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# CORK: ITS TRADE & COMMERCE

FIRST ISSUE.



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ORIGINALLY ISSUED IN THE INTERESTS OF THE  
TRADE AND COMMERCE OF CORK AND DISTRICT.

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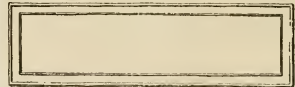
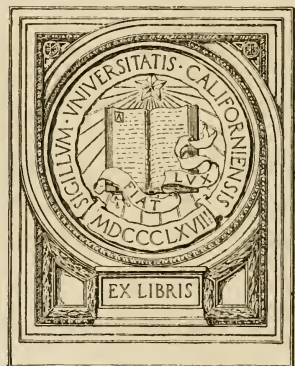
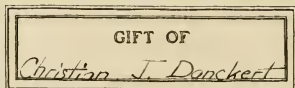
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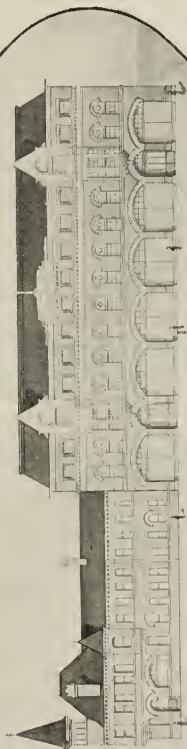
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BY



D. J. COAKLEY, F.A.A.,

Principal Cork Municipal School of Commerce.

FIRST ISSUE.

# CORK:

## ITS TRADE & COMMERCE

### OFFICIAL HANDBOOK

OF THE

# Cork Incorporated Chamber of Commerce & Shipping

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IN  
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1883.



THOMAS LYONS,  
First President.



W. T. GREEN,  
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1885.	MAURICE MURRAY.	1903.	DOMINICK J. DALY.
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1893.	GEORGE PURCELL.	1911.	FRANCIS SARGENT.
1894.	WILLIAM T. GREEN.	1912.	DAVID McDONNELL, LL.D.
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## PREFACE.

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THE Cork Incorporated Chamber of Commerce and Shipping present this, the First Edition of the Commercial Handbook, in order to show in a concise form the Commercial and Industrial facilities which the City and surrounding districts offer, to focus attention on our Commerce and Industry, and to give reliable information to those seeking locations for new works or the extension of existing ones.

By means of this Guide we have for the first time a complete and accurate survey of the past history and present position of the Commerce and Industries of Cork, as well as a valuable enquiry into their future possibilities. The Trade Index is in English, French, and Spanish, and the book is liberally illustrated throughout.

Copies will be distributed in the United Kingdom, the Colonies, the Continent, and America.

The Council of the Chamber desire to express their great indebtedness to Sir Bertram Windle, President University College, Cork, for his masterly Introduction, and for his helpful advice; also to Mr. D. J. Coakley, Principal Cork Municipal School of Commerce, for his invaluable work in editing the Guide, and for his very able and important contributions to the text. They gratefully acknowledge much valuable assistance from the Department of Agriculture and Technical Instruction for Ireland; from several Professors at University College, Cork; members of the teaching staff of the Cork Municipal Schools; the members of the Chamber and other contributors, and they also wish to thank the advertisers who have given their support to the production of this important work.

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# The Cork Incorporated Chamber of Commerce and Shipping.



THE formation of this Chamber was the outcome of a resolution passed at a public meeting held at the Court House, Cork, on April 30th, 1883.

Its objects were set forth in the Memorandum of Association, as follows:—"To promote the Commercial, Manufacturing, Shipping, and Carrying Interests of the City and Port of Cork, as well as of the surrounding district, and to take cognisance of, and investigate such matters which, affecting the Commerce, Manufacture, Shipping, and Carrying Trades of the Empire generally, must to a greater or less extent influence those of Cork, and the South of Ireland."

Amongst the articles framed for the proper government of the Chamber is No. 31, which declares:—"The Association being founded on a neutral basis, and solely in the interests of trade and commerce, all discussions and references to Party Politics, or of a religious or sectarian nature, shall be rigidly excluded from its proceedings."



Commercial Buildings and Incorporated Chamber of Commerce and Shipping.

These objects and rules have been strictly adhered to, and the Council recall with pleasure the fact that, no matter what difference of opinion existed amongst members, or how sharply divided they have been on political or other questions, no breath of such differences ever disturbed the calmness and amicable relations which have at all times characterized their deliberations.

The Council, consisting of twenty-six members, including President, Vice-President, Hon. Treasurer, and Hon. Secretary, is composed of the principal

Manufacturers, Merchants, and Ship-Owners of the City and district. The Chamber has been, since its inception, a member of the Association of Chambers of Commerce of the United Kingdom, and has on several occasions been able to secure the great influence of this Association in furtherance of its aims.

A recapitulation of the important subjects which have engaged the attention of the Chamber since its formation would become tedious for the readers of the present generation, but there are a few of outstanding importance concerning which a few particulars must be given.

**ENGLISH AND AMERICAN MAILS.**—For many years before the formation of the Chamber much dissatisfaction had been felt at the anomalous position occupied by Cork in regard to the receipt and despatch of English mails. Letters posted in England did not reach Cork until late the following afternoon, and letters intended to reach English towns during business hours had to be posted in Cork before 11 o'clock a.m. on the day previous. The Council immediately undertook a strong agitation on this subject. They placed on the programme of the Association of Chambers a vigorous resolution protesting against the anomaly, and, when this was carried, secured an interview with the Postmaster General (Mr. Fawcett), who listened sympathetically, but, as usual, laid the blame on the railway companies, whom he advised the Council to approach. The railway companies, in return, threw the whole blame back upon the parsimony of the Post Office. However, by persistent and well-directed efforts, the Council succeeded in effecting a great and rapid improvement.

At the same time the retention of the Queenstown route for the conveyance of the American mails became a burning question. The fast American steamers availed themselves of the fine weather and the want of an adequate train service from Queenstown to carry on the general American mails to Liverpool. This was in the year 1884, and even at that time much apprehension was felt that the American mails would be lost to Queenstown. The agitation on this subject, and the movement to secure greater postal facilities for Cork traders, were bound up in and helped each other. The question of American mails, being a national one, the Council was able to secure the assistance of Irish Members of Parliament of all parties, and the result was the retention of the route for many years longer than would have been possible without the constant and vigilant attention devoted to the subject by the Chamber.

**HAULBOWLINE.**—Early in 1888 the Council urged upon the Admiralty the utilization of Haulbowline as a repairing yard. Over £700,000 had been expended on the construction of the dock and basin, yet they were left practically derelict for many years. Repeated representations were met with a non-possumus. In March, 1893, a deputation from the Chamber waited on Lord Spencer, then First Lord, and as a result of their representation some dredging was done, and a few gunboats repaired in the dock. In February, 1894, the Chief Secretary for Ireland (now Lord Morley), on the invitation of the Chamber, came specially from London to visit Haulbowline, and at a dinner, to which he was subsequently entertained by the President and Council, expressed himself much gratified at his reception, and strongly impressed by the case made, he promised to recommend Haulbowline to the favourable consideration of the Admiralty. Early in 1895 statements were sent to all the Irish Members, and, as a result of the debate raised by Captain Donelan, M.P., and supported by the City and County Members, a promise was obtained from the Government that a Committee would be appointed to enquire into and report on the whole question. The Committee was appointed, consisting of two Admirals, three Naval experts, and the President of the Chamber. The Report of this Committee, adopted in its entirety by Parliament, was the foundation for all the work which has since been accomplished at Haulbowline.

**TRAINING SHIP.**—In 1893 the Council approached the Admiralty on the subject of placing a training ship in Cork Harbour. This application was renewed the next year and the year following, and was consistently pressed on Parliament until, in 1895, the Government conceded the claim, and the "Black Prince"—an excellent ship for the purpose—was stationed in the Harbour for many years.

**LOCAL BANKRUPTCY COURTS.**—One of the earliest subjects in connection with which the Chamber successfully interested itself was the establishment of a local Court of Bankruptcy. At that time a trader in the most distant parts of the country who was unable to meet his liabilities, was obliged to travel to Dublin first to take protection, then for his first examination, for an adjourned examination, again for his first sitting and second sitting; and he had to be followed there by his creditors if they wished to recover their property. Chiefly through the joint action of the Belfast and Cork Chambers, and in the teeth of the most persistent opposition on the part of vested interests in Dublin, local Courts were established in Belfast and Cork. At first the jurisdiction of the Court here was confined to the County of Cork, but as a result of a later agitation by the Chamber it was extended to include Kerry. The Council consider the jurisdiction still too limited, but the Court has been, on the whole, of great advantage to the traders of the South of Ireland.

**FINANCIAL RELATIONS COMMISSION.**—The Report of the Commission on the Financial Relations of England and Ireland was presented to Parliament in the year 1895. A prominent part was taken by the Chamber in the effort to secure prompt consideration for its important findings. It was a subject upon which all creeds and classes were united. A great County and City meeting, presided over by Lord Bandon, was held in Cork in December, and immediately afterwards the Council of the Chamber proposed that a Conference of all the Irish Chambers of Commerce should meet in Dublin to press their views upon the Government. The great majority agreed to the suggested Conference, but some unforeseen difficulties having arisen, the Conference fell through.

A large majority of the Commission, including representatives of every shade of political opinion, after an exhaustive examination into the whole subject, declared that, whilst the actual tax revenue of Ireland was about one-eleventh of that of Great Britain, the relative taxable capacity of Ireland was not estimated by any of the members at more than one-twentieth, and by some of them at considerably less.

**IRISH RAILWAYS—VICE-REGAL COMMISSION.**—In view of the conditions at present existing with regard to the management of the Railways by, or on behalf of, the State, it is interesting to recall the evidence given on behalf of this Chamber by its President before the Vice-Regal Commission on Irish Railways in 1907. The Council was convinced that the cost of moving Irish produce to the seaboard for export, or from one part of the country to another, as also the cost of moving from the ports to the interior, grain, flour, coal, and other necessities, was, on the whole, so high as to constitute a serious impediment to the prosperity of the country. They also became convinced that, under the system of individual railway companies, or even under one great company, as long as that was worked solely with the idea of how much immediate profit might be extracted from the traffic, it would be impossible to look for much improvement. They, therefore, came to the conclusion that one broad impartial management, such as might be expected under State ownership, was the proper solution to the question.

The Cork Chamber was alone amongst Irish Chambers at that time in its advocacy of the acquisition of the Irish railways by the State. It may fairly be claimed that subsequent experience has justified the view then taken by its Council.

**SCHOOL OF COMMERCE.**—In 1897 the Cork Chamber was represented at the meeting of the Association of Chambers of Commerce of the United Kingdom at which the question of Commercial Education was fully considered, and a resolution passed in favour of it. During the following years the Cork Chamber focussed public attention on the question throughout the South of Ireland, and at its Annual Meeting in 1903, a resolution was unanimously passed in favour of the establishment of a School of Commerce for Cork. In the Annual Report for the year 1905 the subject again occupied a prominent position. After dwelling upon the necessity for special business training, so long recognised in the United States and European countries, and more recently in the large business centres in England, the Report concluded:—"with a view to making a start in the same direction the Council have been in communication with the Department of Agriculture and Technical Instruction for Ireland, and it is hoped that with the co-operation of the citizens it may be possible to lay the foundation of a School of Commerce for Cork." In 1907 the Council had actually arranged with the Department for the starting of the School, but, at the last moment, unexpected local difficulties arose which caused some further delay. In 1908, however, the Council reported, with much satisfaction, that after several meetings with representatives of the Department a practical scheme was at length evolved, which, at a conference with the Cork Technical Instruction Committee, was agreed to by that body. The School was started in November, 1908.

Recognising the great need for such a School, the Chamber granted a subsidy of £670 towards its upkeep during the opening years.

**FACULTY OF COMMERCE.**—The proposal to establish a Faculty of Commerce at University College, Cork, was accorded the full support of the Chamber. Early in 1909, Mr. D. J. Daly, in his capacity as President of the Chamber and Chairman of the Committee of the School of Commerce, gave evidence before the University Statutory Commission in favour of the proposal. This Faculty, which was then established, has been a marked success.

**CONFIDENTIAL INFORMATION RESPECTING OPENINGS FOR TRADE IN FOREIGN COUNTRIES.**—The Secretary of State for Foreign Affairs has agreed to a scheme for the distribution of confidential information respecting openings for British traders in Foreign countries. This information is being collected by the Foreign Trade Department from British Consular Officers abroad. The Cork Incorporated Chamber of Commerce and Shipping has been selected for this important work for Cork and District.

**THE IRISH CONVENTION.**—The convening by the Government of representatives from the various political parties and public bodies in Ireland for the purpose of endeavouring to bring about an agreement as to the future government of the country, was one of the outstanding events of the year 1917, and met with the warm approval of the Chamber. While offering no opinion as to the method of selecting delegates, the Council of the Chamber are glad to note that the Government is at last beginning to recognise the desirability of consulting commercial interests on questions which have an important bearing on the future welfare of the country, by the appointment of the Presidents of the Dublin, Belfast and Cork Chambers as members of the Convention.

The Council deemed it desirable to put before the Convention a statement of their views on the question of such settlement, and the following was drafted by a special committee, and approved by the Council, and a copy was sent to each member of the Convention:—

## FUTURE GOVERNMENT OF IRELAND.

The Cork Incorporated Chamber of Commerce and Shipping was founded and exists for the purpose of promoting and protecting the Industrial, Trading and Shipping Interests of Cork and the South of Ireland. It is not identified or connected with any political party, and has not hitherto concerned itself with any political question.

Now that a body, the Irish Convention, has been constituted with the object, and is engaged on the work, of attempting to find substantial agreement as to a system of self-government for Ireland within the Empire, they desire to give expression to their conviction that the interests which they represent, and the well-being of Ireland as a whole, will be advanced if the purpose of the Convention be attained.

In their view, it is essential that the machinery for creating any new legislative body to be set up in Ireland should provide for a full and liberal representation of minorities.

They consider, also, that an element of strength and efficiency would be added to the new authority if some special means were devised whereby adequate representation of business and trading interests would be secured.

The financial arrangements provided in any scheme adopted will be its most vital part, and their consideration and adjustment will certainly be a work of great difficulty and complexity. If the work of the new Government in developing the country is to be successful, its operation must not be hampered or fettered by incomplete control of the country's finances.

They are of opinion that a broad and bold policy in this respect will be found to be the best and safest, not only for Ireland, but for the United Kingdom and the Empire. They suggest that the Irish Parliament should be endowed with a large measure of fiscal freedom, including the right to impose taxation and control over Customs and Excise.

They think it right that Ireland should make reasonable contribution, according to her means and circumstances, towards Imperial expenditure. They would urge, however, that it must be borne in mind in considering the question (1) that Ireland's revenue, for the last financial year, was greatly inflated as a result of War conditions, and would be absolutely fallacious as a guide to any enduring settlement, as it cannot be maintained at anything approaching the present figures in normal times; (2) that admittedly this country for many years was made to pay a largely disproportionate sum into the Imperial Exchequer; and (3) that, in the effort to create a prosperous and progressive community in a country whose resources are undeveloped, and whose population is depleted, money is a prime necessity.

Many other subjects of great importance to the trade of the South of Ireland have, from time to time, been dealt with by the Chamber. It is considered, however, that enough has been said to justify its existence and to prove its importance to our commercial community.

The prospect opening before the trade of Cork, after the war has been brought to a satisfactory and triumphant conclusion, is perhaps more promising than at any period within living memory. With this expansion the sphere of usefulness of the Chamber should also expand. The older members, who can look back at its formation, and who are gradually being succeeded on the Council by young and vigorous representatives, feel that they can look forward to the future of the Chamber in the confident belief that its traditions will be successfully maintained.

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RICHARD TWOMEY	... Eason's Avenue	... R. Twomey

**CAP FACTORIES.**

THOS. O'GORMAN	... Pope's Quay	... Thos. O'Gorman
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FRANK DUKE	... Grand Parade	... Frank Duke
FRANK SHERDY	... Rockspring Terrace	... Frank Shedy

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M. RYAN ... King Street ... M. Ryan  
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JOHN DALY & CO., LTD. ... .. North Main Street ... .. M. J. Mahony  
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K.P.  
Rt. Hon. William Francis  
O'Connor, T.C.  
PRESIDENT, UNIVERSITY COLLEGE  
SECRETARY, COUNTY COUNCIL ... .. Sir Bertram Windle, F.R.S.  
PRINCIPAL, SCHOOL OF COMMERCE  
SECRETARY, HARBOUR BOARD ... .. Eugene Callanan  
ENGINEER, HARBOUR BOARD ... .. D. J. Coakley, F.A.A.  
SECRETARY, HARBOUR BOARD (retired) ... .. Sir Jas. Long  
JAS. PRICE, M.I.C.E.I.  
W. Donegan  
JUSTICE OF PEACE ... .. Ballinacurra ... .. T. H. Bennett  
JUSTICE OF PEACE ... .. Charleville ... .. R. M. D. Sanders  
JUSTICE OF PEACE ... .. Cork ... .. Sir Abraham Sutton  
JUSTICE OF PEACE ... .. Mallow ... .. C. A. Webb  
JUSTICE OF PEACE ... .. Mallow ... .. K. B. Williams  
JUSTICE OF PEACE ... .. Rochestown ... .. Major G. O'Connor  
JUSTICE OF PEACE ... .. Youghal ... .. S. Merrick  
TOWN COUNCILLOR ... .. Cork ... .. Henry Beale

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HARRIS & BEALE	... Grand Parade	C. E. Beale
J. WATERS & SONS, LTD.	... Winthrop Street	R. W. Waters

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ANGLO-AMERICAN OIL Co.	... Albert Quay	H. Stokes
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EAGLE PRINTING WORKS	... South Mall	T. A. Wood
GUY & Co. LTD.	... Patrick Street	G. W. Guy
PURCELL & Co.	... Patrick Street	T. H. Mahony
JAS RYAN, LTD.	... Maylor Street	J. F. Russell

**PHOTOGRAPHERS.**

GUY & Co. LTD.	... Patrick Street	W. Magrath
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**PIANO AGENTS.**

COX & Co.	... Patrick Street	R. Cox
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CROSSE & BLACKWELL, LTD.	... Morrison's Island	John O'Riordan
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DAVIDSON & Co.	... Lavitt's Quay	R. L. Davidson
W. FOREMAN & Co., LTD.	... Merchants' Quay	Wm. Foreman
W. J. HICKEY	... Maylor Street	W. J. Hickey
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CORK, BANDON & SOUTH COAST	Albert Quay	John R. Kerr, B.E.
CORK, BLACKROCK & PASSAGE	Albert Street	R. J. Copinger
GT. SOUTHERN & WESTERN	Glanmire Station	Eben Pike, J.P., H.C., Director
GT. WESTERN RAILWAY Co.	Patrick Street	J. A. O'Kelly

**SADDLERS AND OUTDOOR GAMES.**

ROBERT DAY & SON	... Patrick Street	John Day
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J. FITZPATRICK & Co.	... Penrose Quay	J. Fitzpatrick
B. P. HARVEY & Co.	... South Mall	B. P. Harvey
A. C. HORNE & Co.	... Queenstown	A. C. Horne, O.B.E.
JAS SCOTT & Co.	... Queenstown	Jas. Scott
JAS SCOTT & Co.	... St. Patrick's Quay	J. C. Rohan

**SHIPBUILDING COMPANIES.**

FURNESS, WITBY & Co., LTD.	(Queenstown Dry Docks)	Passage West	O. S. Piper, junr.
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**SHIPPING COMPANIES.**

CLYDE SHIPPING Co., LTD.	... Patrick's Quay	C. J. Young
CORK STEAM SHIP Co., LTD.	... South Mall	Jos Pike, J.P., D.L.
CITY OF CORK STEAM PACKET Co., LTD.	... Penrose Quay	Walter de Foubert

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**SILVER FACTORY.**

W. EGAN & SONS, LTD.	... Maylor Street	Barry M. Egan
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**SOAP AND CANDLE FACTORY.**

E. RYAN & Co., LTD.	... Pope's Quay	E. Ryan
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J. C. & A. BLAKE	... Marlboro' Street	F. L. Blake
J. & J. FOLEY	... South Mall	James Foley
B. C. GALVIN & SON	... South Mall	B. C. Galvin
M. HEALY	... Grand Parade	M. Healy
M. J. HORGAN & SONS	... South Mall	J. J. Horgan, H.C.
W. RONAN & SON	... South Mall	W. B. Ronan
T. G. WALLIS	... South Mall	T. H. G. Wallis

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A. BEALE & SON	... South Mall	... A Beale
J. H. CARROLL & SONS	... South Mall	... D. P. Humphries, J.P.
J. B. FOWLER	... South Mall	... J. B. Fowler

**STOCK EXCHANGE, CORK.**

SECRETARY	... South Mall	... J. J. Mahony
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**TEA AGENTS.**

SAMUEL FARIS	... Gt. George's Street	... S. Faris
STOPFORD & WILLIS	... Patrick Street	... F. J. H. Stopford

**TEA MERCHANTS AND GROCERS (WHOLESALE).**

JOHN DALY & CO. LTD.	... Caroline Street	... M. J. Mahony
M. D. DALY & SONS, LTD.	... Academy Street	... D. J. Daly
DORRIN OGILVIE & CO., LTD.	... King Street	... Sir Alfred G. Dobbin
MUSGRAVE BROS., LTD.	... Grand Parade	... John L. Musgrave
NEWSOM & SONS, LTD.	... French Church Street	... S. H. Newsom H.C.
OGILVIE & MOORE, LTD.	... Parnell Place	... P. W. Ogilvie
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MADDEN & SONS, LTD.	... Bridge Street	... W. Madden
SIMCOX & SONS, LTD.	... Patrick Street	... James Simcox, ALD.
WOODFORD, BOURNE & CO. LTD.	... Patrick Street	... F. Nicholson

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COLISEUM	... King Street	... M. T. Tighe
THE PALACE	... King Street	... Sir A. G. Dobbin, J.P.

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CORK TIMBER & IRON CO., LTD.	... Kyril Quay	... B. Haughton, J.P., H.C.
EUSTACE & CO., LTD.	... Leirrim Street	... J. Dinan, J.P.
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LAMBIN BROS.	... Patrick Street	... John Ryan & M. V. Lyons

**WATERPROOF FACTORY.**

J. B. ROCHE & CO.	... Cornmarket Street	... C. B. Roche
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W. CASHMAN & CO., LTD.	... Cook Street	... J. J. Cashman
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DORRIN, OGILVIE & CO., LTD.	... King Street	... Leonard Dobbin
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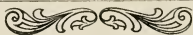
CORK YEAST CO., LTD.	... Watercourse Road	... N. P. Murphy
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*Photo by*

Sir BERTRAM C. A. WINDLE.

*[Brooke Hughes.]*



# INTRODUCTION.

By SIR B. C. A. WINDLE, M.A., M.D., D.Sc., LL.D., F.R.S., F.S.A.,  
M.R.I.A., K.S.G., President University College, Cork.



WHEN I fell in with the wish of the Council of the Cork Chamber of Commerce that I should write an introductory note to this book, I accepted the task fully realising that it would not be an easy one. The nearer that I came to it the more I recognised that I was right in that view, and especially when I read over again, as I had not done for some years, the remarkable summary of the industrial possibilities of the South which was published by a very distinguished predecessor of mine, Dr. W. K. Sullivan, in a Report of the Cork Industrial Exhibition of 1883. I cannot hope to rival the knowledge shown in that summary, and fortunately I have not to face such a problem, for Dr. Sullivan dealt with the entire question of the industries of the district, whilst my task is confined to a summary of the numerous articles prepared by specialists which the tireless labour of Mr. Coakley has secured for this volume.

As in other places the history of Commerce in Cork is best approached from the geographical point of view. Some probably mythological person is said to have remarked how good it was of Providence to cause great rivers to run through cities, and our river and its estuary form the first point of geographical importance in connection with our City. As to the lower harbour little need here be said, since it is fully dealt with in the body of the book. This pre-eminent claim it must always possess that it is the last important harbour on the West of Europe, that is to say, the first to be reached from the New World. There are Western harbours, no doubt, but these are what sailors, I understand, describe as "point-blank" harbours, and are, therefore, less favoured by them than ours which does not belong to that class. It is not so long ago, in fact, only thirty-four years, since the harbour practically ceased at Passage, and all ships of any size had to unload into lighters at that place before proceeding up the river. Under the persistent labours of successive Boards of Harbour Commissioners all this has been changed. Continuous dredging and other measures have so improved the condition of the river that ships drawing 20 feet of water and carrying cargoes of 10,000 tons can come up to the City wharves where their freights can be delivered to railways on either side of the river, and thus distributed all over the island. In order to appreciate the merits of Cork as a harbour one has only to compare it with some of the great ports on the other side of the Channel. Many other persons must, as the present writer has, in times of peace, have steamed up or down the harbour in one of the boats of the City of Cork Steam Packet Company, and in one or other of the same boats have entered or left the ports of London, Liverpool and Bristol. Those who have done so will scarcely require to be reminded how much the facilities which we possess, exceed those of at least the two latter of the ports mentioned above. In addition our harbour is admirably adapted for the subsidiary industries of ship and launch building and the like. Thus as a collecting and distributing centre for imports and exports, and as a centre for ship-building, Cork has natural advantages which must be obvious to all who visit it.

The second geographical point which we may take into consideration is the country around Cork. It is an essentially agricultural district, and the fact that

it is such must necessarily influence the character of the exports. Under the pressure of war necessities the land under tillage has considerably increased, and there is a possibility that the increase will continue after the war, but our county does not appear at any time to have been one of the greatest Irish centres for the growing of corn. Mr. Chart (an old student of the Queen's College, Cork), in his very admirable book "Ireland from the Union to Catholic Emancipation," tells us, "For the triennial period, 1797-1800, the average yearly export [of corn from Ireland] was 276,000 quarters; for that from 1827 to 1830 it reached the enormous total of 2,200,000 quarters. Even when the great war was over, the heavy duties on imported corn excluded the foreign product from British markets almost as effectually as if the seas had still been infested with predatory craft. Ireland, for the first time perhaps in her history, had turned to tillage on a large scale. The great corn-growing counties were Kildare, Carlow, Kilkenny, Queen's County, Tipperary and Limerick, and these produced such a quantity of grain that it was possible without palpable exaggeration to describe them as the 'granary of England.' This phrase occurs in a memorandum of 1812 on the possible improvement of inland navigation." He also informs us that "the best proof that the Irish corn trade was not solely the product of the bounties, is that it continued to increase long after they had been repealed, and did not receive its death-blow until the repeal of the Corn Laws flung open the British market to foreign corn." In the future, England, if she has learnt her lesson, will not neglect her "granary," and corn-growing may very probably again become a leading industry.

But grazing and the allied operations have been and still are the strong point of agriculture in the neighbourhood. Hence butter, milk, fowls, eggs, and above all other things cattle, are the exports of Cork, and these are dealt with in detail in the body of the book. In relation with these are the Preserved Food Industry, now carried on by Messrs. Crosse & Blackwell in Cork; the manufacture of condensed milk, margarine, and the like. With respect to the Cattle Trade I again turn to the pages of Mr. Chart's book. In the earlier part of the last century Ireland had an enormous cattle trade, but it was a Dead Meat trade. As Mr. Chart says, speaking of the time in question, "There is as yet little or no movement of live cattle. Indeed, except for districts close to the sea, this was out of the question, for cattle could not be driven many miles to and from a port without suffering great deterioration; and again, the ships of that day were not adapted to carrying beasts. The railway and the steamer are the great factors in the modern live cattle trade. But if the ox and the pig did not go out 'on the hoof,' they were exported in another form, being salted down and sent out in barrels to the amount of about 400,000 cwt. of salt beef and pork, and about 180,000 cwt. of bacon annually. As steamers came more and more into general use, the trade in preserved meat gradually dwindled away, and was replaced by that in live cattle." As we are well aware, all this is now changed, and again, to quote Mr. Chart, "There is the important difference that Irish cattle now leave the country alive, thus preventing the establishment of the numerous subsidiary industries which take their raw material from the by-products of the provision business. For instance when Cork was the centre of the salt-meat trade, tanners and glue manufacturers found it convenient to set up their works in a town where hides and hooves could be so easily and cheaply obtained. The Irish bullock, as he leaves the quay to-day is, as a rule, the rawest of raw material; he does not even represent the highest value attainable by living animals of his type. He is usually lean and 'unfinished,' and is frequently sent to grass for some months and fattened up for the table after his arrival in England. The cattle trade is conducted in the form which is least profitable to Ireland, but its immense volume more than makes up for its shortcomings in other respects. Still it is regrettable that

this great national asset should not be developed to the highest advantage." As a matter of fact in the end of the 18th century over 100,000 cattle were slaughtered annually between August and December. Arthur Young estimates the annual value of the export of beef between 1755 and 1773 at £291,970. This trade continued right through the century. As late as 1833-5 Cork sent annually over 22,000 barrels of beef and pork to Newfoundland. Up to 1837 the city merchants held the Government contracts for the supply of beef to the Navy. After the famine however, the trade in provisions, especially in beef, began to decline, and in its place grew up the modern trade in live cattle.

If I may venture to make a suggestion, it seems to me that the most important question to those connected with agriculture, to traders, to financiers, to all of us in this district, is that of a Dead Meat Trade. Mr. Wibberley advises the system of continuous cropping to enable the Irish farmer to produce the bulk of his feeding stuffs during the entire year, and thus cope with the continuous demand at home, and with the supply of home-killed cattle. Should this Dead Meat Trade be thoroughly instituted and carried out, there must necessarily follow industries associated thereto, such as Tanning, Glue-making and the manufacture of many articles such as buttons and the like from horn. In association with them many subsidiary trades should spring up. In a word, as Mr. Chart points out, the Live Meat Trade is wasteful, unprogressive and fatal to subsidiary industries. It should be done away with and a Dead Meat Trade substituted for it as soon as possible, and if the present writer may make the suggestion, the arrangements for this alteration should not be postponed until the period "after the war," but should be tackled at once, so that when that period arrives everything may be ready for the change.

There is another matter germane to this question, namely food, which may here be mentioned, and that is the harvest of the sea. That there are absolutely unlimited possibilities of obtaining food from the rivers and sea may be learnt from the expert statement of Mr. Moreton Frewen. This is a direction in which we have done hardly anything, yet anyone who has, as I have had, the opportunity of studying the operations of fish hatcheries, cannot but realise the vast importance of the subject and the immense and profitable returns which follow from trifling expenditure. Here again is a matter which should be tackled now, and which should not be postponed till after the war.

To turn now from agricultural to industrial matters properly so called. No one wants to see the South of Ireland become a purely industrial district after the manner of the English Black Country, nor does it seem likely that it will do so, but a greater supply of industries we certainly require, for industry and agriculture are essential to one another. Operatives require sufficient food and at reasonable prices; this is offered to them by the proximity of agricultural districts, and, in return, the farmer is provided with a near and never-failing market. I neither propose to discuss minutely the character of the industries which we have nor those which are at present arising in our City: the importance of the former has been habitually underestimated in the North of Ireland and on the other side of the Channel, whilst the importance of the latter can hardly be over-estimated. To some extent these industries no doubt depend upon the raw materials supplied by the district; I mean such things as Preserved Foods, Tanned Leather, Down Quilts, and the like. So far as other objects of manufacture are concerned, Cork in large measure must depend on imports for its raw materials, as the Ship-building industry in Belfast depends, for there seems little likelihood of any considerable discoveries of a mineral character in our neighbourhood.

Whatever our industries may be, power is essential, and that question I propose now to deal with. This subject was somewhat fully discussed by the late President Sullivan in the Report already alluded to, but of course he wrote before

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The State of electricity, and its great possibilities, have been fully and ably illustrated in the Report. It is possible, but not probable, that before some future President sits down to write a similar introduction in time to come, other scientific discoveries may have equally upset the ideas of to-day. From the stand-point of our present knowledge there can be little doubt that the most economical thing for a city like Cork would be a Central Station supplying manufacturers with power and everyone with heat and light. Nothing could be more convenient nor even more economical than to have one's house warmed and one's cooking done by electricity, and I cannot but think that this great change will come, and come with considerable rapidity. But of course this station will require its power, and this brings us back to the position which was occupied at the time of the Report to which I have alluded. Electricity must be generated. How is the power for this purpose to be obtained? No one yet has solved the problem of harnessing the tides. I believe that it will be done some day, but we must set that aside. Had all the money which has been expended in destroying human life during this miserable war been collected and used for that purpose, it is possible that the scheme for supplying power, heat and light to the entire continent of Europe from the solar radiation in the Sahara might have been realised. But it is an idle dream at present, and we must come back to the old-time factors of water and coal. As regards the former, there is some exaggeration as to the amount of water power running to waste in this country. I believe that there is a certain amount of natural and unaltered water power which is running to waste, but it is far less than most people imagine. People go to Switzerland and see the streams there actuating turbines which run dynamos, and think that the same thing might happen in Ireland. Now the streams in Switzerland emanate from glaciers; their flow is at its highest when the weather is hottest, and, that being the tourist season, when the demand for electricity is at its highest. Practically our water supply in Ireland is too variable and intermittent to be made use of without artificial power. Anyone who looks every day at the condition of the River Lee near Wellington Bridge must be aware of that fact. There is, I imagine, an ample supply of water, if it were stored, for providing all the power necessary for Cork, but a large reservoir and piping arrangements would be required. I once visited the site and works of the Birmingham water supply, which comes from some 80 miles distance in Wales. The problem there was not so much how to supply Birmingham with the water, but how to prevent the River Wye, from the head-waters of which the Birmingham supply was taken, from running dry in the Summer. A large valley was turned into a reservoir, the village which it contained having previously been removed with its church, and even the bodies of the dead, and from this reservoir water is allowed to flow in sufficient quantities into the river Wye which now has a regular flow of estimated and invariable extent, instead of the variable one possessed by all rivers in their natural condition. If we desire to make use of our water supply we must deal with it on somewhat similar lines. It is not for one who is not a man of business to offer advice to those who are, but a proposition of this kind would seem to be one worthy of at least the consideration of financiers. Failing this we come back to coal. Now with regard to coal, I ask that the following may be noted. Dr. Sullivan wrote his report in 1883. He then called attention to the coal-fields of Ireland and their undeveloped condition. After thirty-five years they are still in precisely the same state; officials are still enquiring as to what can be done about them; can anything more clearly illustrate the neglect of such natural riches as we possess? In any case coal is not likely to become less costly than it was before the war, and the period of exhaustion of the coal-fields must arrive some day. Those who look ahead will therefore conclude that the idea of an invariable water supply such as might be constructed by engineers is a more lasting and



no doubt a more economical method of settling the question as to how the power required is to be obtained.

One last remark, and that in connection with the College over which I have the honour to preside. The business men of the South of Ireland will never make the fullest use of their advantages until they grasp the fact that the College is, amongst other things, intended to help them and able to do so. May I illustrate this by a personal experience? It is, I suppose, some five and twenty years, perhaps more, since I was talking to the Secretary of the Birmingham Gas Department on the subject of Producer Gas, at that time a new thing. He told me that he had never been able to secure satisfactory information on the subject until one day an American, connected with vast industries in his own country, came into the Gas office. In reply to the question as to Producer Gas, which my friend, in the hope of getting some information, put to everyone who came in, he drew from his pocket a pamphlet containing all the information that was then to be had on the subject. My friend asked him how he had obtained it. I desire to call special attention to his reply. He said, "I went to my local University and called on the Professor of Chemistry, and told him that a book was wanted on Producer Gas, and asked him what he considered would be the cost of such a book. When he had informed me, I told him that he should have a cheque for that amount as soon as the book was written. This is the book, and it is my book, and has never been put on the market." This is the true path to success.

There are very few subjects, commercial or industrial, on which the business men of Cork require information which could not be got at the College, or got for them by the College. There is no one connected with the institution who would not feel glad and proud to obtain this information, but so far this fact does not seem to have been realised by the business men of the South of Ireland. There is one thing, however, to which the business men and others must see if they wish the College to be of the greatest possible advantage to them. They must see that their College is no longer hampered by connection with others in a Federal University. They must see that it is placed in an independent position as a distinct University. They at least can realise the difficulty of carrying on business in the midst of constant distractions, and can fully understand that the present writer, anxious though he is to do everything in his power for the district in which he lives, cannot but be greatly hampered in his work by having to spend some 30 days all in term time, in travelling to Dublin, for meetings of the National University.

I commend these observations to the business men, who will look at it from a business point of view, and will, I feel sure, see that from that point of view, the present position of things is intolerable and must be remedied.

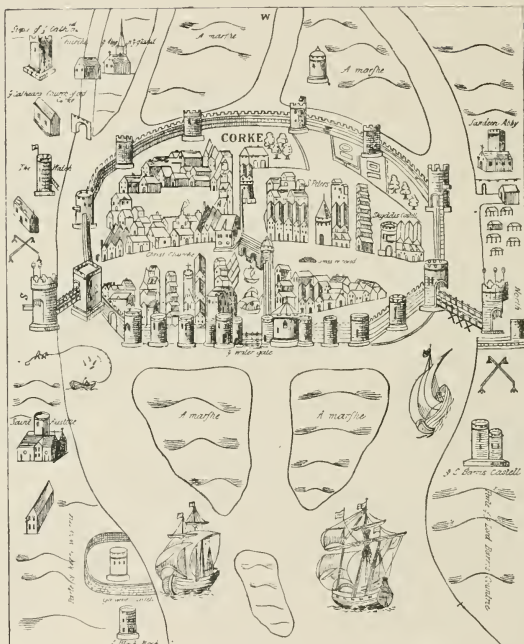
Cork has gone through many vicissitudes; she is an ancient City; she has been harassed by foreign foes; she has in the past seen some of her most prosperous industries taxed to death; she has suffered at the hands of her own children; let us hope that better times are arising for her.

"Limerick was, Dublin is, Cork will be,  
The greatest City of the three."

So runs the old rhyme.

Let us make no comparisons between cities. Cork, I believe, has a great future before her. All that is necessary in order that she may realise it is that we should sink our differences and all pull together for the benefit of the City which we all love.

*Brutus Calvius.*



PLAN OF CORKE, 1600.

# CORK PAST.

## MUNICIPAL.



WHEN towards the end of the sixth century St. Finbarr founded his monastery on the site where stands to-day University College, Cork, he found the district already occupied by a large population. So many disciples flocked to this centre that "it changed a desert as it were into a large city," to which, in 1185, the first Royal Charter was granted by Henry II. The first record of a Provost or Mayor occurs in 1199, when John Dispenser occupied this office. From 1242 the City received several Charters from the reigning sovereigns confirming and occasionally extending the original charter. As early as 1359 Cork sent members to the Irish Parliament. The quaint and ancient custom of "Throwing the Dart" originated in the Charter granted by Henry VII. in 1500. In virtue of this custom the Lord Mayor proceeds every three years outside the Harbour to a point in line with Cork and Poer Heads, and there casts a dart into the sea, thus defining the limits of his authority as Admiral of the Port.



THE CEREMONY OF THROWING THE DART.

The most interesting of the Charters granted during the first half of the century was that of Henry VIII., in 1536, granting to the Mayor the privilege of having a sword carried before him, but requiring that the sword-bearer should wear a remarkable hat. Visitors will bear witness to the remarkable character of the head-gear still worn by that conspicuous official. Queen Elizabeth who confirmed all charters in 1576, granted in 1571 to Maurice Roche, Mayor of Cork, for his services against the Earl of Desmond a silver collar of S.S., of which the present gold collar is an exact fac-simile. In 1787 the Mayor was publicly invested with this Gold Collar. Charters were also granted to the City by James I., Charles I., Cromwell, Charles II., and George II.

In 1898 the Local Government Act was passed, and two years later the City received its last Charter from Queen Victoria, conferring upon its Chief Magistrate the title of Lord Mayor.

Cork has received in all no less than seventeen Charters; and the concessions embodied in these Charters contributed in no small measure to build up the commercial prosperity of the City.

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# Historical Survey of the Commerce and Industries of Cork.

## (I) FIRST PERIOD.—TO CLOSE OF 17th CENTURY.



HERE wars or rumours of war flourish industry and commerce thrive not. Without that security and order which peace alone assures to a community, men have not sufficient encouragement to industry. From the appearance of the Danes in 795 A.D., until the close of the Plantation period at the end of the seventeenth century, Ireland was in a state of perpetual unrest. With such conditions prevailing in the country, industry and commerce could not, and did not, prosper. Moreover the trade, especially in wool and provisions, which grew up towards the end of this period, was ruthlessly crushed by the imposition of a series of commercial restrictions to prevent the development of the commerce of Ireland in directions prejudicial to England. Ireland in the eighteenth century was a colony; and the "eighteenth century view of a colony was that it was necessarily dependant politically and commercially on the Mother Country." Hence it is that, with a few rare exceptions such as that of the linen industry, in tracing the industrial and commercial evolution of the Ireland of to-day, we must look for our starting point rather to the eighteenth and nineteenth centuries than to an earlier epoch.

What is true of the commercial history of Ireland as a whole, is also true of the commercial history of Cork. "During the early ages," says Cusack, "and indeed until the foundation of the City of Cork by St. Finbar, that part of Munster is seldom mentioned specially." Moreover, from its foundation in the seventh century until the end of the twelfth century, Cork was celebrated as a seat of learning rather than as a centre of trade. This was in keeping with the general tendency of the period; trade, until the close of the Middle Ages, was regarded with disfavour, even by the canonists, on the ground that it was almost certain to lead to fraud.

For centuries after the advent of the Anglo-Normans, historical interest centred round political and religious considerations; and social and economic factors played but a small part in the development of the City. In the sixteenth century, however, the balance began to be redressed, and trade and commerce began to exercise a definite influence on the evolution of Cork. Some conception of the trade of the period can be seen from the Charter granted to the citizens by Edward VI. in 1543. In order to secure a monopoly of their own trade, they had obtained, through the Charter, the following important privileges:—

(1) No foreigner could buy any corn, wool, leather, etc., but from the citizens in the City :

(2) No foreigner could sell any wine but in the shop of a citizen :

(3) No foreigner could sell goods in the City for more than 40 days without a licence from the Mayor.

Cork had now become the headquarters of the English in Munster. They were compelled in their own interest to maintain social order in the town. The City merchants promptly availed themselves of this condition of peace and order

to develop their trade. Thus it came about that, in the time of Elizabeth, Cork, though inferior in size to Dublin, Waterford, or Limerick, was nevertheless regarded as a prosperous little trading town. "Its inhabitants," writes Hollingshed, "were industrious and opulent. They travelled much, and many foreign merchants resided with them."

These periods of peace when trade flourished well with these merchants of Cork were but of short duration; they were but little oases of peace in a vast desert of political unrest. Before the sixteenth century had drawn to a close, Munster again came under the influence of this political storm. The discontent which followed the plantation of the Province after 1585 swept away all those conditions favourable to the development of trade and commerce. Thus, by 1610, as a result of this stagnation of trade, the revenue from the Customs of Ireland was excessively small. Cork had yielded in seven years only £225 11s. 7d.; Youghal, £70; and Kinsale, £18 12s. 3d. After 1630, however, peace and tranquillity were again restored, and the merchants of Cork began to resume their trade outside the walls of the City. Then came the insurrection of 1641, and the Cromwellian Plantation which shook once more the foundations of society to their very core. Commerce and industry were now well-nigh extinct all over Ireland; they had received a set back from which they were not destined to recover for a long time.

The Cromwellian soldiers, who had been given grants of land in Ireland, became breeders of cattle and sheep on a large scale. Hence there grew up by 1660 a large trade in the export of live stock from Ireland. Between 1660 and 1663 over 183,000 cattle had been exported to England. The English breeders now began to raise an outcry against this importation and petitioned Parliament to restrict it. To comply with their wishes the first of the Commercial restrictions, the Cattle Act of 1663, was passed placing prohibitive duties on the export of live stock from Ireland. Not content, however, with this, the English traders secured the enactment of the Cattle Act of 1666, which completely prohibited the importation not only of Irish livestock, but also of beef, pork, and bacon. This manifestation of commercial jealousy struck a vital blow at the trade which was not only an important asset to Cork, but which, in the words of Miss Murray, "had literally been three-quarters of the whole trade of the country."

No longer allowed to export their live stock, the Irish now took to fattening their cattle, and began to produce meat and dairy produce for export. A trade in butter grew up between Ireland and the Continent, especially with France, Holland, Spain and Portugal. In addition, they began to trade directly with the plantations, exporting butter, cheese and beef, and importing fruit, sugar, and tobacco. Cork was one of the principal ports from which this trade was carried on. Indeed, according to a pamphlet written in 1737, the export of beef to the plantations had been the most considerable branch of the trade of the City. The fact that this importation direct from the plantations lessened considerably the export of goods from England to Ireland—the value of English manufactures imported declined from £210,000 in 1663 to £20,000 in 1675—was to have ominous results in the near future.

The compulsory cessation of the cattle trade also led to the development of the woollen and linen manufactures. Failing in his efforts to prevent the enactment of the Cattle Acts, the Lord Deputy, the Duke of Ormond, determined to relieve the resulting distress by establishing manufactures in the country. He planted colonies of French refugees at Dublin, Cork, Waterford, Kilkenny, Lisburn and Portarlington, and encouraged them to set up the industries of glove-making, lace-making, silk weaving, and the woollen and linen manufactures. "At Cork," says Miss Murray, "the woollen manufacture was begun by James Fontaine, a Huguenot refugee." He was followed by some West of England

clothiers who set up in the neighbourhood of Cork and Kinsale. To encourage the industry, the Irish Parliament restricted the export of Irish wool and placed import duties on English cloth. By 1695 the Irish woollen industry had become firmly established. Irish woollen stuffs found a ready market in Spain and Holland, to which Cork, as well as Youghal, also sent woollen stockings.

However, neither these industries nor the provision trade were destined to escape the fears and jealousies of English traders. The fact that Ireland had begun to rival England in the plantations was abhorrent to the economic policy of the day which held that colonies existed only for the benefit of the Mother Country. And here was a colony—for Ireland was only regarded in this light—actually daring to undersell the Mother Country in her own privileged markets! To put a stop to this, the Navigation Acts of 1670 and 1671 prohibited the direct importation into Ireland of practically all the commodities that the plantations exported. This embargo hit the Cork merchants, and indeed Irish traders in general, in two ways: in the first place, it increased the price to them of plantation commodities by the additional charges involved in sending these goods first to England; and secondly, by depriving them of a return cargo, it made their provisions more costly in the plantation markets. But, in addition to forcing the Irish traders to reduce and ultimately to discontinue their provision trade with the plantations, the Navigation Acts also erected a fatal barrier to the growth of Irish shipping. By 1698 Irish shipping scarcely existed. "Dublin," according to Miss Murray, "had not one ship, Belfast and Cork had only a few small ships, while as for large ships, there was not one in the whole kingdom."



The Exchange, Castle Street, Cork, 1793.  
(From a Drawing by Grogan.)

The suppression of the woollen trade took place just as the seventeenth century was drawing to a close. In 1687, when the Irish export of woollen goods to England was at its highest, the total value of the export did not exceed £71,000; and of this, nearly £57,000 represented the value of the export of frieze which English manufacturers did not make. Thus there was little foundation for fear on their part of any serious rivalry from the Irish woollen industry. Nevertheless from 1697 onwards the clothiers of the West of England sent up petitions to Parliament, complaining of the decay of their trade through the increase in the Irish woollen manufactures. In answer to their petitions the Acts of 1698 and 1699 were passed, the latter prohibiting permanently the export from Ireland to places other than England, of all woollen goods without a licence, and placing prohibitive duties on their importation into England. This Act answered in every way the expectations of its framers. From 1698 to 1710 the export of Irish



woollen goods steadily declined. Meanwhile there grew up a smuggling trade in the export of wool from Ireland to foreign countries. The high import duties closed the English market except for friezes, and this market as well as that of the Continent remained closed to her until 1779. Thus the Cork merchants in common with the rest of their brethren, were compelled to confine their attention to the manufacture of the coarse woollens. Ireland was left with no inducement to develop that woollen industry which had begun so auspiciously.

## (2) SECOND PERIOD.—EIGHTEENTH CENTURY.

The Commercial history of Cork during the eighteenth century is, on the whole, a history of a successful struggle to regain its lost prestige as a trading centre. In the earlier half of the century the City was still heavily hampered by the commercial restrictions. The revival, however, began to set in definitely after 1750. By 1751 the citizens had resumed a large portion of their trade; but the trade was largely monopolised by capitalists. "This," says Tuckey, "kept trade in the hands of a sort of commercial aristocracy who, finding profits great and easily acquired, usually transmitted their capital and pursuits to their posterity, and as success appeared pretty certain to those of adequate means, country gentlemen were led to apprentice their younger sons to merchants." Meanwhile in 1740, to facilitate a growing corn trade, the Corn Market was built. Three years later a guild of brewers and maltsters, with Alderman Robert Atkins as their first master, was established in the City.

Turning for a moment to the Corporate body, we find the City fathers most anxious to assist in the industrial revival. In 1748 the Corporation secured, by letters patent, the right to hold two fairs annually in or near the Lough, on the Tuesday and Wednesday next after the 25th March and the 15th August. Moreover, the finances of the City appeared to be in a flourishing condition at this period; the municipal revenue for 1749 was £1,287, against an expenditure of £927. Between 1760 and 1770 the Corporation secured over £6,000 to clear and improve the channel of the river from the Customs House to Blackrock.

This industrial and commercial revival was not likely to fail through lack of credit facilities. In 1768 Tonson's Bank was established in Paul Street by a number of citizens whose accumulated wealth amounted to £500,000. According to a pamphlet of 1737 it appears that the city bankers of the period did not confine their attention to banking but also traded as merchants. Indeed they were accused of gambling in wool.

One of the important events that marked the century was the establishment of the Cork Butter Market. In 1769, finding that the trade of the City in butter had been steadily declining for several years, the butter merchants decided to appoint skilled officials to inspect and brand the butter, and thus guarantee its quality. The following year saw the opening of the Cork Butter Market and the commencement of this systematic inspection, over 105,800 firkins and kegs being branded in 1770. "Owing to the good faith," says Cusack, "with which the integrity of the brand of quality, fixed in this manner, continued to be maintained, it became in course of time of considerable mercantile value, and carried with it such a repute that Cork inspected butter found a ready sale in England, whilst in foreign countries, where a heavy import duty was levied, purchasers had no hesitation in releasing out of bond butter which had its quality guaranteed by the brand of the committee of merchants in Cork."

Despite the commercial restrictions, the woollen industry continued to survive on a small scale in several parts of the country. Cork was, however, the largest centre of the industry. It was here, in the neighbourhood of Rochestown, that Mahony's Woollen Mills were started in 1751. Arthur Young found in 1776 that



half the wool of Ireland was combed in the county of Cork. Three-quarters of the wool produced was exported in yarns, and only one-fourth was converted into cloth for home use. He estimated the value of the annual export of woollen yarn from Cork at £300,000. For eight or ten miles round the City the manufacture of worsted stockings was carried on. Blarney was one of the big centres of this local production of wool. This little village owed its varied industries to Mr. Jeffreys who began in 1765 to establish the linen industry there. He built three bleach mills whose 130 looms afforded constant employment to 300 hands. In addition he set up the stocking manufacture. In all he erected thirteen mills for the manufacture of woollens, linen, leather and paper, for the sharpening of tools and for the grinding of corn.

The linen industry was also carried on at Clonakilty where it had been established by Lord Shannon in 1769. Here some 94 looms were at work, weaving mostly coarse cloth. The annual outlay on yarn exceeded £7,000.

The competition with English woollen goods began to be felt severely towards the close of the century. A large assortment of English woollens was to be sold by auction in Cork on the 3rd May, 1784. The sale, however, was prevented by the distressed manufacturers of the locality, some 3,000 of whom, according to Tuckey, "assembled in the South Mall and declared they would not permit the sale as it would ruin them and their families."

The establishment of free trading between England and Ireland, after 1779, proved a great boon to the glass manufacturers of Cork. "Immediately after the withdrawal of the trade restrictions," says Miss Murray, "two glass factories were erected in Cork, one for making bottle and window glass of all kinds, the other for making all sorts of plate glass. Very soon the glass manufactured at these factories was held to be equal to any made in Europe." In addition to supplying their own national market, the manufacturers exported glass to the British settlements and to the American States.

It was, however, in her provision trade that Cork expanded most rapidly during the eighteenth century. In the early part of the century the City, which was about the same size as Bristol, exported a greater quantity of beef and butter than any other town in Great Britain and Ireland. By 1748 her provisions found markets all over the world, but more especially in Holland, Flanders, France, Spain and Portugal. To supply the export of beef over 100,000 cattle were slaughtered annually in the City during the last five months of the year. Arthur Young tells us that between 1755 and 1773 the average value of the total annual exports from Cork was £1,100,190, made up of the following items:—Hides, £64,000; Bay and Woollen Yarn, £294,000; Butter, £180,000; Beef, £291,970; Cabbages, etc., £40,000; Native Herrings, £21,000; Glue, £22,000; Pork, £64,000; Wool to England, £14,000; Sundry Exports, £35,000. This large export of provisions enabled the town to afford employment to 700 coopers in the manufacture of barrels. The average number of ships entering the port annually at this period was 872, whilst the City merchants themselves owned some 80 vessels. This was the Cork which Arthur Young visited in 1776, and of which he wrote in his diary opposite the date of September 21st:—"Got to Corke in the evening. Corke is one of the most populous places I have ever been in; it was a market day, and I could scarce drive through the streets they were so amazingly thronged."

The embargoes laid by England on the provision trade of Ireland after the outbreak of the American War of Independence hit Cork a severe blow. In November, 1776, the citizens petitioned the Lord Lieutenant, requesting him to allow them to export their provisions to neutral ports without calling at Great Britain, and to dispense with the convoy required for provision ships plying between Great Britain and Ireland. Owing to the difficulty of securing a convoy,

the ships were often delayed weeks or months. Failing to get relief they again petitioned in 1777, pointing out they had lost, in consequence of these restrictions, their extensive provision trade with Spain, Portugal and Holland. The reply of the Government was to issue, in 1778, a general embargo, prohibiting entirely the export of provisions from Ireland until further notice. This caused a complete cessation of the provision trade of the City. Fortunately, after a month this rigorous order, enforced, as Arthur Young states, solely to enrich three or four London contractors, "a species of men of an odious cast as thriving only on the ruin and desolation of their country," was relaxed. Concession followed concession until, by the end of 1778, the general embargo on all Irish ports was removed. The exportation of provisions to England and foreign countries was still prohibited. This attitude led up to the great struggle for freedom of trade on the part of Ireland—a struggle from which she emerged victorious in 1779. From that date onwards the provision trade of Cork recovered rapidly. In 1779 it was so great that Cork was regarded as the second city in Ireland, "for, except in the article of linen," says Miss Murray, "all its exports were larger than those of Dublin."

During the twenty years from 1780 to the Union, there set in a vigorous industrial revival in Ireland. Corn mills, which had been closed down, again sprang into life; old and derelict factories were repaired and new ones built. The woollen industry, no longer hindered in its exports, began to revive. Indeed in 1800, Ireland largely fed and clothed her own population. From 1798 onwards, however, the export of woollens declined rapidly until 1823—the last year for which separate records of Irish exports and imports were kept. The cotton trade also participated in the revival until 1793, when it began to suffer from the general stagnation in trade that accompanied the Napoleonic Wars. This decline became characteristic of Irish trade and industry, as a whole, after the Union—a decline which has only begun to be arrested in comparatively recent years.

The trade and commerce of Cork over this period (1780-1800) exhibited the same features. From 1797 the woollen trade of the City steadily declined. In 1809 it was still carried on here, and in places in the vicinity such as Bandon, Clonakilty and Fermoy. Bandon was also the seat of a large cotton industry, and in 1810, Ailman's cotton mills were considered to be as well equipped as many English cotton factories of the day. They contained 10,000 spindles, and afforded employment to some 300 persons. The linen industry had its seat at Douglas, where the manufacture of sail cloth, started in 1726, employed 300 hands in 1809. Yet the industry was not so thriving as in 1750, when it had 100 looms giving work to 750 persons, and was considered to be the largest in the Kingdom. Coarse linen was manufactured at Blarney, 1,500 spindles being at work there in 1809. Bandon was another seat of the industry, a considerable quantity of the flax used being grown in the locality. Fermoy had 50 looms turning out coarse linen, whilst bleaching, as well as spinning and weaving, was carried on at Innishannon. At Dunmanway, however, little remained in 1810 of the large establishment for bleaching linen, which had been erected there in the latter half of the eighteenth century. Similarly we find that tanning, which had flourished in Bandon and the City up to the Union, steadily declined during the ensuing decade. Paper was, however, still manufactured at Blarney and Fermoy.

There were some industries which seemed rather to prosper on the whole during this period. The fisheries of the coast were extensively developed. "Often," in the words of Miss Murray, "the West India Fleet, leaving the Clyde, would go to Cork to ship Irish herrings." Kinsale was the great centre of the fishing trade. In 1809 some 400 hookers of 20 tons were engaged in this trade, the fish caught being sent to the markets of Cork, Kinsale and Bandon.

The grain trade had improved too. With the closing of the Continent by

Napoleon, the Irish export of wheat, wheat flour, oats, and oatmeal to England increased enormously. According to Mr. Chart, "the great corn-growing counties produced such a quantity of grain, that it was possible without palpable exaggeration to describe them as the 'granary of England.' Perhaps the best proof that the Irish corn trade was not solely the product of the bounties is, that it continued to increase long after they had been repealed, and did not receive its death-blow until the repeal of the Corn Laws flung open the British market to foreign corn." Even after the peace of 1815, the high import duties kept foreign corn out. By 1810 Cork had become a big market for flour. It absorbed most of the barley and wheat grown in the locality. The barley was largely utilised by the brewers and distillers. Indeed, through the medium of the Cork distilleries, erected in 1779, Cork was rapidly becoming the centre of a great whiskey distilling district.

Brewing was carried on extensively not only in the City but also at Bandon and Clonakilty. In Cork the firm of Messrs. Beamish & Crawford was brewing annually over 100,000 barrels of porter. This was the first brewery erected in Ireland. As far back as 1715 it was worked by Mr. R. Allen. Since 1791, however, it was in the hands of the present owners. Wakefield writing in 1809 stated that the firm of Messrs. Beamish & Crawford was the largest engaged in the brewing industry in Ireland, Guinness's brewery ranking only second. The beer and porter brewed at Fermoy were consumed by the military stationed there. The Fermoy brewery was the second to be established in the kingdom. Fermoy was also the seat of large corn mills, which turned out annually over 15,000 barrels of flour.

Dairy produce was another flourishing branch of trade. Dairies sprang up in great numbers, especially round Carrigaline and Glanmire, to serve the Cork district. Meanwhile Cork butter, in view of the quality guaranteed, continued to retain its high place in English and foreign markets.

The cattle trade began to grow after the Union. In 1797 live animals were not shipped, but were slaughtered, and the carcasses sent over. After 1800, however, the trade in live stock revived. From 1814 onwards about 600 head of cattle left Cork every three weeks for Bristol; but as the voyage sometimes took seven to ten days, numbers of the cattle perished from hunger and thirst. It was 1825 before the first steamer left the port with live stock.

Cork by 1810 had become definitely the third city in Ireland, and this was largely due to the navigability of its river and the excellence of its port. Not only had the City diverted a large stream of foreign trade from Kinsale, but Cork harbour had become the principal naval depot of the South of Ireland—a position hitherto held by Kinsale. Besides the industries already mentioned, Cork manufactured paper, leather, glue and glass. At the opening of the nineteenth century, its chief exports were beef, pork and butter, and such commodities connected with these as hides and tallow. The recent establishment of breweries and distilleries was creating a growing export of whiskey and porter. The salt provisions were mainly exported to the United States, the West Indies and Portugal, sugar and tobacco being imported in return. The butter was destined for Great Britain and many continental countries, notably Portugal, which from 1795 onwards, took 50,000 casks per annum.

### (3) THIRD PERIOD—NINETEENTH CENTURY.

Following the peace of 1815, a great wave of trade depression swept over the whole of the United Kingdom. The effects of this stagnation of industry were felt more severely in Great Britain, which had been rapidly developing as an industrial country. The recovery, which set in after 1840, had scarce time to make

itself felt in Ireland when the country was devastated by the Famine of 1846-8. Then came the adoption of Free Trade by the United Kingdom from 1846 onwards, exposing the industries of Ireland to the competition of foreign markets, just at a period when Irish manufactures most needed protection to help them to recover from the effects of the Famine. This unfortunate combination of events dealt a death-blow to many Irish industries from which they have not even to-day fully recovered.

After 1815 the textile industries of Cork began to decline. Not only were they hit by the general depression, but the abolition of nearly all the existing tariff barriers, which followed the amalgamation of the Customs and Excise of Great Britain and Ireland after 1826, allowed English manufactures to pour freely into the home market. Under the stress of this competition, the linen, cotton and woollen industries of the district were not far from extinct in 1829. This meant a severe loss to the locality, especially as regards the linen industry, which afforded employment between 1820 and 1823 to 25,000 workers, as much as £3,000 a week being realised by the sale of coarse linen in the markets of Clonakilty and Bandon. These linens were purchased by the bleachers and finishers of Cork, who prepared them for export to England and the West Indies.

Just prior to the Famine an effort was made to revive these industries, especially the woollen trade, by a movement for promoting the use of home made goods. It was not until 1850, however, that any definite improvement was noticed. From that period onwards the woollen industry of the locality began to revive. In 1853 there were several mills here engaged in working up wool, the most famous being that of Mahony of Blarney, where over 200 hands were employed. The industry continued to thrive, and in 1883 Cork could boast of twelve woollen factories in its vicinity. Near the close of the century there were four large and several small woollen factories in the district, with an export as well as a large home trade in serges, worsted coatings and homespuns. The firm of Messrs. Mahony of Blarney still kept in the forefront, employing some 750 hands, to whom they paid in wages nearly £20,000 per annum.

The linen and cotton industries continued to survive but only on a small scale. In 1837 Bandon was the main seat of the cotton manufacture. By 1853 local flax was still worked up at Youghal and Bandon, whilst bleaching and finishing was carried on by two Cork firms in the vicinity of Glanmire. Mr. E. Roche, M.P., who employed nearly 60 persons in his flax mills at Trabolgan, had over 600 acres under flax near Cork. During the Famine a considerable impetus was given to the manufacture of Cork gingham by the St. Vincent de Paul Society, who purchased large quantities of this material to clothe the poor, thus assisting at the same time the distressed weavers. Between 1849 and 1852, Mr. J. O'Connell of Cork, manufactured over 70,000 yards of this material. The hosiery trade was only just managing to exist. By 1853, however, shirt-making began to develop extensively. Cork had two factories affording employment to 900 hands. Yet in 1883 most of these industries had largely lost their importance as a source of local employment. In the nineties, however, Cork had become the centre of a thriving clothing industry. In addition to a number of large drapery firms, the City could point to the factory of Messrs. T. Lyons & Co., where 200 work people were engaged in the manufacture of ready-made clothing.

The history of the glass industry of Cork, from the Union to the Famine, is but the tale of another trade failing to survive the trials of the period. For many years after the Union the glass industry flourished not only in Cork but throughout the whole of Ireland. In 1825 no less than eleven factories were working full time in Ireland in the manufacture of flint glass. Two of the most prosperous of these factories were in Cork. The Cork cut glass of the period could compare favourably with the most artistic products of other countries. Indeed, the makers did not cater only for the home markets; the export orders for glass were

large enough to keep one of these big firms continually busy. The imposition of an Excise duty on glass in 1825 proved fatal to the trade. The industry, however, continued to struggle on, and in 1837 the Cork glass factories still afforded employment to 250 hands. Then came the Famine to deal a coup-de-grâce to the industry. When the Excise duty on glass was abolished by Peel in 1846 few of the Irish manufactures had survived to avail of this concession. In 1853 there were only three flint glass factories in the whole of Ireland, and not one of these was situated in Cork. "Irish glass is rather a thing of the past than of the present," was the sorrowful comment of Mr. John Francis Maguire in that year. Thirty years later Ireland had only one small factory engaged in the making of flint glass, and that was in Dublin.

Blackpool was the scene of most of the attempts at industrial revival in Cork after the Union. In this district efforts were made at various times to start or revive the manufacture of broadcloth, blankets, flannels, hosiery, checks, thread, braid and rope. It is, however, with the leather industry that Blackpool was most closely identified. In 1837 no fewer than 46 tanyards were at work here, giving constant employment to 615 hands, and tanning on an average 110,000 hides annually. About 1845 the number of tanyards was 60. The Famine, however, dealt the industry a very serious blow from which it never recovered. In 1853 Cork could only lay claim to 16 tanneries. From that date onwards the industry steadily declined. The Irish banking system of the period appears to have been unduly strict, and did not readily extend to the industry the assistance in the form of credit it required in order to recover. Later on the introduction of cheap machine-made boots and shoes reacted seriously against tanning. Hence, by 1893, with a few notable exceptions, such as the firms of Messrs. Hegarty & Sons, and Messrs. Dunn Bros., the former firm employing over 200 hands, the tanning industry was lost to Cork. The Glen Tannery had turned to the manufacture of boots and shoes, and employed some 50 hands at this work in 1892. Meanwhile at the newly-started boot factory of Messrs. Dwyer & Sons nearly 600 pairs of boots and shoes were being turned out weekly by the 70 hands engaged. Thus the rise of this branch of the leather industry helped to compensate to some extent for the loss in the tanning.

The nineteenth century also witnessed a decline in the great provision trade of Cork. In 1837 the adverse influences at work had reduced the provision trade to second place, the grain trade now taking the lead. So important was this latter trade becoming to Cork that a new Corn Market had been erected to facilitate it in 1833. In 1835 the export of grain from Cork included 72,654 barrels of wheat, 126,519 barrels of oats, but only 1,749 barrels of barley, the barley being largely used up by the brewing and distilling industries of the locality. After the Famine the grain trade became important rather from the point of view of imports than exports. With the advent of Free Trade and the development of steam transport, American grain was easily able to oust Irish grain in the English market and in the home market. Indeed the cost of transport of American grain must have been exceedingly small if the captain of a steamer, plying in the eighties between Liverpool and New York, had frequently brought corn and flour from America free as ballast. As a natural consequence of this, the area under wheat continued to decline steadily, not only in Munster, but in the whole of Ireland. By the close of the century the only important grain export from Cork was oats, whilst wheat, wheat-flour, maize, barley and oats were imported in large quantities.

Although second only in order of importance in 1837, the provision trade of Cork still held the greater part of the Government contracts for the Navy. Moreover, between 1833 and 1835, the City had exported annually to Newfoundland 16,469 tierces of porter, and over 22,000 barrels of beef and pork, in addition

to very large quantities of bacon and to considerable supplies of flour, oatmeal, butter, candles, leather, boots and shoes. We received in return imports of fish and oil. By 1837, however, the Newfoundland market was thrown open to foreigners, and a large part of the trade of Cork was usurped by Hamburg, Copenhagen, and the United States. Again, after 1846, other countries could send provisions freely to England. Hence the trade of the City, especially as regards salt provisions, was very severely hit. By 1853 the provision trade of Cork was mainly confined to the curing of bacon for the home and English markets. This branch continued to prosper as the century wore on. Thus, whilst in 1878 the number of pigs slaughtered in the factory of Messrs. Lunham Bros. was under 30,000, in 1881 it had risen to 127,000.

However, with the advent of rapid transport, the cattle trade with England and Wales began to develop, thus affording some compensation for the decay in the provision trade. In 1837 the St. George's Co., who had started in 1825, had seven steamers of 500 tons plying between Cork, and Dublin, Bristol, Liverpool and London. Hence, whilst for the three years ending the 5th January, 1826, only 57,395 oxen were sent from Ireland to England, no fewer than 201,811 were sent in the one year 1849, alone. Moreover, between 1832 and 1835, Cork exported every week, on an average, 1,200 pigs as well as 500,000 eggs. In 1863 the number of cattle shipped from the port of Cork was 30,000; it rose to 60,000 in 1874. Since that date Cork has become one of the great centres of the Irish Cattle Trade. The important place which this trade holds in the commercial and industrial activities of Cork in the twentieth century stands out clearly from the statistics of the period. Between 1910 and 1912 the value of live stock exported annually from Cork was nearly £3,000,000, made up as follows:—Cattle, 230,800, worth £2,308,000; Sheep, 108,360, worth £300,000; and Pigs, 52,854, worth £270,000.



Cork Butter Market.

The trade in butter, thanks to the organisation of the Cork Butter Market, emerged successfully from the trials of the first half of the nineteenth century. In 1834-5, nearly 280,000 firkins passed through this market, a large quantity being destined for export. After the Famine Cork still continued to be the centre

of the butter trade of Ireland, and monopolised the bulk of the foreign export. In 1853 butter to the value of £800,000 was inspected in the Market, and at least half of it was exported for foreign consumption. Thirty years later the value of the butter passing through the market was £1,153,375. By 1892 the Butter Exchange was handling annually 500,000 casks of butter valued at £1,500,000.

Another branch of the provision trade which continued to survive was the fishing industry. Marked progress was made around the coast of Kinsale, where in 1883 the value of the herrings caught was £42,981. The most successful branch of the industry, especially towards the close of the nineteenth century, was the mackerel fishing. This branch employed over 1000 men in packing and storing the fish caught off the coast of Cork, Kinsale, Baltimore and Kerry, the total value of mackerel handled during 1883 being over £170,000. After 1891 the Congested Districts Board, which had been just created, devoted considerable attention to this industry, and succeeded in inducing the fishermen to use steam trawlers and motor-power boats, affording them financial assistance where necessary. Under the guidance of this Board, and subsequently of the Fisheries Branch of the Department of Agriculture, the fishing industry of the South West coast of Ireland continued to grow until it assumed the important place it holds in the twentieth century amongst the industries of Cork.

The brewing and distilling trades had a rather chequered career during the nineteenth century. Prior to the Famine the distilleries of the locality produced nearly 2,000,000 gallons of whiskey annually, and afforded employment to 1,000 men. The abatement in the duty between 1823 and 1840 had encouraged the development of the trade. However, the temperance movement of the forties, as well as the Famine, hit these industries heavily, especially the whiskey industry. In 1853, whilst several firms were engaged in brewing ale and porter, there were in Cork only two big distilleries. These industries then began slowly to recover, and in 1893 there were three whiskey distilleries and six breweries in the City and County, with a flourishing trade.

In other directions the industrial history of Cork during the nineteenth century reveals the same alternation of successes and failures. In 1800 the City contained 50 goldsmiths and silversmiths, whilst in 1853 it had none, and it is only in recent years that this industry is being again successfully worked here. Again, the copper mines of Berehaven, which afforded employment to 1200 persons in 1851, raising ore in 1850 to the value of £47,700, could only yield ore worth £520 in 1883. The barytes mines of the county also declined, though to a less extent. Between 1878 and 1883 the number of persons employed in the Clonakilty mines fell from 100 to 51. Towards the close of the century a revival set in, and the output of barytes began to increase, and to exceed the output of 4,600 tons for the year 1883.

The manufacture of paper continued to decline steadily. This was not due to the lack of enterprise on the part of the manufacturers. Dr. W. K. Sullivan states that several of the materials, afterwards utilised in the making of paper, were successfully experimented upon by Cork manufacturers between 1823 and 1833. In 1837 paper mills were still working at Blarney, Dripsey and Bandon, affording employment to over 400 men. Half a century later there were only two paper mills in the district, and these were only engaged in the manufacture of wrapping paper.

Misfortune also dogged the steps of the iron and steel trades, and, to a less extent, of the shipbuilding industry. Before the Famine the iron trade of the City employed nearly 1,000 men. There were seven iron foundries, five firms engaged in the manufacture of spades and shovels, as well as two workshops for steel products. The shipbuilding industry had improved considerably. Up to



1837 underwriters were reluctant to insure ships built in Cork, but from that date onwards ships built here were insured at low premiums. In 1845 the Cork Steamship Co. employed 370 hands in building and repairing their own ships. However, the effects of the Famine, taken in conjunction with the rapid development of these industries in Great Britain, reacted seriously against the iron, steel and shipbuilding trades of Cork. By 1883 the City could still point to its iron foundries and workshops engaged in the manufacture of the cruder implements, but Sheffield had usurped the cutlery industry, and the shipbuilding trade had failed to develop. It is interesting to note here the steady increase in the importation of coal from 120,000 tons in 1837 to 290,000 tons in 1883.

The foreign trade of Cork during the century exhibited some interesting features. In 1837 the chief imports were wine from the Mediterranean; salt, to the extent of 5,000 tons annually from Liverpool; and tallow, hemp, flax, linseed, iron and hides from Russia. Large quantities of timber were imported from Canada to meet the growing demands of a flourishing timber trade. The branch of furniture-making in particular continued to develop steadily up to the Famine, after which, like most of our other industries, it began to decline. We imported also raw and refined sugar from the West Indies. The export trade of the period has already been reviewed in dealing with the provision trade. By 1853, when the imports were beginning to consist more largely of manufactures and grain, provisions and cattle were still the leading exports. At that date the chief places with which Cork traded were Portugal, Brazil, the West Indies, the Mediterranean, Australia and America. Towards the close of the century the staple exports were butter, provisions, live stock and whiskey; whilst grain, food stuffs, and manufactures generally furnished the bulk of the imports. Then, however, the chief market for most of our exports was England, whilst a considerable portion of our imports came to us through the same country.

Such in the main has been the general trend of the commercial and industrial history of the Metropolis of Munster down to the end of the nineteenth century. Herein has been painted the historical background of the Cork of to-day—the Cork of this Guide, of which butter, bacon, flour and meal, whiskey and porter, fertilisers, and woollen tweeds are the leading products. This is the Cork, with its population of 80,000, whose woollen industry employs roughly 1,800 hands; where saw-milling, including munition orders, affords employment to 1,500 persons; weaving and spinning, to 1,000; brewing and distilling, to 600; dockyards, excluding Government employment, to 500; flour milling, to 400; engineering, to 350; shirtmaking, to 250; bacon curing, to 250; boot and shoe manufactures, to 400; jams and preserves, to 180; and coachbuilding, to 150. This is the Cork whose commercial advantages have induced Mr. Henry Ford to select it as a suitable site for the development of his celebrated American Motor Works; and whose natural harbour and navigable river caused Messrs. Furniss, Withy & Co. to establish a branch of their shipbuilding works at Passage. This is the Cork, the natural artery for the export of foodstuffs of the rich agricultural hinterland of Munster, whose navigable waterways give easy access to the wealthy markets of industrial England; and whose large and commodious harbour is the first and most convenient port of call for those gigantic liners rich with the products of the New World. This is the City to the financial reputation of whose traders the following tribute was paid by the American Consul in his Commerce Report of July, 1916, to Washington:—"The Cork trading community is an old one, and is in excellent reputation with English sellers."

A City with such a commercial history in the past, and abounding in natural advantages which are only awaiting capital to give forth fruit a hundredfold, has before it the prospect of a glorious future which might well be envied by many of the larger and wealthier cities of the Kingdom.



# CORK PRESENT.

## GEOLOGY.

**GENERAL FEATURES.**—Two geological formations are represented in the country around Cork—Old Red Sandstone and Carboniferous. The former consists mainly of sandstone, the grains of which are cemented together by red oxide of iron, which gives the rock its warm hue, whilst the latter formation is chiefly represented by limestone, though this is replaced by shale south of the line Bandon-Carrigaline. The red rocks were laid down by the waters of a lake, to which the sea was afterwards admitted by depression of the area, with the consequent formation of the limestone. Both rocks were subsequently subjected to intense pressure due to crustal foldings, and it is to the action of denudation upon the east and west folds, so produced, that the main features of the south of Ireland have been evolved. The softer rock, limestone, has in short been removed from the arches of the folds revealing the harder rock, sandstone, and this, because of its superior resisting power wears away more slowly and so forms the hills, whilst the limestone is excavated into valleys.

**GLACIAL PERIOD.**—At the beginning of the Glacial Period, the topographical features were little different from what we now see. Slight modifications have, however, been effected by the ice. One of the most important deposits, from an economic point of view, is the boulder-clay which is of considerable thickness in many parts of the valleys, and occurs too on the higher ground. Another legacy of the ice is the stratified gravels, such as those of Gouling's Glen, which were formed in a temporary lake at a time when the Lee valley was filled with ice to a height of about 270 feet, thus forming a very efficient barrier across this old line of drainage. The irregular dumping down of drift caused lakes to be formed in the hollows of the new land surface, and these, in many instances throughout the country, became the nurseries of the bogs. The highly irregular and varied nature of the coast line is in great measure due to the geologically recent sinking of the land, by which the sea has been admitted to the lower reaches of the river valleys, giving us the rias of Kerry and the magnificent land-locked harbour of Queenstown.

**RIVERS.**—At the initiation of the present system of rivers, the main streams probably ran from a northern elevated region southwards. Afterwards the main westerly tributaries (one for each river), cutting back parallel with the folds, have far outstripped the northern portions and have assumed the role of main trunks. According to this theory, the westerly arm of the Blackwater joins the original main stream at Cappoquin, that of the Lee joins the old river near Great Island; whilst the junction, in the case of the Bandon, is a few miles east of Bandon town.

**BUILDING STONE AND ROAD METAL.**—Cork is well supplied with good building stone. The most important rock in this connection is limestone. Ballintemple quarries have supplied the stone for many of the public buildings in the City. This rock is filled with minute fossils (polyzoa, crinoid stems, etc.), and these, on account of their crystalline character, weather more slowly than does the amorphous material surrounding them, and thus we get a beautiful veined appearance which is seen to great advantage in the Court House, the Savings Bank, and other buildings where the rock has been used. Red sandstone and occasionally a greenish grey sandstone are harmoniously blended with limestone in other buildings.

For interior decoration the "Cork Reds" have been in considerable demand. These semi-marbles are in many cases brecciated by crust movement, and owe their colours to the deposition of oxide of iron from infiltrated solutions. Middleton, Fermoy and Little Island quarries supplied most of the rock formerly used, but now an increasing amount of red marble comes from Castleisland, though some is still obtained from Little Island. Fermoy and Little Island "Reds" are well represented in St. Finbarr's Cathedral, and Castleisland marble in the Honan Chapel, University College. Ballintemple grey marble, "Beaumont Dove," takes a very fine polish, and is also in fair demand at present.

The limestone is dolomitised in many places, and magnesia was formerly obtained from this altered rock. This method has, however, been superseded, as at Little Island, by one involving the extraction of magnesia from sea water.

Limestone is commonly used as road metal in the valleys, and sandstone or "brownstone," as it is called, in the hilly districts. A grey grit from the Carboniferous Slate series is quarried at Killeady, and is replacing the limestone in the city. About two miles north of Bandon is a small outcrop of diorite—an excellent rock for road metal. This is the only example of an igneous rock within reasonable distance of the city. It is, however, not so conveniently situated with respect to railway accommodation as is the rock at Kinsale junction, and this may account for the fact that it has not been used.

**MINERAL RESOURCES.**—Coal was mined formerly in several places in the vicinity of Banteer, Kanturk and Newmarket, but none has been raised in these localities for some years past. A little peat is consigned to private consumers in the city by the Bandon and Macroom lines; but even with the present high prices of coal no regular trade is done in this commodity. In the country districts surrounding the bogs as at Dunmanway, Macroom, Glenville, etc., peat is, of course, quite commonly used. Peat for stable use reaches the City from the Midlands by the Great Southern and Western Railway. Slates of fairly good quality are quarried near Leap. Barytes is very successfully mined at Bantry and Duneen Bay near Clonakilty. Clay suitable for brick-making occurs at Ballinphelic, Belvelly and Youghal. Work ceased at Ballinphelic some four years ago, and at Belvelly at the beginning of the war. North of Rostellan Demesne is a deposit of white silica clay. This may have been used in the preparation of Cork glass.

**SOIL.**—The soils of the hilly districts are formed chiefly from the disintegration of sandstones, either from the rocks in situ, or from the drift which has come from the west. In both cases the soils are generally light and sandy in character, though wet clayey hollows are also common, and sometimes at the foot of steep slopes the hill-wash forms swampy ground. In the valleys the drift is largely composed of sandstone detritus with a certain admixture of limestone material. The resulting soils are often rich loams; these and the alluvial soils of the valleys yield under the conditions of our southern climate, excellent pasturage, and thus are, in no small measure, responsible for the flourishing butter and dairying industry for which Cork is noted. The fine alluvial material of the Lee valley covers a great depth of gravels with which the old bed of the river has been filled. It is from these gravels at Wellington Bridge that the water supply of the City is derived.





CORK CITY AND HARBOUR.

# Street Views in Cork.



GRAND PARADE



PATRICK STREET, CORK.



SOUTH MALL





SOUTH MALL



## Residential Cork.

"The spreading Lee, that like an island fayre,  
Encloseth Corke with his divided flood."



So sang Spenser as he described the Irish rivers that attended the wedding of the Thames and the Medway, and as a pen picture of the site of Cork, though the City has long since outgrown the Cork of Spenser's time, the description holds good to-day. The centre of the City, the chief business district, is enclosed between two channels of the Lee, and is built on the islands between them. This fact is enshrined in its name, Cork, in Irish Corcaigh, a marsh, alluding to the swampy islands on which the town of the Norsemen was first built. Up to this spot the river is tidal, and was navigable at high tide for ships of considerable burthen in the early days of navigation. A far older settlement had grown round the Church and Abbey of St. Finnbarr to the south, and the old Norsetown on the islands served to connect the city of St. Finnbarr with the northern community at Shandon.

All round the City runs a circle of hills, those on the north, quite close to the river, and rising abruptly from it, are covered with terraces of fine buildings rising one above another like seats in a theatre. To the east the residential districts of Tivoli and Montenotte, which, with their sloping gardens, called forth from an Oriental traveller the remark that they only require a few minarets in their hanging gardens to realise the Bosphorus. Sir Walter Raleigh lived for a short time at Tivoli, and local tradition has it that some of the trees were planted by his hand. Here, too, at a later date, at Woodhill (Tivoli), stayed for a while Sarah Curran, Robert Emmet's unhappy love, whose fate has been so tenderly referred to by Washington Irving in his Sketch Book and immortalised in Moore's well known lines:—

"She is far from the land where her young hero sleeps,  
And lovers around her are sighing,  
But coldly she turns from their gaze and weeps,  
For her heart in his grave is lying."

The western extremity of these hills is the well-known residential district of Sunday's Well, with beautiful gardens stretching to the river's edge and commanding extensive views of the City and the lovely valley of the Lee. The Kilnap river, flowing into the Lee at Pope's Quay, makes a deep valley between the hills, and here, on what is now the site of the Butter Market, stood the old fort (Shandon), which gave its name to the district. Though many factories and warehouses are found along the quays and on the south side, the valley of this river is the industrial region par excellence of Cork. Here factory succeeds factory in a long line stretching far out into the country. More than a century ago this Blackpool district was one of the most beautiful in the immediate neighbourhood of Cork, and poets and artists have left us many memorials of the glories of "The Pool." Even to-day, despite the progress of an unlovely industrialism, it retains, in Farranferries, Our Lady's Mount, Goulding's Glen, and the valley and bridges of the Kilnap, much of its old charm. South of the City the hills recede, and, being gentler in their descent and more irregular in their sweep, permit greater liberty in the expansion of the City.

Writing of Cork, over seventy years ago, and contrasting it with the Cork of James II.'s time, Macaulay said:—"The City extended over about one-tenth part of the space which it now covers, and was intersected by muddy streams, which have long been concealed by arches and buildings. A desolate marsh, in which the sportsman, who pursued the water-fowl sank deep in water and mire at every step, covered the area now occupied by stately buildings, the palaces of great commercial societies." To-day the City is intersected by broad spacious streets, and the chief thoroughfares have won the admiration of world-wide travellers. Splendidly surfaced and drained, spacious, and lined with noble buildings of contrasting design and materials, the streets of Cork have a distinct character of their own. Busiest of these is Patrick Street, one hundred and twenty feet wide, running from Patrick's Bridge in a grand sweep, forming an arc of a circle, to the Grand Parade. The latter is a beautiful thoroughfare, over one hundred and fifty feet in width and planted with trees. At its southern extremity stands the National Monument, erected to the memory of the "Patriotic Dead," by the Cork Young Ireland Society, and in its centre is the Berwick Fountain, erected to commemorate a former Chairman of Quarter Sessions. Another fine street is the South Mall, one hundred feet broad, with many imposing buildings and planted with trees at each side.



The National Monument.

Connecting the centre of the City with the north side are St. Vincent's Bridge, North Gate, St. Patrick's Bridge, and the new cantilever Bridge. Of these the most imposing is St. Patrick's Bridge, a fine structure of dressed limestone, and broader than any bridge over the Thames except Westminster Bridge and the newly-widened London Bridge. The view from St. Patrick's Bridge is very fine. There is to the north, rising steeply, St. Patrick's Hill, on the summit of which is Audley Place, the scene of William Black's well-known novel "The Bells of Shandon."

Westward, the eye is met by the noble Ionic facade of the Dominican Church of St. Mary's. Opposite the latter, on the other bank of the river, is the Opera House and the Crawford Municipal School of Art. The name of the latter recalls its erection at the expense of the late Mr. William Crawford, not the only member of the Crawford family to testify by his generosity his affection for his native city. Between the Church of St. Mary and Patrick's Hill rises the curious cupola of the famous church of St. Anne Shandon. Its massive square tower is of peculiar construction. Two sides are built of red sandstone, and the other two of grey limestone, giving occasion for the well-known couplet:—

"Parti-coloured, like the people,  
Red and white stands Shandon Steeple."



Shandon Steeple.

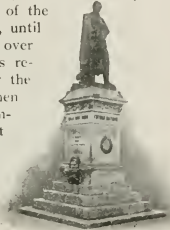
fame has been carried to the ends of the earth by the lyric:—

In form it is no less peculiar; from the supporting tower rise three other towers, each narrower and smaller than its immediate predecessor, and ending in a curved dome, the whole giving the spectator the impression of a huge pepper-caster. It contains a noble peal of bells, whose



"With deep affection and recollection  
I often think of the Shandon Bell,  
Whose sound so wild would, in days of childhood,  
Fling round my cradle their magic spells."

In the family vault at the foot of the tower lie the remains of the author of these famous lines, the Rev. Francis Mahony, better known by his penname of "Father Prout," a fitting resting place for the distinguished poet, scholar and journalist, within the sound of the bells whose sweet chimes he has so lovingly celebrated. South of St. Patrick's Bridge is St. Patrick's Street, in the forefront of which stands the statue by Foley of the Rev. Theobald Mathew, the famous "Apostle of Temperance." Downstream a fine view is obtained of the busy quays, crowded with vessels loading and unloading, until the prospect is partly blocked by the cantilever bridge, over which more masts and funnels emerge, until the eye is refreshed by a glimpse of the trees on the Marina. Over the South Channel is another cantilever bridge to the east; then the swing bridge, known as Parnell Bridge, which commemorates the political association of Cork with that great Irishman, Charles Stewart Parnell; Clarke's Bridge and Parliament Bridge, the latter a very picturesque old structure; while to the west of the City are Thomas Davis Bridge and the O'Neill Crowley Bridge.



Fr. Mathew Statue

Practically every Irish Banking Company has an office in Cork, while the City is the headquarters of the Munster and Leinster Bank. At the entrance to Parnell Place, a fine street over one hundred and twenty feet wide, stand the offices of the Cork Savings Bank, which face Parnell Bridge and are greatly admired. Constructed of dressed limestone, they form a singularly perfect example of the Ionic style of architecture, and contain some of Hogan's finest statues. Facing them across Parnell Place is the Provincial Bank, a highly ornate building in the Corinthian style, with beautiful and delicate carved stone-work. Near by in the South Mall are the Bank of Ireland, the National Bank, the Hibernian Bank, and the strikingly massive building of the Munster and Leinster Bank in the Romanesque Ionic order. The Ulster Bank and Farrow's Bank have their offices in Patrick Street.

Cork possesses many first-class hotels, amongst which may be mentioned the Imperial Hotel in Pembroke Street, Victoria Hotel in Patrick Street, the Metropole, the Windsor and Corrigan's Hotels in King Street, Turner's Hotel in Old George's Street, and Moore's Hotel on Morrison's Island. Scattered through the City and suburbs are many smaller hotels.

Schools are numerous and well equipped in Cork. They fall naturally into groups. First in importance and dignity is University College on the Western Road, the Gothic buildings and grounds of which are large and extensive, and would, as Macaulay said, be a credit to Oxford itself. Near it is the Convent School of St. Marie's of the Isle, and the Presentation Brothers' College and St. Joseph's Monastery. Another group, on the south side, consists of the Christian Schools on Sullivan's Quay, the South Presentation Convent and South Monastery. Two groups are situated on the north side: Farranferris Diocesan Seminary, the famous North Monastery, in the cemetery of which lies all that is earthly of the celebrated poet and novelist, Gerald Griffin; St. Vincent's Convent and the North Presentation Schools. The remaining group is found in the neighbourhood of St. Patrick's Place, and consists of St. Angela's College, Christian Brothers' College, Grammar School, High School, and St. Ita's. There are also the Municipal Schools of Art, Commerce, Music and Science.



City Hall and Carnegie Free Library.



County and City Court House.

Amongst the public buildings must be mentioned the Court House in Great George's Street, with a fine Corinthian portico at the entrance, while the other facade, in Tudor style, is considered by many as the most beautiful in Cork. Over the apex of the pediment is a

splendid group of bronze figures, representing Justice holding the scales supported by Law and Mercy. Describing the Court House, Macaulay states that "its Corinthian portico would do honour to Palladio."

Near to Parnell Bridge stands the City Hall, adjoining which is the Carnegie Free Library, and opposite to the latter is the Model School. At the western end of the City are the City Waterworks, and the Lunatic Asylum which from an exterior point of view seems quite an attractive place of residence. Off the Western Road is the County Prison with a massive Doric front, said to be a copy of the Temple of Bacchus. Close at hand is University College, on a site that formed portion of the Gill Abbey lands that extended from here as far

as and including the site of St. Finbarr's Cathedral. The College stands on a rock forty feet above the South

Channel, and is built of limestone, in the Tudor style. The original building is in the form of a quadrangle, containing a fine library, examination hall, museum, and lecture rooms. Near by is the Honan Hostel, a house of residence for Catholic male students, and attached to this is the Honan Chapel, the only example of the Hiberno-Romanesque architecture existing in Cork. In design, workmanship, and finish, this chapel is a little gem of architecture. A full account of this building will be found in Sir John O'Connell's booklet called "The Honan Hostel Chapel, Cork." Quite close to University College in a prominent position, stands the South African War Memorial, in the shape of a Celtic Cross, in memory of the officers and men of the County and City of Cork who fell in the South African War, 1899-1902.

First in pride of place amongst the ecclesiastical buildings of Cork stands the Protestant Cathedral of St. Finbarr's on the South side of the City. Erected on the site of an ancient pagan temple, it has been many times rebuilt. Its last restoration, due to the generosity of Messrs. Wise and Crawford, gave us a magnificent building of the French early-pointed style with three towers, the central one rising to a height of two hundred and forty feet, while the entire exterior is worthy of the highest admiration. Its great feature is its western front, with its spires, three portals and beautiful rose window. The interior is famous for its beautiful stained glass windows, its elaborate wood-work, and wonderful mosaic floor. A full account of this beautiful church is given in the "Handbook to the Cathedral," by the Rev. A. G. Robinson, M.A., published by Guy & Co., Cork. Other interesting churches in the Gothic style are the



St. Finbarr's Cathedral, Cork.

Catholic Cathedral, which has a monument by the famous artist Turnerelli, and the Presbyterian Church at Summerhill noted for its beautiful windows and grace-



BLARNEY CASTLE (from Grounds).

ful spire. Perhaps the finest example of Corinthian architecture applied to ecclesiastical purposes is to be found in St. Patrick's Catholic Church in Lower Glanmire Road. Over its splendid Corinthian portico rises a cupola on graceful Corinthian pillars, the outline of which irresistibly recalls the monument of Lysicrates, better known under its popular title of the "Lantern of Demosthenes." One of the oldest churches in the City is Christ Church, off Main Street. Here the famous poet, Edmund Spenser, was married, for which happy occasion he wrote his celebrated Epithalamium, justly considered the noblest marriage ode in English Literature.

"Tell me, ye merchant daughters, did ye see  
So fayre a creature in your town before,  
Her goodly eyes, like sapphyres shining bright,  
Her forehead ivory white,  
Her lips lyke cherries charming men to byte."

West of the City, between the two channels of the Lee, is the Mardyke Walk, a long avenue overarched with trees, having between it and the north channel, the Cork County Cricket Grounds, the Fitzgerald Park, and the University College Athletic Grounds. This is a favourite resort in summer, being delightfully cool and shady, with the attractive grounds of Fitzgerald Park at hand, from which lovely views are got of the river and the sloping gardens of Sunday's Well.

The country in the neighbourhood of Cork is remarkable for its diversified scenery. Of the many beautiful villages that surround it, Blarney, well known for its famous castle and kissing stone, and for the beautiful Shournagh Valley, deserves special mention.

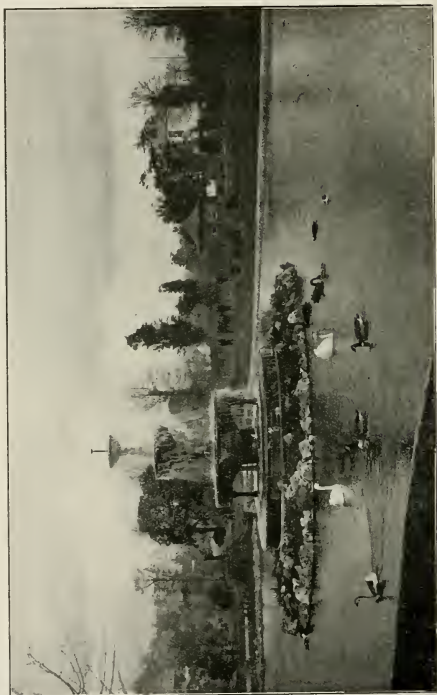
But Nature's best gift to valley of which from source lovely scenery; the crown-its estuary, from the of the largest natural world, with miles of extensive deep water trance and in a position on one of the it offers every advantage and commerce. It is wonderful natural be said to know Cork by steamer to its many is-dot its shores.



St. Mary's Cathedral.

Cork is the Lee, the whole to mouth, is rich in ing glory of the Lee is City to the sea. One harbours in the water frontage, an area, a safe sea en-most favourable busiest trade routes, as a centre of trade well sheltered and of beauty, and no one can until he has made a trip lands and the towns that

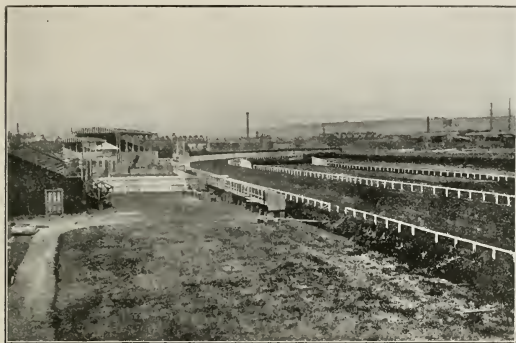
Starting from St. Patrick's Valley of the Shournagh. Bridge, the Custom House is soon passed on the right, where both channels of the river unite. A little further on on the same side lies the famous Cork Park Racecourse, the scene of many a classic race, now rapidly in course of conversion into a site for Messrs.



FITZGERALD PARK, CORK.



Ford's Motor Works, which will occupy 136 acres. Alongside the Park on the bank of the river, there is a most delightful promenade, the Marina, which extends to Blackrock, lined with lovely trees and freshened by the sea breeze. It yields a succession of enchanting views of Montenotte, Tivoli, Glanmire and Lough Mahon. A



The Cork Park Racecourse.

short distance from here is Beaumont, the site of the proposed model village. Just before reaching Blackrock, on the Marina, is passed Dundanion Castle, from which the celebrated William Penn is stated to have sailed upon his epoch-making voyage to America. From here also, on the 4th of April, 1838, set out the "Sirius," the first steamer to cross the Atlantic from Europe to America, reaching New York in 17 days. It was commanded by Lieut. Roberts, R.N., whose family still resides in Passage, and was owned by the St. George's Company, Cork. On passing Blackrock Castle, an extremely picturesque building on the site of



The Marina.

a castle built in the reign of James I., the broad waters of Lough Mahon are entered. Conspicuous on the other side is Father Mather Tower. Passing through the Lough, views of the Little Island and Fota, the beautiful demesne of the Right Hon. Lord Barrymore, are obtained. At the western end of the



Dundanion Castle.

Lough lies Passage, the large and extensive dockyard of which has been lately taken over by Messrs. Furness, Withy & Co. It was here that the first steamer built in Ireland was launched in 1815. On the opposite side at Rushbrooke is a branch of these docks. Entering the Lower Harbour a fine view is got of Monkstown, with its ivy-covered Elizabethian castle and pretty residences. On the right we pass the large naval dockyard of Haulbowline. On the opposite side is Queenstown, rising in terraces from the water's edge to the top of the hill, which is crowned by the handsome Gothic edifice, St. Colman's Cathedral. In the foreground may be seen the Royal Cork Yacht Club, the oldest Yacht Club in the world and, except the Royal Yacht Squadron, the only club in which the Commodore is entitled to fly the Union Jack. Leaving Queenstown

"Leaning her back up against the hills,  
And the tips of her toes in the ocean."

the steamer passes Fort Westmoreland on Spike Island on the way to Crosshaven. Up the Carrigaline River, which enters the Harbour between Currabinny and Crosshaven, shut in by trees, is Drake's Pool, where that famous old sea-dog evaded his Spanish pursuers in 1587.

To the left, passing Queenstown, is the Ballinacurra river, with Aghada, and in the distance the magnificent demesne of Rostellan Castle, at one time the seat of the Marquis of Thomond.



Blackrock Castle.

The sea-entrance, nearly two miles in length and a mile in breadth, is flanked on either side by high and precipitous shores. On the western side are Fort Camden, guarding the inner side, and Templebreedy facing the ocean, and on the eastern side Fort Carlisle, all armed with formidable sea batteries and defended



by land fortifications. At the eastern side of the entrance is Roche's Point Light-house, Lloyd's Signalling Station, and a Wireless Telegraph Station. The entire



Monkstown.

length of the Lower Harbour, exclusive of its bays and creeks, is four miles, with a breadth of two. The surrounding hills shelter it completely from all the winds that blow.

To get a full view, however, of the Lower Harbour one must climb Camden Hill. Seen in the happy time of peace, now, alas! so far away, no fairer spectacle ever gladdened the eye of man. To the south lie the broad blue waters of the Atlantic. Steamers hailing from the busy ports of England and North Europe, bound for or returning from America, send up their wreaths of black smoke on the horizon. Coasting vessels, fishing smacks, pilot boats, and sailing yachts here and there break the monotony of the wild waste of waters. Within the harbour, looking north, one is able to form an estimate of its great area, with its almost endless capacity for development. In the foreground lies Fort Westmorland, and behind it Haulbowline and the small islands adjoining. To the right the waters sweep round Great Island and up East Ferry to Ballinacurra and Midleton. On the left, between Crosshaven and Currabinny, the Carrigaline River winds its way into the broad waters of the harbour. A fine view is gained of Queenstown on the east. The broad bay of Monkstown opens out on the west, while



St. Colman's Cathedral, Queenstown.

the view is shut in on the north where Great Island approaches Passage. All round are a circle of hills broken only by their woods and the spires and roofs of the towns and villages that dot its shores, a fair setting for a busy scene of human activity. The broad waters are churned by sea-going craft of every description; for home-coming vessels put in to receive orders for their destination, and outward bound boats to get their final instructions. Steamers ply in and out from Cork, three-masters, all brown and rusty from their voyages round the Horn, are being towed to their moorings by busy panting little tug-boats that leave a long trail of smoke behind them. Boats from all corners of the earth, from the West Indies, West Africa, from Australia, anchor peacefully side by side. Round Roche's Point a majestic Cunarder or gigantic White Star Liner comes to anchor in the harbour awaiting its complement of passengers and mails. Through the shipping dart like sea-birds with white wings the graceful yachts that make this wide expanse of sheltered water their headquarters. At their station in the roads the vessels of the Cruiser Squadron ride quietly at anchor. Silent and grim are the great guns of the batteries that protect all this activity, fit emblem of the power that polices the sea-ways of the world.

To-day war's loud clarion has to some extent modified the scene. Gone are the great Atlantic liners, smaller too is the number of trading vessels that call here regularly. Their absence is hardly felt, however, in the number of other vessels that are diverted here by the incessant activity of the enemy. From the busy trade route outside, where the enemy submarines display their greatest energy, numbers of craft put in to discharge, or to find a refuge within the shelter of the forts. War vessels of every description have their station here. Cruisers and Dreadnoughts steam in from time to time, destroyers and submarines wriggle in and out. Airships and aeroplanes sail overhead watching for the ubiquitous U-Boats. Smart American craft with their well set-up seamen are constantly coming and going. Patrol boats are ever keeping grim watch and ward along the coasts. Merchant vessels in great number still pursue the usual tenor of their way, their intrepid seamen undaunted by the natural terrors of the deep, or the horrors due to the fiendish ingenuity of man. The forts are no longer silent. From time to time their guns speak in tones loud enough to make the windows in the distant city rattle, and to scare away any hostile under-water craft ambitious to destroy the shipping in the harbour. Thus, in war as in peace, the harbour sees its beauty undimmed, its utility unimpaired, and no limit to its capacity for development.

Cork has rapid railway connection with Dublin, Waterford, Limerick and Killarney, while many local lines connect it with the chief beauty spots in the county, such as Blarney, Macroom, Gougane Barra, Lough Hyne, and the many well-known watering places on the coast, including Youghal, Ardmore, Ballycotton, Queenstown, Crosshaven, Kinsale, Courtmacsherry, Glandore, Bantry and Glengarriff. All the rivers of the surrounding country afford good trout and salmon fishing; it is hunted by several fine packs of hounds; good motoring roads connect Cork with all centres of interest and attraction.

Thus in climate, in beautiful scenery, in opportunities for sport of all kinds, in its fine railway and road connections, and in the advantages it offers its inhabitants, Cork is a very desirable place of residence, while from a business point of view and the capacity for development which its fine harbour and splendid position give it, no city in Ireland holds greater promise.

Those who wish a wider knowledge of Cork and its vicinity can be recommended to an exceedingly full and interesting guide to Cork City, published by Messrs. Guy & Co., of Patrick Street. Another good description of the City is embodied in Messrs. Ward, Lock & Co.'s "Cork and the South West of Ireland." Messrs. Guy & Co. can also be recommended for excellent local maps and for all publications dealing in detail with the history and antiquities of Cork.

# Government of the City and County.

## PARLIAMENTARY REPRESENTATIVES.

The Borough of Cork sends two representatives, and the County seven representatives to the Imperial Parliament.

## LOCAL GOVERNMENT OF THE COUNTY.

The County of Cork, excluding the City, has an area of 1,850,000 statute acres, and a population of about 320,000. It is, therefore, about half the size of Yorkshire, the largest county in England, and half as large again as the County of Lancashire; more than three-fifths the size of the State of Connecticut; one-seventh of the entire Province of Nova Scotia; and about equal to the French Department of the Marne.

In addition to the City, governed by the Cork Corporation, there are in the County nine Towns managed by Urban District Councils, and two Townships under the control of Commissioners.

The County Council consists of 52 members, including 32 elected members, 18 representatives of the 18 Rural District Councils, and 2 co-opted members.

The Statutory Committees of the County Council are the Proposals Committee, the Finance Committee, and the Old Age Pensions Committee. There are also the County Technical Instruction Committee, the County Committee of Agriculture, and the County Insurance Committee. In addition there are other Committees, such as the University Committee, Tuberculosis Committee, the Health Insurance Committee (Approved Society), and the Piers and Harbours Committee. The Light Railways in the County are managed by Committees appointed by the Council. The Asylum for the Insane, the County and City Hospitals, and a Sanatorium for Consumptives, are managed by Joint Committees appointed by the County Council and the Corporation.

The valuation of the County, excluding the City, is £1,128,000. The Local Government of the County involves an average annual expenditure of £390,000, which is under the direct control of the County Council. The receipts consist of the County's proportion of the Government Revenue from Probate Duties, Beer and Spirit Duties, etc., of £120,000; miscellaneous receipts, £6,000; whilst the amount raised by the local rates is on the average £264,000 yearly.

## LOCAL GOVERNMENT OF THE CITY.

REPRESENTATION.—The Local Government of the City is vested in the Corporation, consisting of a Lord Mayor, 14 Aldermen, and 42 Councillors. The Lord Mayor is elected yearly, the Councillors are elected every three years, and the Aldermen for a period of six years. The City has a separate Commission of the Peace, a Court of Quarter Sessions, and an Assize Court.

The City is administered by the Borough Council and the following Committees of the Council:—Law and Finance, Public Works, Public Health, Improvement Department, Waterworks including Fire Brigade, Tolls and Markets, City Hall and Working Class Dwellings, Fitzgerald Park and Museum, Cemetery, Hackney Carriages, Clothing, Old Age Pensions, Carnegie Free Library, Corn

Market, Technical Instruction, Housing and Town Planning, School Attendance, Local Authority under the Diseases of Animals Act, and Distress Committee.

In the Technical Instruction, Carnegie Free Library, Corn Market and Distress Committees, there are a number of co-opted members possessing special qualifications for dealing with the work of these Committees.

**AREA, POPULATION AND RATEABLE VALUE.**—The Municipal Area is 2,681 statute acres; the population, 76,673; and the rateable value, £190,000. The industrial area is about 5,000 acres. There is a gradually increasing desire among the citizens for an extension of the Borough to make it co-extensive with the industrial area, as the areas proposed to be added have long enjoyed a close community of interest with the Municipality. Many of the more important works and industries are situate outside the Borough, and this extension would enable the problem of Housing and Town Planning to be solved on a more satisfactory basis.

**RATES AND MUNICIPAL FINANCE.**—The total rate, made up of the City Rate and the Poor Rate, since 1910, is as follows:—

	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
City Rates	... 8 6	8 3	8 2	8 8	8 8½	8 8	8 11½	8 10
Poor Rates	... 3 3	2 11	2 4	2 4	2 5	2 5	2 9½	2 9½
Total	... 11 9	11 2	10 6	11 0	11 1½	11 1	11 9	11 7½

This apparently high rate is due to the low valuation of the City, the last valuation having taken place in 1852, whilst other cities have been re-valued, according to modern standards, at least once since that time. Moreover, within recent years considerable improvements have been effected in the public Highways, involving an additional expenditure of £42,600.

Taking as a basis of comparison the rates paid per head of the population, we find that the rate per head in Cork is £1 3s. 9d.; in Belfast, £1 4s. 9d.; in Dublin, £1 9s. 11d.; whilst the average of 23 English cities of the same size as Cork is £2 2s. 10d.

That the City is on a sound financial basis is shown by the fact that the liquid assets exceed its liabilities by £18,250. The capital value of the Waterworks alone is greater than the whole Corporate debt.

The Borough Accounts are audited by the Local Government Board for Ireland.

### POOR LAW.

The Poor Law for the City and County is administered by the Poor Law Guardians, composed of thirty-two County Borough representatives, four representatives of the Queenstown Urban District, sixty representatives of the Rural Districts (two from each District) and three co-opted members.

## Public Services.

These services are performed by the Imperial Government, the Municipal Authorities, and by private enterprise.

### IMPERIAL.

**POSTAL TELEGRAPH AND TELEPHONE FACILITIES.**—Cork has a very efficient postal service. Besides the General Post Office, which is always open, there are numerous Branch Offices and Wall Boxes in the different districts. There are four local deliveries daily, and three daily despatches of mails to Dublin, London, the Provinces, and the Continent. American mails are forwarded daily to Liverpool for inclusion in the bi-weekly despatches from that Port. Mails reach Cork from the United States and Canada twice weekly. A night and day telegraph service is well provided for. Provision is made for such service as Express Delivery and Night Telegraph letters.

The Post Office acquired the telephone system from the National Telephone Company in 1912. The Local and Trunk Exchanges which are open night and day are equipped with the most modern appliances. Cork is connected by trunk lines with the principal cities in the United Kingdom.

**EMPLOYMENT EXCHANGE.**—Cork has a very efficiently organized Ministry of Labour Employment Exchange, which, in addition to its ordinary functions, has a department for Unemployment Insurance. Connected with it are an Advisory Committee for Juvenile Employment, and an After-Care Sub-Committee, which looks after youths when placed in employment.

**HEALTH INSURANCE.**—There is a Divisional Office in Cork for the National Health Insurance Commissioners of Ireland.

### MUNICIPAL.

**WATER.**—The water supply of the City is taken from the River Lee, which rises in Lake Gougane Barra, about 50 miles west of the City, and its volume is supplemented by about nine tributaries between the source and the intake.

The water supply of Cork was, in the first instance, established as a private concern by "The Cork Pipe Water Company," long prior to 1842, at which time the water was distributed through the City in wooden conduits. In 1856 the Waterworks were purchased by the Corporation, and an Act of Parliament was obtained which gave powers to borrow money to extend and improve the Waterworks. Thenceforward, additions and improvements were carried out periodically, according to the growing requirements of the City, until the present day state of efficiency has been reached.

The Waterworks are situated on the river at Shanakiel, about a mile from the City, and consist of a filtration tunnel, a pure water basin, a pumping station, consisting of waterpower turbine and steam pumping plant. There are two service reservoirs supplying the high and low level zones, situated about 380 and 200 feet respectively over the river. The area supplied is divided into four districts as follows:—Low Level: North with about 28,000 population; Centre, 25,000; South, 22,500; and High Level, population, 15,750.

The present requirements for this population, including trade supply, amount to  $3\frac{1}{2}$  to 4 million gallons per day, and this is supplied to the service reservoir by the following pumping plant:—Steam Power—three triple extension engines of 5 million gallons pumping capacity; a stand-by set of beam and horizontal engines of 5 million gallons pumping capacity. Water Power—a set of five water power

turbines, capable of delivering the entire daily supply of the reservoirs. It will therefore be seen that there is ample margin in pumping power to meet any emergency. The water is conveyed from the reservoirs to consumers by one 18 inch and three 14 inch trunk mains, each trunk supplying a system of 3 in., 4 in., 6 in., 8 in., 10 in. distributing mains throughout the City and suburbs.

Filtration takes place by a natural process through the river bed, there being a fine gravel and sand substratum suitable for the purpose. The water finds its way into an open-jointed brickwork tunnel, four feet diameter, and about 12 feet below the summer water level of the river. Through this filtration tunnel is delivered the City's daily supply into the Pure Water Basin, some 15 feet deep, whence it is pumped to the reservoirs.

The supply, which has an inexhaustible river as its source, is always abundant. There was no indication of scarcity even during the extreme drought of 1911, when the supply of many of the towns and cities of the Kingdom was seriously affected.

Frequent analysis by independent experts prove that the quality of the water is good and wholesome for drinking, and is exceptionally well suited for industrial purposes.

The consumption of water per head per day for domestic and industrial purposes is at present 37 gallons.

RATES.—The normal rate for domestic supplies is 9d. in the £. The rates for trade purposes are exceptionally low, and are based on a sliding scale as follows:—

Consumption per Quarter.	From 1,000 to 12,000 Gallons.	From 13,000 to 50,000 Gallons.	From 51,000 to 125,000 Gallons.	From 126,000 to 250,000 Gallons.	From 251,000 to 6,250,000 Gallons.	From 6,251,000 Gallons and upwards.
Charge per 1,000 gallons	9d.	8d.	7½d.	7d.	6d.	5d.

MARKETS.—The Borough Council own and control five Markets:—The Grand Parade Market, for the sale of meat, fowl, game, fish, butter, eggs and vegetables; St. Peter's Market, for the sale of meat, fish, and vegetables; the Bazaar Market, for the sale of second-hand clothing, furniture, ironmongery, etc.; the Cattle Market, and the Corn Market.

In addition to the foregoing, there is the Cork Butter Market, which is controlled by a Board of Trustees representing the Butter Exporters, the Butter Merchants, the Cork County Council and the Cork Corporation.

PARKS AND RECREATION GROUNDS.—Fitzgerald's Park, situate on the Mardyke, eighteen acres in extent, was presented to the City by the Committee of the Cork Exhibition of 1903. The Mardyke, a delightful promenade about a mile in length, bordered on either side with beautiful rows of elm trees, was laid out in 1720, and is situate at the western side of the City. It gives access to the grounds of the Cork County Cricket Club, the Sunday's Well Boating and Tennis Club, Fitzgerald Park, and the University College Football and Athletic Grounds. The Marina, another beautiful promenade, extends from the City along the riverside to Blackrock Castle. It is about two miles in length, has many historical associations, and commands a beautiful view of the river scenery, showing to great advantage the magnificent tree-clad hills of Montenotte, sloping gently down to the water.

WORKING CLASS DWELLINGS.—The Corporation of Cork has expended £60,200 in providing dwellings for the working classes in various parts of the City.

SWIMMING BATHS.—The Eglinton Street Swimming Baths were constructed in 1901 at a capital cost of £7,882. They include two swimming baths each 70

feet in length and 32 feet in breadth. Admission to one of the baths is free; there is a small entrance charge to the other.

The Bathing Station at the Weir Baths was established some years ago on the southern branch of the River Lee just below the Waterworks Weir. Admission is free.

### PRIVATE ENTERPRISE.

**GAS.**—Gas was first manufactured in Cork, by private enterprise, in 1816, when it is recorded that Mr. James O'Brien used it to light his premises in Tuckey Street, to the general surprise and admiration of the citizens. The first Gas Company set up their plant on the site of the present works, and commenced public lighting in 1826. This property was acquired in 1859 by the present Gas Consumers Company.

The works are equipped on the most modern lines. Machinery is installed for the mechanical handling of coal from the stores to the retorts, and the delivery of hot coke to the coke yard, thus reducing to a large extent the cost of production, and improving the conditions under which the men work. The supply is distributed to the 11,180 consumers by 70 miles of mains.

At one time valued only as an illuminant, Gas is now, owing to its calorific efficiency, much in demand in the domestic circle for heating and cooking, and in manufacturing circles as a motive power. As a heat producer it is now essential in all metallurgical and cognate trades which require abnormally high temperatures.

The residues and by-products are practically all utilised in Cork and vicinity. Coke is extensively used as a fuel for domestic and manufacturing purposes. Sulphate of Ammonia, manufactured on the works, is largely used by agriculturalists, being strongly recommended by the Board of Agriculture as one of the best fertilizers. Tar distillation is carried on at the Little Island Tar Factory, and the resultant products, creosote, oils, and pitch, are readily disposed of. Lime used in purifying the gas is utilised for destroying wire worm and other pests on grass lands.

Owing to the steady development of Cork as an industrial and commercial centre, the consumption of gas, even since the introduction of electricity as a competitor, shows a steady increase for Lighting, Heating, Cooking, Manufacture and Power purposes.

**RATES.**—The following were the pre-war rates for Gas:—

Lighting	...	...	...	3/4 per 1,000 cubic feet.
Cooking and Heating	...	...	...	3/- " "
Power	...	...	...	2/- to 2/8 " "

**ELECTRIC SUPPLY.**—Cork, like all cities with any pretence to being up-to-date, has a plentiful supply of Electricity "on tap." The supply of electricity is in the hands of The Cork Electric Tramways and Lighting Company, Ltd., who started operations in 1898.

The Power House is conveniently situated near the River Lee at Albert Road, and is well equipped with modern plant. The Boiler House contains 7 large water-tube boilers by Babcock & Wilcox, fitted with chain-grate stokers. The Coal Bunkers are fitted with Elevators and Conveyors for the efficient handling and delivery of the coal to the boilers. The Generating Plant consists of three large Belliss & Morcom vertical triple expansion steam engines, direct coupled to D.C. Generators; two Allis & Chalmers horizontal compound steam engines, direct coupled to D.C. Generators; one Belliss & Morecom engine coupled to 6,600 volt Alternator. In order to deal with the ever increasing load, there has just been added to the above plant, one 1,500 K.W. geared Curtis Turbine and D.C. Generator, by the British Thompson-Houston Co. Ltd., of Rugby. All these engines, of course, exhaust into condensers, the cooling water for which is pumped from the river near by.



As the Company, in addition to supplying current for Power and Lighting purposes, also runs the Tramway undertaking, the above machines are so arranged that they can be put to work on either the general supply circuit or on the tramway supply.

The system of supply is D.C. 3-wire; the voltages being 460 for power purposes, and 230 for lighting.

That the business of the Power and Lighting has grown steadily is shown by the fact that the output of the Station has risen from 1,800,000 units in 1900 to 4,900,000 units in 1916. The connections to the Company's mains for Lighting purposes at the end of 1916 were equivalent to 102,000 8 candle-power lamps, whilst in addition there were over 600 individual Electric Motor connections with a total brake horse-power of over 4,000. There is also a very considerable demand for current for heating and cooking.

RATES.—The pre-war rates in vogue for Electricity were as follows:—

Lighting	...	5d. per unit, including free renewal of carbon filament lamps.
Power	...	2d. per unit where the consumption does not exceed 1,000 units in the quarter; 1,000 units and over in the quarter, 1½d. per unit. For large consumers, working under certain conditions, special rates are quoted.
Heating	...	Up to 150 units per quarter, 1½d. per unit. Over 150 and up to 400 units per quarter, 1½d. per unit. Over 400 units per quarter, 1d. per unit.
Cooking	...	Flat rate of 1d. per unit.

PUBLIC CONVEYANCES: TRAMWAYS, HACKNEY CARS, &c.—The present Electric Tramway Company, having obtained its Parliamentary powers, the system was opened for traffic in 1898, the first cars being run in December of that year. The present System was well conceived. The various routes total 12 miles, starting from a common centre at Father Mathew Statue, and radiating from this to the various termini at Sunday's Well, Summerhill, Blackpool, Douglas, Tivoli, and Blackrock. As an aid to quickness and efficiency, arrangements are made for frequent stopping places all along the various routes at short intervals, and, furthermore, as the greater portion of the track within the City is common to all the routes, there are numerous points at which a passenger can change and transfer from one route to another without having to go to the centre of the system to do so. Despite war conditions the fares charged are still amongst the lowest in the Kingdom. For example, Statue to Blackrock, distance 3.3 miles, Single fare, 2d. The Cars run from 7.45 a.m. to 11.20 p.m., with intervals varying from 6 minutes on the Summerhill and Sunday's Well routes, to 10 minutes on the Douglas and Blackrock routes. Since the system was started the Company has, on an average, carried about 6,000,000 passengers per year. The system of supply is Direct Current, at a pressure of 500 volts taken from an overhead line by the trolley of the Cars, the power being generated at the Company's Generating Station at Albert Road.

HACKNEY CARRIAGES.—In addition to the Electric Tramways, there is a very efficient service of Hackney Carriages plying for hire. All these vehicles are licensed by the Hackney Carriages Committee of the Corporation, which controls all matters relating to public traffic. In addition to the Outside Car (Jaunting Car), there is the Inside Car (Jingle), the latter, which is a particularly interesting type of vehicle, is altogether peculiar to Cork. The Fares charged are in accordance with the Schedule drawn up by the Hackney Carriages Committee of the Corporation.







# The Port of Cork.

**PORT AUTHORITY.**—The Cork Harbour Commissioners were constituted in the year 1822, under an Act of Parliament, entitled an Act for improving and preserving the Port, Harbour, and River of Cork. They are appointed wholly by the Corporation, and consist of 5 Ex-Officio members—the Right Hon. the Lord Mayor, the High Sheriff, the two Parliamentary representatives, and the Chairman of the Queenstown Urban District Council; 5 representatives from the Corporation, and 25 representatives from the Mercantile Body.

**EARLY IMPROVEMENTS.**—At the appoin'tment of the Commissioners and for many years after, the accommodation for shipping was of a very antiquated kind, and quite inadequate to meet the steadily developing requirements of shipping and trade. The following extract from the 2nd report of the Tidal Harbour Commissioners, dated 30th March, 1846, is instructive as showing on the one hand the important improvements carried out in the intervening 25 years, and on the other the still more extensive nature of the task which at the time lay before the Commissioners in bringing the Port of Cork to its present unique position.



The Board Room, Cork Harbour Commissioners.

“The celebrated Harbour of Cork stands pre-eminent for capacity and safety, even in that country of fine natural harbours. The upper portion of it, which falls more immediately within the limits of this Commission, extends for 5 miles below the City to Passage. This part since the year 1820 has been considerably deepened; vessels of 500 tons now come up to the City, and the traffic and income of the port have proportionately increased; yet the harbour is far from being in that state which a revenue of £8,000 a year for the last twenty-five years would



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warrant. Complaints are made that banks at the foot of the quays cause great risk to the fine steamers which ply between the City and Cove; that seven weirs cross the River Lee within  $1\frac{1}{2}$  miles of Cork, and impede the upward flow of the tide; that a wall has been built for 1,500 yards in a doubtful direction, to guide the set of the current, and is now left in an unfinished state; that the silt dredged up from the channel is laid at the back of this wall and washed down again into the river by every high tide; and that an area of 150 acres over which the tides used to flow has been partly enclosed, whereby a large portion of tidal water is excluded; yet this large space if enclosed by a wall properly directed, and the loss of the excluded water compensated by dredging, the upper part of the bed of the river might be a benefit to navigation, and form a park for air and exercise for the citizens instead of being left as a nuisance. In short, to quote the words of a highly respectable witness, the harbour of Cork has throughout been the victim of half measures."

To carry out the necessary improvements, the Commissioners availed themselves from time to time of powers obtained under various Acts of Parliament and Orders, to raise the sum of £360,300.

THE PORT IN 1846.—Notwithstanding the important improvements carried out the Admiralty Chart of 1846 shows the Port of Cork in a very backward state. Cork Quays extended from St. Patrick's Bridge in the north channel, and Parliament Bridge in the south channel, to about 200 yards east of the Custom House Quay. These quays were built on the strand, the foundations being at low water level; the depth of water in the centre of the channel was from  $4\frac{1}{2}$  to 6 feet. The present Park, then a slob, was in process of reclamation, the northern embankment extending to opposite Tivoli, but the tide ebbed and flowed over the whole slob area.

The depths in the channel from Cork to Blackrock varied from 3 to 6 feet at low water. Between Blackrock and Dunkettle there was a wide area of water,  $4\frac{1}{2}$  feet deep, from which the ebb tide took two courses—one down the present channel to Lough Mahon, with depths of from  $4\frac{1}{2}$  to 9 feet, the other towards Ringmahon Point, with low water depths of from 1 to 6 feet. From Lough Mahon to Horse Head the depths were 9 to 12 feet. These were the natural depths of the channels produced by the river and tidal currents without any artificial aids.

There were no lighthouses or buoys to mark the channels.

At that date vessels of 15 feet draft could only get to Cork on spring tides, and at neap tides only 12 feet draft vessels could get up. At Cork Quays all vessels would lie aground, and the large ships would have to lie probably some distance away from the quay. In heavy floods there was always a risk of vessels breaking from their moorings owing to the strong currents in the north channel; the low water currents being of a velocity sufficient to carry down gravel, and produce dangerous deposits in the berths. All oversea vessels had to anchor at Passage, where about half the cargo was discharged into lighters to be taken to Cork, the ships being brought up to Cork when the draft was reduced to 12 or 15 feet.

The lighterage expenses were no doubt considerably higher than the present Harbour dues and rates now paid at Cork, and the loss to merchants was a considerable item.

IMPROVEMENTS AFTER 1850.—About 1850 the question of Port Improvement seems to have been seriously considered, particularly as to improving the depths of water in the channel, and in 1853 the "Lee" Dredger was built to carry out the necessary deepening. The dredged material was put into wooden barges, from which it was then wheeled ashore at considerable expense to form the Marina Embankment. In the year 1855 Improvement Works were undertaken

at Cork quays; these consisted in sheet-piling about 4 feet from the top of the quay walls so as to allow dredging to a depth of from 5 to 7 feet at low water along the quays. All existing quays, including the Government Quays at the Custom House, were so treated. In the north and south channels much of this old sheet-piling still remains in a sound condition. In 1857 the dredging plant was further increased by the addition of No. 2 Dredger for quay dredging, and six 120 ton iron barges in 1865. All the dredged stuff from these barges was wheeled ashore to fill in various small slob areas.

About 1850 lighting and buoying was started in the channel from Horse Head to Cork. In 1859 this appears to have been completed, and a Chart was sent to the Government authorities showing the positions of lighthouses and buoys. Blackrock, Dunkettle and Lough Mahon Lighthouses were at that time constructed, 20 small buoys placed between Cork and Passage, and three from Passage to Queenstown.

The dredging was carried on to produce a channel 11 feet deep from Horse Head to Cork (Low Water Spring Tides), but progress must have been very slow with the old shovel barge method, as soundings taken in 1874 show the depth was only 9 feet in many places.

About 1865 the Harbour Board sent their Mechanical Engineer to enquire and report on the system of dealing with dredged material by Hopper Barges as in use on the Clyde. The report was so favourable that four steam Hoppers were built for the Board by Messrs. Robinson of Cork, between 1867 and 1871. With the "Lee" and No. 2 Dredgers and these four Hoppers the 11 feet cut was completed in 1877.

In 1874 the first attempt was made to allow oversea vessels to discharge afloat at Cork; this consisted in constructing a number of timber jetties along Victoria Quay, and dredging to 20 feet depth at low water along these jetties. This work was completed in 1875, and gave 1,000 feet in length of deep water berthage. Subsequently these jetties were improved and extended to form the Victoria Wharf, with 1,100 feet of berthage. At the same time steps were taken to give ample accommodation for oversea ships to get up to Cork and lie afloat there. With this view, the Wingate Dredger, built at Glasgow, and one extra steam Hopper were purchased in 1876. Another Hopper was added the following year, and the whole new plant got regularly to work in 1876, assisted by the "Lee" dredger and three of the older steam hoppers, to carry out dredging to a depth of 14 feet for 250 feet wide, from Horse Head to Cork. In 1880 the 14 feet cut was up to Dundanion, and in 1884 the work was finished, and the new plant sold to the Marquis of Bute.

In 1875 an Act of Parliament was obtained authorising a large extension of deep water quays along the Marina, and in 1877 another Act was obtained for the North Deep Water Quay in Cork, and the Deep Water Quay at Queenstown.

In 1876, the Commissioners, ever watchful of the public interest, opposed a Bill promoted in Parliament by the G.S. & W. Railway for the purchase of land, formerly known as Dring's Marsh, and compelled the Railway Company to convey to them free, a frontage of 40 feet for a new deep water quay from Penrose Quay to Water Street. The Company were also bound to convey to the Corporation 40 feet of ground for a new roadway north of the new quay; the Commissioners being bound to construct a Deep Water Quay at the public expense. That quay was constructed many years ago and has proved of the greatest advantage to trade, as vessels are enabled to discharge their cargoes into the trucks of the Company for transmission throughout the country, and also to load into vessels from the railway waggons.

In 1881 these three deep water quays were in progress of construction, also the Boat Harbour at Queenstown, which latter work was completed in the fol-

lowing year. The Queenstown Deep Water Quay, which provides a depth of 24 feet for a length of 600 feet (low water spring tides), was completed in 1883. This quay is and has been almost exclusively used by Government ships and transports, and during the late South African War, 143 transports berthed thereat. Trains with troops and war materials were able to run alongside the ships. Imperial interests were thus materially assisted by this and other facilities afforded by the Commissioners. In 1884 the North Deep Water Quay with 20 feet depth (low water spring tides), for a length of 1,400 feet was completed; also the South Deep Water Quay with 23 feet depth (low water spring tides), for a length of 600 feet, and both quays were opened for traffic.

A general financial depression made it necessary to limit expenditure to the necessary maintenance work for ten years—1884 to 1894.

The revival of trade then made it possible to consider additional port improvement, more particularly to facilitate the Cross Channel trade. Early in 1894 a contract was entered into to construct 1,260 feet of timber wharves along St. Patrick's and Penrose Quays, with 13 feet of water (low water spring tides) alongside, to accommodate Cross Channel steamers and allow them to sail and berth at any time, except for about three hours at low water.

IMPROVEMENTS AFTER 1894.—At the same time it was decided to make the channel 16 feet deep from Horse Head to Cork, with a width of 350 feet to 280 feet, the object being to make the channel navigable for Cross Channel steamers at all ordinary low waters. To carry out this work a contract was made in 1896 with Messrs. Fleming & Ferguson of Paisley to build the necessary dredging plant, which consisted of the Lough Mahon Dredger and two Twin Screw Steam hopper Barges of 1,200 tons carrying capacity of the most modern construction. This plant was delivered by the end of 1896; the work was finished in 1904.

In 1903 an Act was passed giving the Commissioners power to effect further Harbour improvements, to correct certain defects in the tonnage measurement of steamers, and to adjust Port charges more equitably. These works, started in 1903, consisted in extending deep water berthage up the north and south channels; to do this it was necessary to acquire from the Board of Works the Custom House Quays and premises, which are now held by the Harbour Commissioners. These quays were then re-constructed so as to allow dredging to a depth of 22 feet (low water spring tides). Hardwood wharves were constructed in the north channel up to Warren's Place, with a depth of 22 feet (low water spring tides), and similar wharves in the south channel up to the west side of the Cork & Bandon Railway terminus, with 20 feet (low water spring tides) depth of water. This gave an addition of about 3,300 feet to the deep water berthage, and more than doubled the accommodation for oversea vessels. The old Custom House Offices were altered and extended.

The total cost of the works under the 1903 Act was £36,256.

In 1905, members of the Harbour Board and others found it necessary to promote a Bill in Parliament to link up the Cork Railways in a form to injure Harbour property as little as possible, providing railway sidings to the quays and rail and road connections across the two channels of the Lee from the Cork and Bandon terminus to the foot of Summerhill. This City Railways Act was taken over by the Great Western Railway Company of England, who carried out the work, the railway and quay sidings being opened for traffic in 1911.

In the matter of buoys and lights a gradual improvement has been effected. In 1895 eight pairs of leading lights were installed from Cork to Roche's Point, and two more pairs were added subsequently. In 1898 Lighted Buoys were started, using Wigham's oil lamps, and automatic lamps were put in Dunkettle and Lough Mahon Lighthouses. Now there are 20 lighted buoys in the Harbour and river, nine of these being at the Harbour entrance and the anchorage area



used by large Atlantic liners, four of these being provided with the most modern Acetylene Flashing Lamps, which burn for a year on one charge of gas.

**WITHDRAWAL OF AMERICAN LINERS.**—Since 1907 the improvement of the Lower Harbour, to give accommodation for the larger American liners, has been frequently considered. In 1907 the liners "Lusitania" and "Mauritania" started on regular service, calling at the port according to contract. After various negotiations with the Cunard and White Star Steamship Companies and correspondence with the Admiralty a scheme was approved by the Steamship Companies in 1910. The arrangement was to provide an extension of the deep water anchorage between Spike Island and Corkbeg to a size that would allow two of the largest liners to swing to anchor at the same time. Dredging was to be carried to a depth of 36 feet at low water along both sides of the anchorage, so as to give an average deep water width of 2,200 feet. The dredging along the Curlane Bank was started in July, 1911, and continued during the summers of 1912 and 1913, to the extent intended on the western side of the anchorage. While this work was in progress, according to arrangements with the Steamship Companies, the Cunard Company opened up negotiations with the Postal Authorities to allow the discontinuance of the call at Queenstown of their two large liners on account of the alleged difficulties of the Port. The correspondence started early in 1913, but the Harbour Commissioners first heard of the matter through the Press in August of that year, when the discontinuance of the Queenstown call had been arranged by the Post Office.

In order to get independent expert opinion, in October, 1913, the Harbour Commissioners invited Mr. C. S. Meik, of Westminster, to report on the suitability of the Lower Harbour for the use of the largest Atlantic liners. Mr. Meik's report clearly proves the suitability of the entrances and anchorages for liners up to the size of the "Mauritania" and "Olympic" at all states of the tide, provided they were under engine power; but in order to provide for the breakdown of the engine power and for the further increase in the size of steamers, he recommended certain improvements. The principal recommendations were:—

- (1) The improvement of the curve of the Western Entrance Channel by the removal of part of the Turbot Bank.
- (2) The widening of the deep water area of the anchorage up to 2,600 feet.
- (3) The removal of the 35 feet patch in the anchorage.
- (4) The construction of a groyne at Corkbeg to improve tidal scours.

The estimated cost of works was £22,000.

The plan for this was prepared in 1914, and the dredging started, when the outbreak of the war put a stop to the works.

The following extract from the report of Mr. C. S. Meik on Cork Harbour, dated 25th November, 1913, must prove interesting, especially as emanating from an engineer of his vast experience:—

"In my opinion, Queenstown, or to give it its proper name, Cork Harbour, is one of the best natural harbours in Great Britain, and I cannot do better than quote a description of the port, as it is given in the 'Irish Coast Pilot,' by the Admiralty, viz.:—

'Cork Harbour, one of the most capacious and secure harbours in the British Isles, is navigable for ships of large class from the entrance to Passage, a distance of  $7\frac{1}{2}$  miles, and it contains space sufficient for the largest fleets to anchor in moderate depths of water, on good holding ground, and is most effectually sheltered against all winds and seas. It is, moreover, easy of access, and from its western geographical position, is most valuable as a rendezvous both for His Majesty's ships and

the immense fleets engaged in commerce that continually resort here, both for shelter and to await orders as to their final destination on their homeward voyages.'

I may here mention that I am familiar with all the larger harbours of the British Islands, and with a number of those on the Continent and in the East, and I can with safety say that there are very few, if any, that are superior to Queenstown in offering accommodation for the very largest class of steamer afloat at all states of the tide."

**IMPROVEMENTS IN PROGRESS—TIVOLI RECLAMATION.**—The Cork Harbour Commissioners have made arrangements with the Board of Trade to purchase the slob lands between Tivoli and Dunkettle for the deposit of dredged material. The total area is 155 acres.

The first object is to save the heavy coal bill of sending dredgings to sea, and the second object is gradually to form land suitable for Harbour Improvement Works, such as quays, deposit grounds, sites for stores, industrial works and shipbuilding.

The design allows for the navigable channel from Tivoli to Blackrock of 700 feet wide, to allow of vessels of 16,000 tons carrying capacity swinging at the quays to go to sea. The reclaimed land will vary in width from 100 feet at Tivoli end to 1,300 feet at King's Quay, and 1,000 feet at Dunkettle, and as the railway adjoins, the whole area can be provided with railway sidings, which are now essential for Port Development.

Cart traffic with the City will be provided for by a short approach road from opposite Wood Hill Terrace, south of the main road over Tivoli Railway Bridge.

Reclamation and quay construction will naturally be gradual. The first work required will probably be an export timber quay and deposit ground at Tivoli, followed by a deep water quay and deposit ground for the import timber.

Other quays can be constructed from time to time as required, working eastward, the eastern end being the most suitable for shipbuilding yards and industrial works.

Generally the whole scheme has been rendered necessary by the lands on the south side of the river being acquired by Messrs. Henry Ford & Son, the north side having the advantage of first rate railway approach, and the possibility of a wide channel for turning large steamers.

**FINANCE.**—The total value of the Harbour property, including deepened channels, is estimated at not less than £700,000. The money to produce this property was provided as follows:—£365,300 by borrowing, and the rest from revenue. Of the £365,300, £114,245 has been paid off, leaving the present net debt, £251,055, on the 31st July, 1916. By deducting from this the moneys in various reserve funds, value of plant, etc., the net liability for permanent works is reduced to £117,283.

It may be interesting to point out that the revenue for the years 1849, 1850 and 1851, amounted to £15,042 per annum, while the average revenue for the 3 years previous to the war, and ending 31st July, 1914, amounted to £53,264 per annum.

**SEAWARD LIMITS.**—The seaward limits of the port extend to an imaginary line drawn from Cork Head to Power Head, and were conferred on the Mayor and citizens of Cork and their successors under Royal Charter. In the assertion of these rights the Lord Mayor for the time being carries out the ancient ceremony of "Throwing the Dart," thus asserting the jurisdiction of the Municipality as far as these headlands. Vessels coming within these limits are liable for tonnage dues.

PILOTAGE.—The Commissioners are the Pilotage Authority for the Port, and a considerable number of qualified pilots have been licensed by the Commissioners, and pilot boats provided for the working of the system.

Full information as to Port Charges, Bye-Laws and Regulations can be obtained on application to the Cork Harbour Commissioners.

## Imports and Exports.

TRADE OF IRELAND.—The gradual increase in the value of the annual trade of Ireland, in which the Port of Cork has an important share, is seen clearly in the following returns:—

### IMPORTS.

Year.	Farm Produce, etc.	Raw Materials.	Manufactured Goods.	Total.
	£	£	£	£
1904 ... ..	20,620,360	8,014,185	24,927,642	54,462,187
1908 ... ..	22,514,442	9,018,574	27,762,391	59,297,407
1912 ... ..	26,178,658	10,777,483	36,211,558	73,167,699
1913 ... ..	25,916,440	11,168,847	36,587,862	73,673,149
1914 ... ..	27,263,585	10,267,864	36,127,719	73,659,168

### EXPORTS.

Year.	Farm Produce, etc.	Raw Materials.	Manufactured Goods.	Total.
	£	£	£	£
1904 ... ..	30,518,522	3,772,902	15,493,336	49,784,760
1908 ... ..	34,173,126	4,106,554	19,045,297	57,414,977
1912 ... ..	34,622,180	4,468,459	28,047,256	67,167,904
1913 ... ..	41,050,048	4,511,104	28,286,237	73,877,389
1914 ... ..	41,606,872	4,526,680	31,377,200	77,511,052

These tables show the percentage of the three classes which make up the total values of imports and exports as follows:—

	IMPORTS			EXPORTS.		
	1912.	1913.	1914.	1912.	1913.	1914.
1. Farm Produce, Food and Drink Stuff	...	35	35	37	52	55
2. Raw Materials	...	15	15	14	7	6
3. Manufactured Goods	...	49	50	49	41	39
	100	100	100	100	100	100

Manufactured goods constitute 50% of Irish Imports and 40% of Irish exports.

During the three years 1912-14 the yearly average of Manufactured Goods imported and exported was as follows:—

Imported	...	...	...	...	£36,309,046
Exported	...	...	...	...	29,170,231

Excess of Imports over Exports	...	...	...	...	7,138,815
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### SOURCE AND DESTINATION OF IRISH IMPORTS AND EXPORTS.—

The Department in its annual report on the Trade in Imports and Exports, points out that existing returns furnish little information with regard to the Source or "Country of Origin" of Irish imports, and the final destination of the exports. The direct imports of foreign and colonial goods into Ireland during 1913 amounted to a value of £17,332,424, whereas the direct exports amounted to £2,119,383, of which, £1,385,413 consisted of re-exports of foreign and colonial goods. But as regards the indirect colonial and foreign trade of Ireland which passes to and from the Irish ports via those of Great Britain, especially Liverpool and London, there are at present no means of distinguishing this from the colonial and foreign trade of Great Britain. Consequently the total trade of Ireland with countries outside of Great Britain cannot at present be ascertained.

The Department after careful investigation estimate that about one-fifth of Irish exports go to colonial and foreign countries, the other four-fifths remaining in Great Britain; and probably one-third of the imports are of colonial or foreign origin, the remaining two-thirds being the produce of Great Britain.

From publications issued by the Bureau of Statistics, Washington, the Department are able to give the following return:—

Total value of Trade between Ireland and the United States during Twelve Months, ended 30th June, 1912, 1913, and 1914.

	1912.	1913.	1914.
	Dollars.	Dollars.	Dollars.
Total Imports into Ireland from the United States ... ..	16,882,155	13,750,656	11,679,517
Total Exports from Ireland to the United States, free of duty ...	493,577	375,909	1,399,860
Total Exports from Ireland to the United States, subject to duty ...	19,245,628	18,249,675	16,413,173
Total Imports and Exports ...	36,621,360	32,376,240	29,492,550

TRADE OF THE PORT OF CORK.—Since 1904 the Department of Agriculture and Technical Instruction for Ireland publish an annual report on the Trade in Imports and Exports at Irish Ports. This report, as yet, gives for each commodity the quantities for the ports of Belfast, Cork, Dublin, and "Other Ports," and the total value for Ireland.

The following statistics of the Trade of the Port of Cork have been compiled from these reports:—

#### IMPORTS.

YEAR.	QUANTITY.			VALUE.			
	General Merchandise.	Animals.	Timber.	General Merchandise.	Animals.	Timber.	Total.
	Tons.	No.	Loads.	£	£	£	£
1908...	764,206	705	19,246				
1912...	859,757	358	36,219	6,012,250	13,204	138,546	6,164,000
1913...	933,174	651	16,140	6,461,042	41,229	89,938	6,592,209

#### EXPORTS.

YEAR.	QUANTITY.			VALUE.			
	General Merchandise.	Animals.	Timber.	General Merchandise.	Animals.	Timber.	Total.
	Tons.	No.	Loads.	£	£	£	£
1908...	72,852	183,191	15,846				
1912...	69,266	*139,458	24,722	2,724,938	1,001,308	46,754	3,773,000
1913...	73,924	221,696	23,153	3,342,451	1,962,219	43,723	5,348,393

\*Export of Live Stock restricted in 1912 owing to outbreak of foot and mouth disease.

#### TOTAL TRADE OF PORT (Imports and Exports):—

1912	..	...	...	...	£9,937,000
1913	...	...	...	...	11,940,602

These figures represent the estimated value of the trade carried on with Great Britain and places abroad, and take no account of the value of Irish coasting trade.

It should further be noted in this connection that the Trade through the Port of Cork forms only a part of the City's Import and Export Trade. A very large additional trade is carried on through the Ports of Waterford and Dublin.

STATEMENT OF THE PRINCIPAL COMMODITIES IMPORTED INTO  
AND EXPORTED FROM THE PORT OF CORK DURING THE  
YEARS 1912 AND 1913.

COMMODITIES.	UNIT OF QUANTITY.	IMPORTS.			EXPORTS.		
		Quantity. 1912.	Quantity. 1913.	Estimated Value for 1913.	Quantity. 1912.	Quantity. 1913.	Estimated Value for 1913.
ALCOHOLS, SPIRITS, WINES, AND OTHER BEVERAGES.				£			£
Ale and Beer ...	barrels.	28,786	35,732	116,129	159	172	599
Porter ...	hhd.	7	3	8	1,234	2,202	5,817
Home-made Spirits (Whiskey, &c.) ...	proof galls.	52,852	47,533	9,110	112,259	148,541	40,230
Foreign Spirits (Brandy, Gin, &c.) ...	"	44,908	50,432	11,242	2,181	458	102
Wine ...	galls.	143,654	151,926	50,008	2,829	2,911	958
Aerated and Mineral Waters ...	cwts.	9,906	10,310	8,248	990	1,303	1,042
Cider ...	galls.	73,680	87,770	5,851	3,300	3,510	234
Hop Bitters ...	"	15,462	13,374	390	—	—	—
ANIMALS.							
Fat Cattle ...	No.	—	—	—	26,245	17,888	317,885
Store Cattle ...	"	—	—	—	16,037	91,333	1,134,051
Milch Cows ...	"	17	72	1,651	1,013	3,124	51,280
Springers ...	"	—	—	—	1,534	5,422	81,804
Other Cattle ...	"	—	—	—	3,153	1,160	5,800
Calves ...	"	11	16	480	3,716	15,065	75,325
Sheep, Fat ...	"	—	—	—	30,380	21,575	53,848
Sheep, Store ...	"	2	14	30	129	11,563	21,199
Lambs ...	"	—	—	—	37,808	34,547	50,093
Horses, Mules & Asses	"	328	549	38,940	2,412	2,341	80,625
Swine, Fat ...	"	—	16	128	17,025	17,675	90,308
Asphalt ...	tons	61	272	884	2	4	13
Bedsteads ...	cwts.	4,926	4,164	7,495	79	70	114
Biscuits ...	"	15,450	14,347	20,805	40	1,276	1,850
Brushes and Brooms ...	"	3,353	4,084	14,328	11	14	49
Bristles ...	lbs.	1,904	224	78	—	—	—
Butter ...	cwts.	2,770	3,831	24,341	254,360	245,904	1,266,715
Margarine ...	"	2,807	3,035	7,815	24,117	25,873	60,623
Candles ...	"	15,580	18,374	25,724	43	34	484
CARRIAGES, CARS, ETC.							
Carriages (Jaunting Cars, etc.) ...	No.	68	87	2,438	16	17	695
Carts, Lorries & Vans	"	125	152	3,344	93	118	2,596
Hand Carts and Wheelbarrows ...	"	40	38	68	—	—	—
Mailcarts and Peram- bulators ...	cwts.	59	150	375	25	15	38
Axles ...	tons	62	60	863	1	1	14
Wheels, Coach, Cart, etc. ...	No.	724	1,386	1,767	—	—	—
Cement ...	tons	15,349	14,652	24,908	232	2	5
Charcoal ...	cwts.	615	623	187	1,611	1,161	348
Cheese ...	"	2,845	3,580	10,046	1,298	1,286	3,922
CHEMICALS, DRUGS, &c.							
Acid, unclassified ...	"	4,714	4,693	6,101	13	—	—
Ammonia ...	"	11,638	11,855	23,710	—	—	—
Magnesia ...	"	—	—	—	1,344	1,499	1,799
Gas (Carbon, &c.) ...	"	2,177	3,260	4,482	—	—	—
Saltpetre ...	"	1,031	1,160	1,450	—	—	—
Soda ...	"	46,002	49,616	6,512	114	27	4
Chemicals and Drugs, unclassified ...	"	4,989	5,661	3,057	299	309	1,136
Cream of Tartar ...	"	1,283	1,180	4,956	—	—	—
Copper Sulphate ...	tons	395	436	9,374	—	—	—

Statement of the Principal Commodities Imported into and Exported from  
the Port of Cork during the years 1912 and 1913—continued.

COMMODITIES.	UNIT OF QUANTITY.	IMPORTS.			EXPORTS.		
		Quantity.	Quantity.	Estimated Value	Quantity.	Quantity.	Estimated Value
		1912.	1913.	for 1913.	1912.	1913.	for 1913.
FERTILISERS—				£			£
Basic Slag ... ..	tons	5,865	6,965	16,107	—	—	—
Kainit ... ..	"	1,001	1,499	4,122	—	—	—
Phosphate Rock ...	"	12,267	14,974	26,025	—	—	—
Superphosphate ...	"	6,392	4,220	12,158	—	—	—
Artificial Manures, unclassified ...	"	3,644	7,437	48,341	1,576	950	6,175
CHINA, EARTHENWARE, AND RAW MATERIALS THEREFOR—							
Bricks ... ..	cwts.	33,665	32,478	1,759	2	5	—
Tiles ... ..	"	17,021	18,110	2,869	57	9	1
Fireclay Goods ...	"	227	—	—	—	3	2
Earthenware, unclassified ...	"	52,913	49,719	17,402	158	138	48
China ware and Porcelain ... ..	"	123	264	1,637	41	71	623
Chocolate ... ..	lbs.	3,472	14,672	993	—	6,048	409
Coal ... ..	tons	483,573	523,257	361,919	—	—	—
Coke ... ..	"	1,331	2,547	2,367	—	—	—
Cocoa ... ..	lbs.	766,976	976,752	66,134	11,648	9,520	644
Coffee and Chicory ...	"	241,048	252,896	6,234	12,992	11,088	248
Eggs ... ..	gt. hnds.	3,130	1,203	564	542,615	588,385	277,644
FATS—							
Lard ... ..	cwts.	6,448	4,574	12,693	13,473	11,490	33,895
Tallow ... ..	"	1,044	2,130	3,621	259	290	493
Grease ... ..	"	2,876	3,616	2,667	2,050	1,952	3,416
Feathers ... ..	"	1,540	1,862	3,010	5,870	6,303	13,425
FISH—							
Herrings, fresh ...	"	1,334	1,297	519	3,582	1,188	535
Herrings, cured ...	"	5,310	6,476	2,590	400	67	41
Fish, dried ... ..	"	24,527	30,438	44,138	—	—	—
Fish, preserved ...	"	130	445	695	—	—	—
Fish, fresh ... ..	"	9,415	7,791	7,791	—	—	—
Mackerel, fresh ...	"	—	—	—	8,560	8,240	3,605
Mackerel, cured ...	"	—	—	—	39,160	29,220	16,071
Mackerel, unclassified ...	"	—	—	—	2,880	3,040	1,482
Salmon and Trout ...	"	—	—	—	500	662	4,016
Fish, unclassified ...	"	17	—	—	—	1,030	897
Shell Fish, unclassified ...	"	47	4	5	7,105	7,330	1,640
Fishing Nets ... ..	"	729	480	4,824	7	1	17
FRUIT AND VEGETABLES—							
Apples and Pears ...	"	20,516	24,093	20,680	134	172	138
Bananas ... ..	"	—	41	16	—	—	—
Oranges ... ..	"	21,787	23,111	16,178	8	6	4
Currants, dried ...	"	10,115	10,580	14,820	2	3	4
Raisins ... ..	"	4,456	7,038	12,316	59	39	68
Fruit, unclassified ...	"	19,078	21,047	20,301	498	440	307
Preserves ... ..	"	22,603	33,753	35,030	5,153	4,944	6,427
Onions ... ..	"	23,367	28,758	5,692	175	17	3
Potatoes ... ..	tons	3,698	2,635	10,013	51	68	259
Plants, Bulbs, Flower Roots ... ..	cwts.	1,410	1,630	560	163	145	495
Lemons ... ..	"	3,757	4,520	3,277	—	—	—
GLASS AND GLASSWARE—							
Bottles ... ..	"	21,472	20,371	19,352	216	256	243
... ..	"	24,955	30,330	14,344	525	21	11
GRAIN, FLOUR AND FEEDING STUFFS—							
Wheat ... ..	"	1,293,727	1,404,593	602,805	174	32	13
Oats ... ..	"	48,038	36,000	11,250	275,721	357,970	117,814
Barley ... ..	"	66,454	57,828	10,913	5,001	416	141
Malt ... ..	"	43,035	37,774	25,337	3,842	3,087	2,073
Hops ... ..	"	3,624	3,041	24,237	—	—	—

## Statement of the Principal Commodities Imported into and Exported from the Port of Cork during the years 1912 and 1913—continued.

COMMODITIES.	UNIT OF QUANTITY.	IMPORTS.			EXPORTS		
		Quantity. 1912.	Quantity. 1913.	Estimated Value for 1913.	Quantity. 1912.	Quantity. 1913.	Estimated Value for 1913.
Maize ... ..	cwts.	1,879,147	2,207,508	£ 616,263	—	6,184	1,726
Rice ... ..	"	12,823	12,078	6,643	267	5	3
Corn Food ... ..	"	1,240	1,539	1,654	—	—	—
Wheat Flour ... ..	"	261,551	276,035	146,060	4,123	4,200	2,270
Oat Meal ... ..	"	41	1,550	960	—	—	—
Meal, unclassified ... ..	"	66,600	63,158	17,368	206	107	20
Bran and Pollard ... ..	"	165,100	140,354	34,211	710	119	20
Grain Offal ... ..	"	612	1,171	234	149	105	21
Grains ... ..	"	23,909	15,925	3,185	—	—	—
Feeding Stuffs ... ..	tons	164	1,225	6,125	—	—	—
Oilcake unclassified ... ..	"	5,491	6,653	41,581	4	9	50
Gum ... ..	cwts.	302	392	1,058	—	3	8
Hay and Straw ... ..	tons	168	367	923	1,600	85	205
Straw Envelopes ... ..	cwts.	1,494	1,810	1,176	—	—	—
HIDES, SKINS, LEATHER AND MANUFACTURES THEREOF—							
Hides and Skins ... ..	"	749	977	4,458	28,382	30,102	93,391
Leather ... ..	"	10,942	10,746	84,356	956	578	5,202
Boots and Shoes ... ..	"	14,392	15,315	161,765	595	395	4,172
Saddlery ... ..	"	248	292	4,818	30	53	875
India Rubber Goods ... ..	"	200	353	8,088	272	229	5,247
Ink ... ..	"	—	1,284	482	—	—	—
INSTRUMENTS, MUSICAL—							
Pianos ... ..	No.	278	236	7,670	33	22	715
INSTRUMENTS—							
Nautical and Scientific	cwts.	12	3	672	3	15	3,360
MACHINERY—							
Machinery Agricultural	tons	628	439	18,438	—	—	—
Machinery unclassified	"	2,140	1,821	40,692	213	226	11,714
Matches ... ..	cwts.	7,604	8,865	21,054	21	5	12
MEAT, POULTRY AND GAME—							
Beef ... ..	"	34,213	38,937	68,140	337	258	816
Mutton ... ..	"	6,180	4,140	8,487	—	—	—
Pork ... ..	"	6,632	3,062	2,603	6,702	4,836	15,374
Bacon ... ..	"	34,458	42,569	153,248	205,840	186,704	672,458
Hams ... ..	"	1,852	3,697	13,300	6,419	6,027	31,340
Pigs' Heads ... ..	"	87,012	100,540	120,655	—	—	—
Meat, Coarse ... ..	"	375	203	325	16,920	15,307	24,401
Poultry ... ..	"	72	88	308	13,292	14,340	50,100
Provisions and Grocery	"	6,210	7,925	22,784	13,873	13,100	47,181
METAL AND MANUFACTURES THEREOF—							
Metals :							
Copper ... ..	tons	24	25	1,063	21	10	785
Lead and Lead Piping	"	419	328	6,191	59	37	600
Iron, Scrap ... ..	"	29	32	74	2,962	2,060	5,450
Steel ... ..	"	955	1,041	19,250	21	34	620
Tin ... ..	"	417	423	82,485	—	—	—
Metal Manufactures—							
Bar and Wrought Iron	"	6,526	6,190	59,733	—	—	—
Girders, Beams and	"	—	—	—	—	—	—
Joists ... ..	"	90	173	1,125	—	—	—
Bolts, Rivets and Nuts	"	286	318	4,452	5	1	14
Meters ... ..	"	9	8	1,680	1	2	420
Nails and Screws ... ..	"	1,126	1,020	11,602	5	2	23
Pumps ... ..	cwts.	397	468	1,404	8	8	30
Trunks ... ..	"	306	230	412	1	19	33
Forks and Rakes ... ..	"	507	1,260	1,900	—	—	—
Spades and Shovels ... ..	"	435	1,127	1,705	—	—	—

Statement of the Principal Commodities Imported into and Exported from  
the Port of Cork during the years 1912 and 1913—*continued*.

COMMODITIES.	UNIT OF QUANTITY.	IMPORTS.			EXPORTS.		
		Quantity.	Quantity.	Estimated Value	Quantity.	Quantity.	Estimated Value
		1912.	1913.	for 1913.	1912.	1913.	for 1913.
				£			£
Boilers and Cylinders	cwts.	1,837	4,698	10,336	67	385	847
Rails	tons	311	352	2,517	—	—	—
Ranges and Stoves	cwts.	3,176	2,745	3,706	82	41	57
Pots, Pans, Buckets, etc.	...	3,686	4,334	3,413	7	37	29
Wire Iron	tons	720	620	6,293	17	14	142
Tiaware	cwts.	5,557	5,797	19,420	3	27	90
Lamps	"	1,615	1,475	8,850	59	41	246
Hardware	"	21,152	19,395	46,548	—	—	—
Electro-plated Ware...	"	272	270	4,860	51	79	1,422
Tin and Tinware	tons	—	—	—	424	435	26,013
Cutlery	cwts.	488	486	8,019	—	—	—
Hardware, unclassified	"	—	—	—	1,632	1,745	4,188
Iron Manufactures, unclassified	tons	2,644	2,324	52,290	93	143	3,218
Metal, Scrap	"	—	—	—	23	75	6,461
ORES—							
Burnt Ore	"	—	—	—	3,833	4,372	6,558
Ore Sulphur	"	6,317	5,188	7,004	—	—	—
Milk, Condensed	cwts.	1,419	1,265	2,878	47,658	81,987	108,633
Cream	"	—	—	—	2,896	2,976	8,829
OILS—							
Petroleum and Paraffin Oil	galls.	278,856	416,448	13,882	—	—	—
Oils, unclassified	"	113,752	103,616	98,435	691	801	881
PAINTS AND PAINTERS' MATERIALS—							
Paints, unclassified	cwts.	11,621	13,268	6,900	1,758	1,532	463
Lead Paint	"	4,187	5,029	7,292	—	—	—
Varnish	"	1,851	1,933	8,553	33	42	153
Barytes	"	445	513	45	159,643*	123,693*	10,824
PAPER AND PRINTED MATTER—							
Paper	"	71,315	74,902	54,394	2,604	1,073	1,430
Stationery	"	7,465	7,627	25,805	131	225	635
Showcards	"	755	845	6,359	—	—	—
Paraffin Shale	"	8,521	8,887	11,997	—	—	—
Pickles, Sauce, etc.	"	2,016	2,075	2,905	6	4	6
Vinegar	galls.	5,990	7,430	232	50,770	47,320	1,478
Pictures, Engravings, &c.	cwts.	338	506	3,795	150	112	840
POLISHES AND ABRASIVES							
Blacking	"	3,795	4,519	2,373	58	17	9
Rags	tons	40	30	316	424	398	1,920
Resin	cwts.	3,234	4,934	3,145	4	—	—
Salt	tons	5,535	5,796	5,144	—	2	2
SEEDS—							
Flax Seed	cwts.	2,483	4,781	3,672	—	—	—
Seeds, unclassified	"	25,116	26,125	22,850	430	161	161
Soap	"	23,075	25,614	30,737	1,106	1,334	1,601
Starch	"	3,793	2,842	2,842	879	240	274
STONES—							
Marble	tons	164	112	700	—	—	—
Granite	"	12	1,395	18,484	4	4	16
Setts and Blocks	"	12	937	1,148	—	—	—
Slates	"	3,301	3,116	13,000	—	—	—
SUGAR AND MANUFACTURES THEREOF—							
Sugar	cwts.	323,831	298,721	200,392	3,169	93	62
Confectionery	"	17,913	20,717	46,005	2,246	2,058	4,570
Glucose	"	5,231	8,060	4,265	—	8	4

\* Total export from Cork County.



Statement of the Principal Commodities Imported into and Exported from  
the Port of Cork during the years 1912 and 1913—*continued.*

COMMODITIES.	UNIT OF QUANTITY.	IMPORTS.			EXPORTS.		
		Quantity. 1912.	Quantity. 1913.	Estimated Value for 1913.	Quantity. 1912.	Quantity. 1913.	Estimated Value for 1913.
TAR AND PITCH—				£			£
Tar	cwts.	8,343	6,610	2,044	1,708	—	—
Pitch	...	3,573	5,207	2,343	25,240	13,497	6,074
Tea	lbs.	4,207,728	4,238,304	158,930	11,088	7,840	204
TEXTILES AND TEXTILE MATERIALS—							
Cotton Goods	cwts.	425	681	7,553	34	—	—
Flax	tons	833	952	53,431	—	—	—
Linen Goods	cwts.	867	772	9,301	170	—	—
Rope, Cordage and Twine	...	5,054	5,757	12,785	253	—	—
Oil Cloth	...	3,611	4,610	9,353	—	—	—
Bags and Bagging	...	21,528	25,584	82,205	—	—	—
Canvas Goods	...	1,732	1,535	6,984	336	63	287
Wool	lbs.	1,374,352	1,156,960	49,412	1,393,840	1,019,088	50,954
Carpets	cwts.	988	937	17,709	106	240	4,706
Woollen Goods, un- classified	...	1,032	1,047	20,957	2,479	2,296	45,958
Thread	lbs.	106,064	118,944	15,850	112	336	45
Yarns, unclassified	...	1,339,932	1,539,328	112,855	348,050	363,552	24,994
Hosiery	cwts.	1,471	2,073	31,786	205	143	2,193
Haberdashery and Drapery	...	44,407	51,543	1008,095	5,808	5,465	106,880
Hats	...	1,443	1,408	30,210	103	27	556
Apparel, unclassified...	...	325	667	12,487	58	33	618
HAIR, FIBRE, FLOCK, ETC.—							
Hair	...	1,750	1,403	7,857	1,665	1,307	7,655
Fibre and Oakum	...	2,753	6,070	5,712	948	2,437	2,433
Mattresses	...	278	221	1,815	10	—	—
Mats and Matting	...	610	668	3,782	7	31	176
TOBACCO—							
Manufactured	lbs.	620,676	555,240	71,718	168,718	87,774	5,486
Unmanufactured	...	264,140	180,505	7,841	15,770	710	29
Tobacco Pipes	cwts.	344	244	1,468	10	9	1,553
Toys and Fancy Goods	...	2,108	2,094	3,141	12	38	44
Umbrellas	...	102	170	10,008	9	3	83
WOOD, TIMBER, AND MANUFACTURES THEREOF—							
Timber	loads	866	749	4,494	24,441	23,020	43,479
Cork and Corkwood..	...	115	124	11,160	1	2	180
Timber, sawn	...	1,379	2,618	17,672	280	121	363
Boards and Deals	...	27,142	12,105	54,473	—	—	—
Staves	tons	1,045	1,164	10,470	—	—	—
Handles	cwts.	1,193	2,274	1,535	—	—	—
Picture Frames	...	2,282	1,857	1,107	—	—	—
Walking Sticks, etc...	...	12	47	1,523	1	61	1,318
Furniture	...	7,931	8,335	35,007	930	1,006	4,603
Wooden Manufacture, unclassified	...	8,352	5,535	3,967	403	821	588

## Consuls and Vice-Consuls.

### CORK AND QUEENSTOWN.

Austria-Hungary—Vacant.

Belgium—Andrew Coutts Horne, J. P., Vice-Consul, 3 Merchants' Quay, Cork, and Lynches Quay, Queenstown, for Cork, Kerry and Waterford.

Brazil—James W. Scott, J.P., Vice-Consul, 3 St. Patrick's Quay, Cork, and Scott's Square, Queenstown; J. Ronan, Commercial Agent, Cork.

Chili and Hayti—James W. Scott, J.P., Consul, 3 St. Patrick's Quay, Cork, and Scott's Square, Queenstown.

Denmark—B. P. Harvey, Vice-Consul, 91 South Mall, Cork.

France—James W. Scott, J.P., Vice-Consul, 3 St. Patrick's Quay, Cork.

German Empire—Vacant.

Greece—Vacant.

Secretary of State for India in Council—Agents, J. Scott & Co. (Queenstown) Ltd.

Italy—Andrew Coutts Horne, J.P., Consular Agent, 3 Merchants' Quay, Cork, and Lynches Quay, Queenstown.

Netherlands—John Crosbie, Bank of Ireland, Cork, Vice-Consul, Cork and Province of Munster, except Limerick.

Norway—James W. Scott, J.P., Vice-Consul, 3 St. Patrick's Quay, Cork, and Scott's Square, Queenstown.

Peru—James W. Scott, J.P., Consul for Ireland, 3 St. Patrick's Quay, Cork, and Scott's Square, Queenstown.

Portugal—B. P. Harvey, Consul, 91 South Mall, Cork.

Russia—John Kelleher, Acting Vice-Consul, 3 St. Patrick's Quay, Cork, and Scott's Square, Queenstown.

Spain—J. H. Campbell, J.P., Vice-Consul, Queenstown, for Counties of Cork, Clare and Kerry.

Sweden—Andrew Coutts Horne, J.P., Vice-Consul for Cork, Queenstown, etc., 3 Merchants' Quay, Cork, and Lynches Quay, Queenstown.

Turkey—Vacant.

United States of America—Charles M. Hathaway, Consul for Munster, American Consulate, Queenstown; Harry Tuck Sherman, Vice-Consul; Geo. B. Dawson, Dep. Consul.

Venezuela—J. H. Campbell, J.P., Queenstown, for Counties of Cork, Clare and Kerry.

## Transit Facilities.

Cork possesses rapid and efficient rail and steamer services which compare favourably with those of any commercial and industrial centre in the United Kingdom or abroad.

Its railway communication with all the principal centres in Ireland leaves little to be desired. It has a frequent and up-to-date service of steamers with the other Irish ports and the principal ports of England and Scotland, and direct service with Holland, Germany, Norway, Sweden, Russia, South America, and the United States.

**RAILWAY COMMUNICATION.**—In 1834 the first Irish railway was opened from Dublin to Kingstown. Before any other line was constructed a Royal Commission advocated State control for Irish railways, owing to the peculiar circumstances of the country—the decrease in population, the lack of industries, and the consequent difficulties of the Irish railways being able to charge rates which would develop industries and at the same time pay a reasonable dividend. The findings of the Royal Commission were confirmed by Parliament, but no action was taken in the matter, and private companies proceeded as in England and Scotland. At first a large number of independent lines were constructed which were subsequently absorbed by the Great Trunk lines, but not to the same extent as in other countries. There are in Ireland about 3,500 miles of railway, controlled by 29 independent companies.

The country north of Dublin is served by two large railways, the Great Northern and the Belfast and Northern Counties; the central part of the country from east to west by the Midland Great Western; the south-eastern counties by the Dublin and South Eastern; and the whole of the country south of Dublin by the Great Southern and Western Railway.

All the principal railways in Ireland have adopted the 5 ft. 3 ins. gauge. The gauge in England, Scotland, on the Continent and in America is 4 ft. 8½ ins. With the development of Irish industries this broad Irish gauge will be an important advantage.

The capital outlay is less relatively in Ireland than in any other country, the average per mile being less than one-fourth of that of Great Britain. Hence, notwithstanding the smaller traffic, the average rate of dividend of railways in Ireland is higher than in England or Scotland. The high capital outlay in the other countries, as compared with Ireland, is due to the heavy purchase price of vested interests.

Cork is the terminus of five railways, of four of which it is the head-quarters.

The Great Southern and Western Railway, over 1,000 miles long, is the most important railway in Ireland. It establishes a direct railway communication between Cork and all the important centres of trade in the south, west and centre of Ireland, such as Youghal, Mallow, Queenstown, Waterford, Wexford, Rosslare, Clonmel, Tipperary, Limerick, Tralee, Killarney, Ennis, Galway, Sligo, Kilkenny and Athlone. The main line, which was started in 1844, runs from Cork to Dublin, where the loop line connects the termini of the principal railways in Ireland, thus bringing Cork into railway communication with the important northern centres. Branch lines run from Cork to Queenstown and to Youghal, with a motor service to Ballycotton from Middleton on the latter line.

There are well appointed railway Hotels at all the principal stations except Kingsbridge.

For the tourist Cork is a favourite centre from which cheap trips are given daily to all the important resorts on this system, such as Killarney and the many other beautiful places in Kerry; the famous watering-places, such as Lisdoonvarna and Kilkee on the west; the Shannon Lake district in the centre; Waterford and Tramore on the east; and Youghal and Queenstown on the south.

Through booking for passengers, goods, live stock and parcels is in operation from Cork station to all the principal centres in the Kingdom.

In the year 1893 the main line station at Cork and the Cork Terminal Station of the Queenstown and Youghal lines were amalgamated, and the present beautiful station on the most modern and up-to-date lines was built.

Though practically all the rolling stock required by the Company is built at its Inchicore Works in Dublin, the fitting and repairing shops in Cork for locomotives, carriages and waggons are important and give a great deal of employment.

The Cork, Bandon and South Coast Railway, 95 miles long, opened for traffic in 1851, runs from Cork to Bantry with extensions to Kinsale, Courtmacsherry, Clonakilty and Skibbereen, and connects all the important towns in south and west Cork. This Company also maintains a regular steamer service between Bantry and Glengarriff, the well-known health resort. The line serves the important agricultural districts of the south and west Cork, and the well-known fishing ground along the south coast. The tourist traffic to the many seaside and inland pleasure resorts along the system is considerable. A motor service from Bantry to Killarney in connection with the train service gives a direct route from Cork to this world-famous beauty spot. This was the route followed by the late King Edward VII. when Prince of Wales, in 1858, since when it has been known as "The Prince of Wales' Route to Killarney."

A large number of men are employed at the Cork terminus in the extensive repairing shops and in the construction of rolling stock.

The Cork, Blackrock and Passage Railway was opened from Cork to Passage in 1850, and extended to Crosshaven in 1904. It is 16 miles long and serves the important shipbuilding centre at Passage, the well-known residential district of Monkstown, the rich agricultural area around Carrigaline, and the famous seaside resort of Crosshaven. Throughout the whole railway journey a full view of the Harbour can be obtained. This Company has also a fleet of passenger and goods steamers which maintain a regular service to all the principal stations in the Harbour.

The Cork and Macrom Direct Railway, 25 miles long, runs from Cork to Macroom, whence a regular motor service is maintained to Glengarriff, Kenmare and Killarney. The line taps the rich agricultural district to the west of the City of Cork, and travels through a country which is replete with historical ruins of castles, abbeys, and sacred places, abounding with interest to the tourist.

The Cork and Muskerry Light Railway, 27 miles long, runs through the famous Shournagh Valley, passing the celebrated Hydropathic establishment at St. Anne's Hill to Blarney, with branches to Coachford and Donoughmore. As the railway runs practically into the grounds of the famous Blarney Castle, the tourist traffic over the line is very important. The goods traffic consists chiefly of farming requirements and agricultural produce.

As in the case of the Great Southern and Western and the Cork, Bandon and South Coast Railways, the shops which have been built by the other three companies for fitting, building, and repairing rolling stock, afford a great deal of employment in Cork.

The total goods traffic handled at the Cork Railway Stations during the year 1913 was about 700,000 tons.

The Cork City Railways and Works Co. provided a link line, which was opened in 1911, between the City termini of the Cork, Bandon and South Coast Railway and the Great Southern and Western Railway, enabling rolling stock to be run direct from one line to another. Sidings have been provided by the Company to the South Jetties, which link up these jetties with the two railways mentioned. The Cork Harbour Commissioners have undertaken to provide

siding to give like facilities to the Anderson Quay berths. The Cork and Macroom Direct Railway, by a connection with the Cork, Bandon and South Coast Railway, at a point just outside the City where the lines nearly touch each other, could easily secure direct connection with the link lines.\* Indeed, this railway at one time ran into the Cork, Bandon and South Coast Railway terminus.

**STEAMER COMMUNICATION.**—A rapid and efficient steamer service is maintained between Cork and all the principal ports in Great Britain, and in connection with these services traffic is carried practically to all the interior towns in England, Wales and Scotland.

The City of Cork Steam Packet Company, a local company which has its head office in Cork, provides frequent direct services from Cork to the ports of Liverpool, Fishguard, Bristol, London, Southampton, Plymouth, Newport and Cardiff. There are per week three sailings each way between Cork and Fishguard, three each way between Cork and Liverpool, and one sailing each way per week to each of the other ports.

Under normal conditions goods and passengers are carried by all these routes. These steamers are built expressly for this service, and are especially fitted for the transport of goods and live stock, in addition to having passenger accommodation on the most modern lines.

The steamers of the Clyde Shipping Company, like those of the City of Cork Steam Packet Company, are fitted with electric light, salt water and spray baths, every convenience for the comfort of passengers, and every facility for the safe handling and transit of all classes of goods. They sail twice weekly from Cork to Glasgow, one direct, the other via Limerick. A special steamer, without passenger accommodation, runs weekly from Cork to Waterford and Belfast, on the return journey to Cork she calls at Dublin and Waterford; thus is afforded special facilities for the cheap transit of goods between Irish ports.

The Cork Steam Ship Company, another local Company, whose chief offices are in Cork, provides regular direct goods and passenger services between Cork and Amsterdam, Rotterdam, and Antwerp.

The ships of Messrs. Palgrave, Murphy & Co. of Cork, in pre-war times, sailed regularly between Cork and Hamburg, Ghent, Dunkirk, etc.

In addition to the above there are in the cross-channel and Irish coastal trade, a number of vessels which are privately owned by Cork firms.

It is worthy of note that there are four alternative services between Cork and London. One via Dublin and Holyhead twice daily each way, one via Rosslare and Fishguard twice daily each way, and one direct from Cork to London by sea. There is also a direct steamer service between Cork and Fishguard in connection with the rail service to London. The shortest route, opened in 1906, is via Rosslare and Fishguard, the journey from Cork to London occupying about  $2\frac{1}{2}$  hours less than by the old route (via Dublin and Holyhead), which is an important consideration, especially as regards the American mails. The sea journey by this route, occupying about  $2\frac{3}{4}$  hours, is the shortest between Ireland and England.

The facilities for dealing with steamer traffic at the Port of Cork are unique. Vessels of 22 feet draft can load and unload in the heart of the City at low tide. Extensive wharves have been constructed on both sides of the river, along which is the well-appointed and spacious accommodation of the different steamship companies. With the provision of ample crane facilities, the conditions for loading and unloading would be ideal. On one side the trains of the Great Southern and Western Railway, from the goods depot close by, run on to the wharf, and can be loaded and unloaded direct from the steamer. On the other side, the Cork, Bandon and South Coast Railway trains, by means of the quay sidings of the link line, run alongside the steamers. There is an efficient service of motor lorries for rapid delivery in the City.

\* The connection has now been made.

# **GREAT SOUTHERN AND WESTERN RAILWAY.**

## **THE SUNNY SOUTH OF IRELAND. .**

### **IDEAL HOLIDAY RESORTS.**

**KILLARNEY,  
KENMARE,  
CARAGH LAKE,**

**PARKNASILLA,  
WATERVILLE,  
GLENGARRIFF.**



Charming Scenery, Outdoor Amusements of all kinds, including  
. . . Boating, Bathing, Fishing, Shooting, Golfing, etc. . . .

*Write for Descriptive Booklets to Tourist Office, Kingsbridge, Dublin.*

# **Cork, Bandon & South Coast Railway**



## **Popular Holiday Resorts**



**KINSALE, COURTMACSHERRY,  
BALTIMORE, BANTRY and GLENGARRIFF.**



*Embracing the Finest Mountain, Lake and  
:: Coast Scenery in the British Isles. ::*

For full particulars apply to **TRAFFIC MANAGER,  
ALBERT QUAY, CORK.**

# Cork, Blackrock and Passage Railway and Steamers.





THE PLEASURE LINE OF THE SOUTH OF IRELAND.

## Steamer Excursions and Harbour Trips.

CORK HARBOUR at its Best by this Route.

Cheap Railway Fares to CROSSHAVEN.

 *The Seaside Resort of the South.* 



Train passes the **HISTORIC DRAKE'S POOL**  
on the run to Crosshaven.



SITES FOR WORKS ALONG THIS LINE—ENQUIRIES INVITED.

*Apply for full particulars to R. H. GOOD, General Manager,  
Albert Street, Cork.*

# City of Cork Steam Packet Co.

LIMITED.

## CARRIERS

BETWEEN


# Cork & South of Ireland

AND

## Towns in England and Wales,

VIA

## LIVERPOOL, FISHGUARD AND BRISTOL.

 *Rates and all information on application to the  
Company, Penrose Quay, Cork.*

TELEPHONE No. 1011 (4 lines).

TELEGRAMS: "PACKET, CORK."

# Clyde Shipping Company Ltd.

PATRICK'S QUAY, CORK.

## Regular Steamship Services

BETWEEN

CORK AND GLASGOW.

BELFAST. WATERFORD.

DUBLIN. LIMERICK.



**IMPORTERS of LANARKSHIRE ELL, COAL**  
**WOODHALL, BLACKBAND, &c.**

Telephones—General & Coal Offices, 118 Cork. Telegrams—"Cumbrae, Cork."  
Stores & Cartage Dept., 970 Cork.

## THE CORK STEAM SHIP CO. LTD.

Direct Services between ROTTERDAM, AMSTERDAM, ANTWERP, GHENT,  
DUNKIRK, Etc., and CORK, as required by trade.

Offices : 4 SOUTH MALL, CORK. Stores : ALBERT QUAY, CORK.

Also DIRECT STEAM COMMUNICATION BETWEEN

LIVERPOOL		
MANCHESTER		
BARROW		
WHITEHAVEN		
FLEETWOOD, &c.		
GLASGOW		
SOUTHAMPTON		
BELFAST		
	&	
		ROTTERDAM, AMSTERDAM, ANTWERP, GHENT,
		TERNEUZEN, BRUGES, BRUSSELS, DUNKIRK,
		BOULOGNE, &c.
	&	
		ANTWERP, GHENT and BRUSSELS.
	&	
		ROTTERDAM, ANTWERP, Etc.
	&	
		GHENT.

### AGENTS—

LIVERPOOL—WILSON, SON & CO., 5 Chapel Street.

J. T. FLETCHER & CO., 6 Dale Street.

MANCHESTER—WILSON, SON & CO., and J. T. FLETCHER & CO.,  
Temple Chambers, Brazennose Street.

GLASGOW—CLYDE SHIPPING CO. LTD., 21 Carlton Place.

SOUTHAMPTON—DAWSON PROTHERS, 23, Canute Road.

BELFAST—JAMES LITTLE & CO., 1 Albert Square.

ROTTERDAM—P. A. VAN ES & CO. & PHS. VAN OMMEREN.

AMSTERDAM—VAN ES & VAN OMMEREN.

ANTWERP, GHENT, BRUGES & BRUSSELS—JOHN P. BEST & CO.

DUNKIRK—L. DEBAECKER.



## Banking Facilities.

**PRIVATE BANKING.**—The history of Banking in the City of Cork goes back to 1675, when Messrs. Edward and Joseph Hoare started the first Irish bank, outside the City of Dublin; later on it will be seen that the first Joint Stock bank started in Ireland, outside Dublin, also selected Cork for its premier branch. Edward Hoare was successively an Alderman, Sheriff and Mayor of Cork, and his son was M.P. for Cork from 1710 to 1727. By marriage, the Hoare family became connected with names well-known in the banking world—Pike, Gurnell, Gurney, etc.; and it was a member of this family who became a partner in the famous London firm of Barnett, Hoare & Co., now absorbed in Lloyd's Bank. The Bank continued its operations until 1729 when it was apparently continued by Mr. Joseph Pike, a brother-in-law of Mr. Hoare. The Pike family in 1648 came from England, where they had property, and were held in high esteem. The extent of the business may be gathered from the fact that in 1803 the Bank paid duty on 64,100 notes under three guineas. On the sudden death of another Mr. Joseph Pike, in 1825, the Bank was wound up, and the creditors paid in full. It was one of the few banks which survived the financial crisis of 1820, and had a highly honourable history.

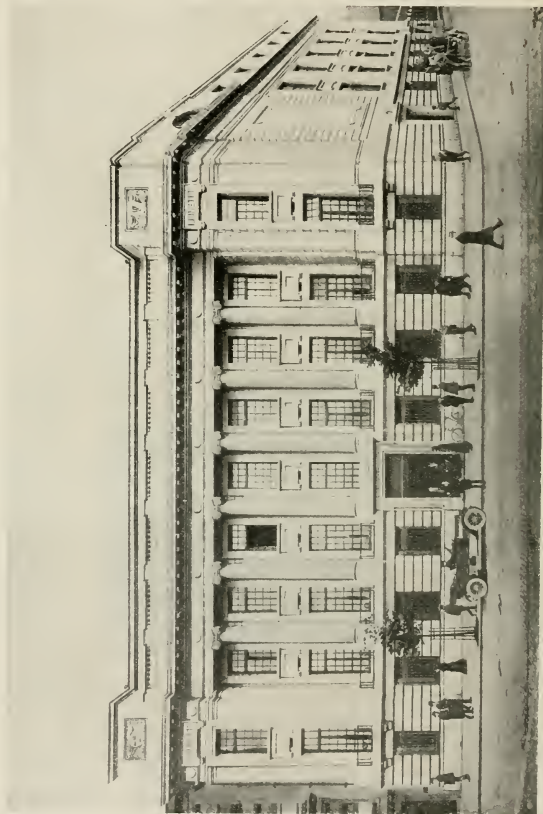


Another private bank held in high esteem, that of Messrs. Roger Travers and Sheares, subsequently known as Sheares' Bank, was started about the middle of the eighteenth century, but closed on the death of Mr. Sheares.

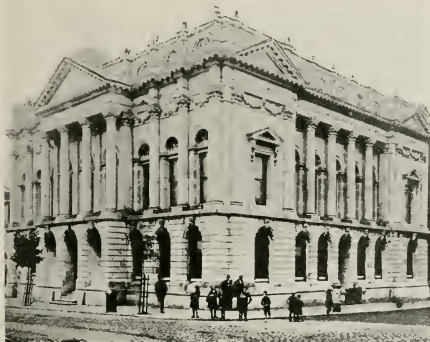
Falkiner's Bank, established a little later, was absorbed in 1793 by Messrs. Cotter & Kellett's Bank. This latter bank appears to have had an unfortunate career; when it closed the partners had property equal to 40/- in the £, but litigation swallowed up three-fourths of it.

Newenham's Bank was established in 1799 by Mr. George Newenham of Summerhill, Cork, and it is a fact not generally known that Daniel Maclise, the celebrated Cork artist,\* was a clerk in this bank; indeed Mr. Newenham is said to have discovered his genius. The bank closed in 1825, all the creditors being paid in full.

\* See Note, page 108.



HEAD OFFICE MUNSTER AND LEINSTER BANK, SOUTH MALL, CORK.



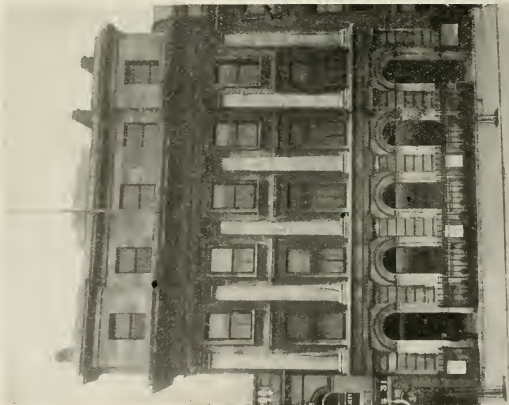
Provincial Bank of Ireland, South Mall, Cork.



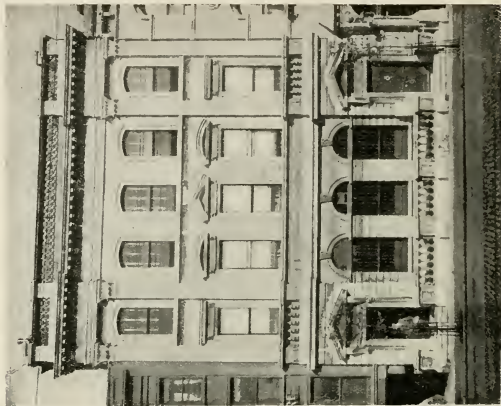
Hibernian Bank, Limited, South Mall, Cork.



The Ulster Bank, Patrick Street, Cork.



Bank of Ireland, South Mall, Cork.



The National Bank, Ltd., South Mall, Cork.

The banking firm of Morris, Lyecester & McCall had a short but honourable career, and it is thought that their business formed the nucleus of that of the Bank of Ireland. When the latter opened a branch in Cork, Mr. Lyecester acted as their agent.

Cork on the whole had a more happy experience of private banks than most places in the United Kingdom.

**SAVINGS BANKS.**—There are two Savings Banks in Cork—the Post Office Savings Bank and the Cork Trustee Savings Bank. The former is, of course, conducted on lines similar to the other Post Office Savings Banks of the Kingdom. The total yearly deposits in the Cork Post Office amount to £98,500, the number of depositors being 32,400.

The Cork Trustee Savings Bank, certified under the Trustee Savings Banks Acts, 1863 to 1904, was established in the year 1817 with the object of encouraging thrift, by affording facilities for the safe custody and the increase at compound interest of small savings. According to the last annual Balance Sheet, 6,206 depositors had deposited £365,655, thus showing that its laudable object has been fully achieved.

**JOINT STOCK BANKS.**—The Bank of Ireland was established in Dublin in 1783, but had for a long time no branches in the provinces.

In 1825 a number of experienced London bankers, seeing an opening for a Joint Stock Bank in Ireland on the lines of those so successfully in operation in Scotland, established the Provincial Bank of Ireland, which opened its first branch in Cork in that year. Conducted with enterprise and prudence its success was soon assured. In the days when much of our wheat supply was home grown and all our flour home manufactured, it had the largest share of the business of the corn merchants and millers of the City and district, and when times altered it adapted itself to the new state of things and continued to enjoy its fair share of business.

The Hibernian Bank was established in the same year, but did not open in Cork until 1806. It has always had its share of the business, and under its present able and energetic management, is sure to increase and partake in the growing prosperity of the City.

In 1835 the National Bank of Ireland was established. The name of its founder was one to conjure with, and its popularity was soon established. These were the days when the Cork Butter Market was at the zenith of its prosperity, and the National Bank had the larger share of the business of the butter merchants and exporters. Like its rivals it adapted itself to the new conditions and maintained its well-established reputation. Since 1854 it has been named the National Bank, and has done business in London.

The Bank of Ireland opened its branch here in 1826. Coming with the prestige of being Banker to the Government, it attracted a number of wealthy clients; later on it enlarged its activities, and became a formidable rival for the commercial business of the City, and soon obtained its full and legitimate share.

The Ulster Bank, established in the Northern Province in 1836, opened a branch here within recent years. It has lately amalgamated with the London County and Westminster Bank, thereby securing the additional support of the enormous resources of the latter.

The Munster and Leinster Bank, having its Head Office here, and being established by Corkmen, naturally demands a somewhat fuller notice. Started in 1885 it bought the business and premises of the Munster Bank, and for the first year or two of its existence it had uphill work. It gradually grew, however, in public confidence, until of late years it has outstripped many of its old estab-

lished rivals, and shows, after a little over thirty years existence, a record of almost unexampled prosperity. It has lately housed itself in new and splendid premises, which are a credit to itself and an ornament to the City. Its Managing Director is known as one of the ablest bankers in Ireland. It is no wonder Cork is proud of its local bank.

A branch of Farrow's Bank has also been opened recently in Cork

The Banks authorised to issue notes are.—Bank of Ireland, Provincial Bank, National Bank, and Ulster Bank.

All these Joint Stock Banks, with the exception of the Bank of Ireland, have adopted limited liability. The National Bank and Provincial Bank of Ireland are, however, unlimited for note issue.

#### BANKING STATISTICS.

NAME	Subscribed Capital.	Paid up Capital.	Reserve Funds.	Deposit, Current & Other Accounts. Balance at last Report.
	£	£	£	£
Bank of Ireland ...	2,769,230	2,769,230	920,000	20,030,183
Farrows ...	700,000	361,100	93,500	2,517,805
Hibernian ...	2,000,000	500,000	140,000	9,048,845
Munster & Leinster ...	500,000	200,000	400,000	15,916,866
National ...	7,500,000	1,500,000	735,000	28,270,257
Provincial ...	4,080,000	540,000	415,000	11,816,609
Ulster ...	3,000,000	500,000	700,000	17,802,703

Adapting their policy to the changing conditions of industry and commerce, and entering into keen competition with each other, these seven Joint Stock Banks supply Cork with ample banking facilities, and are capable of responding readily to any demand which the industrial development of the future may make.

[The writer is indebted to Mr. Tenison Collins for many particulars of the private banks.]

#### DANIEL MACLISE (See p. 103).



DANIEL MACLISE.

This eminent artist, who immortalized his name by picturing some of Britain's greatest historical events, was born in Cork in 1806 or 1811 (the date is in dispute). When Sir Walter Scott visited the City in the autumn of 1825, Maclise, then a junior student in the newly-founded Academy of Art in Cork, succeeded in making a surreptitious sketch of the distinguished author in Bolster's Bookshop (now 70 Patrick Street). This he finished off, and next morning it was displayed in the bookshop window. Sir Walter being attracted to the likeness signed his name approvingly at the foot, and was introduced in the shop to the youthful artist. In 1827 Maclise went to London with a letter of introduction to Crofton Croker, the distinguished writer on South of Ireland Antiquities and Folklore, then residing in London. In London Maclise became notable for his brilliant drawings of celebrities for "Fraser's Magazine," to which Maginn wrote the letterpress. In 1835 he was elected an Associate of the Royal Academy, and in 1840 a Royal Academician. Later he was offered the presidency, but refused it. Perhaps the most famous of his pictures are: "The Marriage of Strongbow with Eva," daughter of the King of Leinster, "The Death of Nelson," and "The Meeting of Wellington and Blucher." He also painted some of the magnificent historical cartoons which adorn the Houses of Parliament. Besides other scenes and stories of his native land, he illustrated "Moore's Melodies." Maclise died in London in 1870; and Charles Dickens, two months before his own death, paid a high tribute to his memory and genius in a speech at the annual dinner of the Royal Academy.



# BANK OF IRELAND.

BALANCE SHEET, 30th JUNE, 1918.

LIABILITIES.		ASSETS.	
Capital paid up	£2,790,230 15 5	Cash at Head Office, Branches, and	
Reserve	820,000 0 0	Bank of England	£11,030,538 6 5
Notes and Post Bills in Circulation	14,211,060 17 10	Cash at Call and Short notice	2,280,200 10 11
Government and other Public Accounts	3,210,304 6 4	British Government Treasury Bills	£4,410,745 3 4
Deposits, Current and other Accounts	47,733,932 8 10	British Government Debt	4,515,000 0 0
Profit and Loss—		Indian and Colonial Government Securities	2,030,760 4 7
Net Profit for the Half-year to 30th	£221,751 4 6	Railway and Corporation Debentures,	
June, 1918	£221,751 4 6	and other Securities	1,660,036 0 0
Balance from last Account	42,055 15 3	Bills Discounted, Advances to Customers, &c.	9,975,022 0 0
	£263,200 19 9	Bank Premises, Head Office, and Branches—at cost,	7,397,663 0 11
Amount transferred to Rest	126,000 0 0	less depreciation	388,441 10 4
	143,200 19 9		39,117,581 8
	£30,117,581 8 2		

## Profit and Loss Account for Half-Year ended 30th June, 1918.

Total Expenditure of Head Office and Branches, including		Balance from last Account	42,055 15 3
Rents, Repairs, Salaries, &c.	£123,578 3 0	Gross Profits of Half-year after providing for Interest on	
Amount transferred to Rest	126,000 0 0	Deposits, Income Tax, Composition for Stamp Duty	
Proposed Dividend for the Half-year at the		on Notes, and Post Bills, Rebate on Bills Discounted,	
rate of 10% per annum, less Income		and making provision for Bad and Doubtful Debts, etc.	344,720 7 6
Tax, at 5/6 in £	£100,384 12 4		
Amount to be carried forward to next			
Account	42,822 7 5		
	143,200 19 9		
	£486,785 2 0		

GEO. R. DEVERELL,  
Accountant-General.

NICHOLAS J. SYNNOTT, Governor.  
WILLIAM P. CAIRNES, Deputy-Governor.

### AUDITORS' REPORT.

We have examined the above Balance Sheet, dated the 30th June, 1918, with the balances on the books at the Head Office in Dublin and with the Returns from the Branches, as certified by the Agents and Sub-Agents. We have satisfied ourselves as to the correctness of the Cash Balances in Dublin and at the Bank of England; we have verified the Investments of the Bank as well as the Securities held against Cash at Call and Short Notice, and the Bills Discounted held in Dublin have been produced to us.

We have obtained all the information and explanations we have required, and, in our opinion, such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Bank's affairs, according to the best of our information and the explanations given to us, and as shown by the Books at the Head Office and the Certified Returns from the Branches.

oth July, 1918. }  
DELOITTE, PLENDER, GRIFFITHS & CO., } Auditors.  
Chartered Accountants

# THE HIBERNIAN BANK Ltd.

ESTABLISHED 1825.

Subscribed Capital, 100,000 Shares of £20 each, £2,000,000  
Paid-up Capital - £500,000 | Reserve Fund - £130,000

## Directors:

**JOHN MURPHY**, Esq., 17 Eden Quay, Dublin, Chairman.

**JOHN LOUIS SCALLAN**, Esq., 25 Suffolk Street, Dublin.

**MARTIN FRANCIS MAHONY**, Esq., J.P., Ashtown Lodge, Castleknock, Co. Dublin.

**THOMAS LEVINS MOORE**, Esq., J.P., Ash-ton House, Castleknock, Co. Dublin.

**PATRICK JOSEPH BRADY**, Esq., Glens, Booterstown, Co. Dublin.

**MATTHEW JOSEPH MINCH**, Esq., J.P., Clonfadda, Blackrock, Co. Dublin.

**ALFRED T. COLLINS**, Esq., General Manager.

Head Office: COLLEGE GREEN, DUBLIN.

## CITY BRANCHES, DUBLIN.

COLLEGE GREEN (Local Office).

SACKVILLE STREET.

DORSET STREET.

THOMAS STREET.

CAMDEN STREET.

Sub-Branch: SMITHFIELD (Cattle Market), on THURSDAYS, 9 a.m. to 3 p.m.

CORK: H. A. PELLY, Manager.

## COUNTRY BRANCHES.

ARBEYLEIX  
ARDEL  
ARMAGH  
ATHY  
BAILIEBOROUGH  
BALLAGHADERIN  
BALLYBOFEY  
BALLYMOTE  
BIRR  
BRAY  
CASTLEDERG  
CASTLEPOLLARD  
CAVAN  
CHARLESTOWN  
COOKSTOWN  
COOTEHILL

DROGHEDA  
DUNDALK  
EDENDERRY  
FINTONA  
GRANARD  
KELLS  
KILDARE  
KILKENNY  
KILTIMAGH  
KINGS COURT  
LETTERKENNY  
LONDONDERRY  
LOUGHREA  
MOHILL  
MONAGHAN

MONASTEREVAN  
MULLINGAR  
NAAS  
NAVAN  
NEWBRIDGE  
OLDCASTLE  
PORTUMNA  
RATHDRUM  
RATHFRILAND  
SLIGO  
STRABANE  
SWINFORD  
THOMASTOWN  
TUBBERCURRY  
TULLAMORE  
WICKLOW

## COUNTRY SUB-BRANCHES.

Open on Market Days and Fair-days.

Those marked ( ) open on Fair-days only.

\*ACLARE  
\*AVOCA  
\*BALLINAKILL  
\*BALLINASLOE  
(Open for October Fair only).  
BALLYRAGGET  
BALLYTORE  
BUNCRANA  
\*CARRIGALLIN  
CLARA  
\*CLOGHAN  
\*COLLOONEY  
CROSSMAGLEN  
DELVIN

DUNLEER  
DURROW  
ENFIELD  
\*GRANGE  
GREYSTONES  
\*GURTEEN  
\*KILCORMAC  
KILCULLEN  
KILKELLY  
KILLETER  
\*KILLMORE  
KILLUCAN  
KILLYGORDON  
\*KINNEGAD

MULLAGH  
\*NOBBEY  
\*PHILIPSTOWN  
PLUMBRIDGE  
RAPHOE  
RATHANGAN  
\*ROCHFORD BRIDGE  
\*ROCK  
\*ROUNDWOOD  
SHERCOCK  
\*SLANE  
STEWARTSTOWN  
\*STRANOLAR  
TRIM  
WOODFORD

London Agents:

LLOYDS BANK LIMITED, 72, Lombard Street, LONDON, E.C. 3.



# Munster & Leinster Bank, Ltd.

HEAD OFFICE - CORK.

Authorised Capital - 200,000 Shares of £5 each - £1,000,000  
 Subscribed Capital - 100,000 Shares of £5 each - £500,000  
 Paid-Up Capital - 100,000 Shares of £2 each - £200,000  
 Reserve Fund - - - - - £360,000  
 Deposit and Current Accounts, 30th June, 1918 - £12,656,680

## DIRECTORS.

RT. HON. SIR STANLEY HARRINGTON,  
 J.P., P.C.

CHARLES EUSTACE MURPHY, Esq.

JOHN MURPHY, Esq., J.P., D.L.

THOMAS BARRY LILLIS, Esq.

SOMERS PAYNE, Esq., J.P.

General Manager: E. B. LILLIS.

Secretary: S. G. HARRIS.

Inspectors: E. B. NEALON, E. B. DILLON, J. D. O'CONOR.

## CORK.

Manager: J. P. HOWARD.

Sub-Manager: J. H. NELSON.

## DUBLIN.

Dame Street  
 Baggot Street  
 Pembroke

Manager, J. F. DAWSON

.. R. H. CHARLES

.. J. F. DAWSON

Rathfarnham, Open Tuesdays.

Smithfield (43, Prussia Street), Open on Thursdays.

Phibsborough

Rathgar

Sackville Street

Manager, J. C. B. COAKLEY

.. DENIS FUGE

.. P. J. STOKES

ARKLOW  
 BALBRIGGAN  
 Bandon  
 BANTRY  
 BERTHOKANE  
 BRUFF  
 BUTTEVANT  
 CAHIR  
 CAHIRCIVEEN  
 CALLAN  
 CARLOW  
 CASHEL  
 CASTLETOWNBERE  
 CHARLEVILLE  
 CLONAKILTY  
 CLONMEL  
 CLOUGHJORDAN

CROOM  
 DINGLE  
 DOON  
 DROGHEDA  
 DRUMCULLOGHER  
 DUNDALK  
 DUNGARVAN  
 DUNLAVIN  
 DUNMANWAY  
 ENNIS  
 ENNISCORTHY  
 ENNISTYMON  
 FERHOY  
 FETHARD  
 HOSPITAL  
 KENMARE  
 KILDYART

KILFINANE  
 KILKENNY  
 KILLARNEY  
 KILLENAULE  
 KILMALLOCK  
 KINSALE  
 LIMERICK  
 LISMORE  
 MACROOM  
 MARYBOROUGH  
 MILDERTON  
 MILLSTREET  
 MITCHELSTOWN  
 MOUNTRATH  
 NAAS  
 NEWAGH  
 NEWCASTLE WEST

NEWMARKET  
 NEW ROSS  
 NEWRY  
 NEWTOWNBARRY  
 QUENSTOWN  
 RATHDOWNNEY  
 RATHKEALE  
 ROSCREA  
 SKIBBEREEN  
 TALLOW  
 THURLES  
 TIPPERARY  
 TRALEE  
 TULLOW  
 WATERFORD  
 YOUGHAL

## SUB-BRANCHES.

Adare	To Croom	Fridays
Aughrim	.. Arklow	Weds. & Fair days
Avoca	.. Arklow	Fair days
Ballagh	.. Cashel	Tuesdays
Ballineen	.. Bandon	Thurs. & Fair days
Ballymore-		
Eustace	.. Dunlavin	Tues. & Fair days
Ballyporeen	.. Mitchelstown	Tues. & Fair days
Ballyvourney	.. Macroom	Fair days
Baltimore	.. Skibbereen	Saturdays
Ballinglass	.. Tullow	Frids. & Fair days
Borris	.. Kilkenny	Tues. & Fair days
Berrisoleigh	.. Thurles	Tues. & Fair days
Cappamore	.. Doon	Frids. & Fair days
Cappawhite	.. Lismore	Mons. Thurs. & Fair days
Cappoquin		
Carlingford	.. Dundalk	Sats. & Fair days
Castledermot	.. Carlow	Thurs. & Fair days
Castlegregory	.. Tralee	Fair & Market days
Castletown-		
roche	.. Fermoy	Tues. & Fair days
Clogheen	.. Cahir	Tues. & Fair days
Cloyne	.. Middleton	Thurs. & Fair days
Emly	.. Hospital	Tues. & Fair days
Foynes	.. Rathkeale	Fridays

Galbally	To Tipperary	Fair days
Clin	.. Tarbert	Tues., Frids., & Fair days
Craigie-na-		
managh	.. Kilkenny	Tues. & Fair days
Hacketstown	.. Tullow	Weds. & Fair days
Johnstown	.. Thurles	Fridays
Kilcommon	.. Doon	1st & 3rd Weds in each month
Knocknagree	.. Millstreet	Fair days
Liscarroll	.. Buttevant	Mons. & Fair days
Maynooth	.. Dublin	Tues. & Fair days
Moneygall	.. Roscrea	Wednesdays
Mullinestown	.. Callan	Mons. & Fair days
Newport	.. Limerick	Tues. & Fair days
Rathmore	.. Millstreet	Tuesdays
Rathvilly	.. Tullow	Tues. & Fair days
Rear Cross	.. Doon	1st & 3rd Weds in each month
Rosscarbery	.. Clonakilty	Weds. & Fair days
Shanagolden	.. Rathkeale	Fridays
Stradbally	.. Maryborough	Weds., Sats., & Fair days
Timoleague	.. Clonakilty	Thurs. & Fair days
Uringford	.. Thurles	Frids. & Fair days
Vicarstown	.. Maryborough	Weds. & Fair days

LONDON AGENTS: NATIONAL PROVINCIAL & UNION BANK OF ENGLAND LIMITED.

Bills, Annuities, Coupons, and Dividends are collected in all parts of the United Kingdom and abroad, and every kind of Banking business is transacted on the usual terms at the Head Office and Branches.

The Purchase and Sale of Stocks and Shares are effected.  
 Strong Rooms are provided for the custody of deeds and other property deposited by Customers of the Bank.

## EXECUTORSHIPS AND TRUSTEESHIPS.

The Bank, having the necessary powers, is prepared to undertake the offices of Executors and Trustees. Particulars of terms can be obtained from the Head Office and Branches.

# THE NATIONAL BANK, LIMITED.

## BALANCE SHEET.

Saturday, 29th June, 1918.

£s.

LIABILITIES.		ASSETS.	
To Capital paid-up on 150,000 Shares ...	£1,500,000 0 0	By Cash on hand at Head Office, Branches, and Bank of England ...	£4,270,187 3 8
.. " Rest or Undivided Profits (Government Securities) ...	550,000 0 0	.. " Money at Call and at Short Notice, including Stock Exchange Loans, British Treasury Bills, &c. ...	7,804,485 17 3
.. " Special Reserve for Depreciation in Investments (Government Securities) ...	220,000 0 0	.. " Government Securities, including "Rest" and "Special Reserve" ...	4,050,207 11 7
.. " Notes in Circulation ...	3,053,484 10 0	.. " Corporation, Railway and other Stocks ...	840,022 18 2
.. " Amount due by the Bank on Deposit, Current and other Accounts ...	22,070,084 1 4	.. " Advances on Securities at sundry dates, and Current Accounts ...	7,047,341 17 0
.. " Acceptances to Bankers' Drafts and on Security ...	260,015 0 0	.. " Bills discounted ...	3,079,478 3 0
.. " Net Profits for the Half-year ...	£140,407 10 1	.. " Bankers' Guarantee and Securities held against Acceptances, per Contra ...	290,015 0 0
.. " Brought forward from the 31st of December, 1917 ...	23,616 17 9	.. " Bank Premises—London, Dublin, and Branches, Freehold and Leasehold (at cost less depreciation) ...	402,779 5 4
			£28,734,407 19 3

This Statement does not include the Bank's Contingent Liability of £44,043 under its guarantee to the Yorkshire Penny Bank Limited.

## PROFIT AND LOSS ACCOUNT.

For Half-year ended 30th June, 1918.

£s.

By Amount brought from last Account		By Balance to Profit and Loss New Account	
To Total Expenditure at Head Office and Branches, including Salaries, Rent, Taxes, Maintenance of Bank Premises, &c., &c. ...	£1,203,310 12 0	By Balance to Profit and Loss New Account ...	£202,724 12 4
.. " Bonus paid to Staff ...	8,300 12 6		£23,774 7 10
.. " Half-year's Dividend to 30th of June, 1918, being at the rate of 12 per cent. per annum ...	£60,000 0 0		
.. " Less Income Tax at 58.6d. in the £ ...	24,750 0 0		
.. " Amount carried to "Rest" ...	£65,250 0 0		
.. " Balance to Credit of Profit and Loss New Account ...	75,000 0 0		
	23,774 7 10		
	104,024 7 10		
	£202,724 12 4		

**Current Accounts** are opened and conducted in conformity with the usual practice of Bankers. **Customers** have the usual facilities for the discounting of approved Bills and obtaining loans. The collection of Dividends, Coupons, Annuities, Pensions, etc., is undertaken free of charge to customers, and every description of Banking business, including the purchase and sale of Stocks, Shares, etc., is transacted.

**Deposits**, in large or small sums, are received from the public at the current rate of interest allowed on such accounts and Deposits from One Shilling upwards are received under the head of National Bank Savings Bank. Sufficiently low rates are issued for transactions in connection with the latter.

**Drafts** are granted on the numerous Branches and Offices of the Bank and its Agents throughout the world.

**Letters of Credit**, payable at sight or on demand, are issued on all the places of the world, are granted.

**Circular Notes** are issued by the Bank, addressed to all and payable at any of the places on the Continent where the Bank has an Agent.

# PROVINCIAL BANK OF IRELAND, LTD.

Subscribed Capital - £4,080,000. Paid-Up - £540,000.  
Reserve Fund - £400,000.

Head Office: 8 Throgmorton Avenue, LONDON, E.C. 2, & 114 Branches & Sub-Branchees throughout Ireland

## DIRECTORS—

IVOR BEVAN, Esq.  
WILLIAM THOMAS BRAND, Esq.  
WALTER SPENCER M. BURNS, Esq.  
Hon. Sir WILLIAM HENRY GOSCHEN, K.B.E.  
ROBERT ASHURST GRADWELL, Esq.  
ALEXANDER BRODRICK LESLIE-MELVILLE, Esq.  
RICHARD MASHITER, Esq.  
Right Hon. LORD PLUNKETT, G.C.M.G., K.C.V.O., K.B.E.  
CAPTAIN GEORGE LESLIE JOE, R.N. (Retired).  
GEORGE DUNBAR WHITMAN, Esq.

## CORK OFFICES

SOUTH MAJ.—MANAGER, S. D. BUDD; SUB-MANAGER, R. H. R. LEONARD.  
PATRICK STREET—MANAGER—R. STIVEN.

Dr.

## BALANCE SHEET, 30th June, 1918.

Cr.

LIABILITIES.		ASSETS.	
To Capital paid up	...	By Cash at Head Office, Branches, and in London	...
" Reserve Fund	...	" Money at call and short notice	...
" Notes in circulation	...	" Investments, viz.:	...
" Deposit Receipts, Current and other Accounts	...	British Government and Colonial Securities	...
" Net Profits for the half-year, including £18,088 11s. 11d., brought forward from 31st December, 1917	...	Indian Railways guaranteed by the State	...
Less £25,000 added to Reserve Fund, and £5,000 written off Bank Premises A.C., and £8,047 19s. 3d.	...	Bank of England Stock and other Investments	...
Bonus paid to Bank's Officers	...		...
	43,533 16 8		43,003 27 10 1
			£6,828 217 10 10
		" Bills discounted, and Advances to customers, etc.	...
		" Bank Premises, Freehold and Leasehold	...
			6,385,065 17 "
			101,037 11 10
			£13,314,541 4 10

LONDON AGENTS—BARCLAY'S BANK LIMITED.

The Bank has Agents and Correspondents in all the Chief Cities and Towns of Great Britain, on the Continent of Europe, North and South America, Canada, the East and West Indies, Australia, New Zealand, China and Africa.

# Cork Savings' Bank

WARREN'S PLACE.



Established  
1817,  
and Certified  
under the  
Act of 1863.



Deposits on 20th November,  
1918,  
£332,372

Open on Tuesdays, Thursdays, 10 a.m. to 3 p.m.,  
and Saturdays :: :: from 10 a.m. to 1 p.m.  
Saturday Evenings, for receiving money only, from 7 to 9 p.m.

**Deposits from 1/- upwards.**

GOVERNMENT STOCKS in small amounts (not exceeding  
£200 in one year) may be purchased through this Bank.

*Full information respecting them may be had on application to the Secretary.*

**Official Agents for the Sale for War Saving Certificates.**

## Educational Facilities.

As Sir Walter Scott observed, and Carlyle noted, the citizens of Cork, realizing that in efficient education lay the secret of moral and intellectual regeneration, as well as of economic and social reform, have at all times taken a keen interest and a just pride in their educational institutions.

Towards the close of the sixth century St. Finbarr founded his great school, and Cork became a famous seat of learning, attracting students from all parts of Europe, and creating an educational spirit and tradition which has influenced all subsequent developments. This proud tradition, preserved through all the intervening period is well maintained by the University College which grew up on the same site, breathing the spirit of the old school, and aspiring to become an independent University of Munster, thus realising in full its old inheritance as symbolised in its motto, "Where Finbarr taught let Munster learn."

The early part of the nineteenth century witnessed a remarkable educational development in Cork. Associations formed by citizens of broad views and high ideals realised in a notable degree the practical aims of education, and anticipated, with remarkable insight, its most modern conceptions. In the opening years of the century the well-known teaching order of the Irish Christian Brothers founded their Cork School, thus bringing education hitherto confined to students in the private schools within reach of the poorer classes. The Royal Cork Institution was established in 1803, the Cork Society of Arts in 1815, the Cork Mechanics Institute in 1825, and the Cork Horticultural Society in 1834.

The Cork Mechanics' Institute, according to Windele, had for its object the dissemination of scientific and useful knowledge amongst mechanics, artisans, and others, by means of lectures, a library, scientific school and school of design. Provision was made for instruction in such subjects as anatomy, mechanical science, and chemistry applied to the arts. The Horticultural Society was established for the imparting and infusing of knowledge in Agriculture and Horticulture. It provided several exhibitions and prize schemes, and helped, in no small degree, to promote scientific cultivation.

By far the most important of these Societies was the Royal Cork Institution, founded in 1803, and incorporated by Royal Charter in 1807, with the object of diffusing knowledge and facilitating the introduction of all improvements in arts and manufactures, and for teaching, by courses of philosophical lectures, the application of science to the common purposes of life. Lectures were delivered on Chemistry, Agriculture, Natural History, including Botany, Mineralogy and Geology, besides occasional lectures on a variety of other useful subjects. It possessed an extensive collection of physical and chemical apparatus, and in the astronomical department some fine instruments for celestial observation. Its collection of minerals was particularly valuable as illustrating the mineralogy and geology of the county. A Botanic Garden was formed in connection with it in 1810. The Institution received a Parliamentary Grant of £2000 per annum, afterwards increased to £2,500. In 1868 another Irish City applied to the Treasury for a Parliamentary Grant, claiming to be put on the same level with Cork. The Treasury, with remarkable promptitude, put both cities on the same level by withdrawing the grant from Cork. The unexpended funds, accumulated from the life subscriptions of its members, enabled the Institution to carry on its work for a time, but it gradually fell into pecuniary difficulties, portion of its work being taken over by the Cork Queen's College (now University College) on its establishment in 1845.

The Cork Society of Arts, which was started partly in connection with the Royal Cork Institution, was presented by George IV., as Prince Regent, soon after its formation, with a valuable collection of antique statues and casts, including masterpieces by Canova. These were subsequently housed in the upper portion of the Royal Cork Institution building, and formed the nucleus of the School of Art and Design, which was established by the Board of Trade in 1849. The School of Art naturally suffered when the Royal Cork Institution became finan-



**Late Rev. Brother Burke.**

cially embarrassed. Nevertheless, good work was done, and well-known artists were produced, such as Lyster, Shiel, Casey, Drummond, and Thaddeus. Immediately on the passing of the Public Libraries Act (Ireland), 1855, the Corporation levied a rate in support of Science and Art, and appointed a Committee to take charge of the School. Cork was one of the first towns in the United Kingdom to levy a rate for such a purpose. The School continued to make the best use of its dilapidated premises until, through the generosity of the late Mr. W. H. Crawford, the present handsome building was erected at a cost of over

£20,000. The School was formally opened in 1885 by the late King Edward VII., as Prince of Wales, who christened the building the Crawford Municipal School of Art.

Instruction in Science developed concurrently with the courses in Art already described, and Corkmen early took the lead in inaugurating a scheme of instruction in applied science for schools. The movement was started early in the second half of the nineteenth century by the late Brother Burke of the Christian Brothers' Schools, Cork, who realised the importance of practical demonstration in all his teaching, but especially in that of Science in which he was much interested. Observing the success of the application of the principle, and foreseeing its great possibilities, we find him organising an Industrial Museum, bringing together materials for Nature Study, collecting Scientific Instruments, acquiring Manual and Mechanical Equipment, and gradually building up a Laboratory, all tending towards a fully-equipped Day Trades Preparatory School—an ideal which was practically realized before his death.

The citizens were thus fully prepared for the next important development, and in 1900 Cork adopted the newly formed Technical Instruction Scheme of the Department of Agriculture and Technical Instruction for Ireland, and the City Council appointed a Technical Instruction Committee, including members of the Council and co-opted members. At first, the Committee laboured under the disadvantage of holding the classes in Science, Technology, and Domestic Economy in three separate centres. Mr. Sharman Crawford, the present Vice-Chairman of the Committee, saw that this new branch of education could not develop under such conditions, and, imbued with a high civic ideal, presented the citizens with the valuable site and portion of the buildings of the beautiful School of Science and Technology, which was formally opened in January, 1912, by Lord Mayor Simeox, and is known as the Crawford Municipal Technical Institute.

Cork, owing to its position and natural characteristics, is the great distributing centre of the South of Ireland, with its important banking, railway, insurance, shipping and consular facilities. Hence, although a scheme of Technical Instruction for the City was established in 1900, the Committee, realizing the importance of Commerce, preferred to wait for a time until they were enabled to organise the Commercial Scheme on a broad and permanent basis by the establishment of a separate School of Commerce. Under these circumstances the Technical Instruction Committee, working in conjunction with the Cork Incorporated Chamber of Commerce and Shipping, and the Department of Agriculture and Technical Instruction for Ireland, opened a School of Commerce in 1908. The organization and control of the school is in the hands of a Sub-Committee of the Cork County Borough Technical Instruction Committee, in which the County Borough Technical Instruction Committee and the Cork Incorporated Chamber of Commerce and Shipping have equal representation.

Previous to 1876 the study of music received much encouragement in Cork from Societies formed for that object. In that year a public meeting of the citizens was held, relative to the establishment of a School of Music, as a result of which the then Member of Parliament for Cork proposed, and was successful in getting the Public Libraries Amendment Act (Ireland), 1877, passed, which permitted Grants to be given for Music on the same conditions as those allowed for Science and Art under the Act of 1855. Early in 1878 the Borough Council, in accordance with this Act, appointed a permanent Committee, assigned to them an income to the full extent permitted by the Legislature, and opened the School of Music in temporary premises at 51, Grand Parade. The funds from the Borough Council being augmented by many local generous subscriptions, the School made remarkable progress, and in 1890 was moved to larger premises in Morrison's Quay. Music





GERALD GRIFFIN TECHNICAL SCHOOL AND BROTHER BURKE MEMORIAL SCHOOL.  
*(The latest additions to the North Monastery Secondary Schools, Cork.)*



was included in the Technical Scheme of 1900, and in 1902 the School was moved to the still larger premises which it at present occupies in Union Quay.

Thus have been evolved the present educational facilities of Cork, comprising:—

34 <b>Primary Schools</b> , with an enrolment of	...	15,500	students
10 <b>Secondary Schools</b> , with an enrolment of	...	2,100	„
<b>Day Trades Preparatory School</b> , with an enrolment of		100	„
4 <b>Municipal Technical Schools</b> , with an enrolment of		2,800	„
<b>University College, Cork</b> , with an enrolment of	...	500	„



St. Joseph's Monastery National Schools, Mardyke, Cork.

The Irish Christian Brothers opened their Cork School in 1811, and in 1831 the Primary School System under the National Board of Education was introduced. In addition to the ordinary subjects, Experimental Science and Domestic Economy are now taught. Education in the Primary Schools is free. Attendance is compulsory up to the age of 14; and, under a Special Committee of the Corporation, free meals are provided for the poorer children.

The system of Secondary Education was introduced in 1879. All Secondary Schools are fitted with fully-equipped Laboratories for the teaching of Science, and special workshops for Manual Instruction. In the Female Schools special provision is made for instruction in Domestic Science.

The Day Trades Preparatory School is under the control of the Christian Brothers.

Instruction in the Secondary and Day Trades Preparatory School is given in accordance with the Scheme of the Intermediate Education Board and the Department of Agriculture and Technical Instruction for Ireland.



A. F. SHARMAN CRAWFORD, Esq., J.P., D.L.,  
*Vice-Chairman Cork County Borough Technical Instruction Committee.*



THE MUNICIPAL SCHOOLS OF ART, SCIENCE, COMMERCE, AND MUSIC are under the control of the County Borough Technical Instruction Committee and the Department of Agriculture and Technical Instruction for Ireland.

THE CRAWFORD MUNICIPAL SCHOOL OF ART.—This beautiful Renaissance building, situated in Emmet Place, has extensive Picture and Sculpture Galleries, which are open to the public on certain days. The Picture Galleries contain a large collection of well-known works, such as the "Toilet of Venus," by Pieter Lastman, the master of Rembrandt; a Sea piece, by Van der Velde; "A Country Lane," by W. H. Russell, R.H.A.; "Canna from Skye," by Leslie Thompson, and a valuable collection by Cork artists. The gallery also contains an exhibition of pictures lent by Cork patrons, representing the works of native artists and of local interest. The collection is periodically renewed and is under the control of the Technical Committee. The Sculpture Gallery contains the famous collection of Italian Casts, comprising masterpieces by Canova, and others produced under his direction. The Casts were presented to "The Cork Society for promoting the Fine Arts," by the Prince Regent (afterwards George IV.), being originally given to George III. by the Pope. There has been a considerable development in the department of Applied Art within recent years, much attention being given to Wood-carving, Metal Work, Enamelling, Stone Carving and Leather Work; its Limerick Lace and Crochet have achieved a world-wide reputation. The very fine vestments, altar plate, and stone carving in the Honan Hostel Chapel were done in Cork by workers, most of whom have had their training in the School of Art; and it is due to the influence of this School that as good work can be and has been done of late in Cork as ever was done at any time in the history of Ireland. The School has done much to remove the estrangement between Art and Industry, to show that Industry need not have less utility because it is artistic, and that Art loses none of its æsthetic influences because of its industrial utility, thus fostering a public appreciation of Artistic Industry and Industrial Art.

The courses of study include elementary and advanced stages of Drawing, Painting, Design, Geometrical and Mechanical Drawing, Perspective and Modelling in all branches, to enable students to qualify as Art Teachers and Professional Artists; also Lace Making, Embroidery, Leather Work, Carving in wood and stone, Enamelling, Metal Work, and Lithography for craftsmen.

Number of individual students—500.

Divisions—Morning, Afternoon and Evening.

CRAWFORD MUNICIPAL TECHNICAL INSTITUTE (SCHOOL OF SCIENCE AND TECHNOLOGY).—The splendidly equipped School of Science and Technology is situated in Sharman Crawford Street. It is built in the Renaissance style, and contains a remarkably fine Entrance Hall, decorated with Pilasters showing the principal varieties of Irish marble. The mosaic flooring contains Irish marble, and the columns separating the main staircase from the entrance hall are of Galway granite.

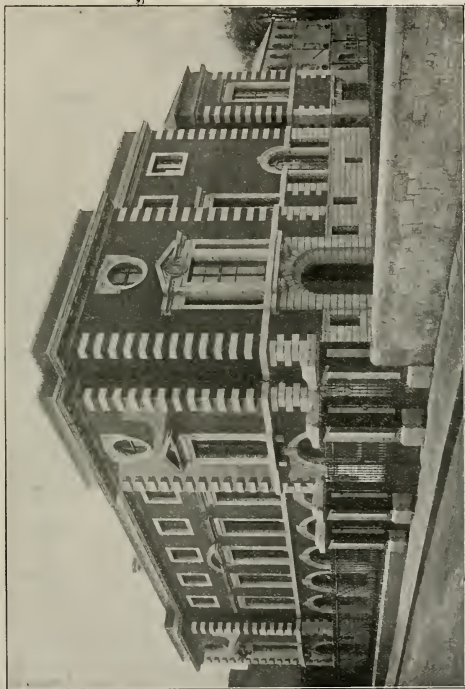
The Laboratories and Class-rooms are particularly well equipped, there being separate laboratories for Electrical Engineering, Electrical Instruments, Mechanics, Heat Engines, Physics, Inorganic Chemistry, and Organic Chemistry. Workshops are provided for Engineers, Printers, Painters and Decorators, Carpenters, Plumbers, Tailors, etc. Steps have been taken to establish a fully equipped Textile Department.

The Domestic Economy Section has become so important that branch classes have been opened in five out-lying districts.

The Day Engineering Classes are, in accordance with a scheme of co-ordination with University College, Cork, attended by students preparing for the Degree



CRAWFORD MUNICIPAL SCHOOL OF ART, CORK



CRAWFORD MUNICIPAL TECHNICAL INSTITUTE (School of Science and Technology).

in Engineering (Mechanical and Electrical) of the National University of Ireland. Students are also prepared for the London Degree of B.Sc., in Mechanical and Electrical Engineering.

Number of Individual Students—1,300.

Divisions—Day and Evening.

Evening Courses of Study.—Courses of Study extending over four or five years are arranged from the different Stages of the following subjects:—Engineering, Drawing, Practical Mathematics, Engineering Workshop Practice, Heat Engines, Applied Mechanics, Motor Car Engineering, Electrical Engineering, Drawing, Electrical Engineering Mechanics, Inorganic Chemistry, Organic Chemistry, Medical Chemistry, Medical Physics, Physics, Materia Medica, Building Construction, Builders' Quantities, Structural Engineering, Carpentry and Joinery, Geometry, Typography, Painting and Decorating, Freehand and Geometrical Drawing, Elementary Design, Plumbing, Gardening, Botany, Tailors' Cutting, Pure Mathematics, Road Carriage Building, Cabinet Making, Hairdressing, Cookery, Housewifery and Laundry Work, Needlework, Shirt Making, Millinery, Dressmaking, First Aid, Sick Nursing and Hygiene. The Introductory Course Subjects are:—English, Mathematics, and one of the following Subjects:—Drawing, Experimental Science, Domestic Economy.





**MUNICIPAL SCHOOL OF COMMERCE.**—The School of Commerce is situated in the South Mall. Its Business Methods department is particularly well equipped, containing the latest Filing Systems, Duplicating Apparatus, specimens of various types of Loose-leaf Ledgers, and other examples of modern labour-saving appliances. The Typewriting section is well set up with a large number of machines, in which all standard makes are represented.

A special Geography room is fitted up, containing maps of various kinds, including special railway and steamship maps, relief maps, as well as a selection of charts, globes, and show cases illustrating the various processes in different manufactures. The lectures are illustrated by means of a lantern and slides.

In the Modern Languages department extensive use is made of the phonograph and illustrated charts.

A Select Library is attached to the School for the use of the students.

Lectures delivered in the higher courses at the School are recognised by University College, Cork, thereby enabling students of the School to obtain the University Certificate in Commerce.

Number of Individual Students—550.

Divisions—Morning, Afternoon and Evening.

Courses of Study.—Courses of Study extending over four or five years are arranged from the different stages of the following Subjects:—Commercial Arithmetic, Book-keeping, Accountancy, Auditing, Commerce, including Commercial Practice, Commercial English, Salesmanship, Insurance, Banking and Finance, Railways, Home and Foreign Trade, Economics, French, German, Irish, Russian, Spanish, Commercial Geography, Commercial and Industrial Law, Company Law, Shorthand, Typewriting and Manifolding. Introductory Course Subjects are—English, Mathematics and Drawing.

**Special Public Lectures.**—In addition to the Courses of Study described, the School arranges each term for a number of Public Lectures for the citizens.

**MUNICIPAL SCHOOL OF MUSIC.**—Though not built for a School of Music the rooms are well adapted for their purpose. A new Concert Hall, fully equipped on the most modern lines, was built in 1906.

A complete Musical Course in all subjects is provided, and School Diplomas awarded to those who complete their course. Students are also prepared for the Diplomas of the Royal Academy of Music, London; the Royal College of Music, London; and the Incorporated Society of Music. It is hoped that funds will, ere long, be available for Scholarships, to enable talented students to continue their studies in the larger musical academies abroad.

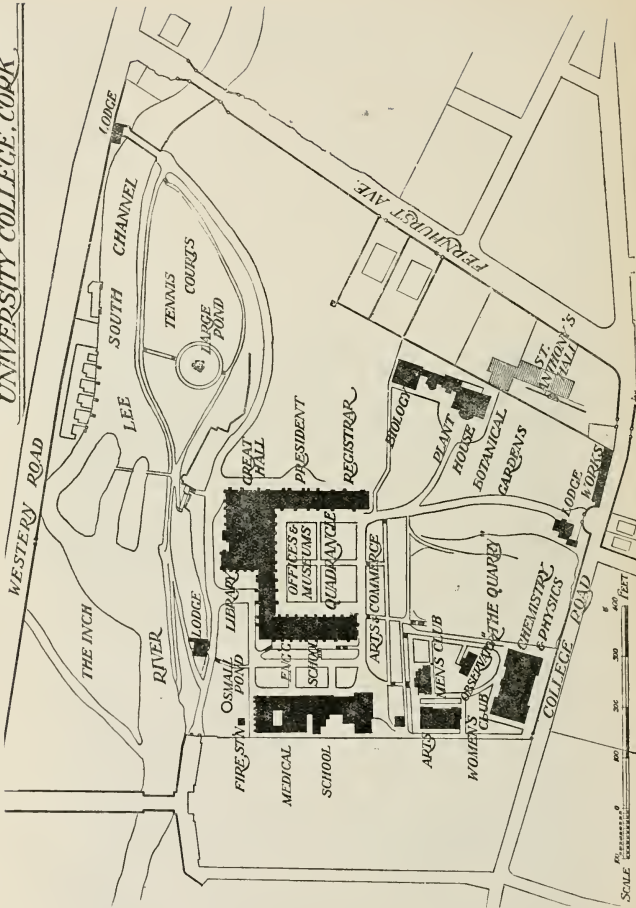
Number of Individual Students—450.

Divisions—Morning, Afternoon and Evening.

Subjects of Instruction.—Theory of Music, Harmony, Counterpoint, Musical Form, Voice Production and Solo Singing, Sight Singing, Irish Traditional Singing, Pianoforte, Violin, Viola, Violoncello, Organ, Elocution, Choral Singing, Orchestra.

**UNIVERSITY COLLEGE, CORK.**—The Cork Queen's College was opened for the reception of students in 1849. The buildings, in Gothic architecture, and grounds are large and extensive, and would, as Macaulay said, be a credit to Oxford itself. In accordance with the Irish Universities Act of 1908, the name was altered to University College, Cork. Many additions to the buildings have been made in recent years, notably Chemical and Physical Laboratories of large size and great completeness; Biological Laboratories (paid for by a grant from the Honan Bequest); Men's and Women's Clubs, and other class rooms. In the older buildings and in the portions rendered available by the erection of these new laboratories, very extensive Engineering Laboratories have been fitted up, equipped with all the most modern apparatus required by the Civil Engineer. The latest addition to this has been a very novel and remarkable Laboratory for

# UNIVERSITY COLLEGE, CORK





the study of Hydraulics. A further addition has been a set of rooms for the use of the Faculty of Commerce, a new and important part of the work of the College, commenced under the new régime, and successful beyond all expectations from its commencement. The College has an Educational department, whose instruction leads up to the Diploma of the National University, and Education also forms a subject which may be taken for an Arts Degree. The College provides a self-contained course in Civil Engineering, but some years ago it became evident that provision should also be made for Mechanical and Electrical Engineering. This might have been done in the College itself, but at great expense, and, as the teaching of the practical side of these subjects was well provided for at the Technical School, it seemed advisable to husband the educational resources of Cork, and enter into combination with that School. Many difficulties were encountered, but have been finally overcome by the mutual good feeling and desire displayed by both sides to forward the cause of education. The concurrent courses have now been running for four years; the number of students continues to increase, and the first graduates in these subjects have gone out into the world with their degrees.



The College possesses a Library which contains about fifty-two thousand volumes; Museums of Natural History and Geology and Mineralogy; the Medical Museum; the Archeological and Ethnographical Collection; the Museum of Surgical Instruments; Botanic Gardens and Plant Houses; and the Crawford Observatory.

The courses in the College qualify for Degrees and Diplomas in almost all branches of Learning:—Arts, Celtic Studies, Science, Medicine, Dentistry, Engineering (Civil, Mechanical, Electrical), Commerce, Agriculture, Law, Education, Journalism and Music. There are about 500 students attending these regular Courses. In addition to the ordinary students pursuing Courses for Degrees, the College has for some years conducted a series of Economic Conferences for working men and women, who are instructed in, and discuss together, Sociological problems. The attendance at these Conferences has averaged between 250 and 300, and the Cork Corporation has been so appreciative of the value of this work, that it has recently granted £150 per annum for the purpose of defraying expenses in connection with these classes.

The marked success of the College, and the great difficulties created by its position as a constituent College of a Federal University, have caused the Governing Body to make an application that it should be converted into an independent University, as was done in Belfast when the then Queen's College had in no way reached as high a pitch of development as the Cork College now has. The "Statement" issued by the Governing Body shows a fine record of achievement, and with the support of all local public bodies behind it, the movement seems assured of early success.

The Honan Hostel, which immediately adjoins the College, is for Catholic men students, and can accommodate some fifty. A Chapel, which is without question the most beautiful ecclesiastical edifice of its size in Ireland, has been recently built in connection with this hostel.

In order to provide for the physical welfare of the students, the College has recently acquired the splendid grounds known as the University Athletic Grounds, fifteen acres in extent.

There are a number of Kindergarten Schools, Private Schools, Industrial, Army and Collegiate Schools, Continuation Schools, Language Schools, and Civil Service Academies.

**SCHOLARSHIPS.**—In the Municipal Schools, by means of the Entrance and Continuation Scholarship Scheme, a large proportion of the students take out their full course free of cost. In addition, many Special Scholarships and Prizes are provided through the liberality of the leading citizens and local associations. University College has an extensive scheme of Entrance and Continuation Scholarships, including those offered by the County Councils of Cork, Waterford, Kerry, Tipperary, Limerick; the County Borough Councils of Cork and Waterford; the College itself, and those provided by Miss Honan. The Cork Borough Council scheme includes direct Scholarships from the Technical Institute.

**SOCIETIES.**—There are a large number of Societies for the cultivation of Literature, Science, Music and Art. The Cork Literary and Scientific Society, founded in 1820, and the Cork Historical and Archaeological Society, founded in 1891, still continue their useful careers. In addition, there are special Debating Societies attached to the various Educational, Social, and Religious institutions.

**LIBRARIES.**—Cork is well equipped with Libraries. In addition to the Library at University College, and those attached to the Municipal Schools and the various local Societies, there is the Carnegie Free Library in Anglesea Street, the Cork Library in Pembroke Street, established in 1792, and many private libraries.

**MUSEUMS.**—In addition to the Museums at University College, Cork, which are open to the citizens, there is a Public Museum in Fitzgerald Park, a large Museum attached to the Christian Brothers' Schools at Our Lady's Mount, and one at the School of Art.

**THE MUNSTER INSTITUTE, CORK.**—The Munster Institute, locally known as the "Model Farm," is situated just outside the City on its Western side, about three-quarters of a mile from the Western Road tram.

In 1838 the Commissioners of National Education decided to include Agricultural Education to their school programme. Provincial Model Schools and smaller County Agricultural Schools were provided, and large Treasury grants were obtained for providing lands for farms, as well as buildings and equipment of the most approved kind. In the Model Schools, young National Teachers,

selected pupils from the County agricultural classes, and those seeking appointments as farm stewards and other positions connected with agriculture, were to receive a training in literary subjects and in scientific and practical farming. Although the movement evoked enthusiasm and received much moral and material support from landed proprietors, educationists and others, owing to the difficulty of obtaining properly qualified teachers and the then unsatisfactory condition of the Irish Land System, the project met with general apathy, if not with open hostility. As Professor Carroll, late Chief Inspector, Department of Agriculture and Technical Instruction, points out, "it was soon realised that Agricultural education for Ireland came before its time."

Although for a time the original object of the Commissioners was carried out, the curriculum was gradually extended so as to prepare for positions outside agriculture. The young farmers lost interest in the "Model Schools," which had



The Munster Institute, Cork.

to be diverted to the production of milk on commercial lines. The Munster Model Farm at Cork first came into operation in the year 1853, the arrangements for pupils being fully made in 1859. Although the Munster Model Farm at Cork was most suitable and well equipped, the Commissioners of National Education decided to abandon the whole scheme, and served notice accordingly upon their landlord, the Duke of Devonshire.

The County of Cork Agricultural Society, inaugurated in 1856, and most successful in organising Cattle, Butter and other Agricultural Shows, luckily at this juncture intervened with the object of reconstructing the Model Farm of Cork as a real practical School of Agriculture. In 1880 a Committee was formed to co-operate with the Commissioners in the management of the Farm and Dairy School. This Committee included Dr. W. K. Sullivan, President Queen's College, Cork, Sir Richard Barter, whose dairies at Blarney had a world-

wide reputation, and Mr. Ludlow A. Beamish, whose extensive knowledge of Continental dairying was invaluable. The Commissioners of National Education continued their financial support, large sums were subscribed by the Committee and their friends, and a liberal contribution was obtained from the Duke of Devonshire. A competent staff was appointed, including an agricultural chemist, a veterinary surgeon, instructresses in dairying, cheese making, poultry, and domestic economy. The Superintendent of the agricultural department was sent to study the dairying methods in Denmark, Sweden, Holland, Germany, Belgium, and Normandy. A great deal of research and valuable experiments in the different branches of agriculture were undertaken, and reports published which had an important influence in the improvement and development of agriculture especially in the South of Ireland.

Though agriculture in all its branches received careful consideration, and important and wide-spread improvements were effected in this industry in Munster, the outstanding feature of the Institution was its Dairy School. Indeed, its official title while under the control of the Cork Committee was the "Munster Dairy School and Agricultural Institute." It was the first established Dairy School in the United Kingdom. Professor Carroll says, "Its success had been phenomenal." The financial improvement of the Cork Butter Market; the number of prizes taken at English and Irish Dairy Exhibitions; the reputation earned by the pupils of the school at their own homes, all combined to make the Munster Dairy School famous at home and abroad. A desire for similar establishments had arisen elsewhere, and teachers for newly established schools were applied for from distant centres. Cheshire had its first instructress from the Munster Dairy School. Other centres in England and Scotland were supplied, and even in distant India a system of dairy instruction was inaugurated with the assistance of a pupil from the Munster Dairy School." A system of itinerant instruction in dairying for farmers was successfully carried out throughout Munster. When Sir Horace Plunkett in 1889 introduced the system of creameries from America, special arrangements were made and equipment installed for the training, under the new conditions, of creamery managers and operatives. In acknowledgment of the important work performed at the School the Governors obtained greatly increased powers and the School a more independent financial basis.

All this was embodied in a Charter, of which the terms, according to Professor Carroll, may be summarised as:—"To afford a means of imparting a thoroughly practical and technical knowledge of Agriculture and Dairy Farming to the sons and daughters of the farming classes, and to all other persons who are desirous of receiving instruction in Agriculture, Forestry, Veterinary Science, and cognate subjects. The Charter is very comprehensive, and provides for educational objects that have high interests for the Province of Munster."

In accordance with the Agricultural and Technical Instruction Act of 1900, the Munster Dairy School, with a number of other similar institutions, was transferred to the Department of Agriculture, and was thenceforth known as the "Munster Institute."

Instead of continuing the courses for women in dairying and domestic economy, and for men in agriculture, the Department decided that the Albert Agricultural College in Dublin should thenceforth be devoted to the training of male students only, the Munster Institute being reserved for the training of women in butter making and domestic economy.

The total area of the farm at the Munster Institute is 126 statute acres, about one-third of which is under cultivation, the rotation being: grain crop, potatoes and roots, grain, hay. The farm is run mainly to produce a sufficient supply of milk for use in the classes for butter making in the Institute. Since the Department took over the Institute, the following improvements and extensions have

been made:—New buildings added to accommodate twenty-six additional pupils and an increased staff; dairy re-built and fitted with new plant; byre re-built and piggeries erected; laundry re-modelled and enlarged; extensive poultry plant erected, occupying over five acres, including full equipment for teaching and for conducting the annual egg-laying competition; school gardens laid out, petrol gas plant installed.

The classes are open to female students only. All students must reside in the Institute, where they are under the supervision of an experienced matron.

The course of training includes:—

1. The practice of dairy work.
2. Instruction in the feeding and management of cows, calves and pigs; in the keeping of small gardens, and in the manipulation and caring of bees.
3. Instruction in poultry keeping.
4. Instruction in domestic work, embracing plain cookery, plain needlework, laundry work, and home nursing.

In addition to the ordinary courses, provision is made for the training of students with a view of qualifying for the positions of (a) dairymaid in creameries, (b) itinerant instructor in butter making and in poultry keeping under a County Committee of Agriculture and Technical Instruction, (c) teacher of butter making and poultry keeping in a school of Rural Domestic Economy, or (d) teacher of cookery, laundry work, housekeeping, and plain sewing in a School of Rural Domestic Economy.

About 100 students pass through the School every year, all of them taking the full curriculum.

The only school in Ireland which is run on similar lines to the Munster Institute is the Ulster Dairy School, Cookstown.

**COUNTY SCHEMES OF EDUCATION.**—The County is well provided with Primary and Secondary Schools. Agricultural and Technical Schemes of Education are fully developed. The Agricultural Scheme includes central Institutes or Stations, such as the Clonakilty Agricultural Station, West Cork; Winter Schools and Classes; Itinerant instruction in the varied branches of the industry. The Technical Scheme is developed on similar lines.



Panorama View of Cork City.

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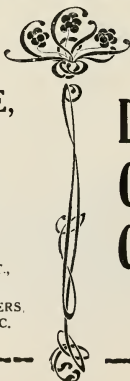
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TEXTILES.  
TIMBER AND WOODWORKING.  
ARTS AND CRAFTS.  
BEDDING.

BRUSHMAKING.  
CHEMICAL INDUSTRY.  
CONFECTIONERY AND JAMS.  
FISHING INDUSTRY.  
LEATHER INDUSTRIES.  
MARBLE AND STONE.  
PRINTING AND STATIONERY.  
SOAP, CANDLES, AND GLYCERINE.  
STARCH.  
TOBACCO AND SNUFF.

## AGRICULTURE IN COUNTY CORK.

*Soils and Cropping.*—Cork is the largest of all Irish counties and has an approximate area of 1,843,716 acres. It is intersected from west to east by the river valleys of the Blackwater, Lee and Bandon. These rivers rise near the borders of Co. Kerry, and constitute the natural drainage for most of the county. The western and north-western portions of the county are rough and mountainous, but the soil increases in fertility towards the east, and there is a wide area of rich grazing and tillage lands, especially along the lower stretches of the Lee and Blackwater. The geological formation of the county is simple, consisting as it does of limestone and redstone or brownstone. Limestone soils similar to those which cover the central plains are found in the river valleys, while the underlying sandstone, owing to the denudation of the limestone, crops out in the higher situations and gives character to the kind of soils found there: in the valleys there is a considerable admixture of soil constituents owing to weathering and the carrying down of brownstone detritus. Hence there is much variety in the soils of the county owing to their origin and physical texture, and this is marked in the system of agriculture followed in the different districts. It may be said of Co. Cork more than any other county, that it has the widest scope in the practice of Irish agriculture, and it is to the varying types of soils which occur that this is largely due. No other county in Ireland is so self-contained nor raises so much all-round produce of crops and live stock. The area under crops in 1917 was returned as 524,856 acres—almost one-half of the total area of the province of Munster, and almost one-tenth of that for the whole of Ireland. The area of oats grown (140,547 acres) exceeded that of any other Irish county, and the area of wheat raised (22,735) which was larger than that of the entire northern province, amounted to one-sixth of the total area under the crop in the country, and exceeded by two-and-a-half times the next largest wheat-growing county—Wexford. Root crops (turnips, mangolds) as well as cabbages, vetches and rape and other catch crops are widely grown, and crops of every kind necessary to turn out stock of all kinds in market condition are generally raised. In addition an area of flax which now amounts to near 1,500 acres is grown on the brown-stone soils in the Clonakilty, Rosscarberry and Ballineen districts, and the industry is healthy and prosperous. The raising of early potatoes is an industry which has established itself firmly around Clonakilty and Youghal. The light sandy soils of these districts and the mild temperature obtained from proximity to the sea are both favouring factors. The crop as a rule is ready for marketing before the first consignments from Ayrshire are on



offer. Most of the growers are small farmers, and the returns per acre, unless the spring is abnormally severe, are very satisfactory. Raising of the crop is mostly done at the end of the second week in June, and the tubers are shipped for sale in the Liverpool and Glasgow markets. Some growers, after the early potatoes have been raised and the ground cleared, put in a second crop such as cabbages, Italian rye grass or turnips. All these latter are found to do exceedingly well. From a number of field experiments conducted, the soils of the county have been found to be especially suited for the growing of sugar beet. The average gross yield per statute acre from this crop over three seasons was 20 tons 7 cwt., a return which during this period was only exceeded by one other Irish county. The sugar percentage of the roots moreover was very satisfactory, and quite as high as that obtained on the Continent.

On the live stock side Cork is especially a fruitful county. Long famous as a horse-breeding county, the returns for 1917 showed that it possessed a stock of 62,108 horses, a total which is more than twice that of any other county, and represents little less than one-ninth of the entire horse supply of the country. The cattle numbers are of equal proportion, and in 1917 amounted to 500,351, or approaching one-ninth of the total for Ireland. Certain districts of the county are great sheep-raising centres, hence it is not a surprise to note that the total sheep numbers held in the county in 1917 (230,881) were only exceeded by two counties of such unlimited mountain grazing as Galway and Mayo. Pig feeding is and has always been a great source of profit to the smaller farmers, especially in West Cork, and as the returns show, the county holds the second largest stock of pigs in the country.

The foregoing indicates the important part which Co. Cork takes in the production of crops and live stock, and the position it holds in the fabric of Irish agriculture. The farming practice followed in the county aims at a very high standard, and so adaptable are the farmers and so keen to take up the latest methods, that much progress has to be noted within the last decade. The western part of the county is essentially a tillage area, and the occupiers of the small holdings which are general in this area, are amongst the most prosperous and hard-working of the Irish farming community. An index to this may be gained from the fact that in recent years farms when put up for sale realise a higher price than anywhere else in Ireland. On the eastern side of the county the holdings are larger and more given over to cattle raising, sheep rearing and horse breeding, but even here there are fine tillage districts such as those around Middleton, and extending from there to Cloyne and along the seaboard to Youghal. The rotation most widely practised in the county is a four-course one, and usually takes the form of (1) oats, (2) roots, (3) oats or barley, (4) hay, followed by two to eight years grazing or madowing. This rotation permits of a sufficiency of grain and roots, as well as hay and straw to be raised for stock feeding: in addition catch crops are now grown on many farms, and this practice is extending, as besides making fuller use of the soil, it enables more stock to be kept and supplements the supply of succulent foods and grass at a time when these are scarcest. There is a considerable export of oats from the county each year to various cross-channel ports; black oats is most widely grown, as this variety is found to yield well on the varying types of soil which occur, and the straw is regarded as excellent fodder. The barley grown is largely sold for malting purposes, and serves as the source of supply to the breweries in Cork and the distilleries in Middleton and Bandon. Much of the small and damaged grain is fed as barley meal to pigs and poultry, and in this way marketed as pork and eggs. In districts where both winter and spring varieties of wheat are widely grown, much of the grain is ground in local mills for home use. Large quantities of this as well as other grain are also sold to the many milling establishments with which the county is adequately supplied.

*Live Stock.*—Cork raises large numbers of fat cattle, sheep and pigs each year. The chief fattening area for grazed cattle in the summer season lies in the north, and extends from Charleville to Doneraile and Buttevant; there are, however, stretches of good fattening land around Cork City and in the Killeagh and Middleton districts, as well as in other parts of the county. The supply of fat cattle in the winter season comes mainly from the tillage areas in both sides of the county, and there is a considerable amount of infecding done, especially in the Middleton and Bandon districts. The output of fat sheep is chiefly from East Cork, and the industry is largely followed in the valley of the Blackwater, from Mallow to Fermoy, though it is general everywhere. West Cork produces the bulk of the pigs which are raised largely on the smaller farms in this area. Dairying is general, as may be judged from the fact that the county has 104 working creameries out of a total in all Munster of 427. Hand separators are also used on many farms, and farmers' butter is an important item of produce in many of the local markets. The county has long been noted for the excellence of its horses, and breeding is very carefully done. There are at present standing in the county 27 thoroughbred sires, 9 half-breds, 14 Irish Draughts and 13 heavy horses (Clydesdale and Shires). All these horses are on the Department's list of registered stallions, after inspection and examination for soundness. The thoroughbred is used for the production of high-class hunters and light horses generally, and the heavy horses are utilised to produce animals suited for farm and haulage purposes. The trade done in horses is extensive, and such well-known fairs as Fermoy, Cahirmee and others are visited by many foreign and cross-channel purchasers, as well as dealers from all parts of the country. County Cork takes a leading place in the raising of pure-bred stock. There are a number of well-known stud farms for the production of thoroughbreds; and on the cattle side, there are many herds of shorthorns kept. Animals reared in some of these have gained the highest awards at the leading shows, and shorthorn breeding is now well scattered over the county and has taken a deep hold.

*Agricultural Education.*—A scheme for this purpose is administered through the County Committee of Agriculture, and has been worked with great success for over the last fifteen years. It is designed not only to benefit the farmers and small holders, but also cottagers. There are now five Agricultural Instructors employed in the county, and these, besides advising farmers on all matters connected with stock-keeping, crop-raising, purchase of manures, feeding stuffs, etc., carry out instructive experiments of various kinds. In the winter months, they deliver lectures on topics of farming interest, and conduct classes for the instruction of farmers' sons. There are also four Instructors in Horticulture and Beekeeping at work: these advise regarding the management of gardens and orchards, the best varieties of fruit to plant, etc. Instruction on poultry keeping and dairying is given by lady instructresses trained for the work; these, besides lecturing and giving demonstrations, visit farms by request, and have done much to increase the output of eggs and poultry, as well as to improve the quality of the home-made butter. The desire to follow newer methods is very general, and for this reason the technical advice and help provided in the several branches of the farming industry is much appreciated.

*Farming Societies.*—There are prosperous Agricultural Societies—some of them long established—in Cork, Bandon, Coachford, Skibbereen, Clonakilty, Mallow, Newmarket and Fermoy. Annual Shows are held in connection with these, and the fixture promoted by the Munster Agricultural Society at Cork attracts entries from long distances. At these shows, which excite rivalry and promote improvement in the breeding of live stock, much other general information of a useful nature is diffused. Special attention is given at these to the display of the

latest types of agricultural machinery. Cork farmers are noted for their keenness in employing labour-saving implements, and the range of such machinery in use is very wide. Threshing is chiefly done by steam power, and there are a large number of threshing plants employed each harvest. The demand for such implements as potato diggers, reapers, binders, hay-tedders, swathe-turners, turnip pulpers, etc., is considerable every season, and implement firms carry on an extensive trade.

All over it will be seen that while Cork is a county mostly of mixed farming, it is also a county in which every type of farming can be found. The work of the County Agricultural Committee has been of especial benefit to the smaller farmers in the backward districts. Besides the provision of a system of instruction which brings the practical information they want to their doors, the schemes for the improvement of live stock have been of especial benefit in grading up the quality of the stock, and consequently in increasing the profits of rearing and feeding. Premiums, which admit of the service of a registered stallion at a nominal fee, are given to farmers under certain valuations if the mare is recommended as of a suitable type on inspection. In each district premium bulls and boars are placed for the use of the general farming community, and these are availed of very widely. Under the poultry scheme egg distributing stations are subsidized in each district, and from these, settings of approved breeds can be obtained by farmers' wives at a reasonable cost. Progress is written large over the general agriculture of County Cork, and if a contrast could be made between the farming methods followed by the farmers of fifty years ago and those which obtain in 1917, some idea of the material progress made in the interval would be gained. Not only is this progress observable in the improved farming practices adopted, but in the general standard of living and comfort now secured to the farmers; nor are these better conditions confined to the farmers and the farmer's families; they are also shared by the labourers and labourers' families who work on the farms, to whom a condition of contentment is essential if the requisite labour supply is to be permanent and satisfactory.

### THE PROVISION TRADE.

The Provision Trade has been for centuries the staple industry of Cork. This City, as early as 1660 was a great centre for the export of cattle to England. The trade flourished to such an extent that English breeders petitioned Parliament to restrict it. In answer to their petition Parliament passed the Cattle Acts of 1663 and 1666, which struck a vital blow at this prosperous industry. This prohibition of the export of Irish cattle forced the Irish traders to develop a provision trade. Considerable success attended these efforts, a trade in provisions, especially in Butter, growing up between Ireland and the Continent—more particularly with France, Holland, Spain, Portugal, and the Colonies. Cork was one of the principal ports from which this trade was carried on. This growing trade was soon stifled by the Navigation Acts of 1670 and 1671 which indirectly prevented the direct importation into Ireland of plantation commodities. Despite these restrictions, the Irish Provision Trade continued to struggle, but it was well into the 18th century before the Cork merchants had regained their lost position. By 1748 her provisions again found markets all over the world, but more especially in Holland, Flanders, France, Spain, and Portugal. Arthur Young tells us that between 1755 and 1773 the average value of the annual exports from Cork was £1,100,190.

In 1779, according to an eminent authority, Cork was held to be the second city in Ireland on account of its great provision trade; for, except in linen, all her exports were larger than those of Dublin. From 1776 to the end of 1778 however, owing to the American War, Cork suffered a temporary set back, restrictions on her exports being again imposed in the interests of English contractors

and merchants. The removal of the restrictions in 1779 gave a great impetus to the trade. From 1785 to 1795 the trade flourished wonderfully. Indeed, until about 1820 the provision trade of Cork maintained its high level. Later on, the introduction of Free Trade by England damaged the prosperity of Cork, as of all the other great trading centres of Ireland. "In the seventies, with the advent of steam transport, a great expansion took place in the importation of foreign agricultural produce into Great Britain, and the Irish trade in meat and dairy produce began to suffer severely. Irish meat was displaced in England by American meat, Irish butter by Danish butter, and Irish poultry by French poultry." Irish industries had of necessity to be transformed, and the bacon curing industry has become a capitalist one, mainly carried on in the South of Ireland, with Cork as the great centre. The system of co-operation has been applied to the manufacture of dairy produce with notable effect in Cork and the South of Ireland generally.

Thus in recent times a gradual and sustained improvement in the trade has taken place despite the many vicissitudes through which it has passed.

### BACON.

The Cork bacon curing industry, though very extensive as early as 1770, was not on a very sound footing until about 1880. The quality of the bacon manufactured in Cork, or indeed in any part of Ireland, was not up to the desired standard, though there was a large export of the article for over two centuries before. About 1870, however, a combined effort was made among Cork and other Munster bacon curers to improve the quality of the bacon. They exerted themselves to induce the farmers in the districts from which they drew their supplies to breed the class of pigs most profitable to the farmers and most suitable for the production of high class bacon. Their efforts were very successful, and to-day, the magnitude of the Cork bacon-curing industry and the world-famed quality of the manufactured article, are of the greatest importance to the country.

The export of bacon from Cork, and indeed the entire Irish export, goes to England. Hams, however, are exported direct from Cork to Paris, India, and North and South America. The exported article is generally of the very best brand, and stands on the same level as regards price as the best English bacon.

The bacon curing factories of the City and County are equipped with the most up-to-date machinery. In fact, the whole scheme of production and distribution has been organised on the most highly scientific lines.

A successful effort has also been made to grapple with the problem of the supply. Formerly farmers were prone to instability in the rearing of pigs. When abnormally high prices were offered there was a general rush to increase the supply of pigs. Subsequently the glut on the market produced a rapid fall in price, which resulted in a general scarcity again. Now they see that by keeping a steady supply, prices are helped to maintain a comparative equilibrium. This steady supply, replacing the alternate glut and scarcity of former years, is best for all—farmer, bacon-curer and consumer.

The following figures from the Annual Returns of the Port of Cork give some idea of the magnitude of the trade:—

### IMPORTS.

YEAR.	PORK.		BACON.		HAMS.		PIGS' HEADS.	
	Cwts.	£.	Cwts.	£.	Cwts.	£.	Cwts.	£.
1908	6,229	3,581	65,842	167,807	4,912	12,403	98,103	68,735
1911	7,827	8,023	50,657	150,705	2,496	7,675	114,636	97,441
1912	6,632	4,808	34,458	108,542	1,852	5,602	87,012	82,061
1913	3,062	2,602	42,569	153,248	3,607	13,300	100,546	120,655
1914	4,336	3,107	41,310	147,683	2,581	0,421	110,210	148,783

## EXPORTS.

	PORK.		BACON.		HAMS.	
	Cwts.	£.	Cwts.	£.	Cwts.	£.
1908 ...	2,135	5,124	177,710	497,588	8,305	35,296
1911 ...	7,487	19,092	172,086	518,959	5,779	27,161
1912 ...	6,702	18,458	205,849	640,705	6,410	27,120
1913 ...	4,836	15,374	186,794	672,458	6,027	31,340
1914 ...	25,605	76,495	173,367	615,453	4,626	23,824

Cork is the great distributing centre for pigs' heads in Ireland, hence the heavy import above, which is about 80% of the total import of this item into Ireland. The same holds to a lesser extent with regard to imported foreign bacon. Cork exports approximately 20% of the total export of bacon from Ireland. It is estimated that 20% of the total production in Cork is consumed at home.

Below are the statistics of the Port showing the export of swine from 1908 to 1914.

## SWINE.

YEAR.	FAT.	STORE.	VALUE.
	No.	No.	£.
1908 ...	26,292	135	90,863
1911 ...	16,555	—	64,405
1912 ...	17,025	—	85,125
1913 ...	17,675	—	90,380
1914 ...	9,028	—	44,961

From year to year Ireland stands third in the list with regard to the export of bacon, hams, pork and live pigs into Great Britain.

## PRESERVES.

The Preserved Food Industry is a long established and flourishing branch of the Provision Trade of Cork. Crosse & Blackwell, Ltd., London, founded their only other factory, in Cork about 150 years ago. This, the only factory of its kind in Ireland, is equipped with the most modern machinery. The food is prepared under ideal conditions, while the various processes in packing and sealing the tins is largely carried out by automatic machinery. The visitor to the factory is struck by the well appointed premises—roomy, well-ventilated, and scrupulously clean—in which an alert uniformed staff work with energy and goodwill under the stimulus of such conditions.

The Cork factory prepares Soups, Veal, Mutton, Beef, Birds and Game, Fish, and Vegetables, which are packed in their well-known 1lb. tins. These packing tins are all manufactured on the premises. The many different varieties of each of the foods prepared give an idea of the extensive nature of the business. To select two from the list, there are 23 different soups tinned, while there are 17 varieties of beef prepared.

Besides supplying a large Irish trade these products are exported to all parts of the world. In the days of the great gold rush, Crosse & Blackwell's Cork foods were as well known in Klondyke as in Cork.

## THE CATTLE TRADE.

Cork, as the capital of a province largely given over to cattle rearing, has always been a great centre for the export of live stock. As early as 1660, the export of Cattle was very considerable, but, as already pointed out, the passing of the Cattle Acts of 1663 and 1666, and subsequent embargoes, practically destroyed the industry for over a century. The trade revived in the early part of the nineteenth century, and continued to improve, attaining its present important position despite powerful foreign competition in the English markets.

Cork at present cures very little beef, but from the latter part of the 17th century to 1825, the beef-curing industry was a most important asset to the city and county. Between 1755 and 1773 there was annually exported from Cork, beef to the value of £300,000. During the Napoleonic Wars from 1789 to 1815, the British Navy was principally supplied with cured beef from Cork. But with the end of the war the trade fell off considerably, and the introduction of steam navigation in 1825 tended still further to depress the industry, for thus a ready market was opened in England for live animals. The repeal of the laws prohibiting the import of foreign cattle and provisions tended still further to depress the trade.

There is great scope for the revival of a dead meat trade in Cork, every facility being available for the setting up of a meat packing industry in the district.

Mr. Wesley Frost, American Consul at Queenstown, in a recent report to his Government on "Openings in the South of Ireland for American Capital," points out:—"There is an opportunity for a slaughter house and meat-packing industry in this district. There are probably few openings for American capital and enterprise outside of the United States that have as many apparent attractive features as this. Large numbers of cattle are shipped to England, where they are finished partly by grass—the English grass is claimed to have greater fattening qualities than that of Ireland—but mainly by maize and other feedstuffs, that could be just as cheaply procured in Ireland. The natural place to kill these animals is in Ireland, just as the Irish swine are killed and worked up here. Cork is the centre of the Irish cattle country. The American packing companies, or any Irish-American who understands the packing industry, would do well to look over the field here immediately. Not a little Irish capital could be secured to supplement American capital, if the matter were properly taken up. Such an industry would aid the export situation by supplying a large quantity of hides for the American market."

The following figures indicate the magnitude of the export trade in Cattle and Sheep from the Port of Cork:—

Year	CATTLE.						SHEEP AND LAMBS		
	Fat	Store	Milch Cows and Springers	Calves	Other Cattle	Total Value	Sheep	Lambs	Total Value
	No.	No.	No.	No.	No.	£	No.	No.	£
1908	8,053	47,652	6,962	27,388	1,876	803,318	28,557	34,023	110,769
1911	6,990	28,131	8,314	8,777	1,924	634,047	18,674	35,800	83,614
1912	26,245	16,037	2,547	3,716	3,153	712,793	39,509	37,808	116,885
1913	17,888	91,333	8,546	15,005	1,160	1,606,145	33,138	34,547	125,140
1914	30,033	47,990	5,079	10,278	2,078	1,302,663	12,453	22,196	61,468

The imports of Beef (fresh, frozen and salted) during these years were as follows:—

YEAR.	£	Cwts.		Cwts.	£	
1908	31,735	17,389				
1911	57,215	37,828				
1912	58,590	34,213	including	20,346 value	24,614	Imported direct from Argentine.
1913	68,140	38,037	"	12,091	14,560	"
1914	28,982	13,480	"	5,885	8,601	"

In 1911 the value of the Irish export of all classes of live stock was more than three times as large as the value imported into the United Kingdom from all foreign and colonial countries.

The development of the Cattle trade in Cork is at present greatly handicapped owing to the want of a proper up-to-date cattle market in the City. The present market was established about 150 years ago, on an elevated position in the north-western fringe of the City. It is situate on the side of a hill, in one of the poorest

districts of the City, and is approached through a network of very narrow streets and lanes. It is a considerable distance from railway and shipping facilities, and for many years past has, on account of its unsuitability, ceased to be recognised by the bulk of the trade as a mart for the purchase of live stock, and a large majority of the traders do not attend it. In 1914 arrangements were being perfected by the Corporation for providing a Cattle Market on the Corn Market site, which is most suitable for the purpose in all respects, but, unfortunately, owing to the outbreak of war, the question had to be postponed.

#### BUTTER.

For centuries Cork has occupied a leading position as a great centre and port of exportation for this staple article of the Irish Provision Trade. Until late in the 18th century, however, the quality of the butter was very inferior, judged from the modern standard, and though Cork had almost a monopoly of the export trade, no effort was made to improve the quality of the commodity.

The first effort to systematise and improve dairying in Ireland was made about 1769. In that year, finding that the trade of the City in butter had been declining for several years, the butter merchants decided to appoint skilled officials to inspect and brand the butter and thus guarantee its quality. The following year saw the opening of the Cork Butter Exchange and the commencement of this systematic inspection, over 105,800 firkins and kegs being branded in 1770. Henceforward, owing to the maintenance of the integrity of its brand of quality, Cork inspected butter found a ready sale in England and foreign countries.

The trade in butter, thanks to the organisation of the Cork Butter Market, emerged successfully from the trials of the first half of the 19th century. In 1834-5 nearly 280,000 firkins passed through this market, a large quantity being destined for export. After the Famine Cork still continued to be the centre of the butter trade in Ireland, and monopolised the bulk of the foreign export. Thirty years later the value of the butter passing through the market was £1,153,375. By 1892 the Butter Exchange was handling annually 500,000 casks of butter, valued at £1,500,000.

Considerable improvements in the quality of the butter have been made of recent years to keep pace with foreign competition, and, with the establishment of numerous factories and creameries, butter is now manufactured on the most scientific principles. To-day our choicest butter can compare and compete with the finest the world can produce. According to a recent report of the French Consul, Cork produces butter of "a very superior quality." The business transacted in the Cork Butter Market towards the end of the last century had assumed enormous proportions, and to-day Cork is pre-eminently the centre of the butter trade of Ireland. The market is held six days per week, and is one of the largest in the world. Enormous quantities of "Creamery," "Factory," and "Farmers" butter are made up in tins and oaken packages and exported to all parts of the world.

The outlook for the future of the butter trade is good, and the producers, by striving for the "Uniformity" and the "Continuity" so characteristic of the Danish product, have every prospect of holding eventually the premier position in the world, in the quality as well as in the quantity of the butter export.

The following are the statistics of the Port of Cork showing the butter export from 1908 to 1914:—

			EXPORTS.	
YEAR.	QUANTITY.		VALUE.	
	CWTs.		£	
1908	...	222,135	1,189,348	
1911	...	230,258	1,228,043	
1912	...	254,360	1,358,706	
1913	...	245,064	1,266,715	
1914	...	256,356	1,390,731	



The Irish export of butter, £4,026,023, to Great Britain in 1908 was the second largest in quantity and value, the import from Denmark into the United Kingdom being first, at £10,976,484. Cork exports over one-third of the total export from Ireland.

The average yearly production of butter in Ireland in pre-war times amounts approximately to £7,000,000, of which £4,500,000 (or 60%) is exported. Munster produces nearly two-thirds of the total production in Ireland, about a quarter of this coming from the County of Cork.

## MARGARINE.

Margarine, invented by a French Chemist, Mege Mouriés, during the siege of Paris, first came into commerce in 1872, when it was manufactured exclusively in Holland, hence it was originally known as Dutch butter. It was soon recognised that the South of Ireland was eminently suited for its manufacture owing to the large supply of milk available. The first margarine factory in the United Kingdom was established in Limerick; this has since been transferred to Waterford, where a large output of good quality is still maintained. There are now three progressive margarine factories in Cork which has become the most important centre in Ireland for its manufacture. The demand for this substitute for butter has largely increased since the war, and a continuation of its use to a greater extent in the future is probable.

It was thought that the development of a margarine industry might react unfavourably upon the butter trade, but events have shown that such fears were unfounded. The increasing population and prosperity of Great Britain have created a ready market for all the fat foods available, and during the past decade very high prices have ruled for butter during the winter months, notwithstanding a great and general increase in the use of margarine. Denmark, the greatest butter producing country in Europe, has also a flourishing margarine trade.

Irish brands of margarine are held in high repute in England, and now command much higher prices than Dutch produce.

The total exports of margarine from Cork exceed 7,000 tons a year, and are rapidly increasing.

With the establishment of a dead meat trade in Cork there would be ready at hand a large supply of the fats necessary for the manufacture of margarine, whereas at present these fats have to be extensively imported from abroad.

The great development in the production of margarine in Cork, and the possibilities of a further increase, are indicated by the following figures of the export through the Port of Cork alone:—

EXPORTS.				
			Cwts.	£
1908	...	...	9,756	25,000
1913	...	...	25,873	66,623
1915	...	...	41,387	115,883

The value of the margarine exported in 1916 through the Port of Cork is estimated at £700,000 reckoned at £100 per ton. As the home consumption is large, the total production of margarine in Cork must be very considerable. Of the total Irish export Cork exports about 50%.

The agricultural classes in Denmark and Holland are reaping vast benefits from the manufacture of this article, and in the further development of the industry there is likewise a great future for the farming community of this country.

## CHEESE.

The manufacture of cheese in Cork is steadily increasing of late years. There are factories at Kilmallock, Kanturk, Newmarket, Lissarda and Skibhereen. All

the circumstances and conditions are favourable here, and there is no reason why a great improvement in the quantity and the quality of the manufactured article should not be made. Cheese-making, it is stated by an eminent authority, is a more profitable enterprise than butter-making.

Instead of the large import of cheese from abroad there should be sufficient manufactured here to satisfy the home demand and leave a surplus for export.

The development in production and the possibilities for the future are shown by the following figures of the Port of Cork:—

YEAR.	IMPORTS.		EXPORTS	
	Cwts.	£	Cwts.	£
1908 ...	2,672	7,615	1,037	2,955
1912 ...	2,845	9,104	1,208	4,154
1914 ...	3,679	11,957	1,815	5,899
1915 ...	2,964	12,079	2,751	11,210

### EGGS AND POULTRY

Ireland produces more eggs than England and Scotland combined, a large part of the output being obtained from the South of Ireland.

The egg and poultry industry in Cork is in a very healthy condition and is rapidly progressing. Great attention is paid to scientific poultry keeping, especially with regard to improving the breeds. The method of egg packing for export has been greatly improved. The number of poultry kept is twice that of the highest total of any other county in Ireland.

A very large business is carried on in Cork in the collection and export of eggs, and the trade is very well organised.

The egg and poultry industry, scientifically managed, is a very lucrative one, and its extension from a national point of view is to be advocated.

The export of eggs and poultry from the Port of Cork is as follows:—

YEAR.	EGGS.		POULTRY.	
	Gt. Hunds.	£	Cwts.	£
1908 ...	613,364	257,485	12,775	35,770
1911 ...	584,769	264,974	12,605	35,546
1912 ...	542,615	251,525	13,292	43,421
1913 ...	588,385	277,644	14,340	50,190
1914 ...	606,403	300,675	15,712	54,992

The Irish export of eggs to Great Britain was the second largest in quantity and value in 1911, 1912 and 1913, and first in value in 1908 and 1914.

### MILK AND CREAM.

Cork being one of the greatest dairying counties in Ireland the milk supply is normally very plentiful, and there is a daily export to London.

The following are the exports of condensed milk and cream from the Port of Cork:—

YEAR.	MILK, CONDENSED.		CREAM.	
	Cwts.	£	Cwts.	£
1908 ...	122,540	155,217	1,008	3,157
1911 ...	63,208	88,491	1,812	5,932
1912 ...	47,658	63,147	2,896	8,290
1913 ...	81,987	108,633	2,976	8,829
1914 ...	77,268	102,380	2,716	10,638

The export of condensed milk from the Port of Cork during 1913 was one-third, and that of cream 20%, of the total export from Ireland.

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## FRUIT AND VEGETABLES.

There are large quantities of fruit produced in Cork, but fruit requiring a warmer climate has naturally to be imported from abroad.

The imports of fruit and vegetables through the Port of Cork consist of apples and pears, bananas, grapes, melons, oranges, lemons, tomatoes, almonds, nuts, currants dried, raisins, dates, figs, fruit dried, fruit preserved, fruit green, fruit unclassified, preserves, onions, potatoes, plants, bulbs, and flower roots.

The average yearly total import of fruit and vegetables through the Port of Cork for the three years preceding the War (1911-1913) was 8,877 tons, valued at £123,276, including apples and pears, 2,991 tons, £15,298; fruit unclassified, 1,039 tons, £19,961; preserves, 1,061 tons, £31,822; onions, 1043 tons, £4,661; potatoes, 2,541 tons, £8,543.

Considerable quantities of apples, pears, green fruit and preserves are exported.

Plentiful supplies of vegetables are grown in the county for the Cork markets. The import of vegetables is inconsiderable.

The sandstone nature of the soil, the warm moist climate, and the good demand afford great scope for the development of this industry here.

## HONEY.

More than half the total honey production of Munster comes from Cork, which is especially adapted for the industry and produces much more than any other county in Ireland. There is plenty of room, however, for the further extension of the industry, which, conducted on scientific lines, is a very profitable one.

In 1913, 41,600 lbs. of section honey and 19,800 lbs. of "run" honey, valued at about £1,535, were produced in the county. Supplies on the local market are plentiful in the summer and autumn.

The relative importance of different industries in a country is frequently based on the value of their respective exports. The net production within the country is of course the proper basis for comparison in this direction. The Net Production within the country = Exports plus Home Consumption less Raw Materials Imported. In the case of many manufactures the home consumption is relatively small, and the imports of raw materials necessarily large. In the case of the Provision Trade, the home consumption is large relative to the export, and the imports of raw materials inconsiderable.

The Provision Trade of Cork, which, as can be seen, is carried on on a most extensive scale, is, therefore, even of much greater importance relative to other industries than the exports would lead one to believe.

## BREWING AND MALTING.

For over two centuries Cork City and County has been the seat of an extensive Brewing and Malting Industry. Documents in the possession of Messrs. Beamish and Crawford, Ltd., proprietors of the Cork Porter Brewery, show that as far back as 1715 the brewery was in the possession of one Edward Allen. Later documents show that in 1791 it became the property of William Beamish and William Crawford, whose descendants have ever since carried on the business, and are to-day represented by Mr. Richard H. Beamish and Mr. A. F. Sharman Crawford. Wakefield, writing in 1809, stated that the firm of Messrs. Beamish and Crawford, brewing annually 100,000 barrels, was the largest engaged in the brewing industry in Ireland, Guinness's Brewery ranking only second. Notwithstanding the great wave of depression in the brewing trade due to the Fr. Mathew temperance crusade and the Famine of 1847, we find that in 1865 the brewery, maltings, machinery and plant were almost entirely rebuilt, at a cost of over £100,000, the most up-to-date appliances and machinery being introduced. Since



1899 a further capital sum of over £130,000 has been expended in order to bring the brewery up to the highest standard of modern development.

Situated in the South Main Street, the Cork Porter Brewery is bounded on two sides by the River Lee which washes its walls. The brewery buildings, erected around two quadrangles, cover many acres of ground. Both porter and ale are manufactured. The ale is brewed entirely for home consumption, while the porter in addition to supplying an extensive home trade is also exported.

The maltings in connection with the brewery form a separate establishment, covering some acres, and are situated in Sheares Street. They consist of a picturesque group of buildings ranged round three sides of a square court, on the banks of the north channel of the Lee, and in size and equipment are admittedly equal to any in Ireland. The situation of the maltings on the river Lee enables the Company's barges to unload direct into the premises. The Brewery distribution to the Harbour stations is also effected by these barges.

The whole of the machinery throughout the establishments of Messrs. Beamish and Crawford is worked by electric motors.

Lane's Brewery, situated opposite the main premises of the Cork Porter Brewery, in the South Main Street, was in 1901, taken over by the latter, dismantled and converted into workshops. These workshops afford extensive employment to tradesmen of all kinds, as all public and private houses owned by the firm are constructed or altered under the direct supervision of the firm's engineer and works' foremen. A large staff of coopers is constantly employed, as all casks used in the brewery are made upon the premises. The whole system of boiling the worts has been recently altered to steam-boiling, successful patents having been taken out by the firm with this object in view. The new method is highly satisfactory, being far cleaner than the methods of former days.

Despite the enormous difficulties and restrictions under which the brewing industry is being carried on at present, this firm has recently acquired extensive property fronting the South Main Street, to enable further extensions to be carried out.

Lady's Well Brewery, which takes its name from a famous well near by, was founded in 1854 by Messrs. James, William, Jerome and Francis Murphy, who formed a private Limited Company in 1884. The undertaking was from the beginning remarkably successful. The original premises, acquired from the Government, were in 1889 remodelled and the plant renewed. Up-to-date appliances were introduced into every department and no pains were spared to place the Brewery amongst the best equipped in the United Kingdom. In 1901 the firm acquired the St. Finbarr's Brewery, Cork (Sir John Arnott's), and the Rivers-town Ale Brewery and Maltings. They closed and dismantled both those breweries, but have continued to work the malt houses. The licensed property of Messrs. J. A. Arnott & Co., Ltd., in the City of Cork was very large and, added to the already extensive property of the firm, turned out a valuable adjunct to the trade of Lady's Well Brewery.

The Brewery buildings, situated in Blackpool, occupy extensive frontages on both sides of Leirim Street. To realise the extensive nature of the Brewery premises it is necessary to go inside, where one finds imposing blocks of buildings around three spacious quadrangles. On the right of the main yard one sees the fitting shops, boiler house, ether cooling room, stout store, and sample rooms, and a well-proportioned chimney shaft rising to a height of 200 ft., while one of the malt bins capable of holding 20,000 barrels of malt runs along the entire length of the left hand side of the yard. The cooperage, cask stores, stables and cooling house are situated on the opposite side of the street. The cooling house is a fine building containing three large Haslam Cooling Machines on the ammonia prin-

# BEAMISH & CRAWFORD

LIMITED.

ESTABLISHED - - 1792.

## BREWERS OF Stout & Ale



For DRAUGHT  
And BOTTLING.

Canteens Supplied.

CORK PORTER BREWERY,  
CORK.

TELEGRAPHIC ADDRESS: "BEAMISH, CORK."

TELEPHONE NOS. 818 & 819.

# James J. Murphy & Co. LIMITED.



## STOUT AND PORTER BREWERS,

LADY'S WELL BREWERY,  
**CORK.**

SUPPLIERS OF STOUT TO HIS MAJESTY'S FORCES.



REGISTERED TRADE MARK



TELEGRAPHIC ADDRESS—  
"MURPHY'S, BREWERS, CORK."

TELEPHONE Nos. 928, 929, 930.

ciple. The water is cooled here and piped across the street to the refrigerators in the Brewery. Here also is a Balke Water Tower and an open air cooler. All the casks required in the Brewery are manufactured by the firm's coopers. Indeed, most of the constructional work has at all times been carried out by the firm's own employees, most of the vats being so built.

The malt house on the premises is a substantial building five stories high. This extensive range of maltings and granaries is built and arranged on the newest principle, and fitted throughout with the latest appliances known to modern science. The adjoining malt houses in John Street and the maltings at Rivers-town are equally up-to-date.

The reputation acquired by the products—stout and porter—of this firm is widespread. Gold Medals for "highest excellence" were awarded to Messrs. Murphy at the Brewers' Exhibitions at Dublin in 1892 and at Manchester in 1895.

In the County there is the extensive and well-known brewery of Deasy & Co. Ltd., Clonakilty.

Many causes have combined to bring the brewing industry of Cork to its present important position. Water plays an important part in the operations of brewing; the suitability and purity of the Cork water is proverbial. County Cork is considered to be one of the best barley growing counties in Ireland, and the proprietors of the local breweries have spared neither trouble nor expense in bringing the cultivation of good malting barley to its present high standard. This is important in view of the fact that only malt and hops are used by the Cork brewers.

In addition to supplying a large Irish market including the south and midlands, the local firms are gradually building up a cross-channel trade, the export from Cork of ale, beer and porter for the year 1913 being over £6,000 exclusive of duty. They afford employment to upwards of 500 men.

Besides the maltings working in conjunction with the City Breweries there are extensive maltings throughout the county. Those at Ballinacurra supply the well-known Guinness's Brewery in Dublin. These county maltings have a considerable trade and afford extensive employment.

### THE DISTILLING INDUSTRY.

The Distilling Industry is of very ancient origin, having been practised in the Far East many centuries before the dawn of Christianity. It is believed to have been first known among the Chinese and from them to have been transmitted to the Western nations by the agency of the Arabs. The art was known and practised in Ireland at a comparatively early date; for when in the twelfth century Henry II. invaded Ireland his historiographers recorded that the Irish had a custom of distilling from malt an alcoholic liquor which they termed *Uisquebaugh*. A description of this beverage and a recipe for its manufacture are found in an old manuscript, the Red Book of Ossory.

Later on, Dr. Johnson gives an interesting explanation of the word *Uisquebaugh* in his Dictionary. The famous lexicographer says that this term is an Irish or Erse word which signifies the *waters of life*. "It is a compounded distilled spirit, being drawn of aromatics (*sic.*), and the Irish sort is particularly distinguished for its pleasant and mild flavour." The Highland sort is somewhat heavier, and by corruption in Scotch they call it Whisky. So early had Irish whisky attained superiority over all other brands. The prime old Irish pot-still whisky of to-day well maintains that superiority.

The ingredients used in the production of pure pot-still Irish whisky being home-grown barley and malt, it naturally follows that the country producing the finest barley will be capable of producing the finest whisky. The South of Ireland, and in a special manner Cork, owing to its mild and genial climate and the natural



# Cork Distilleries' Co. Ltd.

*"Paddy  
Flaherty"*

**WHISKY**



*Head Office :*

**MORRISON'S ISLAND,  
CORK.**

*Telegrams : "Distillers, Cork."*

*Telephones 151 & 850 Cork.*

character of its soil, is particularly adapted for barley growing. The barley grown here is unrivalled in all the qualities essential for the production of the very finest whisky.

The Cork Distilleries Co. Ltd. are the proprietors of two most celebrated Irish distilleries, Wise's (North Mall), and Murphy's (Midleton), both situate in the very heart of the best barley growing district; and using only home-grown barley and malt, the whisky produced in each distillery is unsurpassed. Both whiskies have acquired for themselves a world-wide reputation for excellence of quality. For more than a century these distilleries have been manufacturing whisky and are fully equipped in every respect. Their owners, however, always watchful and ever ready to further add and take advantage of any improvement that science or experience could suggest, are thus in a position to supply to the consumer and to the connoisseur the very perfection of Irish Pot-still Whisky.

The North Mall Distillery, which covers an area of 23 acres, stands on the banks of the River Lee, on the site of the famous old Dominican Friary known as the Abbey of St. Francis or the North Abbey. The Distillery buildings, which have a frontage of 684 feet, were erected in 1779 by the father and the uncle of the late Mr. Francis Wise, from whom the Company purchased the works, and who died worth three millions of money besides possessing splendid estates in the counties of Cork and Kerry.

The visitor is much impressed by the picturesque situation of the Distillery and its extensive buildings with immense barley stores; lofty and handsome drying kilns; a five storey mill building; spacious mash tuns fitted up with a very ingenious system of machinery; huge fermenting vats, each capable of holding from 30,000 to 45,000 gallons; the "wash chargers," one of which, a handsome circular timber vessel, holds 35,000 gallons; the still house, containing three old pot stills, the only ones on the premises, the largest having a capacity of 32,000 gallons; enormous vats; four spacious malting floors; the Company's warehouses, comprising 11 separate buildings, containing stocks never short of 7,000 puncheons, in addition to another warehouse, a three storey building, which contains 3,000 butts. The handsome chimney stack, with an elevation of 160 feet, was built by the Company at a cost of £5,000.

In this Distillery there are over 250 hands employed. The whisky manufactured here is called Wise's Cork Old Pot-Still Whisky, which is well-known all over Ireland, England, the Colonies and America.

The Midleton Distillery, situated about 13 miles from Cork, covers upwards of 8 acres of ground with 40 acres of farm land attached. In 1825 the premises were acquired from Lord Midleton by Messrs. Murphy & Co., and converted into a distillery, the output of which soon reached 400,000 gallons annually, employing over 200 men in its manufacture. The Midleton Distillery with its maltings is equipped on the same lines as the North Mall establishment of the Company, with the most up-to-date machinery and appliances. The whisky is made solely from pure malt and grain.

The Cork Distilleries Co.'s extensive bonded stores are situated at North Mall and Wise's Hill, in the Old Green Distillery, Morrison's Island, and at Tivoli. The bottling stores are at Morrison's Island. Here is bottled the famous seven year old whisky which is sold under the well-known registered trade label "Paddy Flaherty."

The chief offices of the Company are situated on Morrison's Island. At the top of the grand staircase may be seen the show-case used at the Philadelphia and

Paris Exhibitions, and in which are exhibited medals of award from Philadelphia, Paris, Sydney, and Cork Exhibitions.

The whiskies of the Cork Distilleries Co., "Wise" and "Murphy," are bonded in specially selected sherry casks, and before being offered for consumption are stored for years in the commodious warehouses of the Company in Cork and Middleton.

The Glen Distillery, covering six acres, the property of the Glen Distillery Co. which started business about 40 years ago, is situated at Kilnap, a picturesque spot about 4 miles from the City, and has a water supply of remarkable softness and purity. This is a model little distillery of the old pot-still type, and turns out a whisky of distinctive character which has a wide patronage not only in the home markets, but also in America, Canada and Australia.

Some twenty miles by rail from the City of Cork is situated "Pleasant Bandon, crowned with many a wood," which Spenser mentioned in his "Fairie Queene," and where the poet's daughter resided for a considerable time at Kilbeg Castle.

About twenty minutes' walk from the town of Bandon, in a picturesque valley, is located Allman's Distillery, a compact mass of buildings covering an area of some twelve acres. The Distillery was founded in the year 1825, on the site of one of the old manorial mills, by the Allman family, whose connection with the building can be traced as far back as 1750. In 1915 this concern passed out of the hands of the original owners and was converted into a limited liability company.

Within the past 25 years the whole of the buildings and plant have been remodelled, making the Distillery one of the most efficient in the United Kingdom. The employees are housed in neat cottages owned by the proprietors of the Distillery and let at a very moderate rent. From the premises a railway siding runs into the Cork and Bandon line. Nearly all the buildings are five or six storied; in the grain lofts are frequently stored over 50,000 barrels of grain at a time; the chief malt house consists of two floors, each 168 ft. by 42 ft.; of the three mash tuns two hold 33,000 gallons each and the other 18,000; there are six "receivers" with a total capacity of 50,000 gallons. As the whisky is stored from three to five years, and in the case of special brands for a longer period, the bonded warehouses, capable of carrying this large stock, are of course extensive. The workshops are very complete, and all repairs are carried out by the firm's own workmen.

The whisky produced, which is entirely pot-still, is highly appreciated in Ireland and the other parts of the United Kingdom, and has besides a world-wide reputation, the "Jaunting Car" brand being a special favourite.

The Distillery is situated in the centre of a district noted for the high quality of its barley. The manufacturing capacity is about 500,000 gallons per annum, and with a small addition to existing plant these figures could be very largely increased.

The Cork Distilling Industry before the war had an annual output of over 1,000,000 gallons. But the outstanding feature of Cork distilling is the quality of the product, and this must be always taken into account when comparing the relative importance of different groups of distilleries. For example, the Ulster group of distilleries can claim a much larger output, measured in gallons, than any other group in Ireland, but about 80% of the whole output of Ulster is Patent-still whisky, which of course is far inferior in quality and intrinsic value to the Pot-still whisky of the South of Ireland.

A general comparison of the two methods of distillation, Pot-still and Patent-still, clearly illustrates the importance of this consideration of quality. In the



Pot-still, evaporation of the alcohol is effected by direct heat applied to the body of the still or vessel containing the wash for distillation; whereas in the Patent-still, steam is forced through the wash in a compartment of the still called the analyzer, carrying the alcohol thence to the rectifier (or purifier) into the condenser.

The Pot-still system of distillation allows the aldehydes—essential oils, ether, etc.—to come over with the evaporated alcohol, giving to Pot-still Whisky its desirable qualities of bouquet and flavour, as also its medicinal value, all of which are almost entirely absent from the Patent-still spirit.

Select home-grown barley and malt are the ingredients which must be used in the production of the pure Pot-still whisky of the South of Ireland. The Patent-still process enables the manufacturer to use much inferior materials in the production of the wash, rapidity of production and maximum strength, rather than quality, being the object. Again the Patent-still spirit in pre-war days and before the passing of the Immature Spirits (Restrictions) Act, 1915, was put into consumption directly after distillation, whereas the Pot-still at all times required storing for at least three years, and more generally five years, before being offered to the public. The Patent-still whisky is generally used for blending with and cheapening the superior Pot-still product.

The contrast between these forms of distillation is best illustrated by a comparison of relative prices, exclusive of duty. Prior to the war the finest quality Patent-still could be readily purchased at 1/6 per gallon, as against 3/6 for the lowest grade Pot-still made in the South or at Dublin, and 4/- to 5/- for the finer qualities. Taking a million gallons of spirit as a unit of production, the market value at pre-war Patent-still spirit rates would be £75,000, which returned practically at once to the manufacturer. The same volume of Pot-still would market at £225,000, and unlike Patent-still prior to the war, should be stored by the distiller or dealer for at least three years, and generally five years, before giving a return. Hence the capital involved and the value of the output for the Pot-still are relatively much greater than for the Patent-still process.

When one speaks of Irish whisky with its world-wide reputation, one means, not the Patent-still whisky, manufactured in every country in the world, but the real old Pot-still whisky as manufactured in Cork, carefully distilled from the finest malt and grain, and matured for years in specially selected sherry casks.

### YEAST MANUFACTURE.

Hewitt's Distillery in the Watercourse Road was for over 100 years famous for its whisky. About 50 years ago, on its amalgamation with the other Cork Distilleries, the production of whisky was discontinued there.

Four years ago, under the control of an expert, on the site of this old distillery, preparations were begun for the equipment on the most modern lines of a distillery for the manufacture of Yeast, and Spirit for industrial purposes. Two years ago the actual manufacture was commenced.

The collection of distilling plant is so unique that recently a visitor well known in the distilling world described it as a model distillery. On the slope at the back of the distillery are conveniently situated the extensive grain stores; next to which is the mill where the corn is ground by stones, the roller system not being able to crush the bran; the converters are close to the neat mash tun of 6,000 gallons capacity, which is worked so as to feed the souring vessels of 6,000 gallons capacity each.

The wash backs, circular like all the other vessels, hold 60,000 gallons; from these the "wash" runs into the series of separators where the liquor containing the yeast is separated from the spiritous liquor, the latter being conveyed to the two wash chargers, which have a capacity of 76,000 and 58,000 gallons respectively. The Patent Still, two column, has a capacity of 2,500 gallons per hour. The

**TERRIER BRAND**



**CORK YEAST CO. LTD.**

*Telegraphic Address:*  
"Brewery, Clonakilty."

**DEASY & CO. Ltd.**

**BREWERS,**

**CLONAKILTY, CO. CORK.**

Have obtained First-Class (Highest)  
Award, Diploma and Medal, at the  
World's Fair, Chicago, 1893.

Mash Filters and Yeast Filters are worthy of notice. While the Yeast Filter is the usual method of separating the yeast from the liquor, this is one of the very few distilleries in the United Kingdom where the Mash Filter has been worked successfully. It is only after many experiments made by the firm's engineer that the improvements necessary to make this filter a success were carried out.

The plant throughout is driven by electricity, and the system of the heating of the water has been devised with a view to the most economical use of fuel.

Prior to the establishment of this distillery Cork obtained its yeast from Holland and the North of Ireland. "Terrier" brand yeast made in Cork has now entirely displaced the imports from Holland. The firm supplies the whole of the South of Ireland, has an extensive trade with the Western and Northern parts of the country, and, notwithstanding the restrictions on production caused by the war, exports to England. The product of the patent still is exported, at present, for the manufacture of explosives. The increase in the demand for industrial alcohol in the United Kingdom, from 1,000,000 to 8,000,000 gallons per annum in the ten years before the war, shows the great possibility for development in this direction, a possibility fully realised when the plant was being installed.

Maize, barley, rye, wheat, oats and potatoes can be used in the manufacture here, which is of great importance to this distillery, situated as it is in the centre of a district where most of these crops are grown. Beetroot, which is likely to be grown here in large quantities in future and for which the district is well suited, can also be used in this manufacture.

### THE MINERAL WATER INDUSTRY.

Like Brewing and Distilling the manufacture of Mineral Waters is a very old established industry in Cork, and one of considerable importance. Four of the principal Cork City firms have been in existence since the early days of the industry, long before the old hand methods had been superseded by the highly specialised machinery with which their works are now complete.

The Cork factories are fitted with every modern appliance used in the manufacture of mineral waters, are aided by continuous chemical research, and possess the important advantage of having a water of which the purity and suitability for these manufactures is widely known. Pure spring water is very largely used in the manufacture. For example, the famous old Franciscan Well, North Mall, is in the hands of one of the firms.

Amongst the varied list of these beverages prepared in Cork may be mentioned, Lemonade, Tanora, Ginger Ale, Ginger Beer, Stone Ginger Beer, Dry Ginger, Lime Juice, Lemon Soda, Seltzer, Piperazine, Kali, Lithia, Kola, Ginger Wine, Quinine Wine, and a large variety of Cordials.

The Cork firms, in addition to the local market, supply a great part of the South and West of Ireland, while their beverages have been exported to all parts of the globe. An important export trade is gradually being built up with America, Canada, and South Africa. The products of Cork firms have been awarded numerous Gold Medals, including those at the International Exhibitions of Cork, Melbourne and Jamaica.

In addition to the City factories there are several extensive ones in the County of Cork.

Closely allied with these industries is the Bottling Trade, for the working of which the Cork firms have installed machinery and plant of the most modern type, which execute almost every movement in the process, from the cleaning of the bottle to affixing the label on the finished article. The employment given is extensive, a large staff being kept busy all the year round.

## ENGINEERING.

Though the manufacture of machinery on a large scale in Cork is only now being rendered possible by the erection of a big works for Messrs. Henry Ford & Son, Ltd., there has long been a considerable degree of engineering activity in Cork and district, as would be expected, since the varied industries and commercial enterprises of the neighbourhood demand the use of a fair amount of machinery, needing supervision, maintenance and repair.

So long ago as 1841 it is recorded that there were in existence in Cork at least nine Iron and Brass Foundries, doing good work, also that the Cutlery made in Cork acquired a reputation for superior quality, and that agricultural machinery and implements, specially adapted to the wants of Irish farmers, were made in its ironworks.

Reference is made to various special enterprises in which Engineering is of prime importance in the articles dealing with Passage Docks, Rushbrooke Docks, Shipbuilding, Cork Electric Lighting and Power Supply, Railway facilities, Cork Harbour Works, etc., but, apart from these activities, Cork possesses several mechanical engineering works where a considerable amount of foundry, mill-wrighting, jobbing and general repair work, as well as some manufacture, is carried on. For instance, in the Motor Engineering Shops, body-building engages a fair number of hands; in the Railway workshops some new construction, particularly in carriage building, is undertaken, and some agricultural machinery is also manufactured by a few local firms. These local firms have proved themselves capable of dealing satisfactorily with the considerable amount of Engineering work naturally called for by the varied industries of the district.

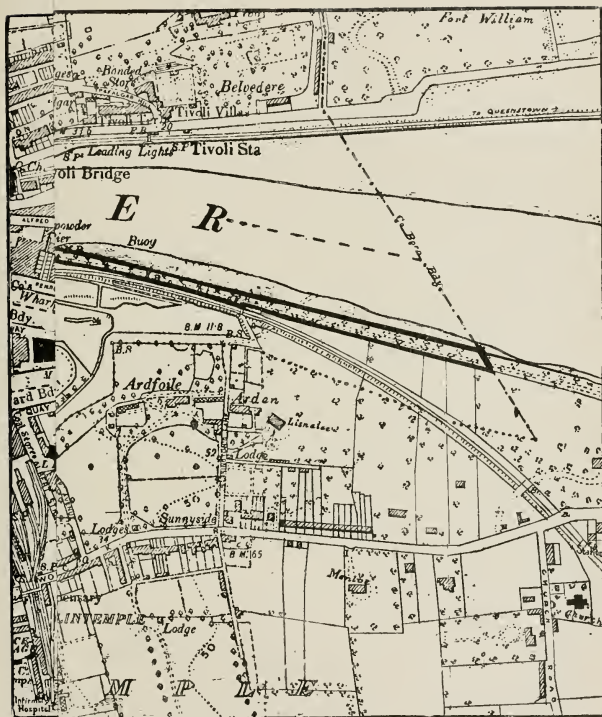
The possibilities of Engineering manufacture on a scale commensurate with the splendid facilities offered by the excellent water front and river transport, are only now becoming realities owing to the enterprise of the firm of Messrs. Henry Ford & Son, Inc., of Dearborn, Michigan, the manufacturers of the "Fordson" tractor. The unexampled industrial success of this firm, with its "standardised" methods of production, and the excellent treatment of its employees, makes it particularly welcome to Cork. In November, 1916, formal negotiations were entered into by this firm, the Cork Corporation, and the Harbour Commissioners, an offer being received from the Company for the purchase of the freehold of the Cork Park grounds and considerable land adjoining the river; and in January, 1917, it was decided to obtain Parliamentary Powers to permit of the sale of the necessary land which would enable the Company to erect buildings of a size demanded by the extent of the proposed output.

Under the agreements drawn up between these bodies the Company acquired approximately 130 acres of land, having a river frontage of approximately 1,700 feet, the Company agreeing to erect buildings to cost at least £200,000, to give employment to at least 2,000 adult males, and to pay a minimum wage of one shilling per hour to them when employed in the factory after completion.

The plant being laid down by the Company is specially designed for the manufacture of an Agricultural Motor Tractor, well-known as the "Fordson," a 22 h.p. four cylinder tractor, working with kerosene or paraffin, adaptable either for ploughing or as a portable engine arranged for driving machinery by belt drive. As is well known, the main features of the "Fordson" tractor lie in its efficiency, its lightness, and adaptability, and it represents the results of extensive trials covering a period of many years, every detail having been thoroughly tried and tested under actual farming conditions.

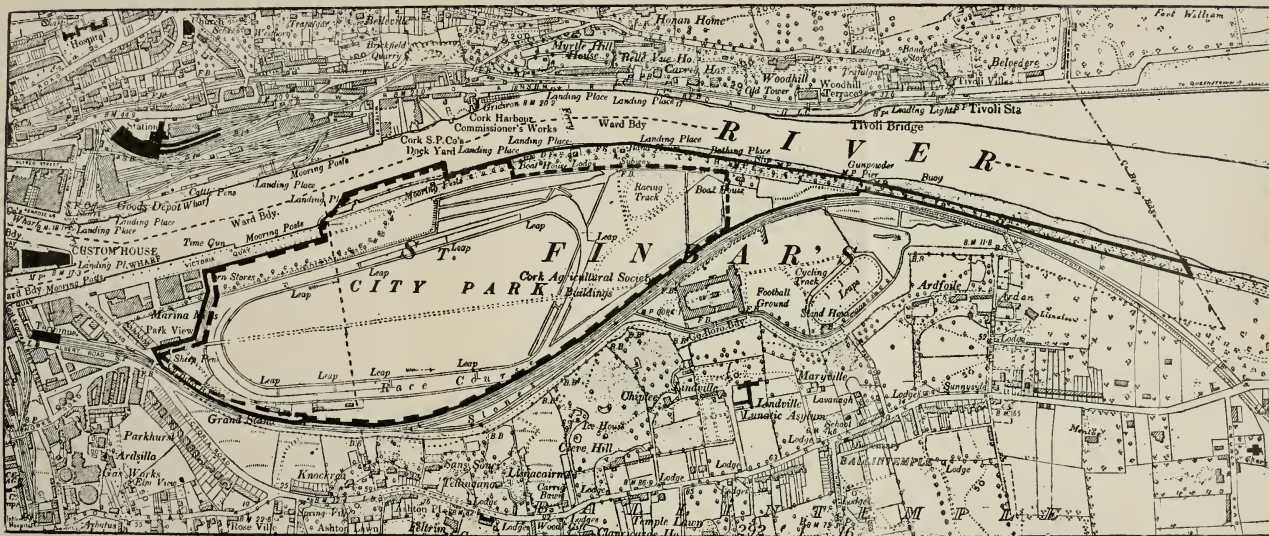
The tractor is articulated, i.e. it has no frame, giving accessibility to all parts for making adjustments, the motor, transmission and rear axle being assembled together in one rigid unit. The casing, etc., is of special design, and the pistons,

Ford & Son.



by the Cork Improvement Act, 1917.

# Site of Proposed Engineering Works of Messrs. Henry Ford & Son.



The Ground enclosed within the heavy continuous black line, thus, ———, is that over which powers have been obtained by the Cork Improvement Act, 1917

The Ground acquired by Messrs. Henry Ford & Son is enclosed by the dotted line, thus, - - - - -

(Officially revised and authenticated by the City Engineer, Mr. J. F. Delany, M.Inst.C.E.I., M.Inst.M.E.)



gearing, etc., are of selected Vanadium steel. Special devices are adopted to keep out dust and dirt, all moving parts being enclosed.

It will pull two 14 inch ploughs in the stiffest soil, and maintain a draw bar pull of 1,800 pounds at ploughing speed; it can turn in a 21 foot circle, and the overall width is 5 feet 2 inches.

The demand for such farm tractors, which enable large areas to be brought under food production with the minimum of expense and labour, is great and will be universal at the close of the war.

The scale on which manufacture is to be undertaken will be appreciated from the fact that the plant is intended to provide all "Fordson" tractors to the continent of Europe.

The enterprise of Messrs. Henry Ford & Son, Ltd., in bringing to Cork this large scheme of tractor manufacture ought to, and will, create an unprecedented industrial transformation in the City and the South of Ireland generally. As an Engineering centre Cork should therefore take in the near future a foremost place among our great manufacturing towns and cities, and, no doubt, other engineering ventures will soon follow the splendid lead given by Messrs. Henry Ford and Son, Ltd.

### GRAIN AND MILLING.

Cork, owing to its natural advantages and to the development of the Port, is the principal importing and distributing centre for grain in the South of Ireland, and is well equipped for the discharge of the large cargoes of wheat and maize which are landed here from all parts of the world. Primitive methods of handling have been gradually displaced, and wharf accommodation provided to meet the rapidly increasing size of the modern ship. Forty years ago the average ship was but a fraction of the size of that of to-day, yet, small as was its draught, it was unable to come up to the quays of Cork till it had been lightened at Passage by the discharge of portion of its cargo into lighters, a slow and expensive process. To remedy such conditions the Cork Harbour Commissioners embarked on a series of extensive improvement schemes. The channel was deepened by dredging, and wharf accommodation for vessels of large tonnage provided, and, in 1884, the South Jetties, at which vessels with a draught of 23 feet could discharge afloat, were opened for traffic. The development of the trade made the provision of increased grain berthage necessary, and in 1903 additional deep water berths where vessels of 22 feet draught can discharge in the heart of the City, were opened for traffic at Anderson's Quay. The Cork City Railways and Works Co. provided sidings to the South Jetties, which were completed in 1911, and which link up these berths with the Great Southern and Western, and with the Cork, Bandon and South Coast Railway systems, and similar connection with the Anderson's Quay berths is at present under construction. It will thus be seen that with the exception of machinery for discharge on the quays, the trade is now fully equipped for the handling of the largest cargoes of grain, and it is to be hoped that this much needed adjunct will be provided in the near future, so that Cork may be brought up to the level of the most up-to-date ports.

The principal grain imports are wheat and maize, the latter of which is almost entirely used for cattle food. The decline in the population of Ireland has naturally been reflected in the wheat imports, though the higher standard of living of the present day has to some extent counteracted its effect on imports. In 1881 the population of the County Cork was 495,607, and in 1911 it had fallen to 392,104, a decline of 103,503, equivalent to nearly 21 per cent. It is not surprising, therefore, that the imports of wheat, which averaged 73,182 tons per annum for the ten years ending July 31st, 1894, should have fallen to 61,569 tons in the following decade, but a slight increase (62,026 tons per annum) is recorded for the ten years ending July 31st, 1914. In the same periods maize imports





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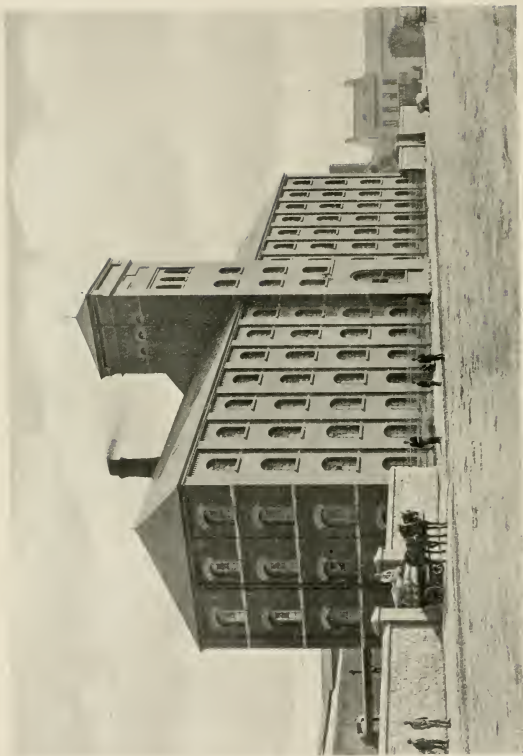
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MARINA MILLS, CORK.

**JOHN FURLONG & SONS, LTD., Cork and Fermoy,  
FLOUR MILLERS & EXPORTERS.**

*Telegraphic Address: "Furlong, & Co."*

*Telephone No. — Cork 146.*

# T. Hallinan & Sons, Ltd.

*Avoncore Mills,  
Midleton, Co. Cork.*

REGISTERED TEL. ADDRESS :  
"HALLINAN, MIDLETON."

TELEPHONE No. 1 MIDLETON.

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## T. HALLINAN & SONS, Ltd.

Glandalane Mills, FERMOY,  
CO. CORK.

REGISTERED TEL. ADDRESS :  
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TELEPHONE No. 21 FERMOY.

*Manufacturers of High-class*

### Bakers' & Housekeepers' Flours.

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## J. & R. WEBB, Ltd.

Quartertown Mills, MALLOW,  
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REGISTERED TEL. ADDRESS :  
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TELEPHONE No. 6 MALLOW

*Manufacturers of High-class*

### Bakers' and Retail Flours

*and Best Quality grades of MAIZE MEALS.*

Registered Telegraphic Address :  
"MacMullen, Cork."

Telephone No.  
Cork, 349.

# Cork Steam Mills

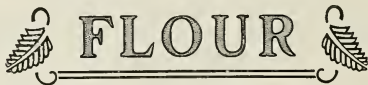
**Q** Established in 1830 by William Dunbar. In 1844 described in a local publication as consisting of "Oat Mill (with three pairs of stones) with Flour Mill, worked by one steam engine of 35 horse power, constructed on most superior principles."

In 1854 the business was acquired from Joseph Dunbar by J. W. MacMullen, and in 1900 assigned to

## J. W. MacMULLEN & SONS

LIMITED,

MANUFACTURERS OF HIGHEST GRADES OF



FOR BAKERS' & HOUSEKEEPERS' USE.

*Also Best Wholemeal and all grades of  
Indian Meal.*



Mills and Stores:

GEORGE'S QUAY.  
DUNBAR STREET.  
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Offices : 5, GEORGE'S QUAY, CORK.

have shown a considerable increase, the annual averages in the corresponding periods being 61,329, 85,199 and 88,445 tons per annum. Taking the two commodities together, it will be seen that the average annual grain imports have shown a substantial increase.

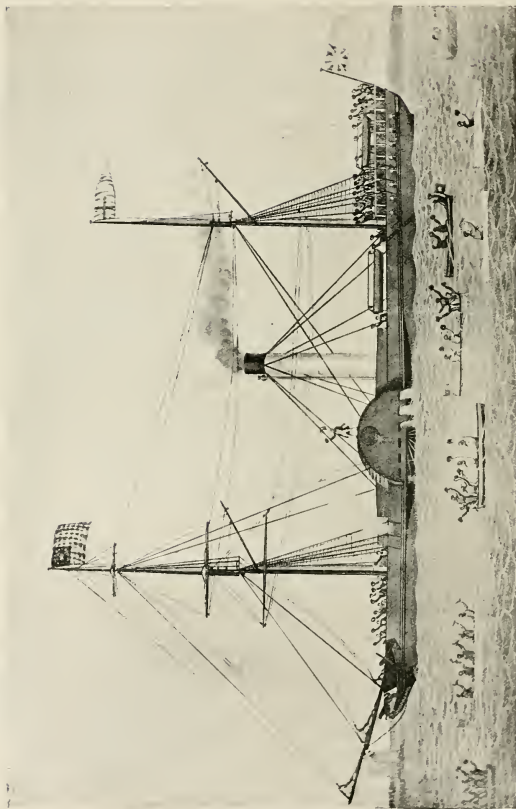
Oats form the principal item of grain exports from Cork, and large quantities are shipped annually to England and France. In the year ending July 31st, 1914, the quantity exported amounted to 20,000 tons.

The Milling trade has passed through a complete revolution in the process of manufacture during the last forty years. Up to the years 1875 to 1880 the only method of manufacturing flour was grinding by millstones, the wheat being ground between two flat circular stones. These were made of a very hard silicate, the faces of which were cut in a series of alternating ridges and furrows. The lower stone was fixed, while the upper revolved, and the grain, being fed from the centre was ground into flour, bran, and pollard, by this operation, the bran and pollard being subsequently separated from the flour by dressing through silk machines. Buda Pesth was the first milling centre to adopt the use of metal rollers for grinding, and the process, which was introduced there in 1840, was by 1870 in general use throughout Hungary, and such was the superiority of the process that Buda Pesth became the greatest milling centre in the world. The new process was one of gradual reduction, the wheat being gradually ground into flour by passing it through a series of from four to seven sets of chilled-iron rollers, and the flour produced by this method was of a much higher grade than that produced by stone grinding. The introduction of this new method into Ireland, between the years 1875 and 1880, caused a revolution in the industry, millers being forced to remodel their mills, or to be driven out of trade by the competition of more up-to-date rivals. Cork was one of the first milling centres in Ireland to adopt the roller process, and we have to-day a number of well-equipped mills in the City and County, in which some 70,000 tons of wheat is milled annually, and, in addition, close on 90,000 tons of maize is ground. In addition to the hands actually employed in the mills, a large amount of employment is given through the allied trades which are to a great extent dependent on the milling industry. The offals, which form about 30 per cent. of the wheat milled, are an important factor in the feeding of cattle and pigs, and in using imported flour the farmer deprives himself proportionately of cheaper offals with which his foreign competitor is supplied. Up to the year 1881 we imported no bran, and in 1914 we had to import no less than 6,427 tons. In the former year flour formed only 3.75 per cent. of the total imports of wheat and flour. In the latter year it had risen to 19.35 per cent.

The low freights at which, in pre-war times, grain was brought in liners to Liverpool from Atlantic ports, gave the port mills of Liverpool a considerable advantage, and this, with an inevitable amount of "dumping," has to a large extent been responsible for the importations of flour. These conditions have been altered by the war, and it is certain that for many years to come these cheap freights will not be available. It will be asked whether our local mills are in a position to supply the additional demand on their resources which a stoppage of flour imports would entail, and it can be shown by actual figures that, even without adding to their present capacity, our mills are in a position to meet such demand. Should the demand still further increase, owing to the growing population which industrial development will entail, our millers, who have never been wanting in enterprise, can be relied on to make such extensions in their plant as are required under such altered conditions.

### SHIPBUILDING.

PAST.—The Port of Cork from its natural advantages is admirably adapted for shipbuilding. Few countries in the world possess a finer deep water harbour,



Arrival of the "Sirius" at New York, 22nd April, 1838.



"land locked from the wild waves rancour," or a finer river than the spreading Lee. From time immemorial down to about 1867 Cork was a busy shipbuilding centre, and turned out ships second to none in their day. The house flag of the numerous Cork Shipping firms was to be seen on the masts of their vessels in almost all foreign ports.

The first steamer built in Ireland was launched on the Lee in 1815. She was built at Passage, on the site of the present railway station. by Andrew and Michael



Address presented to Lieut. Richard Roberts, R.N., by the Corporation of Cork,  
20th June, 1835.

Hennessy. The "Southern Reporter" of 13th June, 1815, gives the following account of her launch:—

"The first steam boat ever built in Ireland was launched at Passage, near this City, on Saturday, 10th inst., amidst a vast concourse of people. She is named the 'City of Cork,' and will doubtless prove of great utility to the inhabitants of Cove, Cork, Passage, etc."

To Cork enterprise also is due the distinguished honour of sending the first steamer across the Atlantic from Europe to America—the "Sirius," which sailed

from our port on the 4th April, 1838. She was commanded by Lieut. Richard Roberts, R.N., whose family still reside in Passage.

The first iron steamer built in Cork was by Messrs. R. J. Lecky & Co., in 1845, for the Mediterranean trade. She was followed by several others, and at their premises was also built for the Cork Harbour Commissioners the most powerful Dredger of that day in the United Kingdom. She had a chain of buckets on each side, and did very good work in deepening the river. The firm also satisfactorily carried out important Government contracts.

At the late Mr. Pike's yard, amongst others, were built for the Cork Steam-Ship Company, for their Continental and Cross-channel trade, the "Gannet," "Pelican," "Cormorant," "Falcon," "Dodo," "Osprey," "Bittern," and "Ibis." These ships were built during the period from 1848 to 1860, their gross tonnage varying from 600 to 1,170 tons, which compared very favourably with the tonnage of the ships of the mercantile marine of that day. The premises of Mr. Pike were most extensive, the complete ship, including boilers, engines, etc., was built here, a scene of unceasing industry being presented in every department of the establishment.



"Cormorant," built in Cork, 1853.

On the introduction of iron shipbuilding the building of wooden ships practically ceased at all the principal ports, including Cork. In the construction of the latter the timber was available locally, but on the advent of iron shipbuilding all the iron and coal had to be imported at a prohibitive freight, with the result that local firms found it impossible to compete with the shipbuilders across the Channel who had the materials practically on the spot.

**PRESENT.**—Owing to the great development of shipbuilding and of trade, freights were gradually reduced, and the disadvantages of being obliged to import coal and iron became less and less compared with the unequalled advantages of the Port of Cork. Hence the success of the shipbuilding yard of the Queens-town Dry Docks Shipbuilding and Engineering Company, Ltd., and the development of the Government Dockyard at Haulbowline.

*Passage and Rushbrooke Docks.*—The former were built by the late Henry Brown and William Craig, and were formally opened by the late Queen Victoria on her visit to Passage West in 1832, and the two dry Docks were named respectively the Royal Victoria Dock and Albert Twin Dock.

The Rushbrooke Dock was built by the late Joseph Wheeler in 1860. He previously was an extensive shipbuilder in Cork, where he built a large number of sailing ships for local and other owners.

After some time the Passage and Rushbrooke Docks passed into the hands of the late Sir John Arnott, from whom they were again subsequently purchased by the Channel Dry Docks Shipbuilding and Engineering Co., Ltd., in 1898.

In 1910, the Managing Director, Mr. Oliver Piper, senr., purchased the Docks himself, and continued to work them until March, 1917, when his interest was purchased by Messrs Furness, Withy & Co., Ltd., of Liverpool.

The Passage premises are extremely well situated for carrying out repairs to the largest ships of the mercantile marine and other vessels, and prove of great advantage to East and West bound ships in distress from the Atlantic, being as they are, together with the Rushbrooke Dock, the only dry docks from Dublin down, and right on the very threshold of the Atlantic trade route. Adjacent to the works are three large granaries, occupying a floor space of about 80,000 square feet, and capable of storing large cargoes whilst vessels are being repaired.

The works are entirely run by electricity, and the place is exceedingly well equipped with the most modern machinery, including large furnaces suitable for bending angles 54 feet long and plates 40 feet by 6½ feet, large and powerful rolls, and plate planing machines for dealing with the work after it leaves the furnaces. A railway carrying a 7 ton crane runs all round the yard.

A complete new fitting shop, equipped with the most up-to-date machinery has been built this year, and the engineering shop is now able to satisfy the requirements of a ship up to 12,000 tons.

The *Royal Victoria Dry Dock* is 365 feet in length, and is capable of taking in a vessel of 50 feet beam, on 18 feet draft of water at spring tides, and 16 feet 6 inches at ordinary tides. It is intended to reconstruct this dock to enable ships of very large tonnage and draft to be accommodated.

The *Albert Dock* is at present in course of reconstruction, and when complete will be capable of taking in a vessel of 325 feet in length.

At Passage West there is also extensive wharfage, nearly half a mile in length, where vessels drawing 20 feet, and in some cases 25 feet, can lay alongside at low water; while laying one off practically any draft can be obtained.

Extensive alterations are also being carried out at the *Rushbrooke Docks*. When completed the Dock will be capable of taking vessels up to 500 feet in length and 75 feet beam on a draft of 25 feet.

The Company have recently erected a new slipway for the use of smaller craft plying on the river.

Extensive new wharfage accommodation is being added to both Docks, and a second new fitting shop will be shortly erected.

A start has also been made with shipbuilding. Two barges 100 feet by 20 feet, and each carrying up to 330 tons, have been launched at Rushbrooke Yard, and their places have been taken by two or more of the same class. In addition to shipbuilding and ship repairing, a large number of hands are constantly employed in boat building, this Company being the largest contractors for whalers, cutters and small boats for the Admiralty, also supplying some of the leading firms in the mercantile marine.

The important and extensive Government Dockyard of Haulbowline, situated in the lower Harbour opposite Queenstown, can accommodate the largest battleships, and gives extensive employment.

# Queenstown Dry Docks, Shipbuilding *and* Engineering Co., LTD.

PASSAGE WEST, CORK.



## DRY DOCKS.

Rushbrooke Dock	-	<sup>ft.</sup> 435 x <sup>ft.</sup> 60 x <sup>ft.</sup> 16
Royal Victoria	-	<sup>ft.</sup> 370 x <sup>ft.</sup> 82 x <sup>ft.</sup> 21

## DRY DOCKS (under construction).

Rushbrooke New Dock	<sup>ft.</sup> 580 x <sup>ft.</sup> 70 x <sup>ft.</sup> 29
Albert New Dock	- <sup>ft.</sup> 330 x <sup>ft.</sup> 55 x <sup>ft.</sup> 18

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We can undertake any class of work, and our yards are equipped with all the very latest improvements, enabling us to carry out work cheaply and with the best despatch.

We make a speciality of building Barges for Canal Work, River Work, or for Seagoing purposes.

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*Telephones :*  
*Passage, 1 & 33.*  
*Rushbrooke, 24.*

*Telegrams :*  
*Docks,*  
*Passage West.*

**OLIVER PIPER, Junr.,**  
**Manager.**



At Carrigaloe, on the north bank of the river, boat building and repairs are carried out.

A company has been registered for the building of ferro-concrete ships in the harbour.

### TEXTILES.

As pointed out in the Historical Survey of the Commerce and Industries of Cork in this Guide, in order to counteract the effects in Ireland of the commercial restrictions in the cattle trade, the Lord Deputy, the Duke of Ormond, planted colonies of French refugees at Dublin, Cork, Waterford, Kilkenny, Lisburn and Portarlinton, and encouraged them to set up the industries of glove-making, lace-making, silk-weaving, and the woollen and linen manufactures. "At Cork," says Miss Murray, "the woollen manufacture was begun by James Fontaine, a Huguenot refugee." He was followed by some West of England clothiers who set up in the neighbourhood of Cork and Kinsale. By 1695 the Irish woollen industry had become firmly established, and Irish woollen stuffs found a ready market in Spain and Holland. In 1698 the woollen manufacture employed over 12,000 Protestant families in Dublin, and 30,000 over the rest of the country.

However, this industry, in common with others, did not escape the fears and jealousies of English traders. From 1697 onwards the clothiers of the West of England sent petitions to Parliament complaining of the decay of their trade through the increase in the Irish woollen manufactures. In answer to their petitions the Acts of 1698 and 1699 were passed, the latter prohibiting permanently the export from Ireland to places other than England, of all woollen goods without a licence, and placing prohibitive duties on their importation into England. The high import duties closed the English market except for friezes, and this market as well as that of the Continent remained closed to Ireland until 1779.

Despite the commercial restrictions, the woollen industry still continued to survive on a small scale in several parts of the country. Cork was, however, the largest centre of the industry. It was here, in the neighbourhood of Rochestown, that Mahony's woollen mills were started in 1751. Arthur Young found in 1776 that half the wool of Ireland was combed in the County of Cork. Three-quarters of the wool produced was exported in yarns, and only one-fourth was converted into cloth for home use. He estimated the value of the annual export of woollen yarn from Cork at £300,000. For eight or ten miles round the City the manufacture of worsted stockings was carried on. Blarney was one of the big centres of this local production of wool. This little village owed its varied industries to Mr. Jeffreys, who began in 1765 to establish the linen industry there. He built three bleach mills whose 130 looms afforded constant employment for 300 hands. In addition he set up the stocking manufacture. In all he erected thirteen mills for the manufacture of woollens and linens and for other industries. The linen industry was also carried on at Clonakilty, where it had been established by Lord Shannon in 1769. Here some 94 looms were at work.

Ireland emerged victorious in 1779 from her struggle for free trade, and during the twenty years from 1780 to the Union, the woollen industry, no longer hindered in its exports, began to revive. In 1809 the woollen industry was carried on in Cork, Bandon, Clonakilty and Fermoy. Bandon was also the seat of a large cotton industry. The linen industry had its seat at Douglas, where in 1750 it gave employment to 750 persons, and was considered to be the largest in the Kingdom. In 1809 coarse linen was manufactured at Blarney, Fermoy and Bandon, a considerable quantity of the flax used being grown in the locality. Bleaching as well as spinning and weaving was carried on at Innishannon and Dunmanway.

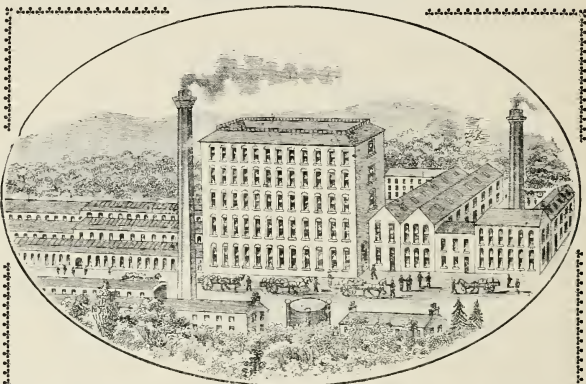
Telegraphic Address :—

"Tweeds, Douglas, Cork."

Telephone :—Douglas 12

# Woollen and Worsted

## MANUFACTURERS.



# MORROGH BROS. & CO.

LIMITED,

## Douglas Mills, Co. Cork.

MANUFACTURERS OF

Fancy Worsted Suitings.  
Coatings.  
Trouserings.  
Clericals.  
Black and Blue Serges.



Saxonies.  
Friezes.  
Fleece Cloths.  
Cheviot Suitings.  
Dress Materials.

LONDON OFFICE - - 4, GOLDEN SQUARE, W 1.

In the locality, between 1820 and 1823, there were 25,000 workers employed in and linen industry. In 1853 there were several mills here, engaged in working up wool, the most famous being that of Mahony of Blarney, where over 200 hands were employed. The industry continued to thrive, and in 1883 Cork could boast of twelve woollen factories in its vicinity. Near the close of the century there were four large and several small woollen factories in the district, with a large home and export trade in serges, friezes, worsted coatings, and homespuns. The firm of Messrs. Mahony of Blarney still kept in the forefront, employing some 550 hands. The linen and cotton industries continue to survive, but only on a small scale. Since the nineties Cork had become the centre of a thriving clothing industry. In addition to a number of large drapery firms, the City could point to the factory of Messrs. T. Lyons & Co., where 200 workpeople were engaged in the manufacture of ready-made clothing.

At present there are twenty woollen mills in the City and County of Cork. The principal ones in the immediate vicinity of the City are those of—

Messrs. Martin Mahony & Bros., Blarney.  
 Dripsey Woollen Mills, Ltd., Dripsey.  
 Messrs. Morrogh Bros., Ltd., Douglas.  
 Messrs. O'Brien Bros., Ltd., Douglas.

In addition to a considerable home trade these firms have a large export trade, which is carried on through their agents in the principal cities of the world.

Martin Mahony Bros., Ltd., Blarney Mills, are wool merchants, worsted and woollen yarn spinners and tweed manufacturers. They are the oldest established and the largest firm of woollen manufacturers in the country, giving employment to 600 hands.

In addition to the usual woollen, carding and spinning plant, a complete set of wool combing and worsted spinning machinery is installed, which enables the firm to spin yarns of all qualities required for weaving, as well as large quantities of Fingering, Knitting and other Hosiery yarns. It is the only mill in Ireland so equipped.

Blarney tweeds and knitting yarns are world famous. Besides their extensive home trade this firm has built up an immense business with Great Britain, the Colonies, the United States, and other foreign markets. The firm has exhibited at most of the world's Industrial and Textile shows, and has secured numerous medals, including those of Paris, London and Philadelphia.

The Dripsey Woollen Mills, situated 13 miles from the City, had their origin about 75 years ago in the conversion of a corn mill. In 1883 a company was formed which purchased the mills, which in 1903 came into the hands of their present owners, who are also the proprietors of the Sallybrook Woollen Mills in the County. In 1910 the mills were much enlarged, additional buildings being erected and equipped.

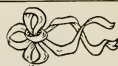
The Dripsey Woollen Mills specialize in ladies' costume cloths, and blankets. In addition they manufacture tweeds, worsteds, rugs, caps, flannels, friezes. They have a large home trade, and an export trade with the United States, Canada, China and Japan.

The woollen mills of Messrs. Morrogh Bros. at Douglas, two miles from the City, are situated on the site of the sail cloth manufacture of two centuries ago. From time to time different manufactures were carried on here. The most notable addition to the mills was made about 50 years ago by a Mr. Pollock at a cost of £75,000. In 1890, Mr. John Morrogh, father of the present owners, took over the mills; he fitted up new machinery and remodelled the entire premises. All classes of woollen and worsted cloths, viz., tweeds, serges, coatings, friezes and ladies' dress materials are manufactured here. Superior cloth for clerical suitings is one of the firm's specialties. This firm has a large home trade, and an



# CORK SPINNING & WEAVING CO., LTD..

MILLFIELD CORK.



SPINNERS of LINE and TOW YARNS—WARP and WEFT,  
AND MANUFACTURERS OF

Fancy Ticks, Flannelettes, Shirtings, Sheetings, Zephyrs Apron Checks, Sun Blinds,  
Towellings, Bengal Stripes, Galateas, Dongaree, Regattas, Bleached Calico, Grey Calico,  
&c.

export trade with the Continent, the Colonies, and North and South America, and gives employment to 300 hands.

The woollen mills of O'Brien Bros., Ltd., Douglas, started in the year 1882, now run 85 looms, and give employment to 450 workers. The spinning and weaving factories are at present being enlarged. The commodities specially manufactured are tweeds and worsted suitings, overcoatings, serges, and clerical coatings. Their home trade is, of course, extensive, and they have a good export trade with the Continent, Canada, and the United States.

Cork City and County is the chief seat of the woollen industry in Ireland; its factories give employment to about 2,000 hands. All these factories are situated outside the City, in healthy surroundings, on cheap sites, each with a good river, and with good transit facilities. The natural facilities are therefore unique for the further extension of the industry. The cheap land surrounding the factories has enabled the employers to carry out proper housing schemes for their workers.

Fine and medium class wools are principally used in the Cork mills, and in addition to the finer grades of Irish wool, large quantities are imported, chiefly from Australia and New Zealand, and also from South America and South Africa, as well as England. A large portion of the home grown wool is exported for use in England. The local factories, which are chiefly engaged in the higher branches of the woollen manufacture, import practically all the worsted yarn required from the North of England.

During the war these Cork firms have been executing important contracts for the Allied Armies.

The average annual imports and exports through the Port of Cork for the years 1912-14 were as follows:—

				Quantity.	Value £	Proportion of Total Irish Trade.
IMPORTS.						
Wool	...	...	...	1,350,000 lbs.	57,000	= $\frac{1}{3}$
Yarn	...	...	...	1,518,533 lbs.	114,628	= $\frac{2}{3}$

#### EXPORTS.

Wool	...	...	...	1,339,408 lbs.	65,460	= $\frac{1}{11}$
Woollen Goods	...	...	...	2,275 cwts.	44,748	= $\frac{1}{15}$
Yarns, Unclassified	...	...	...	316,193 lbs.	20,637	= $\frac{1}{2}$
Drapery and Haberdashery	...	...	...	5,717 cwt.	110,879	= $\frac{1}{5}$

Though a large part of the exports and imports of the Cork Woollen Industry is through the Port of Cork, a by no means inconsiderable portion of the trade passes through the Ports of Waterford, Rosslare and Dublin. The trade in the home market is, of course, considerable.

There are two hosiery factories, one in the City and one at Bandon, which manufacture mainly for local needs, but have also an increasing export trade.

The Cork ready-made clothing industry is an important one. In addition to a number of large drapery firms engaged in the industry, the factory of Messrs. T. Lyons & Co., Ltd., equipped on the most up-to-date lines, gives employment to 200 workpeople.

The manufacture of hats and caps is a steadily progressing industry in the City.

The Cork Spinning and Weaving Co. Ltd., of Millfield, possesses the only Flax Mill in the City, which gives employment to over 1,000 hands.

Steps are being taken to establish a Textiles department in the Cork Municipal Technical Institute, to afford not only a theoretical but a full practical knowledge of the different processes in designing, costing and manufacture. This should prove of immense advantage in the still further development of the important woollen and other textile industries in the South of Ireland.

### THE TIMBER INDUSTRY.

**NATURAL ADVANTAGES.**—To use a word our American cousins have introduced, the City of Cork with its commodious harbour, offers an important commercial "proposition" to anyone interested in the growing or handling of timber. Considered from such a standpoint the City governs a territory—in addition to a much wider area which it influences—containing roughly 3,900 square miles, or 2,500,000 acres, in the South of Ireland. The geological formation as to two-thirds of the area is over limestone, and as to one-third the Devonian or old red sandstone, these being strata contributing to the production of a surface soil congenial to the growth of numerous species of timber trees. There are estimated to be about 100,000 buildings of one sort or another, a fact which points to a substantial and sustained timber consumption at home. The population of the same territory may be set down as 500,000, consisting for the most part of a prosperous and well-to-do peasantry, whose capacity to spend money, not only in the necessities, but in the comforts and even extravagances of life, has advanced steadily during the last quarter of a century. This indicates an ever increasing power of production, and a corresponding demand, among other things, for better houses and furniture—not to mention pianos—and other timber commodities. There is in addition, of course, the export trade of which the City of Cork is the centre. This Cork hinterland contains 300,000 acres of mountain and waste lands awaiting the only form of development that will realise the best commercial return, and alongside of it is a population able to do the work.

On the other hand, the City being the nearest European port to the American Continent, offers an advantageous centre for the distribution of the world's products to the United Kingdom and the North of Europe. It will be seen, therefore, that it is a market offering opportunities for further immense development both in exports and imports, and an expanding centre of industries where as yet cheap building land is to be had adjoining the tidal waters.

There can be no doubt that the South of Ireland is pre-eminently suited by reason of its position, its soil, aspect, and climate, for the growth of most of the hard and soft woods of commerce. From the earliest times Ireland was known as the "Isle of Woods," and in many waste places evidences of the ancient forests are still apparent in the "corkers" or tree stumps yet preserved by the bogs. The reason that these resources have not been developed hitherto is attributable to a variety of economic and other difficulties which need not be specified here, as they have either ceased to exist or have been largely alleviated; but in any case they have now little relation to the intrinsic facts stated. Statistics tell us that only 1.5 per cent of the land in the whole of Ireland is under timber. This, however, consists for the most part of woodlands planted more for the sake of the trees than for the timber, and only a small proportion represents plantations established for commercial purposes. These facts, therefore, make it manifest that there is a field here for development in the production of native timber trees. For example, Scots pine can be seen growing not thirty miles from Cork, with a clear bole of eighty feet to the first branch and eight to ten feet in circumference, and Irish oak when properly grown commands at all times the top price in the market.

For some years past the Irish Government have been acquiring areas of waste lands for the ultimate creation of State forests to be established on the most

modern principles, and no doubt this good work, interrupted as it has been by the war, will be developed indefinitely. At present about 15,000 acres have been so acquired, of which a little over 1,000 acres have been planted; of the former area about 3,000 acres are in the Ballyhoura Hills in the north of County Cork, and about thirty miles from the City.

Such, broadly stated, being the facts as to the situation, it will be desirable to consider the nature and extent of the timber traffic which exists at present and its prospects for the future.

**USES OF TIMBER.**—There may be some readers for whose sake it may not be undesirable to recall how intimately trees and their produce enter into our life. Besides the more obvious uses to which timber, and nothing else, can be applied, such as in building construction, furniture, etc., and as a constructional part of shipbuilding, waggon building and so forth, we have come to rely exclusively upon trees for the material of our newspapers, and indeed for nine-tenths of our paper products. From timber also we obtain material for "straw" hats and "silk" stockings; it yields us vinegar, sugar, alcohol, tar, dye-stuffs, oil, turpentine, charcoal, and, of course, India rubber, besides numerous other things, without mentioning the harvest of the fruits and leaves of many kinds.

**INEXPENSIVE CULTIVATION.**—There is no plant known to commerce less exacting and so lavishly generous as the timber tree; it asks for little or no cultivation, and occupies with its roots in the majority of species, only a few perches of more or less valueless soil. If left unmolested it will at maturity yield several tons of sound timber, and down to the last twig, and the last cubic centimetre of gas, or "smoke," it may be utilised profitably in one form or another. The secret of this is that with its spreading canopy and its height it gathers the larger portion of its nourishment from the air and sunshine, a process of fertilization which costs nothing.

**LOW BASIS OF TAXATION.**—It may be noted here that among other advantages which Ireland possesses over England or Scotland for establishing commercial or other plantations is the much lower rate at which such lands are taxed. In Ireland the rates and taxes are based on a statutory valuation of the waste lands—as waste lands—made in the years 1852 to 1865, which in such cases was little more than nominal, and has remained so ever since without regard to the value of the crop of timber. In the sister countries, on the other hand, taxation is based on a Rack Rent, which has been defined as "an annual rent stretched to the utmost value of the thing rented," and may vary from time to time. The importance of this is felt in times such as the present. In Scotland a recent case is quoted in which the owners of a forest were taxed at 14/5 in the £, and another instance where the owner had to pay a tax of 23/- for every 20/- of valuation "in order to keep his woods."

**RISING PRICES.**—Note should also be taken, in passing, of the steadily increasing value of timber imported into the United Kingdom, which is exhibited by the following figures:—The "Standard" (165 cubic feet) in 1908 cost £8 16s. 6d., and in 1914, £10 13s. 0d., or say 21 per cent. increase in seven years. In 1916, owing to the war, the cost had risen to £24 10s. 3d., but let us hope that this is only a passing phase, although at the same time there is little probability of prices reverting to a point approximating that at which the war found them.

**TRADE STATISTICS.—FIELD FOR LOCAL MANUFACTURES.**—The Statistics upon which the following results relating to Ireland are based, were prepared for the present purpose by the Department of Agriculture, and by the Secretary of the Cork Harbour Board.

Taking an average of the last five years, Cork exported annually over 23,000 loads (or tons)—practically her entire timber export—of rough timber, i.e., with the bark on, and in the same period she imported per annum about 100 tons of tool handles, 400 tons of lucifer matches, up to 600 tons of railway sleepers, 600 tons of barrel staves, and a score or more of other items, any or all of which might be produced at home if these trades were properly organised. It is satisfactory to know that there is every prospect of this being done. Again, there were over 300 tons of furniture imported each year, probably nine-tenths of which could have been manufactured at home with native timber and ought to have been so, as up to the middle of the last century Cork-made furniture supported an important industry and was widely famed for its design and workmanship. The total timber imports for the three years preceding the war were the equivalent of 25,000 loads or tons, and of this only a small fraction consisted of foreign timbers which could not be grown in Ireland. We see, therefore, that Cork annually exports 23,000 tons of "green" timber, and imports 25,000 tons of more or less converted timber. In the latter case most of the profitable by-products were necessarily left behind in the country of origin which they helped to enrich.

In the whole of Ireland, taking the average of the three years already mentioned, the total value of all timber imported was £1,933,490, and that of the exports, £259,127. These figures, taken in conjunction with the rapid increase in the cost of importation already alluded to, indicate the existence of a large and important field, offering to the enterprising capitalist ample scope for revolutionising the trade in timber and timber commodities to his own advantage and to the benefit of the City of Cork, that being the only part of Ireland offering unlimited accommodation for the expansion of this industry, as well as being the natural artery for the import and export trade of the country.

**WOODWORKING.**—Cork has always been one of the principal timber importing centres in Ireland. This is not to be wondered at in view of its geographical position, its unrivalled harbour with its river and wharves capable of accommodating the very largest cargo boats afloat, and its splendid facilities of transit for inland distribution by means of the fine railway systems of which five companies have their termini in Cork. There is at present in Cork a timber business founded in the year 1740, and worked continuously since that time.

Ireland imports most of the timber she requires, and every continent is laid under contribution to provide the requisite supplies. The vast bulk comes from Canada, Northern and Southern States of America, Norway, Sweden, Finland and Russia, and a goodly proportion of the more expensive timbers from Africa, Australia, India and Japan, and in pre-war times from Germany and Austria.

The annual imports exceed two million cubic feet, of which about 20% is distributed directly to inland saw mills. The remainder finds its way into the dockyards and the City saw mills, which are as well equipped as any in the Kingdom. Joinery works, furniture making shops, box and cooperage factories, etc., where over 2000 hands are employed converting the wood into the multifarious requirements of a modern industrial city, and a province rapidly progressing in every form of agricultural industry.

House building and decoration account for probably one-half the timber imported, and in many of the fine buildings of Munster, the skill of Cork woodworkers is apparent. At present, owing to the terrible World War, all building work is suspended, but employment for most of the woodworkers is provided in the making of field service bedsteads, camp and barrack furniture, ammunition and shell boxes of every description—consignments of which, via the fine service of cross-channel steamers, are being daily despatched to all the Allied fronts. Furniture making, for which Cork was famous, absorbs its share of timber, but the output for some

years has been restricted owing to the competition of cheap factory-made furniture from other countries. There is still, however, a market for high-class Cork-made work. Organs, in which the timber and workmanship must be faultless, manufactured here, are exported to the most distant colonies.

Timber wrought in Cork will be found on every sea, worked into trading ships, re-fitted at the Passage and Rushbrooke Docks, and into ships of war at the Naval Dockyard in the Harbour.

Similarly the boxes and barrels turned out by Cork workers circle the globe, carrying butter, condensed milk, eggs, preserved foods, whisky, stout, etc.—the unbeaten products of our land—to all countries.

Some of the home-grown timbers are unexcelled for chair-making, cars, vans, lorries and such like. The quantity converted locally is considerable, Cork-made vehicles being in good demand, while the faultless output of Cork coach builders secures appreciative purchasers in many lands.

It would be impossible to enumerate the myriad shapes into which the imported and home-grown wood is converted—ranging from railway sleepers and waggon timbers to street paving blocks, from bungalows to field gates, and fencing and implement timbers of all kinds.

The immediate future will see the range greatly extended, as motor and other manufacturers are taking up large tracts of land on the river front for the erection of mammoth works; and Cork Timber Merchants and Woodworkers can be relied on to make the most of the improving situation.

### ARTS AND CRAFTS.

**CORK SILVER.**—For several centuries the City of Cork was noted for the skill of its craftsmen in the manufacture of silver. In the Cork Records of the 15th and 16th centuries were found several references to goldsmiths, and there are a number of exquisite chalices and patens of this period preserved both in the City and County, testifying the unique skill of the goldsmiths and silversmiths of old Cork. This industry attained to considerable importance and prosperity in the 17th and 18th centuries, and several of the Master Wardens of the Goldsmith Guild were elected Mayors of Cork. After the Union it rapidly declined, and before 1850 the Guild had ceased to exist. The only piece of silver work between that date and 1910 that is known to have been made in Cork is a model of Shandon Church, made for the Exhibition of 1883 by the late Mr. Clare, foreman jeweller at Messrs. Wm. Egan and Sons, Cork. During this period Cork was entirely dependent on imported silver, and the old traditions, which had existed for so many generations, of pride of craftsmanship and excellence of workmanship, disappeared absolutely. Of the score or more of busy workshops, humming with industry, ringing to the sound of many hammers, cheery with the sound of workmen's songs, not a vestige remained.

In 1910 the late Mr. Barry Egan, head of Messrs. Wm. Egan & Sons, Ltd., who had been contemplating the revival of the industry for some time, had a conversation with Sir Bertram Windle, President of University College, Cork, who wanted a silver mace for the College, to be made if possible in Cork. A start was made, and premises which would admit of considerable development were taken. Workmen were brought from Dublin and the necessary machinery installed.

The mace in solid silver, jewelled and enamelled with the arms of the chief towns of the Counties assigned by the Act to the College, was made in the various workshops belonging to Messrs. Egan. Very soon the fact that the firm were making their own silver were began to spread abroad. In 1911 the Coronation Cup in solid silver, presented by His Majesty King George V. to the Cork City Regatta Committee, was made in these workshops, and many important orders for presentations, household silver, church plate, etc., came from various parts of the country.

# Mace of the University College, Cork,



Made in our Factory in Solid Silver and Enamels  
to the Order of Sir Bertram Windle, President.

*The following is a List of Pieces recently finished, or  
in course of Manufacture in our Workshops.*

Gold Chalice and Silver  
Gilt Ciborium

For BISHOP of DROMORE.

Gold Chalice

For CANON McMAHON,  
NENAGH.

Solid Silver Sanctuary  
Lamp

For ST. PETER'S CHURCH,  
BELFAST.

Solid Silver Monstrance

For FR. CROFTS, O.P.,  
DROGHEDA.

Solid Silver Irish Loving  
Cup

For H.M. KING GEORGE V.,  
Presented to Cork City Regatta

Solid Silver Yachting  
Cup

For LORD BARRYMORE.

Solid Silver Hurling  
Cup

For MOST REV. DR. HARTY,  
Archbishop of Cashel.

*Makers of . . .*

CELTIC BOWLS.

TEA & COFFEE SETS.

IRISH POTATO RINGS.

PRIZES & TROPHIES.

PRESENTATION SETS.

COMPETITION SHIELDS,  
&c., &c.

*Old Silver Pieces Copied and Faithfully  
Reproduced to Order.*

Silver Factory—6 MAYLOR ST., CORK.

**WM. EGAN & SONS,** Manufacturing Jewellers,  
LIMITED. and Silversmiths,  
Ecclesiastical Warehousemen,

**32 PATRICK STREET, CORK.**



In carrying on their work Messrs. Egan at once saw that their chance of permanent success lay in the production of articles which would compare for excellence with the old Cork Silver which to-day, having outlasted the ravages of time and use, is so valuable. They realised from the beginning that it would be impossible to compete with the cheap work turned out by machinery in immense quantities in English factories. They, therefore, bent their energies to the production of articles hammered out by hand, perfect in form and ornament, and of a standard that would compare favourably with the best of the antique work. Silver manufactured in this way, hardened and tempered under the hammer—as it was made one or two centuries and more ago—resists the effects of time and use, while the machine made silver finishes in a soft state, and after some years breaks down and is fit only for the melting pot. We have never lost the craft of the hammersman—the silversmith proper—in Ireland; in England and elsewhere machinery has driven him out. An English trade journal on this subject some years ago said, probably the only silver made to-day that will be fit for use in 40 years' time is the Irish hand made work; all the rest will have broken down and vanished into the melting pot. Ireland, it said, is the last home of the silversmith proper.

Messrs. Egan have steadily developed their work, and not only are they manufacturing all classes of household ware, cups, shields, church plate, and reproductions of old Irish silver, but they are extensively engaged in the making of ecclesiastical metal work, and the renewing, relacquering and replating of old work of every description.

The founder of the firm, Mr. Wm. Egan, employed one of the last of the old Cork silversmiths; the present generation of the firm is building up a new school of craftsmen who will bridge the past, and hand on to future generations of craftsmen the traditions of an industry that once was a source of fame and pride to the City of Cork.

**CHURCH EMBROIDERIES, VESTMENTS, &c.**—The firm of Messrs. Egan & Sons, Cork, has been engaged in the embroidering and manufacturing of church vestments and altar requisites for a considerable period. Until some years ago this industry was on a small scale, giving employment only to a few makers and embroiderers. Then one of the members of the firm, just returned after several years' experience of the industry on the Continent, realised the possibilities here, and at once took steps to develop the industry in Cork. An important order was obtained from the Right Rev. Monsignor Arthur Ryan of Tipperary for a set of vestments in Celtic hand embroidery on cloth of gold. This order was executed so successfully that many others quickly followed, the firm being able to increase its staff as required from the students of the School of Art. In 1914 the most remarkable set of vestments the firm ever undertook to make was commenced, and for over two years nearly thirty expert needlewomen were busily engaged in producing a series of embroideries that are perhaps unequalled in these islands. These vestments are now in use at the Collegiate Chapel of the Honan Hostel, Cork. It is to the enthusiasm and the goodwill of Sir John R. O'Connell, M.A., LL.D., Dublin, for Irish art and craftsmanship that the creation of these vestments is due. They are an expression of Celtic art in needlework that is unique. Beauty of form, wealth of detail, gorgeousness of colour, and solidity of work are all seen in these vestments, and will serve as models of Irish ecclesiastical artwork for many generations. Two of these vestments shown at the recent exhibitions of Arts and Crafts in Dublin, in Belfast, and in Cork were much admired.

As well as these articles of artistic craftsmanship, this firm has been paying attention to the more usual requirements of this branch of its work. The ordinary vestments used in the Church are embroidered chiefly by machinery,

and all this was of course done on the Continent. Some years ago, after a variety of experiments, Messrs. Egan & Sons installed their first machine, driven by a small motor, and this proved so successful that they quickly put in several more. For several years before the war important orders were executed, not merely for all parts of Ireland and Great Britain, but also for America and Canada. The result was that when war broke out, and imports from France were becoming scarce and more difficult to obtain, the firm were fully equipped for supplying all requirements. Their machines are working fully loaded all the working hours of the week, and they look forward to very important developments after the war. They were the first house in the United Kingdom to install and work these machine embroideries for cheap vestments, and their efforts have been attended with most successful results. These embroideries on Irish poplin, turned into finished vestments in their own workrooms, enable Messrs. Egan and Sons to compete on equal terms with any part of Europe for the ordinary requirements of the Church.

Besides vestments this Cork firm are makers on a large scale of all manner of Church fittings and embroideries, such as lace albs, surplices, oak altars, pulpits, brass candelabra, gongs, thuribles, sanctuary lamps, medals in gold and silver, which they supply in large quantities to all parts of the Kingdom.

The development of the department of Applied Art of the Municipal School of Art has given a great stimulus to enamelling, metal working, wood carving, and lace making.

Twenty years ago the majority of the medals, celtic crosses, brooches, badges, clasps, etc., sold in Cork, bore a foreign hall-mark; to-day ninety per cent. are designed and manufactured in Cork.

### THE BEDDING INDUSTRY.

It is not generally realised that the average man spends at least one-third of his life in bed, in renewing that energy which is necessary to keep him fully efficient as a factor of production, and in maintaining his general health. The Bedding Industry is, therefore, one of great importance.

Cork has always been the seat of a flourishing Furniture Trade, and this prosperity has naturally been reflected upon the allied manufacture of bedding and the preparation of the raw materials for that purpose. This is an industry that Cork has developed extensively in recent years, so much so, indeed, that in the recent requirements of the Admiralty and the War Office large contracts were secured here in open market.

**CURLED HAIR.**—The cleaning and curling of crude horse hair to make it fit for the most sanitary bedding is quite an art in itself, but the excellence of the Cork product has long been recognised. It is nearly 100 years since the first spinning machines were introduced by Booth & Fox of this City. In the interval the output of this industry has steadily increased year by year, till now, when it is a large and important one for Cork, considerable trade is being done with Canada, United States, and even with South America.

Very substantial wages are paid in this branch of the industry, an efficient spinner earning in pre-war times £2 10s. to £5 per week.

**FEATHERS.**—Cork is by far the most important centre in Ireland for the purification of feathers. The Cork firms having established a highly efficient organisation for the collection of feathers in the raw state, obtain in Ireland about 75% of the total quantity they require, the remainder being imported. The annual average value of this import is £7,000 out of a total Irish import of £10,000. Steps are being taken by the local firms in conjunction with the Department of Agriculture

to develop the Poultry Trade in Ireland, and this should largely increase the supply of Irish feathers.

The sorting and purification of feathers is carried out in a highly scientific manner, under the most sanitary conditions. For the production of Down the most up-to-date machinery has been extensively introduced.

The total yearly export of prepared feathers from Cork is £40,000. These feathers find markets readily on the Continent and in the Colonies, while some of the finer feathers are specially supplied to France for millinery purposes.

**DOWN QUILTS.**—In years gone by the manufacture of Down Clothing was a great feature in Cork—indeed Sir George Nares' Polar Expedition in the seventies was fitted out by Cork, at least the clothing part of it—but fashion, after a time, as is not unusual with it, "scrapped" the Down clothing proper. There is one thing, however, that has withstood fashion and time, and that is the Down Quilt, for which Cork may claim full credit. It was here, in the year 1841, that the late Mr. John Fox, father of the present principals of that house, patented the ventilating eyelet, which at once secured the goodwill of the Medical Faculty. Something akin to the Down Quilt had long been sought for: something that combined lightness and warmth, and allowed free ventilation; and the simple but ingenious device invented by this resourceful man admirably met these requirements. This patent eyelet, small as it is, has brought millions of pounds to Cork, and has given, and is still giving, lucrative employment to hundreds of workers.

Nor has Cork, with the passing of the patent rights for these quilts, relinquished the lead then established. It can boast that its local factory has the largest home and export trade of any similar factory in the world. Cork-made Down Quilts are well-known in Canada, in the United States, and South America. Uruguay is far away, but through the firm named Cork trades with it, as well as with the larger cities in the great Argentine Republic, having a direct representation at the capital, Buenos Aires.

Wadded Quilts are also manufactured here to meet the demands of the home market.

Very large quantities of Down are exported from Cork to the United States and Canada, and the city has commercial relations with most of the large American bedding factories.

**WIRE MATTRESSES.**—The facility which Cork possesses for the import of timber becomes of great importance when we come to consider the Wire Mattress Manufacture, as it enables the manufacturers to procure the various hard-wood timbers required at low prices. In the same way the steel wire utilised in this industry is imported under most favourable conditions from England.

The most up-to-date machinery has been introduced for the weaving of these steel wire fabrics. The mattresses thus produced are supplied to the home market, where they are in considerable demand. Indeed, more than half the Irish trade is in the hands of the Cork manufacturers.

**CURLED HAIR AND STRAW MATTRESSES.**—There is a large output in this manufacture, the fibre for which comes from Algeria, the cocoa-nut from Ceylon. The curled hair is largely derived from local sources, the rest being imported from South America in the crude unfinished condition.

### BRUSHMAKING.

For well over 100 years Brushmaking has been carried on in Cork. In the fifties the Varian family—the then principal manufacturers—transferred their works to Dublin, and the trade in Cork was carried on by the firm of O'Sullivan, Maylor Street, and the old workmen who remained. As the latter died, the trade was gradually left in the hands of the Maylor Street firm, which is still in existence.

# W. & H. M. Goulding

LTD.

—Factory—

## THE GLEN, CORK.

Manufacturers and Exporters of



**SULPHURIC ACID**

**SUPERPHOSPHATE**

(all grades).

**COMPLETE FERTILISERS**

for all Crops.

ALSO AT DUBLIN, BELFAST,    
LONDONDERRY AND WATERFORD.

*Largest Makers  
... in the ...  
United Kingdom.*

Telegraphic and Cable  
Address—

**"GOULDING CORK."**

A.B.C. Code.

Seven years ago Messrs. Harrington Bros. opened a new brush factory, equipped with a complete plant, including high power machinery.

Few trades in the South of Ireland have made such satisfactory progress in recent years as the brush industry. The local manufacturers have captured a large portion of the Irish trade. This progress has been made notwithstanding keen competition from the best makers in Great Britain and the Continent, and the difficulties of starting a new industry or organising an old one on modern lines in competition with old established firms.

A survey of the sources of supply of the principal varieties of the raw materials is interesting. Bass (Piassava), largely used in yard and street brooms, is obtained from West Africa, Bahia and Palmyra. Other fibres come from Mexico, Ceylon and Madagascar. Bristles are received from Russia, China, India, and Poland. Before the war the principal bristle market in the world was Leipzig, but now London is the centre, and is likely to remain so. Home-grown timber is largely used, but the better class brushes require the importation of satinwood, rosewood, mahogany, ebony, etc., which are obtained from world-wide sources.

Conditions in the Irish brush trade have been considerably affected by the war. Raw materials (bristles, fibres, &c.) have greatly advanced in value, and even at the higher prices are very difficult to obtain. These drawbacks have been neutralised to some extent by the non-importation of cheap class brushes from the Continent, and manufacturers are confident they can keep these out after the war, now that the public have discovered that the higher-priced Irish article is more economical on account of its long wearing qualities.

The local factories cater for practically all the varied requirements of the public, and will, without doubt, secure the trade for machine and other special brushes required by the large industries now being established in Cork.

### THE CHEMICAL INDUSTRY.

**FERTILISERS.**—As might be expected in a country so largely dependent upon agriculture, the manufacture of Fertilisers is an important industry. The Cork Factory of W. & H. M. Goulding, Ltd., the largest manufacturers in the United Kingdom, is situated at "The Glen."

Bones, bruised or broken, were probably the first artificial manure used; but about the beginning of the nineteenth century it was found that fineness of division rendered bones more easily assimilated by plants. This fine division was chemically attained when Leibig introduced the treatment of ground bones with sulphuric acid.

Large quantities of bones collected throughout Ireland, after having their valuable grease extracted, are ground and dissolved by sulphuric acid, and sold as bone manures. But the supply of bones falls far short of the requirements of modern agriculture; and the enormous deposits of tribasic phosphate of lime in the United States and Northern Africa, though of little value as manure in their natural state, are converted into superphosphate by the action of sulphuric acid, whereby the tricalcic phosphate, which is insoluble, is converted into mono-calcic phosphate, which is soluble, and, therefore, readily available to plants. Upon this conversion from the insoluble form to a soluble state has been built up this chemical industry, which in these works transforms the raw phosphates into upwards of 40,000 tons of available plant food per annum.

The demand for these fertilisers in Ireland has grown rapidly within the last few years, largely owing to the work of the Department of Agriculture and Technical Instruction in instituting, through the County Councils, a series of experimental plots throughout Ireland, showing the beneficial results obtainable by their use, in increasing the yield to a value far in excess of the actual cost of the fertilisers employed.

In these experiments, confirmed now by several years' experience, it has been

MAGNESIA.

THOMAS JENNINGS,  
CORK.

*Telegrams*—"JENNINGS, CORK."

*Telephone*—208.

VINEGAR.  
MINERAL WATERS.  
LIME.

shown that the application to meadow hay of superphosphate, nitrogen compounds, and potash, means an increased crop, equal to a profit of about £1 per acre, after deducting the cost of the manure. Similarly in the case of the potato crop, so largely grown in Ireland, it has been clearly shown that, on land growing an average crop of 3 tons 12 cwt. per acre, without manures, the yield can be increased to over 10 tons per acre, giving an estimated profit, after paying for the manures, of £8 10s. od. per statute acre. In the growth of oats and barley a profit of 30s. per acre is shown from the use of these chemical fertilisers. In mangolds there is a gain of £6 10s. od. per acre, and in turnips a yield of 25 tons per acre can be secured, as against 4½ tons without manure.

The increased crops which the soil of Ireland may be made to yield under proper cultivation, and with the liberal use of these fertilisers, can scarcely be realised. The consumption of artificial manures is growing year by year, and is only limited by the ability of the farmer to purchase them. The Irish farmer, as a general rule, unfortunately labours under the disadvantage of insufficient capital to enable him to cultivate his land intensively, and to obtain maximum crops; but signs are not wanting that, under the guidance of the Department, Irish agriculture will rapidly advance, and in that advance not the least of the contributing forces will be the assistance rendered by the increased and intelligent use of fertilisers, such as are produced at this factory.

The factory itself is equipped with all modern improvements. The basis of the business—the manufacture of sulphuric acid—is carried on on a large scale, about 500 tons of sulphuric acid being produced weekly. The acid plant at this works is thoroughly up-to-date, and well worth a visit by anyone interested. The acid is produced from pyrites imported from Spain, the residue, after burning off the sulphur, being re-shipped to England, where the copper contained in the cinders is extracted.

The phosphate of lime, which arrives from Africa and America in cargoes of 4,000 tons or upwards, is ground in specially constructed mills to an impalpable powder before being treated and dissolved by the action of sulphuric acid. The resulting mass, after maturing, is withdrawn from the dissolving-pits and pulverised to a fine powder, either for application to the land by itself, or in conjunction with nitrogen compounds and potash, which are mixed with the super-phosphates by the manufacturers in the proportions which experiment and experience have proved to be most efficacious for the different crops for which they are intended.

Goulding's Manures are well-known to farmers in England, Scotland, and abroad. A considerable quantity is exported every year, principally to the West of England, but by far the greater portion is reserved for the wants of the farmers in Munster and the South-West, who practically depend on this source of supply, this being the only factory of the kind in the Province of Munster. The factory gives employment to about 300 men.

A further enlargement of these extensive works is at present being carried out in order to cope with the growing demand for these manures in the South of Ireland.

Sulphate of ammonia, manufactured as a by-product at the local Gas Works, is also in extensive demand as a chemical manure, the value of the annual output being over £5,000.

The lime used in purifying the gas is also disposed of for agricultural purposes.

**CARBONATE AND CALCINED MAGNESIA.**—For several generations back Carbonate and Calcined Magnesia of an exceptionally pure character have been produced on a large scale in Cork by the firm of Mr. Thomas Jennings, at the Victoria Cross Works. Indeed, it may be truly said that his brands hold a premier position in the trade, and have a world-wide reputation. These com-



# HARRINGTONS LTD.

Shandon Chemical,  
Color, Paint & Varnish  
Works : : Cork.

MANUFACTURERS OF

**Pure Chemicals**

FOR ANALYTICAL, SCIENTIFIC AND  
TECHNICAL PURPOSES.

**Dry Colors**

FOR MANUFACTURE OF PAINTS.

**Mixed Paints**

**Distemper**

DRY & PASTE FORM.

**Varnishes**

**Printing Inks.**



Telegrams : *MAGNESIA*, CORK.

Code, 4th Edition, A.B.C.

pounds are largely used for medicinal as well as technical purposes; and the home and export trade of the firm is very considerable.

**FINE CHEMICALS.**—Under this heading may be included various products manufactured by Messrs. Harringtons Ltd., at the Shandon Chemical Works, Cork.

The origin of this industry is interesting, and its success ought to be an inducement to others not to be afraid to seek pastures new. The present principals of this firm, whose family has been connected with the chemical trade since the beginning of the last century, decided in 1883 to extend the manufacturing side of the business. Acting on the advice of the late Dr. W. K. Sullivan (then President of the Queen's College, Cork), one of the partners, Mr. Wm. B. Harrington, F.C.S., proceeded to the Continent, where he acquired a thorough practical knowledge of the manufacture of various pure chemicals indispensable in universities, laboratories, technical institutes, etc., also of many technical compounds used in the arts. On his return to Ireland, after several years abroad, the Shandon Works were built. The fine chemicals produced at these works have a world-wide reputation. They are well known amongst scientific men throughout the United Kingdom and the British Dominions.

Besides the finer classes of chemicals, the firm also make many technical compounds required in iron-enamelling, glass and pottery work, and other industries.

Messrs. Harringtons' Works cover nearly two acres of ground, and some years ago they opened a large warehouse in London for the distribution of their goods in Great Britain and abroad.

An accurate idea of the extensive and varied nature of the fine chemicals produced by this firm can best be obtained by a perusal of their Price List.

Spraying materials for the prevention of potato blight are extensively made in Cork.

**PHARMACEUTICAL.**—Preparations such as tinctures, extracts, corn cures, etc., are extensively manufactured by several houses in the City.

**TAR PRODUCTS.**—e.g. Creosote, pitch, etc., are made on a large scale at the Little Island Chemical Works.

**COLOURS, PAINTS, AND VARNISHES.**—The manufacture of Colours, Paints, Distempers (or Water Paint), and Varnishes is carried on to a considerable extent at the Shandon Chemical Works.

The Cadmium Yellow and Fire Red, produced there are supplied to purchasers all over the Kingdom. In fact, Messrs. Harrington are the sole manufacturers of Fire Red in the United Kingdom, and are also the only firm in Ireland who are making distempers and varnishes. The supply of whitening for the manufacture of distemper is largely obtained from the North of Ireland. This firm holds a large portion of the Irish trade in these products, notwithstanding the keen competition of some of the most progressive firms in the United Kingdom.

**POLISHES.**—Boot, Metal and Floor Polishes are also a speciality of the Firm.

**PRINTING INKS.**—Inks for news, poster, letterpress, and lithographic purposes are also manufactured by Messrs. Harrington at their specially equipped works near the City. The machinery and mills employed are of the most up-to-date character, and it is satisfactory to know that many of the Irish newspapers, as well as other classes of printing (such as this Handbook), are printed with the inks of this firm.

**MEDICINAL HERBS.**—The Munster Herb Growing and Drying Association has recently erected, by kind permission of the Governing Body of the College, a Drying-shed in the grounds of University College, Cork. Many of the herbs used in medicine grow, or can probably be grown, in Munster, and large quantities

are now being dried and despatched to England for manufacture. It is a regrettable fact that there is no manufacturer of these products in Ireland, and it may be suggested that this industry could profitably be taken up here where the supply of raw materials is so large and excellent.

The Secretary of the Association, Miss K. V. O'Leary, M.A., University College, Cork, will give every information to proposing growers.

The necessity for associating the Universities and Technical Institutes with the industries, by means of Higher Scientific education and research, is fully recognised in Cork, and already some good work has been done in this direction at University College, Cork. This movement should give a great impetus to, amongst others, the Chemical Industry, and enable our manufacturers to hold their own against all competitors.

A great prospect for the future of the Chemical Industry is being opened up by the coming expansion of the Shipbuilding and Engineering trades in the South of Ireland.

### CONFECTIONERY AND JAMS.

At the beginning of last century these trades were carried on, of course on a small scale, by retailers on their own premises, and solely for their own retail trade. To-day these trades have developed into an important industry, due to the great increase in the supply of sugar and the reduction in its price, the increase in population, the higher standard of living consequent on the increased wealth of the community, and the replacement of the old hand appliances by most ingenious machinery, securing the automatic working of the various processes and the utmost degree of cleanliness of the finished product.

In Cork there are half-a-dozen medium-sized factories, equipped with the most modern and up-to-date appliances, and giving employment to upwards of 300 hands, engaged in the manufacture of confectionery, sweets, jams, marmalade, bottled fruits, peels.

In addition to supplying an extensive local market, before the war an important export trade was being gradually built up. When normal conditions are resumed Cork will be in a good position further to develop its export trade in jams and preserves, as the factories here have been extended and their output increased for the fulfilment of important war contracts.

### FISHING INDUSTRY.

**RETROSPECTIVE.**—The coasts of Ireland were, from a very early period, famous for their fisheries. State papers record that Irish fishermen of Dungannon and Waterford carried their haak to France in the 16th century.<sup>1</sup> Fishing fleets from Devon and Cornwall fished, from an early date, off the Munster coast. Large numbers of Englishmen took part in the fishing off Carlingford. Spanish and French fishermen resorted to the Irish fishing grounds in the 15th century. As early as 1465 an Act of Edward IV.<sup>2</sup> forbade any strangers fishing on the Irish coast without a licence. The clansmen of O'Sullivan-Beare, who inhabited a district whose rugged soil afforded them but a scanty living, augmented their store by fishing, and had their native fleet. An Act of 1548 sought to encourage the English fishing trade by forbidding the natives demanding any money or shares of fish from merchants or fishermen frequenting Irish waters. Despite the Statute of Edward IV. above referred to, 600 Spanish ships sailed to Ireland in 1569 and later years for fishing.<sup>3</sup> In 1608, petitions were sent from Folkestone against the Waterford and Wexford fishermen sending herrings to the Straits and thereby forestalling them.<sup>4</sup>

<sup>1</sup> C.S.P. 1569.

<sup>2</sup> 5 Ed. IV., cap 6.

<sup>3</sup> *Commercial Relations between England and Ireland* (Murray).

<sup>4</sup> *Ibid.*

The fisheries of Kinsale, a maritime centre comprised within the Port of Cork, occupied an important position in the Irish industrial world at an early date. Sir Thomas Button, reporting in 1630 as to the need for the repair of the fort erected in Kinsale in 1601, stated (*inter alia*) that: "Kinsale was the richest and most important centre in the west of Ireland for pilchard, herring, haak, and salmon."<sup>15</sup>

Towards the latter end of the 18th century, owing to the trade restrictions of the Navigation Acts, the Irish fisheries, in common with most other Irish industries, had fallen into decay.

The Irish Parliament then undertook the task of resuscitation. They applied to the industry the principle of State Aid, in the shape of bounties to vessels of a certain tonnage engaged in the fishing industry. By such aid, and through the excellent effects following a strict official inspection before exportation, the trade was revived. From the negligible number of 40 vessels entitled to the bounty in 1778, the Irish fishing vessels increased in 1782 to 700, besides those of tonnage over or under the prescribed limit, and, therefore, not in receipt of the bounty. The Irish became experts in the art of fish curing; and Irish fish attained a high commercial character in England and the Colonies. These national aids to the industry ceased with the Union. Thenceforward the Irish fisheries ebbed and flowed with varying fortunes. The closing years of the 19th century saw a great boom in the Irish fishing trade owing to the failure of the mackerel fishing off the English coast, and to their presence in great shoals off the coast of the County of Cork. This boom lasted until about the year 1890. During this period Kinsale and Baltimore were the chief fishing centres in Ireland, the former being the more important.

**PRESENT DAY.**—The Fisheries Branch of the Department of Agriculture, established under the Agricultural and Technical Instruction Act of 1899, though it has prolonged the life of this languishing industry has failed to revive its vigour. Its report of the Irish Fisheries for 1913, being the last available for the pre-war period shows that the industry has steadily declined both in the amount of sea fish landed and in the number of boats and men engaged. The number of boats of all classes engaged in the sea fisheries fell from 5,198 in 1912, to 5,093 in 1913. The number of men employed in sea fishing in 1913 was 17,823, being 800 less than the previous year. The total sea fish landed was value for £294,625 in 1913, as against £306,786 in 1912, a falling off of £12,161.

The Irish Salmon fisheries represent a most productive branch of the industry. In the report of the Departmental Committee on Irish Inland Fisheries of 1912 it is stated (*par.* 48) that throughout their Inquiry the Committee was impressed by the enormous value of the fisheries of Ireland as a national property, and that the magnitude of the interests concerned in the salmon fishing industry on the Irish rivers and their estuaries and in the sea, is shown by the fact that, apart from the incidental and by-profits, the value of these fisheries may be fairly estimated at half-a-million pounds per annum. Adding this estimate to the value of the sea fish landed in Ireland in 1913, and to the value of inland fish other than salmon, we have close on eight hundred thousand pounds as the value of combined sea and inland fisheries of Ireland, a value which expert authorities assert could be more than doubled by a wise application of the principles of State Aid—a principle which is well recognised and adopted in most of the maritime countries of Europe.

**CORK COUNTY AND ITS FISHERIES.**—The County of Cork having the largest seaboard of any County in Ireland, and possessing numerous safe and commodious harbours, enjoys a very large share of the Irish Fishing trade. At one period it possessed by far the largest share. At the present day the number of Irish fishermen engaged in fishing off the coast of the County of Cork appear to be about a fifth of the number so engaged from the whole of Ireland, while the value of the fish landed in the County appears to be about a twelfth of the

<sup>15</sup> Caulfield's *Annals of Kinsale*.

entire. These figures, however, do not afford a fair test as to the value of the sea fisheries of the County of Cork. They do not include the value of the white fish captured by steam trawlers from England that resort in large numbers to the fishing grounds lying between Cork Harbour and Berehaven right through the year, the immense value of whose enormous captures goes to swell the figures of English fishing ports. The magnitude of the operations of the English steam trawlers may be measured by the fishery returns of the Port of Newcastle alone, which shows that the white fish landed in that port increased from 400 tons in 1877, to 24,500 tons in 1913, the value of fish in the latter year being £259,300. It is well known that the operations of the steam trawlers off the coasts of the County have been so invariably successful that the crews of the steam trawlers refer to these fishing grounds as "the Klondyke."

**SPRING MACKEREL FISHERIES.**—The sea fisheries of Cork County comprise the Spring and Autumn Mackerel fishing, the Summer and Winter Herring fishing, and the Long Line fishing. The Spring mackerel season begins early in April and lasts to midsummer. Up to twenty years ago this was the most important of the Irish fisheries, great fleets of English, French and Manx boats, resorting to all the fishing centres of the County from Kinsale to Berehaven. The



Kinsale.

fish were packed in boxes, iced, and sent by steamer or rail to the great centres of population in England. Employment was afforded to a large number of hands at each centre in icing and packing the fish. English fish merchants had offices and staffs at this side which, with Kinsale as their centre, handled and despatched the fish to market. Since the sailing boat has been superseded by the steam fishing boat, the English and Manx boats no longer resort to Irish waters for this fishing, being now enabled to make port at the other side of the Channel with their captures. This fishing is now confined to the local fishing fleets at Kinsale, Baltimore, &c., the value of the fish landed in the County amounting in 1913 to a little under £8,000. The Department have aided the industry by loans for the provision of petrol motors adapted to the old sailing boats, a provision which should be very largely extended. The industry is capable of vast development.

**THE "FALL" OR AUTUMN MACKEREL FISHING.**—The season for this fishing starts at midsummer and lasts to Christmas. The fish are pickled and stored in barrels for the American market. The tariff of two dollars per barrel imposed by the U.S. Customs greatly hampered this industry, the value of the fish landing in the County of Cork falling to a little over £4,000 in 1913. Owing to the war, the removal of the American tariff towards the end of 1913, has not yet benefited the trade. This was a very valuable industry up to the imposition of the tariff. In addition to the fishermen, a large number of women, girls, and boys were engaged salting the fish for market, besides a number of coopers for

making and repairing barrels, &c. Considering that even with the crushing burden of a duty of two dollars per barrel, a number of local merchants kept the salt mackerel export trade going on commercial lines, it can be seen that this industry is capable of vast development.

**THE HERRING FISHING.**—The value of the herrings landed in Cork County for 1913, as appearing by the Department's return for that year, was £3,375. Up to comparatively recent years this fishing attracted to Kinsale large numbers of Scotch herring boats. Owing partly to successful fishing nearer home they have ceased to come to these waters. The herrings, however, are still present in large numbers off the coast, but the provision of herring nets (which are totally different from the nets used for the capture of mackerel) is needed to enable the local fishermen to take a serious part in this valuable industry.

**LONG LINE FISHING.**—This method of fishing, which resulted in the capture of the large white fish such as haak, ling, and cod, which afforded a living to many fishermen off our coast, is a thing of the past. The large English steam trawlers, before referred to, have practically put an end to long line fishing off the coast, sweeping the grounds with their modern trawling gear. As a result,



Bantry Bay.

the curious anomaly now occurs that white fish captured off the Old Head, the Galley Head, or the Fastnet, is purchased in Bristol and other English centres for sale in Cork and Kinsale.

It is here worthy of note that there is in the City a firm engaged in fish curing on a pretty extensive scale, and which sends its own steam trawlers to the fishing grounds.

**THE FUTURE OF THE INDUSTRY—GENERALLY.**—The war, which has played such havoc in the industrial life of the United Kingdom, has had, as regards the fishing industry, one good result. It has caused a compulsory close season of the sea fisheries for nearly three years. The result is that the waters round our shores are now teeming with fish. An Arklow boat, fishing off Kinsale early in May, 1917, captured thirty thousand mackerel in one haul which, at its then price of £1 per hundred and twenty fish, realised about £300. The torpedoing by the U-Boats of seven of the fishing boats in the same month brought the 1917 spring fishing to a premature end.

In the reorganisation of industrial life after the War the fishing industry, affording cheap and wholesome food for the masses, deserves special attention. Lord Dunraven, in a paper recently read by him before The Royal Statistical Society, recommended the adaptation for fishing purposes of the trawlers built by

the Admiralty, as well as the release of the three thousand trawlers and drifters taken over by them for mine-laying. He pointed out the necessity for State assistance on a sound financial basis, yielding a fair rate of interest to the State and providing a sinking fund for the ultimate liquidation of the loan. He strongly urged the active interest of the State in the matters of transport and cold storage at all fishing centres.

As a result of the construction and maintenance by the State of cold storage in all the principal landing ports, and of the control of railway rates, he anticipates that the price of fish would be halved, the return to the producer doubled, and the distributor provided with a handsome profit.

**THE FUTURE OF THE INDUSTRY—IN IRELAND.**—Lord Dunraven's recommendations apply with double force to Ireland, where railway facilities for the industry have been most inadequate and the provision for cold storage practically non-existent. Owing to our meagre command of capital, as contrasted with England, Ireland is unable to compete with the powerful English syndicates which own the large fleet of steam trawlers that, for some time past, have monopolised the white fish traffic.



Baltimore.

There remain the Spring and Autumn Mackerel fishing and the Summer and Winter Herring fishing. The Congested Districts Board and the Fisheries' Branch of the Department in the respective districts within their jurisdiction have, of late years, afforded much needed assistance by loans for the provision of motor boats and the adapting of motor engines to existing boats. This policy should be extended largely, as, without motive power, fishing boats are unable to work for well nigh half the year. In Ireland State Aid is also much needed towards placing the Herring Fishery on a satisfactory basis, and loans should be granted for the provision of herring nets.

Even without the much-needed increase of boats equipped on modern lines, the furnishing of motor engines to the existing fleet of boats engaged in the fishing industry in the County would work a marvellous change and place the fishermen in a far better position to compete with the stranger. The centres of population in Ireland are too small, and the means of transit too irregular and inadequate to afford a hopeful basis for a market for home consumption capable of being worked on sound commercial lines. The great populous centres of England afford the market par excellence for the Irish fish trade.

The establishment of an ice factory at Kinsale or at Baltimore would be warranted by the extent of the fishing trade of the County, and the great possibilities for its extension under State Aid. From either of these places the ice could be cheaply distributed by means of water transit. Cheap and convenient sites for such a factory are available at either Kinsale or Baltimore.



It is a curious fact that during the most successful periods of Irish fishing almost all the nets, twine, and other fishing appliances were purchased from Peel, a little town in the Irish colony of Manxland. Of late years, however, a little has been done in net-making in connection with the Baltimore Piscatorial School. Having regard to the extent and volume of the Irish sea fisheries, and the great development of Irish salmon fisheries which is certain to take place after the war, there is a most favourable opening for the establishment of a twine and net factory in the Cork district. Another industry ancillary to the fishing trade, for which there is a good opening in the South is a Fish Guano works—an industry which is successfully prosecuted in fishing centres in England.

**CONCLUSIONS.**—In the hey-day of the mackerel fishing the syndicate of English merchants who controlled the fresh mackerel trade in the Cork district brought ice in large sailing ships from Norway. This is a provision beyond the scope of the local buyers, and cheap ice must be provided. This necessity can only be met by the establishment of an ice factory.

The application of steam or motor power to all fishing vessels to enable the producers to reach the distributor in good time for market is another essential. This aid must be provided by the State.

Sea carriage is the ideal means of transit for the traffic, but a great part of the fish must necessarily be despatched by rail. To meet this necessity the rail head should be extended to deep water at all fishing centres, and cheap transit secured by means of State aid and control.

With these aids provided, there is every reason to hope for an enormous development of the Irish sea fisheries immediately after the war. There is conclusive evidence apparent that the involuntary close season caused by that dire affliction has resulted in an almost miraculous increase in the shoals of fish off our coast. A perennial harvest awaits the hand of the husbandman of the sea.

### THE LEATHER INDUSTRY.

**TANNING.**—In the early part of the 19th century the manufacture of leather was a very important and flourishing industry in many districts throughout the country. Not only did Ireland produce the great bulk of the leather required for home use, but regularly shipped large quantities abroad.

At that time Cork was a very important centre of the Irish tanning industry. In 1837 no fewer than 46 tanyards were at work here, giving employment to over 600 hands, and tanning on an average 110,000 hides annually. About 1845 there were 60 tanyards in the City of Cork, besides those in the towns of Cork County. The firms of Dunn, Hegarty, Lyons, Murphy, and Ryan were widely known in connection with the industry. At this period the stout butts tanned in Cork were famous in England and Scotland, and were in much demand by buyers in the West Riding of Yorkshire. Michael Dunn tanned an equally famous sole butt. William Hegarty, who went into French factories as a working man in order to make a detailed study of the processes there employed, established, with his brother, calfskin tanning and currying on such a scale as to give extensive employment in Cork. The industry thus continued to flourish, and the upper and sole leather produced in Cork City and County established for itself a high reputation.

From 1846 the industry declined. In 1853 Cork had only 16 tanneries. By 1893, with a few notable exceptions, such as the firms of Messrs. Hegarty & Sons employing over 200 hands, and Messrs. Dunn Bros., the tanning industry was lost to Cork. The former firm was subsequently closed, and the latter, now the sole remaining one, is the property of the Cork Tanning Co., owned by Mr. Beamish and Mr. Crawford who, rather than allow this industry to die, some years ago purchased the tanyard, which is now being considerably developed on modern lines.

# The "Lee Boot" Manufacturing Co. Ltd., CORK.



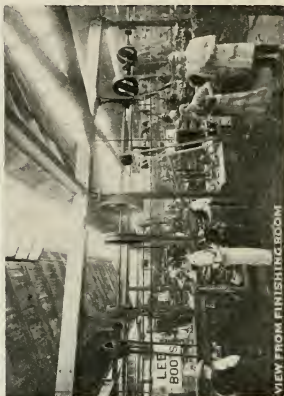
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The decline of the tanning industry was due to various causes. The Famine of 1846-48 had its effect, as had also the adoption of Free Trade by the United Kingdom at a time when Ireland required protection for her struggling industries. But the main reason was the reluctance of the Irish manufacturer to conform to modern ideas. The Irish leather was worked through the tanyard in the old fashion which took not less than a year. Although the product from this system was of a more durable nature than that produced by means of more modern methods, the consumer on the whole found the cheaper leather to satisfy his requirements. Thus the imported leather, prepared by the use of chemicals in about half the time, displaced the product of the Cork manufacturers, who were unwilling to increase their capital expenditure by laying down modern plant and adopting the latest methods.

Though the Irish tanning industry as a whole met with a similar fate, it can with pleasure be stated that to-day, in the South of Ireland, the Cork Tanning Co. and the Limerick firm of E. O'Callaghan & Son are in a flourishing condition, able to hold their own against all competitors.

A successful tannery now-a-days must be on a large scale requiring a big capital; the latest chemical processes and the most modern machinery—as in England, America, and Germany—must be adopted: improved processes being continually sought after by means of research; the very high class of finish must be obtained which is now demanded, when, owing to trams, cycles, cars of all descriptions, and other methods of travelling, leather is purchased less for use and more for appearance than formerly. A central cattle market with a central slaughter-house close by, whereby the tanning industry is assured of a supply of the finest flayed hides, and a large dead meat trade for the supply of hides, are of vital importance.

Active steps were being taken before the war to establish a dead meat industry here, and it is only a question of time until the industry is established. This necessitates on the part of our farmers a larger expenditure of capital which they are now in a position to afford, and also a fuller appreciation of what fattening cattle means. The large cattle market which Cork already possesses is not well situated, and the scheme for the establishment of a large central cattle market is likely soon to be realised. The Cork water is found by analysis to be admirably adapted to the dyeing and tanning of leather. During the three years preceding the war (1911-13) the average yearly export of cattle through the port of Cork was 79,940, through the South of Ireland ports of Cork and Waterford, 163,820, and the total Irish export was 786,824. The annual Cork import of leather was 468 tons of the estimated value of £70,222; boots and shoes, 737 tons, of the estimated value of £157,175; saddlery, 12 tons, valued at £3,760. All these show that Cork is admirably situated for a revival, on modern lines, of this one-time important industry.

**BOOTS AND SHOES.**—The decline of the tanning industry in Cork was to some extent compensated by the rise of the boot and shoe manufacture.

In addition to the Lee Boot Factory, which is the principal one engaged in the Boot and Shoe Manufacture, there are numbers of small manufacturers who have introduced machinery to a limited extent.

The Lee Boot Factory, the most important boot and shoe factory in the South of Ireland, was established in Cork by Messrs. Dwyer & Co., Ltd.—the proprietors of the well-known Cork wholesale drapery warehouse—about thirty years ago. Starting on a small scale, they confined their attention at first to the manufacture of the heavier classes of boots. The factory gradually grew in size and efficiency, making provision for greater variety in its manufactures. This factory is equipped throughout with the most up-to-date machinery.

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secured a large proportion of the Irish trade in the particular classes of its manufactures. Of course, the extent of the market is not sufficiently large as yet to allow of great specialisation. The principal classes of boots manufactured are: Welted, Machine-sewn, Standard Screw, and Peg Work.

In pre-war times in this industry in Cork there were about 400 hands employed. The extensive war contracts for the Allied Armies have, of course, greatly increased the output.

The annual import of over £155,000 worth of boots and shoes into Cork shows that there is great scope for the development of this industry in the City.

The leather industry gives employment to over 500 hands in Cork City.

**SADDLERY AND HARNESS.**—This is manufactured in Cork, chiefly for sale in Ireland, though a small quantity is exported. Saddlery and harness, horse-clothing, leggings, fancy leather goods, accoutrements for war horses, riding and driving whips, leather belting, are among the articles manufactured. Important contracts have been carried out by Cork firms for the Expeditionary Forces.

The principal Cork firm has been in the business for nearly 100 years.

### MARBLE AND STONE, PLASTERING.

The working of stone and marble has been an established industry in Cork from mediaeval times. Many fine examples of Cork workmanship are extant in the ruins of the old churches and castles. Cork was especially rich in finely wrought marble chimney-pieces in the old residences around such districts as the Marsh and the South Terrace. Many of these have, however, been acquired at high prices by dealers in antiques. Some fine specimens are still to be seen in all the larger County houses.

Ireland is well supplied with a variety of coloured marbles and limestones for constructional and decorative work, such as the white marbles of County Donegal, the famous black marbles of Galway and Kilkenny, the grey marbles of Westmeath much used for chimney-pieces and fenders; the unique green marble of Connemara, which as "Irish Green" has been sent to all parts of the world, and which, together with the red marbles of County Cork—such as those of Little Island, Middleton, and Fermoy, so highly praised for decorative effect—has a European reputation.

Some very fine examples of their use, and of Cork workmanship, may be seen here, such as the front facades of St. Patrick's Church, Lower Road, of St. Mary's, Pope's Quay, and of the Courthouse—all fine instances of Classic work in local limestone, which in many places has weathered almost to the character of a marble. St. Finn Barre's Cathedral of Mediaeval Gothic is another fine specimen, as is also the new spire of St. Colman's Cathedral, Queenstown, recently built by a Cork firm. Internally Irish marbles have been used with very good decorative effect in St. Finn Barre's Cathedral, in the vestibule of the Courthouse, in SS. Peter and Paul's Church, Cork, and in St. Colman's Cathedral, Queenstown, in which the columns of nave arcades are in Cork red marble, and some fine examples of Connemara green and Middleton pink are also to be seen. There is a much-admired Communion rail of green marble in St. Michael's Church, Blackrock, Cork. The beautiful new pulpit in St. Patrick's Church, Cork, is of Castleisland, Galway, and Mitchelstown marbles. Some of the more recent buildings in Cork in which Irish marble has been used with good effect are the Crawford Municipal Technical Institute, the Honan Hostel Chapel, University College, and the Munster & Leinster Bank. These Irish marbles were for a considerable period in great demand throughout the United Kingdom, but this demand was reduced mainly owing to the competition of Belgium. Irish green marble has been very extensively used in the new General Post Office building, London, and specimens of Castleisland and Middleton marbles may be seen in St. Paul's Cathedral, London. The reduced

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imports of marble into the United Kingdom from Belgium, Italy, Greece, France, Portugal, Spain and America, for a considerable period after the close of the war should again bring the Irish marbles into much prominence.

While Cork firms furnish every form of work in stone and marble, the main branches are Church Furniture, such as altars, pulpits, communion rails, fonts, organ galleries, statues and groups, monuments, mural tablets, and carvings. These are chiefly supplied to the South of Ireland, but Cork sculptors execute orders for all parts of the country, send their works to England and Scotland, and occasionally to South Africa, New Zealand and America.

This industry gives employment to a large number of skilled artists and workmen. The largest of the Cork firms has had a staff averaging forty in number during the past thirty years. The most modern machinery is in use in the principal works.

Cork had a great reputation for Plastering Work in the eighteenth and early nineteenth centuries. The residences of the leading citizens, which possessed the chimneypieces already referred to, were remarkable also for the splendid ceilings and staircases in artistic plaster work. The best examples of comparatively modern work are the excellent Corinthian capitals and ceiling of St. Mary's, Pope's Quay; St. Mary's Cathedral, which has a fine ceiling in the late Gothic style; the ceiling of the Cork Savings' Bank; and, more recently, the interior of the Munster & Leinster Bank, Cork, where the walls have been plastered—in a manner known to the French—to represent Caen stone; all of which speak for the excellent craftsmanship of our City.

### PRINTING AND STATIONERY.

The Printing trade in Cork is a very important industry, including the issue of two daily, one evening, and two weekly newspapers, magazines, periodical literature, books, educational and illustrated works, account books, stationery and commercial publications, colour printing, designing, illuminating and lithographic work.

The most modern machinery and appliances are in use. Engaged in the printing trade there are three principal firms in addition to some smaller ones. Two of these firms are considerably over a hundred years in existence.

This Guide is, of course, printed and published by one of the Cork firms.

The printing and stationery trade gives employment to over 1,200 hands.

Paper Bags and Cardboard Boxes are extensively made to supply the home market.

### SOAP, CANDLES, AND GLYCERINE.

It is only in comparatively recent times that Soap-making has been carried on as a large scale industry. Indeed, until about the middle of the last century, soap-making was to a great extent a household art. The development of this industry was largely due to the scientific application of the principles of Chemistry and the installation of superior mechanical appliances. Formerly this article, by very crude processes, was made for home use in different houses where a good supply of tallow was available.

In addition to the ordinary benefits which the manufacturer of soap on modern lines confers on the community, this industry makes possible the utilisation of many oily and fatty residues and by-products which would otherwise be practically useless. Soap-making, perhaps to a larger extent than many other industries, has progressed by reason of chemical research work. The use of caustic soda, arising from Leblanc's discovery of how to produce soda from salt, was a great advance. Before that time the alkali required for the manufacture of soap had to be got by round-about processes, namely, from kelp (calcined sea-weed), berilla, &c. Leblanc's discovery was due to an inquiry of the French Government—at the time of the French Revolution—for some substitute for vegetable soda.



This process is worked to the present day and has never been improved upon, though other processes for getting soda from common salt are also used. New oils and fats, principally of vegetable origin, such as palm oil, palm kernel oil, cocoanut oil, and cotton-seed oil, have been in more recent years discovered and utilised to a great extent.

Following the period of the production of soap as a household art, soap-making was carried on in Cork in conjunction with the old chandlery and tallow candle business. The soap being made of the same material accounted for the two trades being carried on together.

There were in Cork, chiefly in the Marsh district, upwards of thirty or forty concerns where the making of soap was carried on. The combined output was, however, comparatively small. Cork being a great centre for the slaughter of cattle, there was an abundant supply of fat.

The native trade in soap lost ground because the local manufacturers made only one kind of soap—that of a very good quality—while our competitors, by adopting new and expensive processes of manufacture, flooded the Irish market with soap ranging from the most inferior to the most superior types; the imported inferior kinds being, of course, sold at a lower price than the home product.

The manufacture of soap, on modern lines, was commenced in Cork over forty years ago, when the present large Cork firm of soap manufacturers, E. Ryan and Co., Ltd., was established.

There is a large output of various brands of bar, toilet, carbolic, shaving and soft soaps. The excellence of the brands known as "Keltic," and "Primrose" bar soaps is well-known. An outstanding feature is the high standard reached in the difficult process of scenting the soaps. This is a fine art in itself, and the long experience and extensive knowledge of this firm have been applied to the perfecting of this process.

The most up-to-date plant is installed, and the importance of light and ventilation is fully recognised. The floors are laid on a solid concrete foundation, and there is an almost complete absence of noise.

In conjunction with the manufacture of soap there is a very large output of candles. Though a few of the old "dipt" candles are still made here, the large output is in paraffin wax candles. In these candles paraffin wax is the principal ingredient, but there is also a proportion of stearic acid which is essential to prevent the candles from melting quickly in a warm atmosphere. In warmer climates, it may be remarked, stearic acid is substituted entirely for paraffin wax.

The soap and candles manufactured in Cork are sent to all parts of the United Kingdom, but the principal market is in the south and west of Ireland.

As many of the fatty constituents of soap have now to be imported from abroad, the establishment of a dead-meat trade in Cork, supplying many of these raw materials locally, would give a great impetus to the industry here.

Crude Glycerine—a very valuable by-product in the manufacture of soap—is exported largely to England, where it is used in the manufacture of explosives, and also refined for medicinal purposes.

The average yearly Cork import of soap, £200,000, and candles, £50,000, through the port of Cork and the other ports, shows the possibilities for development in this industry here.

### STARCH INDUSTRY.

The manufacture of Starch in Cork was first taken up by the late Mr. Denny Lane, who started the industry about 40 years ago. He was fortunate in securing mills well adapted for his purpose in a very picturesque spot near Riverstown, about four miles outside the City. The site possesses the advantage of having an abundant water supply, which gives the necessary power for driving the mill. At that time no starch was manufactured in Ireland, and Mr. Lane found it necessary

to employ skilled workers from England and Scotland to initiate the local employees in the varied and intricate processes required in its manufacture. In a few years the local workers had acquired sufficient skill to carry on the industry without outside assistance, and from that time local labour has been exclusively employed at the mills.

From its inception the industry was successful, and after Mr. Lane's decease a Private Company—the Silverspring Starch Company, Limited—was formed in 1896 to take over the business. The firm specializes in the manufacture of pure rice starch and blue, and its products enjoy a ready market throughout Ireland and in all parts of the United Kingdom. Not only in these islands is the excellent quality of this starch recognised, but in the Colonies and the United States, with which there is an export trade. Of the bye-products obtained in the process of manufacture, the principal one is fibre, which, owing to its high nutritive value and fattening properties, is greatly appreciated by feeders of live stock.

For the efficient packing and distribution of their starch the Company found it necessary to install at the factory a complete box-making plant, which is in itself a source of considerable employment.

Although the Company had to meet a great deal of competition, due to the wholesale dumping of inferior foreign starch, the industry continues to thrive and hold the confidence of the public.

"Silverspring Starch" was awarded gold medals in the Exhibition of Irish Art and Manufactures held in 1882, and the Crystal Palace International Exhibition of 1884; and by consistently using only the finest raw materials the Company maintains the high standard of excellence which has always been associated with its products.

## TOBACCO AND SNUFF.

The manufacture of Tobacco and Snuff is one of the oldest of the existing industries in the City. Indeed, it was in Cork that the second tobacco factory in the Kingdom was established, the first being in Dublin. About 150 years ago Messrs. Lambkin Bros. founded their tobacco and snuff factory, behind their retail premises in Patrick Street, and though the factory has long since outgrown the old building, and has been entirely re-equipped with modern machinery, the original front of the retail premises still stands and forms an interesting link with the Cork of the eighteenth century.

It was in Cork, in 1832, at 69 and 70, South Main Street, that Mr. William Clarke, founder of the firm of Wm. Clarke & Son, began the manufacture of tobacco and snuff. After thirty years the firm moved to Rocksavage, Cork. Though the firm shifted in 1872 to Liverpool, where it established its works amongst the Irish population in Scotland Road, it still continues to manufacture "Cork" Snuff, an article which now enjoys a world-wide reputation. It may be interesting to note that Messrs. Clarke & Son are at present working a retail branch in the old premises in the South Main Street.

Up to about 1850 "roll" tobacco and snuff were the only local manufactures, but of late years the home demand has turned towards "plug" tobacco, while, curiously enough, there is at present a large demand for Irish roll tobacco in England. As a consequence both classes of tobacco, as well as snuff, are extensively manufactured locally by two large factories, and a number of small scale manufacturers who produce for their own retail trade.

In addition to the plug and Irish roll, the two principal Cork factories—which are equipped with the most modern machinery—manufacture smoking mixtures, cigarettes, and other tobaccos, giving extensive employment. Messrs. Dobbin Ogilvie & Co's. "Cordangan" mixture, which is a blend of Irish-grown tobacco from Lord Barrymore's estate at Cordangan, Co. Tipperary, with American and other growths, has rapidly made its way into popular favour, not only in Ireland,

but throughout the Kingdom, and is sent by the manufacturers as far afield as India.

Lambkin's "Tipperary" and "Exhibition" mixtures have also obtained a wide popularity. Though the chief market for the Cork tobaccos is, of course, the South of Ireland, there is a considerable trade with all parts of the country, and before the war there was gradually being built up an increasing export trade, which will be resumed with the return of peace.

Since the commencement of the war the Cork factories have exported large quantities of mixtures and plug tobacco, for the War Office, to the various Expeditionary Forces. The fighting men in France and the other theatres of war have borne constant testimony to the excellence of "Cordangan" and the other Cork mixtures.

Practically all the leaf for the tobacco manufactured in Cork comes necessarily from America. Recent experiments have shown, however, that Ireland possesses considerable possibilities for the cultivation and production of the leaf. The soil and climate both seem favourable and, granted a fairly fine summer, a leaf can be produced which, though not quite suitable for use alone, is excellent for blending purposes. The worst enemy of the tobacco grower in Ireland is frost, and the uncertainties of the climate of this country during the spring months is sometimes fatal to the crop. However, it may not be too much to hope that means may be devised by which in the future a much larger quantity of the home-grown tobacco will be available for use in locally produced mixtures.

#### OTHER INDUSTRIES.

In addition to these industries, the usual Wholesale and Retail Trades are well represented. Amongst the other important industries of Cork are:—

ASPHALT,  
BREAD-MAKING,  
BRICKS,  
BUILDING TRADES,  
BISCUITS & CAKES,  
CARRIAGE BUILDING,

DYEING.  
ORGAN BUILDING,  
ROPE & TWINE,  
SALT & LIME,  
UMBRELLAS,  
VINEGAR & SAUCES.

THE  
IRISH



TRADE  
MARK.

# SILVERSPRING STARCH CO. LTD.

:: SOLE IRISH MANUFACTURERS OF ::

## PURE RICE STARCH

ONE QUALITY————THE BEST.

AWARDED 8 GOLD MEDALS.

WORKS—GLANMIRE, CO. CORK.

# LAMBKIN BROS. CORK.

TOBACCO, SNUFF,  
AND  
CIGARETTE  
MANUFACTURERS.

♦ ♦ ♦  
OFFICE—

PATRICK STREET,

FACTORY—  
MERCHANT STREET.

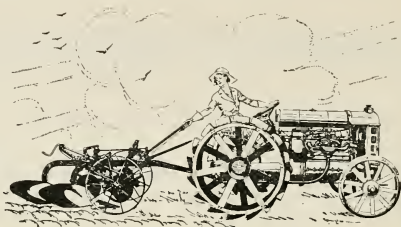


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OVER  
100 YEARS.



CONTRACTORS  
TO THE  
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**FORDSON**  
Farm Tractor.



**FORDSON**  
Farm Tractor.

THE DAWN OF A NEW ERA FOR THE FARMER!

# FORDSON

## THE UNIVERSAL FARM TRACTOR.

The Fordson Tractor means to the Farmer what the Ford Motor Car has been to the civilized world.

It is the Simplest of all Tractors to work, the Easiest to Maintain, and the most Satisfactory of all Power Machines.

The "Fordson" will displace three or four horses on the Farm, and will plough your three-horse land up to an acre per hour.



*If you have Land to Plough we will do it for you, and thus demonstrate for you the above claim.*

**Munster Motor Company, Limited,**  
**ARDCAIRN, BALLINTEMPLE, CORK.**

# CORK FUTURE.



THE review of Cork Past, given "without envious malignity or superstitious veneration" in these pages, shows that Cork possesses a remarkable industrial and commercial vitality, and that if allowed to develop naturally, free from the hampering influences of the commercial restrictions and an iniquitous land system, she would long ere now have attained a leading place among the important commercial and industrial centres of the world.

The survey of Cork Present demonstrates that under the stimulus of her unique natural advantages the City has attained that remarkable industrial and commercial vitality which is so evident in her past, and has attained a status for which people outside her confines are slow to give her credit, or indeed, which her own people do not always fully recognise.

We now come to the consideration, in the light of these surveys, of the Cork of the Future. What are its possibilities? What are the probable lines of its future development? What is the scope for the extension of existing industries or the establishment of new ones?

We can, of course, take for granted the success of the Agricultural Industry and the allied Provision Trade of the South of Ireland, and their leading position in the international competition in the English markets. But a country requires manufactures as well as agriculture for its full development.

In considering these questions it is important to recognise that, unlike densely if not overcrowded industrial centres in other countries, in Ireland there is room for a greatly increased population. The population to-day is 4,337,000; in 1845 it was 8,295,061.

A not inconsiderable number are unfavourable to the introduction of large scale manufactures in Ireland, on the grounds of the evils following in the wake of industrialism. With proper foresight with regard to housing, town-planning, power distribution, transit, it is possible, as has already been done elsewhere, so to combine town and country as to eliminate these evils.

Let us now consider how far we possess the essentials for successful modern industries and how far we can economically obtain those which are not locally available. Following the standard economic authorities, the requisites for production are Nature, Labour, and Capital, which we shall now analyse with reference to Cork.

This district, though not possessing coal and iron to any great extent, is endowed by Nature with unique advantages for the development of industries. Cork is situated in the centre of the land system of the Northern Hemisphere, in a direct line of communication between America on one side and England and the Continent of Europe on the other. It is therefore in a most favourable position as regards the world markets, being in close proximity to the Continent, and "the next County to New York," as the late T. D. Sullivan aptly described it. Nature's best gift to Cork is the River Lee, the crowning glory of which is its magnificent Harbour on the Atlantic seaboard—one of the finest in the world.

The natural advantages of the Harbour are best shown by the fact that vessels of over 22ft. draft can be discharged afloat in the centre of the City at low tide. While this article was being prepared the writer observed the Motor Ship "Siam"—length, 427ft., draft, 26ft. 7ins., and carrying capacity, 9,000 tons—berthed at the deep-water quay, where it was afloat at low tide, and having been discharged in the heart of the City, swinging in the channel opposite her berth, and leaving under her own power.

Mr. C. S. Meik, of Westminster, one of the leading harbour engineers in

Great Britain, in a report dated 25th November, 1913, from which an extract is given in the article dealing with the Harbour, says:—"There are very few, if any, harbours that are superior to Queenstown in offering accommodation for the very largest class of steamer afloat at all states of the tide."

In addition to its proximity to foreign markets and its facilities for shipping, Cork, owing to the absence of impassable mountains and other such impediments, is well provided with inland transit facilities which establish an equally good connection with home markets, making Cork the great distributing centre for the South of Ireland. As can be seen from the article on Transit Facilities, Cork has direct railway connection with all the principal centres in Ireland, and in addition has a steamer service with the principal Irish ports.

Though the question of the harnessing of our water power is one for detailed investigation by experts, it is important here to note that the South of Ireland possesses this great potential power.

There is an abundant supply of Peat throughout the country, especially in the great central plain, capable of yielding, for centuries, a large supply of fuel, for which purpose it is at present extensively used. At present the utilisation of the peat bogs of Ireland for power purposes is being carefully considered by a committee of specialists appointed in connection with the Industrial Research Department recently established by the State. As in the case of water, it is well to note that in the peat bogs of Ireland we have a source of power of perhaps far-reaching importance.

The climate is equable and free from those excessive extremes which hamper industrial development in other countries.

The natural fertility of the soil for the cultivation of crops and the rearing of cattle has already been so well established as to need but a passing reference here.

There are numerous cheap sites for factories and other industrial undertakings within easy reach of deep-water. The unrivalled advantages of Cork in this important respect will be at once grasped when it is realised that on both sides of the river from the City to the Harbour entrance—a distance of 14 miles—there is a remarkable continuous series of sites through which the railways on either side actually run. These sites offer hitherto unrealised opportunities to the manufacturer. Mr. Henry Ford, appreciating the possibilities here, purchased one of these sites, 130 acres in extent, for a motor works. The well-known ship-building firm of Furness, Withy & Co., of Liverpool, equally alert, in 1917 purchased the premises and business of the Queenstown Dry Docks Shipbuilding and Engineering Co. at Passage West, and subsequently the Rushbrooke Docks at the opposite side of the river, with a view to important ship-building developments here.

These completed business propositions, as well as those for which negotiations are being carried on, have given to industrial development in Cork an impetus which no amount of abstract advertising, however valuable could secure.

Though partial enquiries, in themselves satisfactory, have been made from time to time into the mineral resources of Ireland, as yet no enquiry has been held sufficiently exhaustive to justify a definite statement as to their extent, value, and suitability for industrial purposes. However, the quantity and variety of the minerals worked in the country is by no means inconsiderable. In County Cork, for example, the export of Barytes mined at Bantry, and Duncun Bay near Clonakilty, for 1913 was 123,500 cwt., value for £10,800; in 1914 it was 161,500 cwt., value for £18,842; and in 1915, 230,000 cwt., value at £37,000. Slates of fairly good quality, such as those at present quarried near Leap, are found in many districts in Co. Cork. There is an abundance of limestone and marble in the County, the excellent quality of which can be seen in many of our public buildings here. Good sandstones are found along the coast. Clay suitable for brick-making occurs at Ballinphellic, Belvelly, and Youghal. Silica clay, suitable for the making of glass, is found near Rostellan Castle.



Coal and iron, owing to their importance, demand special notice. Ireland has been so long and so persistently told that she is intended by nature to be a non-manufacturing country, owing to the absence of these minerals, that even many Irishmen have, unthinkingly, accepted the fallacy. As in the case of the other minerals, the enquiry as to the available supplies of coal and iron in Ireland have not been such as to justify a definite statement on the question.

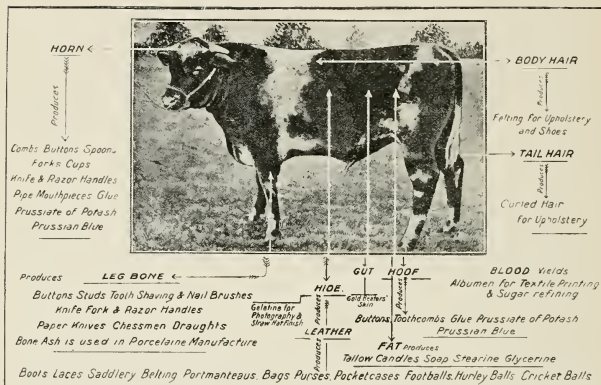
It is, however, well-known that full advantage has not been taken of the resources such as they are. Indeed, the mineral wealth of Ireland has hardly been touched hitherto, but the interesting letter from Professor Edward Hull, late Director of the Geological Survey of Ireland, which appeared in the *Morning Post* of March 28th, 1917, clearly demonstrates that it is of very considerable extent. In a report of a survey, published over thirty years ago, Professor Hull estimated the net tonnage available for use in the West Munster coalfield at 20,000,000 tons.

Now, the relative position of different manufacturing centres depends on the net advantage of all the factors of production taken together. Coal is but one of these factors, with relative degrees of importance to the other factors, according to the nature of the manufacture. Further, the question to be considered is whether coal is available—obtainable locally, or capable of being imported. If it falls under the latter head, to the individual manufacturer the difference between importing coal and obtaining it locally is merely a question of carriage; and to a city like Cork, with direct steamship communication with the coalfields, the freight is lower than would be the carriage by rail for a short distance inland. In this respect coal belongs to that class of factor such as raw material or foodstuffs which can be imported, and whose production in the particular country is therefore not essential, as are harbours, sites, and most of the other natural agents which cannot be transferred, and which Cork possesses. Belfast imports its coal and iron, and yet it has one of the largest shipbuilding works in the world, the largest rope works in the world, engine works, linen factories, and the largest individual tobacco factory in the world. Many of the important manufacturing centres of Great Britain—such as London—are no better off than Cork in respect of coal and iron. Cork imports coal cheaper than many important manufacturing centres in France, Switzerland, Belgium, and Germany. In pre-war times London imported its coal from the Bristol Channel and from the Tyne. Paris received a large quantity of its coal from Germany, and also from the Swansea district, via Rouen. No small part of the iron ore used in the great Iron Industry of the South Wales district, in pre-war times, was imported from Spain. The rates for the import of coal to Cork are about equal to those for London and Paris—two of the largest manufacturing centres in the world. The fact of having to import coal has not prevented the extensive and important woollen and other manufactures of Cork from reaching their present state of prosperity, nor has the import of both coal and iron been a bar to the coming to Cork of Messrs. Ford & Son and Messrs. Furness Withy and Co., in whose engineering works coal will be such an important factor.

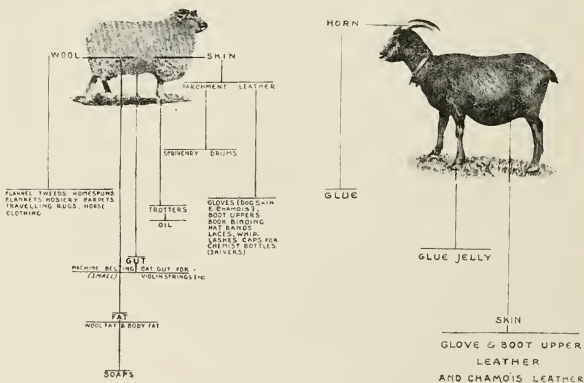
Of labour there is a plentiful supply. The workers, both physical and mental, are naturally intelligent, physically strong, and fully avail themselves of the advantages of the different systems of education, thereby developing the natural adaptability which, according to *The Statist* of March, 1918, Messrs. Ford and Messrs. Furness, Withy found the Cork workmen to possess in a high degree. In organizing ability and the other higher forms of labour, Corkmen have fully demonstrated their efficiency.

A reference to the statistics of the Cork Banks given in this Guide shows that in the establishment of new industries here a very large proportion of the required Capital can be obtained locally.

This Guide clearly shows that the organization required for modern industrial



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activity, such as Banks, Railway and Steamship Service, Markets, Industrial and Commercial Associations, Power Generation and Transmission, is in a high state of efficiency, and is well conceived with a view to future developments.

In the *Agricultural Industry* of the South of Ireland, already so highly developed and of such great importance, there is room for still greater improvement. This remarkable agricultural development was rendered possible by giving the Irish farmer ownership and a real interest in the land by the gradual repeal of an iniquitous land system, which Mr. Arthur Balfour described as "the worst in the world," and which Mr. Arthur S. Herbert, D.L. for County Kerry, in the *Nineteenth Century Review*, of December, 1917, referred to as: "the thorny and difficult question of land ownership—a question that affected every man's pocket, and had been a cause of strife and violence amounting to rebellion for generations—even for centuries." Sir Horace Plunkett taught the Irish farmer how to utilise his land to the best advantage. When he returned from America in 1889 he found Danish Butter and Bacon, American Wheat, and French Eggs and Poultry supplanting the Irish products in the English markets. Whereas to-day, as has been shown in this Guide, all these Irish agricultural products have attained a high place in the International competition in the English markets. With the up-to-date system of agricultural instruction, more intensive farming, better grading of eggs and butter, improved breeds of cattle, winter dairying, co-operative creameries and dairies, co-operative banks on the Raffeyen plan to provide the small farmer with credit, co-operative stores supplying the farmer with all his requisites, co-operative poultry societies, bee-keeping societies, and many others, this important industry is capable of even still greater developments.

Realising the importance of the Agricultural Industry to the South of Ireland, we naturally look first to the development of these industries which can be built on and obtain the necessary raw materials from this source.

**DEAD MEAT INDUSTRY.**—Here then we have unique opportunities for the establishment of a Dead Meat Industry. The raw material—cattle—could be obtained locally. During the three years preceding the war (1911-'13), the average yearly export of cattle through the port of Cork was 79,942 head of cattle of the value of £1,004,328; through the South of Ireland ports of Cork and Waterford 163,821 head of cattle of the value of £2,212,462; while the total Irish export was 786,824 head of cattle of the value of £11,105,909. During the year 1912 Cork exported 26,245 fat cattle of the estimated value of £450,000.

Mr. Wesley Frost, American Consul at Queenstown, in a recent report to his Government on openings in the South of Ireland for American capital, points out:—

"There is an opportunity for a slaughter-house and meat-packing industry in this district. There are probably few openings for American capital and enterprise outside of the United States that have as many apparent attractive features as this. Large numbers of cattle are shipped to England, where they are finished partly by grass—the English grass is claimed to have greater fattening qualities than that of Ireland—but mainly by maize and other foodstuffs that could be just as cheaply procured in Ireland. The natural place to kill these animals is in Ireland, just as the Irish swine are killed and worked up here. Cork is the centre of the Irish cattle country. The American packing companies, or any Irish-American who understands the packing industry, would do well to look over the field here immediately. Not a little Irish capital could be secured to supplement American capital if the matter were properly taken up.

"Such an industry would aid the export situation by supplying a large quantity of hides for the American market."

Instead of sending his cattle to the English and Scotch markets in a half-finished state as at present, the fattening of his cattle at home with all its attendant advantages to himself and the community, would be readily realised by the Irish farmer.

When the industries which are now being established in Cork are fully developed there will be an extensive home demand for beef, and with the shipping facilities which Cork possesses for quick despatch to the English market, an extensive trade would be developed. It is important to note that many of the bye-products of this industry could be disposed of locally: the hides to the local tannery; the fat to the local soap, candle and glycerine works and margarine factories; hoofs to the local glue factory—conferring important advantages on these industries. The establishment of the industry itself would give rise to many subsidiary industries, such as horn goods, combs and buttons.

**TANNING.**—During the three years preceding the war—1911-'13—the average yearly import of leather through the port of Cork alone was 468 tons of the value of £70,222; boots and shoes, 737 tons, valued at £157,175; saddlery, 12 tons, valued at £3,760; whilst the export of hides from cattle killed locally was 1,517 tons of the value of £88,577. The establishment of a dead meat industry here supplying the necessary raw material—hides—would give a great stimulus to the tanning industry.

The production of leather in our local tannery will enable the products of the established important boot and shoe industry to compete on more favourable terms in the home market with the imported goods. The saddlery and harness industry, which at present entirely depends on imported leather, should in the same manner benefit to a great extent.

**CHEESE.**—The South of Ireland offers unique opportunities for the manufacture of cheese, which, like butter, is a branch of the dairying industry, with cream and milk as its raw material.

In a very informative report on the extension of Cheese-making in Ireland, recently issued by the Department of Agriculture and Technical Instruction, it is pointed out that about 161,000,000 gallons of milk are annually converted into butter at creameries in Ireland, and it is estimated that at least 10 per cent. of this could be readily converted into cheese, without in any way interfering with the rearing of live stock. This quantity of milk is sufficient to produce about 145,000 cwts. of cheese, which would supply the home market and leave about 100,000 cwts. for export to Great Britain.

There are three very good reasons why the dairy farmers of Ireland should at the present moment look more closely into the advisability of making cheese—whether at home or at the factory. They are as follows:—

- (1) Cheese-making provides more food, in a suitable form for storage, than butter-making.
- (2) Cheese-making pays better than butter-making.
- (3) It will be advisable for all creameries to have an alternative method to that of butter-making for utilising milk in the future.

It is generally estimated that one pound of cheese of average quality contains as much nourishment (as protein and fat) as one gallon of milk, or two pounds of fresh meat, two pounds (or 15) eggs, or three pounds of fish. The Danish Butter Trade Journal for January, 1918, in referring to this report of the Department, shows that in Ireland the difference in favour of cheese-making as compared with butter-making, before the war, was 1d. to 1½d. per gallon of milk, while taking the

average prices of butter and cheese for last year, the difference in favour of cheese-making is about 3d. per gallon of milk.

In the Department's report referred to, it is also pointed out that the buildings and plant for a cheese-factory to deal with 1,000 gallons of milk daily cost only one-third to one-half of what it would cost to equip the same place for separating cream, and premises with a maximum supply of 500 gallons a day can be readily worked at a profit.

As a result of the propaganda work of the Department, there were established 27 cheese factories—all of them working in connection with creameries—at the beginning of the year 1917. At the close of 1917 there were 45 factories established. It is expected that several others will commence manufacturing cheese as the season opens.

The following returns show the present development and the future possibilities of this industry in Ireland.

### Irish Imports, Exports, and Home Make of Cheese.

YEAR.	EXPORTS.		IMPORTS.		HOME MAKE.
	Quantity. Cwts.	Value. £	Quantity. Cwts.	Value. £	Quantity. Cwts.
1912 ...	5,450	17,440	42,986	137,555	4,801
1913 ...	6,102	18,611	45,157	137,729	8,095
1914 ...	9,591	31,171	54,838	178,224	11,084
1915 ...	15,711	64,022	51,483	209,793	16,557
1916 ...	13,418	54,678	40,507	201,522	22,158

The imports of cheese into the United Kingdom during the year 1913 were 2,297,340 cwts., valued at £7,035,039; and for 1916, 2,604,027 cwts., valued at £12,945,450.

Cork exported during the years 1912-'15 about one-fifth of the total export from Ireland. During the year 1914 the export of cream through the port of Cork was 2,716 cwts. of the value of £10,638, and of condensed milk 77,268 cwts. of the value of £102,380.

The creameries already in existence in the South of Ireland possess many of the requirements of a cheese factory, and can with very little outlay be utilised or adapted for the production of this article.

MARGARINE.—As already shown in this Guide, the manufacture of Margarine, though recently introduced here, has, as might be expected, been remarkably successful.

The raw materials for the manufacture of margarine consist of animal fat, usually that of oxen and sheep, vegetable oils and fats, milk, butter, and colouring and flavouring material. The vegetable fats are chiefly derived from palm oil, palm kernel oil, and cocoa-nut oil. The palm oil is obtained by boiling the fruit to a pulp, the nut oil by crushing the kernels. Palms are obtained from the West Coast of Africa, Central Africa, Zanzibar, and the Philippines. The Cocoa-nut palm is obtained from the tropical regions, such as Madras and other parts of India, Ceylon, the West Indies, Malay, and East Africa, and South America. The kernels are either crushed locally or cut into pieces, dried and exported under the name of copra.

The margarine industry has attained considerable development in Holland. The annual value of the imports of margarine into the United Kingdom from Holland, which in pre-war time was £4,000,000, now amounts to £8,000,000. Practically all the raw materials for this industry must be imported through the United Kingdom by Holland, which has consequently no advantage for its manufac-

ture as compared with the South of Ireland. The successful margarine factories of Cork and Waterford confirm this view. There is, therefore, scope in Cork for an important development of the margarine industry.

**SEED CRUSHING PLANT.**—The vegetable oils required in the manufacture of margarine in Cork and Waterford are imported from England, where they are prepared. The question of the establishment of a factory in Cork for seed-crushing and the extraction of oil is well worthy of careful consideration. The cost of the required plant is not expensive; an important local market for the oils is afforded by the Cork and Waterford Margarine Factories, which, in turn, would receive an impetus by the establishment of this crushing plant; valuable cattle foods, such as linseed and cotton cake, could be obtained from the bye-products; the soap factories too will benefit by being able to obtain their oils locally.

**FISH OIL FOR MARGARINE.**—A recent discovery, the substitution of fish oil for vegetable oils in the manufacture of margarine, should have a far-reaching influence on the development of this industry in the South of Ireland. Although Irish manufacturers have not hitherto looked on refined fish oils with favour, successful experiments in Norway and Newfoundland in this direction have been carried out on cod liver oil.

Equally satisfactory results from the common cod-fish oil, herrings, and other fishes, establish the suitability of all fish oils for this purpose. This discovery, with an almost inexhaustible and inexpensive supply of raw material on the spot, renders Cork Harbour an ideal site for the manufacture of margarine on an extensive scale.

**CASEIN.**—A branch of the dairying industry, the manufacture of Casein in the South of Ireland could be carried on under equally advantageous conditions with that of butter or cheese. When the fatty globules of cream have been extracted from milk in the making of butter there is left in the "separated" milk one of its chief constituents, casein. Hence the manufacture of casein could go hand in hand with that of butter. It could be manufactured in the same manner with cheese, when the latter is obtained from full milk.

The extraction of casein from "separated" milk is quite a simple process and, of course, can be carried out successfully in the different creameries in the South of Ireland and then sent to a central factory for further treatment; the alternative method is to send the milk for full treatment to the casein factory.

The *Statist* of November, 1917, says:—"Casein is chiefly used in the manufacture of Visem, Plasmon, Sanagen, and Sanatogen, and, in fact, figures in almost all health foods. It has also extensive industrial uses as a painting material, as a mucilage and cement, making imitation horn, celluloid, and ivory, and therefore much in request for toilet articles, and as a dressing and color-fixing medium in the paper and textile industries. There is no doubt casein manufacture could be extended in Cork, which is favourably situated for the building up of an export trade in the product to Great Britain and America."

**MILLING.**—The article on Milling in this Guide shows that the industry is a large and important one, there being in the City and County of Cork a number of well-equipped mills in which 70,000 tons of wheat is milled annually, and in addition close on 90,000 tons of maize is ground.

The average annual import of 15,000 tons of flour through the port of Cork, with the increase in demand consequent on the development of the new industries, and the extensive local market for bran, pollard, and other offals, sufficiently indicate the scope for the further development of this industry. As shown in the article referred to, this further development can be met by the existing mills.

**BEET ROOT SUGAR.**—The growing use of Beet-root Sugar, as compared with Cane Sugar, the remarkable development of the industry on the Continent, the almost total dependence of the United Kingdom for its sugar supply on outside sources, the decrease in the area under beet in European countries before the war, and the still greater decrease owing to hostilities, have emphasised the great scope and the absolute necessity for the cultivation of beet for the manufacture of sugar at home.

At the end of the nineteenth century the beet-root provided about 70 per cent. of the world's sugar production, as against 30 per cent. of cane. About the middle of the 19th century Europe produced about 200,000 tons of beet-root sugar yearly; 50 years later this had risen to nearly 10,000,000 tons. During the years immediately preceding the War Germany and Austria were providing the United Kingdom with nearly 55 per cent. of our total sugar supply. The following figures indicate the importance of the home market:—

### Imports of Sugar and Manufactures thereof.

AVERAGE YEARLY IMPORTS, 1911-13.

	IRELAND.		*CORK AND WATERFORD.		CORK.	
	cwts.	£	cwts.	£	cwts.	£
Sugar ...	2,781,562	2,096,075	461,404	347,007	292,341	220,882
Confectionery	196,280	474,889	26,352	62,339	16,052	37,839
Glucose ...	65,514	35,979	12,377	6,733	6,626	3,616
Molasses						
Syrup	85,178	58,808	5,377	3,717	2,889	1,997
Treacle						

\* Two of the South of Ireland ports.

The article on the Agricultural Industry shows, as a result of experiments carried out on an extensive scale, that the conditions existing for the growth of beet in the South of Ireland are as favourable as in any of the Continental countries. Official analyses also show that the percentage of sugar in Cork-grown roots compares very favourably with Continental and American returns.

It must be borne in mind that a sugar-beet factory requires a large capital outlay, and that its success depends upon the co-operation of the farming community in its vicinity in securing a constant large-scale cultivation of beet. These farmers should therefore have a financial interest in the factory. Experience shows that liberal State encouragement is needed at the outset. In Germany, until the conclusion of the Sugar Convention, those who cultivated the sugar beet had the benefit of a liberal export premium on every ton of sugar sent abroad, the aggregate bounty running to £1,500,000 annually. Realising the necessity for State-aid in England, the Government advanced £125,000 with which the Kelham estate in Nottinghamshire was purchased for an experiment in the growth of beet on a large scale. The South of Ireland offers splendid facilities for the carrying out of a similar experiment in the growing of beet and the refining of sugar.

Since beet requires such careful attention its cultivation would raise the standard of agriculture generally. Besides the beet supplying the raw materials for the manufacture of sugar, its waste products provide nutritious cattle feeding as well as valuable manure.

Mr. T. H. Middleton, C.B., prepared a valuable memorandum on the Recent Development of German Agriculture, which was published by the Board of Agriculture and Fisheries in 1916. In referring to the Beet Sugar Industry he says:—"Germany has been successful in founding some important industries in direct association with agriculture. In addition to the brewing and distilling industries, there is the great Sugar industry, a considerable Potato-Starch industry, and a rapidly growing Potato-Drying industry. These industries had a very considerable influence in developing agriculture; they have been directly effective



by providing local markets for agricultural produce, and indirectly useful in supporting a rural population which provides agriculture with much occasional labour at busy seasons. In the latter respect the beet-sugar industry is especially valuable, for the factory campaigns are carried on from November till the end of January, just at the time of year when employment is most needed by rural workers. The beet sugar industry has exercised so important an influence on the rural economy of Germany that some further reference to the crop may be made with the object of illustrating German technical methods.

"It is generally admitted in Germany itself that sugar beet has been of immense service to agriculture. The following quotation from Helfferich shows the view taken of it by business men:—'In addition to the immediate profits derived by German agriculture from the increased production of beet sugar, the cultivation of the beet root has brought large remoter advantages. The intense and intelligent cultivation required by the beets proved everywhere an advantage for the other branches of agriculture.'"

POTATO DRYING.—Mr. T. H. Middleton, C.B., in his memorandum further says:—"Reference may be made to a second crop to which German agriculture owes much. In Germany, as in Ireland, the potato is of great importance, and, as has already been noted, the average German farm produces five times the quantity of the average British farm. Of the total crop of some 45 million tons, it is estimated that only 12 million are usually consumed as human food, 17 million are fed to stock, and 4 million are converted into spirits and starch. The crop provides a great reserve of food, which was designed to be available in case of war, and much attention has been given to increasing its usefulness. The chief drawback to the potato is its perishable nature. To some extent the starch factories convert tubers, that would otherwise decay, into a saleable commodity; but every year a large quantity, estimated at 10 per cent. of the total crop, is wasted. With a view to preventing this waste, potato-drying machines came into use a few years ago; they proved successful, and have increased in number from 170 in 1908-9, to 327 in 1910-11. In that year some 400,000 tons of potatoes were dried. Since war broke out there has been a great increase in the number of drying-machines, and in January last 762 were at work, so that during the past winter the Germans have probably dried for use at least a million tons of potatoes, an amount equal to more than one-fourth of the total crop of Great Britain.

"Machinery for potato-drying is usually erected on farms either by large farmers or by co-operative societies of farmers, with the result that another rural industry affording regular employment to farm labourers in the winter months, is being provided. Starch factories and distilleries similarly assist in giving employment in winter."

The possibilities for the establishment of this industry in the South of Ireland deserve careful attention.

INDUSTRIAL ALCOHOL.—In the description of the Cork Yeast Distillery the manufacture of industrial alcohol, as a bye-product, will be noted; this, together with the fact that we are in the centre of a great agricultural district, capable of producing all the required raw materials, shows the possibilities for the establishment of this manufacture on a large scale in Cork.

Energetic research has been carried on in the United States for several years past for the purpose of encouraging the manufacture of alcohol as a substitute for petrol and other mineral oils. Both in the United States and on the Continent an extensive development in the use of alcohol for heating, lighting, and power purposes had taken place prior to the war. Industrial Alcohol is being used (and was before the war) in progressively increasing quantities in the British Isles as well as in Germany in the production of aniline dyes, drugs, artificial leather,

artificial silk, celluloid, and many other substances. In fact, the quantity of these articles was to a great extent restricted by the small quantity of alcohol available, as it was largely made from molasses and syrup imported from sugar-producing countries. Even Germany, with its millions of acres of potatoes for alcohol, imported large quantities of this spirit from the United Kingdom to keep industries of this kind going. The refuse from the grain or roots used in the manufacture is eminently suitable for winter food for either store or milking cattle, as it still contains some carbo-hydrates and nearly all the flesh-forming constituents of the raw material.

In Germany this alcohol was obtained chiefly from potatoes, though products such as damaged corn, rye, beet, mangolds, have also been used. Sugar Beet is largely grown in Germany, Belgium, and France for the manufacture of alcohol for industrial purposes, quite apart from its use in the manufacture of sugar. It has been proved that the South of Ireland can produce as good sugar beet, and in bigger yields per acre, than anywhere on the Continent, as the climate is suited for this class of crop, and it can be grown year after year on the same ground with suitable chemical manuring without any deterioration of the crop or the soil.

The South of Ireland is especially suitable for the growth of potatoes and all the other raw materials; the import of petrol and other mineral oils will be greatly reduced after the war; there should be nothing to prevent de-natured alcohol from replacing all the paraffin imported into the country for lighting, as it is much safer and cleaner, and gives a light, in a suitable lamp, as good as incandescent gas. We have, therefore, all the necessary conditions for the establishment of this industry in Cork on a commercial basis.

It is well, however, to note that in Germany State Aid was found necessary to order to secure an adequate supply of potatoes by extending the cultivation to inferior soils, and special privileges were given in connection with the duties payable on home produced spirit.

**MALT EXTRACT.**—This is another industry which should be successful in Cork. The barley grown in the district is pre-eminently suitable for the purpose; the plant required is not very elaborate; and the use of malt extract is being extended every day for the manufacture of bread and for the use of invalids and children. The waste from this process is also good feeding for cattle.

**FISHING.**—The wonderful and far-reaching possibilities in the development of this industry on scientific lines can best be realised from the following memorandum prepared specially for this Guide by Mr. Moreton Frewen, a recognised authority on this subject both in the United Kingdom and America.

Forty years ago the late Sir John Lawes, the eminent soil chemist, declared that, roundly, the meat yield of an average acre of ocean off the Nore was greater than the meat yield of a hundred acres of the best Northamptonshire pasture. As a statistical statement this is very probably inaccurate; but when we take into account the extraordinary results of scientific fish cultivation in other countries, as instanced below, the comparison Sir John Lawes offered us ceases to surprise us.

Mr. B. Redding, Fish Commissioner of the State of California, declared with pardonable exaggeration to a Committee of that Legislature:—"If you decide to spend money enough on hatcheries I will so load your rivers with salmon that you could hardly drive a river steamer through the schools of fish." Consider the statement in a recent bulletin of the Fish Commission, that thirty-two thousand salmon were taken in a single haul of a seine in the Karluk River, and Mr. Redding may possibly seem not so wide of the mark. Mr. Smiley, of the California Fish Commission, after a full investigation of the yield of the Sacramento for a number of years both before and after the erection of the great hatchery at Baird, estimates

the annual increased yield of that noble river because of the hatchery at 4,391,882 lbs.; the average weight of the fish 7lbs.; the retail price per lb., 3½d. He includes this short table:—

Value of 4,391,882 lbs.	...	...	...	\$313,700
Cost of Hatching and Planting	...	...	...	\$3,600

How interesting too is the recent history of that superb fish our ordinary salmon (*salmo Salar*) in the United States. When the Pilgrim Fathers reached New England this fish swarmed in every river of New England. Fifty years ago owing to pollution, poaching, and sawmills, the fish was extinct. Next, the ova of this fish, purchased from the Canadian Government for £10 a thousand (a large hen fish would carry twenty thousand eggs), were hatched and the fry liberated in the Penobscot River, and *salmo Salar* from a score of New England rivers is now cheap in all the markets of the Eastern seaboard. The Federal Fish Commission, operating from Washington, supplements the activities of the various States by hatching and distributing free of charge two hundred million lobsters and more than a thousand million fish of all sorts. To-day the salmon yield of the Penobscot river is over ten thousand fish a year of an average weight of 15lbs., and the annual cost of the operation £800, making the true cost of production less than three half-pence per lb. Add to this the cost of netting on a large scale, two pence per lb., and the market price on our slabs for this fine fish should not be two shillings a pound, but at most four pence.

Look at what the latest "Encyclopædia Britannica" says of the cultivation and spread of the oyster in the United States:—

"The oyster output of the United States industry exceeds the combined output of all the other countries of the world. Nearly half the total yield now comes from cultivated grounds. Virginia has now taken the first rank 'with an annual yield of nearly nine million bushels of oysters.'"

What the United States Government has done to return the salmon to the Penobscot, that the German Government has done under conditions more adverse still to re-stock the Rhine and its tributaries. In 1901, summing up the results in a letter to the *Field*, Herr Jaffe, of the great Osnabruck Hatchery, writes:—

"The proportion of about three adult salmon returning for every thousand fry artificially planted, may appear small at first sight. Considering, however, that the cost per thousand planted in the Weser does not exceed 7s. 6d., for which we get three salmon of an average weight of 12lb., it is a fair return for our money in the case of a river wholly dependent on artificial hatching."

In the case of the Pacific Coast salmon, the States of Oregon and Washington, through twenty-one hatcheries, enlarged in 1900 over 120 million fry at a cost of £17,000 per annum. The value of the salmon canned in these two States was at that time over two million sterling.

Mark again the great success which has followed from transplanting the shad and the striped bass from the waters of the Atlantic to those of the Pacific. The Report of the Commission (page 141) says:—

"The market value to the fishermen of the Pacific Coast of the shad and the striped bass taken between 1888 and 1896 was about £40,000. The aggregate expense of introducing these fish to the Pacific waters was under £1,000."

Two generations of men have come and gone, and few dwellers on the Pacific now recall that fifty years ago, and at a cost of only a thousand pounds, these two superb table fish were presented by the Atlantic Ocean to the Pacific, and that the dwellers to-day on three thousand miles of coast-line are, did they but know it, the beneficiaries for ever of the legacy bequeathed to them in 1871 by the Federal Fish Department. It is safe to estimate the annual yield to-day of these two fish in California as well over a quarter of a million sterling.

Read also the report of the Canadian Fishery Department for 1899:—

"There has been planted in the waters between Caribou and Pictou Island a hundred million young lobsters. Each year adds more lobster factories on our coasts and more traps on the fishing grounds. I agree with the packers and fishermen who believe that the good fishing around the locality is largely due to the Hatchery."

"In the *19th Century Review* for September, 1899, I gave a detailed account of the United States Fish Commission, and described the spread of trout hatcheries in the Rocky Mountain area as constituting a valuable cottage industry. Of the trout farm of Mr. Sherlock, two miles from Salt Lake City, which I had then visited, I said:—

"Mr. Sherlock tells me his feed bill for a quarter of a million fish is only a sovereign a month, and he retails his produce for 2s. a pound. The yield of his quarter acre of artesian water is no less than £600 a year."

To-day the Sacramento, the Columbia, the Fraser, the Skeena rivers bristle with salmon canneries to supply food for the armies in France.

In an article Lord Dunraven contributed to the *19th Century Review*, February, 1917, he claims generous State assistance for the following objectives:—

- (1) Artificial propagation to restore our inshore fisheries;
- (2) The adaptation after Peace of great numbers of Trawlers and Mine-sweepers recently built for the Admiralty, their crews to be paid by the State as an organised Royal Naval Reserve, and with co-partnership in profits, as is the practice to-day.
- (3) Wholesale fish prices to be fixed by the State according to value and quality;
- (4) State Cold Storage for every town. Railway Rates reduced to a minimum.

But in almost every case in the absence of State control the community have been deprived of the benefits of this scientific cultivation of fish, by the formation of monopolies who control the supply and maintain high prices. Take as examples California and New South Wales. The Californian Fish Commission introduced the bass and the shad to Californian waters with such success that we now read of a single boat taking in a single day 1,500 bass weighing over 9,000 lbs. This phenomenally successful Californian fishing industry was captured by a small ring of immensely wealthy middlemen. It happened in the summer of 1917 that a fishing boat arriving in San Francisco at a time when fish was plentiful, and when its full cargo must have reduced market prices, dumped its entire catch in the ocean. In order to counteract this vicious influence the Commissioner of Fisheries is to-day the only licensed buyer and seller of ocean fish. He declares that he will reduce the price of sea-fish in California by one-half.

Next, from New South Wales we learn that here a "profiteer" combination had been holding up the prices of beef, mutton, and poultry in Sydney. Whereupon the New South Wales Government started a State Fishing Fleet, opened shops everywhere, established cold storage, and is using the fish of its warm home-waters—fish poor both in quality and quantity when compared with our own—in order to regulate the local meat market. A correspondent reports that never in Sydney before was the supply of fish so adequate and so cheap, and that the economic objective now is to have a parcels fish delivery by the same motor vans that distribute his morning letters to the citizen.

No question transcends in importance for Ireland the question of her ocean fisheries. Ireland is a small country with, per acre or per unit of population, a very large ocean area even within her three-mile limit. No country in the world has within her three-mile limit of ocean, harbours more numerous, nor better

sheltered for the safe conduct of fishing operations, and again the immense and wealthy fish markets of England and of Europe lie at her doors.

The whole conception of the great Ocean Common has been in the last few years revolutionized by the rapid development of scientific fish culture, and the application of gasoline motor power in fishing craft. While all the time our "inshore fisheries" have become more and more impoverished, the Governments of the United States, Canada, Japan and Norway have been cultivating their ocean as carefully and generously as a prudent farmer cultivates his farm. The British State spends, all told, on its fisheries less than £50,000 a year, while Canada, with one-sixth of the population, spends over £250,000 a year. Canada spends more on mere scientific fishery research than our State does on the entire care, protection, and propagation of our fisheries. The United States spends at least five times more than Canada. Nor is it too much to say that where these States which have adopted scientific fish cultivation have spent a sovereign they have earned for their fisherfolk ten sovereigns. I have never seen a country where oyster culture could be carried on with the same promise of profit as in Ireland. The salmon is a fish specially designed by the Creator for the requirements of the small but numerous rivers of the British Isles.

A reference to the article on the Fishing Industry in this Guide shows, even under present conditions, the importance of this industry in the South of Ireland. In the latter portion of this article the possibilities for development along our coast are also specially dealt with, and attention is drawn to such bye-industries as Net and Twine Making, Boat Building, Fish Guano preparation, Icemaking, which can be successfully carried on in connection with it. Here then are undreamt of possibilities for the development of a State controlled fishing industry on scientific lines.

Sir James Crichton Browne writes:—

"To render fish foods, rich in protein, accessible to the very poor would be to take another step, and I believe a long one, toward the abolition of 'The Great White Plague.'"

**PORTLAND CEMENT.**—Portland cement is a mixture of lime, silica and alumina. It is produced by mixing some form of carbonate of lime, such as limestone, with a proper proportion of clay or shale, and subsequently calcining at a great heat and grinding the resulting clinker to a fine powder.

The raw materials—limestone and shale—are found in abundance around Cork Harbour. Indeed a reference to the Geological map of Munster shows that County Cork and the whole of the Province is especially rich in these raw materials. Expert analyses, carried out at University College, Cork, and at the Royal College of Science, Dublin, show that these raw materials all over the South of Ireland, and especially around Cork Harbour, as at Little Island and Carrigaline, are most suitable for the manufacture of Portland cement.

During the three years—1911-1913—preceding the war, the average yearly import of cement through the port of Cork was 15,100 tons, valued at £24,220, and through the South of Ireland ports, Cork, Waterford, and Limerick, 31,259 tons, valued at £50,139. This, with the introduction of the new Cork industries, and the important housing schemes in contemplation, added to the fact that there is now in the whole of Ireland only one cement factory—that in County Antrim in the North—indicates the extent and increasing importance of the home market.

A site in Cork Harbour, where the necessary storage accommodation on a large scale could be obtained close to the shipping, would enable a Cork factory to supply, not only the home market, but to conduct a coasting trade with other Irish ports and with Scotland, and to export to the other parts of the United Kingdom at cheap freights in the returning colliers and other vessels which at present leave Cork under ballast. Previous to the war the South of Ireland imports of

cement were obtained chiefly from the extensive factories of the Bristol Channel and of the estuary of the Thames.

Mr. Charles Shackman, F.C.S., in the Department's Journal, No. 2, Vol. III., says:—"A modern plant of moderate size, properly managed, would undoubtedly prove a profitable undertaking here."

As in other places, the manufacture of cement in Cork would result in an increased demand both for cement and also for crushed stone for concrete construction, and of stone suitable for this purpose there is an abundant supply. The time is opportune for starting such a factory here, as with the coming of peace the demand for cement will be very great for works in connection with harbours, docks, railways, shipbuilding, and the various classes of undertakings left in abeyance during the war.

**GLASS.**—As can be seen by the article on the "Historical Survey of the Commerce and Industries of Cork" in this Guide, the establishment of free trading between England and Ireland, after 1779, proved a great boon to the glass manufactures of Cork.

Two new glass factories were erected, one for making bottle and window glass of all kinds, the other for making all sorts of plate glass. The glass manufactured was held to be equal to any made in Europe. The home market was supplied and glass exported to the British Settlements and to the American States. The imposition of an Excise Duty on glass in 1825 proved fatal to the trade; still in 1837 the Cork glass factories afforded employment to 250 hands. Then came the Famine to deal a coup-de-grâce to the industry. When the Excise duty on glass was abolished by Peel in 1846 few of the Irish manufactures had survived to avail themselves of this concession. The famous old Cork glass is still preserved in great abundance throughout the country and highly prized.

Voluntary research recently carried out at University College, Cork, and by the Department of Agriculture and Technical Instruction, at the Royal College of Science, Dublin, indicates the suitability of the local materials for the revival of this industry. There is, for example, the deposit of white silica clay and silex, north of Rostellan Demesne, which, it is believed, was used in the preparation of old Cork glass. Youghal sand, containing a high percentage of silica and a low percentage of iron, is suitable for the manufacture of common black glass bottles.

**POTTERY.**—Investigations sufficiently accurate have not been made to justify a definite statement as to the possibilities of this industry here, but we have it on good authority that the clay found along the South Coast of Cork is eminently suitable for use in pottery.

**SHIPBUILDING.**—To replace the large number of ships sunk during the war and to provide for the great industrial development which will follow, the shipbuilding industry must considerably expand. Not only will the present yards be working at high pressure, but new sites possessing the natural advantages for this industry will be sought after.

Such keen enquiries into the respective net advantages of different shipbuilding sites will bring into prominence the vast possibilities offered by the Port of Cork for this industry.

On both sides of the river, from the Harbour entrance to the Custom House at Cork, a distance of 14 miles, cheap sites are available. The lower portion of the river offers an important site at the existing dockyard at Rushbrooke (at present taken over by the Admiralty). This site runs in a south-easterly direction from the head of the graving dock, where ample room can be afforded and railway connection made right into the heart of the yard from the adjoining station of the Great Southern & Western system. The site commands a fine river frontage with

deep water adjacent; it may, however, be necessary, by dredging, to increase the depths from say, low water mark to edge of deep water in order to give facilities for launching, and to erect a jetty for fitting out purposes and the landing of materials.

An alternative site presents itself on the opposite side in Monkstown Bay, but at the outset one is here faced with a different set of circumstances to that of the Rushbrooke site. The whole of the ground required must be reclaimed from the river, and a site founded thereon, which would, no doubt, entail large capital expenditure. However, these difficulties have been overcome at other ports, and as the locality presents such a very large area, it is well worthy of consideration. It may be here mentioned that the Government Dockyard at Haulbowline is all reclaimed land.

As the object here is to draw attention to, rather than describe, the many possible sites, it is only necessary to mention some of the other important ones, such as Lough Mahon and the upper portion of the Spit Bank.

The advantages of Cork Harbour as compared with other shipbuilding centres are fully described in the articles on the "Port of Cork" and "Shipbuilding." Here it is, therefore, only necessary to mention its situation on the Atlantic seaboard, with a straight run out to sea from any part of it; the natural depth of the river, and its capability of being further deepened by dredging; the natural slope on the ground and the nature of the under surface, rendering unnecessary the expensive piling required in other places; the proximity of the iron and coal mines of England and Wales; and the extensive shipping of the port, which will be greatly increased with the development of the newly established industries.

**ENGINEERING.**—The future of this industry in Cork, including the important developments consequent upon the coming of the Ford works, is fully dealt with in the article on Engineering.

**PAPER-MAKING.**—The raw materials required, and the conditions under which the manufacture of paper is carried out in other countries, show that Cork is well adapted for the re-establishment of Paper manufacture on modern lines.

Matted fibres, mostly vegetable, constitute the raw materials for the manufacture. Up to the middle of the nineteenth century linen, cotton, and woollen rags sufficed; subsequently esparto grass was largely used up to about 1900; since then Scandinavian and American wood pulp has become the chief raw material, especially in large-scale manufacture. However, in the manufacture of stationery and high-class paper, rags are still the chief raw material.

In the United States the industry is a large-scale one, the factory at Millinocket, Maine, turning out 250 tons per day. The chief seat of the industry is in the spruce forest districts of New England. Two-thirds of the paper mills are worked by water power, as it is the cheapest source of energy for the mechanical grinding of wood-pulp. In all the important European countries except Russia and Spain, large-scale manufacture predominates. Germany specialises in fine rag paper.

The factories in England and Scotland are situated near the sources of upland rivers, where pure water is available. With no forests for wood-pulp, England imports a very large proportion of the raw materials for her paper manufacture, including wood-pulp from Scandinavia and America, esparto grass from North Africa and Spain, and rags from the Continent and Ireland. Large quantities of manufactured paper are also imported.

The paper industry of the South of Ireland is interesting now only for its past importance and its future possibilities. The principal mills were at Dripsey, Blarney, Glenville, and Bandon, each situated on a river which supplied the water power. Records show that the Greers (the last owners), purchased the Dripsey mills from one Tangney about 1750. In these mills alone there were about 600



hands employed. The Cork mills relied on local supplies of linen and cotton rags, of which there was more than a sufficiency, and were using wood-pulp for some time previous to closing down. The manufacture consisted of envelopes, cream-coloured notepaper, tea paper, newspaper, tissue paper, and blue and brown wrapping paper.

Up to about 1850 Cork paper was successfully competing in the London markets, the Dripsey mills having wholesale stores in London.

This, in common with many other Irish industries, was seriously affected by the Famine, by political unrest, and the adoption of Free Trade by the United Kingdom which exposed the then struggling Irish industries to unrestricted competition.

The raw materials now used for paper manufacture are, therefore, wood-pulp (spruce, beech, larch, balsam, pine, poplar, hemlock, chestnut, cotton wood, ash, elm, oak, sycamore and fir); slabs and mill-waste, straw, jute waste, cord and rope, linen waste, and waste cutting of linen mills, rags, esparto grass, seaweed, peat fibre. By chemical means fibrous products of various kinds may be converted into suitable paper-pulp of equal consistency.

Wood-pulp from beech, larch, poplar, chestnut, ash, elm, oak, sycamore and fir could be obtained locally, though not in very large quantities. The manufacture of chemicals necessary to this industry is being largely developed here. Of rags there is a plentiful supply, the average annual export of which during the three years 1912-14 through the port of Cork was 391 tons, valued at £1,888; through the South of Ireland ports of Cork and Waterford 596 tons, valued at £2,876; and for the whole of Ireland 6,369 tons, valued at £30,732. Straw can also be obtained locally in abundance. Owing to the harbour and transit facilities, other raw materials can be imported here as easily and cheaply as to the successful paper factories of England and the North of Ireland.

The situation of the old paper mills on the rivers of County Cork indicate the suitability of the sites available.

The extent of the local market is best shown by the fact that, in addition to the paper supplied by the Irish mills, the annual average import of paper and printed matter for the three years 1912-14 was to Cork, 4,142 tons, valued at £84,989; to the South of Ireland ports of Cork and Waterford, 5,176 tons, valued at £103,958; and to the whole of Ireland, 49,096 tons, valued at £986,890.

Here again must be considered the question of State aid to enable this industry in the initial stages to meet the competition of other countries where the industry is fully developed.

**FLAX SCUTCHING MILLS.**—Owing to the recent development of Flax growing in the South of Ireland, and the fact that all this Flax has to be sent North to be scutched, the establishment of local Scutching Mills is worthy of the serious attention of those interested.

**AIRCRAFT.**—The war has given an impetus to the development of Aircraft which it would not have achieved perhaps for a generation in peace time. After the war this remarkable development will of course be utilised for industrial purposes.

Cork Harbour, especially the lower reaches, contains close to deep water extensive tracts for flying grounds, and every accommodation for aeroplane construction or assembling shops.

**OTHER INDUSTRIES.**—In addition to the establishment of the above industries and the development of our present ones, the possibility of establishing other industries such as Linen, Peat Moss, Cutlery, Biscuits, is deserving of attention.

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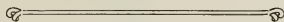
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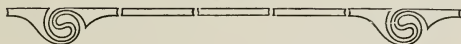
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Head Offices :

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TELEPHONE : CORK, 264.

# CLASSIFIED TRADE INDEX

IN ENGLISH, FRENCH, AND SPANISH.

Cork is part of the Telegraphic Address and Telephone Number when no other town is mentioned.

TRADE AND NAME.	ADDRESS.	Telegraphic Address.	Tel. No.	Advt. Page.
<b>AERATED &amp; MINERAL WATER MANUFACTURERS.</b>				
<b>JOHN DALY &amp; CO., LTD.</b>	Caroline Street Cork.	"Whiskey"	137	16h
<b>THOMAS JENNINGS</b>	Cork.	"Jennings"	208	184
<b>AGRICULTURAL ENGINEERS.</b>				
<b>MUNSTER MOTOR CO. LTD.</b> Distributors for the provinces of Munster and Connaught for the Fordson Tractor	Ardeairn, Ballintemple, Cork.	"Tractoford"	23 Black-rock	204
<b>AGRICULTURAL SUPPLIES.</b>				
<b>HARRIS &amp; BEALE.</b> Agricultural Seeds, Cattle Feeding Stuffs, Artificial Fertilisers; also Building Material, Paints, Oils, Glass, Roofing Felt.	Grand Parade, Cork.	"Harris Beale"	97	222
<b>SUTTONS LTD. (Cork &amp; Branches)</b> Agents for "Fordson" Tractor and leading Manufacturers of Agricultural Implements and Feeding Cakes, Millstuff Factors, Agricultural Seed and Manure Merchants.	South Mall, Cork.	"Sutton" Code—Marconi International	3	3
<b>BAKERS &amp; CONFECTIONERS.</b>				
<b>HENRY O'SHEA.</b> Highest Awards and Gold Medals for Best Bread in Ireland.	South Main Street, Cork.	"O'Shea, Baker"	424	268
<b>SIMCOX &amp; SONS, LTD.</b> First winners of the Irish Bread Championship Cup.	Patrick Street, Cork.	"Simcox"	264	224
<b>F. H. THOMPSON &amp; SON, LTD.</b> The largest Confectionery business in Ireland. The largest Bakery business in Munster.	King Street, Cork. Bridgefoot Street, Dublin.	"Thompson, Cork" "Cakes, Dublin"	779 & 116 927	238
<b>BANKERS.</b>				
<b>BANK OF IRELAND.</b>	South Mall, Cork.		367	109
<b>HIBERNIAN BANK, LTD.</b>	South Mall, Cork.		603	110
<b>MUNSTER &amp; LEINSTER BANK, LTD.</b>	South Mall, Cork.		857	111
<b>NATIONAL BANK, LTD.</b>	South Mall, Cork.		450	112
<b>PROVINCIAL BANK OF IRELAND, LTD.</b>	South Mall, Cork.		177	113
<b>CORK SAVINGS BANK.</b>	Cork.			114

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M. O'REILLY, 40, Drury Street, Dublin.  
R. G. PATERSON, 231, Flinder's Lane,  
Melbourne, Australia.  
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Australia.  
ADAMS, SMITH & CO., 477, Lavalle,  
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Telephone 164.

Telegrams: HARRINGTON, CORK.

## TRADE INDEX—continued.

TRADE AND NAME.	ADDRESS.	Telegraphic Address.	Tel. No.	Advt. Page.
<b>BEDDING MANUFACTURERS.</b>				
<b>BOOTH &amp; FOX, LTD.</b> Down Quilt Manufacturers, Hair and Feather Merchants.	Lavitt's Quay, Cork; also at 86, Hatton Garden, London, Silver Street, Portland Street, Manchester.	"Fox, Cork" "Eiderdown, Smith, London" "Eiderdown, Manchester" Code— 5th Ed. A.B.C.	114y	226
<b>BOOTS &amp; SHOES.</b>				
<b>THE LEE BOOT MANUFACTURING CO., LTD.</b> The principal classes of Boots manufactured are— Fine Classes of Welged, Machine Sewn, Standard Screw and Peg Work. Agricultural Boots a Speciality.	Cork.	"Lee Boots" Code— Widebrook	528	194
<b>BREWERS.</b>				
<b>BEAMISH &amp; CRAWFORD, LTD.</b> Brewers of Stout and Ale for Draught and Bottling. Canteens supplied.	Cork Porter Brewery, Cork.	"Beamish"	818 & 819	149
<b>DEASY &amp; CO., LTD.</b> First-Class Award Diploma and Medal at World's Fair, Chicago, 1893.	Clonakilty, Co. Cork.	"Brewery, Clonakilty"		156
<b>JAMES J. MURPHY &amp; CO., LTD.</b> Stout and Porter Brewers, Contractors for Stout supplies to H. M. Forces.	Lady's Well Brewery, Cork.	"Murphy's Brewers"	928, 929, and 930	150
<b>BRUSH MANUFACTURERS.</b>				
<b>HARRINGTON'S BRUSH FACTORY.</b> Manufacturers of Household, Stable, and Toilet Brushes to the Trade.	80 and 81, Patrick Street Cork.	"Harrington"	164	226
<b>BUILDERS' PROVIDERS.</b>				
<b>THE CORK TIMBER &amp; IRON CO., LTD.</b> Timber Importers, Native Timber Exporters, Joinery Manufacturers, and Saw Mill Proprietors, Iron and Hardware Merchants.	Cork.	"Haughton" Timber Code	881	4
<b>EUSTACE &amp; CO., LTD.</b> Timber Merchants, Saw Millers, Joiners, Paints and Oils Merchants, Coopers, Creosoters, Box Makers, Ironmongers, Slate Merchants, Cement Merchants, Hardware Merchants.	Leitrim Street, Cork.	"Eustace"	4, 27 & 388	8
<b>BUTTER EXPORTERS.</b>				
<b>JAMES DALY &amp; SONS, LTD.</b> Wholesale Butter Merchants and Exporters, Naval and Military Contractors, Shippers of Best Irish Butter to all parts of the world.	30-34, Shandon Street, Cork.	"Cream" A.B.C. Code, 4th and 5th Editions	363	146
<b>DOWDALL, O'MAHONEY &amp; CO. LTD.</b> Butter, Margarine and Lard packed in tins for Export.	Cork.	"Attention"	337	132



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Telephone Nos. 20 & 123.

## TRADE INDEX—continued.

TRADE AND NAME.	ADDRESS.	Telegraphic Address.	Tei. No.	Advt. Page.
<b>BUTTER EXPORTERS—continued.</b>				
<b>GOLDEN VEIN DAIRY CO., LTD.</b> Situated in the heart of the famous Golden Vein, the richest milk country in the world.	Kilfinane, Co. Limerick.	"Cagney, Kilfinane"		143
<b>THE IRISH CREAMERIES AND EXPORTERS' ASSOCIATION.</b> Exporters of Butter in Tins of all sizes to all parts of the world	Dunbar Street, Cork.	"Excellence"	133, 122 & 94	144
<b>NEWMARKET DAIRY CO., LTD.</b> Manufacturers of Finest Irish Creamery Butter. 30 Branches in Munster.	King Street, Cork.		731	145
<b>CHARLES NOLAN &amp; SONS.</b> Packers of Nolan's celebrated brands of Irish Butter in Tins and Packages.	Devonshire Street, Cork	"Nolan" A.B.C. Code, last edition	25x	146
<b>HENRY PAUL &amp; CO.</b> supply Butter in Kieis, Kegs, Boxes and Firkins; also Tins for Export and Ships' use.	North Gate Bridge, Cork	"Paul" Code 5th Ed. A.B.C.	127	145
<b>E. E. WHITAKER.</b> Exporter of Choicest Irish Butter in Boxes, Casks and Tins, also Rolls.	Mulgrave Road, Cork.	"Whitaker"	15y	230
<b>CABINET MAKERS AND UPHOLSTERERS.</b>				
<b>THE MUNSTER ARCADE.</b> Drawing Room, Dining Room, Bedroom and Office Furniture Makers.	Patrick Street, Cork.	"Arcade"	20 & 123	228
<b>CAP MANUFACTURERS.</b>				
<b>T. O'GORMAN &amp; CO.</b> Manufacturers of Caps, Braces and Sock Suspenders. Exporters of Hand-made Tweeds.	8 and 16, Pope's Quay, Cork	"O'Gorman, Pope's Quay"	703	240
<b>CARDBOARD BOXES AND CARTONS.</b>				
<b>EAGLE PRINTING WORKS.</b> Cardboard Box Manufacturers for all Trades	South Mall, Cork.	"Eagle Works"	30y	198
<b>CUY &amp; CO., LTD.</b> Manufacturers of Butter Cartons and Millinery and Folding Boxes.	Patrick Street, Cork.	"Guy"	918	5
<b>CHEESE MANUFACTURERS.</b>				
<b>GOLDEN VEIN DAIRY CO., LTD.</b> Situated in the heart of the Famous Golden Vein, the richest milk country in the world.	Kilfinane, Co. Limerick.	"Cagney, Kilfinane"		143
<b>IRISH CREAMERIES &amp; EXPORTERS' ASSOCIATION, LTD.</b> Makers of all descriptions of Irish Cheese.	Dunbar Street, Cork.	"Excellence"	133, 122, 94	144
<b>NEWMARKET DAIRY CO., LTD.</b> Manufacturers of Full Cream, Caerphilly, and Cheddar Cheese.	King Street, Cork.		731	145

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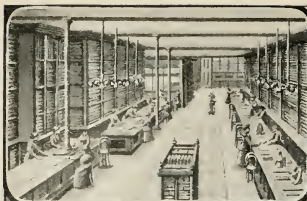
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Tinned Butter for Export.

## TRADE INDEX—continued.

TRADE AND NAME.	ADDRESS.	Telegraphic Address.	Tel. No.	Advt. Page.
<b>CHEMICAL FERTILISER MANUFACTURERS.</b>				
<b>W. &amp; H. M. COULDING, LTD.</b> Manufacturers and Exporters of Sulphuric Acid, Superphosphate and Complete Fertilizers.	The Glen, Cork.	"Goulding" Code— 5th Ed. A.B.C.	141	182
<b>CHEMICAL MANUFACTURERS.</b>				
<b>HARRINGTONS LTD.</b> Manufacturers of Pure Chemicals for Analytical, Scientific and Technical Purposes.	Shandon Chemical Works., Cork.	"Magnesia" Code— 4th Ed. A.B.C.	165	186
<b>THOMAS JENNINGS.</b> Magnesia, Vinegar, Mineral Waters, Lime.	Cork.	"Jennings"	208	184
<b>CHEMISTS &amp; DRUGGISTS.</b>				
<b>J. WATERS &amp; SONS, LTD.</b> Wholesale & Retail Chemists and Druggists, Oil, Color, Glass and Lead Merchants.	Winthrop Street, Cork.	"Jas. Waters"	1003	230
<b>CHURCH FURNISHERS.</b>				
<b>WM. EGAN &amp; SONS, LTD.</b> Manufacturers of all classes of Church Furniture, Vestment and Sacred Vessel Makers.	Patrick Street, Cork.	"Egan, Jeweller"	66x	178
<b>CLOTHING MANUFACTURERS.</b>				
<b>DWYER &amp; CO., LTD.</b> Manufacturers of Hosiery, Shirts, Underclothing, Pinafors, and Aprons.	Great George's Street, Cork.	"Dwyer"	2 & 102	28
<b>T. LYONS &amp; CO., LTD.</b> Manufacturers of Men's, Youths' and Boys' Clothing, also Quilts and Ladies' Underclothing. General Drapers & Wool Factors. Wholesale only.	Cork Clothing Factory, South Main Street, Cork.	"Lyons, Limited"	140	30
<b>COFFEE.</b>				
<b>NEWSOM &amp; SONS, LTD.</b> Manufacturers of Newsom's Café de Paris and Newsom's Coffee Essence.	Frenchchurch Street, Cork.	"Newsom"	113 & 114	19
<b>COLD STORAGE.</b>				
<b>CORK WAREHOUSING, COLD STORAGE AND PURE ICE CO., LTD.</b> Pure Ice, Cold Storage for all Perishable Goods. Warrants issued, negotiable at bank.	Beasley Street, Cork.	"Storage"	500	50
<b>CYCLE &amp; MOTOR FACTORS.</b>				
<b>J. T. MULLIGAN &amp; CO.</b> Established quarter of a century. Wholesale Factors of Cycle and Motor Goods.	Cycle House, King Street, Cork.	"Mulligan, Cycles"	295	240
<b>EDDIE O'CALLACHAN &amp; CO.</b> Cycles, Motor Cycles, Gramophones, Electric Flash Lamps, Accessories.	73, Grand Parade, Cork.			230



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TRADE INDEX—*continued.*

TRADE AND NAME.	ADDRESS.	Telegraphic Address.	Tel. No.	Advt. Page.
<b>DISTILLERS.</b>				
<b>ALLMAN &amp; CO LTD.</b>	Bandon, Co. Cork.	"Allman, Bandon"	2 Bandon	269
<b>CORK DISTILLERIES CO., LTD.</b> Manufacturers of Pure Pot Still Brands including the well-known "Paddy Flaherty" Whisky.	Morrison's Island, Cork.	"Distillers"	151 & 850	152
<b>DRAPERS AND WAREHOUSE-MEN.</b>				
<b>LUKE BURKE.</b> Draper, Milliner, Ladies' & Gents' Outfitter, Glove Specialist. Prices 25 per cent. under any other store.	105, Patrick Street and 7 and 8, William Street, Cork.	"Luke Burke"	705	20
<b>J. W. DOWDEN &amp; CO., LTD.</b> High Class Linen Drapers.	Patrick Street, Cork.		503	232
<b>DWYER &amp; CO., LTD.</b> Wholesale Warehousemen, Manufacturers of Hosiery, Shirts, Underclothing, Quilts, Bedding, Pinafores and Aprons.	Great George's Street, Cork.	"Dwyer"	2 & 102	28
<b>FORREST &amp; SONS, Ltd.</b> High-class Costumiers, Milliners, Furriers, Silk Mercers, Lacemen, Glovers, Hosiers, Blouse Specialists, and Ladies' Tailors.	Patrick Street, Cork.		611	222
<b>ALEX. CRANT &amp; CO.</b> General Drapers, Carpet and Furniture Warehousemen.	Patrick Street, Cork.		400	30
<b>T. LYONS &amp; CO., LTD.</b> General Drapers and Wool Factors. Wholesale only.	South Main Street, Cork.	"Lyons, Limited"	140	30
<b>THE MUNSTER ARCADE.</b> First-class Drapers, Warehousemen, Manufacturers, Naval and Military Tailors, Shirt Makers, Home and Colonial Outfitters.	Patrick Street, Cork.	"Arcade"	20 & 123	228
<b>QUEEN'S OLD CASTLE.</b> General Drapers, Carpet and Furniture Warehousemen.	Grand Parade, Cork.		402	30
<b>DYERS AND CLEANERS.</b>				
<b>R. &amp; J. McKECHNIE, LTD.</b> Dyers, Dry Cleaners, Hat Renovators, etc.	Pembroke Street, Cork.	"McKechnie"	412	223
<b>EDUCATION.</b>				
<b>UNIVERSITY COLLEGE, CORK.</b> Faculties of Arts, Celtic Studies, Science, Medicine, Dentistry, Engineering, Commerce, Agriculture, Law, Education, Journalism, Music.	Cork.		711	4
<b>ENGINEERS.</b>				
<b>WM. MCBRIDE &amp; SONS, LTD.</b> Competent Staff of Mechanics kept for Country Work of all description.	Merchants' Quay, Cork.	"McBride"	29x	244
<b>ROBERT MERRICK.</b> Ironfounder and Engineer, Millwright and Machinist.	Warren's Place, Cork.		213	21

*Telegrams : "MUSGRAVE, CORK."*

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TRADE INDEX—*continued*.

TRADE AND NAME.	ADDRESS.	Address. Telegraphic	Tel. No.	Advt. Page.
<b>FLAX SPINNERS.</b>				
<b>THE CORK SPINNING &amp; WEAVING CO., LTD.</b> Flax Spinners and Manufacturers.	Miltfield, Cork.	" Flax "  Code—A.B.C., 4th and 5th Eds.	143 & 816	172
<b>GROCERS (WHOLESALE).</b>				
<b>JOHN DALY &amp; CO., LTD.</b>	Caroline Street, Cork.	" Whiskey "	137	16b
<b>M. D. DALY &amp; SONS, LTD.</b>	Academy Street, Cork.	" Daly "	103	24
<b>MUSGRAVE BROS., LTD.</b> (Also Retail).	Grand Parade, Cork.	" Musgrave,	142	234
<b>NEWSOM &amp; SONS, LTD.</b>	Frenchchurch Street, Cork.	" Newsom "	113 & 114	19
<b>PUNCH &amp; CO.</b>	Academy Street, Cork	" Punch "	17	242
<b>SIMCOX &amp; SONS, LTD.</b> (Also Retail).	Patrick Street, Cork	" Simcox "	264	224
<b>WOODFORD, BOURNE &amp; CO., LTD.</b> (Also Retail).	Patrick Street, Cork	" Woodford "	110	240
<b>HARDWARE MERCHANTS.</b>				
<b>THE CORK TIMBER &amp; IRON CO. LTD.</b>	North Main Street, Cork.	" Haughton "	881	4
<b>EUSTACE &amp; CO., LTD.</b>	Leitrim Street, Cork	" Eustace "	4, 27 & 388	8
<b>HARNES AND SADDLERY.</b>				
<b>ROBT. DAY &amp; SON, LTD.</b> Army and Hunting Saddles, Harness, Travelling Equipment, Sports Requisites, Waterproof Coats and Rugs.	Patrick Street, Cork.	" Day "	134	196
<b>HOTELS.</b>				
<b>HOTEL IMPERIAL.</b> First Class Family Hotel. Centrally Situated. Busses meet all main line trains.	Cork.	" Imperial "	139	9
<b>ROYAL VICTORIA HOTEL.</b> Most Centrally Situated Hotel in the City. Busses meet all main line trains.	Cork.	" Victoria "	293	9
<b>HOUSE FURNISHERS.</b>				
<b>M. RYAN &amp; SONS.</b> Carpets, Curtains, Bedsteads, Bedding, New and Antique Furniture.	36 and 37, King Street, Cork.		509	230
<b>INSURANCE COMPANIES.</b>				
<b>ALLIANCE ASSURANCE CO., LTD.</b> Established 1824. Assets exceed 24 Millions. All classes of Insurance effected.	26, South Mall, Cork. Nassau Street, Dublin.	" Societate, Dublin "	346 1093	18
<b>COMMERCIAL UNION ASSURANCE CO., LTD.</b>	37, College Green, Dublin; 91, South Mall, Cork.	" Cuaco, Dublin " " Charter, Cork "	3184 586	16a
<b>YORKSHIRE INSURANCE CO., LTD.</b> Established 1824. Funds exceed £5,000,000. All classes of Insurance transacted.	73, South Mall, Cork. Chief Office for Ireland—3, College Green, Dublin. Belfast Office—6, Royal Avenue.		287	16a

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**CORK. LTD.**

## TRADE INDEX—continued.

TRADE AND NAME.	ADDRESS.	Telegraphic Address.	Tel. No.	Advt. Page.
<b>JEWELLERS.</b>				
<b>WM. EGAN &amp; SONS, LTD.</b> Manufacturing Jewellers and Silversmiths, Diamond Merchants and Ecclesiastical Warehousemen.	Patrick Street, Cork. Silver Factory—6, Maylor Street, Cork.	Egan, Jeweller	66x	178
<b>HILSER BROS.</b> Reliable Clocks and Watches, Engagement and Wedding Rings a Speciality.	Grand Parade, Cork.		382	223
<b>JAMES MANGAN, LTD.</b> Artistic Silverware and Jewellery, Presentation Watches, Clocks, Plate.	3 and 4, Patrick Street, Cork.		68y	230
<b>MARGARINE MANUFACTURERS.</b>				
<b>DOWDALL, O'MAHONEY &amp; CO., LTD.</b> "Leander" Standard Margarine is the Best.	Cork.	"Attention "	337	132
<b>SHANDON CASTLE MARGARINE FACTORY.</b> High-class Butter Substitutes Specially Prepared for all Climates.	Cork.	"Cream " Code—4th & 5th Eds. A.B.C	363	146
<b>MILLERS.</b>				
<b>JOHN FURLONG &amp; SONS, LTD.</b> Flour Millers and Exporters.	Lapp's Quay, Cork.	"Furlong "	146	160
<b>T. HALLINAN &amp; SONS, LTD.</b> Manufacturers of High-class Bakers' and Housekeepers' Flours.	Avoncore Mills, Midleton, Co. Cork, and Glandalane Mills, Fermoy, Co. Cork.	"Hallinan, Midleton " "Hallinan, Fermoy "	Midleton 1 Fermoy 21	161
<b>J. W. MacMULLEN &amp; SONS, LTD.</b> Manufacturers of Highest Grades of Flours for Bakers' and Housekeepers' use, also Best Wholemeal and all grades of Indian Meal.	Cork Steam Mills, George's Quay, Cork.	"MacMullen "	349	162
<b>CEO. SHAW &amp; SONS.</b> Manufacturers of Highest Grade Flours for Bakers and Retailers.	St. John's Mills, Cork.	"St John's Mills "	605	223
<b>J. &amp; R. WEBB, LTD.</b> Manufacturers of High-class Bakers' and Retail Flours and Best Quality Grades of Maize Meals.	Quartermown Mills, Mallow, Co. Cork.	"Webb, Mallow "	Mallow 6	161
<b>MOTOR CAR AND AGRICULTURAL ENGINEERS.</b>				
<b>JOHNSON &amp; PERROTT, LTD.</b> (Also Carriage Builders). Large Staff of Mechanics constantly employed. Garage open day and night	Nelson Place, Cork	"Motors "	648	236
<b>THOMPSON'S MOTOR CAR CO., LTD.</b> Pleasure Motor Cars, Motor Lorries, Steam Waggons, Steam and Oil Tractors, Ploughs.	Cork.	"Traction "	936	236

ESTABLISHED A.D. 1826.

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AND

**DEALERS**

IN

**CORK,**

**KERRY,**

**LIMERICK,**

**TIPPERARY,**

**WATERFORD.**

**BREAD**

SUPPLIED TO

**GROCERS**

AND

**DEALERS**

IN

**CORK,**

**KERRY,**

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**WATERFORD.**



SUPPLY THE TRADE THROUGHOUT IRELAND WITH

## PLUM PUDDINGS AND CAKES.

*Factories* / CORK: KING STREET. Telegrams—"THOMPSON, CORK." Telephone Nos. 116 and 779.  
/ DUBLIN: BRIDGEFOOT STREET. Telegrams—"CAKES, DUBLIN." Telephone No. 927.

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<b>PAINTS, COLORS AND VARNISHES.</b>				
<b>HARRINGTONS, LTD.</b> Makers of all classes of Paints, Colors, Distemper and Varnishes. Sole Makers of "Fire Red" in the United Kingdom.	Shandon Chemical Works, Cork.	"Magnesia" Code— 4th Ed. A.B.C.	165	186
<b>PAPER (WASTE).</b>				
<b>NEWS BROS., LTD.</b> Largest Buyers of Waste Paper in the South of Ireland.	Bowling Green Street, Cork.	"Newbro"	499	50
<b>PRINTERS, PUBLISHERS AND STATIONERS.</b>				
<b>EAGLE PRINTING WORKS.</b> Printers, Stationers and Bookbinders, Lithographic Artists. Illuminated Addresses a Specialty.	South Mall, Cork.	"Eagle Works"	30y	198
<b>GUY &amp; CO., LTD.</b> Printers, Lithographers, Illuminators, Bookbinders, Account Book Makers, Wholesale Paper Merchants, Paper Bag Manufacturers, Photographers.	Patrick Street, Cork.	"Guy"	918 & 919	5
<b>PURCELL &amp; CO.</b> Stationers, Printers, Lithographers, Account Book Makers.	Patrick Street, Cork.	"Purcells, Printers"	18	10
<b>RAILWAYS.</b>				
<b>CORK, BANDOON AND SOUTH COAST RAILWAY.</b> Serving all the Important Towns in South and West Cork.	Albert Quay, Cork.	General Manager, "Kerr, Cork" Traffic Manager, "Coe, Cork"	811	100
<b>CORK, BLACKROCK &amp; PASSAGE RAILWAY AND STEAMERS.</b> Serving the South Bank of the Lee from City to Harbour Entrance. Regular Harbour Steamer Service for Passengers and Goods.	Albert Street, Cork.	"Greenboat"	308	101
<b>CREAT SOUTHERN AND WESTERN RAILWAY.</b> Total length, including Branches, over 1,000 miles. Serving all important Centres of Trade in South, West and Centre of Ireland.	Glanmire Terminus, Cork.		155	100
<b>RESTAURANT PROPRIETORS AND CATERERS.</b>				
<b>F. H. THOMPSON &amp; SON, LTD.</b>	71, 72, Patrick Street; also Bridge Street & Prince's Street, Cork	"Thompson"	116	238
<b>TIVOLI RESTAURANT.</b>	5, Patrick Street.	"O'Shea, Baker"	147	268
<b>SHIP BROKERS.</b>				
<b>T. FITZPATRICK &amp; CO.</b> Ship Brokers, Commission and Insurance Agents.	St. Patrick's Quay, Cork.	"Fitzco"	718	21
<b>SHIPBUILDERS.</b>				
<b>QUEENSTOWN DRY DOCKS, SHIPBUILDING &amp; ENGINEERING CO., LTD.</b>	Passage West, Co. Cork.	"Docks, Passage West"	1 Passage	168

# J. T. MULLIGAN & CO.

Telegrams :  
"Mulligan, Cycles, Cork."

Telephone :  
295 Cork.



WE ARE WHOLESALE  
FACTORS OF CYCLE  
AND MOTOR GOODS.

ESTABLISHED QUARTER OF A CENTURY.

CYCLE HOUSE, CORK.

A highly decorative rectangular frame containing text and a crest. At the top left is a crest with a crown and two lions. A banner across the top right reads "ESTABLISHED 1750." The main text in the center is "WOODFORD'S WHISKIES" in a large, stylized font, followed by "ARE" and "THE BEST" in a smaller font inside a decorative box. Below this, it says "Brown Label Whiskey," "QUALITY AND AGE GUARANTEED," and "WOODFORD, BOURNE &amp; CO. LTD. CORK and LIMERICK." The entire graphic is enclosed in an ornate border with scrollwork.

Telephone No. 110, Cork.

Telegrams : "Woodford, Cork."

## T. O'GORMAN, *Wholesale Manufacturer of*

:: EXPORTER OF ::  
**Hand-made Tweeds.**

**Tweed Caps.  
Braces.  
Sock Suspenders.**

**Factories : No. 8 and 16, Pope's Quay, CORK.**

'Phone 703. Wire : "O'Gorman, Pope's Quay, Cork."

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<b>SOAP AND CANDLE MANUFACTURERS.</b>				
<b>E. RYAN &amp; CO., LTD.</b> Makers of "Bar and Tablet Soaps, including "Primrose" and "Keltic" Brands; also Toilet Soaps and Candles.	Pope's Quay, Cork.	"Stearic" Code— 5th Ed. A.B.C.	487	198
<b>STARCH.</b>				
<b>SILVERSPRING STARCH CO., LTD.</b> Sole Irish Manufacturers of Pure Rice Starch.	Glanmire, Co. Cork.	"Silverspring," Glanmire	54	203
<b>STEAMSHIP COMPANIES.</b>				
<b>CITY OF CORK STEAM PACKET CO., LTD.</b> Steamship Owners and Coal Merchants. Services from Cork to England and Wales via Liverpool, Fishguard and Bristol.	Penrose Quay, Cork.	"Packet"	1011	101
<b>GLYDE SHIPPING CO., LTD.</b> Steamship Owners and Coal Merchants. Services between Cork and Glasgow, Belfast, Dublin, Waterford, Limerick.	Patrick's Quay, Cork.	"Cumbrae"	118 & 970	102
<b>CORK STEAMSHIP CO., LTD.</b> Dutch, Belgian and French Services with Cork, Liverpool, Manchester, Glasgow, Southampton, Belfast, etc.	4, South Mall, Cork	"Cessco"	368	102
<b>SULPHURIC ACID MANUFACTURERS.</b>				
<b>W. &amp; H. M. COULDING, LTD.</b>	The Glen, Cork.	"Goulding" Code— A.B.C.	141	182
<b>TEA, WINE AND SPIRIT MERCHANTS.</b>				
<b>JOHN DALY &amp; CO., LTD.</b>	Caroline Street, Cork.	"Whiskey"	137	16b
<b>M. D. DALY &amp; SONS, LTD.</b>	Academy Street, Cork.	"Daly"	103	24
<b>WOODFORD, BOURNE &amp; CO., LTD.</b>	Patrick Street, Cork.	"Woodford"	110	240
<b>THEATRE (PICTURE).</b>				
<b>THE COLISEUM.</b> The World's Best Pictures. Twice Nightly.	King Street, Cork.		893	230
<b>TIMBER MERCHANTS AND SAW MILLS.</b>				
<b>THE CORK TIMBER AND IRON CO., LTD.</b> Foreign and Colonial Timber Importers, Native Timber Exporters.	Cork.	"Haughton" Timber Code	881 (3 lines)	4
<b>EUSTACE &amp; CO., LTD.</b>	Leitrim Street, Cork.	"Eustace"	4, 27 & 388	8
<b>E. H. HARTE.</b> Stocks of Imported and Native Hard and Soft Woods; Cement; Clay Goods and Slates; Tiles.	Clarke's Bridge, Cork.	"Timber"	304	244



# PUNCH & CO. CORK.

**WHOLESALE TEA DEALERS,  
And GENERAL MERCHANTS.**



**ONLY THE TRADE SUPPLIED.**

Established 1851.

**Manufacturers of Science Polishes.**

*Telephone No. Cork 17.*

*Telegrams: "PUNCH, CORK."*

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<b>LAMBKIN BROS.</b> Tobacco, Snuff and Cigarette Manufacturers.	Patrick Street, Cork.	"Lambkin"	997	203
<b>WHOLESALE MERCHANTS AND WAREHOUSEMEN.</b>				
<b>MUSGRAVE BROS., LTD</b> Tea Importers, Grocers, Hosiery, Haberdashery, Smallwares, Stationers & Paper Merchants, Manufacturing Confectioners' Agents, Sweet Manufacturers.	Grand Parade, Cork; also at Tralee.	"Musgrave, Cork" "Musgrave, Tralee"	142	234
<b>PUNCH &amp; CO.</b> Wholesale Tea Dealers and General Merchants. Manufacturers of "Science" Polishes. Only the Trade supplied.	Academy Street, Cork.	"Punch"	17	242
<b>WOOLLEN AND WORSTED MANUFACTURERS.</b>				
<b>DRIPSEY WOOLLEN MILLS, LTD.</b> Manufacturers of Tweeds, Worsted, Rugs, Flannels, Friezes. Specialists in Ladies' Costume Cloths and Blankets.	Dripsey, Co. Cork.			20
<b>MORROGH BROS &amp; CO., LTD.</b> Manufacturers of Fancy Worsted Suitings, Coatings, Trouserings, Clericals, Black and Blue Serges, Saxories, Friezes, Fleece Cloths, Cheviot Suitings, Dress Materials.	Douglas, Co. Cork.	"Tweeds, Douglas, Cork"	Douglas 12	170
<b>YEAST DISTILLERS.</b>				
<b>CORK YEAST CO., LTD.</b> Manufacturers of "Terrier" Brand Yeast.	The Model Distillery, Watercourse Road, Cork.	"Yeast"	999	156

# **Clarke's Bridge Saw Mills**

## **And Timber Yards    ::    Cork.**

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**Q** Large and varied stocks of GENERAL BUILDING GOODS, including IMPORTED and HOME-GROWN TIMBER, BANGOR & PORTMADOC SLATES, CEMENT, PLASTER, FLOORING, ROOFING and RIDGE TILES.

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**CLARKE'S BRIDGE, CORK.**

*Telegrams: "Timber, Cork."*




*Telephone No. 304.*

# **Wm. McBride & Sons, Ltd.**

## **Engineers & Ironfounders.**

Castings of all descriptions made from own patterns or patterns prepared for same.

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**Manufacturers of Agricultural Implements.**  
**Mill Work a Speciality.**            

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## **MERCHANTS' QUAY, CORK.**

Telephone No. 29X Cork.

Telegrams—"McBride, Cork."

# INDEX DES INDUSTRIES.

Le mot Cork fait partie de l'adresse télégraphique et du numéro téléphonique quand aucune autre ville n'est indiquée.

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<b>ACIDE SULFURIQUE (FABRI- CANTS D').</b>				
<b>W. &amp; H. M. COULDING, LTD.</b>	The Glen, Cork.	"Goulding" Code— 5th Ed. A.B.C.	141	182
<b>AGRICULTURE (ARTICLES POUR L').</b>				
<b>HARRIS &amp; BEALE.</b> Graines de semences, nourri- tures pour bestiaux, engrais chimiques; matériaux de con- struction, couleurs, huiles, verre, feutre pour toitures.	Grand Parade, Cork.	"Harris Beale"	97	222
<b>SUTTONS LTD. (Cork et succur- sales).</b> Agents pour le tracteur Fordson et les principales marques d'in- struments d'agriculture et de tourteaux; marchands de pro- duits de meunerie, de graines de semences et d'engrais.	South Mall, Cork	"Sutton" Code—Marconi International	3	3
<b>AMEUBLEMENTS.</b>				
<b>M. RYAN &amp; SONS.</b> Tapis, rideaux, lits, literie, meubles anciens et neufs.	36 and 37, King Street, Cork.		509	230
<b>AMIDON.</b>				
<b>SILVERSPRING STARCH CO., LTD.</b> Seuls fabricants en Irlande d'amidon de riz pur.	Glanmire, Co. Cork	"Silverspring, Glanmire"	54	203
<b>ARMATEURS.</b>				
<b>QUEENSTOWN DRY DOCKS, SHIPBUILDING &amp; ENGIN- EERING CO., LTD.</b>	Passage West, Co. Cork.	"Docks, Passage West"	1 Passage	168
<b>ASSURANCES (COMPAGNIES D').</b>				
<b>ALLIANCE ASSURANCE CO., LTD.</b> Fondée en 1824. Actif de plus de 24 millions sterling. Assurances de toute nature.	26, South Mall, Cork. Nassau Street, Dublin.	"Societate, Dublin"	346 1093	18
<b>COMMERCIAL UNION ASSUR- ANCE CO., LTD.</b>	37, College Green, Dublin; 91, South Mall, Cork.	"Cuaco, Dublin" "Charter, Cork"	3184 586	16a
<b>YORKSHIRE INSURANCE CO., LTD.</b> Fondée en 1824. Fonds de plus de £5,000,000. Assurances de toute nature.	73 South Mall, Cork. Chief Office for Ireland—3, College Green, Dublin. Belfast Office— 6, Royal Avenue.		287	16a

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<b>BANK OF IRELAND.</b>	South Mall, Cork.		367	109
<b>HIBERNIAN BANK, LTD.</b>	South Mall, Cork.		603	110
<b>MUNSTER &amp; LEINSTER BANK, LTD.</b>	South Mall, Cork.		857	111
<b>NATIONAL BANK, LTD.</b>	South Mall, Cork.		450	112
<b>PROVINCIAL BANK OF IRE- LAND, LTD.</b>	South Mall, Cork.		177	113
<b>CORK SAVINGS BANK.</b>	Cork.			114
<b>BATIMENT (ARTICLES POUR LE).</b>				
<b>THE CORK TIMBER AND IRON CO., LTD.</b> Importateurs de bois, exporta- teurs de bois indigènes; menui- serie et scierie; ferronnerie et quincaillerie.	Cork.	"Haughton" Timber Code	881 (3 lines)	4
<b>EUSTACE &amp; CO., LTD.</b> Marchands de bois; scierie; me- nuiserie; couleurs et huiles; ton- nellerie, creosoterie, caisses d'em- ballage, ferronnerie, ardoises, ciment, quincaillerie.	Leitrim Street, Cork.	"Eustace"	4, 27 & 388	8
<b>BEURRE (EXPORTATEURS DE).</b>				
<b>JAMES DALY &amp; SONS, LTD</b> Marchands de beurre en gros; ex- portateurs; fournisseurs de la marine et de l'armée; expédi- tions du meilleur beurre irlan- dais dans toutes les parties du monde.	30-34 Shandon Street, Cork.	"Cream" A.B.C. Code, 4th and 5th Editions	363	146
<b>DOWDALL, O'MAHONEY &amp; CO., LTD.</b> Beurre, margarine et saindoux mis en boîtes de fer-blanc pour l'exportation.	Cork.	"Attention"	337	132
<b>GOLDEN VEIN DAIRY CO., LTD.</b> Etablie au beau milieu de la célèbre "Veine d'or," contrée la plus riche en lait du monde en- tier.	Kilfinane, Co. Limerick.	"Cagney, Kilfinane"		143
<b>THE IRISH CREAMERIES AND EXPORTERS' ASSOCIATION, LTD.</b> Exportateurs de beurre en boîtes de fer-blanc de toutes grandeurs dans toutes les parties du monde.	Dunbar Street, Cork	"Excellence"	133 122 & 94	144
<b>NEWMARKET DAIRY CO., LTD.</b> Fabricants du meilleur beurre de crèmerie irlandais. 30 succeur- sales dans le Munster.	King Street, Cork.		731	145
<b>CHARLES NOLAN &amp; SONS.</b> Emballers des marques célèbres de beurre irlandais Nolan en boîtes de fer-blanc et cartons.	Devonshire Street, Cork.	"Nolan" A.B.C. Code, last edition	25x	146
<b>HENRY PAUL &amp; CO.</b> Livraison de beurre en fûts, barillets, caisses et barils; et en boîtes de fer-blanc pour l'exporta- tion et à l'usage des navires.	North Gate Bridge, Cork.	"Paul" Code— 5th Ed. A.B.C.	127	145
<b>E. E. WHITAKER.</b> Exportateurs de beurre irlandais surfin en caisses, fûts et boîtes de fer-blanc, ainsi qu'en rou- leaux.	Mulgrave Road, Cork.	"Whitaker"	15y	230

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<b>BOIS (MARCHANDS DE) ET SCIERIES.</b>				
<b>THE CORK TIMBER AND IRON CO., LTD.</b> Importateurs de bois de l'étran- ger et des colonies; exportateurs de bois indigènes.	Cork.	"Haughton" Timber Code	881 (13 lines)	4
<b>EUSTACE &amp; CO., LTD.</b>	Leitrim Street, Cork.	"Eustace"	4. 27 & 388	8
<b>E. H. HARTE.</b> Stocks de bois indigènes et d'im- portation, durs et tendres; ciment; argiles et ardoises; tuiles.	Clarke's Bridge, Cork.	"Timber"	304	244
<b>BOULANGERS ET PATISSIERS.</b>				
<b>HENRY O'SHEA.</b> Diplômes de 1re classe et mé- dailles d'or pour le meilleur pain de l'Irlande.	South Main Street, Cork.	"O'Shea, Baker"	424	268
<b>SIMCOX &amp; SONS, LTD.</b> Premiers détenteurs de la coupe du Irish Bread Championship.	Patrick Street, Cork.	"Simcox"	264	224
<b>F. H. THOMPSON &amp; SON, LTD.</b> Pâtisserie la plus importante de l'Irlande. Boulangerie la plus importante du Munster.	King Street, Cork. Bridgefoot Street, Dublin.	"Thompson, Cork" "Cakes, Dublin"	779 & 116 927	238
<b>BOURRELLERIE ET SELLERIE.</b>				
<b>ROBT. DAY &amp; SON, LTD.</b> Selles militaires et de chasse, harnais, articles de voyage et de sport, manteaux et couvertures impermeables.	Patrick Street, Cork.	"Day"	134	196
<b>BRASSERIES.</b>				
<b>BEAMISH &amp; CRAWFORD, LTD.</b> Stout et bière en fût pour le débit et pour mise en bouteilles. Fournisseurs de cantines.	Cork Porter Brewery, Cork.	"Beamish"	818 & 819	149
<b>DEASY &amp; CO., LTD.</b> Diplôme d'honneur de 1re classe et médaille, World's Fair, Chi- cago, 1893.	Clonakilty, Co. Cork.	"Brewery, Clona- kilty"		156
<b>JAMES J. MURPHY &amp; CO., LTD.</b> Stout et porter. Fournisseurs de stout de l'armée de S. M. Britan- nique	Lady's Well Brewery, Cork.	"Murphy's, Brewers"	928, 929, and 930	150
<b>BROSSIERS.</b>				
<b>HARRINGTON'S BRUSH FAC- TORY.</b> Fabricants et marchands en gros de brosseerie pour appartements, écuries et toilette.	80 and 81 Patrick Street, Cork.	"Harrington"	164	226
<b>CAFÉ.</b>				
<b>NEWSOM &amp; SONS, LTD.</b> Fabricants du Café de Paris Newsom, et de l'Extrait de café Newsom.	Frenchchurch Street, Cork.	"Newsom"	113 & 114	19

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<b>CARTONNAGES (FABRICANTS DE).</b>				
<b>EAGLE PRINTING WORKS.</b> Fabricants de boîtes en cartons pour tous les commerces.	South Mall, Cork.	"Eagle Works"	30y	198
<b>GUY &amp; CO., LTD.</b> Fabricants de cartons pour beurre et chapeaux; boîtes pliantes.	Patrick Street, Cork.	"Guy"	918 & 919	5
<b>CASQUETTES (FABRICANTS DE).</b>				
<b>T. O'GORMAN &amp; CO.</b> Fabricants de casquettes, de bretelles et de jarretelles. Exportateurs de tweeds faits à la main.	8 and 16 Pope's Quay, Cork.	"O'Gorman, Pope's Quay"	703	240
<b>CHAUSSURES (FABRICANTS DE).</b>				
<b>THE LEE BOOT MANUFACTURING CO., LTD.</b> Fabrication de chaussures supérieures en cuir tripointe, cousu machine, vissées et chevillées. Spécialité de chaussures agricoles.	Cork.	"Lee Boots" Code— Widebrook	528	194
<b>CHEMINS DE FER.</b>				
<b>CORK, PANOON AND SOUTH COAST RAILWAY.</b> Dessert toutes les villes importantes du sud et de l'ouest du comté de Cork.	Albert Quay, Cork.	General Manager, "Kerr, Cork" Traffic Manager, "Coe, Cork"	811	106
<b>CORK, BLACKROCK &amp; PASSAGE RAILWAY AND STEAMERS.</b> Dessert la rive sud de la Lee depuis la ville jusqu'à l'entrée du havre. Des bateaux à vapeur pour passagers et marchandises font régulièrement le service du havre.	Albert Street Cork.	"Greenboat"	368	101
<b>GREAT SOUTHERN &amp; WESTERN RAILWAY.</b> Longueur totale, y compris les embranchements, de plus de 1000 milles. Dessert toutes les villes commerçantes de quelque importance du sud, de l'ouest et du centre de l'Irlande.	Glanmire Terminus, Cork.		155	100
<b>CINÉMATOGAPHE.</b>				
<b>THE COLISEUM.</b> Meilleurs films du monde. Deux représentations par soirée.	King Street, Cork.		893	230
<b>CONFECTIONS ET LINGERIE (FABRICANTS DE).</b>				
<b>DWYER &amp; CO., LTD.</b> Fabricants de bonneterie, chemises, lingerie, tabliers et blouses d'enfants.	Great George's Street, Cork.	"Dwyer"	2 & 102	28
<b>T. LYONS &amp; CO., LTD.</b> Fabricants de confections pour hommes, jeunes gens et enfants; ouvro-pieds, lingerie pour dames, Drapiers-merciers et marchands de laines. Vente en gros seulement.	Cork Clothing Factory, South Main Street, Cork.	"Lyons, Limited"	140	30



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<b>HARRINGTONS LTD.</b> Fabricants de toutes sortes de couleurs, badigeons et vernis. Seuls fabricants dans le Roy- aume-Uni du "Fire Red."	Shandon Chemical Works, Cork.	"Magnesia"  Code— 4th Ed. A.B.C.	165	186
<b>COURTIERS MARITIMES.</b>				
<b>T. FITZPATRICK &amp; CO.</b> Courtiers maritimes, agents de commission et courtiers d'assur- ances.	St. Patrick's Quay, Cork.	"Fitzco"	718	21
<b>DISTILLATEURS.</b>				
<b>ALLMAN &amp; CO., LTD.</b>	Bandon, Co. Cork.	"Allman, Bandon"	2 Bandon	269
<b>CORK DISTILLERIES' CO., LTD.</b> Fabricants des marques "Pure Pot Still" y compris le célèbre whisky "Paddy Flaherty."	Morrison's Island, Cork.	"Distillers"	151 & 850	152
<b>DRAPERIE ET GRANDS MAGA- SINS.</b>				
<b>LUKE BURKE.</b> Drapier, marchand de modes; trousseaux pour dames et mes- sieurs; spécialité de gants. Prix plus bas de 25% qu'à tout autre magasin.	105, Patrick Street and 7 & 8, William Street, Cork.	"Luke Burke"	705	20
<b>J. W. DOWDEN &amp; CO., LTD.</b> Lingerie fine.	Patrick Street, Cork.		503	232
<b>DWYER &amp; CO., LTD.</b> Marchands en gros; fabricants de bonneterie, chemises, lingerie, couvre-pieds, articles de literie, tabliers et blouses d'enfants.	Great George's Street, Cork.	"Dwyer"	2 & 102	28
<b>FORREST &amp; SONS, LTD.</b> Confections pour dames de pre- mier ordre; modes, fourrures, soieries, dentelles, gants, bonne- terie; spécialité de blouses. Tail- leurs pour dames.	Patrick Street, Cork.		611	222
<b>ALEX. CRANT &amp; CO.</b> Grands magasins de draperie, tapis et meubles.	Patrick Street, Cork.		400	30
<b>T. LYONS &amp; CO., LTD.</b> Grands magasins de draperie; marchands de laines. Vente en gros seulement.	South Main Street, Cork.	"Lyons, Limited"	140	30
<b>THE MUNSTER ARCADE.</b> Draperie de premier ordre, grands magasins; fabricants; tailleurs pour la marine et l'ar- mée; fabricants de chemises; trousseaux; trousseaux pour les colonies.	Patrick Street, Cork.	"Arcade"	20 & 123	228
<b>QUEEN'S OLD CASTLE.</b> Grands magasins de draperie, tapis et meubles.	Grand Parade, Cork.		402	30
<b>EAUX GAZEUSES (FABRICANTS D').</b>				
<b>JOHN DALY &amp; CO., LTD.</b>	Caroline Street, Cork.	"Whiskey"	137	16b
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<b>THE MUNSTER ARCADE.</b> Fabricants de meubles pour salons, salles à manger, chambres à coucher et bureaux.	Patrick Street, Cork.	"Arcade"	20 & 123	228
<b>EGLISE (FOURNITURES D').</b>				
<b>WM. EGAN &amp; SONS, LTD.</b> Fabricants de toute espèce d'ébénisterie, d'ornements et d'orfèvrerie d'église.	Patrick Street, Cork.	"Egan, Jeweller"	66x	178
<b>ENGRAIS CHIMIQUES (FAB- RICANTS D').</b>				
<b>W. &amp; H. M. GOULDING, LTD.</b> Fabricants et exportateurs d'acide sulfurique, superphosphates et engrais complets.	The Glen, Cork.	"Goulding" Code— 5th Ed. A.B.C.	141	182
<b>ENSEIGNEMENT SUPÉRIEUR.</b>				
<b>UNIVERSITY COLLEGE, CORK.</b> Facultés des lettres, des études celtiques, des sciences, de méde- cine, de commerce, de droit. Ecole d'ingénieurs. Cours de den- tisterie, d'agriculture de péda- gogie, de journalisme, de mu- sique.	Cork.		711	2
<b>EPICIERS EN GROS.</b>				
<b>JOHN DALY &amp; CO., LTD.</b>	Caroline Street, Cork.	"Whiskey"	137	16b
<b>M. D. DALY &amp; SONS, LTD.</b>	Academy Street, Cork.	"Daly"	103	24
<b>MUSGRAVE BROS., LTD.</b> Marchands de gros et de détail.	Grand Parade, Cork.	"Musgrave"	142	234
<b>NEWSOM &amp; SONS, LTD.</b>	Frenchchurch Street, Cork.	"Newsom"	113 & 114	19
<b>PUNCH &amp; CO.</b>	Academy Street, Cork.	"Punch"	17	242
<b>SIMCOX &amp; SONS, LTD.</b> Marchands de gros et de détail.	Patrick Street, Cork.	"Simcox"	264	224
<b>WOODFORD, EOURNE &amp; CO., LTD.</b> Marchands de gros et de détail.	Patrick Street, Cork.	"Woodford"	110	240
<b>FILATURE DE LIN.</b>				
<b>THE CORK SPINNING &amp; WEAV- ING CO., LTD.</b> Filateurs et fabricants de lin.	Millfield, Cork.	"Flax" Code—A.B.C., 4th and 5th Eds.	143 & 816	172
<b>FROMAGE (FABRICANTS DE).</b>				
<b>GOLDEN VEIN DAIRY CO. LTD.</b> Etablie au beau milieu de la célèbre "Veine d'or," contrée la plus riche en lait du monde entier.	Kilfinane, Co. Limerick.	"Cagney, Kilfinane"		143
<b>THE IRISH CREAMERIES AND EXPORTERS' ASSOCIATION, LTD.</b> Fabricants de toutes sortes de fromages irlandais.	Dunbar Street, Cork	"Excellence"	133, 122 & 94	144
<b>NEWMARKET DAIRY CO., LTD.</b> Fabricants de fromage à toute crème, Caerphilly et Cheddar.	King Street, Cork.		731	145

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<b>GLACIERE.</b>				
<b>CORK WAREHOUSING, COLD STORAGE AND PURE ICE CO., LTD.</b> Glace pure. Conservation de tons produits périssables. On délivre des warrants pouvant se négocier en banque.	Beasley Street, Cork.	"Storage"	500	50
<b>HOTELS.</b>				
<b>HOTEL IMPERIAL.</b> Hôtel de famille de premier ordre. Situation centrale. L'omnibus de l'hôtel attend l'arrivée de tous les trains des principales lignes de chemin de fer.	Cork.	"Imperial"	139	9
<b>ROYAL VICTORIA HOTEL.</b> Situation tout au centre de la ville. L'omnibus de l'hôtel attend l'arrivée de tous les trains des principales lignes de chemin de fer.	Cork	"Victoria"	293	9
<b>IMPRIMEURS, ÉDITEURS ET PAPÉTIERS.</b>				
<b>EAGLE PRINTING WORKS.</b> Imprimeurs, papetiers et relieurs, artistes en lithographie; spécialité d'adresses enluminées.	South Mall, Cork.	"Eagle Works"	30y	198
<b>GUY &amp; CO., LTD.</b> Imprimeurs, lithographes, enluminés, relieurs, fabricants de livres de comptabilité, marchands de papier en gros, fabricants de sacs en papier, photographes.	Patrick Street, Cork.	"Guy"	918 & 919	5
<b>PURCELL &amp; CO.</b> Papetiers, imprimeurs, lithographes, fabricants de livres de comptabilité.	Patrick Street, Cork.	"Purcells, Printers"	18	10
<b>INGÉNIEURS.</b>				
<b>WM. McBRIDE &amp; SONS, LTD.</b> Personnel compétent de mécaniciens pour toutes sortes de travaux en province.	Merchants' Quay, Cork.	"McBride"	29x	244
<b>ROBERT MERRICK.</b> Fondeur en fer et ingénieur, constructeur de moulins et mécanicien.	Warren's Place, Cork.		213	21
<b>INGÉNIEURS (AUTOMOBILES ET TRACTEURS AGRICOLES).</b>				
<b>JOHNSON &amp; PERROTT, LTD.</b> (Constructeurs de voitures aussi). Nombreux personnel de mécaniciens toujours disponibles. Garage ouvert jour et nuit.	Nelson Place, Cork.	"Motors"	648	236
<b>THOMPSON'S MOTOR CAR CO., LTD.</b> Automobiles de maître, camions automobiles, fourgons à vapeur, tracteurs à vapeur et à pétrole, charrues.	Cork.	"Traction"	936	236

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<b>INGENIEURS AGRICOLES.</b>				
<b>MUNSTER MOTOR CO., LTD.</b> Agents pour le tracteur Fordson dans le Munster et le Con- naught.	Ardecairn, Ballintemple, Cork	"Tractoford"	23 Black rock	204
<b>JOAILLIERS-ORFEVRES.</b>				
<b>WM. EGAN &amp; SONS, LTD.</b> Joailliers fabricants, orfèvres; marchands de diamants. Grands magasins de fournitures d'église.	Patrick Street, Cork. Ateliers—6, Maylor Street, Cork.	"Egan, Jeweller"	66x	178
<b>HILSER BROS.</b> Horloges et montres d'excellente qualité. Spécialité de bagues de fiançailles et d'alliances.	Grand Parade, Cork.		382	223
<b>JAMES MANCAN, LTD.</b> Argentier et bijouterie d'art. Horloges, montres, vaisselle d'ar- gent pour présents.	3 and 4, Patrick Street, Cork.		68y	230
<b>LEVURE (DISTILLATEURS DE).</b>				
<b>CORK YEAST CO., LTD.</b> Fabricants de levure, marque "Terrier."	The Model Distillery, Water- course Road, Cork.	"Yeast"	999	156
<b>LITERIE (ARTICLES DE).</b>				
<b>BOOTH &amp; FOX, LTD.</b> Fabricants d'éderons, marchands de crins et de plumes.	Lavitt's Quay, Cork; also at 86, Hatton Garden, London. Silver Street, Portland Street, Manchester.	"Fox, Cork" "Eiderdown, Smith London" "Eiderdown, Manchester." Code— 5th Ed. A.B.C.	114y	226
<b>MARCHANDS DE GROS ET MAGASINS DE DENRÉES DIVERSES.</b>				
<b>MUSGRAVE BROS., LTD.</b> Importateurs de thé, épiciers, bonnetiers, merciers, papetiers, marchands de papier, agents des fabricants de pâtisseries, fabri- cants de confiserie.	Grand Parade, Cork; also at Tralee.	"Musgrave, Cork" "Musgrave, Tralee"	142	234
<b>PUNCH &amp; CO.</b> Marchands de thé en gros; den- rées diverses. Fabricants des cirages "Science." Vente en gros seulement.	Academy Street, Cork.	"Punch"	17	242
<b>MARGARINE (FABRICANTS DE).</b>				
<b>DOWDALL, O'MAHONEY &amp; CO., LTD.</b> La Standard Margarine "Leap- der" est la meilleure.	Cork.	"Attention"	337	132
<b>SHANDON CASTLE MARGARINE FACTORY.</b> Beurres artificiels de première qualité spécialement préparés pour tous les climats.	Cork.	"Cream" Code—4th & 5th Eds. A.B.C.	363	146
<b>MEUNIER.</b>				
<b>JOHN FURLONG &amp; SONS, LTD.</b> Meuniers et exportateurs.	Lapp's Quay, Cork.	"Furlong"	146	160

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<b>MEUNIERs</b> —suite.				
<b>T. HALLINAN &amp; SONS, LTD.</b> Fabricants de farines de boulangerie et de ménage de première qualité.	Avoncore Mills, Midleton, Co. Cork, and Glandalane Mills, Fermoy, Co. Cork.	"Hallinan, Midleton" "Hallinan, Fermoy"	Midleton 1 Fermoy 21	161
<b>J. W. MacMULLEN &amp; SONS, LTD.</b> Fabricants de farines supérieures de boulangerie et de ménage ainsi que de meilleur gruau et de toutes sortes de farine de maïs.	Cork Steam Mills, George's Quay, Cork.	"MacMullen"	349	162
<b>CEO. SHAW &amp; SONS.</b> Fabricants de farines de première qualité à l'usage des boulangers et pour le commerce de détail.	St. John's Mills, Cork.	"St John's Mills"	605	223
<b>J &amp; R. WEBB, LTD.</b> Fabricants de farine de première qualité à l'usage des boulangers et pour le commerce de détail; et des meilleures sortes de farine de maïs.	Quartermown Mills, Mallow Co Cork.	"Webb, Mallow"	Mallow 6	161
<b>NAVIGATION (COMPAGNIES DE).</b>				
<b>CITY OF CORK STEAM PACKET CO., LTD.</b> Propriétaires de bateaux à vapeur; négociants en charbon. Services journaliers entre Cork et l'Angleterre par Liverpool, Fishguard et Bristol.	Penrose Quay, Cork.	"Packet"	1011	101
<b>CLYDE SHIPPING CO., LTD.</b> Propriétaires de bateaux à vapeur; négociants en charbon. Services entre Cork et Glasgow, Belfast, Dublin, Waterford, Limerick.	Patrick's Quay, Cork.	"Cumbrae"	118 & 970	102
<b>CORK STEAMSHIP CO., LTD.</b> Services entre la Hollande, la Belgique, la France, et Cork. Liverpool, Manchester, Glasgow, Southampton, Belfast, etc.	4, South Mall, Cork	"Cessco"	368	102
<b>PAPIERS (VIEUX).</b>				
<b>NEWS BROS, LTD.</b> Acheteurs les plus importants de vieux papiers du sud de l'Irlande.	Bowling Green Street, Cork.	"Newbro"	499	50
<b>PHARMACIENS ET DRO- GUISTES.</b>				
<b>J. WATERS &amp; SONS, LTD.</b> Pharmaciens et droguistes en gros et en détail; marchands d'huiles, de couleurs, de verre et de plomb.	Winthrop Street, Cork	"Jas. Waters"	1003	230
<b>PRODUITS CHIMIQUES (FAB- RICANTS DE).</b>				
<b>HARRINGTONS, LTD.</b> Fabricants de produits chimiques purs à tous usages analytiques, scientifiques et techniques.	Shandon Chemical Works, Cork.	"Magnesia"	165	186
<b>THOMAS JENNINGS.</b> Magnésie, vinaigre, eaux gazeuses, chaux.	Cork.	Code— 4th Ed. A.B.C. "Jennings"	208	184

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<b>THE CORK TIMBER AND IRON CO., LTD.</b>	North Main Street, Cork.	"Haughton"	881	4
<b>EUSTACE &amp; CO., LTD.</b>	Leitrim Street, Cork.	"Enstace"	4, 27 & 388	8
<b>RESTAURATEURS ET POUR-VOYEURS.</b>				
<b>F. H. THOMPSON &amp; SON, LTD.</b>	71, 72, Patrick Street; also Bridge Street and Prince's Street, Cork.	"Thompson"	116	238
<b>TIVOLI RESTAURANT.</b>	5, Patrick Street, Cork.	"O'Shea, Baker"	147	263
<b>SAVONS ET BOUGIES (FABRICANTS DE).</b>				
<b>E. RYAN &amp; CO., LTD.</b> Fabricants de savons en barres et en morceaux, y compris les marques "Primrose" et "Keltic," ainsi que de savons de toilette fins et de bougies.	Pope's Quay, Cork.	"Stearic" Code— 5th Ed. A.B.O.	467	196
<b>TABAC (FABRICANTS DE).</b>				
<b>LAMSKIN BROS.</b> Fabricants de tabac à fumer et à priser et de cigarettes.	Patrick Street, Cork.	"Lambkin"	997	203
<b>TEINTURE ET NETTOYAGE.</b>				
<b>R. &amp; J. McKECHNIE, LTD.</b> Teinture, nettoyage à sec, remise à neuf des chapeaux, etc.	Pembroke Street, Cork.	"McKeebnie"	412	223
<b>THÉ, VIN ET SPIRITEUX (MARCHANDS DE).</b>				
<b>JOHN DALY &amp; CO., LTD.</b>	Caroline Street, Cork	"Whiskey"	137	16b
<b>M. D. DALY &amp; SONS, LTD.</b>	Academy Street, Cork.	"Daly"	103	24
<b>WOODFORD, BOURNE &amp; CO., LTD.</b>	Patrick Street, Cork	"Woodford"		240
<b>TISSUS ET FILS DE LAINE (FABRICANTS DE).</b>				
<b>DRIPSEY WOOLLEN MILLS, LTD.</b> Fabricants de tweeds, laines filées, couvertures de voyage, écharpes, frises. Spécialité de tissus de fantaisie pour costumes de dames, et de couvertures de lit.	Dripsey, Co. Cork.			20
<b>MORROCH BROS. &amp; CO., LTD.</b> Fabricants de tissus de fantaisie en laine filée, de tissus pour pardessus, pantalons et vêtements cléricaux; serges noires et gros bleu, tissus de laine de Saxe, frises, écharpes, cheviots, lainages pour dames.	Douglas, Co. Cork.	"Tweeds, Douglas, Cork"	Douglas 12	170
<b>VÉLOCIPÈDES ET AUTOMOBILES (MARCHANDS DE).</b>				
<b>J. T. MULLIGAN &amp; CO.</b> Maison fondée il y a un quart de siècle. Marchands en gros d'articles pour cycles et automobiles.	Cycle House, King Street, Cork.	"Mulligan, Cycles"	295	240
<b>EDDIE O'CALLACHAN &amp; CO.</b> Cycles, motocycles, gramophones, lanternes électriques, accessoires.	73, Grand Parade, Cork.			230

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NOTESE.—Se entiende que "Cork" forma parte de la dirección Telegráfica y del Número Telefónico siempre que no se nombre otra población.

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<b>ABASTOS AGRÍCOLOS.</b>				
<b>MUNSTER MOTOR CO., LTD.</b> Ingenieros agrícolas. Unicos distribuidores para la provincia de Munster del "Fordson Tractor."	Ardeaírn, Ballintemple, Cork.	"Tractoford"	23 Black-rock	204
<b>HARRIS &amp; BEALE.</b> Semillas para la agricultura y para engordar el ganado. Se dedican también a la venta de fertilizadores artificiales, material de obras, pinturas, aceite, vidrio, materiales para techos, y cobertura de fieltro.	Grand Parade, Cork.	"Harris Beale"	97	222
<b>SUTTONS LTD. (Cork y Sucursales).</b> Agentes del "Fordson Tractor." Fabricantes de herramientas de labranza. Substancias para la alimentación de ganado. Factores de materiales para molinos. Semillas y abonos.	South Mall, Cork.	"Sutton"  Code—Marconi International	3	3
<b>ABONOS QUÍMICOS (FABRICANTES DE).</b>				
<b>W. &amp; H. M. GOULDING, LTD.</b> Fabricantes y exportadores de ácido sulfúrico. Superfosfato y fertilizadores perfectos.	The Glen, Cork.	"Goulding"  Code— 5th Ed. A.B.C.	141	182
<b>ACIDO SULFÚRICO (FABRICANTES DE).</b>				
<b>W. &amp; H. M. GOULDING, LTD.</b>	The Glen, Cork.	"Goulding"  Code—A.B.C.	141	182
<b>ALARIFES (ABASTECEDORES DE).</b>				
<b>THE CORK TIMBER AND IRON CO., LTD.</b> Importadores de madera. Exportadores de madera cultivada en el país. Ensambladores, aserradores, y alquilareros.	Cork.	"Haughton"	881	4
<b>EUSTACE &amp; CO., LTD.</b> Comerciantes de madera. Aserradores. Ensambladores. Comerciantes de pintura y de aceite. Toneleros. Fabricantes de creosota y de cajones. Oninealleros. Comerciantes de pizarra y de cemento.	Leitrim Street, Cork.	"Enstace"	4, 27 & 388	8



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<b>ALMACENAJE AL FRIO.</b>				
<b>CORK WAREHOUSING, COLD STORAGE AND PURE ICE CO., LTD.</b> Hielo puro. Almacenaje al frio para articulos perecederos. Cédulas emitidas que tienen valor negociable.	Beasley Street, Cork.	"Storage"	500	50
<b>ALMACENEROS Y COMERCIANTES AL POR MAYOR).</b>				
<b>MUSGRAVE BROS., LTD.</b> Importadores de te. Especieros, medieros, merceros, comerciantes en mercería. Papeleros. Agentes de casas manufactureras de confitura. Se dedican tambien a la fabricación de dulces.	Grand Parade, Cork; also at Tralee.	"Musgrave, Cork" "Musgrave, Tralee"	142	234
<b>PUNCH &amp; CO.</b> Negociantes en te y comerciantes en general. Fabricantes del brillo marca "Science." Hacen negocios sólo con los comerciantes.	Academy Street, Cork.	"Punch"	17	242
<b>ALMIDÓN (FABRICANTES DE).</b>				
<b>SILVERSPRING STARCH CO., LTD.</b> Unicos Fabricantes en Irlanda de puro almidón de arroz.	Glanmire, Co. Cork.	"Silverspring, Glanmire"	54	203
<b>AQUAS GASEOSAS (FABRICANTES DE).</b>				
<b>JOHN DALY &amp; CO., LTD.</b>	Caroline Street, Cork.	"Whiskey"	137	166
<b>THOMAS JENNINGS.</b>	Cork.	"Jennings"	208	184
<b>AUTOMÓVILES (INGENIEROS DE Y DE HERRAMIENTAS DE LABRANZA).</b>				
<b>JOHNSON &amp; PERROTT, LTD.</b> Se emplean constantemente gran número de mecánicos. Se encuentra siempre abierto el Garage. lo mismo de dia que de noche. Se dedican tambien a la construcción de Coches.	Nelson Place, Cork.	"Motors"	648	236
<b>THOMPSON'S MOTOR CAR CO., LTD.</b> Produce la Fábrica Automóviles para viajes de recreo. Camiones. Carretones de vapor. Máquinas de tracción y arados de toda clase.	Cork.	"Traction"	936	236
<b>BANCOS.</b>				
<b>BANK OF IRELAND.</b>	South Mall, Cork.		367	109
<b>HIBERNIAN BANK, LTD.</b>	South Mall, Cork.		603	110
<b>MUNSTER &amp; LEINSTER BANK, LTD.</b>	South Mall, Cork.		857	111
<b>NATIONAL BANK, LTD.</b>	South Mall, Cork.		450	112
<b>PROVINCIAL BANK OF IRELAND, LTD.</b>	South Mall, Cork.		177	113
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<b>BICICLETAS Y AUTOMÓVILES (FACTORES DE).</b>				
<b>J. T. MULLIGAN &amp; CO.</b> Establecida desde 1894. Factores al por mayor de bicicletas y de automóviles. Se encargan de reparaciones de toda clase.	Cycle House, King Street, Cork.	"Mulligan, Cycles"	295	240
<b>EDDIE O'CALLACHAN &amp; CO.</b> Se venden bicicletas, moto-cicla- tas, fonógrafos, linternas electri- cas y sus accesorios.	73, Grand Parade, Cork.			230
<b>CAFÉ.</b>				
<b>NEWSOM &amp; SONS, LTD.</b> Elaboradores de "Newsom's Café de Paris" y de "Newsom's Coffee Essence."	Frenchchurch Street, Cork.	"Newsom"	113 & 114	19
<b>CAJAS DE CARTÓN (FABRI- CANTES DE).</b>				
<b>EAGLE PRINTING WORKS.</b> Fabricantes de cajas de cartón para toda industria.	South Mall, Cork.	"Eagle Works"	30y	198
<b>GUY &amp; CO., LTD.</b> Fabricantes de cajas de cartón para manteca y para modistas. Se fabrican también cajas ple- gadizas.	Patrick Street, Cork.	"Guy"	918 & 919	5
<b>CALZADO.</b>				
<b>THE LEE BOOT MANUFACTUR- ING CO., LTD.</b> Especialidad en clases finas de botas bechas a máquina y en botas para agrícolas.	Cork.	"Lee Boots" Code— Widebrook	528	194
<b>CEPILLOS (FABRICANTES DE).</b>				
<b>HARRINGTON'S BRUSH FAC- TORY.</b> Fabricantes de cepillos para uso casero; fabrican también los que se usan en caballerías.	80 & 81, Patrick Street, Cork	"Harrington"	164	226
<b>CERVECEROS.</b>				
<b>BEAMISH &amp; CRAWFORD, LTD.</b> Cerveceros de Cerveza Fuerte y de Cerveza embotelladas y saca- das del barril. Surtidores de can- tinas.	Cork Porter Brewery, Cork.	"Beamish"	818 & 819	149
<b>DEASY &amp; CO., LTD.</b> Adjudicada diploma de primera clase y una medalla en "The World's Fair" celebrada a Chi- cago en 1893.	Clonakilty, Co. Cork.	"Brewery, Clona- kilty"		156
<b>JAMES J. MURPHY &amp; CO., LTD.</b> Cerveceros de Cerveza y de Cer- veza fuerte. Contratantes del Ejército Británico.	Lady's Well Brewery, Cork	"Murphy's, Brewers"	928, 929, and 930	150

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<b>CINEMATÓGRAFO.</b>				
<b>THE COLISEUM.</b> Se celebran dos veces todas las noches grandes sesiones de cine- matógrafo de los mejores espec- táculos del mundo.	King Street, Cork.		893	230
<b>COMIDAS (ESTABLECIMIENTO DE).</b>				
<b>F. H. THOMPSON &amp; SON, LTD.</b>	71, 72, Patrick St.; also Bridge Street & Prince's Street, Cork	"Thompson"	116	238
<b>TIVOLI RESTAURANT.</b>	5, Patrick Street, Cork.	"O'Shea, Baker"	147	258
<b>CORREDORES DE BUQUES.</b>				
<b>T. FITZPATRICK &amp; CO.</b> Corredores de buques. Agentes, comisionistas, y corredores de seguros.	St. Patrick's Quay, Cork.	"Fitzco"	718	21
<b>DISTILADORES.</b>				
<b>ALLMAN &amp; CO., LTD.</b>	Bandon, Co. Cork.	"Allman, Bandon"	2 Bandon	269
<b>CORK DISTILLERIES' CO., LTD.</b> Fabricantes del célebre whiskey marca "Paddy Flaherty" y del conocido como "Pure Pot Still."	Morrison's Island, Cork.	"Distillers"	151 & 850	152
<b>EBANISTAS Y TAPICEROS.</b>				
<b>THE MUNSTER ARCADE.</b> Fabricantes de juegos de mue- bles para salones, comedores, alcobas y oficinas.	Patrick Street, Cork.	"Arcade"	20 & 123	228
<b>EDUCACIÓN.</b>				
<b>UNIVERSITY COLLEGE, CORK.</b> La Enseñanza Universitaria ab- raza el estudio de las Facultades de Filosofía y Letras, Ciencias, Medicina, Ciencia Dental, Ingen- iería, Comercio, Agricultura, Derecho, Educación, Periodismo, Música, y la de Estudios Célticos.	Cork.		711	2
<b>ESPECIEROS (AL POR MAYOR).</b>				
<b>JOHN DALY &amp; CO., LTD.</b>	Caroline Street, Cork.	"Whiskey"	137	161
<b>M. D DALY &amp; SONS, LTD.</b>	Academy Street, Cork.	"Daly"	103	24
<b>MUSGRAVE BROS., LTD.</b> (También venden al por menor éstos.)	Grand Parade, Cork.	"Musgrave"	142	234
<b>NEWSOM &amp; SONS, LTD.</b>	Frenchchurch Street, Cork.	"Newsom"	113 & 114	19
<b>PIINCH &amp; CO.</b>	Academy Street, Cork.	"Punch"	17	242
<b>SIMCOX &amp; SONS LTD.</b> (Se dedican también a venta al menudo éstos.)	Patrick Street, Cork.	"Simcox"	264	224
<b>WOODFORD, BOURNE &amp; CO., LTD.</b> (Se dedican también a venta al menudo).	Patrick Street, Cork.	"Woodford"	110	240

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COMERCIO Y NOMBRE.	SEÑAS.	Señas telegráficas.	Nú. del teléfono.	Anun- cio pagina
<b>FERROCARRILES (COMPAÑÍAS DE).</b>				
<b>CORK, BANDON AND SOUTH RAILWAY.</b> Servicio de trenes a todas las principales villas situadas en el sur y oeste del condado de Cork.	Albert Quay, Cork.	General Manager. "Kerr, Cork" Traffic Manager. "Coe, Cork"	311	100
<b>CORK, BLACKROCK &amp; PASSAGE RAILWAY AND STEAMERS.</b> Ofrece esta compañía facilidades para realizar viajes desde la orilla derecha del río Lee hasta la entrada del Puerto de Cork. Servicio continuo de vapores que sirven así para viajeros como mercancías.	Albert Street, Cork.	"Greenboat"	308	101
<b>GREAT SOUTHERN &amp; WESTERN RAILWAY.</b> La Red Ferroviaria tiene 1,000 millas de extensión. Servicio de trenes a todas los principales puntos del sur, oeste y centro de Irlanda.	Glanmire Terminus, Cork.		155	100
<b>GORROS (FABRICANTES DE).</b>				
<b>T. O'CORMAN &amp; CO.</b> Fabricante de gorros y de tirantes. Exportadores de cheviotes hechos por mano.	8 and 16, Pope's Quay, Cork.	"O'Gorman, Pope's Quay"	703	240
<b>HOTELES.</b>				
<b>HOTEL IMPERIAL.</b> Establecimiento de primer orden con habitaciones cómodas para familias. Sitio céntrico. Coche del hotel en las estaciones a la llegada de los trenes.	Cork	"Imperial"	139	9
<b>ROYAL VICTORIA HOTEL.</b> El Hotel más céntrico de la ciudad. Coches salen a esperar a los señores viajeros en las estaciones.	Cork.	"Victoria"	293	9
<b>IGLESIAS (SURTIDORES DE).</b>				
<b>WM. EGAN &amp; SONS, LTD.</b> Se confeccionan toda clase de vestimentas. Fabricantes de muebles de Iglesias y de vasos sagrados.	Patrick Street, Cork.	"Egan, Jeweller"	66x	178
<b>IMPRESORES PAPELEROS Y EDITORES DE LIBROS.</b>				
<b>EAGLE PRINTING WORKS.</b> Impresores. Papeleros y Encuadernadores de libros. Litógrafos. Especialidad en regalos con de dicatoria.	South Mall, Cork.	"Eagle Works"	30y	198
<b>GUY &amp; CO., LTD.</b> Impresores. Papeleros al por menor y al por mayor. Grabadores. Encuadernadores de libros. Fabricantes de libros de cuenta y de sacos de papel. Retratos de todas formas y tamaños.	Patrick Street, Cork.	"Guy"	918 & 919	5
<b>PURCELL &amp; CO.</b> Papeleros. Impresores. Litógrafos. Fabricantes de libros de cuenta.	Patrick Street, Cork.	"Purcells, Printers"	18	10

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<b>INGENIEROS MECANICOS.</b>				
<b>WM. McBRIDE &amp; SONS, LTD.</b> Emplean obreros expertos para todas clases de trabajos fuera de la Fábrica.	Merchants' Quay, Cork.	"McBride"	29x	244
<b>ROBERT MERRICK.</b> Fundador de Hierro y Ingeniero. Constructor de molinos y maquinista.	Warren's Place, Cork.		213	21
<b>JABONES Y VELAS (FABRICANTES DE).</b>				
<b>E. RYAN &amp; CO., LTD.</b> Produce la fabrica jabones en barras y en panecillos. Notabilísimos los jabones marcas "Primrose" y "Keltic." Jabones para el tocador. Se dedican también a la fabricación de Velas.	Pope's Quay, Cork.	"Stearie"  Code— 5th Ed. A.B.C.	487	198
<b>JOYEROS.</b>				
<b>WM. ECAN &amp; SONS, LTD.</b> Joyereros manufactureros y plateros. Comerciantes de diamantes y surtidores de iglesias.	Patrick Street, Cork. Silver Factory—6, Maylor St., Cork.	"Egan, Jeweller"	66x	178
<b>HILSER BROS.</b> Relojeria acreditada. Especialidad en anillos nupciales.	Grand Parade, Cork.		382	223
<b>JAMES MANCAN, LTD.</b> Vajilla de plata y de artículos de joyería artísticos. Relojes y Vajilla de plata para regalos.	3 and 4, Patrick Street, Cork.		68y	230
<b>LANA Y ESTAMBRE (TEJEDORES DE).</b>				
<b>DRIPSEY WOOLLEN MILLS, LTD.</b> Tejedores de cheviotes, estambre, mantas, franela y frisa. Especialidad en paños para vestidos de señoras.	Dripsey, Co. Cork.			20
<b>MORROCH BROS. &amp; CO., LTD.</b> Tejedores de casimires de fantasía y de géneros para vestidos de señoras. Tejan también géneros para trajes de clérigos y de caballeros. Sargas negras y azules, Saxones, frisas y tela de vellón.	Douglas, Co. Cork.	"Tweeds, Douglas, Cork"	Douglas 12	170
<b>LEVADURA.</b>				
<b>CORK YEAST CO., LTD.</b> Fabricantes de la levadura marca "Terrier Brand."	The Model Distillery, Watercourse Road, Cork.	"Yeast"	999	156
<b>LINO (HILANDEROS DE).</b>				
<b>THE CORK SPINNING &amp; WEAVING CO., LTD.</b> Hilanderos de lino.	Millfield, Cork.	"Flax" Code—A.B.C., 4th and 5th Eds.	143 & 816	172

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<b>MADERA, COMERCIANTES DE Y ASERRADORES).</b>				
<b>THE CORK TIMBER AND IRON CO., LTD.</b> Importadores de madera del ex- tranjero y de las Colonias Brit- ánicas. Exportan madera del país.	Cork.	"Haughton" Timber Code.	881 (3 lines)	4
<b>EUSTACE &amp; CO., LTD.</b>	Leitrim Street, Cork.	"Eustace"	4, 27 & 388	8
<b>E. H. HARTE.</b> Existencias de madera importada y de madera dura y dulce del país. Se encarga de la venta de cemento y de artículos de arcilla, de pizarra y de tejas.	Clarke's Bridge, Cork.	"Timber"	704	244
<b>MANTECA (EXPORTADORES DE).</b>				
<b>JAMES DALY &amp; SONS, LTD.</b> Exportadores y comerciantes al por mayor de manteca. Contra- tistas de la Armada y del Ejército Británicos. Exportadores a todas partes del mundo de manteca de mejor calidad.	30-34 Shandon Street, Cork.	"Cream" A.B.C. Code, 4th and 5th Editions	363	146
<b>DOWDALL, O'MAHONEY &amp; CO., LTD.</b> Ponen en latas para exportación manteca, margarina y manteca de puero.	Cork.	"Attention"	337	132
<b>GOLDEN VEIN DAIRY CO., LTD.</b> La fábrica está situada en el interior del famoso "Vein of Gold," distrito del condado de Limerick en el que las vacas dan la más rica leche del mundo.	Kilfinane, Co. Limerick.	"Cagney, Kilfinane"		143
<b>THE IRISH CREAMERIES AND EXPORTERS' ASSOCIATION.</b> Se exporta manteca en latas de todo tamaño a todas partes del mundo.	Dunbar Street, Cork.	"Excellence"	133, 122 & 94	144
<b>NEWMARKET DAIRY CO., LTD.</b> Elaboradores de manteca de cremería de calidad exquisita. Tiene la compañía 30 sucursales en la provincia de Munster.	King Street, Cork.		731	145
<b>CHARLES NOLAN &amp; SONS</b> Se pone en latas y empaqueta manteca del país marca "Nolan's."	Devonshire Street, Cork.	"Nolan" A.B.C. Code, last edition.	25x	146
<b>HENRY PAUL &amp; CO.</b> Se faecilita manteca en barriles, barrilitos, cajas y cuñetes. Se vende también la misma en latas para exportación y usos de bucques.	North Gate Bridge, Cork.	"Paul" Code— 5th Ed. A.B.C.	127	145
<b>E. E. WHITAKER.</b> Exportador en cajas y en toneles de la más escogida manteca del país. Se vende también man- teca en pañecillos.	Mulgrave Road, Cork.	"Whitaker"	15y	230

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COMERCIO Y NOMBRE.	SEÑAS.	Señas telegráficas.	Nº. del teléfono.	Anun- cio pagina
<b>MARGERINA (FABRICANTES DE).</b>				
<b>DOWDALL, O'MAHONEY &amp; CO., LTD.</b> Sin competencia la margarina marca "Leander."	Cork.	"Attention"	337	132
<b>SHANON CASTLE MARGARINE FACTORY.</b> Se fabrica y prepara artículos de primera finura que sirven de sustitutos a manteca.	Cork.	"Cream"  Code—4th & 5th Eds. A.B.C.	363	146
<b>MOLINEROS.</b>				
<b>JOHN FURLONG &amp; SONS, LTD.</b> Molineros y exportadores de harina de trigo.	Lapp's Quay, Cork.	"Furlong"	146	160
<b>T. HALLINAN &amp; SON, LTD.</b> Molineros de harina de trigo de primera clase para panaderos y uso doméstico.	Avoncor Mills, Midleton, Co. Cork, and Glandalane Mills, Fermoy, Co. Cork.	"Hallinan, Midleton," "Hallinan, Fermoy"	Midleton 1 Fermoy 21	161
<b>J. W. MacMULLEN &amp; SONS, LTD.</b> Molineros de harina de trigo de mejor calidad para panaderos y uso doméstico. Se muelen también harina de avena y maíz de primera clase.	Cork Steam Mills, George's Quay, Cork.	"MacMullen"	349	162
<b>GEO. SHAW &amp; SONS.</b> Molineros de harina de trigo para panaderos y compradores al detalle.	St. John's Mills, Cork.	St. John's Mills"	605	22
<b>J. &amp; R. WEBB, LTD.</b> Molineros de harina de trigo de primer orden para panaderos y compradores al detalle. Se muele también maíz de mejor calidad.	Quartermown Mills, Mallow, Co. Cork.	"Webb, Mallow"	Mallow 6	161
<b>MUEBLES (FABRICANTES DE).</b>				
<b>M. RYAN &amp; SONS.</b> Se dedican a la venta de alfombras, cortinas, ropa de cama y muebles antiguos y nuevos.	36 and 37, King Street, Cork.		509	230
<b>NAVAGACIÓN (COMPAÑIAS DE).</b>				
<b>CITY OF CORK STEAM PACKET CO., LTD.</b> Navieros y Carboneros. Servicio de vapores entre Cork, Inglaterra y Gales con escalas en Liverpool, Fishguard y Bristol.	Penrose Quay, Cork.	"Packet"	1011	101
<b>CLYDE SHIPPING CO., LTD.</b> Navieros y Carboneros. Servicio de vapores entre Cork, Glasgow, Belfast, Dublin, Waterford y Limerick.	Patrick's Quay, Cork.	"Cumbrae"	118 & 970	102
<b>CORK STEAMSHIP CO., LTD.</b> Servicio de vapores entre Holanda, Bélgica, Francia, Cork, Glasgow, Southampton, Belfast, etc.	4, South Mall, Cork.	"Cesseco"	368	102



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<b>NAVIOS (CONSTRUCTORES DE).</b>				
<b>QUEENSTOWN DRY DOCKS, SHIPBUILDING &amp; ENGIN- EERING CO., LTD.</b>	Passage West, Co. Cork	"Docks, Passage West"	i Passag.	168
<b>PANADEROS Y CONFITEROS</b>				
<b>HENRY O'SHEA.</b> Premiado con distinción honorifi- ca y una medalla de oro por el mejor pan que se elabora en Irlanda.	South Mall, Cork.	"O'Shea, Baker"	424	258
<b>SIMCOX &amp; SONS, LTD.</b> Premiadas con la primera "Copa de Campeonata" por la calidad superior del pan elaborado en esta casa.	Patrick Street, Cork.	"Simeox"	264	224
<b>F. H. THOMPSON &amp; SON, LTD.</b> Confitería que figura en pr.mera línea entre las industrias simi- lares. Los panaderos más acreditados en la Provincia de Munster.	King Street, Cork. Bridgefoot Street, Dublin.	"Thompson, Cork" "Cakes, Dublin"	779 & 116 927	238
<b>PANEROS Y ALMACENEROS.</b>				
<b>LUKE BURKE.</b> Panero. Se venden ropa, sayas blusas, etc., para señoras. Abas- tecedor de señoras y de cabal- leros. Especialidad en guantes. Precios a 25 per ciento menos de los que piden otras casas.	105, Patrick Street and 7 and 8 William Street, Cork.	"Luke Burke"	705	20
<b>J. W. DOWDEN &amp; CO., LTD.</b> Lencería de primer orden.	Patrick Street, Cork.		503	232
<b>DWYER &amp; CO., LTD.</b> Almaceneros al por mayor. Fabricantes de mediería, cami- sas, ropa interior, colechas, ropa de cama y delantales.	Great George's Street, Cork	"Dwyer"	2 & 102	28
<b>FORREST &amp; SONS, LTD.</b> Son artículos predilectos de esta casa vestidos de señoras. Pelete- ros, sederos, encajeros y medie- ros. Especialistas en blusas.	Patrick Street, Cork.		611	222
<b>ALEXANDER CRANT &amp; CO.,</b> Paneros generales. Almaceneros de alfombras y de muebles.	Patrick Street, Cork.		400	30
<b>T. LYONS &amp; CO., LTD.</b> Paneros generales y Factores de lana. Casa mayorista.	South Main Street, Cork.	"Lyons, Limited"	140	30
<b>THE MUNSTER ARCADE.</b> Paneros de primer orden. Alma- ceneros. Fabricantes. Sastrés navales y militares. Camiseros. Se dedica esta casa al comercio interno y Colonial.	Patrick Street, Cork.	"Arcade"	20 & 123	228
<b>QUEEN'S OLD CASTLE.</b> Almaceneros de alfombras y de muebles.	Grand Parade, Cork.		402	30
<b>PAPEL DE DESECHO.</b>				
<b>NEWS BROS., LTD.</b> Los compradores más grandes en el sur de Irlanda de papel de desecho.	Bowling Green Street, Cork.	"Newbro"	499	50

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<b>PINTURAS, COLORES Y BARNICES (ELABORADORES DE).</b>				
<b>HARRINGTONS, LTD.</b> Elaboradores de todas clases de pinturas, colores, templeas y barnices. Únicos fabricantes en el Reino Unido de "Fire Red."	Shandon Chemical Works, Cork.	"Magnesia" Code— 4th Ed. A.B.C.	165	186
<b>QUESO (ELABORADORES DE).</b>				
<b>GOLDEN VEIN DAIRY CO., LTD.</b> La Fábrica está situada en el interior del famoso "Vein of Gold" distrito del Condado de Limerick en el que las vacas dan la más rica leche del mundo.	Kilfinane, Co. Limerick.	"Cagney, Kilfinane"		143
<b>IRISH CREAMERIES &amp; EXPORTERS' ASSOCIATION, LTD.</b> Elaboradores de toda clase y calidad de queso del país.	Dunbar Street, Cork.	"Excellence"	133, 122, 94	144
<b>NEWMARKET DAIRY CO., LTD.</b> Elaboradores de puro queso y queso de Caerphilly y de Cheddar.	King Street, Cork.		731	145
<b>QUÍMICAS Y DROGUEROS.</b>				
<b>JAS. WATERS &amp; SONS, LTD.</b> Químicos y Drogueros. Ventas por mayor y por menor. Comerciantes de aceite y de colores al óleo y de vidrio y plomo afinado.	Winthrop Street, Cork.	"Jas. Waters"	1003	230
<b>QUÍMICAS (FABRICANTES DE SUSTANCIAS).</b>				
<b>HARRINGTONS, LTD.</b> Fabricantes de productos químicos puros que sirven para usos analíticos y técnicos.	Shandon Chemical Works, Cork.	"Magnesia" Code— 4th Ed. A.B.C.	165	186
<b>THOMAS JENNINGS.</b> Se dedica a la elaboración y venta de magnesia, vinagre, cal y aguas gaseosas.	Cork.	"Jennings"	208	184
<b>QUINCALLEROS.</b>				
<b>THE CORK TIMBER AND IRON CO., LTD.</b>	North Main Street, Cork.	"Haughton" Timber Code	881	4
<b>EUSTACE &amp; CO., LTD.</b>	Leitrim Street, Cork.	"Eustace"	4, 27 & 388	8
<b>ROPA DE CAMA (FABRICANTES DE).</b>				
<b>BOOTH &amp; FOX, LTD.</b> Fabricantes de colchas de edredón. Comerciantes de crin y de plumas.	Lavitt's Quay, Cork; also at 86, Hatten Garden, London. Silver Street, Portland Street, Manchester.	"Fox, Cork" "Eiderdown, Smith, London" "Eiderdown, Manchester" Code— 5th Ed. A.B.C.	114y	225

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<b>SEGUROS (COMPAÑÍAS DE).</b>				
<b>ALLIANCE ASSURANCE CO., LTD.</b> Establecida desde 1824. Exceden 24 millones de libras esterlinas los Fondos efectivos de esta compañía. Toda clase de seguros efectuada.	26, South Mall, Cork. Nassau Street, Dublin.	"Societate, Dublin"	246 1093	18
<b>COMMERCIAL UNION ASSURANCE CO., LTD.</b>	37, College Green, Dublin; 91, South Mall, Cork.	"Cuaco, Dublin" "Charter, Cork"	3184 586	16a
<b>YORKSHIRE INSURANCE CO., LTD.</b> Establecida desde 1824. Los Fondos exceden 5 millones de libras esterlinas. Toda clase de seguros efectuada.	73, South Mall, Cork. Chief Office for Ireland—3, College Green, Dublin. Belfast Office—6, Royal Avenue.		287	16a
<b>TABACO (FABRICANTES DE).</b>				
<b>LAMBKIN BROS.</b> Fabricantes de tabaco, rapé y pitillos.	Patrick Street, Cork.	"Lambkin"	997	203
<b>TALABARTEROS.</b>				
<b>ROBERT DAY &amp; SON, LTD.</b> Sillas de montar para el Ejército y Sillas de Caza. Arnéses. Equipajes para viajeros. Objetos útiles para algún deporte. Impermeables y mantas de viaje.	Patrick Street, Cork.	"Day"	134	196
<b>TE, VINOS Y DE LICORES ESPIRITUOSOS (COMERCIALES DE).</b>				
<b>JOHN DALY &amp; CO., LTD.</b>	Caroline Street, Cork.	"Whiskey"	137	16b
<b>M. D. DALY &amp; SON, LTD.</b>	Academy Street, Cork.	"Daly"	103	24
<b>WOODFORD, BOURNE &amp; CO., LTD.</b>	Patrick Street, Cork.	"Woodford"	110	240
<b>TINTORERÍA.</b>				
<b>R &amp; J. McKECHNIE, LTD.</b> Tintoreros. Limpiadores de trajes y de vestidos de toda clase. También se renuevan sombreros.	Pembroke Street, Cork.	"McKechnie"	412	223
<b>VESTIR PRENDAS DE (FABRICANTES DE).</b>				
<b>OWYER &amp; CO., LTD.</b> Fabricantes de calcetería camisas, ropa interior y delantales.	Great George's Street, Cork.	"Dwyer"	2 & 102	28
<b>T. LYONS &amp; CO., LTD.</b> Fabricantes de prendas de vestir para señoras y muchachos. Se dedican también a la fabricación de sobrecamas y de ropa interior para señoras. Pañeros en general y Factores de lana. Casa mayorista.	Cork Clothing Factory, South Main Street, Cork.	"Lyons, Limited"	140	30

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## Bandon,

## Co. Cork,

# Distillers of Pot Still Whiskey Only.

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Fermenting House



Brew House

Bird's eye  
View of  
Distillery.



Malting Floor



Three of the Pot Stills

TELEGRAPHIC ADDRESS-  
ALLMAN, BANDON.



A Shipping Order

TELEPHONE-  
Nº 2 BANDON.



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