

4. Archaeological & Historical Background

This section is a summary of the archaeological and historical background of the study area. Sources used were the Record of Monuments and Places (RMP) and the accompanying list of sites (Archaeological Survey of Ireland 1997). The information from these sources has been tabularised as per the NRA published guidelines on constraints studies for both archaeological and architectural heritage (NRA n.d.; NRA n.d.a; see section 5). The *Archaeological Inventory of County Cork VOL II: East and South Cork* (Power 1994), which is a publication of information held in the files of the Archaeological Survey of Ireland, held by the National Monuments Section, DOEHLG (also known as the SMR) were also consulted. This inventory records field work also. The National Museum of Ireland files, known as the Topographical Files were also checked to identify archaeological artefact sites that may be within the pipeline vicinity.

The yearly *Excavations Bulletin*, which summarises licensed archaeological work in the country, by county (Bennett, various dates) was checked for up-to-date information on recent archaeological discoveries the location of the study area. Excavation summaries for the years 1996-2003 inclusive were included. All information sources used have been referenced and listed in section 9. Please note that the maps included are for illustration only. The RMP maps are reduced for inclusion and their original scale is six inches to one mile (OS 6" map series). Other maps are for indication only in order to illustrate the archaeological potential for each location in the study area. Those maps were provided by the lead consultant on behalf of the client unless otherwise indicated (fig. 13; Table 2).

The study area covers portions of the following townlands:

Townland	OS 6" Sheet No.	Parish	Barony
Ardmore	87	Marmullane	Kerrycurrihy
Ballybricken	87	Barnahely	Kerrycurrihy
Ballyfouloo	87	Monkstown	Kerrycurrihy
Ballyleary	87	Clonmel	Barrymore
Ballynoe	87	Clonmel	Barrymore
Ballintaggart	87	Carrigaline	Kerrycurrihy
Ballywilliam	87	Templerobin	Barrymore
Ballyvoloon	87	Clonmel	Barrymore
Barnahely	87	Barnahely	Kerrycurrihy
Carrigaline	87, 99	Carrigaline	Kerrycurrihy
Carrigaline Middle	87	Carrigaline	Kerrycurrihy
Carrigaline East	87	Carrigaline	Kerrycurrihy
Carrignafof	87	Templerobin	Barrymore
Commeen	99	Carrigaline	Kerrycurrihy
Cuskinny	87	Templerobin	Barrymore
Dean & Chapter: Land of Cloyne	87	Clonmel	Barrymore
Kilgarvan	87	Templerobin	Barrymore
Lackaroe	87	Monkstown	Kerrycurrihy
Loughbeg	87	Barnahely	Kerrycurrihy
Maulbaun	75, 87	Monkstown	Kerrycurrihy
Monkstown	87	Monkstown	Kerrycurrihy
Raheens	87	Carrigaline	Kerrycurrihy
Rathanker	87	Monkstown	Kerrycurrihy
Ringaskiddy	87	Barnahely	Kerrycurrihy
Ringacoltig	87	Clonmel	Barrymore
Ringmeen	87	Clonmel	Barrymore
Shanbally	87	Carrigaline	Kerrycurrihy
Parkgarriff	87	Monkstown	Kerrycurrihy
Pembroke	75, 87	Marmullane	Kerrycurrihy
Passage West	75, 87	Marmullane & Monkstown	Kerrycurrihy

Table 2. Detail of Townlands within Study Area (from ... *Index to the Townlands...* 1992)

4.1 Background

The following is a synopsis of the study area as it relates to the archaeology and history of the Lower Cork Harbour region:

Prehistory	The earliest evidence for human settlement in Co. Cork now dates to the Early Mesolithic period (Woodman 1984, 1-11; 1989, 116-124). People living in the Mesolithic period ("middle stone age") were gatherers, hunters and fishers. It is thought they lived near the coastlines and along rivers, using flint and other suitable stones to make sharp tools (Anderson 1991, 35-8). Shell middens are refuse mounds or spreads of discarded sea-shells and can date from the Late Mesolithic, although the Cork Harbour oyster middens are quite recent (Power et al 1994). In addition Mesolithic people are found in the archaeological record by the material they left behind, usually in the form of stone tool-making waste ("debitage") and the tools themselves, and more rarely by habitation evidence such as house structures, pits and hearths. Burial evidence for this period is exceedingly rare with the latest evidence being located along the River Shannon, Co. Limerick (Collins and Coyne 2003; 2006). The Later Mesolithic period could be represented by the midden at Ringaskiddy CH12, although without datable material from this feature it is impossible to estimate its precise date of use (CO087-054---). The Neolithic ("new stone age") saw the introduction of farming into Ireland.
Early Mesolithic	
8000-5500BC	
Later Mesolithic	
5500-4000BC	
Neolithic 4000-2500BC	
Bronze Age	
2500-500BC	
Iron Age	
500BC-AD500	

	<p>This change is seen in the archaeological evidence through domesticated plant and animal remains and a more sedentary lifestyle, although it is now thought that a certain amount of hunting and gathering would have continued (Waddell 1998). An important development in the Neolithic is the appearance of community burial places, megalithic tombs (of which there are 4 types), which took much time, effort and planning to construct (Twohig 1990). Evidence for Neolithic life in the archaeological record of Munster includes rectangular houses, farmsteads, pottery and megalithic tombs.</p> <p>The Bronze Age marks the first introduction of widespread metal use into Ireland, firstly copper and then bronze. It is thought that society in this period became more hierarchical, with stress in community evidenced in the archaeological record by the disproportionate amount of weapons, particularly those which appear to be ritually deposited in watery places. Farming continued with houses being characterised in this period by circular structures, some in unenclosed or enclosed farmsteads. Burial at this time moves from the community rite of the Neolithic to singular burial in much smaller burial monuments such as barrows, ring ditches, cists and pits, sometimes grouped together into "cemeteries" (Waddell 1990; 1998). Pottery continues to be used in a domestic context and also new pottery shapes are seen, which are made especially for funerary purposes. Of the most common monument types in the archaeological record in Ireland, the burnt mound, or <i>fulacht fiadh</i> tends to date to this period (although both earlier and later dated examples have been found) (Buckley 1990; Monk 2007). Although no surface trace survives of CH19 is such an example. Ritual stone monuments such as standing stones, pairs, rows and circles as well as rock art tend to date to the Bronze Age, which are particularly common in the Munster region, especially west Cork and Kerry (Ó Nualláin 1984).</p> <p>An archaeological site dating to the Neolithic and Bronze Ages was excavated in advance of a golf course on Foaty Island excavated in 1992 (outside the study area), revealed a prehistoric complex of human occupation and possible burial pits.</p> <p>The Iron Age in Ireland is more elusive than the previous periods, with no definite site type or burial tradition attributable to the period. The Iron Age has been discovered in Co. Cork, however, most recently at excavations at Cashel Hill and on the Beara peninsula by Prof. William O'Brien of UCC (O'Brien 2006).</p>
<p>Medieval Early Medieval AD400-1100 Later Medieval AD1100-1600 Post Medieval AD1600-1700</p>	<p>The early medieval period in Ireland is characterised by the introduction to Christianity to the country and history (i.e writing, Edwards 1990; Sheehan and Monk 1998). Archaeological monuments attributable to this period include ringforts, cashels, (enclosed farmsteads) some hut sites, souterrains (underground chambers) and many monastic and ecclesiastical sites. These sites may occur in association in the landscape (Stout 1997). There are two ringforts located in the vicinity of the pipeline route CH1 & CH16, a ringfort and souterrain) and CH3 a ringfort in Parkgarriff. CH9 and CH10 are other probable examples of ringforts situated near the proposed location of the WWTP site. The end of the early medieval period in Ireland is marked by the arrival of the Vikings in AD795, firstly through raiding and later through trade and settlement. The Vikings are credited with establishing the first true towns in Ireland, at Cork, Dublin, Waterford and Limerick and smaller centres such as Wicklow and Arklow (Edwards 1990). There are no known early medieval archaeological remains in the immediate vicinity of the pipeline route. Other monuments represented within the study area which may be dated to the Medieval period are holy wells. The use of holy wells has continued from at least Early Medieval times until the present day (O'Sullivan and Sheehan 1996) and has its origins in pre-Christian Ireland although many</p>

	<p>of the sites are more recent in origin. The wells were usually visited for penitential purposes on saint's days and these pilgrimages followed a set pattern. During 19th century the Church became more and more disapproving of the trouble the patterns caused and the superstitious nature of the ritual associated with them, which has led to a decline in numbers in the recent past. Although CH2 in Ballywilliam is extant the holy well at Ballyfouloo (CH4) has not been located.</p> <p>The later medieval period begins historically with the invasion of the Anglo-Normans in AD1169 (Barry 1987; O'Keeffe 2002). Their presence can be seen in the archaeological record through the towns they established and re-organised. Archaeological monuments dating to this period include ringworks, hall houses, moated sites and tower houses.</p> <p>The beginning of the post-medieval period was a turbulent time in Irish history. A new system of lordships emerged which eclipsed many of the earlier Anglo-Norman settlements. Irish lords came into conflict with the monarchy of England particularly Elizabeth I, when they tried to re-assert their control over the country, by establishing plantations, populated by settlers and by other means (Duffy <i>et al.</i> 2001; Robinson 1984). This resulted in the wars from 1560-1603.</p>
<p>Early Modern AD1700-1900</p>	<p>The 18th century was a time of general prosperity for the newly established protestant gentry. From 1691 until 1798 (the Rebellion) Ireland witnessed few dramatic events. By the end of the 18th century Cork Harbour was the lynchpin of British naval operations in Ireland (Rynne 1993, 68). Defence was always a consideration, and with political changes on Continental Europe, and the threat of a French invasion of British-controlled lands, a series of defensive features, such as barracks, forts, batteries and Martello towers were built. The fort of Cove or Carrignafoy fort (CH18) was built between 1743 and 1749 and in 1804 it had three batteries (<i>ibid.</i> 70). Martello towers (so named after Martello in Corsica where a similar type of gun tower had been used with success in 1794) and were built in Cork Harbour in 1813 and 1815 (Rynne 1993, 74; Rynne 2006, 204). The Cork Martello towers were placed strategically around the harbour on Haulbowline Island, at Monning, Belvelly and Rossleague on Great island and Ringaskiddy (Rynne 1993, 74). None of the Martello towers or their ZAP is predicted to be impacted, so they have not been included as CH features in this study.</p> <p>Industrialisation occurred in Ireland in this period with many industries been established throughout the country. The limekilns at Monkstown and Shanbally, CH5 & CH8 are located within the pipeline route. The primary use of lime was agricultural but it was also used in the manufacture of mortar (Rynne 2006; 197). In addition, in Irish coastal towns and ports limekilns were also used for refining salt, which was imported as rock salt and used in the manufacture of butter (Rynne 1999, 29; 2006, 159). Cork was internationally famous for its butter and the trade in rock salt created the largest urban salt processing industry in Ireland (Rynne 2006, 302). CH22 is an unusual occurrence of a previously unrecorded limekiln. It is clearly an excellent example of the type and its location is marked on the OS six-inch first edition map with the characteristic "ring and dot" symbol which indicates a kiln.</p> <p>Other features of industry dating to this period are mills (CH6 at Carrigaline). Running water was the main power source for the majority of flour mills built within the harbour area (Rynne 1993, 87). Traditional small-scale mills were gradually replaced by larger mills as mechanisation developed. Large scale milling could be undertaken on the quay sides where grain could be unloaded, reduced to flour and loaded to outgoing ships (Rynne 1999, 74). A similar mill complex was established in the eighteenth century at Raffeen. This is no longer extant and no trace of it could be found during the walkover. As</p>

the proposed development is only in its general vicinity it was not allocated a CH number on this occasion.

As part of this industrialisation the development of roads and railways became important in this part of Cork. Marked on the earlier OS maps as the Great southern Railway the railway line that skirts the study area is also known as the Cork, Blackrock, and Passage Light Railway. It passed through the study area from Cork City through Passage West, Glenbrook, Monkstown, Raffeen, Carrigaline and onward to Crosshaven. The Great Southern and Western Railway travelled from Cork to Cobh (it is still operational) CH26. The railway servicing Crosshaven through Passage West to Carrigaline ceased functioning by the 30s (Rynne 2005, 196). Two remnants of this line are the embankments and small bridges which allow outflows of smaller creeks to the harbour and are CH features of the study area: CH23 near Raffeen in the townland of Ballyfouloo and CH25 in the townland of Kilnaglery. The latter now forms part of an amenity walk from Carrigaline to Crosshaven.

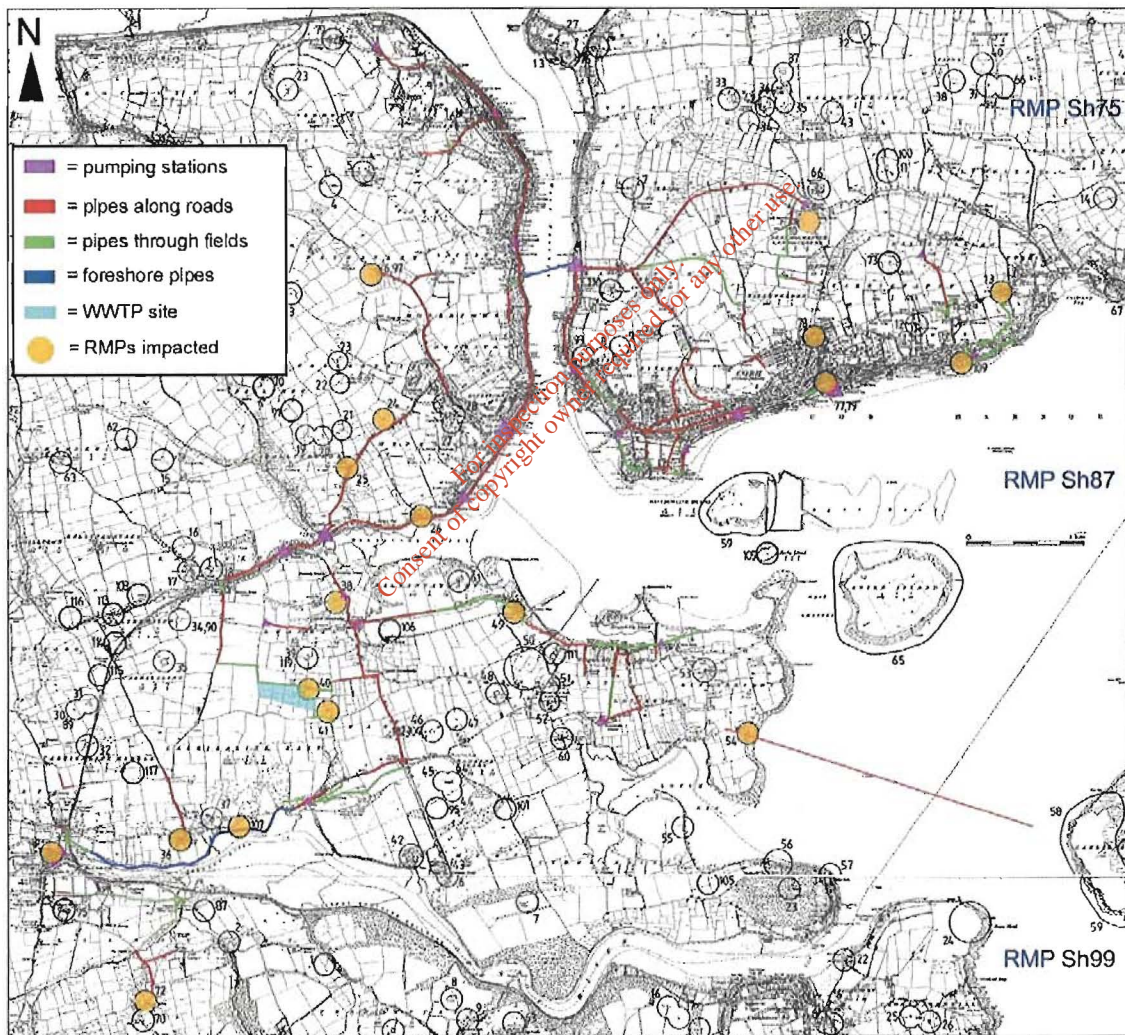


Figure 13. RMP map sheets 75, 87 and 99 with study area in blue (ASI 1997 with additions)

The histories below are not intended to be comprehensive historical backgrounds to each location in the study area (as this would be beyond the scope of such a report). Rather they should be considered an accurate and concise overview of the history of the places overtime. The information has been drawn from a number of published sources and also from reliable sources from internet research. All have been cited to source.

4.1.1 Passage West, Monkstown, Raffeen/Strawhill

This history is from published accounts and from a summary found at <http://www.passagewestmonkstown.ie/history-pre1600.asp> with some additions.

Passage West began life as a fishing village. It grew to port of national importance, ship-building centre of European importance and favoured holiday resort of the wealthy. In the last 100 years, the town suffered a reversal of fortune, poverty and dereliction. Now it is a busy and popular satellite to a burgeoning city hinterland. Monkstown grew up from a small monastic settlement. It became the haunt of the wealthy, the main embarkation and disembarkation point of the military in Cork Harbour and to this day remains one of the prime residential locations in South Cork. The tale of the growth of Passage West and Monkstown is a fascinating one and is summarised in this section of the Passage West/Monkstown website. Material used in the compilation of these website pages has been taken from the following references:

- Henry & Coghlan's General Directory of Cork (1867).
- Hurse, A.E. (1927). Monkstown and Passage West, Co. Cork. Some notes, historical, archaeological and otherwise.
- Lewis (1837). Topographical Directory of Ireland.
- Murray, P. (2005). Maritime Paintings of Cork, 1700 - 2000. ISBN: 0-948037-22-9. Published: Gandon Editions for the Port of Cork and the Crawford Gallery.
- O'Mahony, Colman (1986). The Maritime Gateway to Cork. A history of the outports of Passage West and Monkstown, 1754 - 1942. ISBN 0-902568-16-7. Publisher: Tower Books.
- O'Mahony, Colman (undated). The Industrial Heritage of Passage West and Monkstown.
- Pochin Mould, Daphne D.C. (1998). Captain Roberts of the Sirius. Engine power across the Atlantic. ISBN 0-951328-20-4. Cork Sirius Commemoration Committee.
- Power, D. et al. (1994). Archaeological Inventory of County Cork. Volume II - East and South Cork. Office of Public Works. Publisher: The Stationery Office, Dublin.
- Scoil Barra Naofa (1998 |). Our Heritage - Monkstown. Compiled by the children, parents and teachers with the assistance of the local community. ISBN: 0-902568-30-2. Publisher: Tower Books; Shanaway Press.
- Slater's Commercial Directory of Ireland (1846).
- Sweeney, A. (2005). A Penny for Your Thoughts: A Slice of life from Passage West. Printed: Carraig Print Ltd.
- West (1810). Directory & Pictures of Cork & its Environs.

Additional references on Passage West and Monkstown include:

- Creedon, C. (1992). The Cork, Blackrock and Passage Railway and River Steamers 1850 - 1932. An Illustrated History. Printer: Quality Print.
- Jenkins, Stanley C. (1993). The Cork, Blackrock & Passage Railway. ISBN: 0-853614-05-9. Publisher: The Oakwood Press.
- Newham A.T.(1970). The Cork, Blackrock& Passage Railway. Publisher: The Oakwood Press.
- Sweeney, A. (2006). A Passage in Time. A historic trip through the Harbour town of Passage West. Printed: Carraig Print.

There are a number of image collections of the subject site in question, such as the Angela Sweeney collection, and Robert Bateman photography, which is available at <http://www.cork.ie/ourservices/rac/archives/index.shtml>. It is too large to include here but it was consulted.

Records of a ferry running from Passage West to the Great Island date as far back as the early 1600s. Passage West was thought to have been thus called because of its association with the word "passage" and its location as the traditional crossing place of the West Channel. Belvelly Bridge connecting the Great Island to the mainland was not constructed until 1807 and, prior to this time, the only links the Great Island had with the mainland were two ferries, one of which ran out of Passage. The ferry crossed the channel at the south end of the town - after the dockyard and before the Granaries. Consequently, this area has long been known locally as Ferrypoint. Some time during the 14th century, a small group of Benedictine Monks from the Priory of St. John's in Waterford established a settlement on a hill on the western shores of Cork Harbour. Legan Abbey, their settlement, was built on land granted by the MacCarthy family to their parent establishment. The little monastery these monks built fell into decay and its precise location is not known today. However, it is from this settlement that Monkstown derives its name.

A subsequent group of monks from the Benedictine Order of St. Peter and Paul in Bath arrived in Monkstown some time later. They built a monastery on the hill overlooking the sea. This too fell into decay and became a ruin. It is believed that the sites of these monasteries could have been either adjacent to the old church in Monkstown Demesne or on the site of Hazeldene, a large house overlooking Monkstown village.

Few relics remain today of Passage and Monkstown before the 1600s. It is possible that the area's fast-flowing streams were used to power mills or other equipment. The remains of a culvert can be found less than 50 metres to the north of the old church in Monkstown, thus giving credence to the local theory that the Benedictine monks operated a mill close to their settlement. The original Marmullane Church, situated about a mile from Passage on the Rochestown Road, is one of the most ancient links with local past. It is thought to have been built in either the 13th or 14th century, but was already a ruin by the early 1600s.

During the 17th century, the Passage West and Monkstown infrastructure looked very different from that of today. Before the construction of Dock Street and the R610, Church Hill was the main road linking Passage West to Cork City. At the bottom of Church Hill, one turned right along Beach Road to access the ferry at Ferrypoint. Beach Road was thus named because during the 1600s, it was a very popular local bathing spot. Due to the subsequent construction of the Royal Victoria Dockyard, Beach Road is now removed from the water. Passage West and Monkstown were quiet places. Local fishing was the principal activity. In

1691, Gerald O'Connor of the Irish Brigade noted the extreme peace of the West Channel of Cork Harbour:

"Our transports dropped slowly down the stream of the Lee, its shores stretching in desolate plains for miles. We reached ere long a magnificent roadstead capable of being a haven for many scores of warships, but now with hardly a fisher's skiff on its waters."

The Earl of Marlborough noticed the value of Passage West as a safe haven for ships, landing some 80 ships at Passage West for the Siege of Cork on 23rd September, 1690. Tradition tells of the sailors of the fleet hauling the guns up Church Hill and on towards Cork. Marlborough shared command of the Williamite army with the Dutch commander, Wurtemberg. The forces encamped in the vicinity of the Lough. They attacked from the south side of the Lee, while the opposing forces under the command of Scramoer attacked from the north. Warships sailed beyond Passage up the river and on 28th September, the Williamite army had sufficient support to attack from both sides of the river. Situated as it was on low-lying ground surrounded by high ground to the north and south, Cork City stood little chance. Recognising that the situation was hopeless, Roger MacElligott, commander of the garrison in Cork, agreed to hand over Elizabeth Fort and to surrender the city on the following day.

The main road from Monkstown to Cork was over what is now known as the Glen. Castle Square, once known as Washerwoman's Square because of its laundry industry, marks the end of the old main Cork road.

Also here was the original entrance to Monkstown Castle. Monkstown Castle, a magnificent house in the Elizabethan style is situated on the high side of the Glen in Monkstown, dominating the old road. Mrs. Anastasia Gould had it built in 1636 for her husband, John Archdeacon, while he was in Spain working as an officer in the wars of King Philip of Spain. There is a story told that when John returned he thought the castle had been built by the enemy and fired a cannon at it. Towards the end of the 17th century, John Archdeacon became involved with some of the leaders of the Catholic Association and fell into disfavour with King Charles II. He was dispossessed of his lands and the Castle was taken over by the Commonwealth. It is said that Captain Thomas Plunkett, a commander of one of the ships of the Parliamentary Navy, occupied the Castle some time thereafter. Later, Colonel Huncks, an officer who had been selected to witness the execution of Charles I in 1649, obtained a short tenancy. Then in 1685, the tenancy of all John Archdeacon's rights was handed over to Michael Boyle, Archbishop of Armagh.

Some histories tell us that John Archdeacon was acquainted with Michael Boyle and obtained Monkstown Castle back for a short period when James II came to power in 1685. However, he is thought to have lost it again in 1688. The Archdeacon family is buried in the old graveyard adjacent to the Castle and history therefore surmises that the family either remained in the Castle as tenants or returned to it as such. Either way, Monkstown Castle was passed down to the son of Michael Boyle, Viscount Blessington. On the death of Viscount Blessington, it went to Michael Boyle's daughters. Finally, it came by descent and marriage into the joint possession of the Earls of Longford and Viscount De Vesci, names associated with Monkstown to this day.

Before the 1800s, Passage West was a small fishing village. The town centre was between Penny's Dock and the Town Hall. The oldest house in the town stood on the site where the Convent now stands.

Some time in the 1730s, a church was built at Leemount, Pembroke. This was the church which the Catholics of Passage attended until its closure in 1791, when the present St. Mary's was built.

Evidence of industrial activity from this time still remains. During the 18th century, there was a mill near Horsehead in Passage. There was also a mill at Pembroke during the 1760s. Little is

known about these mills and it is possible that they were one and the same. Delea's Mills stood at the roadside next to the entrance to Ardmore House. Although no trace of a mill can be found, a stream still flows here and the area was known as Delea's Mills until recent times.

A large flour mill was located at Raffeen, with associated stores and kilns. The waters of Monkstown Creek were much deeper then than they are now and boats could travel right up to Raffeen to load their cargo. An oil mill and an oatmeal mill were also established at Raffeen in 1772. During the summer, there was sufficient water to drive only one pair of grindstones for about four hours each day. However, during the winter, both grindstones could be driven for a full 12 hours. Consequently, the mill was idle for about 6 months of the year. This is no longer extant. The proposed pipeline route while in its vicinity was deemed a sufficient distance not to label this a CH feature.

Mr. Parsons of Pembroke House set up Toureen fair and market in 1763. The market was held every Saturday in Chapel Square on the site of what is now the Catholic Young Men's Society (CYMS) Hall. The fair was held on 1st May and 25th July at an annual rent to Mr. Parsons of 13s 4d. Around this time, Toureen Terrace was known as Mariner's Row because it was here that seafaring captains used to reside while their ships were anchored in the West Channel. The name Toureen reflects the bleaching or drying practised on the adjacent green.

During the mid-18th century, shipping activity in the West Channel began to intensify. Before voyaging to America, many sailing ships anchored off Passage, sometimes for a number of weeks. Because the shipping channel between Passage and Cork was so shallow, large ships began to use Passage for the discharge of cargo which would then be transhipped to Cork. Around this time, evidence of small-scale shipbuilding and repairing in Passage begins to emerge. Small repairs would have been carried out by crew-members while at anchor off Passage. Larger repairs, however, would need workshops and craftsmen. There is little doubt but that the business generated by the shipping trade hastened the development of Passage. Before the end of the 18th century, the town began to respond to commercial development and five public houses, a shop, a haberdashery, a blacksmith were established and a range of skilled craftsmen set up business. By this time, Passage was like a little sea port.

In the early years of the 19th century, the town of Passage West played an important role in the commercial life of Cork City. By this time, Passage West was growing into a busy little township, a long street with somewhat dirty lanes off it and a busy seafront with dockyards where ships were being built and repaired. The main road from Passage West to Raffeen was up over the Carrigmahon hill to Ballyfouloo and then via Strawhall down to Raffeen. The route from Monkstown to Passage West also went up over Carrigmahon. The first post office in the town was opened in Passage West in 1806. Passage West served as the central dispatch for letters to Passage West, Monkstown and Cobh.

Monkstown served as one of the main military embarkation and disembarkation points in Cork Harbour during the 18th and early 19th centuries. Monkstown Castle was used as a barracks, accommodating 450 soldiers. Soldiers coming from Cork would march through Rochestown and through Rathanker to Monkstown, followed by their lamenting relations. The sorrowing families were stopped by a barricade of armed soldiers at the bridge at the top of the Glen road. This bridge has since been known as Hullabaloo Bridge. Similarly, the corner of Castle Terrace and Carlisle Place was called Hullabaloo Corner because of the outcry so often heard there.

Wealthy Cork residents began to discover Passage West and Monkstown as pleasurable summer resorts. A bathing house was established in June 1807 on the site of the present Garda station near Ferry Point. A special stage coach ran from Cork to these warm and cold sea baths three times a day.

In 1812, a new stage coach service started operating between Cork and Passage West. Known as jingles, these were little horse drawn cabs carrying four passengers under a covering hood.

The trip to Cork cost 2s 6d. Some 100 or so jingles used to travel between Cork and Passage West each day. Two years later, a jaunting car started running between Monkstown and Cork. The trip to Cork took one and a half hours.

The increased interest in Passage West and Monkstown hastened a concurrent interest in river transport between the city and harbour towns. The ferry operating from Passage West was extended to Monkstown and boats were run to the nearest point on the opposite side. Military activity in the area decreased as passenger-carrying paddle steamers began to ply the river and harbour for trade.

One of the first and the most famous of these paddle steamers was launched at Passage West. Both the Anderson family and Andrew Hennessey each ran shipyards on the site of what is now Fr. O'Flynn Park. In 1815, Hennessey launched the *City of Cork*, the first paddle steamer constructed in Ireland. Built for a Cork businessman for the run between Cork and Cobh, the *City of Cork* was 26.2 metres long and her 12 hp engine gave her a top speed of 6 1/2 knots. A luxurious saloon was available aboard, as were sea water baths should passengers so desire.

In the following year, the *Waterloo* was launched by Hennessey for two other Cork businessmen. She differed from the *City of Cork* in that she was powered by a single-cylinder engine. Because the engine had been manufactured in Cork by the Cork Hive Ironworks, the *Waterloo* was the first steam boat of totally Irish manufacture.

Both the *City of Cork* and the *Waterloo* ran in opposition to each other for many years. The tiny *City of Cork* survived until 1850, although it is said that she became so slow that she was once stopped by a shoal of jellyfish. A second cylinder was added to the *Waterloo's* engine in a later rebuild. She was finally broken up in 1865.

Passage West played an important role in the commercial life of Cork City in the first half of the 19th century. Although the river Lee ran all the way to Cork City, it was not of sufficient depth upstream of Passage West to be navigable by ships. Consequently, ships were often anchored off Passage West, cargoes were discharged and either transhipped to Cork in lighters or carried overland to the city. Likewise, emigrant and passenger ships frequently used Passage West as an embarkation/disembarkation point.

Although one of the first jobs of the Harbour Commissioners when formed in 1813 was to start dredging the river upstream of Passage West, it would take many years before adequate depth was available for any ships of greater than 400 or 500 tons. The people of Passage West began to recognise the commercial opportunities presented to them. In 1813, a ship's chandlery was set up. By the late 1820s, Passage West was the busiest anchorage in Cork Harbour but the repair facilities were totally inadequate for the volume of shipping. Vessels requiring other than minor repairs had to sail to Milford or Portsmouth. Furthermore, there were no proper landing facilities for either cargo or passengers.

In 1833, William Brown began construction of a dry dock between the Beach Road and the sea. Named the Victoria Dock after Queen Victoria, it could accommodate one 1,200 ton ship plus two smaller vessels. Its construction was a major feat at the time. Because of tidal changes, much of the work had to be carried out under water. In 1834, a forge, rigging and sail lofts and stores were established adjacent to the Victoria Dock. By the end of 1836, about 20 schooners had been launched at the yard. Infrastructural improvements continued. In 1835, two new sections of road were authorised: Glenbrook was to be connected with Monkstown and Monkstown with Raffeen. A major task was cutting and laying the road through one of the Harbour's most picturesque features: the Giant's Stairs at Monkstown. This was a natural rock formation at the site of the present Monkstown railway tunnel and, prior to the road project, was described as "12 - 14 projecting rocks, rising one above the other like a flight of steps.

The problem of alighting ships was solved in June 1836, when a stone quay was built at Passage West by the St. George Steam Packet Company. Designed by well-known architect,

George Pain, Steam Packet Quay could accommodate ships at all stages of the tide. Passengers no longer had to be carried in rowing boats to ships in the river.

Improved accessibility to Cork City increased the popularity of Passage West and Monkstown as a holiday resort. A row of beautiful marine villas in the Elizabethan style were constructed close to the shore at Monkstown for use as bathing lodges by well-to-do Cork families. In 1838, a new leisure and health establishment was developed on the river side of the new Glenbrook to Monkstown road. Marketed as the Royal Victoria Monkstown and Passage West Baths, these became very fashionable. Gardens and a promenade were developed at the Baths in the 1840s and fireworks displays were held regularly. Around this time, Passage West was thought to be a place conducive to good health:

"Its salubrity is attested by the longevity of the inhabitants; it is said to be no uncommon circumstance that people of 80 years of age are in rude health and earning their livelihood by labour; few have suffered during the visitation of contagious diseases; and, out of a large population, during the prevalence of cholera, in 1832, only 60, and those very aged and infirm, were afflicted."

For many years there had been talk of establishing a railway link between Cork and Passage West. However, this did not materialise until the mid-1840s, when an agreed route was selected from the city to Blackrock, through cuttings and over embankments to Rochestown, along a scenic riverside causeway to Horsehead and then along a newly-constructed quay to the Steam Packet Quay at Passage West. The Cork, Blackrock and Passage West Railway (CB&PR) opened for full public service on Saturday 8 June 1850. Because the city station was quite far downstream and the Passage West terminus did not extend to Monkstown, the company ran river steamers concurrently with the railway to offer customers a full service. An omnibus from the Passage West terminus also offered a connection to Monkstown.

Despite all this excitement, there was hardship in Passage West. The Great Famine of 1845 hit Passage West and Monkstown badly. Although the poor of the town were normally supported by private charity, a special Relief Committee was set up in 1846. A soup kitchen was opened at the corner beside Penny's Dock. This corner was subsequently known as "Soup House Corner". An application for some of the government's Indian meal was successful; this was ground at both the Carrigaline and Raffeen mills. In fact, during the famine years, the mill at Raffeen used to grind about 50 sacks of Indian meal each week. A temporary 75-bed fever hospital was opened near Strawhall in 1847. The hospital was successful in its treatment of patients but became required again in 1849, when an outbreak of cholera hit Cork City. Of the 87 cholera patients treated at the hospital during this time, 35 died.

William Brown's dockyard was going from strength to strength, offering invaluable employment to the people of Passage West and much further afield. Workers used to board the CB&PR at Cork to come to the dockyard in Passage West. In 1849, when Queen Victoria was visiting Cork Harbour, the Browns were given official permission to name their concern the Royal Victoria Dockyard. The dry dock itself, called the Victoria Dry Dock, could accommodate six vessels of about 150 tons each and ships repaired had included the largest steamers belonging to both Cork and Dublin companies. In the early 1850s, William Brown decided to extend his business by enlarging the Victoria Dry Dock by the mid-1850s; the Victoria dock had been extended to 350 feet. A second new dry dock, called the Albert Dry Dock, was built. The Albert Dock was the first of its kind to use a new and original design - a slide gate running on a rail. By this time, departments at the yard included sail and rigging lofts, block and pump makers' workshops and all kinds of up to date equipment. Over 300 people were employed daily.

Although the Harbour Commissioners had built a pier at Monkstown in 1840, it was for private use only. In the 1850s, they set about developing a public landing place which could be

used by the passenger river steamers. They chose to build a timber pier rather than a stone pier, believing that the latter would interfere with river navigation.

In the meantime, the Baths were going from strength to strength. They were further extended to include magnificent riverside gardens and a Turkish bath. In 1852, Carrigmahon House opened on the opposite side of the road to offer specialised hydropathic and homeopathic care. By 1858, this care also included a Turkish Bath. Demand exceeds availability for the services at Carrigmahon House while, between June and October 1857, some 15,000 bathers visited the Baths at Glenbrook. In that same year, a new T-shaped timber pier was built at Glenbrook so that the steamers could service the Baths directly.

In June 1861, the Browns extended their dockyard by another 150 metres to the south. The works included stores, a steam saw mill and an extensive quay. The possibility of building a third dry dock was also being considered. The following year, 181 ships completely discharged at Passage West and 73 others partially discharged before going on to Cork. Passage West was at its peak.

A new steamer pier had been built at Crosshaven and, in the early 1860s, the status of Passage West and Monkstown as holiday resorts began to be affected by the public's increased access to the open sea. The opening of the Cork to Queenstown (Cobh) railway in 1862 also eroded the importance of the Passage West ferry. The Harbour Commissioners were continuing in their efforts to dredge upstream of the West Channel and, by this time, ships of considerable depth were able to travel all the way to Cork City.

During the 1860s, the ordinary people of Passage suffered badly from inadequate water supply. The town was almost entirely dependent on a water outlet in the Toureen area of the town. Known as Spout Lane or Pump Lane, this was one of the oldest lanes in Passage. In the summer of 1865, the water shortage was so bad that fresh water had to be brought by train from Cork. Despite various attempts, there was little improvement until a scheme to provide Passage with water from a source near Rockenham was instigated in 1875. A tank and water fountains provided near Monkstown became connected to a supply from Parkgarraffe.

In 1871, the Royal Victoria Dockyard changed hands. The property was extensively developed and by early 1873, it contained every branch of trade necessary for building, repairing and fitting out of vessels of all classes, whether of wood or iron. In the same year, two granaries were built to house grain from ships undergoing repair. These were very profitable. The dockyard's staff of artisans and labourers was the largest in Munster. The company also provided housing.

In 1875, a general depression in the shipping trade hit the dockyard. In 1876, the captain of a steamer was successfully sued for refusing to bring a cargo of corn upriver beyond Passage West. This marked the end of transshipping cargoes at Passage West. By the end of 1877, the dockyard company was in serious financial difficulty. Because the town was almost entirely dependent on the dockyard for employment, the poor of Passage West were badly affected.

Employment was still offered at the quarries. Ships of up to 17 tonnes used to travel from Monkstown to Raffeen to serve the extensive limestone quarries at the Board of Works road in Monkstown. According to local tradition, many of the headstones and material for the limestone vaults in the Monkstown graveyard were quarried at Raffeen. Limestone from Raffeen was also used in the construction of the deepwater quay at Queenstown (Cobh) during the 1880s. There were many limekilns in Passage West and Monkstown. Only one, at Bunkilla on the Strand Road, survives today.

In the mid-1880s, the Royal Victoria Dockyard was sold on again in mid-1880 to Sir John Arnott. The popularity of the Royal Victoria Monkstown and Passage West Baths had fallen to such an extent that the pier at Glenbrook fell into disrepair and was closed by the Harbour Commissioners. The fortunes of shipbuilding rose and fell over the following decade. In 1898,

the dockyard changed hands again, this time purchased by John J. Jacob & Co. The Baths, by this time known as the Glenbrook Hotel, finally closed around the turn of the century.

In 1900, there was talk of Harland and Wolfe coming to Monkstown and, although there was much enthusiasm for the project, it never materialised. The Royal Victoria Dockyard in Passage West had begun a policy of salvaging and reconstructing vessels. For a time, this was successful.

An extension of the CB&PR railway to Monkstown and onward to Crosshaven obtained approval in 1896. However, the line did not open to the public until 1st August 1902. It had been a difficult construction project. Rather than disturb the dockyard, the line was to cross the main street in Passage, run alongside the Beach Road in a 450 metre long tunnel and come back down to the water's edge at Ferrypoint. Excavating the line and tunnel at what is now the Cut and Cover into Monkstown was also troublesome.

The Sandquay at the centre of Monkstown village was constructed using waste material from the Cut and Cover. The old Passage railway station was converted into workshops, while the new station was built opposite the convent. New stations were also built at Glenbrook and Monkstown. While all this was being undertaken, the whole railway line from Cork was converted to a 3-foot narrow gauge system.

The line was further extended through Raffeen to Carrigaline in 1903 and the entire Cork to Crosshaven railway was officially opened on 1st June 1904. By the summer of 1909, 13 trains were running each way on weekdays between Cork and Monkstown. Of these, 11 ran to and from Crosshaven. The trip from Monkstown to the city took 25 minutes. Monkstown Golf Club was set up in 1908 to try to attract some of the railway passengers to the area.

Although the CB&PR was successfully operating five steamers at the time, the Glenbrook pier was removed in the early 1900s. Today, all that remains are some steps and railings and a single pole which marks the spot on which the pier stood.

Despite its varying fortunes, the Passage dockyard was highly regarded both at home and abroad. The Channel Dry Dock Shipbuilding & Engineering Co. was sold in 1906 and the new Queenstown Dry Docks Shipbuilding and Engineering Co. was formed. Market changes affected its fortunes again in 1908 and in mid-1909 a liquidator was appointed. The business and property was put up for auction. No bids were placed. When put on the market again in 1911, there was equally little interest. Eventually, the property was bought by Oliver Piper, the former company's managing director. He set about re-establishing the concern as the Queenstown Dry Docks Shipbuilding and Engineering Co. Ltd. By August, 300 men were working at the dockyard.

It was Oliver Piper himself who brought Winston Churchill, the First Lord of the Admiralty, on a guided tour of the Royal Victoria Dockyard when he came to view Cork Harbour in the summer of 1912. It was hoped that the visit would result in Admiralty work for the dockyard.

But Admiralty work was slow in coming and, although there were many ships needing repair, Piper decided to diversify. He established a large saw-mill which, by mid-1913 was employing 60 men and boys. Sadly, a fire on the morning of 28th August destroyed the factory and all its contents.

The Irish Volunteers were a paramilitary organisation established by Irish Nationalists in that same year, the aim of which was to secure rights and liberties for the people of Ireland and to help enforce the imminent Home Rule Act. When World War I broke out in 1914, the organisation split in two. One group under the leadership of John Redmond supported the British war effort and encouraged the Volunteers to support the call to restore freedom to "small countries". They became known as the National Volunteers. The other group, led by

MacNeill, was in the minority. Because they believed efforts were best applied to restoring freedom in one small country, they retained the name Irish Volunteers.

The Passage volunteers supported John Redmond. Lodgings for many of the army recruits from Munster to the British war effort were found in and around Monkstown. One of the main encampments was on the hillside between Raffeen and Shanbally. Another encampment was situated in the glen at Monkstown. More troops were put up in the granary at Ferrypoint. For a time, the Adelaide schoolhouse at Glenbrook was used as a temporary military hospital. Before their departure, the recruits were given some training in battle tactics. They practised trench digging near Monkstown Castle and the remains of trenches are evident beneath briars between the castle and the old graveyard to this day.

When the United States entered World War I, their navy took over duty from the Irish navy on the south coast of Ireland. The American destroyers, when not at sea, were anchored in Monkstown Bay and the smaller submarine chasers were anchored off Passage.

There were hardships during the war years. The CB&PR ran the train service at a loss. A bright light in the lives of the people of Passage West was the establishment of St. Mary's Young Men's Hall at Chapel Square. A hall for community use in Passage had been spoken about for some time and, in November 1916, it was officially opened by the Bishop of Cork. The cost of the site and construction totalled £1,300. While this was quite a large sum at the time, it was paid off by subscriptions, collections, bazaars, concerts, private donations, concerts and dances.

Early in 1917, Oliver Piper sold the Queenstown Dry Docks Shipbuilding and Engineering Co. to the English shipping firm of Furness, Withy and Co. Ltd. A new limited company, the Queenstown Dry Docks Shipbuilding and Engineering Co. Ltd., was formed and Oliver Piper's son was appointed managing director. By the end of 1917, some 800 workers were employed at Passage and Rushbrooke. By August 1919, the Albert Dry Dock had been extended into the river.

IRA headquarters instructed that Republican activity was to be kept at an acceptable level in Passage West because the dockyard offered such valuable employment. The IRA was also entirely aware that the dockyard's workshops were a vital source of parts and equipment for the Republican Army. Workshop staff, particularly during the night shifts, manufactured parts and repaired weapons.

A treaty was signed in London on 6 December 1921. Its terms were ratified by Dáil Eireann on 7 January 1922. A provisional government was formed on 14th January and the evacuation of occupation forces began almost immediately. The rift between the pro and anti treaty forces increased and armed conflict began in Dublin in June 1922. The Republicans withdrew after a week to the southern part of the country. Two vessels, the Arvonian and the Lady Wicklow, were commandeered by the Provisional government and on Monday, 7 August, some 450 men embarked for Cork. The Arvonian made her way to Passage, where fire was directed at her from the Republican headquarters at the Granaries. The ship continued and a gangway was put ashore at the dockyard. Free State troops began to disembark and in the ensuing skirmish, one Free State soldier was killed, one Republican was wounded and six Republicans were taken prisoner. Before long, the invading troops made their way through Dock Terrace, the granaries were captured and soon Passage and its vicinity were in Free State hands. The Republicans retreated inland and set up camp on the hills around Rochestown.

The advance on Cork began early the following day. An armoured car and a field gun were landed at the Passage dockyard. The road bridge at the Rochestown café was blown up at about 7 am and later Republicans seeking to delay the Free State advance destroyed one of the spans of the Douglas Viaduct with explosives. Raiders burned the station buildings at Blackrock, Monkstown and Passage to the ground. The signal boxes at these three stations and

at Rochestown were also destroyed and the railway workshop in Passage was badly damaged. Their efforts were in vain and the Free State gradually advanced to Douglas.

The destruction of its property hit the CB&PR hard. Having lost money during the war, the company had hoped to be reimbursed for its efforts when the war was over. Under no circumstances could the rebuild of the railway infrastructure be funded by the CB&PR alone and, until government money was forthcoming, the railway was out of action.

By early 1924, all the damaged station buildings had been repaired. The station at Passage and Monkstown were reconstructed. The Douglas Viaduct had been replaced with a permanent steel bridge capable of carrying the heaviest engine. All that had not been rebuilt was the workshop in Passage. The trains were running again. However, there was little work to be had in Passage. The Haulbowline dockyard had closed. The summer was wet. This poor season marked the beginning of the decline of the CB&PR railway.

The Royal Victoria Dockyard was still struggling, despite Oliver Piper's immense investment in the 1917 - 1919 period. Some ships came in from time to time but, for the most part, the Passage workers were destitute. Emigration was rife. In 1924, the government began paying a subsidy of ten per cent towards wages at the Passage and Rushbrooke dockyards. It was intended to be an incentive but, a year and a half later, the Public Accounts Committee deemed that because the payment was not for relief work, it should be discontinued. On 29th December 1930, it was proposed to wind up the Queenstown Dry Docks Shipbuilding and Engineering Co. Ltd. and the concern was put in the hands of a liquidator. A short time later, the Passage and Rushbrooke dockyards were both put up for sale and the machinery and equipment of the Royal Victoria Dockyard was auctioned in March 1931. It left poverty and destitution in its wake.

An article in the Cork Examiner remarked on the closure of the dockyard:

"The closing of the Passage West Dockyard was a tragedy for the localities, but the blow had been lightened by the fact that that very tragedy has made the district - which includes Glenbrook of course - what it never was before - a really restful and desirable place to live in. In the old prosperous times one could not sleep a wink at night with the clanging of hammers and screeching of cranes which kept up a continuous din that reached from Rushbrooke to Carrigaloe. Now the nights are as restful as the Venetian variety. But there is no doubt that Passage is poor. Visiting it the other day, I was made sad by the contrast it now presents to the gold mine and hive of industry it was during the Great War, when a number of the dock employees used to turn over from £10 to £12 a week between overtime and everything else. On Sunday I used to see them setting out in handsome and costly hired automobiles for a real good time in Cork. Today, alas, there are many who couldn't afford a bus fare to the city and that is only seven pence return ... Today one sees no more than a few fishermen's boats at the slip and though the place is now called a town, I bet it looked more prosperous in the days when it was called a village."

In 1931, the site of the Royal Victoria Dockyard was bought by a new company, Haulbowline Industries Ltd (HIL). The Harbour Board supported the HIL ship breaking venture by reducing tonnage dues on metal from scrapped ships. The company still specialises in the trade of scrap iron and today, some loading and unloading of cargo is also carried out at the dockyard.

On 31st May 1932, the Cork to Monkstown section of the CB&PR closed. The company found itself unable to compete with cars and the omnibus supported by government policy of using taxation to maintain roads. Despite public outcry for retention of the Cork to Monkstown section, the last train ran along the CB&PR line from Passage West to Cork on 10th September 1932.

In many ways, it is only in the last few decades that Passage West has ceased to reel after the closure of the Royal Victoria Dockyard. There was little change in either Passage or Monkstown until the 1960s. A number of voluntary movements were set up by the people of Passage to help them. The Credit Union was started in 1968. It continues to go from strength to strength and has recently moved into a new, purpose-built building located centrally at Chapel Square. In 1979, a group of volunteers established the Passage Association for Care of the Elderly (PACE) to cater for the aged who were unable to prepare meals for themselves. First based in the CYMS Hall in Chapel Square, PACE moved to new premises in the rear of the Town Hall in the mid-1980s. Today, there are 65 volunteers working with PACE on behalf of the elderly of the area.

In recent years, Passage and Monkstown have become popular residential areas and much sought after by developers. Although the quays and the site of the dockyard remain, the towns have moved on. Pembroke House, situated in a magnificent wood at the Cork side of the town, had been an integral part of Passage West since its construction in 1749. In 1971, the estate was sold and, the following year, the house was demolished. The site was used for construction of the Pembroke Wood housing estate. In 1980, material excavated from the side of the Board of Works road was used to fill the Ringaskiddy basin in preparation for the new car ferry terminal. During these excavations, the cholera hospital which had served so many during and after the Great Famine of 1845 disappeared. In 1983, Haulbowline Industries Ltd. filled the Albert Dry Dock as part of a reclamation project. The railway footbridges had been auctioned in 1943 by the CB&PR. Only one remained, at Marina View in Passage West. This last footbridge was removed to facilitate the construction of new townhouses on Beach Road. During the construction of the same development, public access to the northern end of the railway tunnel was cut off and the entrance to the tunnel blocked off. The site of the railway station in Monkstown is now a car park.

But as Passage West and Monkstown enter the 21st century, much of the past remains to be enjoyed. The disused railway line from Hop Island to Steam Packet Quay and from Glenbrook to the southern end of Monkstown has been developed into a delightful riverside walk. The water tower once serving the railway stands adjacent to the Town Hall, as does the stile over which railway passengers used to step when they got off the train. Some short length of the narrow gauge line is still evident at Fourteen. Monkstown Castle, now derelict, still stands at the top of the Monkstown glen. Although the roof and floors have fallen, the walls are intact. The fine architecture of the 18th and 19th centuries has been noted by Cork County Council, who has designated most of the main streets of Passage West and Monkstown as Architectural Conservation Areas. Carlisle Place, once a military barracks, has been subdivided into residential houses. A plaque commemorating the visit of Queen Victoria in 1849 is fixed to the wall of the Royal Victoria Dockyard; that same wall is peppered with bullet holes from the guns of the 1920s.

From fishing hamlet to shipbuilding capital, from harbour ferry to port of Cork, from military base to holiday resort. Since the beginning, there have been two constants in the development of Passage West and Monkstown: proximity to Cork City and proximity to the sea. These constants remain and are now one of the keys to Passage West's new role as bustling satellite to a burgeoning city hinterland.