

THE JOURNEY

REMEMBERING IRELAND'S EXILED ÉMIGRÉS



WILLIAM GRAVES & SON
THE QUAY, NEW YORK

PASSENGERS' CONTRACT TICKET.

No. 10-45-100

Ship Detroit for New York on the 24th day of March 1849

Express that the Passengers named shall be provided with a State register, for each day of March 1849

No.	Name	Age	Sex	Profession
1	<u>Wm. W. Wilson</u>			
2				
3				
4				
5				
6				
7				
8				
9				
10				

Deposit £ 5.00
Subsidy £ 5.00
Total £ 10.00



THE JOURNEY

REMEMBERING IRELAND'S EXILED ÉMIGRÉS



An Arbour Hill Prison
Publication

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INTRODUCTION



At the beginning of 2015 the Irish Prison Service and Michael Blanche of the C.C.I.F.V, (the Committee for Commemoration of Irish Famine Victims) came together to undertake a project called Famine Travel Boxes.

Michael had been campaigning for a national day of remembrance for famine victims for many years. He finally saw his efforts come to fruition in 2015 when the Irish government announced the third Sunday in May to be National Famine Memorial Day.

The travel boxes were born from the idea that they perfectly symbolised emigrants and their travels to foreign shores to start new lives away from Ireland. They were given to women who went to Australia from workhouses all over the country.

Made locally, or in the workhouses themselves, there is only one original example known to be left in existence. It is on display in Hyde Park Barracks Museum in Sydney. Our boxes are interpretations of those originals.

Each box is individual. Each one tells its own unique story of a person, a workhouse, a ship, and the journey undertaken by a person displaced from their home by forces outside of their control.

The project will continue as long as we receive requests from interested museums, heritage centres etc. The only request we have is that the box is displayed in a public place where all can see it and the story it tells.

THE BEGINNING



The Great Famine (*an Gorta Mór* in Irish) or the Great Hunger was a period of mass starvation, disease, and emigration in Ireland between 1845 and 1849. During the famine, about one million people died and a million more emigrated from Ireland, causing the island's population to fall by between 20% and 25%.

In 1845 Irish tenant farm holdings were so small that no crop other than potatoes would suffice to feed a family. Shortly before the famine the British government reported that poverty was so widespread that one-third of all Irish small holdings could not support their families after paying their rent, except by earnings of seasonal migrant labour in England and Scotland.

The 1841 census showed a population of just over eight million. Two-thirds of those depended on agriculture for their survival, but they rarely received a working wage. They had to work for their landlords in return for the patch of land they needed to grow enough food for their own families. This was the system which forced Ireland and its peasantry into monoculture, since only the potato could be grown in sufficient quantity.

In 1844, Irish newspapers carried reports concerning a disease which for two years had attacked the potato crops in America. A likely source was the eastern United States, where in 1843 and 1844 blight largely destroyed the potato crops. Ships from Baltimore, Philadelphia, or New York City could have brought diseased potatoes to European ports. Once introduced, it spread rapidly. By mid-August 1845, it had reached much of northern and central Europe; Belgium, The Netherlands, northern France, and southern England had all been stricken.



These reports were extensively covered in Irish newspapers. On 11 September 1845, the *Freeman's Journal* reported on "the appearance of what is being called 'cholera' in potatoes in Ireland, especially in the north". On 13 September, *The Gardeners' Chronicle* announced: "We stop the Press with very great regret to announce that the potato blight has unequivocally declared itself in Ireland."



An Irish family during the famine surrounded by their meagre possessions

Crop loss in 1845 has been estimated at anywhere from one third to as high as one half of cultivated acreage. The Mansion House Committee in Dublin, to which hundreds of letters were directed from all over Ireland, claimed on 19 November 1845 to have ascertained beyond the shadow of doubt that "*considerably more than one-third of the entire of the potato crop ... has been already destroyed*".

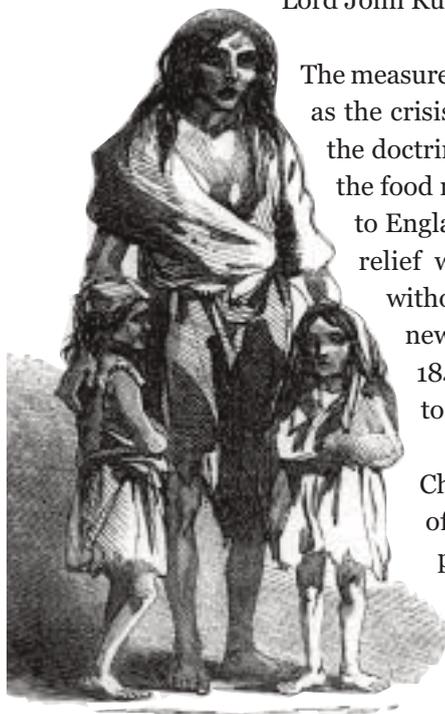
In 1846, three-quarters of the harvest was lost to blight. By December, a third of a million destitute people were employed in public works. According to Cormac Ó Gráda, the first attack of potato blight caused considerable hardship in rural Ireland, from the autumn of 1846, when the first deaths from starvation were recorded. Seed potatoes were scarce in 1847. Little had been sown, so, despite average yields, hunger continued. 1848 yields would be only two-thirds of normal. Since over three million Irish people were totally dependent on potatoes for food, hunger and famine were inevitable

EVICTION, EMMIGRATION & THE EARL GREY SCHEME



In October 1845, British Prime Minister Sir Robert Peel moved to repeal the Corn Laws—tariffs on grain which kept the price of bread artificially high—but the issue split his party and he had insufficient support from his own colleagues to push the measure through. He resigned the premiership in December, but the opposition was unable to form a government and he was re-appointed. In March, Peel set up a programme of public works in Ireland, but the famine situation worsened during 1846, and the repeal of the Corn Laws in that year did little to help the starving Irish. The measure split the Conservative Party, leading to the fall of Peel's ministry.

On 25 June, the second reading of the government's Irish Coercion Bill was defeated by 73 votes in the House of Commons by a combination of Whigs, Radicals, Irish Repealers and protectionist Conservatives. Peel was forced to resign as prime minister on 29 June, and the Whig leader, Lord John Russell, assumed the seals of office.



The measures undertaken by Russell, proved comparatively inadequate as the crisis deepened. The new Whig administration, influenced by the doctrine of *laissez-faire*, believed that the market would provide the food needed, and they refused to intervene against food exports to England. They then halted the previous government's food and relief works, leaving many hundreds of thousands of people without work, money, or food. Russell's ministry introduced a new programme of public works that by the end of December 1846 employed some half million Irish and proved impossible to administer.

Charles Trevelyan, who was in charge of the administration of government relief, limited the Government's food aid programme because of a firm belief in *laissez-faire*. He thought that "*..the judgement of God sent the calamity to teach the Irish a lesson*".

The Public Works were "strictly ordered" to be unproductive—that is, they would create no fund to repay their own expenses. Many hundreds of thousands of "feeble and starving men", according to Mitchel, were kept digging holes and breaking up roads, which was doing no service.

In January 1847, the government abandoned this policy, realising it had failed, and turned to a mixture of "indoor" and "outdoor" direct relief. The former administered in workhouses through the Irish Poor Laws, the latter through soup kitchens. The costs of the Poor Law fell primarily on the local landlords, some of whom in turn attempted to reduce their liability by evicting their tenants.

West Clare was one of the worst areas for evictions, where landlords turned thousands of families out and demolished their derisory cabins. In April 1848 it was estimated that 1,000 houses, with an average of six people to each, had been levelled since November 1847. The Mahon family of Strokestown House evicted 3,000 people in 1847, and were still able to dine on lobster soup.

After Clare, the worst area for evictions was County Mayo, accounting for 10% of all evictions between 1849 and 1854. The Earl of Lucan, who owned over 60,000 acres, was among the worst evicting landlords. He was quoted as saying that "*he would not breed paupers to pay priests*". Having turned out over 2,000 tenants in the parish of Ballinrobe alone, he then used the cleared land as grazing farms.



www.alamy.com - U3078M
A forced eviction

In 1848, the Marquis of Sligo owed £1,650 to Westport Union; he was also an evicting landlord, though he claimed to be selective, saying that he was only getting rid of the idle and dishonest. Altogether, he cleared about 25% of his tenants.

THE EARL GREY SCHEME

The Irish Orphan Scheme (also known as the Earl Grey Orphan scheme after the Colonial Secretary who enacted it), had two main aims:

To reduce overcrowding in the Irish workhouses through an assisted emigration scheme, and to send female immigrants to settle in Australia, where there was a huge shortage of women settlers.

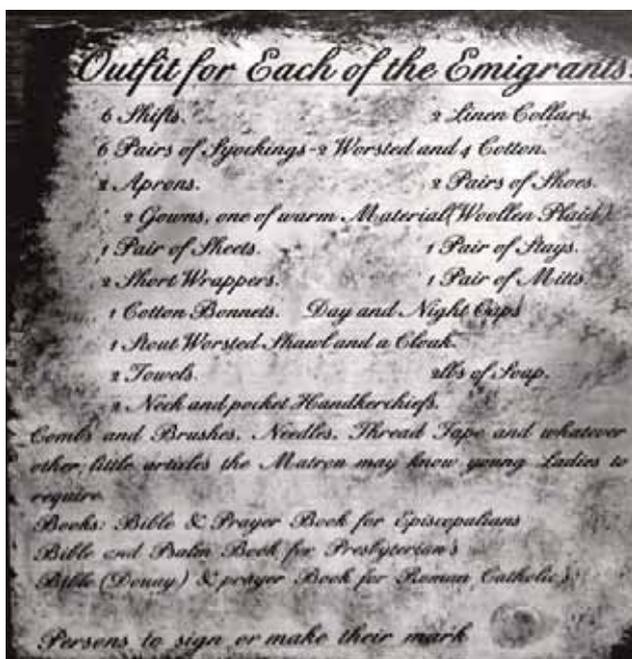
The Board of Guardians in every Union was to put forward the names of suitable girls, aged between 14 and 18 years of age. The girls did not necessarily have to be orphans, but for whatever reason were no longer living with their families. They were to be of good character, unmarried and with no children. Although the young women recruited for the scheme didn't require a trade, they were expected to work as domestic servants on arrival in Australia, until they reached an age to marry and met a suitor.

In May 1848 the Poor Law Commissioners sent in a list of 2,052 young women whose names were proposed for the Irish Orphan Scheme, to the Emigration Commissioners. The young women chosen in the Unions had to undergo an inspection by an officer of the Emigration Commissioners based in Dublin. Once the girls were chosen they were supplied with an outfit at the cost of the Union of £4 to £5.



The Third Earl Grey

The Union also had to pay for the cost of the steamer trip to transport the young women from Ireland to Plymouth on the south west coast of England. In Plymouth the girls underwent one final inspection, to ensure they were fit to travel. If passed, they were assembled in a dormitory until there was a sufficient number of them to board ship for the three month voyage from Plymouth to Australia.



List of items given to the girls

Conditions on board ship were regarded by contemporaries as being considerably better than those experienced by the vast majority of steerage passengers who emigrated via private shipping lines.

The food served on board ship included a "daily ration of a half-pound of beef, pork or preserved meat for each individual, as well as bread, sugar, tea, coffee and other items".

However, it wasn't without its controversy. Some of the young women who availed of this scheme were found to have travelled under an assumed name, were older or younger than the prescribed age or had been married and travelled to Australia to escape their husbands.

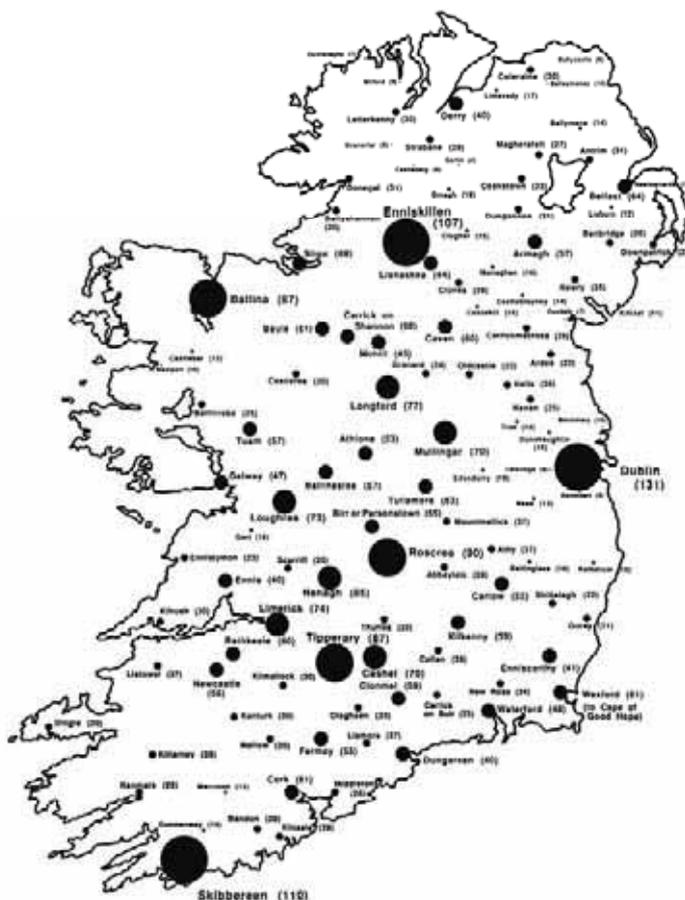
The scheme also attracted some severe criticism for the conditions endured by some of the young women on the voyage or upon their arrival in Australia. For example, on board the ship the *Earl Grey*, the 1st and 2nd mates were said to have “paid improper personal attentions” to some of the Irish orphan girls, and the cook was said to have “taken liberties” with some of them.

On board the *James Gibb*, the officers and seamen were reported to have been guilty of similar conduct. It was also stated that six of the females who went out in the ship *Manchester* to Port Philip were hired by notorious brothel keepers the moment they arrived .

The first ship in the Irish Orphan Scheme sailed on 4th June 1848, when the *Earl Grey* sailed with 185 girls from Plymouth to Sydney. The last boat sailed from Plymouth in April 1850.

THE ORPHAN'S ORIGINS

The map below, taken from ‘*Barefoot and Pregnant*’, shows the locations, and the numbers of orphans from those locations, who travelled to Australia as part of the Irish Orphan Scheme from 1848 to 1850.



MARGARET HURLEY

Her story, and her legacy



Margaret Hurley was born in Gort Co. Galway in 1833 to Thomas and Mary Hurley. In 1850, aged just 17, she travelled alone to Sydney aboard the Thomas Arbuthnot, having left the workhouse in Gort, and her mother behind. She had an uncle, Thomas Welsh living in Australia.

She was employed as a house servant by a WH Broughton at 'Broughtonsworth', Burrowa, for £7-8 a year.

Two years later, on 7th February 1852, she married Joseph Patterson, who also worked at Broughtonsworth. Joseph was originally from Edenderry, and had travelled to Australia in 1838.



They went on to have seven children. Two of their children, both sons, returned to Ireland when they were older. One of them took over the running of the Patterson Funeral business in Edenderry.

Margaret died near Parkes on 5th September 1922 aged 90 years.

Margaret's Travel Box is the only box known to have survived to the present day. It is on display in the Hyde Park Barracks Museum in Sydney after been given on loan by Rose Marie Perry, a direct descendant of Margaret.



Margaret's original travel box from 1850



Beth Turner, Claire Miller, Elizabeth Miller, Rose Marie Perry (owner of Margaret Hurley's original travel box), Rosaleen Sullivan, Bridget Howarth

ÁRAS AN UACHTARÁIN

President Higgins and the Earl Grey Scheme Box



Pictured L to R:

President Michael D. Higgins, A.C.O. Mark O'Brien - Irish Prison Service, Michael Blanche C.C.I.F.V

In January 2017 we were honoured to be able to present one of our travel boxes to President Michael D. Higgins in Áras an Uachtaráin. This represented a remarkable achievement for both the Travel Box project itself, and for all the people involved. To have the work carried out by the C.C.I.F.V. and the Irish Prison Service on this project recognised by the highest office in Ireland, is a source of great pride for all of us.

‘MNÁ NA hÉIREANN’ BOX

The box presented to President Higgins, entitled *Mná na hÉireann*, depicted the plight of the women and girls who took part in the Earl Grey Scheme between 1848 and 1850.



THE UNITED NATIONS

...and the Mini Travel Box



As we have seen emigration from Ireland was' only means of survival for many people at the time of the Famine, and its immediate aftermath. Thousands of people undertook journeys far and wide to build new lives for themselves and their families. Some of those who left Ireland's shores didn't survive the trip, due to physical infirmity and the general conditions aboard the ships. However, those who survived usually went on to prosper in their new adopted countries. The United States as well as Australia and Canada attracted thousands of Irish people in their search for new and better lives. Those who emigrated there sought work, and integrated into society as best they could. As a result of this integration, some 40 million Americans identify as being Irish today.

As recognition of the close ties between the US and Ireland, and the tragic circumstances that precipitated the influx of Irish people into the then young and prosperous nation, a memorial to Irish famine victims was unveiled in New York. The memorial depicts a crowded ship with people disembarking at their new home.



The New York Famine Memorial

As part of the Irish Famine Commemoration in New York, a mini famine box was commissioned by the United Nations to form part of their exhibition that depicts the story of the famine.

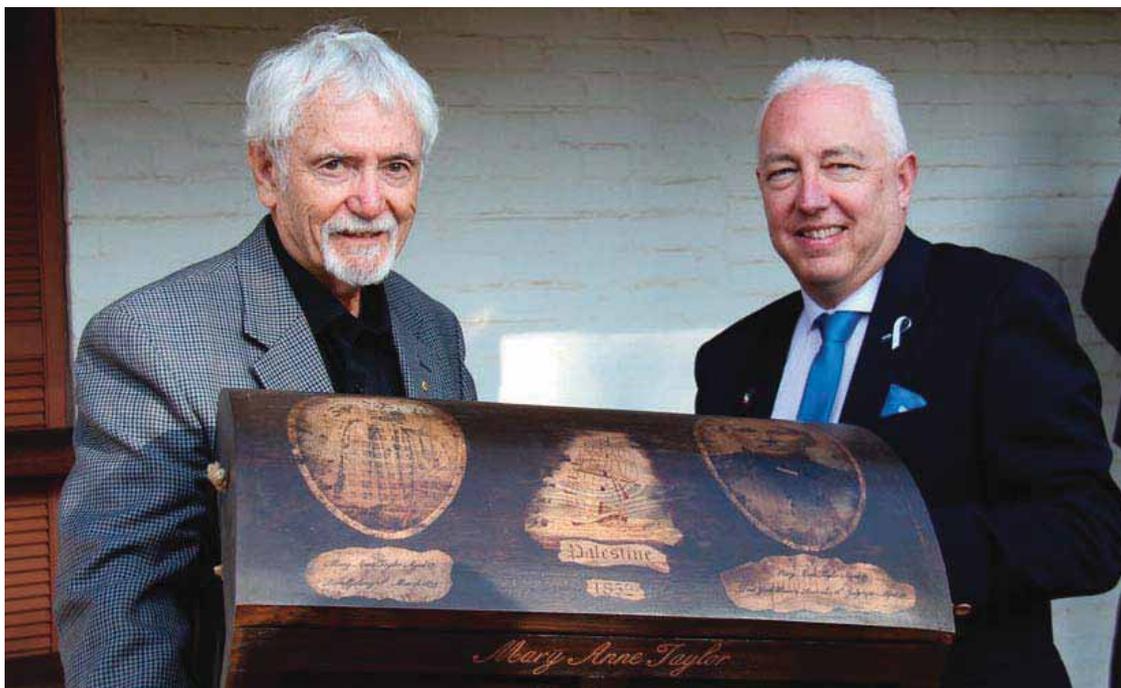


ACO Mark O'Brien presents the mini Travel Box to Tim Mowe, Deputy Ambassador to the UN, September 2016

The Irish Prison Service and the C.C.I.F.V. were honoured to be able to work with the wonderful people in the United Nations, and to be a part of this commemoration in some small, but significant way.

MARY ANN TAYLOR'S STORY

Researched by her great-grandson
Bill Marwick of York, Australia



Bill Marwick - left - Mary Ann Taylor's great-grandson being presented with her Travel Box in May 2016,
by ACO Mark O'Brien of the Irish Prison Service

Mary Ann Taylor (who also features on the cover of this publication) was born in 1835 in Castleblakney, close to Ballinasloe Co. Galway. Her parents Martin and Dorothy, farmed a small plot of land on "The Course" at Castleblakney, according to an 1834 title document. However both Martin and Dorothy perished during the famine and Mary Ann ended up at the workhouse in Ballinasloe run by the Mountbellew Poor Law Union.

In 1852 the Union was preparing to send 30 female inmates to Van Diemen's Land on the ship "Travencore." Documents show that the girls from Mountbellew were not aboard. It is thought the numbers may not have been in place in time to travel on that occasion. So alternate arrangements were put in place for the 30 candidates to travel to Western Australia aboard the "Palestine."

Initially Mary Ann was not one of the original 30 selected to make the journey. She was selected as an alternate after four of the original girls were deemed medically unfit to undertake such an arduous trip.

She arrived in Freemantle in Western Australia in May 1853 after 22 weeks at sea. There were 12 deaths during the voyage, which shows how torturous these Journeys could be. Finally on dry land, Mary Ann walked 60 miles to Toodyay to take up her employment.

In November 1853 she married 22 year old Henry Batty, a former convict. They had two children and lived in the Victoria Plains until Henry was jailed for stealing in 1859. Mary then met a man named Henry Beard, who despite having a wife and family back in England, showed little interest in bringing them to Australia. Henry and Mary Ann began a relationship, and had two children together. Beard was jailed for sheep stealing in 1864.

A family friend, William Marwick, offered to take care of Mary and her children until Beard was out of jail. He even tried to get Beard a retrial, but to no avail. William was a successful landowner and businessman. He was unmarried and a hard worker. He and Mary Ann began a de facto relationship and ultimately had six children. William and Mary Ann married on 25 January 1906. Mary Ann died in July 1926, leaving 55 grandchildren.

She is honoured in the Castleblakeney Heritage Centre where a life size figure of her is on display, and her life story is told.



Castleblakeney Heritage Centre, Co. Galway



Mary Ann's story on display in the heritage centre

THE DUNBRODY

New Ross Famine Ship



The original Dunbrody was built in 1845 in Quebec. She was commissioned along with 7 sister ships by 'William Graves & Son', a merchant family from New Ross, Co. Wexford. She was built by the expert shipwright Thomas Hamilton Oliver, an Irish emigrant from Co. Derry. The building of the ship took only six months and was supervised by her first master Captain John Baldwin, who captained her from 1845 to March 1848. Designed as a cargo vessel the Dunbrody's main cargos were timber from Canada, cotton from the southern states of the U.S.A. and guano from Peru.

When the famine hit, entrepreneurial merchants like the Graves' took the opportunity to fit out their cargo vessels with bunks to meet the extra demand. Between 1845 and 1851 the Dunbrody carried thousands of emigrants to North America. Lax regulation allowed a ship the size of the Dunbrody to carry anywhere from 160 passengers to over 300.

In 1847 she is recorded as carrying 313 passengers to Quebec. Many of her passengers were tenant farmers from the estates of Lord Fitzwilliam in Co. Wicklow, and Viscount de Vesci in Portlaoise.

WILLIAM GRAVES & SON
THE QUAY, NEW ROSS
PASSENGERS' CONTRACT TICKET.

If necessary one sending money due or in respect of any passage dues leaving the United Kingdom by sea shall in such a receipt, when sent with this ticket, and amount being all the duties thereon, and paying it with the same in full, will be liable to a Penalty not exceeding £10 for each such Passage.

Ship Dunbrody of 165 tons register burthen, to sail from New Ross for New York on the 18th day of March 1849

I engage that the Passes herein named shall be provided with a Steerage Passage to New York in the Ship Dunbrody with not less than 10 cubic feet for Luggage for each State adult, for the sum of £ 3.1.0 including Head Money, if any, at the place of landing, and every other charge; and I hereby acknowledge to have received the sum of £ 3.1.0 in payment.

NO.	NAME	AGE	SEX
1	Mary Whitty	20	F
2			
3			
4			
5			
6			
7			
8			
9			
10			

Water and Provisions, according to the enclosed scale, will be supplied by the Ship as required by law, and also fire, and suitable articles for smoking.

Bedding and vessels for eating and drinking must be provided by the Passengers.

Signature William Graves

To be paid at New Ross before the 18th March 1849 or Deposit forfeited

Deposited £ 3.1.0

Total £ 3.1.0

To William Graves

Only two classes of passengers were carried by the Dunbrody; cabin passengers, paying between £5 and £8; and steerage passengers, paying between £3 and £4. As the average farm labourer could expect to make little more than £1 per month, even a steerage ticket was beyond the means of many people. Cabin passengers had substantial food and services provided. Steerage passengers, though, largely had to fend for themselves.

Mary Whitty's steerage ticket from New Ross to New York on 18th March 1849 costing £3.1.0.

By 1847 the potato crop had failed for the third year in a row, and mass emigration was underway. Within the first open months of spring, 40 ships were waiting to disembark at the quarantine station at Grosse Ile in Quebec. With the facility utterly overwhelmed by the numbers arriving, many people were forced to wait for weeks before they could even leave their ships.

In May 1847 after finally disembarking his passengers, Captain Baldwin wrote to William Graves reporting the following:

“..the Dunbrody was detained in quarantine for five days because there were too many ships queuing in the St. Lawrence River. Doctor Douglas is nearly single-handed... everyday, dozens of corpses are thrown overboard from many ships... I have heard that some of them have no fresh water left and the passengers and crew have to drink the water from the river. God help them!”

Although the Dunbrody was detained at Grosse Ile on a number of occasions, her onboard mortality rate was very low. This was, without doubt due to her good and humane captains, Captain Baldwin and his successor Captain John W. Williams. On more than one occasion, emigrants writing back home praised their care and dedication to both crew and passengers. Thanks to a well-organised overseas mail service, the Captains were also able to remain in regular contact with William Graves.

The Graves Family continued to operate the Dunbrody until 1869, when she was sold to another company. In 1874, while en route to Quebec from Cardiff, her captain chose not to wait for a pilot to assist him in navigating the St. Lawrence. He paid for his impatience when she promptly ran aground. She was fortunate to be bought by a salvage company, who repaired and resold her.

Unfortunately, in 1875 she suffered a second and fatal grounding. Sailing for Liverpool with a cargo of timber worth £12,500, a fierce gale blew her off course and onto the shores of Labrador. While the exact details are not known, having run aground fully laden with a heavy timber cargo it is assumed that her aging hull was damaged beyond economical repair. She was abandoned, left to break up over time and rot away to nothing.



Mary Whitty's Travel Box on display at the Dunbrody Museum New Ross, Co. Wexford. Presented August 2017



Michael Blanche and ACO Mark O'Brien presenting the Mary Whitty box to Séan Connick of New Ross, Co. Wexford

KILKENNY WORKHOUSE

Remembering Kilkenny's orphans



Mary Slattery was born in 1832 in Kilkenny, to Thomas and Caroline Slattery. In 1849 she was in Kilkenny Workhouse, where according to the Minutes of Poor Law Guardians in December 1849, she was one of 20 girls selected to travel to Australia aboard the *Eliza Caroline*. On arrival she was employed by a Thomas Butler of Gippsland.

She later married William Weeks, a confectioner, dealer & labourer in Melbourne, on April 15, 1851. They lived in Sydney and East Kempsey and had 11 children together. Mary died 23 Jul 1890 of chronic bronchitis & rheumatic gout.



*Kilkenny Famine Experience Event organiser Marion Acreman,
Sue Nunn KCLR radio,
David Fitzgerald Catherleach Kilkenny County Council,
Deirdre Shine president Kilkenny Chamber of Commerce,
Australian Ambassador Richard Andrews,
British Ambassador Robin Barnett,
Kerry Tupper descendant of Mary Slattery and
Governor Liam Dowling, Arbour Hill Prison*



*The Kilkenny Famine Travel Box,
presented 7th November 2017*

MOUNTBELLEW WORKHOUSE

With national television coverage on RTÉ's
Nationwide programme



In the Mountbellew workhouse, three quarters of its inmate population were women. In 1852, 33 young women had been sent to Australia, on board the *Palestine*, which set sail from Plymouth on November 26 1852, and arrived in Western Australia on April 28, 1853 after five months at sea. The following year 50 girls were selected for Quebec and they sailed on the *Primrose* on September 6.

We were delighted to be featured with our Travel box on RTÉ's *Nationwide* programme which highlighted stories from the workhouse itself, and the Famine Travel Box Project.



The Mountbellew Workhouse Travel Box, presented May 2018



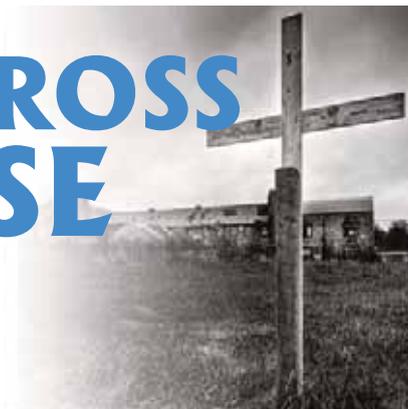
Mary Kennedy from RTÉ's Nationwide interviewing ACO Mark O'Brien



Kathleen Connolly, Paula Kennedy Geneologist, Michael Blanche, ACO Mark O'Brien, Bill Warwick, Australian Ambassador Richard Andrews, and Governor Liam Dowling

CARRICKMACROSS WORKHOUSE

Remembering Monaghan's affected



Of the 38 girls from Carrickmacross Workhouse who were transported to Australia, 24 sailed on *John Knox* to Sydney, and 14 sailed on *Roman Emperor* to Adelaide.

The *John Knox* departed Ireland on 19th December 1849 and arrived in Sydney on 29th April 1850.

The *Roman Emperor* departed Ireland on 15th July 1848 and arrived in Adelaide on 23rd October 1848.

The Carrickmacross Workhouse girls aboard the *John Knox*

Name	Age	Native Place	Parents
Catherine Byrne	18	Carrickmacross	Bernard and Catherine – both dead
Catherine Callaghan	17	Carrickmacross	Joseph, dead, and Rose, alive
Mary Fee	18	Carrickmacross	Henry, dead, and Ann, alive
Agnes Fox	14	Carrickmacross	Charles and Mary – both dead
Catherine Fox	16	Carrickmacross	Charles and Mary – both dead
Bridget Gollegly	17	Carrickmacross	Peter and Mary – both dead
Mary Hanratty	17	Carrickmacross	Brien and Nancy – both dead
Ann Lennon	16	Carrickmacross	Michael and Catherine – both dead
Elizabeth McDonnell	16	Carrickmacross	Thomas and Alice – both dead
Mary McGovern	17	Killanny	Owen and Catherine – both dead
Bridget McKeon	17	Carrickmacross	Patrick and Esther – both dead
Margaret Magee	15	Carrickmacross	George and Mary – both dead
Catherine Magee	17	Carrickmacross	George and Mary – both dead
Mary Power	15	Magheracloone	Patrick and Ann – both dead
Mary Sheanon	14	Carrickmacross	James and Ellen – both dead
Rose Sherry	17	Carrickmacross	Patrick and Catherine – both dead
Bridget Shoolan	17	Carrickmacross	Peter and Anne – both dead
Margaret White	17	Carrickmacross	Owen, dead, and Mary, alive
Ann Wheldon	16	Carrickmacross	Owen, dead, and Ann, alive

Shipping List records show the names of nineteen of the girls from Carrickmacross. Unfortunately, the names of the remaining five girls are unknown.



Governor Liam Dowling and ACO Mark O'Brien hand over the Carrickmacross Workhouse Box, October 2015



Michael Blanche, Minister Heather Humphries, Australian Ambassador Ruth Addler and ACO Mark O'Brien at an Ireland, Australia afternoon held in Carrickmacross Workhouse

JEANNIE JOHNSON

Famine Ship



DISTRICT OF BALTIMORE – PORT OF BALTIMORE

Outwards:

In the ship Jeanie Johnston of Tralee, British Built, Property all British about 408 Tons, with Seventeen Men, of which all are British Men, and James Attridge a British Man, Master for this present Voyage to Baltimore in the United States of America. That Ballast, with Ships Stores, as Victualling Bill, and 130 adult passengers and 5 infants under 12 months.

01	James Sullivan	Adult M	24	Nailer
02	James Bailey	Adult M	26	Mason
03	Catherine Bailey	Adult F	20	Wife
04	Pat Bailey	Child M	02	Child
05	John Bailey		6m	Infant
06	Catherine Sullivan	Adult F	26	Spinster
07	Michael Cahillane	Adult M	30	Labourer
08	John Lynch	Adult M	36	Farmer
09	Johanna Lynch	Adult F	30	Wife
10	John Lynch	Child M	02	Child
11	Johanna Lynch	Child F	3	Child
12	Pat Lynch	Child M	15m	Child
13	Pat Sullivan	Adult M	40	Farmer

I do hereby declare, That the Entry above-written now tendered and subscribed by me, is a just Report of the name of my ship, its burthen, build, property, number and country of mariners, the present master and voyage: And that it further contains a true account of my lading, with the particular marks, numbers, quantity, quality, and property of all the goods and merchandizes in my said ship, to the best of my knowledge and belief; and that I will not suffer to be relanded, in any part of Great Britain, any certificate goods which I have on board, nor take in any more goods for this present voyage, without duly entering and adding the same to this Report.

The first 13 names on the passenger list aboard the Jeannie Johnson voyage - Tralee to Baltimore MD - 9th March 1849

Signed and Declared the ninth day of March 1849.
Comptroller James Attridge

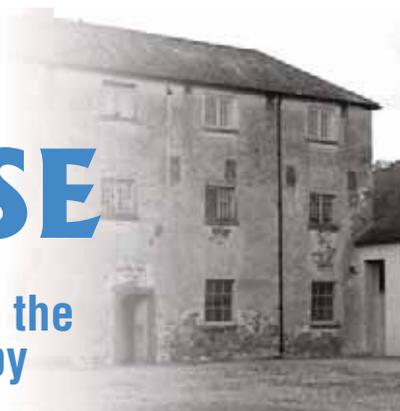


Governor Liam Dowling and ACO Mark O'Brien, and Michael Blanche present the Jeannie Johnson Box to members of her crew in Oct 2015



Jeannie Johnson at sea

LOUGHREA WORKHOUSE



Catherine Naughton travelled aboard the *Inchinnan*, and Mary aboard the *Digby*

Catherine Naughton was born in Tynagh, Co. Galway, in 1827. She travelled aboard the *Inchinnan* to Sydney in February 1849, aged 18. Her sister Mary, born in 1824, travelled aboard the *Digby*, also to Sydney in April 1849. Mary is recorded on the Digby Shipping Agents list as being 18 years old, despite her being 24 at the time.

Catherine worked as a nurse maid after her arrival, and married John Broderick, a labourer and farmer, in July 1852. They had eight children together: Mary, Annie, Bridget, Catherine, Margaret, John, Ellen and William.

Mary worked as a house servant after her arrival in Australia. She married William Archer, a boat maker, in January 1850. They had seven children: Charles, James, Mary Jane, William, Thomas, Louisa E, and Edward.

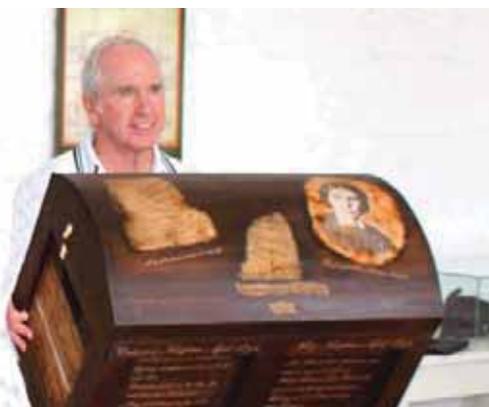
Catherine passed away on 22nd August 1901, aged 74, and is buried in Crookwell, New South Wales. Mary died 9th December 1909, aged 85, and is buried in Wagga Wagga, New South Wales.



Catherine Naughton, who along with her sister Mary, was featured on the box



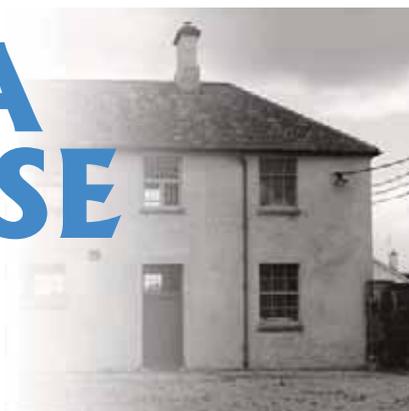
The front of the box depicting the story of the Naughton sisters transported to Australia in 1849



Michael Blanche presenting the Loughrea Famine Box in September 2016

PORTUMNA WORKHOUSE

Maria Maher travelled aboard the
Thomas Arbuthnot in 1849



*ACO Mark O'Brien presenting the Portumna
Workhouse Travel Box in September 2016*

Surname: Maher
First Name: Maria
Age on arrival: 14
Native Place: Portumna, Galway
Parents: James and Margaret (both dead)
Religion: Roman Catholic
Ship name: Thomas Arbuthnot (Sydney
18500
Workhouse : Galway, Loughrea (probably)
Other: shipping: house servant, reads &
writes, no relatives in colony; Empl. as
house servant by Mr E Porter, George St.,
Sydney £6-8, 3 years. Im. Cor. Apr 1852
Hyde Park Barracks; married William
Kennedy 1855 at Scots Church, Sydney (he
was younger son of Thomas Kennedy,
Superintendent of Works for Alexander
Berry); 12 children; lived Shoalhaven, later
Branxton & Toronto; became the first
teacher at Bomaderry Public School; died
1921; buried Nowra.



The Portumna Workhouse Travel Box



Michael Blanche and the Portumna Travel Box

BRIGID MULQUEEN

Travelled aboard the *Travancore* in 1853



Bridget Mulqueen was born in 1834 to John and Catherine Mulqueen of Askeaton, Co Limerick. She left Limerick for Australia in August 1852 aged 19 aboard the *Travancore*, and arrived in the Swan River Colony in January 1853.

On October 6th 1853, she married James John Hislop, who had arrived in the colony from Scotland aboard the *Pyrenees* in 1851. They were married at Picton and settled in Bunbury. They had 2 children together.

Bridget died aged 73 in April 1907. She was buried in Bunbury old Cemetery.



Brigid Mulqueen



ACO Mark O'Brien with the Brigid Mulqueen Box, April 2017



Descendants of Brigid Mulqueen, Paschal Kearney and Lorraine Carlson, of Bunbury, Western Australia with the Travel Box at the Bunbury Irish Museum, where it is now on display

ELIZABETH CARBURY

Travelled aboard the Palestine in 1853



Elizabeth Carbury was born in 1832 to Michael and Sara Carbury. She left Ireland in December 1852 and arrived in Australia on the 28th April 1853.

In 1855 she married James Maguire, son of James and Ann Maguire of Dardanup, who had arrived in Australia aboard the Trusty in 1842. They married at St Johns Pro Cathedral in Perth. They had nine children: John, Thomas, Mary Jane(O'Neill), Sarah(Hedley), Jim, Michael, Annie(Stokes), Elizabeth(Rodgers) and Michael.

Elizabeth Carbury Maguire died 24th November 1886 aged 56. She is buried with family in the Pioneer Cemetery in Dardanup.



Elizabeth Carbury



Fred Rea of the WAIFC and Danny Harris, descendant of Elizabeth Carbury, Dardanup, Western Australia



Governor Liam Dowling with the Elizabeth Carbury Box, April 2017

BRIGID O'DEA

From Kilrush Workhouse
Travelled aboard the Pemberton in 1849



The Brigid O'Dea box was commissioned by Professor Christine Kinealy of Quinnipiac University, Connecticut, USA, to display in the university's *Hunger Museum*. Christine is a graduate of Trinity College Dublin, where she completed her doctorate on the introduction of the Poor Law to Ireland. She then worked in educational and research institutes in Dublin, Belfast and Liverpool. She has published extensively on the impact of the Great Irish Famine and has lectured on the relationship between poverty and famine in India, Spain, Canada, France, Finland and New Zealand. She also has spoken to invited audiences in the British Parliament and in the U.S. Congress.



Professor Christine Kinealy

Based in the United States since 2007, she was named one of the most influential Irish Americans in 2011 by *Irish America* Magazine. In March 2014, she was inducted into the Irish America Hall of Fame.



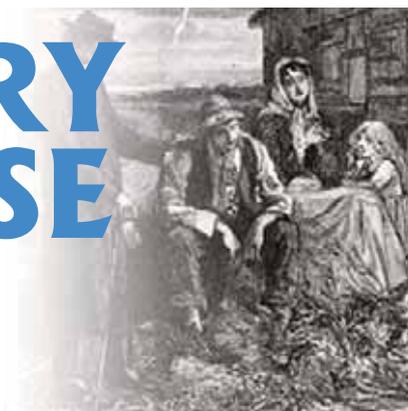
Governor Liam Dowling and Michael Blanche with the Brigid O'Dea Box, June 2017



The Brigid O'Dea box, being unpacked at its new home in the Hunger Museum, Quinnipiac University, Connecticut, USA

BALROTHERY WORKHOUSE

Travelled aboard the New Liverpool
in 1849



Surname: McCann
First Name: Mary
Age on arrival: 18
Native Place: Lusk, Dublin
Parents: Not recorded
Religion: Roman Catholic
Ship name: New Liverpool (Melbourne 1849)

Workhouse : Dublin, Balrothery
Other: shipping: housemaid, cannot read or write; Empl. Joseph Walters, Spring St., £9, 6 months; married Thomas Battersby, 1850, at least 6 children born Geelong; Erroneously noted as dying in 1860, but this was an 8 month old child; Mary died in 1880, aged 48, dau of John & Jane McCann

Surname: Shurkey (Sharkey)
First Name: Margaret
Age on arrival: 18
Native Place: Dublin, Balbriggan
Parents: Not recorded
Religion: Roman Catholic
Ship name: New Liverpool (Melbourne 1849)

Workhouse : Dublin, Balrothery
Other: shipping: nursemaid, reads, probable sister Catherine also on New Liverpool; Empl. WH Budd, Portland or William Sharkey, Bourke Street on one list and to M Conolly, Belfast [Port Fairy], £10, 12 months on another list; as Margaret Sharkey married Job Parkinson, Port Fairy, 1850, daughter born Port Fairy in 1851, died 1855.



ACO Mark O'Brien and Michael Blanche present the Balrothery Workhouse Box to Fingal Mayor Darragh Butler and his parents at Fingal Council, Swords



The Balrothery Workhouse Famine Box, presented June 2017

ATHY HERITAGE CENTRE

Rosanna Flemming, Travelled aboard the Lady Peel in 1849



Rosanna Flemming was 19 years old when she joined 17 other girls from Athy Workhouse aboard the *Lady Peel* which arrived in Sydney on 3rd July 1849. The Athy Workhouse records indicate that Rosanna Flemming's mother Mary was living in Ballyadams and that she came from a Catholic family. On arrival in Sydney, Rosanna was employed as a kitchen maid by Dr. John Dickson for a period of 12 months but the arrangement was terminated on 26th October 1849.

Three weeks later Rosanna married James Clarke, a native of County Westmeath, who had arrived in Australia shortly before Rosanna. They were to have 9 children between 1852 and 1869, the last of whom, also named Rosanna, died in 1948, aged 90 years.

Rosanna Flemming died on 29th June 1901, aged 71, of natural causes.



Rosanna Flemming who is eatured on the Athy Box



Jeff Kildea, Australian barrister, historian and great-great-grandson of Rosanna Flemming



Michael Blanche, ACO Mark O'Brien and Governor Liam Dowling pictured with the Athy Travel Box and a local resident, September 2017

STROKESTOWN HOUSE

The Missing 1490



In November 1845, Rev Maurice Mahon, the third baron Hartland, was murdered. After his death, Major Denis Mahon inherited his 11,000 acre Strokestown estate in county Roscommon. However after years of neglect and mismanagement the estate was almost £30,000 in debt and suffering from gross overcrowding, subdivision issues and mounting arrears.

To solve these problems, John Ross Mahon, the land agent, came up with a scheme of assisted emigration. It would cost over £11,000 annually to keep the people in the Roscommon workhouse. However, a once-off emigration scheme payment would cost only £5,800.

In May 1847 1,490 evicted tenants left from the Strokestown estate for Quebec in British North America (Canada). They were accompanied on their walk to Dublin, by the bailiff, John Robinson who was instructed to stay with them all the way to Liverpool and ensure that they boarded the ships.

They left Liverpool on four ships: the *Virginus*, *Naomi*, *John Munn* and the *Erin's Queen*. The Mahon tenants were amongst the first to be characterised as sailing on coffin ships. The *Virginus* from Liverpool, with 496 passengers, had lost 158 by death, nearly one third of the whole, and she had 180 sick. The survivors were described as 'ghastly, yellow-looking spectres, unshaven and hollow cheeked'. On the ship *Erin's Queen*, 78 passengers died and a further 104 were sick. The ship was abandoned by the crew and captain at the harbour as they feared for their lives. On the *John Munn*, more than 100 were sick and 59 were dead, while on the *Naomi* 78 were dead.



Dr. Jason King, ACO Mark O'Brien, Michael Blanche
with the Missing 1490 Travel box.
Presented June 2018

THE BRIDE SHIPS

Girls travelled on board the Palestine & The Travancore in 1849



As the passengers came on board, their names were listed and each was allotted a berth number. Married couples occupied berths amidships, single males were accommodated forward in the dark part of the ship near the crew. The single women's compartments were separated from both by a partition. Each section was divided into messes, or groups of six, in larger vessels there were messes of eight. One in each mess was chosen to be responsible for the behaviour of the others.

They descended below decks by steep ladders. The bunks, ranged on either side of the table, were like coffins, one above the other, with little headroom. A small curtain gave a little privacy to each. Women could wash on bath days in a large wooden tub wearing a shift and screened by canvas. Those in charge of the messes brought down the daily issue of rations and supervised the fair division of food. Food could be salted pork, potatoes and peas with ginger pudding and hard biscuits.

After rollcall they listened to a recital of ship's regulations. The most unwelcomed rule forbade communication between the single women and males. The first few days at sea were usually rough and tested the stomachs of the passengers. Below decks the air was foul with vomit, but few had the strength to climb the hatchway ladders and pace the heaving decks for a breath of fresh air. Young single women were known to form relationships with members of the crew against Regulations for extra rations and protection. A small number arrived in the colonies of Western Australia as expectant mothers as a result of this.

The journey took an average of 126 Days at sea. From time to time a ship was lost during heavy storms.



Governor Liam Dowling, Mayor Penny Taylor, Jessica Stokovski MLA, Western Australia Parliament, Marty Kavanaugh, Honorary Irish Consul to Australia.
Presented August 2018



Fred Rea of WAIFC and member of the Irish Club, Perth, Western Australia

BALLINA WORKHOUSE

Girls from Mayo travelled on board the Lady Kennaway, The Panama & The Inchinnan



In both area and population, Ballina was one of the largest Unions in Ireland. The population falling within the remit of the Ballina Union at the 1831 census was 115,030, with divisions ranging in size from Attymass (population 3,276) to Crossmolina (population 11,479). Designed by George Wilkinson, the Ballina Workhouse occupied a 9-acre site between the Crossmolina Road and the Old Crossmolina Road at the west of Ballina. Its workhouse was intended to accommodate up to 1,200 inmates making it one of the largest in the country.



It was declared fit for the admission of paupers on 15th November 1842 but did not admit its first inmates until almost a year later on 3rd November 1843. Ballina suffered from ongoing financial difficulties because of local resistance to the paying of the poor rate needed to operate the workhouse. By 1847, the Union's debts amounted to some £2,000. In common with other Unions in Ireland, Ballina suffered greatly during the famine years 1845-50, with the Union's financial problems also contributing to its distress. A small fever hospital was erected to the north of the site, and a dispensary was located near to the road at the south-west.

In 1852, parts of the Ballina Union were divided up to create several new unions: Belmullet, Dromore West, and Killala. At the 1901 census, the population of the reduced Ballina Union was 24,653.



Michael Blanche, ACO Mark O'Brien and Governor Liam Dowling presenting the Ballina Travel Box in October 2018

Most of the original workhouse buildings were demolished in the early 1930s to make way for the Ballina District Hospital, now a County Care Centre. Only the dispensary now remains; it bears a commemorative plaque for the workhouse and two nearby mass burial graves.



WANT MORE INFORMATION?

If you or your organisation are interested in getting your own Famine Travel Box, or you would like to know more about what we do, or you would like to support us going forward - please feel free to get in touch.

You can contact Michael Blanche on:
ccifv2008@gmail.com



Sources:

Trevor McClaughlin, Barefoot and Pregnant?
Peter Higginbotham: www.workhouses.org.uk
Terry Reilly: Mayos Forgotten Girls
Barbara Barclay

CC
IFV

