

Newsletter



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Issue No. 109 Spring 2018

ANNUAL GENERAL MEETING

The meeting was held prior to our normal lecture meeting on March 14th. The Hon. Secretary outlined activities during 2017 and the Hon. Treasurer reported a healthy financial state thanking particularly those who had contributed so generously to last year's funding appeal for the audio-visual project at our museum. Substantial progress on this latter matter has been made with Fingal Co. Co. in recent weeks and we are hopeful that the installation will be completed during the coming months.

NOEL FLANAGAN

It was with deep regret that we learned of the passing of Noel some time ago.

Noel, who was widely read and travelled, had a great interest in art and history, particularly local history. He was deeply involved in this society's affairs from the beginning. He edited about 90 early issues of 'The Newsletter' and contributed many artefacts to our museum. His wife, Dorothy, predeceased him by about a year.

Whats happening

May 9:

Brian Dooley will present another selection of images of old Malahide and will be preceded by a short talk by Mary Jones on hockey and tennis coaching in Malahide Cricket Club in the 1940's and 1950.

The presentation will take place in the Presbyterian Church Hall, Dublin Rd. at 8pm on Wednesday 9th May.

Free parking in public car park opposite.

Admission €4. Non-members welcome.

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Theme for this issue:

Malahide and Portmarnock happenings in the 1800s.



Phil O'Shea and Roger Greene recently met Richard Arundell, 11th Lord Talbot of Malahide and took him on a nostalgic tour of the castle and gardens.. He last visited shortly before the Hon. Rose Talbot sold out in 1976. He later joined her for a year working on the huge Talbot farm in Tasmania. He farms the family estate at Hook Manor in Wiltshire.

Glimpses of Malahide and Portmarnock Past

Freeman's Journal, 23 January 1808:

At Kilmainham Sessions, 2 December last, Patrick Savage was indicted for an assault on the body of Elinor Conor with an intent to commit a rape.

Savage was found guilty and sentenced to be fined six (6) pence, to be confined for six months and to be publicly whipped through Malahide on 1st day of March next.

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Freeman's Journal, 08 December 1842:

At Swords Petty Sessions yesterday (7 December 1842), the presiding magistrates were Messers. C. Cobbe, E. Corbally, Ball and Trimble.

A large number of persons from the neighbourhood of Baldoyle, Swords, Malahide and Portmarnock, were summoned before the magistrates at the suit of Sir Thomas Ross, Inspector General of the Coast Guard for having been concerned in plundering the property of two vessels which had been wrecked off the point at Malahide, in the dreadful gale which occurred on the night of the 25<sup>th</sup> November. One of the vessels was a collier, called *the British Queen*, the other a West Indiaman, named *the Globe*, from Demarara, with a valuable cargo of wines and other luxuries.

The parties were brought before the bench under the Act of 9<sup>th</sup> George IV, chapter 55, which imposes a penalty of not less than £50 on any person stealing or appropriating property belonging to any wrecked vessel to their own use.

Mr. John A. Curran was brought down specially as counsel for the defendants. The case excited considerable interest, and the town was thronged with country people during the day.

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The first case called on was that of John, Peter, and James Donnelly, and James Byrne, who appeared to answer the complaint of Sir Thomas Ross, for having taken a chest containing valuable property from the wreck of one of the vessels above-named.

The prosecutor failing to produce evidence in the case, the bench dismissed it.

The next complaint was against a person named O'Connor, who was charged with having in his possession the rudder, a quantity of cordage, and other property belonging to *the Globe*.

Captain Thompson, of *the Globe*, was produced and examined by Sir T. Ross, in order to identify the property, but, failing to do so, Mr. Curran submitted that the case must be dismissed, as the property was not proved.

The magistrates agreed with the learned counsel and dismissed the case accordingly.

There were charges of a like nature preferred against persons named Neill, Hoey, Fitzgerald and about sixteen others—all dismissed on objections raised by Mr. Curran as to proper identification of the property, want of proof that the premises on which the same was found belonged to the parties summoned and other legal technicalities. The *result seemed to give great satisfaction*.

The entire crew of *the British Queen*, with the exception of two persons, were lost, as was also the mate of *the Globe*, on the occasion of the wrecks alluded to.

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.Freeman's Journal, 28 May 1846.

An inquest was held at Malahide, on the 26<sup>th</sup> instant, by Henry Davis Esq, coroner of the County Dublin, on the body of an industrious young man named Joseph Harford. It appeared in evidence that he was

driving his horse and cart, laden with manure, **on the road called Taxes Lane, near Malahide**, and that the road was so bad and dangerous that the horse and cart were upset into the ditch, the unfortunate man, being underneath, was smothered in the mud. Dr. O'Grady was in attendance in a few minutes, but he was extinct. The doctor, in his evidence, stated that he was obliged to come down the same road on which the accident occurred in his gig to attend the inquest, and that he found it difficult to do so with safety, although driving a very steady horse.

The jury found a verdict of accidental death from the upsetting of a horse and cart, and that the cause of accident was the dangerous state in which the road, called Taxes Lane, near Malahide, was allowed to remain in, not having been repaired for many years.

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In a letter to the Freeman's Journal, 13 September 1845, a letter to the editor from 'a Malahide Labourer, stated: 'Sir, the potato crop is failure, so much as to render it very doubtful where untainted seed can be had for planting in the spring. A famine will ensue from this calamity unless the government stops distillation from wheat and oats. Not an hour should be lost, that is, if the lives of the poor are (in the opinion of any government) worth preserving.'

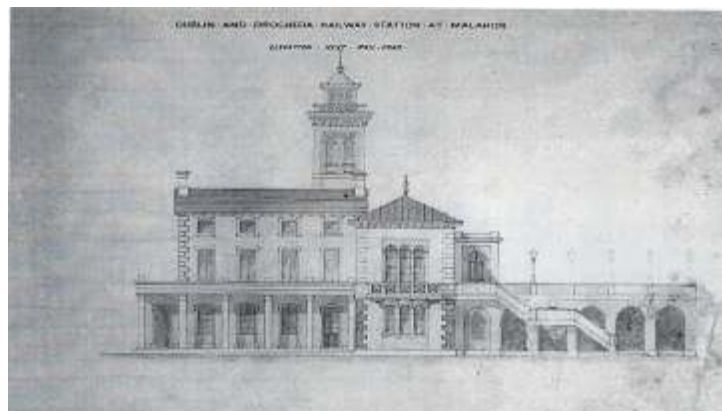
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Freeman's Journal, 12 September 1844

Notice to Builders

Tenders will be received for erecting a Railway Station House at Malahide, agreeably to Plans, Elevations, Sections and Specifications to be seen at William Deane Butler's, Esq., Architect, No.73 Stephen's Green South, each day, from Ten till Four o'Clock, up to 19<sup>th</sup> instant, which will be the last for receiving the Tenders, which are to be sent sealed and directed to the Secretary of the Dublin and Drogheda Railway Company, Marlborough Street. Security will be required for the performance of the Contract.

Dated 10<sup>th</sup> September 1844.



**This is the drawing for a proposed station building in the late 1880s. It was never built. The present station was built in 1903 to a design by W.H.Mills, the Great Northern Railway's engineer from the 1870's to 1911**

## PASSENGER TRAIN DERAILED AT MALAHIDE.

## TRAFFIC INTERRUPTED.

Last night the passenger train which left Belfast for Dublin at twenty minutes past five o'clock, and which was due to arrive at Amiens Street station at nine o'clock, met with an accident about a mile at the other side of Malahide Station. It appears that at this place the company's men have been engaged in carrying out repairs to the line, and all trains, for some days past, proceeded at a very cautious pace over this portion of their permanent way. The train last night, on approaching Malahide, slowed down very considerably, but notwithstanding this fact more than half the carriages left the rails, and were dragged for a short distance over the sleepers. There were a considerable number of passengers on the train, but there was little or no excitement when the accident occurred. As the train came to a standstill the people in the carriages quickly but quietly got out, and, having learned the cause of the mishap, most of them gathered up their luggage and proceeded on foot to Malahide station. The engine and three carriages immediately behind it kept on the metals, and the people who had been travelling in them on being assured that there was no danger resumed of their seats and waited until such time as a fresh start could be made. Meantime all the available officials hurried to the scene of the catastrophe to render assistance. Word was wired to Amiens Street station informing the officials there of what had occurred, and about 15 minutes after 10 o'clock a passenger train from Dublin reached the scene. Prior to that a heavily laden goods train from Dublin arrived at Malahide, but on finding the line was blocked it backed into a siding. When the engine and the three carriages of the injured train came into Malahide Station all the passengers who had left the derailed carriages and were waiting on the platform, crowded into them and about 10:20 a start was made for Dublin which was reached about 10.35. No one, so far as could be ascertained, sustained injuries.

***Freeman's Journal, 17 October, 1903***

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During the storm on the 27th two large pinnacles of the Catholic Church (a new edifice) were torn away and thrown to the ground. Almost every house in this comparatively sheltered village has suffered more or less from the hurricane. Windows were blown in and roofs and chimneys carried away in every direction. A large number of trees in Lord Talbot's demesne were down. There were no injuries.

The Times (of London), Wed. 29 Dec., 1852.

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When these letters came away, the report in Dublin was, that the insurgents, to the number of 5000, had processed themselves of Kildare. That the country around Malahide was also in possession of the rebels and a company of the Fermanagh Militia quartered in the town, had sent an express to the capital for reinforcements to come to their assistance.

***The Times*** Tuesday, Oct 14, 1817; This date is incorrect – more likely a date in 1798

## LADY MAYORESS AND THE CHILDREN OF THE POOR

Yesterday what may be regarded as a laudable feature of the hospitalities of the Mansion House was carried out with immense success in every form short of the fact that the weather was unpropitious. The benevolent idea occurred to the Lady Mayoress to invite the children of the two unions – North and South Dublin – to an excursion, or picnic, in the country, and the idea eminently commended itself to the Lord Mayor, who firmly believes that if "the King can do no wrong", the Lady Mayoress can only do what is right. However, invitations were sent by the Lady Mayoress to the guardians of the two unions asking them to permit the children of the two workhouses to participate in an excursion to and from Malahide, the Lady Mayoress kindly undertaking to bear all the expenses from the moment the children and those in whose charge they were placed left their respective domiciles in James' Street and North Brunswick Street until they returned. The guardians of both unions not only accepted the invitations on the part of the children, but passed votes of thanks to Lady Pile. And thus the hospitalities of the Mansion House were dispensed in Malahide, and in a form which commend itself to all who sympathise with the poor. Yesterday morning 360 children from the North Dublin Union, and 300 from the South Dublin Union, left these establishments and proceeded in tram cars en route for Amiens street Terminus. These from the South Dublin Union were accompanied by the Master (Mr. Fraser], Matron, teachers, and by the following lady guardians—Mrs. Browne, Mrs. Dodd, Mrs. Kelly, Miss Clinch and Miss O'Connor; and these from the North were in charge of the Master (Mr. Dooly), and of the Sisters of the Society of St. Vincent de Paul in charge of the institution at Cabra. The latter were accompanied by the following lady guardians—Mrs Egan, Mrs Gogarty Miss. Rathborne, Miss Weldrick and Miss O'Reilly. Including the Band of the Artane Industrial School, the party numbered about 750 persons. The children, young, happy-looking, respectably dressed in accordance with the spirit of beneficent regime exercised by the guardians were delighted at the prospect before them of enjoying an excellent day on the coast. They quickly filled the special trains which started from Amien street terminus at 11 o'clock, and half an hour later they were on the strand at Malahide. But the fair morning changed, rain came down, and the children and those in charge of them were obliged to seek what they quickly found the hospitable shelter of marquees within Lord Talbot de Malahide's fine demesne. These marquees were used in connection the recent bazaar at Malahide, and the hon. secretaries of the committee Messrs. Parkinson and Cleary, welcomed the party to the use of them. The children soon seated themselves, and appeared as happy as possible enjoying their luncheon, which consisted of beef and ham sandwiches, home-made lemonade, fruit of various kinds, and subsequently parcels of sweets and tea. Meantime the Artane band performed a selection of music and "The White Coon" banjo team largely contributed to their entertainment. The Lord Mayor and Lady Mayoress did not spare themselves, but in every way looked after the comfort and entertainment of the children. They were ably aided by Mr Fred Allen, the Lord Mayor's secretary. Amongst those present in addition to those previously mentioned were – Miss Pile, the Masters Pile, Miss Egan, the Masters Gogarty, Mr Dodd, Mr Allen, jun. In the afternoon the Lord Mayor and Lady Mayoress entertained the ladies and gentlemen of the party to luncheon, which was served in excellent style in the Grand Hotel, Malahide. When the rain passed away the boys engaged in athletics sports, including the tug-of-war. In a match between senior boys of both unions those of the North won, and in a match between the junior lads those of the South won. The whole party returned to town by special trains, which left Malahide at 6 o'clock and on arriving at the Amiens Street terminus cheers for called for the Lord Mayor and the Lady Mayoress, and were heartily given by the children. The Lord Mayor and Lady Mayoress bowed their acknowledgements, and with the other members of their family entered their carriage and drove to the Mansion House.

*The Irish Times, 22 August 1900*

**Editor's note: The residence, Tir na Nog on Church Road and currently for sale, was an orphanage according to the 1901 and 1911 census returns.**

**Declaration: Declaration by John Jameson**

I, Thomas Coleman of Portmarnock in the County of Dublin,  
**do Solemnly and Sincerely DECLARE** that I have resided on the lands of **Portmarnock** in the said County of Dublin as tenant to **John Jameson, Esquire**, who holds (?) said lands under the Right Honourable Lord Trimelston, who is the Owner in fee of the said lands, which form a part of the **Turvey or Kingsland Estate**, for seventy years and upwards, and that I am well acquainted with that part of the Sea Coast running along the said lands, commonly called the Velvet Strand, extending from Portmarnock Point to the Ferney Gutter,

That from time to time several vessels have been wrecked upon the said Strand and that the period aforesaid I never heard of any person or persons making or putting forward any claim or claims to be entitled to the wrecks or waifs thrown thereon as **Lord of the Manor** or otherwise whatsoever.-----

his  
 Thomas    **X**    Coleman  
 mark

And I make this solemn Declaration conscientiously believing the same to be true, and by Virtue of the Provisions an Act made in the Sixth Year of the Reign of His late Majesty, (5 and 6, Wm IV, 62), entitled “An Act to Repeal an Act of the present session of Parliament entitled “An Act for the More effectual abolition of Oaths and Affirmations, taken and made in various Departments of the State and to substitute Declarations in lieu thereof, and for the more entire suppression of voluntary and extra judicial Oaths and Affidavits, and to make other Provisions for the abolition of unnecessary Oaths,

Declared before me this 10<sup>th</sup> Day of December, 1867,

at Portmarnock,

John Jameson

**Sale of Ship 'Bryan' Rigging & Contents, etc. 1811.**

**Freemans Journal, Thursday, February 21, 1811**

The Ship, Bryan, with her Standing and Running Rigging; Anchors, Cables, Sails, Materials, Stores, Boats, etc., and her Cargo.

**TO BE SOLD BY AUCTION,**

At Portmarnock, for account of the Underwriters,

On Thursday, 21st of February, 1811, at One o'clock,

The Hull of the Ship, Bryan, with her Main and Mizzen Masts, and Standing Rigging, 3 Cables and 3 Anchors, 4 Boats, a number of Spars, a Parcel of Water Casks.

And on Friday, 22d Inst. at One o'Clock, at Mr. Michael Kehoe' Stores, Sir John's Quay, the Sales, Running Rigging, and sundry Stores, together with the Cargo of said Vessel, consisting of 6 Casks Hams, 20 Boxes Candles, 6 ditto Soap, 41 Firkins Butter, 50 Half Barrels Pork, 20 do. Beef, 20 do. Firkins Tongues, 14 Tierces Beef, 4 ? Glass, 40 crates of Earthen-Ware, 9 Boxes Linen assorted. - The above Articles will be worthy of attention, being assorted for the West-India market, and having received very little damage.

**THOME & GRAYDON, Brokers.**

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Bankruptcy Sale, Portmarnock, 1814

Freeman's Journal, Wednesday July 06, 1814.

8th of July, 1814, at the hour of Three o'Clock, in the Royal Exchange Coffee Room, all the Bankrupt's interest in and to the Mill of Portmarnock, together with the Mill-pond, Mill-streams and Water-courses thereunto belonging, and the Cabin and Piece of Ground at the here thereof, containing one Acre or thereabouts, situate in the Barony of Coolock and County of Dublin, held for the unexpired term of 18 years, from the 25th of December last, at the small yearly rent of 12 guineas. Said Bankrupt has expended upwards of 1000 pounds in valuable and lasting improvements on said Premises.

Said Mill and Premises are under mortgage to Patrick Maher, Esq. subject to a proviso or condition of redemption contained in said deeds.

For title, etc. apply to
Mathew Barrington, Esq. No. 13 Fitzwilliam-street, Agent to the mortgagee or
Jos. Abbott, Esq. Capel-street, Agent to the Commission or
W. Bennett, Broker, Royal Exchange
Where a statement of the title is posted.

Nathaniel Trumbull of Beechwood now Malahide Golf Club

The Trumbulls appear to have arrived in Dublin about the mid 1600s. There were many weavers in the family but they also increasingly became involved in the business life of the city. One became the City Sword-Bearer and in this role dealt with various merchants, receiving both a salary and commission. By the time Nathaniel (1749-1821) took over the business it was a large firm trading internationally. He kept vast quantities of papers at Beechwood. Following the death of the last Mrs Trumbull the property was purchased by W.J. McHenry, who later had over 20,000 items of Trumbull business, land and personal records catalogued by Kennys of Galway prior to sale by auction. Regrettably, the entire collection was acquired by New York Public Library where they may be consulted by prior arrangement. A sad loss for Irish researchers.

The following letter from a correspondent in Riga in present day Latvia keeping Trumbull apprised of the markets in that city gives some idea of the breadth of Nathaniel's trading. The letter has been edited down.



**Beechwood before it was
demolished to make way for golf.**

RIGA, the 18th of June 1818.*Mr. Nathaniel Trumbull**Dublin**Sir*

We avail ourselves of this opportunity by shipping, to wait upon you with a statement of the latest occurrences in our market & shall be happy if you find encouraged to favor us with your commands for our produce or with consignments for Sale, which we beg to assure you shall be attended to with the greatest attention. — FLAX has for some time past been without demand, the present high prices preventing its exportation to great Britain, where they are comparatively so much lower; but as the stock of it, is by no means considerable & mostly in firm hands, the holders have found means hitherto to support the old prices; from a few individuals in immediate want of money, HEMP, which with a few short intervals of a relaxing demand has maintained its price throughout the Season, seems at present less sought & it is now the general opinion, that a reduction of prices will shortly take place, particularly as soon as the Hemp barks arrive at St. Petersburg, which must depress the exorbitant prices paid there for this produce at this moment.....TALLOW the quantity on the Market is small & whilst it was in some demand, the holders were extravagant in their prices.ASHES dull & prices nominal. - BEES' WAX as always, can only be obtained in small quantities & the most trifling demand does not fail instantly to raise the price. — IRON is an article of little importance on this- market, & therefore the stock is generally inconsiderable, we note the prices last paid for small quantities shipped as ballast. — SEED has been without variation for a long time WHEAT dull in consequence of the recent accounts from other markets, but none of the Corn dealers, (with the exception of a few, who are in absolute want of ready cash) will sell, under the prices we note. — RYE was in request since the beginning of last week 7 the price has experienced a considerable rise. — BARLEY which within the last Month had fallen nearly 10 pct. seems now at a stand & a demand reappearing would we imagine occasion an advance. — OATS were latterly without demand, which induced a few needy holders to offer out light grain. The late more favorable accounts however from the London & Leith markets have again revived, the demand for this article & there are now purchasers of good Oats In Imports COFFEE: has been & still continues in request, SUGARS very dull — RICE rather more easily run off, the sale of PEPPER confined, the importation of SALT has not been large & there are buyers at our quotations.— HERRINGS are in demand & scarcely any arrived yet. — Although 648 Vessels have arrived here this year, it is nevertheless impossible to obtain lackage for any other article but grain With reference to the annexed Prices Current & List of Exports

We remain very respectfully

*Sir**Your most obedient Servants*

Two Remarkable Survivors

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The gaff rigged keelboat *Eithne* built 1893, probably by Jack Wellington down by The Green, being tested for stability whilst moored in Malahide Estuary about late 1970's by "Dickie" Rafferty. The yacht *Eithne* was owned for a few years by Don Sharkey. She was recently extensively restored. Her keel contained 1 ton of lead.

Eithne, now 125 years old, designed by Mr Boyd, and widely regarded as the progenitor and inspiration for his Howth 17 design, being similar in hull waterline and size. *Eithne* had but one sister, *Marguerite* also a Boyd design, built in 1895 by Jack Wellington in Malahide .

The Howth 17's were designed in 1897 by Howth lawyer, and founding Commodore of Howth YC, Mr. Herbert Boyd. He was known as Herbert Boyd until he became Sir Walter Boyd on the death of his father, the famous Judge Boyd (mentioned in Joyce's *Ulysses*) who had been the first Baronet. He was also an amateur naval architect who had shown a flair for yacht design, so the Club members asked him to design a suitable boat for Howth waters. By autumn end of 1887 Mr. Boyd put before them a design for a 17' waterline keelboat, 22'6" overall length and a 6' beam. Complete with a gaff sloop rig, short bowsprit and topsail, she would set 305 sq feet of sail and with a fine sheer, she looked a proper little yacht. The members were happy with the design and the first five boats were built by John Hilditch of Carrickfergus in Belfast Lough. They each cost just under £90 all found. Two years later Mr J Clancy of Kingstown (now known as Dun Laoghaire) built another three boats. The Dublin Bay Sailing Club were provided with the Howth 17 drawings so they went ahead and had another 5 boats built by Mr J Kelly of Portrush and launched in 1906. Around late July 1906 all thirteen boats raced together for the first time. During the next six years four more boats were built to bring the family total to seventeen boats.

The Howth 17's are widely regarded as the oldest, actively-sailed fleet of one-design gaff topsail keelboats, still using their original rig.



This photograph, taken in 1936, shows the *Marguerite* with the then owner Mrs Hilda Park (nee Jameson of Seamount) at the helm with her son Mungo crewing.

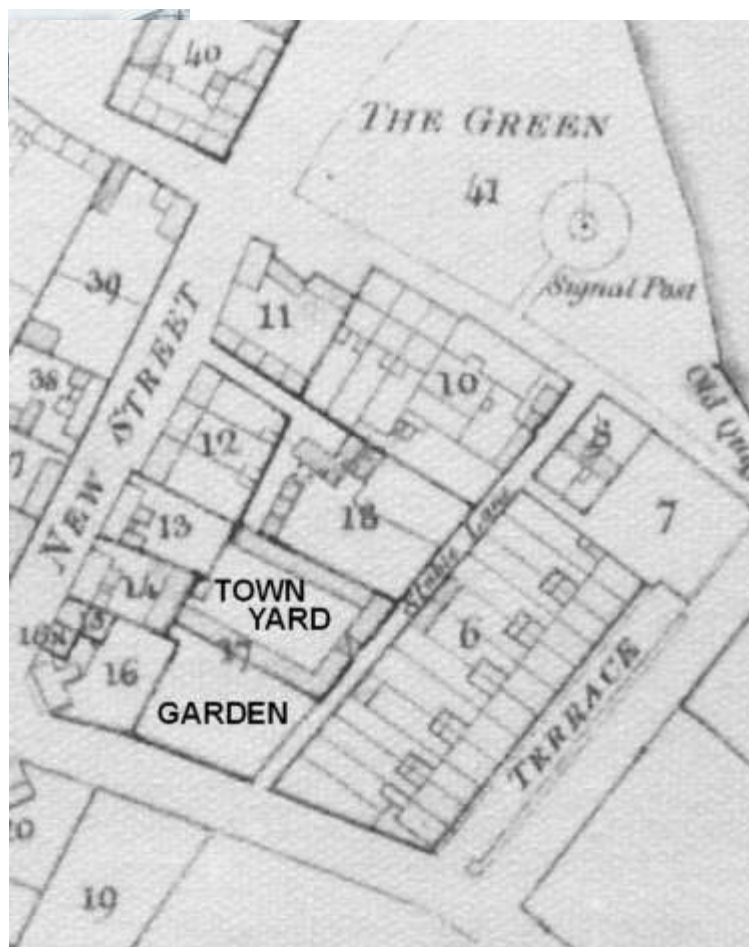
The boat was discovered in a Wicklow farmyard in the 1980's and subsequently lovingly and expertly restored. She is currently undergoing another major restoration by local boat builder Larry Archer.

Townyard Lane

Formerly Stable Lane

Most of the the shopping centre car park was the town depot or yard of the Malahide Estate which was the landlord of much of the village. Ladders, slates and other tools and materials were kept here to be easily accessible when property repairs were needed. It was also a livery stable - a stable where horse owners paid a weekly or monthly fee to keep their horses and where fodder was held for sale. The stage coach that plied between the Grand Hotel and the Gresham Hotel probably exchanged horses here. Private travel was either on horseback or in a light carriage and those owners who did not have mews behind their houses could stable their horse here. The high wall on the right as you enter the centre car park is part of the original boundary wall.

Mr. Dillon, Lord Talbot's agent lived in Nos. 1 and 2 St. James's Terrace (now the Garda Station) which, unlike the rest of the terrace, had an extensive garden that occupied both sides at the top of Townyard Lane. The lane only came into existence when St. James's Terrace was built by James Fagan in the late 1840s.



Above: Long's cycle shop at end of lane circa 1911.
Left: Stable Lane in 1851 shortly after James's Terrace was built.

Below: The lane circa 1990.



Do you remember these traders in Townyard

Lane and the shopping centre?

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NEEDLE 'N ANCHOR

Did you know that we now provide a personalist curtain service. We will call to your home to show you our large range of curtain materials. Curtains are professionally made.

We now have a very large range of knitting wools. A demonstration of Logi Islandic wools will take place on Saturday 13th December at advertised on radio.

You will be pleased to know that we now stock blankets, sheets, continental quilts etc. We have a lovely range of Sarah Kay, Superman, Paddington in pillow cases for children's Christmas presents. See our range of dolly mattress sheets and pillow cases.

As usual we have a very wide range of haberdashery - threads, buttons, needles etc.

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Looking for something special to wear
in leisure wear
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and evening wear/ visit

DAVID JAMES BOUTIQUE

St. James Mews
Malahide
Tel: 451523

Malahide News

Vol. 1, No.1 13th October 1979 Under the Auspices of the Malahide County Council. Published by Junior Chamber Malahide in Association with the Malahide Chamber of Commerce

These advertisements appeared in the first edition of *Malahide News* on October 13th, 1979.

In 1979 Junior Chamber (Esmond Reilly, Finbar Holland and others), the Chamber of Commerce (Rory McDevitt) and Malahide Community Council (Nora Owen and John Cleary) saw the need for a local newspaper to cover all aspects of life in Malahide. It would create community awareness and report on the activities of the many clubs, associations and societies in the area. In jointly launching Malahide News they could hardly have realised that it would last for twelve years, produce 88 issues, and become an important record of the social and historical story of Malahide.

In 1981 the Community Council assumed overall responsibility for the publication and set up a sub-committee of highly committed and talented volunteers, including John and Phil Barry, Jim Duignan, Michael Howard, Tom Potts, Senan Keating, Tim Hickey and others.

Advertising by local firms was critically important to the paper, as it was free to the public. Deliveries to about 3,000 households were made each month in addition to supplies to local shops. Working to a tight schedule, all the latest news, sporting events, school activities, tidy towns, planning issues, festivals and more were given coverage. The professional photographs of John Barry enlivened most of the stories.

Christmas 1990 saw the final issue of Malahide News.

An initiative by Malahide Lions Club led to making digital versions of Malahide News. Through the enthusiastic support of the Fingal Local Study & Archive section of Fingal County Council all 1,164 pages of the 88 editions were scanned resulting in each edition being available in a single PDF file. The Lions Club gathered all these files and published them on a single DVD.

Copies of the DVD are available at the Historical Society's museum for the modest cost of €2.



New signage recently provided by Fingal Co. Co. for which we are very grateful.

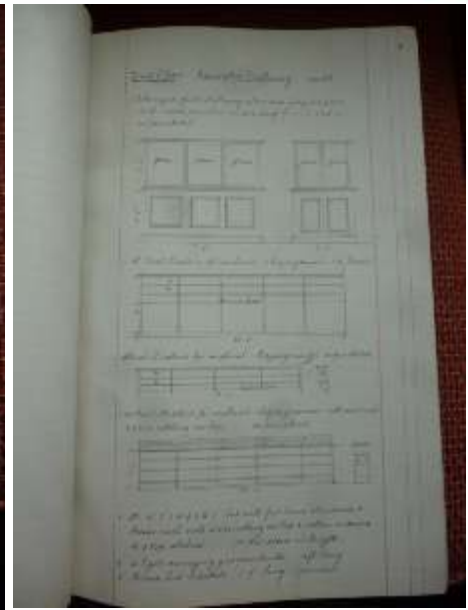
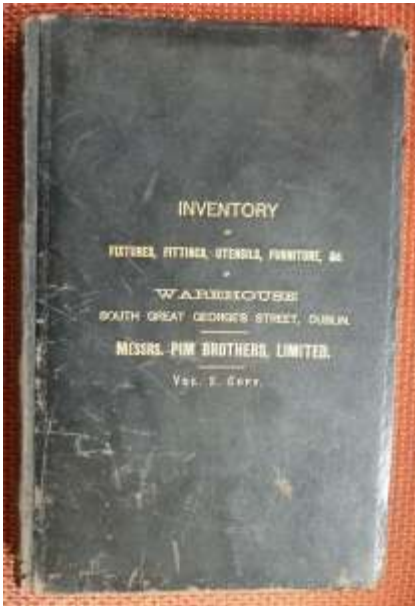


A member of the Council staff kindly carved and erected this attractive sign



These magnificent scale models were presented to the museum last years and draw much attention.

We are always pleased to consider donations of interesting items suitable for display.



This large leather-bound volume contains a detailed hand written and drawn inventory of the fittings and furniture in Pim's department store on Sth. Great Georges St., Dublin. It covers both the shop and the staff living accommodation and was prepared in 1898 for fire insurance purposes.



The above 3-D viewer was recently donated. Children are amused to learn that these were a popular form of entertainment and source of knowledge long before television was invented.

We made a successful grant application under the Fingal Communities Facilities Scheme for €1,000 to enable the purchase of this modern secure and led-lit showcase.