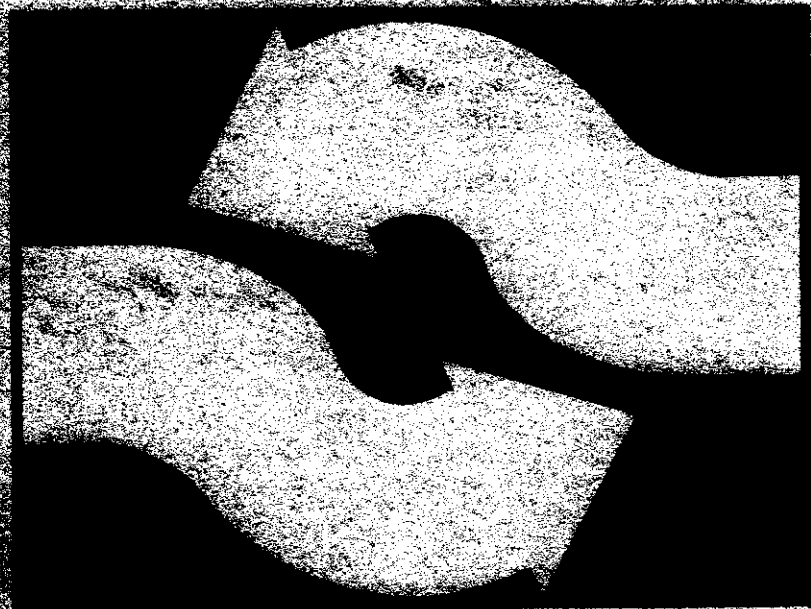


WAVELINK



**HOLYHEAD
DÚN LAOGHAIRE
LINK ORGANISATION**

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Holyhead Dún Laoghaire Link Organisation
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Nota Bene:- The views, opinions or proposals expressed in the articles contained in this publication are those of the respective authors and therefore, they are not necessarily the views, opinions or proposals supported or fostered by the Holyhead Dún Laoghaire Link Organisation or its officials and patrons.

CAERGYBI, YNYS MON, CYMRU
"so much more than a port"
HOLYHEAD, ANGLESEY, WALES

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"so much more than a port"
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1. EDITORIAL

CROESO, FÁILTE and WELCOME to the first edition of "WAVELINK" the biannual journal of the Holyhead Dún Laoghaire Link Organisation. The aim of "Wavelink" is to provide an organ for news, views and articles concerning the peoples, towns and environs of Holyhead and Dún Laoghaire and to encourage research, writing and publication of items of historic, cultural, social and developmental interest.

It is hoped to encourage the schools, colleges and community groups on both sides of the Irish Sea to contribute articles, poems and short stories for publication in "Wavelink" and thereby fostering closer co-operation between writers' groups, historical and genealogical societies and the Public Libraries in each area. "Wavelink" will encourage the collection and publication of biographies of people, famous and not so famous, who were born or lived in either Holyhead or Dún Laoghaire and made a significant contribution to the social, cultural, industrial, educational, maritime or religious life of either or both Towns.

Whilst, much of this first issue concerns Dún Laoghaire, it is certain that future issues will be more evenly balanced with the election of the "Joint Editors" from Holyhead and Dún Laoghaire. Articles on various topics in any of the three languages i.e. Welsh, Irish or English would be welcomed by the "Joint Editors" and no doubt, in time "Wavelink" will be firmly established as a unique international publication.

To set the scene and to get the ball rolling, so to speak, I have compiled a historical miscellany of Holyhead and Dún Laoghaire, the first instalment of which, is published in this issue. It's only a beginning, hopefully, we'll come to use "Wavelink" to record our past and to share our future.

As a person with a family history tied to the shipping between Holyhead and Dún Laoghaire, I hope that this unique opportunity to forge closer links through the pages of "Wavelink" will be grasped by the communities in both Holyhead and Dún Laoghaire for the benefit of all.

Michael Merrigan

Tachwedd / Samhain 2001

<http://www.holyhead.com>
Holyhead on the *World Wide Web*

2. HOLYHEAD-DÚN LAOGHAIRE LINK

Since the building of the pier at Kingstown (now Dún Laoghaire) the fortunes of the Towns of Holyhead and Dún Laoghaire have been inextricably linked through the mail boat service plying between their ports. The mail boat service provided jobs on board the ships and ashore for many thousands of local people through the years, however, with the reduction of staffs through modernisation, the ports of Holyhead and Dún Laoghaire faced a grim future.

Rising to this challenge and understanding the need for closer co-operation, **Mr. Jeff Evans**, the then Mayor of Holyhead and myself as Secretary of the **Dún Laoghaire Business Association**, decided to formalise the ad-hoc co-operation between the ports by establishing the Holyhead Dún Laoghaire Link Organisation in 1998.

However, during the past three years since the foundation of the Link Organisation the Celtic Tiger roared in Ireland, whilst Holyhead languished in the economic doldrums owing to its peripheral position in Great Britain. The Link Organisation set about meeting two great needs – Ireland's need for workers and Holyhead's need for jobs. **FÁS** and the Welsh agencies worked hand-in-hand to bring Irish businesses and possible Welsh employees together. This endeavour was a great success.

With the assistance of the **European Union's INTERREG Programme** a new initiative aimed at encouraging business and tourism in the two towns was launched with the introduction of the "**Wavelink**" Card. This privilege card offers genuine discounts to shoppers in Holyhead and Dún Laoghaire and will be of considerable value to customers in both towns in the run up to Christmas. (see page 32 for details on how to get your "**Wavelink**" Card - "*your passport to privilege*")

Delegates at the September meeting of the Link Organisation included, **Mr. Dónal Marren**, Leas-Chathaoirleach, Dún Laoghaire Rathdown County Council, **Cllr. Arwel Roberts**, Mayor of Holyhead, **Ms. Mary Hanafin, T.D.**, Minister for Children, **Mr. Eamon Gilmore, T.D.**, **Mr. Albert Owen, M.P.** for Anglesey, **Mr. Peter Rogers**, Member of the Welsh Assembly, **Mr. Ieuan Wyn Jones**, Party Leader Plaid Cymru, Member of the Welsh Assembly, **Cllr. William John Chorlton**, Labour Leader, Anglesey County Council, **Mr. John Wynne**, Dún Laoghaire Rathdown Tourism, **Ms. Val Smith**, Dún Laoghaire Rathdown Tourism, **Mr. Hugh O'Rorke**, Dún Laoghaire International Horse Show, **Cllr.**

Vincent MacDowell, MCC, Chairman, Dún Laoghaire Business Association, **Mr. Breasal Ó Caollaí**, Irish Joint Chairman, Holyhead-Dún Laoghaire Link, **Mr. Jeff Evans**, Welsh Joint Chairman, Holyhead- Dún Laoghaire Link, **Mr. Noel Vaughan**, Chairman, Dublin's Riviera Ltd., **Mr. Michael Merrigan**, Genealogical Society of Ireland, **Ms. Veronica Heywood**, Dún Laoghaire Arts Community, **Mr. Paul O'Keeffe**, Inter-Reg. Ireland, **Mr. John McCann**, British Embassy Dublin, **Mr. Réamann Ó Baoill**, Foras na Gaeilge and **Mrs. Margaret Browne**, PRO of the Link Organisation. Many other organisations were also represented.

The September meeting heard three presentations. Firstly, by Paul O'Keeffe on the INTERREG III Programme, secondly, by Michael Merrigan on the possibility of establishing an International British-Irish University at Holyhead and finally by Réamann Ó Baoill of Foras na Gaeilge on the linguistic and cultural ties between Ireland and Wales. It is the intention of the Link Organisation to further these objectives at its November meeting in Holyhead.

With the introduction of the Euro on the 1st of January in Ireland and eleven other European Union countries, the Link Organisation has undertaken to secure business for Holyhead by making Holyhead "Euro friendly" with the assistance of the Euro Changeover Board of Ireland and Forfás – the small business agency in Ireland. A presentation on the Euro will be a feature of the November 2001 meeting of the Link Organisation.

The future development of the services through the ports of Holyhead and Dún Laoghaire and the development of some prime locations in the port area around Dún Laoghaire offer some exciting possibilities for business on both sides of the Irish Sea. The Holyhead Dún Laoghaire Link Organisation will work with the shipping and tourism companies and the developers to ensure a bright and prosperous future for both Holyhead and Dún Laoghaire.

Breasal Ó Caollaí, Joint Chairman
Holyhead Dún Laoghaire Link Organisation
1, Northumberland Avenue, Dún Laoghaire, Co. Dublin,

Tel: +353.1. 284 2711

Dún Laoghaire on Dublin's Riviera

3. A HISTORICAL MISCELLANY

Holyhead, for those that don't already know, is situated on a small island, Holy Island, just off the coast of the larger Anglesey Island (Ynys Mon) in North Wales. Holyhead, or Caer gybi in Welsh, is at the end of the A5 which travels along the north coast of Wales and onward into England. This route to Ireland has been in use for centuries, indeed, the original Roman fort (circa 300 A.D.) on Holy Island was built to protect the coastline from Irish invaders and pirates that ravaged the very borders of the vast and, at this stage, declining Roman Empire. The site of the fort is now the church and graveyard of St. Cybi where the churchyard wall contains one of the three original Roman towers that guarded this small fort.¹

Not long after the collapse of the Roman administration in Celtic Britain in the fourth century AD, the Irish settled on the west coast of Wales, notably in Dyfed and Gwynedd. Indeed, the Lleyn Peninsula just to the south of Anglesey on the Carnarvonshire coast was settled by the Laigin (Leinster Tribes) from Ireland who gave their name to this peninsula. The extent of the remaining Ogham² stones in Wales testifies to the Irish presence and influence from an early period in this part of Wales.

Dún Laoghaire in south County Dublin derives its name from Laoghaire, the High King of Ireland who established his "dún" or stone-walled fortification on the Irish coast in Dublin Bay. High King Laoghaire was almost certainly in contact with the Britons of north Wales during the 5th century. His father Niall Noígiallach (Niall of the Nine Hostages) raided the western coast of Britain for slaves and booty. During one of such raids, possibly on the coast of what is present day Wales, High King Niall captured the young Patrick son of Calpurnius who was to become the Patron Saint of the Irish. Laoghaire's mother was a Briton named Cairenn who was described by Keating as "*ingheann ríogh Breatan*" or the daughter of the "king of the Britons"³ and though, folklore has Laoghaire as Niall's youngest son, he was chosen to succeed his father in the High Kingship of Ireland. Whether this tradition grew out of the fact that the

¹ "Wales Before 1066 - A Guide" by Donald Gregory (ISBN 0-86381-117-5), 1989 Gwasg Carreg Gwalch - p. 58 - picture of this tower.

² Ogham is a form of writing developed in Ireland sometime between the 1st and 4th centuries AD and consists of sets of lines crossing a central median usually the edge of a standing stone

³ Foras Feasa ar Éireann by Keating. vol. ii pp 66, 372.

name "Laoghaire" means "calf herder or steward" and this naming may signify Niall's wish to have his youngest son look after his legacy in the cattle-based economy of the Ireland of his time.

It was possibly through Holyhead that the first Christians made their way to Ireland sometime before the coming of St. Patrick in 432 AD, however, it was Laoghaire as High King of Ireland that met and, it is said, interviewed Patrick and his followers at his residence at Tara. What these men said to each other has not come down to us through the mists of time, but it is significant that Ireland has no Christian martyrs from this period. This suggests a smooth transition in Ireland from the ancient Celtic beliefs shared with the Welsh to the new religion of Christianity that had already been firmly planted in Wales at the time of Patrick.

Christianity brought further and possibly, intensified interaction between Ireland and the north Wales coast. The monasteries on Anglesey were like staging posts for Irish peregrini (pilgrims) to both Rome and Santiago de Compostella in Spain. This land-hopping route to mainland Europe became perilous in the late eight century with the arrival to these shores of the Vikings. Anglesey was invaded in 853 and a further six times until 987 and the legacy of these raids survives in the numerous non-Welsh place-names along the north and south coasts from Swansea, Tenby, Haverford West, Fishguard to Anglesey itself. Many a ferry traveller between Ireland and Wales remembers those strange "crew announcements" on arriving just off Holyhead "*South Stack a-beam*" and off Fishguard "*Strumble*" - both topographical features with Viking names.

It wasn't until the arrival of the Normans in Ireland in 1169/70 that this sea-route to Anglesey was re-established as the land hopping route to Chester and England beyond. Archaeologists believe Viking Dublin controlled the trade between Anglo-Saxon England and Ireland during the pre-Norman period making Dublin one of the richest Viking settlements outside Scandinavia.⁴ The north Wales roadway along the present A5, was notoriously bad for the traveller and frequently bandits ruled this narrow passage between the Irish Sea and the Welsh Mountains. Tudor England needed a fast and secure route to Ireland if she wasn't to loose her grip on her troublesome and rebellious Kingdom of Ireland. During the reign of Queen Elizabeth I, Sir William FitzWilliam, Vice-Treasurer of Ireland, commissioned a Holyhead man, John Apperce (Ap Rhys ?) to operate a ferry service to Ireland in 1561 and a Patrick Tirrell, a sea-captain from

⁴ "Dublin - The First Thousand Years" by Peter Somerville-Large (ISBN 0-86281-206-2) Belfast 1988.

Howth, Co. Dublin, was contracted to supply a Barque, based at Howth for this service.⁵

By 1635 a regular post service between Dublin and Holyhead was established which was a vital link for the British administration in Dublin. Holyhead became a staging point for troops for Ireland during the Cromwellian period. However, by the early 1700's a regular mail and passenger service between Dublin and Holyhead was well established. Dublin Bay's notorious sandbanks claimed many lives as ships were frequently blown off-course en route to the mouth of the River Liffey at the entrance to the port of Dublin.

"Hobblers" or unofficial pilots plied their trade along the coast from Dalkey to Howth. These men made their way out to ships in the bay in 25^{ft} skiffs, rowing standing up, racing to get their bow rope on the vessel first. There was great rivalry between the crews from Ringsend, Dunleary and Dalkey in this very dangerous trade. Families such as the Shortalls, Plucks, Brennans and Tallants have a long tradition in "hobbling" in Dublin Bay. According to John Jenkins *"You'd go out and watch for them, day and night it didn't matter, and you'd go under the ship's bow ... four men, or three in a skiff. You had a hook and a towrope and when you got in to the bow you'd lift up that hook as quickly as possible and heave it up and bang into her; then you'd grab the towrope and hold it. It was very dangerous work."*⁶

Despite the best efforts of these "hobblers" losses at sea continued to rise leading to calls for the establishment of a safe or "asylum" harbour in Dublin Bay. As recently as 1925 three local men lost their lives in this trade when their boat was cut in half - Thomas Miller, Barrett Street, 60 years of age; James Pluck of Lower George's Street and Richard Brennan of Barrett Street, Dún Laoghaire.

Delays were frequent for travellers due to the weather as they still are today. Indeed, in 1727⁷ as **Jonathan Swift** was *"stranded at Holyhead"*

⁵ "Sealink and its predecessors in Dublin" by Brian Scott (ISBN 0-9514554-1-9), Dublin 1989.

⁶ "In the Mind's Eye - Memories of Dún Laoghaire" Dún Laoghaire Borough Heritage Society (Dublin 1991) - p.14 "Maritime Dún Laoghaire - Fish & the Hobblers" Michael O'Halloran.

⁷ Jonathan Swift was "stranded at Holyhead" from 3rd - 28th September 1727 and back again by the 30th - "bad weather". (Brian Scott - "Sealink & its predecessors in Dublin")

he wrote the following lines that must have a certain resonance for many readers familiar with this route. One would think that Swift was familiar with the old "Irish Mail" service when he wrote these lines. One wonders what he would think of the new HSS Stena Line Service on the route today over in just 90 minutes?

Oh Neptune, Neptune, must I still
Be here detained against my will
Is this your gesture when I'm come
O'er mountains steep, o'er dusty plains
Half choked with dust, have drown'd with rains
Only your godship to implore
To let me kiss another shore
A boon so small, but I may weep
While you're like Baal, fast asleep.

Lo, here I sit at Holy Head
With muddy ale and mouldy bread,
I'm fastened both by wind and tide,
I see the ships at anchor ride.
All Christian vittals stink of fish,
I'm where my enemies would wish,
Convict of lies is ev'ry sign,
The Inn has not one drop of wine.
The Captain swears the sea' too rough,
(he has not passengers enough).
And thus the Dean is forc'd to stay
Till others come to help the pay.⁸

In the run up to the building of the Harbour at Dunleary the inner half of Dublin Bay had become so badly silted up that the approach to Dublin at the mouth of the River Liffey had become very hazardous. In 1755 the Irish House of Commons voted monies for the erection of a pier at Dunleary, indeed, as early as 1767, this creek had been enclosed by a pier which still survives at the Coal Harbour in Dún Laoghaire. In 1800 Captain Bligh (yes, of the "Bounty" fame) made an accurate chart of the Bay and its notorious sandbanks.

However, it's to a tenacious Norwegian, Captain Richard Toutcher (1758-1841) that the grand harbour at Dunleary owes its existence. This

⁸ Inscribed by Sir Walter Scott on a window of the old Inn in 1825 (written by Swift).

man was described as "The Father of Dunleary Asylum Harbour"⁹ and it's sad that today only the Dún Laoghaire Harbour Board honours the memory of this gentleman in the name of one of its Harbour Vessels. George Kelly, in Vol. 1 No. 3 (Autumn 1992) of the Journal of the Dún Laoghaire Genealogical Society¹⁰ (p.124-125) recalls how "*Captain Richard Toutcher died a declared bankrupt in Dublin on the 14th April 1841 at the home of a Mrs. Zumach, 11, Creighton Street*" and he asks whether there was any family relationship between Captain Toutcher and the Zumach.¹¹

Whatever way that future generations choose to commemorate the building of this Harbour - named in honour of King George IV in 1821 as was the new town of Kingstown, it has played a very important part in the lives of generations of Irish people. Indeed, it's the ferry service to and from Holyhead that most will remember and identify with for many different reasons. GSI Member, Tony Quinn, in an article titled "*The Dún Laoghaire Mail Boat*" put it nicely - "*When we grew up, we set out on the Mail Boat for holidays in Britain or on the Continent. In those days of the frugal fifties, before the charter flights, ship and train were the accepted means of travelling for tourists. Many of the passengers, however, were not going on holidays. There is an indelible picture in my memory; emigrants carrying brown suitcases which were tied with black belts*"¹²

A scene not too different from that experienced by the 13,743 passengers carried by the steamers up to the 31st December 1821 and, showing progress, by 1824, there were three "*Aladdin*", "*Harlequin*" and "*Cinderella*"¹³ - names chosen to enchant the weary traveller and emigrant. However, the infant Harbour at Kingstown was not yet the port of embarkation - it was Howth until April 1834. The Dublin to Kingstown Railway opened in December 1834 leaving Howth Harbour to the fishermen to this day. With the building of the Menai Bridge between Anglesey and the Welsh mainland the railway stretched from Holyhead to

⁹ Dún Laoghaire Borough Historical Society - "Dún Laoghaire Journal No. 3 1993" -ISSN 0791-3680 p.8-11 full account of the life and times of this man by S. Rygh.

¹⁰ Now the Genealogical Society of Ireland

¹¹ The family of Richard Christian Zumach - Mariner & Ships' Caretaker (1813-1867) is detailed on page 125 of DLGS Journal Vol. 1 No. 3 (1992) by George Kelly of Dún Laoghaire.

¹² Dún Laoghaire Borough Historical Society - Dún Laoghaire Journal No. 5 1996 (ISSN 0791-3680) - p.3. from a broadcast by the author on RTÉ Radio 1 in 1994.

¹³ Brian Scott - "Sealink & its predecessors in Dublin" p.9

London Euston and the "Irish Mail" was born. By 1850 the new railway steamers were operative with names which many may remember - "Anglia", "Cambria", "Hibernia" and "Scotia" indeed, these very vessels may have carried some of those listed on the Census of 1851 to Holyhead.

Another milestone in the history of the "Holyhead Link" is the laying of the undersea telegraph cable between Howth in County Dublin and Holyhead in 1852 just two years after the world's first undersea cable was laid between Dover and Calais¹⁴. However, the line between Holyhead and Dublin broke some three years later and it wasn't repaired but replaced by another more advanced cable.

No doubt many on the list which follows would have fled the horrors of An Gorta Mór (The Great Famine) and the post-Famine turmoil in Ireland to seek their fortunes in Liverpool, Manchester and beyond. Some stayed in Holyhead, inter-married¹⁵ and became part of the surviving maritime tradition of both Holyhead and Dún Laoghaire. This tradition of service to the maintenance of the maritime link between these ports has witnessed great loss of life over the past two centuries. The 10th October 1918 - a month and a day before that terrible First World War ended, on that fateful day, remembered still, 501 people were drowned in the sinking of RMS Leinster by the German U-Boat 132.¹⁶ The anchor of the "Leinster" was recovered and placed as a permanent memorial in Dún Laoghaire to those who lost their lives in Ireland's greatest sea tragedy.

To be continued...

¹⁴ "The Life of Captain Robert Halpin" by Jim Rees. Wicklow 1992 (ISBN 0 9519239 0 0)

¹⁵ Checkout the Second Edition of "Researching Welsh Ancestry" Edited by John & Sheila Rowlands available from the Federation of Family Histories Societies, 2-4, Killer Street, Ramsbottom, Bury, Lancs., BL0 9BZ, England.

¹⁶ see "The Sinking of the RMS Leinster by Philip Lecane. DLGS Journal Vol. 4 No. 3 - Autumn 1995 p.111-113 and hopefully, the subject of a future publication by Philip in the Society's "Irish Genealogical Sources Series"

4. THE IRISH IN HOLYHEAD IN 1851

Whatever became of these people, listed on the 1851 Census for Holyhead, is a subject for another day and no doubt, a full history of the Irish in Holyhead is yet to be written. However, a start has most certainly been made by compiling this list and hopefully, another chapter in the long history of the Irish Diaspora is born.

The following list was compiled by Mrs. Joyce Hinde of *Cymdeithas Hanes Teuluoedd Gwynedd* (Gwynedd FHS) in North Wales. The Genealogical Society of Ireland and "WAVELINK" are very grateful to Joyce for supplying the list for publication. The list contains the surname, forename, age, occupation and in some cases the place born in Ireland. Where the exact place is not shown the only information on the place of birth on the Census was "Ireland".

ANADY Thomas	21	Quarryman	
BOLTON Thomas	42	Railway Labourer	
BOYD Robert	18	Stonemason	
BRENNAN Christopher	31	Houseservant	Dublin
BRENNAN Joseph	3		Dublin
BRIERLY Deborah	37	Wife	Wexford
BRYAN Mathew	35	Quarryman	Tipperary
BURKE Ellin	9		
BURKE James	34	Labourer	
BURKE John	13	Errand Boy	
BURKE Mary	55	Shopkeeper	
BURKE Mary	36	Wife	
BURNELL John	66	Stonecutter	
BURNELL Mary	48	Wife	
BURNELL Elizabeth	20		
BURNELL William	19	Stonecutter	
BURNELL Caroline	15		
BURNELL Samuel	13		
BURNELL John	11		
BYRNE Owen	21	Railway Labourer	
CALNAN Michael	33	Labourer	
CALNAN Winny	28	Wife	
CALNAN Michael	4		
CLARK Miles	38	Fiddler	

COGLAN William	49	Office Messenger	
COGLAN Bridget	52	Wife	
COLLINS Ann	1		
CONWAY Michael	50	Shoemaker	
COOK Joseph Robert	2		Kingstown
COOK Sarah Martha	7m		Kingstown
COSTOLOE Michael	31	Railway Labourer	
COURTNEY Catharine	57	Wife Hawker	
COURTNEY Catharine	13		
COURTNEY Ellen	18		
COURTNEY William	60	Hawker	
COYLE Margaret	4	Scholar	
CROWELL John	36	Constable	
CUDD Charles	47	Coppersmith	
CUDD Charles	47	Coppersmith	
DAILLEY Peter	29	Railway Labourer	
DAVIES Julia	36	Wife	
DAVIES Robert	40	Boots	
DAVIES Mary	40	Wife Lodging House Keeper	
DELANY John	25	Miner	
DELANY Richard	24	Railway Labourer	
DEVANEY Patrick	26	Railway Worker	
DILLAN John	39	Stonemason	
DILLAN Mary	38	Wife	
DILLAN John	13	Scholar	
DILLAN Jane	8	Scholar	
DILLAN James	5	Scholar	
DILLAN Thomas	2		
DOUGHTY Joseph	66	Mariner	Skerries
DUCAN Henry	35	Surgeon	
FAGERTY Denis	35	Agricultural Labourer	
FLAHARTY John	22	Labour	
FOSTER William	25	Joiner	
FRANZ Patrick	40	Railway Labourer	
GARVIN John	26		
GARVIN William	40	Rockman	
GRAY James	30	Packet Porter	
GRAY John	6	Scholar	
GRAY Peter	4	Scholar	

GREEN John	39	Waiter	
GREEN Samuel	29	Mariner	
GRIFFITH Eliza	29	Wife	
GRIFFITH Elizabeth	49	Wife	
HALLORAN John	18	Labourer	
HARRINGTON Sarah	31		
HAWTHORNE Marian	53	Proprietor	
HAWTHORNE Marian	20	Assistant Proprietor	
HAYS John	35	Quarryman	Waterford
HENWAY David	40	Stonemason	Armagh
HENWAY Jane	34	Wife	
HENWAY S Jane	10		Dundalk
HENWAY Robert	6		Dundalk
HENWAY David	1		Newry
HICCLEES Ellen	24	Wife	Dublin
HIGINBOTTOM Matilda	49	Mnstrs. Assistant	Wicklow
HUSHION Patrick	40	Lodging House Keeper	
HUSHION Cathrine	40	Wife	
HYNES Edward	21	Labourer	
JOICE Patrick	36	Railway Labourer	
JOICE Ellen	26	Wife	
KEAGH Bridget	55	Servant	Dublin
KEATING Henry	60	Pensioner	
KELLY Mathew	22	Railway Labourer	
KESCINE Patrick	13	Errand Boy	
LEECH William	46	Joiner	
LEWIS Ellen	50	Wife	
LOGPEOPLE Patrick	30	Hawker	
LUNDY Anne	4		
LUNDY John	28	Soda Water Maker	
LYNES Margaret	25	Wife	Clare
LYONS Mallick	21		
LYSTER George F	29	Civil Engineer	
LYSTER Jane	61	Widow Annuitant	
MacIVER Michael	47	Labourer	
MacIVER Mary	33	Wife	
MacKEY Michael	35	Servant	Wicklow
McGANNAN John	30	Gents Servant	
McGANNAN John	7		

McGRATH Patrick	39	Railway Labourer	
McGRATH Ann	32	Wife	
McHILLOP John	7	Scholar	
McNIECE John	41	Watchmaker	Dublin
McNULTY Peter	27	Railway Labourer	
McVITTIE William	38	Innkeeper	
McVITTIE William	9		
MINGHAM Mary	42	Servant	
MORAN Charles	40	Organist	
MORAN Elizabeth	45		
MOUTRO Ann	60	Pauper	
MULLIGAN Patrick	38	Labourer	
MURPHY Jane	43	Wife Grocer	Wexford
MURPHY Daniel	24	Labourer	Tipperary
MURPHY Mary	30	Wife	
MURPHY Patrick	45	Bellringer	Carlingford
MURPHY Anne	42	Wife	Carlingford
MURPHY Michael	14	Scholar	Carlingford
MURPHY Owen	12	Scholar	Carlingford
MURPHY Juley	9		Carlingford
MURPHY Patrick	7		Carlingford
MURPHY Peter	5		Carlingford
MURPHY Thomas	28	Labourer	
NEVILLE Thomas	35	Agricultural Labourer	
NUGENT	62	Merchant	Kildare
NUGENT	25	Shipman	Kildare
NUGENT	24	Housekeeper	Kildare
NUGENT	27		Kildare
NUGENT	20		Kildare
NUGENT	1		Kildare
O'DONNELL James	38	Labourer	
O'DONNELL Bridged	26	Wife	
O'DONNELL Bridged	6		
O'HARE James	50	Linen Hawker	
O'HARE Jane	31	Wife	Dublin
O'HARE John	60	Hawker	Dublin
O'HARE Margaret	15	Servant	
PARRY Phebe	62	Annuitant	
POWER John	21	Shipman	Dublin

PRITCHARD Thomas	6		
PRITCHARD William	1		
PURCHES Ellen	19	Barmaid	
QUIN Eliza	40	Ship Stewardess	
QUIN Hannah	80	Almswoman	
REED William	14	Errand Boy	
REILLY Emily Annesly	28	House-servant	
RICHARDSON Thomas	30	Merchant	
ROWLAND Elisabeth	66	Widow	
SANDYS Richard	45	Cordwainer	
SHILE Mary	18	Wife	
SMITH Charlotte	30	Wife	Dublin
SMITH John	18	Joiner	
STANTON William	25	Railway Labourer	
STEWART William	37	Stonemason	
STEWART Helen	36	Wife	
STEWART Anne	15	Dressmaker	
STEWART William	13	Scholar	
STEWART John	7	Scholar	
STEWART Samuel	4		
THOMAS William	58	Gentleman	
THORNTON Barney	54	Hawker	
TILSTON John Samuel	8		Dublin
TIMNES Thomas	50	Merchant	
TIMNES Anne	50	Wife	
WALKER James	45	Stonemason	
WALKER Helen	42	Wife	
WALKER John	17	Mason	
WALKER James	16	Mason	
WALKER Sophia	8	Scholar	
WALKER Helen	5	Scholar	
WALKER Caroline	3		
WARREN Abel	52	Annuitant	
WHEELER Anne	71	Lodging House Keeper	
WILLIAMS William	52	Ship Agent	
WILLIAMS Eleanor	41	Wife	
WILLIAMS Clara	11	Scholar	Kingstown
WILLIAMS Charles	8	Scholar	Kingstown
WYNNE William	46	Shoemaker	

5. KINGSTOWN IN 1837

The following is an extract from Lewis' Topographical Dictionary of the Parishes, Towns and Villages of Ireland published in 1837. The sections dealing with what is now the greater Dún Laoghaire area were published by the Genealogical Society of Ireland in "*Irish Genealogical Sources No. 18 – Dublin's Riviera in the Mid 19th Century*" ISBN 1 898471 46 0 compiled by Brendan Hall & George H. O'Reilly. Hopefully in the next issue we'll feature **HOLYHEAD**.

KINGSTOWN, formerly **DUNLEARY**, a seaport and market town, in the parish of Monkstown, half-barony of Rathdown, 5 miles (E.S.E.) from Dublin; containing 5,736 inhabitants. This town, which is situated on the southern shore of the bay of Dublin, derived its former name *Dunleary*, signifying 'the fort of Leary', from Laeghaire or Leary, son of 'Niall of the Nine Hostages', monarch of Ireland, who reigned from the year 429 to 458, and had his residence in this place. Its present appellation, Kingstown, was given to it by permission of his late Majesty George IV, on his embarkation at this port for England after his visit to Ireland, in 1821; in commemoration of which a handsome obelisk of granite, with an appropriate inscription and surmounted by a crown of the same material, was erected. Previously to the construction of the present magnificent harbour, Dunleary was merely a small village inhabited only by a few fishermen; but since the completion of that important undertaking it has become an extensive and flourishing place of fashionable resort, and the immediate neighbourhood is thickly studded with elegant villas and handsome residences of the wealthy citizens of Dublin.

The bay of Dublin had, from time immemorial, been regarded as extremely dangerous for shipping, from a bar of movable sand which obstructed the entrance into the harbour, and rendered the western passage to the port impracticable during certain periods of the tide; and from the vast rocks that project along the eastern shore to the small town of Dunleary. The frequent wrecks that occurred, and the great loss of life and property, had powerfully shown the want of an asylum harbour for the protection of vessels during adverse winds; and application, from the Dublin merchants had been made to Captain Toucher, a gentleman of great nautical skill and experience, who

resided among them, to select a proper station for that purpose. The loss of His Majesty's Packet, The Prince of Wales, and of the Rochdale transport between Dublin and Dunleary, on 17 November 1807, when 380 persons perished, prompted fresh efforts to obtain this desirable object, and the merchants of Dublin and the Rathdown Association again applied to Captain Toucher, who selected the port of Dunleary as the fittest for the purpose, from its commanding a sufficient depth of water, soundness of bottom, and other requisites for the anchorage of large vessels; but nothing further was done at that time. A petition, signed by all the magistrates and gentry on the southern shore of the bay, was, in 1809, presented to the Duke of Richmond, then lord lieutenant; and a small pier, 500 feet in length, was constructed to the east of the Chicken Rocks, which, though accessible only at particular periods of the tide, contributed much to the preservation of life and property. The great want of accommodation for the port of Dublin and the channel trade, induced the citizens to make further efforts to obtain the sanction of the legislature for the construction of an asylum harbour more adequate to the safety of vessels frequenting the Irish channel, and bound for other ports; and in 1815 an act was passed for 'the erection of an asylum harbour and place of refuge at Dunleary'. Commissioners were appointed to carry the provisions of this act into effect, in which they were greatly assisted by the exertions and experience of Captain Toucher ; surveys were made and the works were commenced in 1816, under the direction and after the design of the late Mr Rennie : the first stone of the eastern pier was laid by Earl Whitworth, lord lieutenant, and the work was successfully prosecuted under the superintendence of Mr Rennie, till his decease in 1817: the pier is 3,500 feet in length. Though at first it was thought to be of itself sufficient to afford the requisite security, it was found necessary, for the protection of vessels from the north-west winds, to construct a western pier, which was commenced in 1820, and has been extended to a length of 4,950 feet from the shore. The piers, by an angular deviation from a right line, incline towards each other, leaving at the mouth of the harbour a distance of 850 feet, and enclose an area of 251 statute acres, affording anchorage in a depth of water varying from twenty-seven to fifteen feet at low spring tides. The foundation is laid at a depth of twenty-feet at low water, and for fourteen feet from the bottom the piers are formed of fine Runcorn sandstone, in

blocks of fifty cubic feet perfectly square, and from six feet below water mark to the coping, of granite of excellent quality found in the neighbourhood. They are 310 feet broad at the base, and 53 feet on the summit; towards the harbour they are faced with a perpendicular wall of heavy rubble-stone, and towards the sea with hugh blocks of granite sloping towards the top in an angle of ten or twelve degrees. A quay, forty feet wide, is continued along the piers, protected on the seaside by a strong parapet nine feet high. The extreme points of the piers, which had been left unfinished for the decision of the Lords of the Admiralty with respect to the breadth of the entrance, are to be faced in their present position. A spacious wharf, 500 feet in length, has been erected along the breast of the harbour, opposite the entrance, where merchant vessels of any burden may deliver or receive their cargoes at all times of the tide. At the extremity of the eastern pier is a revolving light, which becomes eclipsed every two minutes.

The old pier, which is now enclosed within the present harbour, affords good shelter for small vessels. More than half a million sterling has been already expended upon the construction of this noble harbour, and it is calculated that, to render it complete, about £200,000 more will be requisite. The materials for the piers, wharf, and quays, are of granite of remarkably compact texture, brought from the quarries of Dalkey Hill, about two miles distant, by means of railroads laid down for the purpose; the number of men daily employed was about 600 on the average.

The Royal Harbour of Kingstown is now exclusively the station for the Holyhead and Liverpool mail packets; and from the great accommodation it affords to steam vessels of every class, and the protection and security to all vessels navigating the Irish channel, it has fully realised all the benefits contemplated in its construction.

The number of vessels that entered, during the year 1835, was 2,000, of the aggregate burden of 244,282 tons, exclusively of fifty-seven men-of-war and cruisers, and of the regular post office steam packets from Holyhead and Liverpool, of which there are six employed daily in conveying the mails and passengers. About twenty yawls belong to the port, of which the chief trade is the exportation of cattle, corn, granite, and lead ore, and the importation of coal, timber, and iron.

The intercourse with the metropolis is greatly facilitated by the Dublin and Kingstown Railway, which has been lately extended, by the Board of Works from the old harbour of Dunleary to the new wharf, which is very large and commodious. It was opened to the public on 17 December 1834, and the number of passengers has since been on the average about 4,000 daily; the number from Dublin and its environs to Kingstown, during the races, was, on the first day, 8,900, and on the second 9,700. The line which is $5\frac{1}{2}$ miles in length, was completed to the old harbour at an expense of more than £200,000, of which £74,000 was advanced on loan by the Board of Public Works, and during its progress employed from 1,500 to 1,800 men daily. It commences at Westland Row, Dublin, where the company have erected a handsome and spacious building for passengers, and is carried over several streets, and across the dock of the Grand Canal by handsome and substantial arches of granite.

At Merrion, about two miles from the city, it passes through the sea on an elevated embankment to Blackrock. Thence it passes through extensive excavations, and intersecting the demesnes of Lord Cloncurry and Sir Harcourt Lees, passes under a tunnel about seventy feet in length, and extends along the seashore to the Martello tower at Seapoint, continuing along the base of the Monkstown Cliffs to Salthill, and thence to the old harbour of Dunleary, where commences the extensive line to the new packet wharf. Six locomotive engines of the most approved construction are employed on the road, and there are three classes of carriages for passengers, the fares of which are respectively sixpence, eightpence, and a shilling. These carriages start every half hour, from both stations, from six o'clock in the morning till 10 o'clock at night, performing the journey in less than fifteen minutes; the whole line is well lighted with gas.

The town consists of one spacious street, about half a mile in length, and of several smaller streets and avenues branching from it in various directions; there are also several ranges of handsome buildings, inhabited chiefly by the opulent citizens of Dublin, of which the principal are Gresham's Terrace, consisting of eight elegant houses, with a spacious hotel erected by Mr Gresham, at an expense of £35,000, together forming one side of Victoria Square, so named at the request of the Princess Victoria; the ground in front of the terrace

is tastefully laid out, and from the flat roofs of the houses, which are secured from the risk of accidents by iron railings, is a fine view of the bay, the Hill of Howth, the Killiney Hills, and the Dublin and Wicklow mountains. Haddington Terrace, consisting of eight houses in the Elizabethan style, was built in 1835; and there are many detached and handsome residences. The town, towards the improvement of which Mr Gresham has contributed greatly at his own expense, is partly paved, and is lighted with gas by the Dublin Gas Company. From the purity of the air, the beauty of its situation, and convenience for sea bathing, this place has become a favourite summer residence, and is greatly resorted to by visitors, for whose accommodation, besides the Gresham Hotel, there is the Anglesey Arms on the quay; there are also several private lodging houses on the western side of the harbour.

The Dublin Railway Company have erected some elegant and spacious baths, and there are others also on the eastern side of the harbour, all command interesting and extensive views of the sea and the surround scenery.

Races are held annually, for which Mr Gresham purchased land near the town well adapted for a course, and which he is about to erect a grand stand; and regattas annually take place in the harbour.

In the town and neighbourhood are many handsome seats and pleasing villas, most of them commanding views of the bay of Dublin and of the richly diversified scenery on its shores. Of these, the principal are Fairyland, that of C. Halliday, Esq.; Granite Hall, of R. Garratt, Esq.; Stone View, of S. Smith, Esq.; Lodge Park, of the Rev. B. Sheridan; High Thorn, of J. Meara, Esq.; Glengarry, of R. Fletcher, Esq.; Prospect Assistant Commissioner General Chalmers; Glengarry House, of J. Dillon, Esq.; Northumberland Lodge, of Sir William Lynar; Airhill House, of F. T. McCarthy, Esq.; Wellington Lodge, of M. McCaull, Esq.; Mount Irwin, of J. Smith, Esq.; Plunkett Lodge, of the Hon. Mrs Plunkett; Carrig Castle, of C. N. Duff, Esq.; Marine Villa, of J. Duggan, Esq.; Eden Villa, of J. Sheridan, Esq.; Ashgrove Lodge, of B. McCulloch, Esq.; Raven Lodge, of Lieutenant Burniston; Leslie Cottage, of J. Twigg, Esq.; Echo Lodge, of Mrs Leathley; and Valetta, of Captain Drewe.

The neighbourhood is remarkable for its quarries of fine granite, from which was raised the principal material for the bridge over the Menai Straits, and for the harbours of Howth and Kingstown.

A savings' bank has been opened, and a marketplace and courthouse are in progress of erection. Kingstown is the head of a coastguard district, comprising the stations of Dalkey, Bray, Greystones, Five-mile Point, and Wicklow Head, and including a force of five officers and thirty-eight men, under an inspecting commander resident here; there is also a constabulary police force under a resident sub-inspector. Petty sessions are held every Monday; a court at which the Commissioners of Public Works preside, or a deputed magistrate, is held on Tuesday, to try harbour offences; and the seneschal of Glasnevin and Grangegorman manorial court, sits on alternative Fridays, for the recovery of debts to any amount within this district.

An Episcopal chapel was built by subscription in 1836, in pursuance of a donation of £1,000 late currency for its endowment; it is called the 'Protestant Episcopal Mariners' Church at Kingstown Harbour'.

In the R.C. divisions the town is the head of a union or district, comprising the parishes of Dalkey, Killiney, Old Connaught, Rathmichael, Tully, and the greater part of Monkstown and Kill. The chapel is a handsome edifice, completed in 1835, at an expense of £4,000; over the altar is a painting of the Crucifixion, presented by Mr Gresham. There are chapels also at Cabinteely and Crinken.

In the town are places of worship for Presbyterians in connection with the Synod of Ulster, of the third class, and Wesleyan Methodists; the former erected at an expense of £2,000, and the latter of £1,000, there is also a large lecture room.

A convent of the Order of St Clare, to which is attached a small chapel, was established here about ten years since; but the community, having been much reduced in number, has been distributed among other religious houses, and the convent has been purchased by the nuns of Loretto House, Rathfarnham, who conduct a respectable boarding school. A convent of the Order of Mercy was

established in 1835, consisting of a superior and seven sisters from Baggot Street, Dublin, who have built a commodious schoolroom, in which 300 girls are gratuitously instructed; they also visit the sick in the neighbourhood, whom they supply with necessaries and religious instruction. About 120 children are taught in an infants' school and a school under the New Board of Education. A dispensary and fever hospital were established in 1825.

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6. LAOGHAIRE MAC NIALL

The following poem was written in 1998 to mark the "*Dún Laoghaire 1500*" celebrations organised by the Dún Laoghaire Business Association and the various voluntary and community organisations in the Town.

Historians will rightly point out that the more correct celebration should be held in 2003 to mark the 1550th anniversary of the building of the "dún" by the High King Laoghaire or in 2013 to mark the 1550th anniversary of the death of the High King. In any event "*Dún Laoghaire 1500*" spawned an interest in the founder of Dún Laoghaire – *High King Laoghaire mac Niall*. It was hoped that a statue of Laoghaire would have been erected at or near the site of his "dún" near the Coal Harbour in Dún Laoghaire. In the poem a druid fears for his job prospects on the arrival of Christianity.

A DRUID'S ODE TO LAOGHAIRE ©

Hail to Thee Oh Great Monarch
Son of Niall the magnificent,
First of the mighty Uí Néill,
Lord of Tara, master of the Red Hand,
High King of kings, princes and chiefs,
Anointed by ancient right in druidic order
To rule the five lands of the Gael.

Hail twice to Thee Oh Great One,
White rod of honour, sword of destiny,
Shield of the Good God,
Speaker of all truths and wisdom,
Giver of fair law, harvester of abundance,
Host of all hosts, generous to all,
None the like in the five lands of the Gael.

Hail thrice to Thee the anointed one,
Calmer of the herds vast on the plain,
Spark of the sacred fire, light of each home,
Consul of the Gods on high, to the four winds
Words of wisdom and piety ever ancient
Invoke generations past to guide Thee,
Oh Mighty One of the five lands of the Gael.

Hail, Hail, Oh Hail to Thee My Lord and master,
Look south, Oh Great One, beyond your mighty Dún.
On your seas there carries a man of another God,
No sword nor shield to his defence, My Prince, but

Words of a new trinity, they say, he brings today
To Thee, My Lord, pray deliver us from this man
Lest his words be in the five lands of the Gael.

Hail five times over, to Thee of Niall's blood,
Radiance performs the sacred ancient rite,
To light the lands from thy holy flame,
Blessed abundant by our Gods, Oh Mighty One,
What of that flame yonder on Slane's hill,
Who dares to challenge Your Majesty's right
In your five lands of the Gael ?

Ave, Ave Rex Hiberniae, Domine,
My Lord, Caesar's man of a new God
Greets Your Majesty and skilfully treats
With your nation's best in our own
Ancient tongue, to rob and curb
Your rights, My King, with another,
Isn't this your realm, the five lands of the Gael ?

Ave, Ave, Dominus meus, ever wise,
Great One, hear the words of this Man,
A God born in Cairbre's time in a distant land
And hung there on a tree, he tells, to rise again
A king, it is said, Your Majesty, above all
And thee, Great Lord, banish this man
From these five lands of the Gael.

Seven curses on you My Lord, and your
Ave and Ave again to this new King,
A God from over the sea to rule us now
My King, brake not of his bread, I plead,
Gone are fires to please our own Gods,
Bells, smells and words anew to believe
Oh Man King of the five lands of the Gael.

Seven times seven curses on you, My King,
Laws of another is our bondage now forever,
By a new God of this Patrick we swear and
Toast your health, wealth and wisdom now
But by our old Gods, My Lord, you reigned
For standing straight in Tara's green bosom
Lies My King of the five lands of the Gael.

Hail to thee, My King.

© MICHAEL MERRIGAN (29.08.1998)

7. A "LINK" MEMORIAL

The refurbishment of the Town and seafront in Dún Laoghaire has spawned questions regarding suitable street furniture and art. To celebrate the Millennium in 2000 the Holyhead-Dún Laoghaire Link Organisation proposed marking the link between Wales and Ireland by looking to our Celtic past.

As Celtic Nations our past, including our mythology, is very similar and offers a wealth of subjects, from which, to draw a suitable "joint memorial" for the Millennium. Suggestions of St. Patrick and Dewi Sant, though, very poignant should we consider the Millennium as a purely Christian affair and thereby, simply a celebration of 2000 years. However, we Celts have approximately 1,500 years more to celebrate (conservative estimate 1,000 years) here in these Islands and this should be the focus of our celebration - *a prelude to our fourth millennium!!* Given that Patrick and David are National Patron Saints, they were not, however, historical contemporaries - approximately 100 years apart. Therefore, we must seek a link, both historic and possibly, mythological, between our two nations. Something with a maritime theme and common to both traditions - the Celtic Sea God. *Irish: Manannan Mac Lir Welsh: Manawydan ap Llyr*

With similar bronze statues mounted at the entrance to both ports and in both languages we highlight "*The Sea Separates and Unites Us*" in Holyhead and Dún Laoghaire. Coupled with possibly the renaming of a street in Holyhead and Dún Laoghaire to reflect this special relationship. The Millennium passed without any significant acknowledgement of the link between Holyhead and Dún Laoghaire, however, as the prospect of the total redevelopment of the Carlisle Pier may soon become a reality should not the historic link be recognised by a suitable memorial?

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8. IBIU FOR HOLYHEAD?

The first meeting of the Holyhead-Dún Laoghaire Link Organisation following the FMD crisis in the UK was held on Monday September 3rd 2001 in the Council Chamber in Dún Laoghaire which was packed to capacity to re-launch the Link with proposals to improve the economy of Holyhead and its hinterland. A presentation by Michael Merrigan of the Genealogical Society of Ireland was well received by the delegates. The text of the presentation follows.

A Chathaoirligh,

Firstly, by way of introduction, I will briefly describe our organisation and its activities.

The Genealogical Society of Ireland is a voluntary organisation devoted to the promotion of the study of Irish genealogy and heraldry both here in Ireland and abroad amongst the Irish Diaspora. Membership is open to all interested in Irish Family History, social history or heraldry.

The Society holds two Open Meetings each month and indeed, since its foundation in 1990 over 8,000 individuals have attended the Society's meetings. Over the years too, the Society has emerged as Ireland's leading publisher of genealogical material with now over 30 titles in print – and that number is still growing.

One of the main objects of the Society is the collection, preservation and making available to research of genealogical and heraldic material. To this end the Society has amassed a considerable Archive. Plans are progressing with the County Council to restore and refurbish the Martello Tower at Seapoint, Co. Dublin to house this Archive.

The Society is incorporated as a non-profit educational organisation with charitable status in Ireland. It is also the only genealogical organisation to have received a Grant of Arms from the Chief Herald of Ireland, indeed, An Cathaoirleach, Cllr. Betty Coffey, very graciously held a Civic Reception in this County Hall to mark the occasion.

Given the importance of links with the Irish Diaspora to the activities of this Society, we're all too familiar that "*The Sea Separates and Unites Us*". Holyhead has been a byword in Ireland for emigration, not only for the Irish Diaspora in Great Britain, but onwards through Liverpool and other

British ports, it links us with the Irish of North America, Australia, New Zealand and South Africa

Indeed, as Celtic Nations on the periphery of Europe our past is very similar and from a purely cultural perspective, this offers a wealth of subjects, upon which, to draw a suitable and yet, tangible representation of this unique connection between our two nations. We've heard suggestions of erecting statues to St. Patrick and Dewi Sant, though, very poignant as a purely Christian affair, it would merely be a celebration of the past 1600 or so years. We Celts have approximately 1,500 years more to commemorate here in these Islands, however, should it be the focus of this Holyhead-Dún Laoghaire Link to erect monuments to our past or to concentrate on future links?

The Genealogical Society of Ireland would contend that the Holyhead-Dún Laoghaire Link would be a broad organisation with the capability of dealing with the cultural or historic links through the involvement of the voluntary and community sector on both sides. The closer co-operation between similar organisations on both sides of the Irish Sea can and should provide for the cultural, heritage or sporting links.

However, at this time, the Society feels that the Holyhead-Dún Laoghaire Link Organisation should be concentrating on the prevailing economic situation on the Welsh side of the Link and exploring all options afforded by the European Inter-Regional Development Funds to forge a security of development for the Town of Holyhead.

Here in Ireland we are all too aware of the economic and development problems associated with a peripheral location in Europe. Indeed, if it were not for the structural and cohesion funding transferred from Brussels and our own prudent planning by successive governments, we would not have experienced the levels of growth in our prosperity over the past eight years or so.

In saying this, we in Ireland are gratefully acknowledging the assistance of our partners in the European Union, which coupled with the Social Partnership Model in Ireland provided unprecedented opportunities for our economy to expand. Though, at the moment, certain factors in the global economic climate are forcing readjustments in particular sectors the general forecast is far from negative.

In the Greater Dublin Region, including Dún Laoghaire, prosperity has brought very mixed blessings through higher house prices, increased

traffic, the soaring cost of development land with very few green-field sites left and with brown-field sites now at an all-time premium – we're simply reaching our maximum building development potential. Indeed, it was into this development frenzy in the Greater Dublin Region that the activities of this Link Organisation, FÁS and the Welsh Employment Agencies sought to draw a workforce from Wales to Ireland. However, such a strategy has few long-term benefits for Ireland and none for Wales, especially, for Holyhead.

It's no secret in Ireland, that communities which are heavily dependent on economic migration, slowly and irreversibly disintegrate as the young leave and never return. The western counties of Ireland attest to this economic and social dislocation with the migration of the young to the cities in the 1990's and following the previous wave of emigration to the United States and Great Britain in the 1980's of a similar age group. Whilst, understanding that the previous employment campaign organised by the Link was to serve an immediate need on both sides of the Irish Sea, it cannot and must not, become the future for the young of Holyhead and North Wales. This strategy is as we say in Irish "mar sreach i mbéal bearna" or a "stop-gap" approach to tackling unemployment in Holyhead – we must look beyond such strategies with a vision of a secure economic environment for our sister town of Holyhead.

Holyhead, it can be said, suffers from a "dual-peripherality" in that it is seen as peripheral on the island of Great Britain and in Wales itself. Strange as it may seem, therefore, following the signing of the British-Irish Agreement at Belfast in 1998, Holyhead is almost equidistant to the nations and regions of these islands. Holyhead, therefore, is at the centre of our Celtic World and, more importantly, it can become the symbolic centre of this new relationship between the peoples of these islands.

Whilst, it is true that this "central" location offers no real trade or industrial benefits for immediate exploitation, it does offer the opportunity for the establishment of the equivalent to a major industry in any town – boosting the economic activity and confidence in the hinterland too.

The adoption by this Link Organisation of the following imaginative and achievable objective will, the Society believes,

- utterly transform the economic and social future for the people of Holyhead;

- provide an impetus for the development of businesses and support services;
- provide lasting and quality employment;
- provide a basis for ITC and R & D facilities to be established in the locality;
- secure a future for the passenger link between Dún Laoghaire and Holyhead;

The new dispensation permitted under the Good Friday Agreement needs tangible expression in an East/West direction, in addition to the Irish north/south dimension and this is specifically provided for in the legislation enacted by Westminster and Dublin underpinning the Agreement.

This expression of a new cooperative relationship between Great Britain and Ireland could most effectively be served in the realm of education and specifically, third level education.

Therefore, the establishment, by both governments, of an international university catering for the growing interest in British-Irish Studies, Celtic Studies, Inter-Regional Development Studies; Genealogy & Heraldic Studies etc., and also, possibly Maritime Resources & Transportation Studies, would provide the Holyhead region with the type of economic security and benefits of a large industrial plant, however, without the risks of its removal to the far east.

With both sovereign governments providing the legislative basis for its establishment through an international charter, and with aid from the European Union, this International British-Irish University (IBIU) at Holyhead would serve populations on both sides of the Irish Sea and further afield.

The attractiveness of Holyhead as a location for the IBIU would not be lost on many students struggling with the high costs of accommodation and services in Dublin and it would be in easy reach of most Irish students from north or south. As an international institution, links with similar bodies throughout the world would be sought and thereby, provide many attractive possibilities for the expansion of faculties at the IBIU in the future. The potential afforded by a development like the IBIU for inward investment, whether, directly through the provision of services etc. or by the establishment of R & D projects in association with the private sector, cannot be overstated. Indeed, its proximity to Dublin alone would make it an attractive location for investment or sales by Irish based companies.

To those who may feel that the location of the IBIU at Holyhead, in the heart of a Welsh speaking community, would seriously destroy that linguistic environment, it must be remembered that without such a permanent economic lifeline, the community will be destined to suffer the lasting effects of economic migration. The IBIU will not be only an economic resource - it will be a community and social resource for the people of Holyhead and its hinterland. However, in recognition of the unique linguistic environment, it must be central to the charters for the establishment of the IBIU that, the Celtic languages, including Welsh, be afforded equal status with English and be actively promoted and encouraged by the ethos of the IBIU as an international, though, Welsh based institution.

Therefore, in conclusion, on behalf of the Genealogical Society of Ireland, I proffer for consideration by the Holyhead-Dún Laoghaire Link Organisation, the proposal to initiate such research as may be required to launch a campaign for the establishment, under the auspices of the British-Irish Agreement of 1998, of the International British-Irish University or IBIU at Holyhead in North Wales.

The Society would urge all representatives present to support this initiative and to jointly seek the assistance of the Irish and British Governments, the National Assembly of Wales, the European Union and the Local Authorities in Dún Laoghaire-Rathdown, Anglesey and Holyhead for the establishment of the International British-Irish University.

I commend the proposal to the meeting. Go raibh míle maith agaibh. Diolch yn Fawr.

*Michael Merrigan, FGS
Genealogical Society of Ireland*

Proposal: That, the Holyhead-Dún Laoghaire Link Organisation initiate such research as may be required to launch a campaign for the establishment, under the auspices of the British-Irish Agreement of 1998, of the **International British-Irish University (IBIU)** and to seek the support of the Irish and British Governments, the National Assembly of Wales, the European Union, Dún Laoghaire Rathdown County Council, Holyhead Town Council and the Anglesey County Council for the establishment of the International British-Irish University at Holyhead, North Wales.

Proposed by: **Eamon Gilmore, TD**
Member of Dáil Éireann (Labour Party)

Secoded by: **Cllr. William John Chorlton,**
Anglesey County Council

"WAVELINK" congratulates **Mrs. Moggy Grimes** of Dún Laoghaire on her 90th birthday on Wednesday October 31st 2001. Moggy is the last surviving child of John Merrigan who was rescued from the *RMS Leinster* in October 1918. Many people remember Moggy as a fine teacher of Irish dancing.

Happy Birthday Moggy

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Mr. Jeff M. Evans, 85, Kings Road, Holyhead, Anglesey, LL65 2BN, WALES, UK

HOLYHEAD - DÚN LAOGHAIRE LINK

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DÚN LAOGHAIRE BOROUGH HISTORICAL SOCIETY

Mr. Colin Scudds, 7, Northumberland Park, Dún Laoghaire, Co. Dublin, IRELAND

GWYNEDD FAMILY HISTORY SOCIETY

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GENEALOGICAL SOCIETY OF IRELAND

Mr. Michael Merrigan, 11, Desmond Avenue, Dún Laoghaire, Co. Dublin, Ireland

"WAVELINK"

c/o 1, Northumberland Avenue, Dún Laoghaire, Co. Dublin, Ireland.

**A FULL LISTING OF THE PUBLICATIONS BY THE
GENEALOGICAL SOCIETY
OF IRELAND**

CAN BE FOUND ON THE SOCIETY'S WEBSITE

<http://www.gensocireland.org>

10. THE WAVELINK CARD PROJECT

This unique privilege or loyalty card was launched to boost business in and between Holyhead and Dún Laoghaire by offering genuine discounts on goods and services and thereby rewarding our customers for their loyalty to local business.

The Card is now widely accepted in both towns and now covers "*WaveLink*" discounts on accommodation, **Stena Line** travel, car parking, theatres, restaurants, pubs and clubs and, of course, discounts on a goods and services in Holyhead and Dún Laoghaire.

Getting a "*WaveLink Card*" couldn't be simpler with offices in both towns and it's available via the secure server on the Dún Laoghaire Website For just £8.00 or €10.00 inclusive of the Registration Fee.

Your "*WaveLink Card*" is personalised and therefore, it is non-transferable. Full details of participating businesses and services are contained in your "*WaveLink Card*" Handbook.

Pick up your passport to privilege at the "*WaveLink*" Office nearest you. For postal applications please allow 28 days for delivery of your "*WaveLink Card*"

HOLYHEAD

15-17, Market Square
Holyhead
Anglesey
Wales / Cymru

Tel: (01407) 760222

DÚN LAOGHAIRE

Dún Laoghaire Shopping Ctr.
Marine Road
Dún Laoghaire,
Co. Dublin
Ireland

Tel: (01) 230 2614

Website: <http://www.dun-laoghaire.com>

Website: <http://www.holyhead.com>

WaveLink Card Project

Administered

by

Dún Laoghaire Business Association

and

Holyhead Opportunities Trust

in partnership with

Dún Laoghaire Rathdown County Council,

Holyhead Chamber of Trade & Commerce,

Holyhead Town Council,

Isle of Anglesey County Council,

Manweb/ScottishPower,

Stena Line

and the

Welsh Development Agency

The Project is partially funded by European Union InterReg Funds.

“WaveLink”

“Your passport to privilege”

DUBLIN'S RIVIERA LIMITED

Community Tourism Company

is a proud supporter of

“WAVELINK”

CAERGYBI, YNYŷ MON, CYMRU

“so much more than a port”

HOLYHEAD, ANGLESEY, WALES

- "WAVELINK" is the community journal of the Holyhead Dún Laoghaire Link Organisation which aims to bring the communities of Holyhead and Dún Laoghaire closer together, to enhance the business, employment, tourism and trade opportunities afforded by the ferry link between our Towns.
- "WAVELINK" aims to publish news, views and articles of interest to the peoples of Holyhead and Dún Laoghaire.
- "WAVELINK" encourages literary activity on both sides of the Irish Sea, especially amongst the young people in the schools and colleges and amongst the various community organisations in Holyhead and Dún Laoghaire.
- "WAVELINK" promotes a greater understanding, appreciation and knowledge of our shared cultural, linguistic, social and maritime heritage and seeks to record for later generations, the stories of the peoples of the Towns and the hinterlands of Holyhead and Dún Laoghaire.
- "WAVELINK" promotes the use and wellbeing of our ancient Celtic languages of Welsh and Irish by encouraging writing and poetry in these languages that are amongst the oldest in Europe.

€3.80 Stg£2.50