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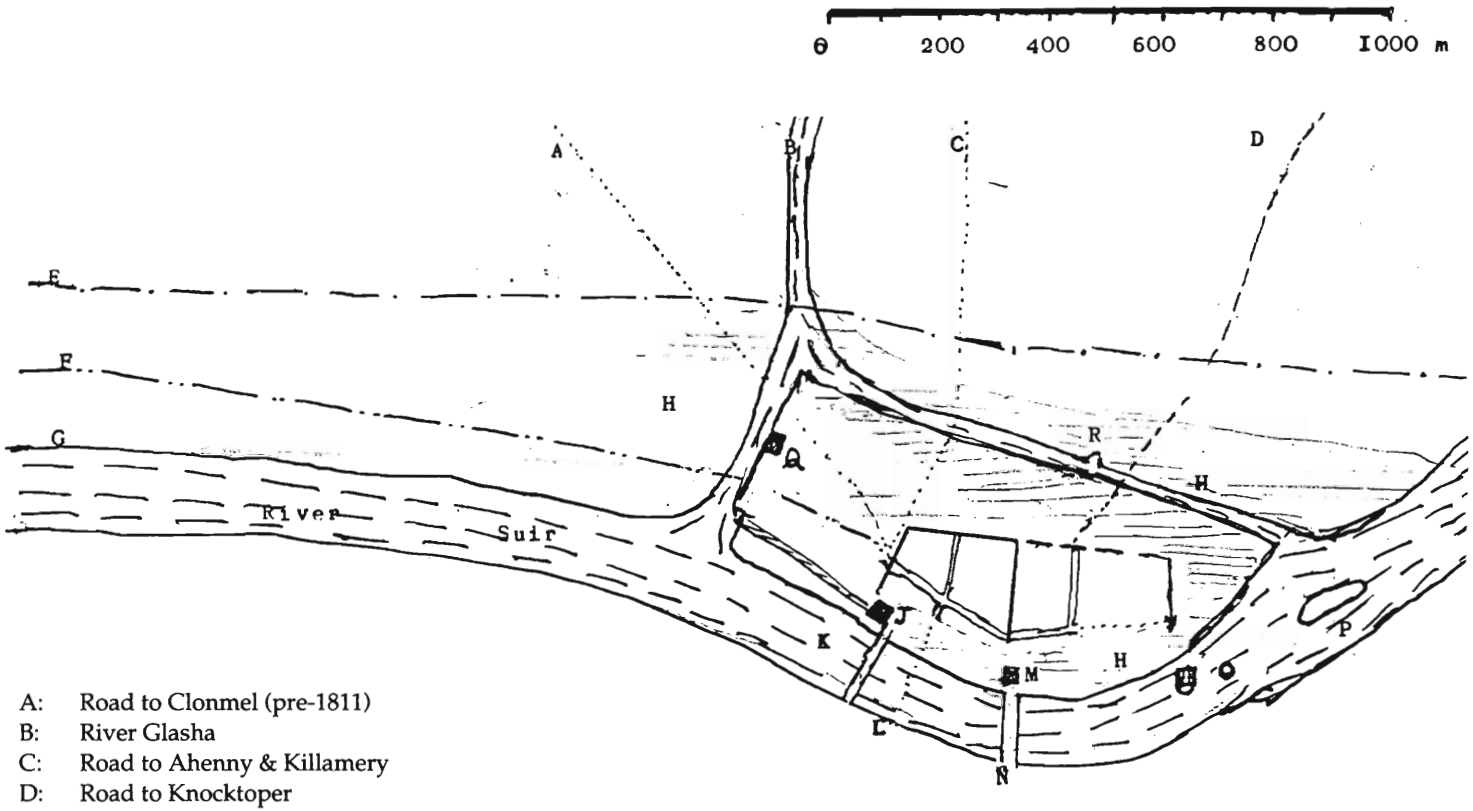
MAP SHOWING INSULAR NATURE OF CARRIGMAGRIFFIN & LATER DEVELOPMENTS



A: Road to Clonmel (pre-1811)
B: River Glasha
C: Road to Ahenny & Killamery
D: Road to Knocktoper
E: Railway (post-1856)
F: Road to Clonmel (post-1811)
G: Towing Path (post-1847 here)
H: Sand and Strand in early days (shaded)
J: Mill & Mill-race
K: Bridge (post-1443)
L: Ferry (pre-1443 circa)
M: 14th cent. castle/tower; later pre--1830 military barracks
N: Dillon Bridge (post-1877)
O: River-Castle (post-1443)
P: Sallow Island (site of Fever Hospital, post-1820)
Q: Mill on western Glasha
R: Bull's Lough (bull-bating pit)

Carrick-on-Suir — its origins and growth

By Patrick C. Power

Origin and Location

It is not known when precisely the first settlement was made on the island which later grew into Carrick-on-Suir. No pre-Norman name is known for the site, although there may have have been a few fishermens' dwellings there.

The furthest west that the tidal waters of the River Suir flow is about 2.5 km from the modern town-centre. The furthest inland limit of the tidal flow on a river was a likely site for a human settlement. In the case of the Suir, the little island was the most suitable and most likely site in the days when a good river was not just another waterway but a highway — as indeed the Suir was up to the 20th century.

At the island also was the crossing-point for an ancient road. This was a road from the county Waterford coastline in or about Knockmahon, from where it went northwards over the shoulder of Croghan hill, the most easterly Comeragh eminence, and onwards to the Suir. From the crossing-point at least one road went into Ossory in early Christian times, if not earlier.

This led northwards to the foothills east of Slievenamon, known as Slewdale, across the waters of the little River Lingaun, on to the ancient monastic settlement of Killamery and further on to the site of modern Kilkenny. There may also have been another road to Ossory which went to Ahenny in early Christian times. The crossing-point of the Lingaun has been identified as *Áth na gCarbad* (ford of the chariots) in the modern Grangemockler area.[1]

The first penetration of the Suir valley by Anglo-Norman forces was in 1182, when Prince John led an expedition from Waterford as far west as Ardfinnan, where the fortification was built. East of the modern Carrick-on-Suir a motte-and-bailey was built; but there is no reference to any settlement on the little island to the west. That the first Anglo-Norman settlement in the region should have been built at Tipperaghney, the site of the ancient monastic settlement, and not on the island, suggests that the principal urban settlement of the area was at Tibberaghney at that time — insofar as Gaelic society of that time can be said to have been urban.

The first notice of a town on the island was in 1242, when the manor of Carrick was in the possession of Matthew FitzGriffin, lord of Knocktopher in county Kilkenny. That year he granted to the people of the town the right to hold a fair there. From this time on and for many centuries the town was known as Carraickmagriffin, i.e. *Carraig mhic Griffin* — FitzgGriffin's Rock.[2]

The size and location of the town in these days may be deduced from certain features of the modern town. Southwards flowed the Suir. To the north the little River Glasha, so-called up to the last century, divided into two branches as it approached the Suir, thus isolating the town-site. North, west and east of the town was an area subject to floods and tides, with the two river-beds visible at low tide in dry weather.[3]

It appears that the original town was very small, consisting principally of a main street which curved roughly parallel to the Suir in a direction approximately north-west to north-east. There was a lane to the river from this, where the public oven stood — still known as Oven Lane. Here bread was baked to avoid the fire-hazard posed by wooden houses with thatched roofs and large cooking-fires inside them. To Oven Lane came the ferry across the Suir, from the road that led from the coast.

Significantly, this land is almost at the mid-point of Main Street, assuming that that street led only eastwards to New Lane, which suggests that here was the centre-point of the first settlement.

Whether there was a lane running northwards opposite Oven Lane is unclear; there was a lane in the area, but not in that exact position. The main street was about 248m long.

We may have here the typical early Anglo-Norman street-plan of two thoroughfares crossing each other forming quadrants. The site of the church from early days was in the north-west quadrant, where it should be. From the beginning, apparently, the church was dedicated to St. Nicholas; the last one here is now a heritage centre.

There was also a priory in Carrickmagriffin, founded by William de Cantuell between 1190 and 1250 for the Canons Regular of St. Augustine, and dedicated to St. John.[4] This stood where the entrance to the New or Dillon Bridge is nowadays, i.e. outside the original town.

First Walled Town

Exactly when the town was first walled is not clear, but it was in the early years of the 14th century. In 1315 King Edward II granted the town and manor of Carrickmagriffin to Edmund Butler, who became known as Earl of Karryk. The old name remained in use for four centuries more in spite of the change of ownership.

The walls surrounded the town on the west, north and east, while the Suir enclosed it on the south.[5] It might be inferred that the town was no longer safe from intrusion because of use of land north of the town and consequent reclamation. The north wall was about 195m long, along the line of a street still known colloquially as Town Wall.

The eastern wall was 212m long, and part of it ran where New Lane stands today. Finally on the west the wall was about 130m; here too was the West Gate, the principal gate in the walls of Carrickmagriffin. The first mention of the walls occurs in the Ormond Deeds in 1324, when "the town wall on the north" is referred to.[6]

After Edmund Butler came to Carrick he had a castle built on the south side of the river on high ground where it commanded both the river and the walled town. This was *Carraig Bheag*, the little rock. In 1336 James Butler, son and heir of Edmund and later first Earl of Ormond, granted the castle and the site to the Franciscans for a friary, and then built a new castle outside the main town alongside the priory of St. John.

Around the friary in Carrickbeg grew a little hamlet, which never had corporate existence but which has always been seen as part of the larger town. Part of the friary church still stands and is used as the parish church of Carrickbeg. Its medieval bell-tower, which springs out of an inverted pyramidal corbel, is still in position on the north wall.[7]

The town was served by two mills, both powered by the waters of the Glasha. One was where the west wall reached towards the River Suir. This was served by a mill-race from the western Glasha, running parallel to the Suir. In 1320 there is a reference to a "new mill-pond" on the Glasha, in the area where Mill Street is today and where a mill stood up to the 19th century. This was the second mill.[8]

The reclamation of ground north of the town and the channelling of the two branches of the Glasha is illustrated in many documents dealing with property in the Ormond Deeds. For example, in 1321 "le Eynath" is mentioned, i.e. 'the Fair' or the Fair Green.[9] Then there is the old name still preserved in the town, the Wad i.e. Faithche i.e. Green.[10] This stretched from Mill Street to Lough Street.

Where the ground lifted out of the low-lying area, we hear the name Quylewane or Cullawn or Culelawn which may derive from *Coill an Bháin*, the wood of the cow-pasture. There was also a two-acre plot with the name Kelogfadde, which may derive from *Caológ Fhada*, the long riverside meadow or field.[11]

Within the town there was "le Bryhowse", i.e. the Brewery, in the eastern part south of the Main Street and the east wall.[12] There was at least one orchard in the north-east of the town in 1362. From 1324 comes a very interesting document comprising a grant of ground within the town to Sir John Broun, "perpetual vicar of the church of St. Nicholas" and Peter Flemyng, burgess.[13] Its position is described, and the length is from the well opposite Adam Godale's house on the north to the river "le Sure" on the south.

What is striking is the mention of a common of a way of five feet in breadth on the western boundary of this property. This is the first reference to the many narrow lanes that led (and still lead) to the river from the Main Street.[14] These were rights of way to the great highway of the Suir. In recent years many of them have been closed to the public in spite of centuries of public access to the river.

It can be deduced from oral tradition up to quite recently that the market place of Carrick-on-Suir was at the western end of the Main Street. Indeed, this area was known as 'the cross', probably a reference to a market cross in this place.

Second Walled Town

The town of Carrickmagriffin underwent a great change in the middle of the 15th century. Because of the frequent absences of successive Earls of Ormond, their properties were managed by kinsmen as deputies. The town of Carrickmagriffin was ruled by the Butlers of Paulstown, above all by Edmund Mac Richard Butler, who had the bridge built and the town extended. He also had the river-castle built.

Exactly when the bridge was built is not known, but it must have been in the early 1440s. While the Ormond rent-rolls for 1434 contain rent for the ferry across the Suir, which was granted to Robert Walsh and his mother Annota, in the roll of 1444 Robert is granted both the public oven and the mill; but there is no mention of the ferry.[15] It may be, therefore, that by 1444 the bridge had been built.

In the list of payments to the Earl's servants at Easter 1443, the cost of a dozen pairs of gloves for the masons of Carrick occurs. This large number of tradesmen suggests that some great work was in progress.[16] In that same list also occurs the reference to a stone-quarry, i.e. "the quarell" of the town, the only time it is ever mentioned in all these documents.

The bridge was built of limestone and had a tower towards the centre. This was about 30m from the north bank.[17] The tower was still occupied in 1799; today its ground-plan alone remains incorporated in the parapets. It was 6.65m wide and 7.4m long, the latter dimension including the road-bed, which is 2.4m wide. The bridge was not built at the ferry-point, presumably because here at Carrickbeg there was a marshy landing point while the bridge reaches the rocky eminence which carries the friary — a surer foundation at that point. The bridge is about 86.5m long, its original length, and is as strong and serviceable today as when first erected in the 15th century.

An extension to the town probably took place around this time also. The north wall of the town was extended to make it 460m long in all; the new east wall was about 135m long. The odd angle formed by the two walls can still be seen — the only portion of the walls which still stands. Here a blocked postern gateway can be seen, and part of a machicoulis at the corner. The line of the former east wall was taken by what is now called New Lane, unofficially Chapel Lane.

The Main Street was extended eastwards to an east gate, while New Street (still so called) was laid down, with New Gate at the north. Later on in Cromwellian times this gate became known as *Geata na Fola*, the gate of blood, because of a skirmish there on the morning the town was captured by Commissary-General Reynolds. No wall was provided on the riverside, which was known variously as the Strand and the Shore.[18]

The construction of the castle, which dominated the river, was of great importance. It appears to have been built between 1440 and 1450. Sited on rocks in the river, it had four towers and a semi-

circular docking area towards the river-centre, which was entered through a watergate. The present level of the docking area is about 3m above the river-bed of those days.[19] Here river-craft could shelter safely during the night or while awaiting a tide to return to Waterford.

The bridge brought together the town proper and the Friary of Carrickbeg with a huddle of dwellings about it. From the bridge-end here the *Bóthar Buí* (yellow road) began, which led through Kilmeadan old village to Waterford city, which it entered at the Yellow Road, still so-called. The term "yellow" may have arisen from the habit of clearing mud from the roads by shovelling it away, so that eventually the yellow subsoil was reached.

There were two coneywarrens to serve the town. One in Carrickbeg is still known as the Cunnawarras; there was another in Ballylinch across the river.[20] Rabbit-food was a welcome addition to the town's diet at many times during the year.

An interesting picture of the town of Carrickmagriffin can be glimpsed in the Ormond papers of the 16th century. As well as the usual wooden dwellings, there is a first reference in 1529 to a stone house, situated south of the Main Street, with a garden that stretched to the "waterside called the shore" i.e. in the area between Bridge Lane and Oven Lane and the Strand.[21] In 1544 there is mention of a "castle" in the town and a building known as "Stoke's Hall".[22] This castle was probably a towerhouse, such as still stand in Fethard (three) and in Cashel (one).

Two town-mills were in operation. The one at the bridge-foot was granted in 1572 to the Earl of Ormond's sergeant at £8 a year for 21 years.[23] In 1578 the other mill on the Glasha was rented by the earl. It was called the Hospital Mill, the reason for this name not being apparent.[24] In 1573 there is reference to the earl's orchard in what seems to have been the north-east corner of the town.

In 1565 Thomas Butler, Earl of Ormond, had a Tudor manor-house built as an addition to his castle.[25] By now the castle was no longer a river-castle except in the docking area; so the new building was joined to the landward part of the castle. The manor-house was unique in Ireland. It had large lightsome windows on both storeys, and brick was used in the construction of the chimneys and some interior walls. The ceilings and walls were ornamented with stucco-work.

The house contains the only example of the Tudor long gallery in Ireland. It was under Earl Thomas's rule also that the towerhouse which stands at the West Gate was built, and also very probably a barbican at this point. The site of the putative barbican may be the little street from the West Gate site to the Main Street, 25m long by 5m broad.

There was one other construction method which appears in the town for the first time at the manor-house. This was the use of brick in a few interior walls within a framework of timbers. One example of this in three adjacent frames has the following measurements: 80cm by 43cm, 79cm by 43cm, and 61.5cm by 43cm, which demonstrate the irregularity of the work. The timbers also vary in width from 5cm and 5.5cm. The wall was plastered.[26]

The roof-timbers are composed of massive logs of oak on which the marks of the saw-pit cutting can still be seen, and on some timbers, the mark of the adze. They form a sturdy framework to carry the slates, and lack any of the delicate craftwork seen in English houses of the same period. In short, the roof-timbers have the strength and appearance of ship-carpentry work.

Whether slates were used on the first stone-houses in Carrickmagriffin in the 16th century and early 17th century is unknown. It was usual in those days to use thatch even on towerhouses. In the latter half of the 17th century slates are mentioned for the first time. In 1679, when the Duke or Ormonde (note the "e" at the end of the word, a new development) was inducing woollen drapers in the Netherlands to come and settle in Carrick, a letter came to the duke from the Hague.[27] One John Carolus in this letter spoke of a Mr. Greenings of Rotterdam, chief master of the woollen drapers there, who wished to settle in Carrickmagriffin. Greenings was promised the right to dig slates on the Ormonde property, which was on the banks of the River Lingaun near Ahenny.[28] This

letter suggests that slates may not have been as yet the normal roof-covering of houses in the town.

The town walls appear to have been allowed to crumble away gradually. In 1845-46 it was stated that the town-wall until "not so long ago could be distinctly traced"; but the Main Street was slowly filling with stone-houses in the second half of the 18th century.[29] At this time the finest house of all, the manor-house and castle, contained a saltpan and was the residence and business headquarters of a wine merchant, Mr. Galwey.

The most significant house in the Main Street was the King's Head Inn, where the town-hundred met in the 18th century. Later on, in or about 1799, it became known as the Dorchester Arms after the popular Dorset Militia unit which was stationed in the town in 1798-9 and 1800. Later it was named the Bessborough Arms; today it is the Carraig Hotel.

The first stone-houses of the 18th century were practically all on the south side of the Main Street. Of these about a dozen still stand, some still with the windows shallowly set into the walls. Limestone was the building material, with some interior walls built of the wood-and-brick framework described above for Carrick manor-house. In Carraig Hotel one dividing wall in the vaulted limestone cellars shows measurements of 84cm by 44cm, with 9cm wide timbers in the construction.

The only known Georgian house in the town, which was built by the Walls of Coolnamuck in the 18th century, was known as the Red House from its bricks, unique for a town-house. It still stands as part of the Mercy Convent, but is plastered over. Built on the old Strand or Shore, its cellars are sometimes subject to flood-waters seeping through in times of flood and river-spate. According to tradition, the wood used in the 18th century houses in the Main Street was larch grown in Coolnamuck woods which was durable and hardened with age.

Towards a Modern Town

By 1799 the town had spread beyond the old town-wall area.[30] Northwards from the West Gate was Lough Street, now officially Kickham Street. The first houses here are ranged regularly on both sides of the street; but when the corner of the old town-wall is reached, the line of houses on each side straggles irregularly in two lines, drifting further apart. This suggests that two lines of cabins were here originally.

The furthest west of the streets was Mill Street, so called because of the water-mill which was still here in 1799, the successor of the 14th century mill. Joining the south end of Mill Street and the West Gate was Greystone Street, still known by that name, as is Mill Street. The upper part of Greystone Street was the site of a milk market which lasted until the first creamery was founded in the town at the end of the 19th century. The name Greystone records the presence of limestone rock above the surface of the ground in the 18th century.

In 1799 the Main Street included the modern street of that name and also Castle Street. New Street, still known by that name, stretched beyond the site of the gateway in the north to where it now meets the N24 route. The street which ran from New Street along the route of the old northern town-hall was known for most of its way as Townwall Street, a name which has not fully died yet.

The Main Street in 1799 had eight lanes running from it to the River Suir, the old rights-of-way from the town to the river. They were now inhabited. They were, except for Oven Lane and Bridge Lane, very narrow. The width of five feet in the later Middle Ages for one of them approximates to what is the width today.

At the entrance to what may have been the remains of a barbican at the West Gate from Main Street stood the house of Peter Creagh, bishop of the diocese of Waterford and Lismore. It still stands with its Dutch-type facade, a most unusual feature of Carrick-on-Suir architecture.[31] It was built

sometime between 1745 and 1774, when Creagh lived in the town, by then known as Carrick-on-Suir and no longer Carrickmagriffin.

The Green was a large area stretching from east of Mill Street on the western Glasha to where the public park is nowadays; here the second channel of the Glasha flowed towards the Suir. It was a sandy area where fairs and horse-races were held. Here too cavalry units stationed in the town exercised their horses.[32]

It was 1811 before the road to Clonmel from Carrick-on-Suir, now known as N24, was built.[33] By now the Deerpark of the House of Ormond had been turned into farmland, so the road could be built to join the old Clonmel-Carrick road at Ballydine. The new roadway, as it entered the town, became a kind of dyke as it went through the former marsh west of the town. Along both sides of the new road was a row of houses in what was known as the Well Road; still here is the well which was part of the public water-supply until 1914.

The new road crossed the Glasha by a bridge which supplanted an old plank structure called *Cláirín* i.e. the little plank, now giving the name Claureen to the area. The road came through land which had been known variously as Monydaiff (*Móin an Daimh*, i.e. Stag-moor) and Monenedoihe (*Móin na Daibhche*, i.e. Moore of the Pool). The latter name appears for the first time in 1584 with the former, which is the older.[34] The general site of this area has been called Cláirín in modern times with no regard for the original name.

In 1799 a row of houses were built parallel to the river from the end of Bridge Street or Lane. This was known as the Strand. In the early 19th century the quays were built, and with them stores of all kinds along the riverside, thus isolating the Strand, which bore (and still bears) its original name. Where the Strand met the southern end of Oven Lane was Bullies' Acres, the scene of bare-knuckle fighting and (earlier still) of dog-fighting.[35]

By 1837 the deepening and improving of the bed of the River Suir was in progress. First of all, the full force of the river was directed southwards from the castle, thus isolating it completely from the river.[36] Across the water from it was the so-called Navigation Cut, a canalised channel of more than 240m long which stretches eastwards parallel to the Waterford river-bank.

Up to this decade there had been no real quays in the town, except for slipways to the river. Heavy traffic put in at the fine quay in Tinhalla, about two kilometres east-wards on the Waterford bank. Now a few small stone structures, used as landing-points in the town by the families of Kennys and Sausses, were extended in 1830 from the bridge eastwards towards the castle; they were known afterwards as Sausse's Quay.[37] There were stores along its length, and in time Bianconi had stables here.

New Quay was not built until 1846. This extended from the bridge westwards to join the towing-path to Clonmel, which had been constructed after 1756 along the non-tidal part of the Suir. New Quay thus became part of the towing path.[38]

By 1850 the mill at the bridge-foot was no longer there; but that in New Street belonging to William Dalton was still working.[39] The next important development in the town was the building of the railway line, part of the permanent way from Limerick to Waterford, which reached the town in 1852.[40] It is carried across the narrow Glasha valley north of the old town on a high embankment, just about where the river divided into its two branches. The western branch was piped under the embankment. The old roads to Clonmel and to Killamery/Ahenny were both accommodated by one arch through the embankment.

The final reclamation of the Green took place after 1866.[41] Isacc Butt MP discovered some money for public works in the British Treasury since Famine times, and this was re-allocated for the building of a public park in Carrick-on-Suir. With this, and some money received in donations, the work on the park began and was completed in 1868. A stone wall was built around it, portion of

which still stands today, and trees were donated by Joseph Rivers of Tipperaghney Castle. Among these were some sequoias.

Underneath the eastern branch of the Glasha was channelled, although a short portion of the original channel was left open. The rest of the Green was reclaimed; no longer was it a sand-covered area crossed by roads. The last part of the channel, which contained the Bull's Lough, was reclaimed in the 20th century.

The last great building in Carrick-on-Suir in the 19th century was Dillon Bridge across the Suir, still popularly known as the New Bridge. In July 1837 a presentment to the Grand Jury at the Summer Assizes for money to provide a new bridge was passed, but river-users in the town objected and the matter was dropped.[42] The project was revived in 1874.[43] This time the subject was pursued relentlessly by the landlords of the surrounding areas in counties Tipperary, Kilkenny and Waterford. Their opponents were the fishermen, rivermen, owners of river-transport and most of the town merchants. In spite of all obstacles the scheme went ahead in 1880.[44]

In 1837 the bridge was planned to cross the river west of the castle from the present N24.[45] In 1875 it was considered advisable to build it as an extension of New Street, but this plan was abandoned.[46] Finally the bridge was constructed from the Main Street, where on the south bank there were a saw-mill, stores and yards and where the medieval castle had stood — later a Tudor tower and later still a cavalry barracks.

The bridge was constructed of a series of small stone limestone arches from both banks; but where the main stream of the river is approached, the roadway was carried on limestone piers to enable all kinds of craft, including the steam-tugs, to pass safely underneath.[47] The bridge was later named after John Dillon of the Irish Parliamentary Party, whose supporters in the town were virulent opponents of the bridge! It was on the same level as the Main Street, unlike the old bridge, which dips down and rises steeply on both sides and was too narrow for modern traffic.

By 1932 the town of Carrick-on-Suir was more or less the same size as it had been in 1870. However, thatched roofs were no longer to be seen there, although there had been some in 1860. Carrickbeg never had any corporate existence apart from the bigger town, but was administered by the Town Commissioners and later the Urban Council. It did however, have its own police station and petty sessions court in pre-1922 days.

In 1847 there were many thatched houses here, and the area became severely depressed after the collapse of the woollen trade after 1825.[48] Fishing and some weaving provided the main sources of income here. There was also the graving dock of the Kehoes, which had been in operation in 1799 and which finally closed in the 1920s. Here the lighters and the yawls were built for the inland waterways network which stretched into the midlands of Ireland.[49]

The great slum-clearance schemes of Carrick-on-Suir began with housing families from the lanes in Carrickbeg after 1932. The local limestone was no longer used, concrete replacing it. Tiles were used on the roofs, although there were excellent slate-quarries outside the town in the Lingaun valley. In the main, town houses were built at what was (and is) called Ard Mhuire on the old Green, and on the site of the old workhouse beyond the Well Road, which was and is called Treacy Park. All this happened before World War II.

In the forty years after the war the bounds of the old pre-1932 built-up area were finally broken on a large scale. As well as public housing schemes, there were private ones. These were Dunbane on the heights of Ballylinch; alongside this a public housing scheme has been built also. The first private housing scheme was built west of Treacy Park, thus spreading the westwards as the other two spread eastwards. Northwards came two schemes, one off the R696 called St. John's Park and the other off the old road to Ahenny/Kilkieran called Collins Park.

Thus did the little island settlement stretch out beyond its bounds; but its position has caused it to develop away from the inner town, which is still the trading centre of the urban area. Finally the River Suir, the lifeline to and from the town was no longer of any importance to the town or area. it is now little more than a boundary between counties.

FOOTNOTES

OD = *Calendar of Ormond Deeds*, ed. Edmund Curtis. (Dublin: Vol.1 1932; Vol. II, 1934; Vol. III, 1935; Vol. IV, 1937; Vol. V, 1941; Vol. VI, 1943).

1. P. Power: *The Placenames of the Decies* (Cork, 1952), p. 386 The road in question climbs into the hill-country east of Slievenamon through the gap of Rathclarish, one of the seven gaps in this area.
2. The Irish name may also be *Carraig mhac Griffin*, i.e. the Rock of the FitzGriffins. See H.S. Sweetman's *Calendar of the Documents* (London, 1886, Vol. 1, No. 2573) for grant of fair.
3. The name of the river Glasha occurs in OD, I, p.226; OD, II, p.88 as "Laskath". It flows through the townland of Figlash (*Fiodh Glaise*, i.e. wood of the glasha stream), where a bridge in the 1880s was still known as the Glasha Bridge. The stream-name is now no longer used.
4. Rawlinson Ms. B, fol. 484. One of the witnesses to a deed regarding this foundation was Matthew FitzGriffin.
5. The Down Survey map (of the 17th century) shows the town still surrounded by three walls, as is Clonmel. In all documents in OD where a town wall is mentioned for Carrick, a southern wall is the only one not found.
6. OD. I. p. 333. The cost of building and maintaining the walls was obtained by levies on river-craft putting in at Carrick. This led in 1331 to a court-case brought by one Tykenham of Clonmel against Richard O Crehane of Carrick for forcible detention of boats on their way to Clonmel. (See Burke's *History of Clonmel* (Waterford, 1907) pp. 14-15).
7. See *Analecta Hibernica*, No.6 (Dublin, 1934 p.80 for details of this foundation from papers written by Fr. Donatus Mooney OSF *circa* 1617-8.
8. OD, I pp 226-7, refers to the "new mill" by the "Laskath". The expression "mill at the bridge-foot" is in OD, V, p. 257.
9. OD,I, p.230.
10. The Wad is still so known by older people in the town (1991). It has been crossed now for many years by O'Mahoney Avenue, part of the N24 through the town.
11. OD, II, pp. 85 & 88 give "Culelawan" (1364); but the clearer "Quylewane" is in OD, IV, p. 284 (1545), and "Kelogfadde" is in OD, I p.234.
12. "Bryhowse" is referred to OD, I, p. 300.
13. OD. I, p. 234; this is the only reference to a source of water within the town in medieval times.
14. The narrow laneways still to be seen, apart from Oven Lane and Bridge Lane (or Street), are roughly five feet in width, as mentioned in OD, I, p. 234.
15. OD, III, p. 113 (1434); OD, III pp. 156-157.
16. OD, III, p. 139.
17. Census *of Carrick-on-Suir* compiled on the orders of Major Pitts of Devon Militia, 1799. Brit. Museum Add Ms. II, 722 N. 619. In that year there were two broguemakers (with their wives) living in the tower.
18. The name *Geata na Fola* lived in tradition until about 60 years ago.
19. This was verified by observation of work by an official of the Office of Public Works *circa* 1967, who dug down to the old water-level.
20. In Canon Power's book (op. cit.) p. 256, the name "Cunnawarras" is applied to the coneywarren site in Ballylinch. However, the writer has also heard it applied to the Carrickbeg coneywarren.
21. References to the stone house are in OD, IV, pp. 132 & 143.
22. OD, IV, pp. 268-70.
23. OD, V, p. 113.
24. OD, V, p. 293.
25. This date is inscribed on the stone plaque over the main fireplace in the Long Gallery. This plaque contains the arms of the Earl of Ormond supported by twin phallic griffins, an obvious pun on the old

town-name of Carrickmagriffin. There are also some boatmen's knots known as carrack-bends, another pun on the other part of the town's name.

26. These measurements were taken in the room underneath the master-bedroom in the manor-house.
27. The Duke of Ormonde was much impressed by France and its culture; changing "Ormond" to "Ormonde" may have been a pun: *or* + *monde* = gold world!
28. *Ormond Manuscripts* (New Series), No.5 (London, 1908) p. 245.
29. Parliamentary Gazeteer of Ireland (London, 1846) p. 321: "A wall formerly surrounded the town, and not long ago could be distinctly traced."
30. See the census quoted above in n.17.
31. In the 1930s the facade collapsed; but the proprietor, Denis Driscoll, had it restored exactly as it had been, aided by photographs and the skill of local stone-masons.
32. Information on the Green, etc., has been obtained from a diary kept in 1877-78 by one of the Kenny family of businessmen, and also from some folk-tradition where this corroborated and/or supplemented other material.
33. The first presentment for this road was at the Summer Assizes in 1810, with schemes such as the building of the main bridge from Clonmel into county Waterford (the most western there) and the construction of the present Cahir-Mitchelstown road.
34. The forms of this placename are as follows:
    OD, III — Monydayff (p.58) 1426;
    Monydaiff (p.75) 1432;
    Monydaiff (p.156) 1444;
    Monydoyffe (p.134) 1442-43;
    OD, V — Monenedohy (p.203) 1593;
    OD VI " Monedoife alias Monenedoihe" (p.6) 1584;
    Monydocihee (p.189) 1601.
    It appears that the change took place towards the end of the 16th century.
35. From local tradition, especially that of James Shea of Three Bridges (1894-1982), the last of the farmer-fishermen.
36. Work carried out under Act of Parliament (Domestic), 6th & 7th William IV, 1836. Under this Act the Suir Navigation Company was founded, apparently the only river-authority ever to have existed on the Suir.
37. Information from the Kenny diary (op. cit, n32).
38. Ibid, where the date given is 1847; but 1846 is more likely, "the year of the public works" as it was called in this area of counties Tipperary and Waterford.
39. See Poor Law Valuation (Griffiths), 1851, for the Barony of Iffa and Offa in county Tipperary, parish of Carrick, p. 32.
40. K.A. Murray and D.B. McNeill:*The Great Southern and Western Railway* (Dublin, 1976) p.110.
41. Information from Kenny diary (op. cit, n32); also see Chief Crown Solicitor's Papers, National Archives for 1869 "Carrick-on-Suir Public Park".
42. *Clonmel Advertiser*, 23 6 1837 and 1 7 1837.
43. *Clonmel Chronicle*, 8/5/1875.
44. The work went ahead in spite of a strike on 28 June 1880, a rarity in these days; *Clonmel Chronicle*, 30.6.1880. As to the objections which held up the scheme, see same source on 21.1.1874; 22.7.1874; 30.9.1874; 18.11.1874; 27.11.1874; 12.7.1876.
45. Actually opposite New Street.
46. This resurrection of the old proposal was reported in *Clonmel Advertiser* 6.11.1875.
47. The *Clonmel Chronicle* reported on 23.10.1879 that Messrs Forsyth & Cotton, civil engineers, had reported to the Lord Lieutenant favourably on the proposed site and agreed with bridge plan given, as avoiding too many stone arches and with roads carried on piers in three spans of 90ft. (27.4 m) each in length.

48. Details in a rent-book belonging to the Walls of Coolmamuck, the landlords of much of Carrickbeg for 1845-47, now in private hands. The collapse of the woollen industry in 1825 was caused by the fact that hand-woven cloth could no longer compete with machine-made textiles; 25 years' grace had been given in the Act of Union of 1800 to the woollen industry to mechanise, but nothing was done in either Carrickbeg or Carrick-on-Suir.

49. By 1925 the building of river-craft had closed, and for the next few years only boat-repairs were carried out