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LEADING CONTENTS:
Through Ireland by Horse-Caravan
Fleet that Crashed on the Irish Coast

CONNEMARA CHILDREN
Hunting with the Lords and Ladies
Loughcrew Hills Disclose Ancient History
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NOTES AND NEWS

I.T.A. ANNUAL GENERAL MEETING

Thursday, October 21st, 1943

This year's Annual General Meeting of the Irish Tourist Association will be held in the Gresham Hotel, Dublin, on Thursday, October 21st, at 11 a.m. Matters of vital interest to the Hotel and Catering Industry will be discussed, and it is hoped that there will be a very large attendance of members. The Meeting will be followed by a Luncheon, and we feel that our members will welcome the revival of this social function which was such a popular feature in pre-war times.

SIT-DOWN CLIMBERS.

Which one of Ireland's mountains will first have a railway or a cable-car to the top? The possibility of such a blessing for the sit-down "climber" should be a little nearer when the big further development of power from electricity outlined in the new plan is achieved. Stranger things have happened in the time of all of us.

Then, at last, Irish people will come to see their country in a shape and beauty they never knew.

A CHRISTMAS WISH FOR OVERSEAS.

In spite of the dislocations of time and transport, IRISH TRAVEL continues to reach many valued readers in the Americas and other far countries. To them we send a greeting with the hope that it will reach them in good time to say: "We wish you as happy a Christmas as may be." There are too many personal tragedies involved in the vast tragedy of the hour for that wish to be glibly written. It carries its own sympathetic reservations.

NEW COASTAL ROAD, DUBLIN-HOWTH.

The reconstruction of the first two-mile stretch of the sea road, Dublin-Howth, is about to be begun. When the whole road is completed there will be a magnificent boulevard along the north shore line of Dublin Bay. This will include a central carriage-way, a double line of cycle and foot paths with grass strips dividing the various tracks.

AN OCTOBER TERCENTENARY.

Just 300 years ago a Franciscan lay-brother, scion of an illustrious Tyrconnel family of bards and historians, died in the college of St. Anthony at Louvain. He was Brother Micheal O'Cleirigh, best remembered as the chief of the Four Masters—those splendid scholars who, in a period of suppression and degradation, provided Ireland with a chronicle extending from the dawn of history to their own days. The Annals of the Four Masters are the last and greatest of the Irish Annals; and it can be doubted whether any other nation boasts as complete a record of its history over an equal period of time.

To mark the tercentenary of O'Cleirigh's death, various celebrations are being planned. On the first four Sundays of this month there will be special broadcasts in his honour: a radio dramatisation of his life (3rd), talks in English by Father Brendan Jennings, O.F.M. (10th) and Father Canice Mooney, O.F.M. (24th), and a talk in Irish by Professor Felim O'Briain (17th). Other forms of commemoration will include a historical pageant at the Theatre Royal, Dublin, and the compilation by Irish, British and American scholars, of an ambitious volume on Irish history, archaeology and folklore.

OCTOBER EVENTS.

Racing: 2, Curragh (Irish Cambridgeshire); 9, Phoenix Park; 16, Curragh; 23, Leopardstown; 28, Powerstown Park; 30, Curragh (Irish Cesarewitch). Agricultural and Horse Show: 4-5, Ballinasloe. Other Events: 10, Father Mathew Celebrations, Father Mathew Hall, Dublin.
HUNTING WITH THE LORDS AND LADIES

(Continued from page 241)

Monday morning glistened with rime in its matutinal hours, your scribe and chronicler being about early, pricking down to Bective on the Boyne, to assist, at a lawn meet at Colonel Fraser's residence. I know few rides which are likely to impress a stranger with a more vivid sense of the scope and quality of the best Irish hunting grounds. The native, from the habit of seeing the grassy panorama spread weekly, perhaps daily, before his eyes, fails to realise its grandeur (in a hunting sense), but let him come from, say, the English shires, and take this very ride of perhaps fourteen or fifteen English miles, and then let us hear his verdict.

What I do say is that a finer hunting perspective is gained here than in any land I know of short of the Western prairies.

Riding through Phoenix Park.

An itinerary, which I should think veracious, tells me the distance to Woodlands is about seven miles from Dublin in a nor'-westerly direction. Woodlands itself is approached by two routes from the metropolis, the lower one winds in and out with the sinuous gliding Liffey, which it borders, and from it a capital view is obtained of a land flowing with gorse, lakes, and cascades, make it full of charming and most varied vistas of beauty.

FASHION PARADE.

Conspicuous on the greensward was the vice-regal brake with the four stately brown horses and smart outriders. It held a large party of ladies, among whom were the Marchioness of Drogheda, Lady Powys, Lady Dorothy Boyle, Lady Mildred Coke, and Lady May Coke. There were aides-de-camp in waiting and aides out of waiting. The Duke of Connaught did not show, but his equerry, Captain Fitzgerald, was here. The Earl of Huntington has given himself a day's leave of absence, and is surveying the Meath hounds from the back of a very smart cob. Lord Rossmore has come from Culmullen; Lord Langford from Summerhill; Colonel Seymour is here from the Curragh.

To-day the air is so spring-like, and the hounds are so full of tongue in the gorse, that every moment we expect the signal, and it does come at last—a bank or ditch is jumped or crept up, and two fields are galloped over, when our fox is viewed stealing back. There are a good many foot-people between him and his gorse, and they do all they can to cut him off; but his point is made good notwithstanding, nor will he leave even after half an hour's more dusting through the thicket. His vixen has come back too, and here they mean to stay.

M. O'Connor Morris, Hibernia Venatica, 1878.

IRELAND OF THE WOODS

(Less than 200 years ago Ireland was still a heavily wooded country with forest vistas, now altogether lost.)

Few subjects fill a larger place in the descriptions of the economic condition of Ireland in the last years of the seventeenth and the early years of the eighteenth century. The Commissioners appointed by Parliament to inquire into the disposal of the confiscated estates gave it a prominent place in their report. "Dreadful havoc," they wrote, "has been committed on the woods of the proscribed... Those on whom the confiscated woods have been bestowed, or their agents, have been so eager to seize upon the smallest profits that several large trees have been cut down and sold for sixpence each. The destruction is still carried on in many parts of the country." Trees to the value of £20,000

(Continued on page 243)
were cut down, soon after the Revolution, upon the single estate of Sir V. Brown in Kerry. Wettenhall, who was Bishop of Kilmore from 1699 to 1713, distinguished himself by cutting down, and selling for his own profit, timber on his diocesan property which would soon have attained an equal value. Hickman, who was Bishop of Derry from 1703 to 1713, was guilty of the same speculation. At the time of the great confiscations in Ulster, one of the chief inducements held out to the foreign settlers on the old Irish territory was the abundance of the woods—"the goodliest and largest timber that might compare with any in his Majesty's dominions"—but before the century had closed the aspect of the country had wholly changed. A paper laid before the Irish House of Commons describes the immense quantity that was being shipped from Coleraine to Belfast, and how the "great woods in the counties of Londonderry, Down and Antrim were almost destroyed."

THE AGE OF IRON.

The evil in the years that followed the confiscation was so great that an Act was passed, under William, enjoining the planting of a certain number of trees in every county, but it was insufficient to counteract the destruction which was due to the cupidity or the fears of the new proprietors. The iron-works planted by the settlers after the Restoration and pushed on with little or no regard for the permanent well-being of the country, continued the work. The destruction of the woods of Munster, which was begun on a large scale early in the seventeenth century by the Earl of Cork, was continued by the iron-works of Sir W. Petty, and in 1697 an able observer declared that the oldest and most magnificent timber was already "destroyed to such an extent that in twenty years there will hardly be left, in all probability, an oak in Ireland." "Within these sixty years," wrote the historian of English commerce in 1719, "Ireland was better stocked with oak timber than we are now, but the iron-works set up there have in a few years swept away the woods to that degree that they have not small stuff enough left to produce bark for their tanning, nor timber for common uses."

W. E. H. Lecky.

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TURF UNDER THE ROAD.

MUSHROOM STONE.

Curious Rock Formation, Upper Moville, Donegal.


Road broken up in Cavan for the valuable fuel underneath.

Strange Monolith, Ballylin, Ferbane, Offaly.
From Coast to Coast in a Horse-Drawn Caravan

By H. G. SMITH

Here is the story of one of the most delightful leisurely kind of holidays you can spend in Ireland as recounted to me by one of a family party. In what was originally a four-berth motor caravan, converted to take a team of two horses, Mr. Gerald S. McInerney of Dublin, and his two boys, John and Eddie (both Rockwell College students), set out from the Capital at the beginning of July and made a five-week trip which covered close upon 500 miles. John, who is a keen horserman and a prospective student in an Agricultural Faculty, is my narrator of the journey. On one of those real summery days we had early last July the party headed their caravan — appropriately named “Holiday Inn” — for Wicklow, making the first halt at Kilmacanogue. After a rest for the horses, on then through the welcome tree-shaded roads of the Glen of the Downs, and through undulant green Wicklow countryside until evening found them at Brittas Bay. “Holiday Inn.”

“We had a great swim there and took the horses into the sea. It is good for their feet,” John commented. The night was spent at a place called Ferrybank, and in bright sunshine “Holiday Inn” — for Wicklow, making the first halt at Kilmacanogue. After a rest for the horses, on then through the welcome tree-shaded roads of the Glen of the Downs, and through undulant green Wicklow countryside until evening found them at Brittas Bay.

The route lay through Kilsheelan near the foot of Slievenamon, into Clonmel, and on to Cahir with the Knockmealdown, Comeragh and Galtee mountains all in view. This run from New Ross to Cahir — some 62 miles — was the longest made in a day. The average covered by the horses was 40 miles a day. After a halt at Cahir for the night with a good rest and grooming for the horses, “Holiday Inn” moved on for Limerick. It was the only wet day of the trip. Mist and rain covered the Galtees for the most part as this range was crossed on the road into Bansha, thence into Tipperary town. The fine road out of Tipperary led past Limerick Junction and Racecourse into the heart of the Golden Vale. It was easy going for the horses and, Dromkeen and Boher passed, Limerick and the Shannon were reached before nightfall.

Brilliant sunny weather had returned by the next day when the last stage of the outward journey from Limerick to Lahinch was begun. The route taken was along the Shannon to Bunratty and Newmarket-on-Fergus, with the Rynanna Airport on the Clare side in the distance. A stop at Ennis for a meal made a necessary break for the horses. Then on to Ennistymon. The July sun was still blazing down over Lahinch when the Atlantic coast was reached. A place for “Holiday Inn” was found on

(Continued on page 247)
PASTORALS

(Top Left)
Rest Hour,
Trinity Lake,
Killeshaundra,
Cavan.

(Top Right)
Milky Way,
Doo Lough,
Mayo.

Shepherds of the Hills, Annascaul, Kerry.

The Solitary. Lough Fee, Connemara.

Contentment, Lough Corrib.
“ANY OLD HORSE” WON’T DO!

If you plan to tour Ireland this way sometime, however, do not be misled into the idea that any old horses will do, or that any treatment is good enough for the animals. The horses pulling “Holiday Inn” came back to Dublin fresh and fit because they were driven and cared for by horse lovers. It will not do (John assured me) just to tie up your horses at the back of your caravan each night and let them feed any way off the roadside. The horses came first on the “Holiday Inn” trip. They were carefully groomed night and morning, properly stabled every place where stabling could be found, fed with good oats and hay, and never, under any circumstances, driven hard. “Our horses,” said John, “were never distressed at any part of the journey. We let them set their own pace and kept them in good condition.”

The practice on “Holiday Inn” was to send one of the party ahead on a bicycle when seven or eight miles from a town to secure stabling accommodation for the horses. Cooking in the caravan was done with “Calor Gas,” which worked very satisfactorily and supplied fine light as well. In big centres lunch was set their own pace and kept them in good condition. The practice on “Holiday Inn” was to send one of the party ahead on a bicycle when seven or eight miles from a town to secure stabling accommodation for the horses. Cooking in the caravan was done with “Calor Gas,” which worked very satisfactorily and supplied fine light as well. In big centres lunch was set their own pace and kept them in good condition.

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A Shannon Stronghold CARRIGOGUNNELL

We turned right at Clarina, six miles from Limerick on the Limerick-Foynes road, then left, then right again—and so we arrived at Carrigogunnell. We stood and gazed: a great stone bulwark, stark against the evening sky; a skeleton of the past. The castle, now a rambling ruin, was built on the safe height of a massive rock, its turrets and battlements commanding a view of miles of the Shannon, of Co. Clare and Co. Limerick.

Having climbed the rock, we passed through the courtyard, overgrown with briars and nettles. We went up on the ramparts, and gazed at the glorious view. The Shannon, wide and smooth, stretched across the country into the hazy distance. On the left, the Maigue, flowing from Adare, joined it almost at right angles. Across the water was Rynanna Airport, a symbol of the future. Cratloe Wood sprawled, an inky shadow, on the Clare Hills. Lovely, leisurely Limerick was half-hiding round a bend in the river on the right.

Carrigogunnell was known as Carraic uí Conaing in the beginning of the 13th century. It was granted at this time to Donnchadh Cairbreach, King of Thomond. About a century later, the O’Briens crossed the Shannon from Clare, and settled there. The territory became known as Pobblebrien (Pobal Bhrían) and the name remains to this day. The castle, now a rambling ruin, was built by descendants of the O’Briens about 1435 A.D. and is shown on a map of the time as Carekogunyel or “Candell Rock.” It was claimed by the Crown in 1536, after much skirmishing, and Donough O’Brien was established there. In 1691, a garrison of 150 men surrendered to the British and it was blown up by General Ginkel in the following September.

MAGIC CANDLE PUT OUT.

There is a strange legend clinging to this ancient rock. In the far-off days, Carrigogunnell struck terror into the hearts of warriors bold. A mysterious candle, or torch, used to light on the summit of the rock, and all who gazed on it were struck dead. Regan, a warrior of the Fianna, decided to end this terrorism, and so, with eyes blindfolded, he climbed the rock, snatched the candle and extinguished it, for all time. The “lady of the lamp” was so enraged that she caught up a huge boulder and hurled it after him in fury. The boulder, which landed some distance away, is known to this day as Cloghregan. That is how, in the popular version, Carrigogunnell was named—Carraig an Choinnill, Candle Rock.

When we were leaving, the sun was setting. Carrigogunnell stood dark against the glow, but the warmth had returned to its walls. It looked lonely there, so tall and gaunt, brooding silently on its past. Carrigogunnell... The Rock of the Candle. Ah, well!
There's always Golf

Ringenane, Kinsale

Lahinch

Kenmare

Rosapenna
(above) Waterford’s river of history and beauty

(below) The Poisoned Glen, Donegal, so called from the growth of spurge, it is said.
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LESS than 100 fatal casualties were sustained by the English fleet in its long trailing battle with the Armada off the south-east English coast. But when the English ships returned triumphant to harbour, another battle began. Typhus broke out and ship after ship lost half its company. The total losses were as bad as a sea defeat.

The Spaniards met a still harder fate. They lost heavily in the fight and then storm and sickness tore their ships and their bodies to shreds. The 100 galleons that got away to the north for the attempted escape round the west of Ireland had to stand up to a succession of cyclones that flung them helplessly about for a whole month. Nineteen of the 100 crashed and became total wrecks around the Irish coast from Antrim to Kerry. The pilotage was bad, maps were inaccurate but, worst of all was the incalculable weather.

At Port na Spaine, Dunluce, Antrim, the tragedy was doubly awful. The Gerona, under da Leyva, carried 300 souls, hoping against hope that they might reach Scotland and somehow, over land and sea, again reach home. These 300 included many of the sons of the high proud grandees who had given them in trust to da Leyva that he would bring them and glory back again. They had already before this barely escaped with their lives when their former ship, the Rata, went down in Blacksod Bay, where its timbers, dark as bog-oak, held together even in recent times. Da Leyva, regrouping the survivors on another ship at Killybegs, sailed out for the Scottish coast, but never got beyond the rocks below Dunluce Castle in Antrim. Of the company of 300, there were only five survivors on that hideous night.

OFF THE BLASKETS.

Down in Kerry the scene was still more harrowing for the storm-hunted men. On September 11th one of the ships, the St. Juan Bautista, made the Blaskets. She had been 30 days at sea since the great battle. Twenty of her company had perished in the fight, 200 more from hunger and sickness on board. They had been dropping dead men over the gunwales every day. And now this floating morgue of a ship makes in between the great Blasket and Inishvickillane, where the bottom has sudden transitions from deep to shallow and all the sea is most dangerous in a westerly gale. The St. Juan managed to anchor alongside the ominous Stromboli Rock, round which the waters seemed to erupt rather than break. Parties went ashore and scaled the steep mainland cliffs for water supplies. Some of them were captured and taken away by the English, but supplies were secured and the ship held on awaiting a lull in the storm.

On September 21st another ship, the Santa Maria de la Rosa, was seen staggering up. Only her fore-sail held, the rest were in ribbons. With the single anchor left, she found a holding a little way off the

KNOCKDRIN CASTLE

Not far from lovely Lough Deravaragh, Westmeath, the Castle of Knockdrin stands in a fine demesne, with beautiful wood and water vistas. The Castle interior has magnificent oak ceilings and the principal staircase vies with the famous one at Brewe Hall, Cheshire. The family of Levinge, after more than 300 years in the district, has recently sold the Castle, breaking a link thus with the time when Shakespeare flourished in England and the original Levinges still had a holding in Devonshire.

(Continued on page 255)
Once Upon a Time—

and not so long ago there were pleasure steamers for every one of the rivers and lakes like these
St. Juan, which vainly she had signalled for assistance. The tide from the south-east beat against her stern and acted as an anchor aft, but, at the turn, she commenced to drift and then, almost in an instant, went down with all hands. Of the several hundred who had hitherto survived death on board, only one man clinging to a raft got ashore. It was the culmination of horror for the onlookers in the St. Juan helpless to render aid. The St. Juan herself at last got out and by great good fortune reached Spain again, where her captain wrote the narrative of the voyage, and left his manuscript to be discovered and first published about 40 years ago.

CLARE AND GALWAY WRECKS.

While the St. Juan Bautista was making her almost incredible escape from the panther-waves around the Blaskets, a small flotilla of other Spanish ships was being ground to pieces in Mal Bay in County Clare. Here in a sea-region, "beset with dangers and with only one small stretch by Mutton Island giving any chance of saving a vessel embayed there," as the Irish Coast Pilot defines it, the ill-steered and badly charted Spanish ships met their blind end. The sea swallowed multitudes of their crews, and 1,200 bodies were later washed up unidentified around Spanish Point.

Galway, too, took its dire toll when one of the Spanish ships was wrecked in the Bay. Three hundred of the helpless survivors were taken, by order of the Lord Deputy, to Fort Hill, outside the town, and there fouly executed. In the museum of Galway University College a few relics of that and other fearful events associated with the Armada are shown.

DONEGAL—SLIGO.

Car,rick na Spaine, one of the dangerous rocks off Streedagh Point just northward of Sligo Bay, links us again with those nights of disaster in September, 1588. Somewhere here three more of the Armada ships met the inevitable doom, when they tried to creep inshore from the storm over waters sown with sandbanks and foul with hidden reefs. A contemporary account says that 1,100 bodies came ashore and that hundreds of others were carried out to their unknown graves in the deep sea.

No “storied urn or animated bust” marks any of the scenes of the last agonies of all those thousands of Spaniards on the Irish shore. The high-bred silken youth suffer the same silence as the rough and ruthless fighters that accompanied them once upon a time. Their little lives were the gesture, as they were the victims, of the will-to-power of their day. The process of history is still sadly, and stupidly, the same.

M. B. BYRNE.
IN the north-west corner of Co. Meath a line of hills rises up on the edge of Ireland's great central plain. These are dominated by three peaks, which, named in order from west to east, are Carnbane (842 feet), Slieve-na-Caillighe (904 feet) and Patrickstown Hill (885 feet). Though not quite 1,000 feet above sea level, the position of Slieve-na-Caillighe on the rim of the plain gives to this mountain one of the most extensive views to be had in Ireland. On a clear day no fewer than eighteen counties can be seen and a splendid impression of the extent of the plain can be gained, for it rolls away from the base of the hill to its fencing of high ground far away on all sides. Perhaps it was this unique situation and thus entering St. George's Channel and the Irish Sea. The first landings were made between Dublin and Drogheda and our early invaders passed by way of the Boyne Valley into the centre of Ireland.

Wherever these men touched land they left behind huge burial cairns erected over the graves of their dead chieftains, and so it is that these great monuments are found in Spain, Portugal, France, Ireland, Scotland, Denmark, and the other Baltic countries, all places on the trade routes to the North European amber deposits. Perhaps the most interesting monuments of this period in Western Europe are the three immense cairns in the Boyne Valley, the best known of which is New Grange, famous for its cruciform burial chamber entered at the end of a 60-foot long passage, many of the stones composing both bearing elaborate geometrical carvings.

TWO THOUSAND YEARS LATER.

While none of the tombs at Loughcrew is as imposing as this, the fact that there are here some 20 cairns in three groups renders it one of the most important archaeological sites in the country. Attention was first drawn to them in the middle of the last century when Eugene Conwell, a school Inspector, carried out an investigation there in 1865. He mapped for the first time—the ordnance surveyors had missed them—all the tombs which are grouped on the three hills mentioned above, and during a partial excavation of one of them (now known to archaeologists as Cairn H) discovered about 5,000 fragments of bone, many of them resembling paper knives in shape and about 100 of them carrying beautiful incised decorations in the form of geometrical curvilinear patterns. At a later date he sought to identify another of the tombs—Cairn T—as the burial place of Ollamh Fodhla, the great pagan law-giver and scholar. This identification is, however, no longer accepted. The bone flakes were lost some years later and remained in oblivion till two years ago, when they again came into the possession of the National Museum. These bone objects were not made until the early Iron Age, about 2,000 years after the building of the tomb; and were probably left on the site by an Iron Age metal worker who had converted the tomb into a temporary dwelling.

Cairn H is now undergoing further investigation by an official of the National Museum. So far, about one quarter of the whole site has been excavated and much valuable information has been gained. As well as the original burials within the chamber of the cairn many much more recent interments have been found.

(Continued on page 257)
BRONZE AGE CEMETERY AT LOUGHCREW (contd. from page 256)

mostly belonging to the early centuries of the Christian Era. Associated with these remains were bronze rings, glass and stone beads and many other small ornaments.

RITUAL MURDER?

It has also been shown that a number of dead bodies were placed in the tomb chamber all at the one time, after which the entrance was finally and permanently closed. This would seem to indicate that the practice known as suttee or sati was carried on in Bronze Age Ireland. Striking examples of this custom were uncovered some years ago at Ur by Leonard Wooley, and it is also known in other parts of the world. When the chieftain died his wives and servants were slain and buried with him so that in the next world he could live the same manner of life as he had done when on earth.

It has been found that many of the structural stones of the cairn and chamber are decorated in the same style as those at New Grange, showing that the builders of both groups of monuments belonged to the same band of invaders.

It is to be hoped that money will be made available to enable this site to be fully examined, for it undoubtedly holds much valuable information which would contribute to the building up of a more complete knowledge of prehistoric man, not only in Ireland, but also in the whole of Western Europe.

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