

Those were the days on Lough Derg

THE news this week-end that the old paddle steamer, Lady Lansdowne, which for many years has lain on the bed of Lough Derg, may be raised and refitted, has revived memories of the days when the Shannon lake steamers plied the picturesque "Duke of York" route.

The "Lady Lansdowne" has many claims to fame. She was the first paddle steamer to be turned out from the Birkenhead works of Laird Brothers and she was the first and largest vessel to ply on Lough Derg. She was, in fact, a large prisoner—all 148 tons of her—and because of her dimensions of 133 ft. in length and 17 ft. in breadth, had to be assembled at the Killaloe quays. Two great maritime engineers were closely associated with her. One was John Grantham, who introduced steam navigation to the Shannon in 1835, and the other was C. W. Williams, who invented the watertight bulkhead.

The "Lady Lansdowne" was built to the order of the City of Dublin Steam Packet Company in 1839. Others of the Company's vessels on the Shannon and its lakes were the "Garryowen," "Lady Burgoyne," "Walsley," "Dunsally," "Clarke" and "Avonmore." The "Garryowen," which was built by Laird Brothers in 1854 for the Lower Shannon, is said to have been the first iron steamer with watertight bulkheads. Up to the time when they ceased to operate in the late 1850's the Lady Burgoyne supplied the lake service between Killaloe and Athlone. A big percentage of their passengers were emigrants who met the connecting river boat at Killaloe and were brought to Limerick on a stage of their journey across the Channel or the Atlantic.

IMAGINATIVE

The refitting of the Lady Lansdowne would be in a sense a move as bold and imaginative as the reconstruction of some of our mediaeval castles, and there is little doubt but that it could have an impact on tourism similar to that of the mediaeval tours.

In the early days before the coming of the railways, the boats were run by the Blarney road service at certain points. The canal boats were fitted with first and second class accommodation, and were drawn by two horses which were in charge of picturesquely attired attendants.

It is not generally known that the real pioneers of tourism in this country were the Grand Canal Company, and, towards the end of the last century, the Shannon Development Company. In the early 1850's one could travel from Killaloe to Dublin by canal for 4/6, and from Dublin to Shannon Harbour for 6/6. A substantial breakfast could be had for 1/8, dinner for 2/2, tea or coffee for 1/- and room for 3/3.

A notable contribution to tourism was made by the Grand Canal Company when in 1785 they built at Sallins the first of a series of hotels. Within the following twenty years, hotels were provided at Robertstown, Portobello, Tullamore and Shannon Harbour.

The Shannon Development Company Ltd., whose steamers plied the famous Duke of York route, opened the Lakeside Hotel, Killaloe, in 1899.

THE FLEET

The Development Company's fleet, which included the Countess Cadogan, the Olga and the

Fairy Queen, was comprised of steamers which were specially designed and adopted to meet the requirements of river navigation, but the importance of comfortable accommodation was not ignored. The promenade decks extended the entire length of the steamers, while fore and aft were situated elegantly-appointed saloons, luxuriously upholstered in plush and draped in excellent taste.

The "Duke of York" route on the Shannon lakes extended from Carrick-on-Shannon to Limerick. To Carrick, one travelled the 95 miles from Broadstone Terminus in Dublin by the Midland Great Western Railway and, for local exploration, a fleet of self-drive cars (of real, light horse-power) could be hired at a charge of 6d. per mile each. From Carrick-on-Shannon, the traveller visited Castle Forbes, Lough Ree, Athlone, Clonmacnoise, Shannon Bridge, Shannon Harbour, Banagher, Portumna, Woodford, Dromineer, Youghal Bay, Mount Shannon and so on to Killaloe.

LOUGH DERG

At Killaloe, boats could be had for rowing at 1/- per hour—except when the mayfly or green drake was up; then the charge was 10/- per day for a boat and two men. Lunch and beer had to be provided for the latter.

A brochure issued by the Development Company had some very nice things to say about Lough Derg. "One of the prettiest pieces of water in Ireland. The shores are well wooded and the background on each shore is made up of swelling upland dotted with the white homes of the peasantry, and in the distance the heather clad hills of Clare, Galway and Tipperary."

Sunset on this delightful sheet of water is a thing of beauty never to be forgotten. Wooded capes jut out here and there, disclosing new vistas in the ever-changing panorama of sparkling water, deeply, darkly, beautifully blue, spreading meadows and red-brown tillage land.

After referring to the matchless fishing that may be had on the Lough, the report goes on: "In a word, Lough Derg only needs to be known to be appreciated, and we may safely anticipate that the Queen of Irish Lakes with all its matchless charms, shall soon on all sides be the theme of praise and admiration."

TOURS

The Development Company did what it could to make Lough Derg known by a series of circular tours from Dublin to believe it or not—Bantry! In some instances the tours left from Belfast, Londonderry, Cork and Waterford.

The tremendous variety provided in the tours may be seen from the following, selected from a choice of 21:

From Dublin to Dromed by the Midland Great Western Railway; from Dromed to Killaloe by Shannon Lake Steamers; from Killaloe to Ennis, Killrush and Killybeg by rail; from Killrush to Tarbert by Board of Works steamer; from Tarbert to Listowel by Board of Works coach route;

from Listowel to Tralee and Killarney by rail; from Killarney to Bantry by Prince of Wales route; from Bantry to Cork and Dublin by rail.

The inclusive fares for the round trip were: 1st Class, 80/2d.; 2nd Class, 62/2d.; and 3rd Class, 47/1d.

There was on offer, too, a

special day trip on the Shannon Lakes. One left Kingsbridge at 9.15 a.m.; thence from Banagher to Killaloe by steamer, returning to Dublin, arriving at 10.45 p.m. The combined fare, including rail, steamer, lunch and tea, was 10/-.

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APPALLED AT WHAT THEY SAW 'DEATH-TRAP' MUST BE REMOVED AT ONCE

—Says Mayor Feeney

ACCOMPANIED by members of his Party, Councillor Vincent Feeney (F.F.), Mayor of Limerick, interrupted his electioneering campaign last Thursday to view the "leaning wall," at the Island Road-Athlunkard Street corner, as complained of by a resident, Mr. Willie W. Gleeson, in a letter to the Editor, "Limerick Chronicle," a few hours earlier.

I am satisfied, said the Mayor, that everything which my good friend, W.W. states in his letter is true, and would not have been written as a last resort otherwise. The whole area is a menace and should be bulldozed right away and enclosed, he continued.

RAFFLED "How such a dangerous stone wall, portion of which collapsed a week ago, with almost fatal consequences, is allowed to remain in such condition, with the footpath covered with masonry, baffles me," concluded his Worship.

Others to visit the blitzed area, as well as numerous sightseers, were Messrs. Gerald Gilligan and Tom Tuite (Labour candidates); Nicholas McGrath (Fine Gael) and Joe Quinn (Independent), all of whom expressed astonishment that such an "appalling state of affairs could be possible in this space age."

MUSEUM

Mr. Gleeson told our reporter that the derelict in question was up to a few years ago, known as the "O'Connor Museum," at 11 Athlunkard St.

There were seven sons and one daughter (who is a nun in the Mercy Order at Birr, and the only survivor), he said, who lived there.

Of the sons, all seven played rugby with Shannon as juniors, and with famed Garryowen pooled the magnificent record number of 48 Munster senior gold medals between them.

CHAMPIONS

They were Mick, Charlie, Jack, Thade, Joe, Bryan and Jim. Jack and Joe were rugby internationals and also 440 and 220 yards champions of Munster. Jim was 100 yards sprint champion of Ireland, an honour which he won at the G.A.A. sports, but, on account of his association with rugby, was refused the gold medal. Like four of his brothers, he was also a rugby interpro.

Their record in rowing can best be seen in over a score of pictures of cup-winning crews which adorn the walls of Athlunkard Boat Club, something never to be repeated.

If, concluded Mr. Gleeson, progress means the destruction of historic houses, buildings and ancient monuments—which other countries would be proud to own—then the sooner we revert to the ass and cart, posterity will be all the more richer.

As we go to press, we have been reliably informed that the dangerous portion of the wall has been removed by a nearby resident, who is the father of eight children.

'It is high time'—Justice

"I was reading the other day that it is proposed to make a qualification mandatory in such cases as this and it is high time," said Justice Hurley at Ennis Court, where he imposed a fine of £10 on James Hewitt, Birdhill, Co. Tipperary, for failing to dip his lights for a Garda patrol car at Gort Road, Ennis, on April 18.

At the same Court, Henry Hodgkinson, Shannon Street, Limerick, was fined 40/- for exceeding the speed limit in the Ennis area. Fines of 20/- were imposed on Noel Corrigan, Loharra, Nenagh, and Michael Keavey, Breaña, Miltown-Malbay, and a fine of 10/- was imposed on James Guthrie, 58 Lindsay Road, Glasnevin, Dublin.

EXCURSION

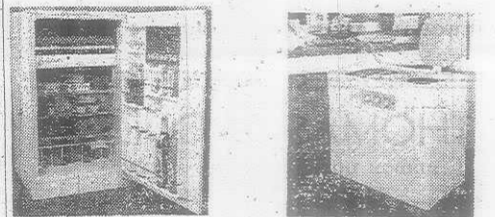
TO TRALEE AND KILLARNEY

ON Sunday, 18th June, in connection with the Munster Football Senior Championship at Tralee, Kerry v. Limerick, a special train will leave Limerick at 10.45. Cheap Day Excursion Tickets will also be issued on this train to Killarney. Timetable and Day Return Fares will be as follows:

	To	To			
	Tralee	Killarney	s.	d.	s.
Depart					
Limerick	10.45	18	9	22	0
Frickswell	11.01	18	9	22	0
Adare	11.11	18	9	22	0
Ballingrane	11.27	14	9	20	0
Newcastle W.	11.33	13	0	17	6
Abbeyfeale	12.32	9	0	13	9
Listowel	12.54	7	9	12	0
Lixnaw	13.11	5	0	10	0
Abbeystown	13.22	4	0	9	0
Ardfert	13.32	2	3	8	6
Tralee arr.	13.45	—	—	8	0
Killarney arr.	14.30	—	—	—	—

Return train from Killarney at 17.50, and from Tralee at 18.30, arriving Limerick 21.25. (117c)

G.E.C. Demonstration ALL NEXT WEEK AT CANNOCKS

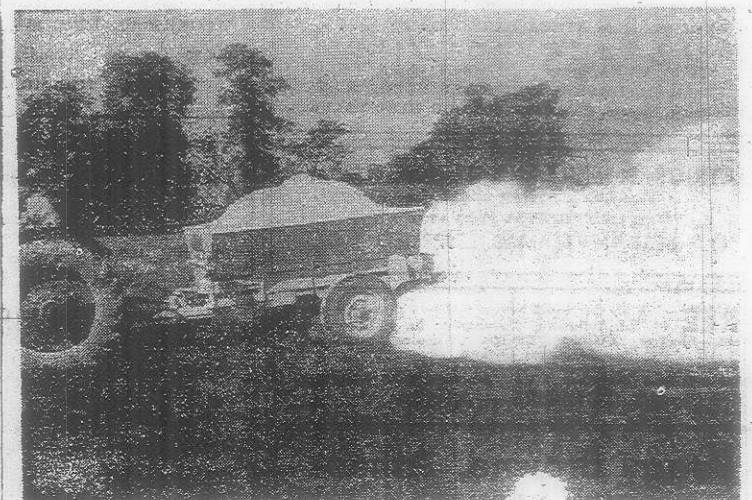


Miss Angela Callanan of G.E.C. will be in attendance to help you and advise you on the proper way to stock and maintain your Fridge... Also inspect the very latest range of Washing Machines.

CANNOCKS

of LIMERICK (17-19-21c)

Summer is a good time to lime grassland

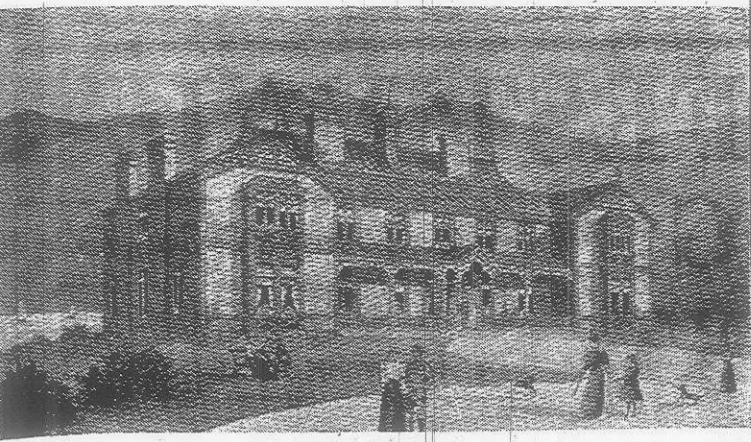


you get better grass and higher yields on well limed land

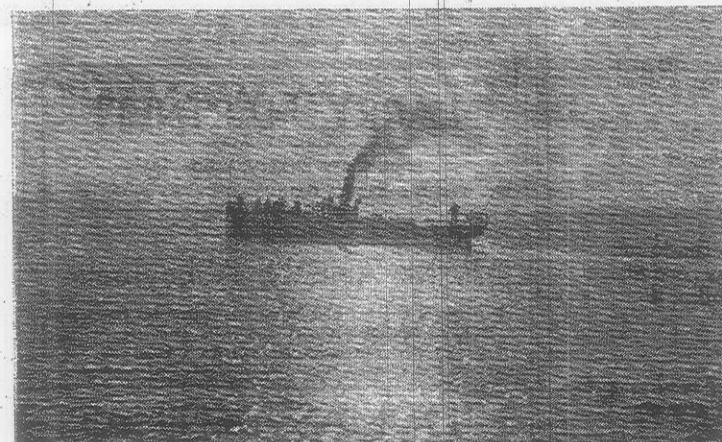
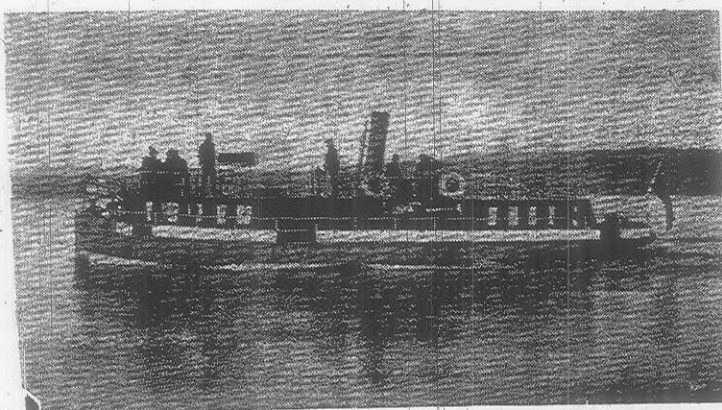
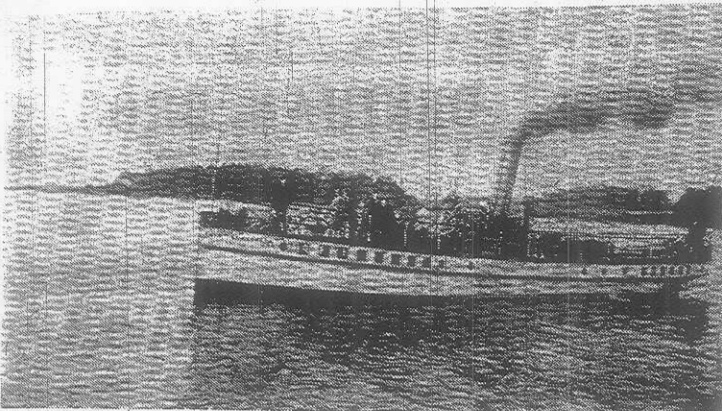
- The price is lower
 - Spreading conditions are better
 - Delivery is prompt
 - It will save money next spring
- Credit facilities, including the Land Project Fertiliser Scheme are available
- Your local Instructor in Agriculture will tell you what you need



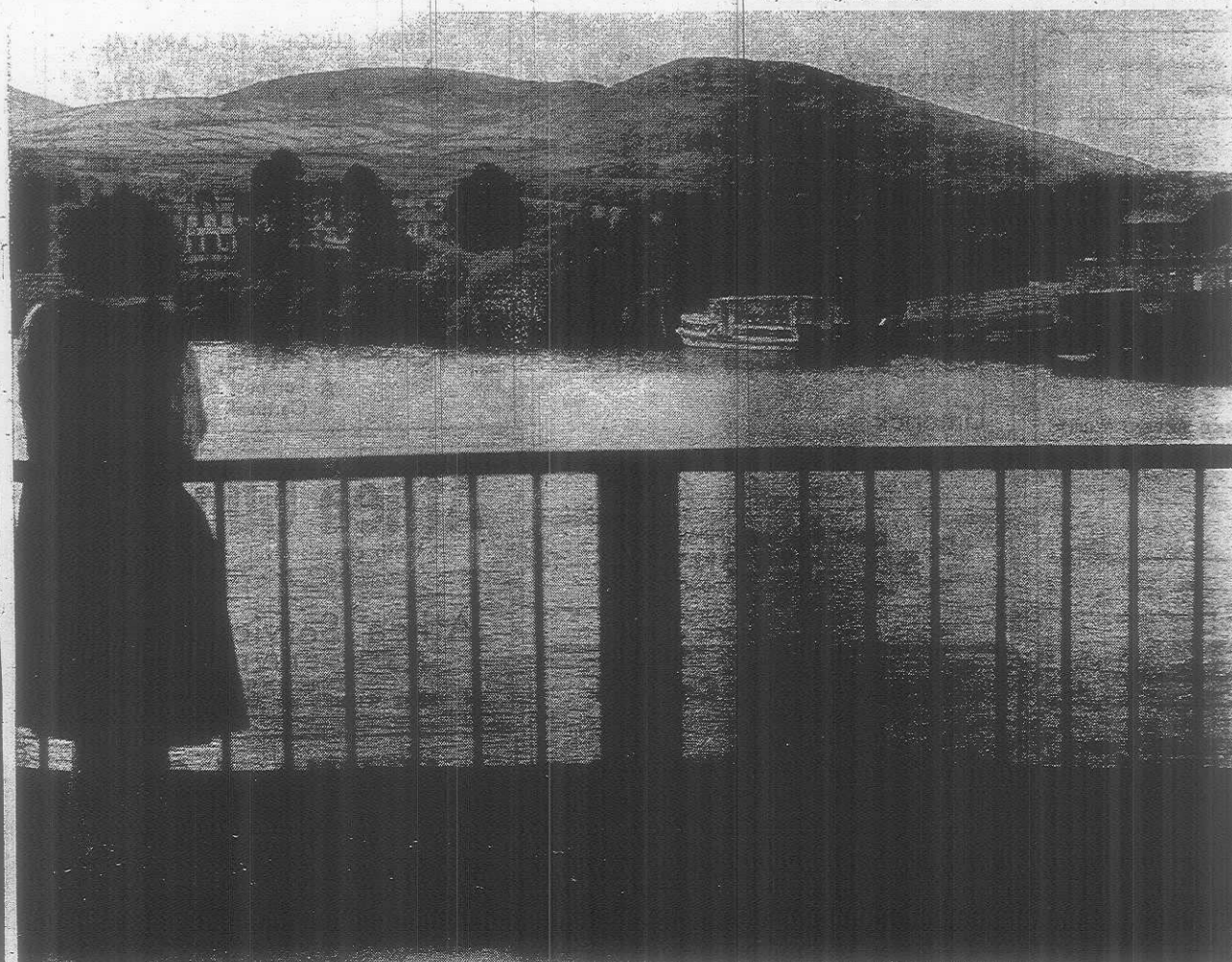
Read the Department's leaflet No. 35, "The liming of land"



The Lakeside Hotel, Killaloe, as it looked in 1899 shortly before its opening by the Shannon Development Company Ltd.



Lake steamers operated by the Shannon Development Company at the turn of the century—top, "Countess Cadogan," centre, "Olga" and bottom, "Fairy Queen"



View from the bridge at Killaloe with the old station house on the right, and, in the left foreground, the Lakeside Hotel. Moored at the station quay is a C.I.E. pleasure cruise.