Father Ryan who asked that parishioners might have the opportunity of paying their respects after mid-day Mass. Dr. Dalton's last resting place is just to the right of the gate leading from the Churchyard to the Parochial Hall and School. He had built the School in 1864 to replace another school which was sited on the land now occupied by the Heffernan family.

RECTORS OF DRUMCANNON

1664	.....	Thomas Potter
1666	.....	Thomas Ledsham
1670	.....	Daniel Burston
1743	.....	Edward Thomas
		P.S. 73 years seems to be a rather long Ministry for Daniel Burston. Rennisson's List may have missed out on the name of a Rector or perhaps Edward Thomas was appointed earlier than 1743.
1751	.....	Daniel Sandoz
1798	.....	John Cooke (Senior)
1846	.....	Edward Dalton
1871	.....	William Sandford
1874	.....	Edward Norman
1880	.....	Richard Toppin
1916	.....	Edward J. Staunton

P.S. During Canon Staunton's Ministry the Rectory shifted to Priest's Road.
 1945 R. H. P. Campbell
 1949 Charles W. Wolfe
 1961 J. R. H. Porter

CURATES OF DRUMCANNON

1615 Maurice Harney
 1634 John Herbert
 1664 Nathaniel Spencer
 1699 John Eeles
 1726 Thomas Westly
 17 Edward Thomas
 1749 Thomas Burton
 1788 Ponsonby May Carew
 1791 John Cooke (Senior)

1818 John Cooke (Junior)
 1839 Henry Brown Poer
 1873 Russell Bradley
 1875 John White Bell
 1878 Richard C. Hallowes
 1882 Maurice H. F. Collis
 1885 Simon C. Armstrong
 1886 George A. Nicholls
 1888 William R. Scully
 1890 Arthur J. Johnston
 18 C. H. Tandy Lett
 1898 George Swanton Sweetman
 1904 Thomas J. Parsons Westropp
 1905 William Fitzgerald Benson
 1907 Charles G. N. Stanley
 1915 C. T. M. M. O'Reilly

PASTORATES

The Penal Laws were in full force throughout Ireland for most of the eighteenth century, and one of the earliest of these measures stated that all Catholic Archbishops, Bishops, Deans, Vicar-Generals, Jesuits, Friars, and regular Catholic clergy were to depart from this Country before a certain date, and failure to comply meant imprisonment or transportation. However, an act of 1704 allowed one Priest to each Parish on condition that he registered, gave an assurance of his good behaviour, and did not leave the area in which he normally resided without permission of the authorities. The number of registered clergy in Ireland in 1704 was 1,092, and amongst them was Theobald Burke who was then resident in Drumcannon. As the Church in Drumcannon was in ruins since 1615 it is quite likely that he ministered in the Mass House on Pickardstown Hill. The fact that he moved to a house in Ballydrislane adds a degree of weight to this theory. As his Parish was rather extensive it is quite possible that he was aided by some unregistered clergy who moved from farmhouse to farmhouse, wearing secular dress. Theobald Burke died in Ballydrislane in 1822.

Rev. Andrew Fitzgerald appears to have been next Pastor. A Chalice bearing his name and inscribed as follows - "Andrew Fitzgerald me fieri fecit 1750" was (according to Canon Power)

preserved in the Christian Brothers Oratory in Tramore. Sad to relate this beautiful link with the past has disappeared. Perhaps it's in some other Church in the Diocese. Father Fitzgerald died aged 60 in 1750.

The next man to hold the Pastorate was a Franciscan named Richard Hogan. He had previously ministered at Kilcash, and it was he who preached the funeral oration at the burial of Lady Iveagh in 1744. She was the "deigh-bhean" referred to in the beautiful Irish poem Cill Cais. He died 1764 and is buried in Drumcannon with his brother Rev. William Hogan.

Rev. Patrick Leahy succeeded him and ministered for 21 years until his death in 1785. He is also interred in Drumcannon. A Chalice bearing the inscription "Hunc fieri fecit Pat. Leahy, Pastor pro Parochia de Kilmacleague 1769" is preserved in the Church of the Holy Cross, Tramore. He was the last Priest to minister on Pickardstown Hill.

A new thatched Chapel was built by Bartholomew Rivers just outside the main door of the present Chapel, and so the next Pastor must go into the record books as the first Parish Priest of Tramore. Father Nicholas Phelan's pastorate was to last for 45 years. He was driven by the Whiteboys from Kilsheelan because he had fearlessly denounced their activities. Kilsheelan's

loss was to be Tramore's gain. It was he who introduced the great Liberator, Daniel O'Connell to a shy young Waterford boy named Thomas Francis Meagher at one of O'Connell's meetings in Kilkenny. He died in 1830 and is buried in the Vault just outside the main door of the present Chapel. The Waterford Mirror paid tribute to him as "zealous in the discharge of his clerical functions, punctual in the fulfilment of every duty, honourable and obliging in social intercourse, inflexibly upright in intention, and invariably benevolent in disposition. Since coming to Tramore he acquired the esteem not only of his own resident flock, but of the numerous strangers that visited that celebrated bathing place".

He was succeeded as Parish Priest by his nephew Father Nicholas Cantwell. He had been Curate in Stradbally, and like his predecessor he was destined to have a long and eventful pastorate in Tramore. He built a School (the old Christian Brothers' building), introduced the Sisters of Charity and the Christian Brothers to Tramore. His greatest memorial is the Chapel which graces our hillside town. Daniel O'Connell styled him "the tallest and honestest Priest in Ireland".



FR. CANTWELL - CHURCH OF THE HOLY CROSS.

He died 1st Nov. 1875 and was interred at Gospel side of the (old) High Altar.

The next Pastor Roger Power was a native of Affane and had been ordained in 1837. He was one of five brothers in religion, one of them John Power was Bishop of the Diocese. Father Roger joined the ranks of those agitating for Home Rule.

He was a firm supporter of the Land League, and National League movements. Indeed, even at the age of 70 he was still active as President of the Tramore branch of the Land League. He died on the 11th. May 1884 and was buried in a Vault specially prepared for the occasion by Mr. John Hearne, Builder, before the Altar of the Sacred Heart, and under the Stained glass window presented to the Church by Mr. J.A. Blake, M.P. This altar was situated in the right hand transept near Monsignor Shine's Confession Box.

His successor was Rev. Patrick McCarthy who was touring America, collecting funds for the Cathedral when he was appointed. His three pre-decessors Fathers Phelan, Cantwell and Power resided at Ballycarnane in the house on Priest's Road now occupied by the Morrissey family. Father McCarthy moved to the Turret house near the Grand Hotel. He was a native of Dungarvan, and studied in Maynooth. Ordained 1863 and spent the first two years on a mission in Kildare before coming to Tramore as Curate. He passed away on 30th. Jan. 1896 aged 57. He was buried within the Chapel close to where Father Roger Power was buried.

Father Piers Coffey arrived from Abbeyside to take up the appointment as Parish Priest of Tramore. He was elected Hon. President at the inaugural meeting of the Tramore branch of the Gaelic League in 1910. On the re-erection of the Diocesan Chapter he became Canon Coffey. During his pastorate a new house was built for the Parish Priest and so Canon Coffey vacated the Turret House. The Priests' houses were also constructed (1911) during his pastorate. He died in 1919.

Canon Nicholas Walsh a native of Grange, Co. Waterford became the next Parish Priest, and was a very active President of the Gaelic League in Tramore. He died 1942.

Canon William Coffey became Parish Priest in Sept. 1942, having been President of St. John's College for the previous six years. He died on Dec 3rd. 1967.

His successor was the first Vicar-General to be Parish Priest of Tramore, Monsignor Michael Dean Barron, a native of nearby Knockeen. He had been a Curate in Tramore in the 1940's. He died unexpectedly on January 2nd. 1971.

The next Parish Priest also Vicar-General was Monsignor John Dean Power. He was a native of Kilsheelan and died on April 4th. 1980.

The present Parish Priest, another former President of St. John's College, where he spent over 20 years teaching, is the present Vicar-General of the Diocese, Right Rev. Monsignor John Canon Shine.

FATHER PHELAN AND THE THATCHED CHAPEL

The misgovernment of the Country, high rents, evictions, the exactions of the tithe farmers, and the enclosing of lands contrary to ancient rights made life extremely harsh for the poorer agricultural classes in the eighteenth century. Furthermore, the greed of some of the priesthood in exacting stipends from their hard pressed parishioners, added fuel to the fire of agrarian unrest. The formation of secret societies such as - the Whiteboys, Right Boys, and Rockites was a natural product of those oppressive times. These secret societies undertook to redress wrongs, but in redressing them they were the cause of far greater evils than those they set out to remedy. Arson, murder, bloodshed, abduction, highway robbery, and other outrages were commonplace. Faulkner's Dublin Journal informs us that five Whiteboys - Darby Browne, Patrick Browne, Richard Power, David Ahearne, and Richard Healy were hung, drawn, and quartered at the County Gallows of Waterford on the 7th. July 1762. Their crime was the burning of a house belonging to John Foley of Moonvoy near Tramore.

The secret societies often visited Churches to administer a combination oath not to pay priest or proctor anymore than a set amount such as:- First crop of potatoes 6/- per acre, second crop 4/- per acre, wheat 4/- per acre, barley 4/- per acre, oats 3/- per acre, and meadowing 2/8½ per acre.

Marriages 5/-, Baptisms 1/6d., Each family Confession 1/-, Funeral Masses 1/-, and Extreme Unction 1/-.

The great clamour raised, induced the Archbishop and Bishops of Munster (including Dr. Egan of Waterford) to meet in Cork in June 1786 to determine a fixed rate for stipends. The result of their deliberations was:-

Marriages 5/-, Baptisms 1/7½d., Christmas and Easter dues 1/1d. and no more, Mass for the dead 2/8½d. to the Parish Priest, and to every

strange priest 1/1d. No entertainment for them in future, neither are they to be assisted in drawing or cutting turf, but must pay like every man.

Despite the Bishops setting a fixed rate, the secret societies continued to harrass the clergy. The priests did their best to prevent outrages committed by preaching respect for the Law, but the peasantry saw the Law only as the tool of an oppressor. The well meant efforts of the poor priest too often resulted in his exposure to suspicion or perhaps violence at the hands of the Whiteboys. Rev. Nicholas Phelan was one such priest. This priest was paster of Kilcash, but he was forced by the Whiteboys, whose activities he had denounced, to abandon his parish and fly for his life.

He was appointed Parish Priest of Drumcannon in 1785 when Father Leahy died. At that time Bartholomew Rivers had begun to invest heavily in the building of Tramore. To service the growing seaside resort he built a thatched Chapel which was situated in the old graveyard just outside the main door of the present Chapel. It was quite a large structure with galleries. To this little Chapel a weary Father Phelan came, hoping, no doubt, that his troublesome days with secret societies were at an end, but such was not the case. The Dublin Evening Post (7th. Sept. 1786) informs us that on the previous Sunday 200 Right Boys assembled in the neighbourhood and Town of Tramore and swore in as many as they met. They then marched to the thatched Chapel to swear in the people at prayers; but Father Phelan was too wily for them as he had celebrated Mass at six o'clock in the morning, and when they arrived at the Chapel they found the door locked and the people gone.

As early as 1801 Tramore was big enough to support two priests. According to Dean Hearn's Returns (1801) Father Phelan had one curate whom he had to supply with diet, lodgings, and support for one horse, together with a salary of £10 yearly. The Easter dues and Christmas offerings amounted to £70, while the dues for Baptisms, Marriages, and Dirges amounted to £74. These were more than favourable when compared with the returns from other parishes. Pigot's Directory (1824) tells us that Father Phelan lived at "Ballycarny" which is the house on Priest's Road called Manor House. Priest's Road is obviously called after Father Phelan, and was

known as Priest's Lane in the 1830's.

Father Phelan's Chapel was quite a functional structure as he used it as a School for the poor children of the town. His curate was the teacher aided by bequests from Mrs. Quinn (£20 yearly) and Michael Rivers (£10). He permitted the use of his Chapel for meetings of a semi-political nature; these were not meetings in the political sense of Tory v Whig, or those for or against the Act of Union etc., as the Catholics had very little say in these matters anyway; they were generally directed towards the hardships of the people - the question of tithes to the Established Church, Emancipation, Education etc. I would imagine that the Church gate political meetings which were commonplace a few years ago were a development from these early Chapel meetings.

It was here in this little Chapel that the people gathered for Richard Lalor Sheil's Simultaneous Meeting which was held in other Chapels at the same time so that millions of Catholics could raise their voices together for liberty. Here they petitioned against the Vestry Bill, and the Subletting Act instructing Henry Villiers Stuart to present their petitions to the House of Commons. Here, too, the local Catholic Committee met on Sunday 27th. January 1828 for the purpose of putting into effect the collection of the Catholic Rent. The Waterford Chronicle reported that the galleries were crowded with ladies. Father Richard Power, the local curate spoke eloquently for ¾ hour in Irish. A respectable female parishioner handed in one guinea, Mr. Roche handed in £1, Father Phelan £1, Father Power £1. The young female boarders of a Seminary in Tramore gave one shilling each, which was received with loud cheers. A poor man named Keoghan gave in a shilling, and said it was what he got for the skin of an old raw-boned worn-out horse, that he called Claudius. This caused laughter and cheers in the Chapel, as Claudius was also the name of one of the Beresfords. The collection was carried on with great spirit, and after three cheers were given for old Ireland, the meeting separated.

The Rockites made an unwelcome appearance on the same morning when they posted notices on the Chapel walls threatening cruel punishment on those who would be known to pay Church rates, and of an outrage upon the person or property of the Rector - Rev. Mr. Cooke. The meeting offered £50 reward in order to arrive at the

detection of the offenders. This was a fair expression of the indignation felt by those present that such a thing could be done in the name of the Catholics of Tramore. The following were the members of the Catholic Committee in Tramore:-

Patrick Power, George Roche, Thomas Christopher, Thomas Russell, Father Richard Power, Father Patrick D. Bourke, Michael Minchin, Patrick Connolly, Thomas Duane, Edmond Phelan, Thomas Hayes, Robert Lyons, David Phelan, Edmond Walsh, Maurice O'Phelan, Michael Duggan, Michael Thomas, Robert Barry, Edward Fleming, and William O'Neill. The name of Father Phelan is conspicuous by it's absence, but it must be remembered that he was an Octogenarian at that time (1828). He had probably ceased active administration at that time, although according to the Waterford Chronicle it was Father Phelan who authorised the use of the Chapel for the meetings. The great Pastor was called to his eternal reward in 1830.

THE CHURCH OF THE HOLY CROSS

In 1855 the Parish Priest (Father Nicholas Cantwell) decided that the influx of population in the Summer months rendered it necessary that a Chapel on a larger scale should be erected. The old thatched Chapel was in a rather dilapidated condition and had been a source of worry to Father Cantwell over a long period of time. The good Pastor summoned a meeting of his parishioners, and formed a Committee to devise ways and means of financing the construction of a new Chapel in Tramore. The trustees and bondsmen were Mr. Daniel Carrigan, Mr. Piers Kelly, Mr. John Phelan, Mr. Edward Hall, Mr. James Power, and Capt. Joseph Hearne. The secretaries appointed were Edward Hall and Piers Kelly. The committee approached Lord Doneraile for a site, and local tradition asserts that he was rather difficult to deal with in the early part of the negotiations. At one stage it is said that a site off Market St. was suggested. However, by November 1855 Lord Doneraile had relented and given the site near the old thatched Chapel. J.J. McCarthy, who was often referred to as the "Irish Pugin", was appointed as Architect, while Mr. Ryan of Waterford and Limerick was entrusted with the building. There is a story told that when

J.J. McCarthy asked Father Cantwell what type of structure he wanted, the Parish Priest pointed at the newly built Protestant Church and said "beat that". It is said that the first donation was from the Protestant Rector Dr. Dalton.

Various forms of fund raising got under way, such as:- Concerts in Waterford and Tramore, Fancy Fair and Bazaar at the Atlantic Terrace (now Gallwey's Hill), Offerings by those using the gallery in the old Chapel, Subscriptions from America, Collection amongst farmers, shopkeepers, etc. By May 1856 the Committee had a large sum to their credit which was being gradually increased by a fruitful weekly collection amongst the parishioners. The 14th. Sept. 1856 was the day appointed for the laying of the foundation stone. the Waterford News tells us that "The ceremony commenced with High Mass in the presence of his Lordship the Bishop, Dr Dominic O'Brien. The High Priest was Father John Ryan, assisted by Father Phelan as Deacon,



CHURCH OF THE HOLY CROSS.
AREA OPPOSITE THE CHURCH WAS KNOWN AS
'THE WREN'S NEST'.

and Father Delaney as sub-Deacon. The famous preacher Rev. R. O'Brien D.D. from All Hallows, Dublin preached on a text from the 11th. Chapter of St. Matthew. After Mass the Bishop proceeded to the end of the proposed building where the Altar is to stand, and here he blessed the foundation stone. Several valuable coins of the realm and a Latin Inscription on parchment were placed in the stone in a place cut out for the purpose. The builder handed the Bishop a silver trowel which his Lordship used to lay the stone. The procession walked around the foundation sprinkling holy water and chanting antiphons. This concluded the ceremony and the huge congregation dispersed".

By Sept. 1858 the walls had been built to the top of the aisles. The stone used was the blue trap-rock of the neighbourhood and granite for the dressings. Tragedy struck in the same year when a local man, Patrick Whelan was killed when he fell from scaffolding at the Church site when guiding a bucket of mortar to some masons. By this time (1858) the princely sum of £4,000 had been collected. The principal benefactors were:- Mr. Edmund Burke (largest contributor - £1,037), Mr. & Mrs. Reid, Mr. William Carroll, Miss. Harper, Miss. Meany, Mr. George Kehoe, Mr. Nicholas Fortune, Mr. Dolier Grant, Capt. Daniel McGrath, Mrs. Ellen Kelly, Miss. Alice Brennan, and Miss. Catherine Browne. The dedication of the Church was held on 29th July 1860. The sermon was preached by Very Rev. Dr. Anderson. The solemn blessing of the new Church took place on the 13th. July 1862 by the Bishop of the Diocese. The Tower and Spire were completed in 1871 at a total cost of £18,000 - an enormous sum of money in those days. Indeed, it's a miracle that Father Cantwell and our ancestors were able to build such a magnificent temple of God at a time when poverty ruled.

The following description of the Church by a Chicago visitor in 1890 highlights the beauty of this lovely Chapel of ours:-

"When I reached the summit of the hill, a sight burst on my view which no less than the lovely Strand and balmy air must gladden the heart of the visitor. There stood before me one of the handsomest Churches it has been my good fortune to have seen in my travels through Ireland. In style it is a graceful Gothic edifice, cruciform in shape. The lofty, polished oak roof is supported

by two rows of granite pillars, separating the aisles from the nave. On entering one is struck by the graceful proportions of the interior and the finished workmanship of every part. The windows are all stained (Messrs. Meyer of Munich and London) and are really magnificent, filling the sacred edifice with a rich flood of light. The marble altars, carved oak pulpit, Stations of the Cross, life-size figures of the Crucifixion, and Baptismal Font with enclosure were the gifts of some wealthy Catholics both inside and outside the parish".

The wealthy Catholics referred to were:- Mrs.H. O'Dwyer who donated the Crucifixion in memory of her husband and son, Mrs.Ellen McGrath gave the Font and Enclosure, Miss.Catherine Sullivan of Lacken Hall, Kilkenny gave the Pulpit in 1880. Capt. Walter G. Marsfield. R.N. and his wife Anne, with Pierson Ronayne united to carry out the wishes of William Ronayne (deceased) by giving the High Altar in 1870. The High Altar was erected by Mr.O'Neill, sculptor, whose son erected the Sacred Heart Altar in 1883. The designs for the High Altar and Baptismal Font were made by J.J. O'Callaghan, F.R.I.A.I. The following were donors of windows:- Miss.Alice Brennan, Miss.Catherine Browne, Capt. Marsfield and his wife, Mrs.Mary Maher, Mrs.Ellen McGrath, J.A. Blake, M.P. Capt. McGrath, Messrs. Power Bros., Mary B. Murphy, Mrs. Carrigan, O'Dwyer family, Power family, Carbally, Miss. Murphy, Summerhill, Mr. J. Power of Killure, Misses. O'Grady of

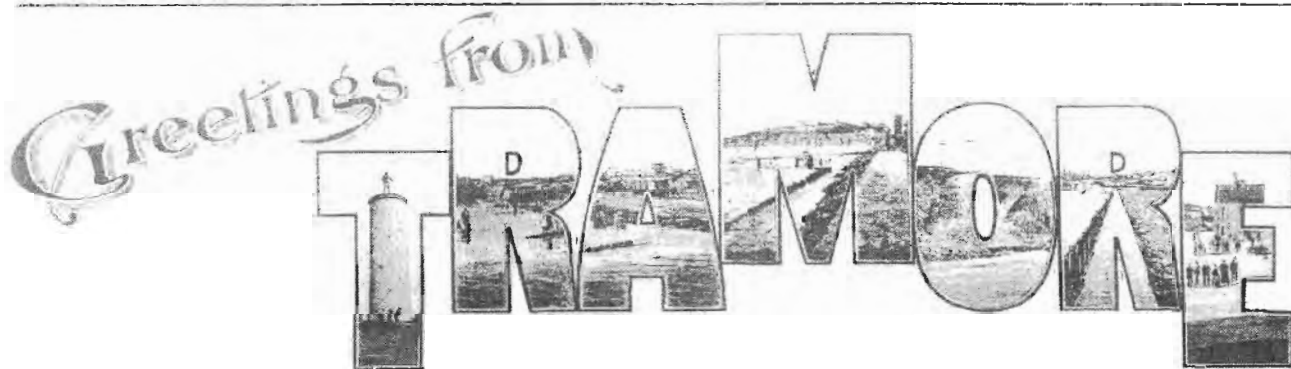
Butlerstown, Mr. P.J. Lee, and Mr. John Sheridan. An interesting donor was Ellen Aylward who donated the eight station. She was a sister of the foundress of the Holy Faith Sisters. Mary B. Murphy gave the large statue of St. Anthony in 1896. A tombstone in the old graveyard reminds us that the munificence of Lydia Lalor was responsible for substantially reducing the debt on the Church. While we remember Lydia Lalor and other wealthy donors let us not forget the efforts of the majority of poor people whose contribution to the "penny-a-week" collection in difficult times must have been a severe strain on the purse strings.

In 1965 a total renewal of the interior was undertaken. Messrs. C. Harvey Jacob and Associates were appointed as Architects, and Mr. John Hearne and Son were the main building contractors. The new 'reformed' interior came as a shock to all of us who cherished the old ways. The Marble Altars, the Crucifixion, the oak Pulpit, and the marble communion rails were consigned to the limbo of forgotten things. It must be said however that very many locals and visitors saw much to be admired in the new order of things - the white Sicilian marble Altar and Tapestry. The introduction of lighter colouring on the walls has enhanced the effect of the stained glass. Time has to a degree mellowed feelings towards the interior renewal and I must admit that whatever else it lacks in this world, Tramore is blessed with a lovely place of worship. It's graceful, slender, spire points heavenwards, telling the wanderer that there, not here below is his true abode.



CHURCH OF
THE HOLY CROSS
TRAMORE
c. 1910.

A GLIMPSE OF THE PAST



THE PROMENADE
BUILT FOR JUST OVER
£4,000 BY
MR. COSTIN AND
COMPLETED IN 1915.



THE PROMENADE
AFTER COMPLETION.

The Promenade, Trammore.



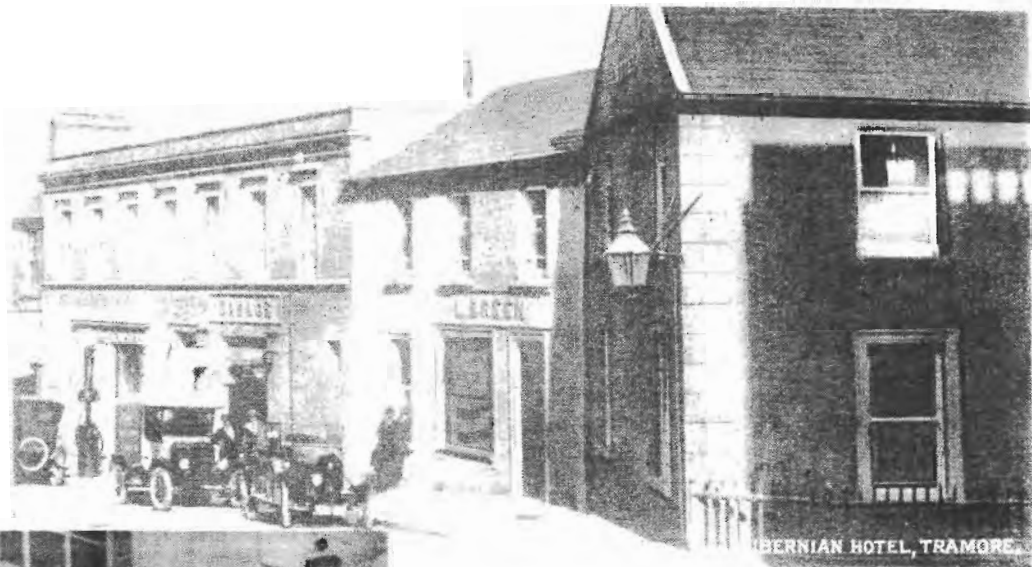
THE STRAND ROAD, TRAMORE



RAILWAY SQUARE, TRAMORE
C. O. Waterford



TRAMORE SHOWING ITS FAMOUS
DANCE HALL, THE LARGEST IN
THE SOUTH OF IRELAND.



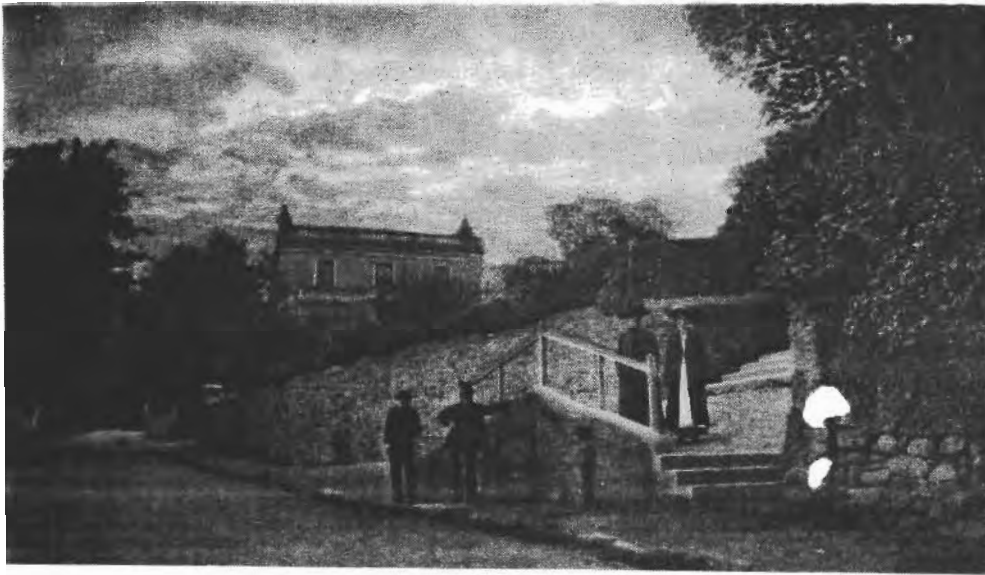
O'BRIEN'S
MODEL BAKERY
1890's

ORIGINALLY O'NEILL'S HOTEL
LATER BECAME QUIGLEY'S HOTEL
THEN FRY'S HOTEL
AND NOW IS THE HIBERNIAN HOTEL
1920's



QUEEN STREET
NOTE THE OLD HOUSE
WHICH IS NOW
DELANEY'S GREENGROCERY





HAUNTED WELL, TRAMORE.
It is said spirits are often seen
near this Well at Midnight!



GERMAN PLANE DITCHED NEAR BONMAHON



DONERAILE WALK

Doneraile Walk, Tramore.