

Galway - A Seaport Town

The Ancient and Modern History of the Maritime Ports of Ireland

Anthony Marmion

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Proceeding from Westport harbour, Louisburgh, on the south side of Clew Bay, and Cahir Island, are passed. The coast is wild and uninteresting until Killery Bay is reached, which separates the counties of Mayo and Galway. It runs about eleven miles inside the land, and is surrounded by lofty mountains ; one of these, Muilrea, on the north side, is 2,773 feet above the level of the sea. This harbour, although well sheltered and deep, is not easy of access, and is shut out from almost any communication with the interior. Ballinakill and Claggin Bays, on the Connemara coast, are easy of access, have good anchorage in deep water, and are tolerably well sheltered. Innisboffin Island is opposite the latter, and situated most advantageously for fishing purposes. Cromwell erected a fort on it to protect it from the Dutch, whose principal deep sea fishing was then off this coast. The harbour can accommodate a great number of vessels not drawing more than ten or eleven feet of water, and is placed in the centre of those immense fishing banks which extend from Lough Foyle to Cape Clear. Although there is now little or no herring fishing on the west coast, the sea literally teems with them. Towards the close of the last century this fishing in particular was very successful. In 1779 there were 410 vessels which claimed the bounty granted by the Irish parliament on 156,757 half-barrels of herrings, and 407,333 ling, cod, and hake. In 1783, as if to usher in the dawn of free trade, the coast swarmed with herrings, twenty-three million were caught off the Rosses, which were sold at 5s. a thousand, and the commissioners of fisheries were assured that as many could have been taken as would have loaded every vessel in Great Britain. In 1784 the take of herrings was so great, and the means of curing them so inconsiderable, that vast quantities were boiled down for oil and sold at 10d. per gallon, but a much larger proportion was left to rot on the shore. Killery harbour is probably one of the best on the coast for herring fishing, and after it ceases in the Orkneys and other northern points, the fish are to be found in all seasons in deep water off this coast, and of a much larger size than those that approach the shore. Clifden is the next harbour of importance, and in the bay there is deep water and safe anchorage for vessels of any burden. Many nautical men consider this the best harbour on the coast for large vessels, and the ships of war, when on service in the Atlantic, frequent it, where they ride out the severest gales in perfect security. Slyne Head is next made, and on the most westerly of the islands off this point two lighthouses have been placed in 53° 23' north, 10° 14' and 10° 16' west : the towers are seventy-three feet high, and the lanterns 104 and 96 feet above the level of the sea, and display respectively a white revolving, and a fixed light seen at a distance of fourteen miles. The coast now bears in to the east, on which is Roundstone Bay, sheltered by the Islands of Innisnee and Innisslacken. This is a fine harbour, and the whole British war navy might ride in it in perfect security. Higher up the same inlet is Birterbuy Bay, with good anchorage, but little frequented. Still more to the east is Kilkerrin Bay, surrounding which there is near 100 miles of shore, where large quantities of kelp, the best in Ireland, was formerly made. Caslah, or Costello Bay, is the most eastern of the Connemara inlets. This district contains twenty safe and capacious harbours, twenty-five navigable lakes, each exceeding a mile in length, and an extent of coast, including its islands, of 400 miles. To the south of this coast lies Galway Bay, having its entrance well protected by the Isles of Arran, thirty miles W.S.W. of Galway. They consist of three large islands, and a small group convenient to them called the “ Brannocks,” occupying fourteen miles of the expanse at the mouth of the bay, and leaving on either side

navigable channels of about four miles, with two smaller sounds between the islands, each about a mile in width, in which there is from fifteen to twenty fathoms of water. In the approach to Galway Bay, it has probably advantages over all other ports on the west coast, from the circumstance of the bed of the sea outside these islands affording peculiar soundings for eighty or ninety miles in a direct communication with the two headlands, which form the entrance to the Bay. These islands compose a splendid natural breakwater, inside of which there is smooth water : the largest is called Arranmore, or the Great Arran, which is the most northerly, and is eleven miles in length. In the centre is a signal tower, and at Oaghill, on the summit, is a lighthouse in $53^{\circ} 7' 38''$ N., $9^{\circ} 42' 22''$ W., the tower is thirty-seven feet high, and the lantern, which displays a revolving white light every three minutes, is 498 feet above high water, and is seen twenty-eight miles to sea. Many nautical men, however, consider this light improperly placed, and that at the most northerly point of the island it could be exhibited to more advantage. There are now, however, two other light-houses erecting on the north and south extremities of these islands, which will, no doubt, render these leading lights complete, and enable vessels of any burden, and in any weather, to enter the bay and run up to the head of it. The only dangers inside are the Marguerita and Blackrock shoals : on the former there is a buoy, and only eleven feet at low water spring tides, and the latter is dry at low water : they are both about three miles from Mutton Island, and by placing a light on either of them, all risk would be avoided. There is, however, a guiding light on Mutton Island, which is seen at a distance of ten miles, and will take vessels clear of them. To render Galway harbour complete, it will be necessary to unite Mutton Island with the main land, and to erect a break-water extending from the south-east point of the island to protect the roadstead. As the harbour is now circumstanced, there is a bar at the mouth of the Corrib river, on which there is only a depth of five feet at low water spring tides, but in the channel there is thirteen or fourteen feet to within a very short distance of the docks. The anchorage under Mutton Island, which is called the Harbour, is sufficiently deep at low water for the largest vessels to ride in, and the holding ground is excellent.

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Galway

Galway is a county of a town, situated on the north side of Galway Bay, in $53^{\circ} 14'$ north, $9^{\circ} 3'$ west, $126\frac{1}{2}$ miles west of Dublin, and 51 miles N.N.W. of Limerick. It is probably the *Nuguatha* of Ptolemy, from the circumstance of its ancient appellation of *Cuan Nuguactie*, “the harbour of the small Islands.” It comprises an area of 21,432 acres, of which 628 are in the town. In 1831 the population of both was 33,120, of which 32,117 were catholics, 922 protestants, and 81 protestant dissenters. In 1841 there were in the town 2,504 houses, population 17,275 ; and in the rural district 2,251 houses, and 15,236 persons. In 1851 the houses within the town were 2,780, and the population 20,686 : being an increase on 1841 of 276 houses and 3,411 inhabitants. The town is built on both sides of a river which has its source in Lough Corrib, the largest lake in Connaught, covering 30,000 acres, and having a subterraneous communication with Lough Mask at Cong, about two miles from thence. After passing the ferry of Knock it becomes an extensive sheet of water until within three miles of Galway, when it assumes the character of a river, which it retains until it falls into that bay. Over this river there are three bridges, which connect the old and new town, and the suburb of Claddagh, inhabited solely by fishermen. It is a parliamentary borough, and returned two representatives to the Irish Parliament, which was reduced to one on the passing of the Act of Union, and obtained its former number under the Reform Act. The elective franchise, which had been formerly exclusively exercised by the mayor, burgesses, freemen, and 40s. freeholders, was extended by the Act of the 2nd of William IV., c. 88, to householders paying £10 rent. The number of registered electors after the passing of this act in 1834 was 2,062 ; in

1849 they decreased to 1,822; in 1851, under the 13th and 14th Vic, c. 69, they further decreased to 1,038 ; and in 1853 they increased to 1,286, but of these there were only 461 rated occupiers, 687 being freemen, and 138 of other qualifications. The present members are Anthony O'Flaherty and Martin Joseph Blake, Esqrs., both residents of the county. The bay, if not the town of Galway, presents itself early to historical consideration as being the western, as Dublin Bay was the eastern, extremity of that line, drawn by Heber and Heremon, and subsequently by Eogan or Eugene, king of Munster and Con, of the hundred battles, to divide the country between them, as shown in the History of Dublin. The Danes had early possession of Gaway, but after the battle of Clontarf they appear to have deserted it, and the natives built a strong castle for its defence, which was attacked in 1132 by Connor O'Brien, king of Munster, and razed to the ground. It was rebuilt, and in 1149 again destroyed by Turlough O'Brien. The ships from this port, which were called " the Galway Dune," took part in the expedition fitted out in 1154 by Roderic O'Connor against O'Loughlin, prince of Tyrone, whose territories he devastated. In 1161 a fleet of foreign ships entered the harbour and set fire to the town. In 1170 it was also burned down : so that when the Anglo-Normans invaded the country there were only a few families and some fishermen residing in it under the protection of the O'Flahertys, lords of the castle and surrounding territory, and who warmly adhered to the cause of Feidlim O'Connor against the De Burghs.

In 1230 Hugh O'Flaherty fortified the castle, and successfully resisted every attempt of the De Burghs to dispossess him, but Feidlim being defeated two years after by Richard De Burgh, the castle and town fell into his hands ; and although he abandoned it for a time, he ultimately made it his residence and the capital of the province. By his own authority he appointed a municipal governor, and strengthened the town by additional fortifications. In 1270 walls to encompass it were commenced, but not finished for several years after : the security it afforded induced many to settle in it, and among others thirteen or fourteen families, called the tribes of Galway, who enriched themselves by commerce and the purchase of lands in the neighbourhood. In 1310 the great gate and additional works were erected by Nicholas Lynch, the Provost Marshal. William De Burgh, who was assassinated by his own servants, left an only daughter to inherit his estates. The junior branches of the family, apprehensive that her marriage would alienate them, threw off their English costume and allegiance, and assumed the Irish names of MacWilliam Eighter, and MacWilliam Oughter. The former took possession of the town and the territory as far as the Shannon ; but on accomplishing his purpose, reconciled himself to the English government : while the latter seized on the extensive estates in the county Mayo, and continued independent until the reign of Elizabeth. In 1375 the town obtained a charter of the staple, and was placed on a commercial equality with Dublin, Cork, and Waterford. In 1396 Richard II. granted a charter to the town, conferring on it many valuable privileges, and the customs of the port in perpetuity to repair the walls. This charter was confirmed in 1402 by Henry IV., who also granted it a licence to coin money. In 1484 another charter was extended to the town, placing its government in a mayor and bailiffs, and ordaining that neither the Lord MacWilliam of Clanrickarde, nor any of his family, should exercise any authority within its limits. In 1493 the mayor, James Lynch Fitzstephen, had his own son executed for murder : and hearing that it was intended to rescue him from prison, had him removed to his own house and hanged from one of the windows, under which was carved a skull and cross bones, to mark the public abhorrence of this tragical event. In 1545 a new charter was obtained, defining the limits of the port to extend from the Isles of Arran to the town, and permitting the free export of all commodities except woollen and linen cloth, which were previously exempt from prisage. Edward VI. confirmed by another charter all those granted by his predecessors, and the town continued to increase in prosperity. The tyrannical conduct of Sir E. Fitton, first President of Connaught, having excited an insurrection, the inhabitants called in the assistance of MacWilliam Eighter to protect them. In 1579 Elizabeth granted the town a reversionary interest in the dissolved monasteries, the fisheries,

the cocket duties, and in lands of the value of 100 marks. In 1594 Hugh Roe O'Donnell, having nearly laid waste the province of Connaught, fired the suburbs of Galway, but retired without investing the town. In 1600 Lord Mountjoy erected a strong fort on the site of the Angustinian monastery, which commanded the town and harbour. James I. granted Galway a charter, constituting it and the surrounding district, extending two miles, a county of a town, and appointed the Earl of Clanrickarde governor. At the commencement of the civil war of 1641, Ulick De Burgh, now created Marquis of Clanrickarde, took military possession of the town, which he held for the king ; but his exertions to retain it were defeated by the violence of Captain Willoughby, who had the command of the fort, which induced the inhabitants to open their gates to Preston, one of the Gormanstown family, and General of the army of the confederates in the west. During the eleven years which this war continued, Galway remained in their possession ; but Preston, who was jealous of Owen Roe O'Neill's popularity and great military capacity, did not co-operate as cordially with him in the field as he might have done to render the cause they were embarked in successful, and he was strongly suspected of aiding Clanrickarde privately in his unconditional support of royalty. In 1649 the number of persons who took refuge in the town was so great, and the accommodation so deficient, that the plague broke out in July, and continued until January, 1650, in which time 3,700 persons fell victims to its ravages. The pope's nuncio Rinuccini took shipping here for the continent, and Preston followed soon after. Charles II., at the instance of the Scotch commissioners, annulled, by his signing the treaty of Breda, the concessions, which Ormond had so unwillingly extended to the Irish Catholics, and this act, connected with the hypocrisy, treachery, and deceit practised by himself in his long intercourse with them, so thoroughly disgusted them with his government, that he was obliged to resign it into the hands of Clanrickarde, and retire to the continent. The new Lord-deputy, if he could be called such, being a Catholic, it was supposed the Irish would rally round him ; but his attachment to Ormond, and the universal distrust they now entertained of all royal professions, prevented their supporting him, with the exception of Sir Phelim O'Neill, who appeared early in the war, but had withdrawn for a considerable time : he now, in conjunction with Clanrickarde, reduced Ballyshannon and Donegall, but being attacked by a superior force, Sir Phelim was taken prisoner and suffered for his temerity ; while Clanrickarde, with a few followers, took safety in his native woods and mountains, and was at length permitted by General Fleetwood to depart the kingdom. Galway all this time held out both against the parliament and the king ; and Cromwell, or his successor Ireton, after capturing Drogheda, Clonmel, and Limerick, did not attempt to reduce it. In 1652, however, it was invested by Coote with an overwhelming parliamentary force, and the inhabitants surrendered on condition that their privileges should be guaranteed, native prisoners liberated without ransom, and a restoration of all captured property. In 1658, on Richard Cromwell being proclaimed Protector, the tumult was so great that the corporation was threatened with the loss of its charter. In 1690 the town was strongly garrisoned by James II., which was still further reinforced the following year. In 1691, after the battle of Anghrim, General de Ginkle invested it with an army of 14,000 men flushed with victory. The garrison held out for some time, but surrendered on condition that it should be allowed to march out with military honours and proceed to Limerick, and that the property and privileges of the inhabitants should be respected. The fort over the town was repaired, and another erected on Mutton Island for the protection of the harbour. In 1798 the inhabitants formed themselves into eight companies of volunteers, and on the landing of the French under Humbert, at Killala, the merchants supplied General Hutchinson with money, which enabled him to join Lake, with the garrison and yeomanry of the town, who, consequently, shared in the ignominious retreat of the two generals at Castlebar.

Town and Harbour Improvements.—About the commencement of the nineteenth century the walls were levelled, and the new town extended into the suburbs, so as to become an important portion of Galway. The more ancient part has all the appearance of a Spanish town,

many of the houses being quadrangular, with an open court and arched gateway at the entrance, and the inhabitants themselves bear a strong resemblance to the Spanish race. A charter, 29th Charles II., ordained that the corporation should consist of a mayor, two sheriffs, a recorder, two constables' of the staple, an indefinite number of free burgesses, and other municipal officers. The mayor was elected by the burgesses and might appoint a deputy ; the burgesses elected each other ; the freemen were admitted by favour only. The mayor and recorder were magistrates of the county at large, as well as of the town. The corporate body, however, was dissolved by the Act of 3rd and 4th Vic, c. 108. The municipal body of such a town as Galway should have been preserved; and so convinced was Mr. O'Connell of the injustice of the Irish Municipal Act in respect to it, that he opposed its passing without having Galway excluded from Schedule B, where it had been most unfairly placed for dissolution. The sheriff and recorder still maintain their jurisdiction under the ancient charters : and while it was in abeyance the town applied and obtained an Act in 1836, the 6th and 7th William IV., c. 117, appointing a chairman and twenty-four commissioners, to be elected triennially, who had the management of the ingate and outgate tolls, which were appropriated to the paving, lighting, watching, and cleansing the town, and were imposed, in lieu of those granted by 19th of Richard II. and 20th of Elizabeth, towards keeping the walls and streets in repair. This Act was repealed in 1853 by the 16th and 17th Vic, c. 200, and although many of its conditions were retained, its powers were considerably extended. It enables the commissioners to borrow money to the amount of £40,000, to be expended in building new streets, one of these to extend from Lough Corrib to the sea, to supply every house in the town with pure water, to erect fountains, to light, pave, and watch the town as under the former Act, to levy inward and outward tolls, and to exact from property in the town a rate not to exceed one shilling in the pound, to be levied on the poor rate valuation. The former number of commissioners has been retained, but the town is divided into four wards, south, west, north, and east, each of which elect six commissioners to represent them. To qualify a commissioner under this Act he must be in occupation of premises to the value of £20 per annum, rated to the poor, or possessed of rents or profits of lauds situated within the borough to that amount, and registered as a parliamentary elector, and his poor rate thereon paid up. An elector's qualification consists in having a freehold or leasehold property to the value of £20, or occupying a house or premises of the value of £8, rated to the poor, and previous to his being allowed to vote, all rates due or owing by him under the provisions of this Act must be paid. The commissioners and electors to reside within two miles of the collegiate Church of St. Nicholas. Agricultural produce and almost every description of goods are liable to these tolls : under the former Act they were let immediately after its passing for three years at £840 per annum. At the expiration of that term they were again let at £1,710 a year. In 1844 the commissioners took them into their own hands, when they produced £2,158 ; the succeeding year they increased to £2,346. In 1847, the first year of the recent famine, they declined to £952, and in 1849 to £694. In 1850, the country in some degree recovering from the famine, they increased again to £1,049. Under the new Act, including craneage, they produced £1,067 8s. 6d., and presentments, manure, &c. £332 11s. 2d. : total income for the year ending 1st October, 1854, £1,399 19s. 8d. At the close of the preceding year, the commissioners owed £445 8s. 2d. ; and after expending £885 16s. 9d., on watching, paving, and cleansing the town, and paying apportion of the costs of procuring the new Act, the debt is now reduced to £136. Two Acts, 11th George IV., c. 122, and 1st and 2nd William 4, c. 54, were passed for making and maintaining a navigable canal from Lough Corrib to the Bay of Galway, and for the improvement of that harbour. A board of sixty-three commissioners was appointed for life to fulfil these duties. These Acts were also repealed in 1853, by the 16th and 17th Vic, c. 207, enacted for making a pier and breakwater in the Bay of Galway, and for conferring additional powers on the harbour commissioners. The former Acts authorized them to borrow £50,000, but the present Act extends their power in that respect, to which not only the harbour dues are liable, but also the property of the county of the town of Galway. It provides that the pier shall com-

mence or join the Claddagh Quay, and passing along and over the Claddagh, the Marsh, Shingle Beach, the Strand, and Mutton Island, extend 2075 feet from thence in a S.E. direction into deep water in Galway Bay. The expense of this undertaking is estimated variously ; some estimating that it will take £130,000, while others say it will be completed for £50,000. Under the new Act the number of commissioners is reduced to twenty-four, one-third of whom are to vacate triennially. To be a commissioner of this board it requires a free-hold or copyhold property of £100 a year, a real or personal estate of £3,000, or to be heir apparent to a person possessed of £200 per annum. Electors to be in possession of premises rated to the poor at £15, or in receipt of rents amounting to £20, out of property situated in the town, or pay £5 per annum harbour dues. Commissioners and electors to be resident within the limits of the town. Since 1832 some extensive and valuable improvements have been made ; floating docks have been constructed at a cost of £40,000, of which the Board of Works advanced £24,000 on loan. Up to 1850 there was £4,441 of the principal, and £10,251 interest paid thereon. Of these sums the instalments in 1849 were £2,622, and £2,258 in 1850. On the 24th June, 1854, the loan was reduced to £12,402 14s. 10d., and the interest thereon £742 2s. 9d. Since then a further loan of £6,900 has been obtained, according to the Boards' account, which bears interest £503 13s. 10d., and the total amount due it 31st July, 1854, was £20,568 11s. 5d. ; it will have to give credit for £389 10s. 3d., being the excess of income over expenditure for the year ending 31st July, 1854 ; the total income of the port for the year was £1,361 15s. 6d., derived from tonnage dues of 6d. per ton on all shipping, and if they used the docks 8d. per ton, rates on goods outwards and inwards, pilotage, ballast, quayage, &c. These docks afford immense accommodation to the trade of this port. Their entrance gates are fifty-six feet wide, with sixteen feet of water on the sill ; their area is over six statute acres, having 3,110 feet of quayage. From 1847 to 1850, when foreign vessels with bread stuffs, of large tonnage and sharp in their build, frequented the harbour, some of them drawing seventeen and eighteen feet of water, they lay afloat in the roads, where they were lightened to fifteen feet, and then taken into dock ; but during the prevalence of very high tides vessels drawing sixteen feet have passed into them. Notwithstanding the great utility of these docks, it would probably have been better, under existing circumstances, to have constructed the pier and breakwater in the first instance ; the £40,000 laid out on the docks would have gone far towards the cost thereof, and if the trade of the port afterwards increased, so as to require extensive docks, Lough Athalia, skirting the town, and comprising twenty acres, only required to be deepened to afford the most ample accommodation of that kind. The projected canal from the harbour to the town, and from thence to Lough Corrib, is completed, and another, 3½ miles long, which was to have united it with Loughs Mask and Carra, has been discontinued by the Board of Works, most unfairly and contrary to its agreement with the people of Galway, who were to have the benefit of the navigation of these lakes to Ballinrobe. A considerable extent of land, long flooded by these improvements, has been reclaimed, and important sites for mills obtained at Cong, having a never-failing supply of water from Corrib lake, which affords a reservoir of 22,000 acres, while at Galway the supply of water to the existing mills has been greatly increased, and new sites formed of more extensive power. So badly were the arrangements made for obtaining water some years ago, that many of the mills and other manufactories were frequently in the summer months without any, although the river Corrib was passing idly by them to the sea. Mr. W. T. Mulvany, one of the commissioners of public works, in his communications to the Transatlantic Packet Commission in 1850-51, stated, " that the operations they were then carrying on would enable them to utilize 66,000 acres of lakes as reservoirs, and have a catchment basin of 780,000 acres ; and that every mill or factory existing, or which might be formed, would draw its supply direct from the lake, and have the benefit of the fall between it and the sea. Without damming up or conserving supplies, 1,500 to 2,000 horse power could be obtained in the space of half a mile, in the centre of a seaport town, and every mill and factory have available navigation to its door." Here, then, are immense advantages to be derived from a

power equal to steam, and so much cheaper, and which is applicable to all manufacturing purposes. Flax and cotton spinning, however, is sought for in vain in the district, notwithstanding all these facilities, and what is still more, a numerous population in it without employment and anxious to obtain it. The town of Galway distinguished itself on the occasion of the inquiry instituted at the instance of the Treasury and the Admiralty in 1850, to ascertain the harbour in Ireland best suited for a transatlantic packet station. Among those who made the most powerful exertions to demonstrate the great superiority that Galway possessed not only over Liverpool and Holyhead, but over every other harbour whose pretensions were canvassed on the occasion, was the very Rev. Peter Daly, to whom Galway is greatly indebted. But the inquiry in regard to selecting any of the competing Irish ports was a perfect mockery, and the country was put to considerable expense, without its being ever intended to remove the station further from Liverpool than Holyhead, no matter how plain a case was made out in favour of an Irish port. The evidence, however, that has been collected is valuable, and has tended to dispel much of the illusion and misrepresentation that previously existed in respect to the western coast.

Manufactures, Trades, and Commerce.—The woollen manufacture was carried on here extensively in the fourteenth and fifteenth centuries, and more recently that of linen cloth ; and although both were of a coarse description, they employed a considerable portion of the population. The woollens are now confined to flannel, freize, and a kind of cadow or blanket. It was at one time attempted to introduce the weaving of fine linen into the Connemara district, but it was not successful, and, like the woollen, it now consists of what is termed narrows, and coarse canvass used for bags and packing wool and bacon for export. Some forty years ago large quantities of yarn, spun by hand, were sold in the markets of Galway, Tuam, and Loughrea ; and extensive weavers and small bleachers, from Ulster and Leinster, previous to flax spinning by machinery, derived their supplies from thence. The females of this district were also employed in knitting woollen stockings, which were agreeably soft and warm, but not durable : their estimated sale was about £10,000 per annum. The manufacture of kelp on this coast commenced about the year 1700, and was invariably brought to Galway for sale ; its original price was 14s. or 15s. a ton ; it gradually rose, until towards the end of the war it was £10 per ton. At one period the quantity made annually was put down at 10,000 tons, but the preference given by bleachers and soapmakers to alkali, extracted from soda, manganese, &c., and the abolition of the duty on salt, has nearly put a stop to it, and the seaweed, from which it was made, is now used for manure. There are extensive quarries of black marble at Ballinahinch, Merlin park, and Menlo : the quality is very beautiful, from its glossy surface and being free from white spots or specks. There is also an inexhaustible vein of grey marble at the latter place ; some fine specimens of black marble chimney pieces have been manufactured in the town, for which machinery was constructed some years ago. There are granite and limestone quarries, the stone of a very superior description at Salthill, within a short distance of the town ; and mines of lead and copper have been discovered at Oughterard, and coals in other parts of the district. Potters' clay is found in abundance at Craggs and Dunsandle, and tobacco pipes and coarse pottery manufactured from it. Previous to the famine of 1847 there were twenty-five mills employed on manufacturing flour, eight on oatmeal, and three on malt in the town ; and twelve large mills in the neighbourhood engaged in the same pursuit. In 1851 there were upwards of fifty mills in the town alone, manufacturing flour, oatmeal, malt, Indian corn meal, and in sawing timber and marble, all driven by water from Lough Corrib, which divides itself into seven great branches, watering every portion of the town. There were four large distilleries in full operation in Galway, from 1837 to 1839 ; in 1840 there were only two ; and from 1841 to 1845 they were reduced to one : since then there have been two at full work. These fluctuations or variations in the trade were owing to Father Mathew's total abstinence lectures in Connaught. There are also three breweries, three foundries, a paper mill, which sends considerable quantities of paper to Dublin, one tan yard,

three soap, one woollen, one hat, and three rope manufactories. A considerable portion of the female population in the town and neighbourhood, and in the workhouse, are employed in figuring and embroidering muslin and light cottons. Gas works were established by a joint-stock company in 1836, by which the town and docks are well lit. Galway was a place of commercial as well as manufacturing importance in the fourteenth century, and had considerable trade with France, Spain, and Portugal, from whence it imported large quantities of wine in exchange for its woollen and linen manufactures. In the reign of Henry VII. great rivalry existed between the merchants of Limerick and Galway : the latter having almost the exclusive supply of Ireland with wine, had vaults for that purpose in many towns throughout the kingdom—the ruins of those at Athboy are to be seen at the present day. The Ormond family about this period claimed its usual prisage on wine, against which the Galway merchants appealed to the court of Star Chamber, which decided in their favour, but they were prohibited from forestalling in the markets of Limerick. The import of wine into both places has materially fallen off, particularly since the Union, and notwithstanding the immense capabilities of the port, it is neither increasing in its trade foreign, or with Great Britain ; probably portions of its manufactured articles, which formerly went by sea, particularly to Liverpool, are now sent by railway to Dublin. Previous to the famine it exported large quantities of wheat, oats, meal, and flour, but since then it has imported foreign wheat and Indian corn to a considerable extent, with its usual imports, which consist of timber, deals, hemp, tallow, and wine, foreign ; and from Great Britain tea, coffee, sugar, iron, salt, tin, coals, bark, and British manufactured articles. Its exports are marble, flour, meal, oats, provisions, salmon, wool, linen, &c., to Great Britain, and it has latterly been exporting to America its splendid black marble slabs, an export which is likely to increase in that direction. The returns of the Irish Railway Commissioners estimate its exports for 1835 at £250,000, and its imports at £57,000.

The trade of this port for the year ending 5th January, 1851, was 32,578 tons foreign, and 12,683 tons in the British and Coasting trade. In 1852, the Foreign tonnage was 38,315 tons, and the British and Coasting trade 16,853 tons : being an increase on the former of 5,737 tons, and on the latter 4,170 tons. In 1853 the Foreign trade was 24,414 tons, and the British and Coasting trade 11,266 tons : being a decrease on the former of 13,901 tons, and on the latter 5,587 tons. For the year ending 5th January, 1854, the Foreign trade was 25,175 tons, and the British and Coasting trade 13,937 tons : being an increase on the former of 761 tons, and on the latter 2,671 tons. The registered shipping, which consisted of twenty-two vessels of 4,036 tons in 1851, decreased in 1854 to fifteen vessels of 861 tons ; but this looks like another official blunder, for the number of vessels returned for the former year was fourteen, and 1,647 tons, and it having increased within the year another vessel, it should be most likely 1,861 tons. The customs' duties, which were £30,035 in 1851, declined to £26,090 in 1854 : decrease on the four years £3,945. There are no steamers belonging to this port, nor graving docks, or patent slips for building or repairing vessels, and the latter should be among the next improvements undertaken. There is a Chamber of Commerce established here, composed of the most respectable merchants and traders of the port.

Salmon and Herring Fisheries.—There is abundance of salmon in Corrib river and in Galway bay, the average quantity taken annually, since 1845, is ten tons. In 1853 the artificial propagation of this fish was introduced for the first time both here and at Oughterard. Ling and codfish, lobsters and other shell fish, are also to be had in quantity in the bay, and trawling has been recently resorted to with considerable success, the Claddagh fishermen using their own boats for that purpose. The herring fishery in 1845, and since that period, has been very successful, the fish frequenting the bay in immense shoals. The Claddagh fishermen claim the exclusive right of fishing in the bay ; they elect a mayor, sheriff, and other officers on St. John's Day, and march through the town in procession. The mayor's boat is distinguished by a very white sail and flag, and when the fishing season commences the fleet

assembles, and by a signal from it, the nets are cast and drawn simultaneously, after which every boat is allowed to fish at pleasure. Any infraction of these regulations is punished by the destruction of the offender's nets. A gun brig was sent some years ago to protect strange boats which might enter the bay for the purpose of fishing, but after she had left, the Claddagh fishermen resumed their dominion over its waters. The number of Claddagh sail boats employed in this fishery is about 150, from twelve to fifteen tons, and also 100 row boats ; the former are principally engaged in the herring fishery, which is not confined to Galway Bay, notwithstanding their monopoly of it, their boats extending their fishing to Westport and Sligo on the north, and the Shannon on the south. Herrings do not appear to be cured to any extent, although so abundant, and probably the fish is all consumed fresh in the town and neighbourhood, or, since the opening of the railway, forwarded to Dublin or other more profitable markets. The Board of Public Works granted a loan of £300 towards building a quay and pier at Claddagh. The general fishery of this district extends from Blackhead to Mackhead, comprising 107 miles of maritime boundaries, and in 1851 had 1,083 registered vessels, employing 3,837 men and boys. It is really surprising that there is not more fish caught and cured on the W. and N.W. coast, capable as it not only is of supplying all Ireland, but also of contributing largely to the consumption of Spain, Portugal, and the Italian states, and for the privilege of fishing on it, the Dutch did not hesitate to pay Charles II. a handsome premium.

The Public Buildings are—The Court Houses for the county at large, and the county of the town of Galway, are both handsome buildings ; the former is in the north part of the town, and was erected in 1815 : the front is a chaste piece of architecture, with a portico supported by four fluted Doric columns. The County Gaol is built altogether of stone : it consists of six wards for criminals and two for debtors, and is capable of containing 150 prisoners, on the present system of gaol discipline. The New Town Prison is well adapted for the purpose. The County Infirmary. The Town Hospital. The Custom House. The Royal Galway Institution. The grand terminus of the Midland and Great Western Railway, attached to which is a magnificent Hotel and County Club House. The Amicable and Commercial News Rooms, Libraries. The Union Workhouse, built to accommodate 2,000 inmates, was opened in 1842 ; there is also an auxiliary Workhouse capable of containing 1,200 more : the Union comprises an area of 197,467 acres, and a population of 61,578 persons, in twenty-six electoral divisions, represented by thirty-two elected and thirty-two *ex officio* guardians, who meet on Fridays. The property rated under 6th and 7th William IV., c. 84, was valued at £60,411, and the expenditure for 1852 £8,427 19s. 1¼d. There was no rate in aid levied in this union in 1851, and only £80 issued. In 1852 there was £502 13s. levied and none issued. The Castle Barracks, a handsome range of buildings for six officers and 136 men, and the Shamble Barracks, which furnishes accommodation for fifteen officers and 326 men.

The Houses of Religious Worship are—One Protestant and two Catholic Churches, three Franciscan, Augustinian, and Dominican Friaries, five Convents of the Orders of the Sisters of Mercy, Presentation, Poor Clares, Dominicans and Augustinians, one Presbyterian, and one Wesleyan Meeting Houses. The Protestant Church of St. Nicholas was constituted by Edward VI. the Royal College of Galway, and was granted by Elizabeth the revenues of the dissolved monasteries of Annadown and Ballintubber. It is cruciform in its structure, with a tower rising from the centre. It was erected in 1320, and is situated in the centre of the town.

The ecclesiastical commissioners some years ago granted £1,385 towards its repairs. The Catholic Churches are handsome spacious edifices, and the Chapels of the respective Friaries afford great accommodation to the inhabitants. The Dominican Friary particularly, which is situated in the centre of the Claddagh suburb, is a handsome edifice 100 feet in length by twenty-eight in width ; it is built on the site of the ancient convent of St. Mary of the Hill,

founded by the O'Halloran family, and was subsequently granted by Pope Innocent VIII. to the Dominican Friars of Athenree. At the Reformation it was, however, stripped of all its rich endowments. In 1642 Lord Forbes, in the war of the confederates, converted it into a battery, from which he expected to reduce the town, but failing in his design, he defaced the church and committed other outrages on the building. In 1652 the corporation, to prevent its falling into the hands of Coote's soldiers, levelled it with the ground. The protestant district was formerly part of the ancient bishopric of Enachdune, but was annexed in 1324 to the archiepiacopal see of Tuam. It consists of the parish of St. Nicholas, and parts of the parishes of Rahoon and Aranmore. In the Catholic division, it is the head of a see, and one of the six suffragan to Tuam, the parish of St. Nicholas being the benefice and residence of the Catholic Bishop.

The Educational Institutions are—The Queen's College, a building of considerable architectural beauty. The National Schools, one of which is built on the site of the Barracks in Lombard Street, comprising two large school rooms, was built by subscription and cost £600 ; and a model school has been recently established here. A school in the eastern suburb, erected at a cost of £8,000 by the trustees to Erasmus Smith's bequest, the master of which has a salary from it of £100. The Parochial School is also aided by them. Another school, built some years ago, to which the government granted £250, and the inhabitants contributed £300. At the Presentation Convent there is a school where eighty girls are maintained, clothed, and educated, and the other similar institutions contribute towards the education of the children of the poor. Independent of the schools, there is the Widows' and Orphans' Asylum, founded by the Rev. Mark Finn, a Catholic clergyman, late of St. Nicholas parish. The Magdalen Asylum, supported by Catholic ladies, and superintended by the Sisters of Mercy. A Poor House, exclusively for protestants, supported by a bequest of the late Mr. Kirwan of London, formerly a native of Galway, and the Catholic College of St. Dominick at Esker.

The number of persons employed in collecting the Customs' revenue of this port in 1849, was fifty-one, whose joint salaries amounted to £1,363 14s. 2d. The Bank of Ireland, the Provincial Bank, and National Bank of Ireland, have branches of their establishments here. There are four newspapers published—the Galway Vindicator and Packet, twice a week, and the Mercury and Express, weekly.

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