

There will be war in Foynes.

And to a lesser extent, in Limerick.

The reason that Foynes will rebel is that its nine-member board of trustees is highly political - three members elected by the County Council, three (usually political) nominated by the Minister for Transport and Communications, and three taken from the port users. And the absolute justification for this expected rebellion is the fact that, once in place, they become the least political board on earth. No vote has been taken in living memory; they are all local people who work quietly and in harmony for the benefit of the port and for the thousand-plus jobs which depend on it, and for the economies of the dozen-plus parishes which are sustained thereby. This newspaper has previously criticised the Foynes Harbour Commissioners for holding all of their meetings in secret, and that criticism stands but, on balance, we must accept that they are probably doing at least as good a job as could ever a Dublin-appointed board consisting of God-knows-who, and also meeting behind closed doors.

The proposed board for Limerick and the Estuary is a different matter.

The present Limerick Harbour Commissioners is an unwieldy grouping, having representatives from the city, the county, North Tipperary, Kerry, Clare (observer) the Chamber of Commerce and other interests. It purports to represent a harbour operation which consists of the ESB's private jetty at Moneypoint (fifty miles downstream, and in Clare); the ESB's Tarbert jetty in Kerry; Aughinish's dramatic kilometer-long pier beyond Askeaton, along with the city docks and the Shannon Airport oil jetty. The Limerick board's name is misleading and outdated, in that the city dock is one of the least important elements of the estuary operation. The main function of the board is to maintain lights and pilotage for the ports far downstream (including, on contract, Foynes). The report suggests a renaming to 'Shannon Port'.

The commissioners individually have great devotion to their task, and their chairman for more than a quarter century, Ted Russell is Limerick Harbour Commissioners. But their operation might still be improved somewhat by their replacement by a board of people with greater commercial knowledge and experience - provided that any such board would be locally and representatively sourced, and that the talents of people such as Ted Russell, Tom O'Dowd and Dermot Whelan would be fully recognised.

*Aer Rianta, far from "stifling competition" is a national success in promoting - indeed provoking competition. To that extent, the adverse comparison made with a possible cumbersome national ports authority is downright offensive to the staff at Shannon in particular.

shore would feel," Mr Bowman conceded.

Out in the deep, however, it was a different matter. Granted, we'd had heavy

plunged to at least three feet. A far cry from seeing a white shirt at the bottom, but encouraging nonetheless. It was a bit different when

face, Jim Bowman assured me, was nothing more than the casts of dead mayfly and insect remains that had floated to the surface.

Granagh's contr

LETTERS TO THE Street, Limerick

□ ONE OF the main reasons for the different versions in local history, is, I think, the way some historians used to write that a location was near a town, or inbetween two towns, without writing down the actual name of the townland, parish or sub-parish of the location in question.

So, we read about the Leahy's of Creagane, Charleville, Co. Cork, with no mention that Creagane is in Colmanswell, Co. Limerick. Andrew Cherry, who wrote the words for the "Dear Little Shamrock" (song) is mentioned as having lived near Croom, when, in fact, he lived in Cherrygrove, Banogue. Lewis, in his topographical Dictionary of Ireland (1837) states that there was at that time a Catholic chapel then near Knockfierna. This was the chapel at Kilmacow. According to a contributor to the Folklore Commission, 1937/1938, from Granagh National School, the chapel at Kilmacow was used in the early 19th century and Kilmacow is mentioned as one of Granagh's townlands. This would explain that in the years before Granagh Church was built (1831), the people went to Kilmacow Church.

Staying in Kilmacow, the line road from Ballingarry to Croom runs north of the chapel while the old road can still be seen on the south side. Could this line road be part of the puzzle road known as The Bruff Line, I am inclined to think so. This would mean that the Bruff Line runs on the north side of Granagh rather than the south side.

In favour of this theory is that the first seven or eight miles out of Newcastle West is a line road, the seven miles from Ballingarry to Croom is a line road and the nine miles from Croom to Bruff is known as the Bruff Line.

This leaves only two miles west of Ballingarry, by Glenwilliam Creamery and this road looks wide enough to be a line road. Therefore, when people spoke about the Bruff Line around Lee's Cross, did they mean that the Bruff Line was a mile or so west of Lee's Cross and went by Ballingarry. I think so, as the road east of Lee's Cross going on to Bruree is known as the New Line Road.

In relation to the Cailín Bán, in some versions, it states that Ballycahane is near Croom and other versions state that Ballycahane House is near Bruff. While the local version of the Cailín Bán as published in the Knockfierna Journal, 1989, states that Ballycahane House was not the house at all, and that the house in question was Ballina-

ha House on the slopes of Knockfierna. However, historians agree that her father gave his address as Ballyalan, therefore it is only right to point out that the townland of Ballyalan is in the Granagh/Ballingarry area. It is amazing then, that the Cailín Bán should be associated with Bruff, Croom, Garryowen and Killarney, but never associated with Granagh/Ballingarry where she was born.

Another controversial issue relates to the famous 'Piper Jackson'. My reading of this is based largely on articles in "Treoir," the magazine of Comhaltas Ceoltoiri Eireann. While Miles Jackson was the owner of a large estate in Lisduane, Granagh, in the early 1600s, other Jacksons owned another estate at Creeve, Ballybay, Co. Monaghan around the same time these Jacksons were "Linen lords" and owned a string of race horses. A descendant of these Jacksons came to Lisduane, Granagh in 1750, he was Walter Jackson, better known as "Piper" Jackson. It was from "Bean an Turrit" that Walter Jackson got the estate in Ballingarry, some time afterwards. His brother Miles Jackson was Sheriff of Limerick and, perhaps, was one time owner of the Lisduane Estate. "Piper" Jackson spoke in Irish, but it was Ulster Irish that he spoke in, which means that he did come from Co. Monaghan where he composed and played the pipes before he came to Co. Limerick.

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Maastricht aftermath

□ THE elation of the Government, most of our indigenous industries and institutions as well as our larger employer and worker organisations, at the overwhelmingly acceptance by our citizens, of the Maastricht Treaty and Protocol was quite understandable.

On the face of it and more or less taking the book by the cover, its benefits on offer at the time were a tremendous inducement and greatly influenced the outcome.

Nobody could possibly in their right mind reject a European political and financial or monetary union, which if attainable,

could have so much to offer.

Of course we need urgent funds to upgrade our infrastructure, enliven our industrial life, boost our G.N.P. and in general raise the living standards of our people - as our per capita income compares most unfavourably with most of our European nations.

Now that the euphoria of our parliamentarians, industrialists, employers and trades unionists and, of course, the farming community, has subsided and the whole issue is assessed more objectively, we find that we still have to face the fact, however unwholesome, that we appear to be as far away as ever from having a united Europe or at least a coherent E.C.

The groundswell of goodwill, which was quite apparent up to the Danish referendum debacle, has now dissipated and the recent summit meeting at Lisbon was actually a spectacle of discord and petty wrangling on trivial as well as serious matters, which dims and obfuscates the horizons and sharply casts a condescending cloud on the poorer nations, including Eire, whose aspirations and expectations now seem to be at variance, with the original aims and intentions of the charter of equality, signed in Rome some years ago.

Of course the Sarajevo tragedy cast an ominous shadow on the proceedings and the European "Hawks" and "Doves" freely indulged in rancorous exchanges and hostile outbursts, far removed, from the set purpose of the meeting.

In fact the whole tone of the proceedings was completely inconsistent with the aims and aspirations of the Treaty of Rome and consequently it is easy to accept that unity on the most fundamental matters between the 12 is still far off, and would even appear to some as a pipe dream.

Their failed attempt to