



O'SHAUGHNESSY

The O'Shaughnessy Society

Cumann Muintir Uí Sheachnasaig

Fall 2021
Newsletter Issue No. 57

A Note from the Editor

By Sarah Shaughnessy Melton

INSIDE THIS ISSUE

- 1 A Note from the Editor
- 2 Submissions from Marie O'Shaughnessy Martin
- 5 Emigration from County Clare to Montreal in Black '87 (Ed O'Shaughnessy)
- 11 2022 Society Membership Application

It's hard to believe that Christmas is just two weeks away! I hope everyone is happy and healthy, and continues to be into 2022.

2021 Virtual Rally:

I'm happy to report that the videos from our Virtual Rally held this past May are available via a Google drive account. The link will be provided in the email with this newsletter. Technology is not my strong suit, so please let me know of any issues in accessing the files.

2022 Rally:

We are planning to meet for the 2022 Rally in person in May! Save the date for 19-22 May 2022! As usual, we will have a block of rooms at the Lady Gregory Hotel, but you are welcome to stay wherever you prefer. More details will come later this year, but we are so excited about being together in Ireland again.

Membership Dues:

Please contact your regional councilor for information regarding membership dues. The councilor will be responsible for keeping a record of payments, as well as forwarding one check to Mary Fitzpatrick, our Treasurer, for deposit. The membership application for 2022 is attached. As a reminder, dues are paid on a household basis and are payable upon the calendar year.

The O'Shaughnessy Society publishes a newsletter twice a year (generally, in spring and fall). Please send any submissions, corrections, stories, or pictures to:

Sarah Shaughnessy Melton
sarahpaige101@hotmail.com or sarah.melton@LW.com

Submissions from Marie O'Shaughnessy Martin



The taller headstone belongs to my grandparents. Gilbert O'Shaughnessy was from Labasheeda in County Clare and his wife's (Mary) parents (my great grandparents) were from County Galway, Ireland. (Mary was born in Mobile, Alabama). There are 12 family members buried in this area of the cemetery. Two of my other Aunts and their husbands are buried in the St. Mary's cemetery. My Aunt Antoinette "Netta" O'Shaughnessy, is buried in Calvary cemetery in Galveston. My Uncle Gilbert O'Shaughnessy is buried in San Mateo, California.



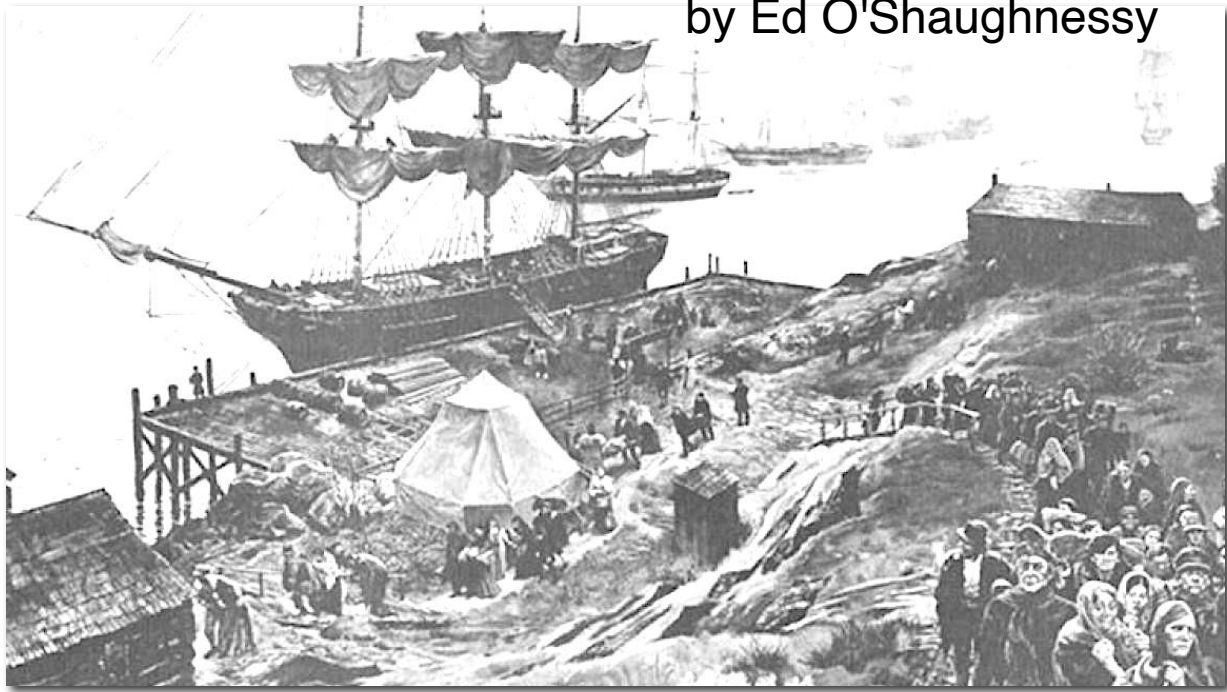
This is my parents' headstone in San Fernando Archdiocesan Cemetery, Number 2, in San Antonio, Texas. On the front it reads "May God and Mary and St. Patrick be with you." On the back it reads "Until we meet again, May God hold you in the palm of His hand."



Savannah Schaeffer, my granddaughter, won 27th place, out of 67, in the mid-Atlantic Irish dancing competition, Oireachtas, in Philadelphia this weekend. So happy for her. Coming off of an injury, I told her that is her O'Shaughnessy fighting spirit!

Emigration from County Clare to Montreal in Black '87

by Ed O'Shaughnessy



A rendering of arrival at Grosse Isle in the 1847-48 timeframe. In the distance we see a queue of ships moored offshore waiting to offload immigrants. As the immigrants walk down the ramp they encounter an official who directs the sick to the left, while the healthy walk uphill to the right. In the upper right corner are rows of graves, with a man digging another. In actuality, the cemetery was distant from the pier. Courtesy of 3M Canada.

Black '87 is remembered as a year black with famine, disease, death and exile. Though the impacts of the massive Irish immigration in 1847 were felt in every community for which the famine exodus reached its terminus, Montreal was uniquely affected.

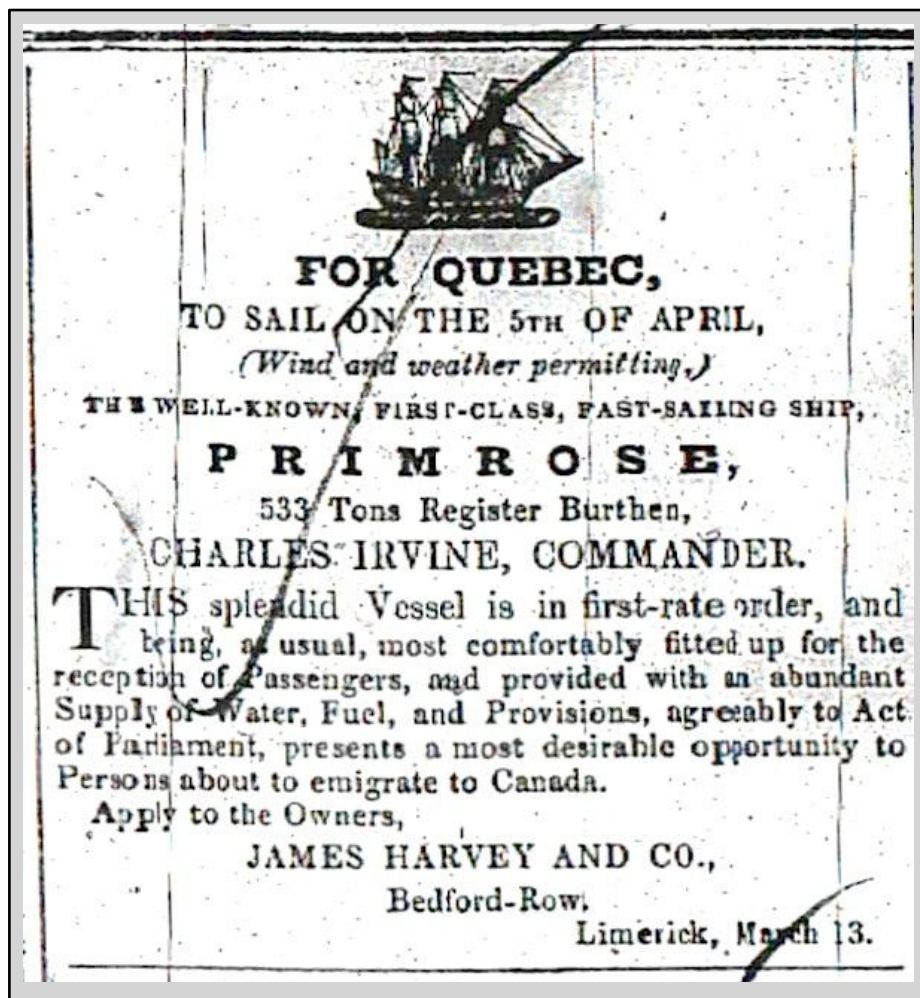
Regrettably, all that remains today to give testimony to the tumultuous events that occurred in Montreal during 1847-48 timeframe is an inscribed 30-ton black boulder near the western approach to the Victoria Bridge and a poignant painting on the ceiling of the Bon Secours Catholic Church.

Western Ireland had been especially hard hit by the great famine, leading to a precipitous and permanent depopulation of several counties, with Clare being one. Those who made the decision to emigrate had determined that emigration and exile was preferable to the workhouse, famine and death. For many it was literally a life-or-death decision. In 1847, as best we can determine, my ancestral family made their decision, and joined the ranks of

A typical booking advertisement. Though appealing language is used, embedded also are hints as to the true nature of the conveyance. The Captain is well acquainted with his Trade, and his trading ship will be adapted or 'fitted up' for passenger conveyance by the time the ship is again ready to sail. Agents are available in Limerick, but also Ennis and Kilrush. Limerick & Clare Examiner, April 17, 1847.

those departing, leaving forever their home in Coolmeen townland in the Barony of Clonderlaw for Montreal city in the Province of Canada.

Historians estimate that during the famine decade of 1845-1855 some 340,000 Irish sought refuge in Canada. Of that decade's total, greater than 100,000 emigrated in one year alone, 1847, with calamitous consequences for many emigrating families and for the communities into which they entered. Readers will likely have some knowledge of the haunting experiences at the immigration station on Grosse Isle, now known as the Irish Memorial National Historical Site. The Irish cemetery there holds the remains of some 5,000 mostly Irish immigrants. Similar calamities also played out at the immigration site at Windmill Point, Point St Charles. The small plot of land upon which the Black Rock rests, now known as Irish Memorial Park, memorializes a mass grave site dating to 1847-48, thought to contain as many as 6,000 mostly Irish immigrants. Another 5,000-6,000 have no memorial at all, buried where they were at sea. Readers are also likely to know that the principal cause of so much death was typhus,



FOR QUEBEC,
TO SAIL ON THE 5TH OF APRIL,
(Wind and weather permitting,)
THE WELL-KNOWN, FIRST-CLASS, FAST-SAILING SHIP,
PRIMROSE,
533 Tons Register Burthen,
CHARLES IRVINE, COMMANDER.

THIS splendid Vessel is in first-rate order, and being, as usual, most comfortably fitted up for the reception of Passengers, and provided with an abundant Supply of Water, Fuel, and Provisions, agreeably to Act of Parliament, presents a most desirable opportunity to Persons about to emigrate to Canada.

Apply to the Owners,
JAMES HARVEY AND CO.,
Bedford-Row,
Limerick, March 13.

also called ship's fever. Death is a dominant theme in the narrative of the Irish emigration experience to Canada in the 1847-48 timeframe.

But the commonly accepted narrative of travel from Ireland on so-called coffin ships was not the universal experience. It certainly was not the experience when emigrating from the port of Limerick in 1847, when my ancestral family ran the famine exodus gauntlet.

During the early years of the Irish famine decade Limerick and Cork dominated the direct sailing routes to Canada. Located on the west side of Ireland, Limerick was the principal port for the counties of Limerick, Clare and Tipperary. The port of Limerick had long been a commercial hub, and the terminus for much-needed Canadian timber. As such, cargo ships travelled regularly

between Quebec and Limerick. Bringing to Canada those wishing to emigrate from Ireland was a practical decision, providing ballast to otherwise empty sailing ships, as well as defraying overhead costs.

To begin their planning Clare residents could consult the advertisements for ship bookings and the Shipping Intelligence section in Limerick and Clare newspapers. Ship sailings were boldly advertised, booking agents were available, and the sailing schedule was understood. To avoid the presence of ice on the St Lawrence River, ships sailed from Limerick in late spring through mid-summer to arrive at Grosse Isle in May to October.

Illness is often endemic in times of famine and distress, and contagion is a problem when the ill congregate with others for long periods of time. This situation is the backdrop for the general narrative of emigration from Ireland in 1847-48. But the historical record of travel from the port of Limerick does not fit the general narrative, and in 1847 Limerick does not record

contagion as an existential problem.

Contrasted with its competitors, Limerick was the healthiest Irish port from which to emigrate, and far healthier than sailing from Liverpool. The contemporary Limerick press, in attesting to this record of achievement, gave credit to better conditioned ships that plied the waters between Limerick and Canada, and for a tightly run port authority administered by a diligent Royal Navy officer. It was stated that this officer habitually inspected each ship, crew and passenger population before he allowed the ship to sail. It seems to have worked.

Whereas mortality on ships that sailed from Liverpool could approach 30%, and those from Cork 20%, truly travel on coffin-ships, mortality on ships from Limerick averaged about 4%, with one or two ships responsible for skewing the data upwards. We get this information from Dr. George N. Douglas, the medical superintendent at Grosse Isle, who, in 1847, meticulously recorded morbidity and mortality figures by



Designed as they were for cargo, the ship advertisements stated burthen weight rather than enumerating a passenger space.

"The goodly height" between the decks announced in the advertisements was by ship design to accommodate large and bulky cargo, and only incidental to the comfort of passengers.

After offloading their bulky cargo in a port ships were 'fitted up' with wooded berths oftentimes 3 rows high accommodating 3 passenger deep.

ship name and, importantly, by departure port. His register is now digitized and found at the Ship's List website.

It is said that a task which starts well has a better chance of ending well, and those who travelled from Limerick to Quebec in

thousands died. Advantaged by departing from Limerick my ancestors arrived healthy. The records indicate that family arrived with five children ranging from 14 to 4 years of age.

What happened to this family in

Workhouse Office, July 23, 1847.

**America—For Quebec.
NOW AT THE QUAY**

THE SPLENDID FAST SAILING SHIP, **NERIO**, 200 Tons Register, Wm. Gibson, Commander, will sail, wind and weather permitting, on the 3rd AUGUST.

Also the fine ship **ANN**, also at the quay, 200 Tons Register, Archibald M'Fie, Commander, will sail (wind and weather permitting), the 7th AUGUST.

And the well-known splendid barque **NINIAN**, 360 Tons Register, Daniel Fittock, Commander, will sail (wind and weather permitting), on the 13th AUGUST.

The above Vessels belong to this port, and have been regularly engaged in the carrying of Passengers. They are remarkably quick sailing vessels, and are commanded by steady captains.

Abundance of water and fuel will be provided on board, along with provisions, according to Act of Parliament

Apply to the owner,
DAVID BANNATYNE.
Offices—Henry-street and Upper William-street.
July 23.

The Auctioneer feels himself totally inadequate to the task of describing, as it merits, this very chaste and elegant variety of Paper. The entire has been prepared by hand-labour, and is, consequently, free from the defects unavoidably incidental to the production of machinery. The patterns have been designed by a first-rate Paper-Stainer, at very heavy expense to the Proprietor.

All will be sold in convenient lots. Sale to commence each day at Twelve o'Clock precisely.

M'AULIFFE, Auctioneer.
120, George-street, July 23, 1847.

Timber, Deals, and Staves.

FIRST ARRIVAL FROM QUEBEC.

DAVID BANNATYNE is now discharging ex **NERIO**, Captain Gibson, and ex **ANN**, Captain M'Fie,
RED PINE,
YELLOW PINE,
ELM,
DEALS of all qualities,
STAVES,
which will be sold on moderate terms at his Timber Yard, Henry-street.
Limerick, 22 July, 1847.

Most ships departing from Limerick were cargo ships which brought lumber, timber and dry goods to Ireland. There was no serious attempt to hide this fact, as is clearly seen by these two side by side advertisements. The Captains were indeed well-versed in their trade. That trade was commercial cargo on the way to Ireland and human cargo on the way to Canada.

1847 had a much better chance of ending their travels well. If their destination was Montreal, and they were healthy, they were quickly allowed to proceed from Grosse Isle to Windmill Point. The travel to Windmill Point was by open ferry, recorded in one source as a 24-hour ride. If immigrants arrived at Windmill Point healthy, they were allowed to move directly into the community. If immigrants arrived unhealthy, they were sent to the infamous fever sheds, where

immediate years after safely arriving in Montreal? Disappointingly, we know nothing of their life for the first decade post-immigration. We assume the family moved into a setting where they felt most at home, perhaps taken in by friends or former inhabitants of Clare. When civil and sacramental records become available, we find the family living in St Ann's Ward, a walking distance from where they stepped off the ferry at Windmill Point. Most of the

emigrating generation will remain nearby for the remainder of their lives.

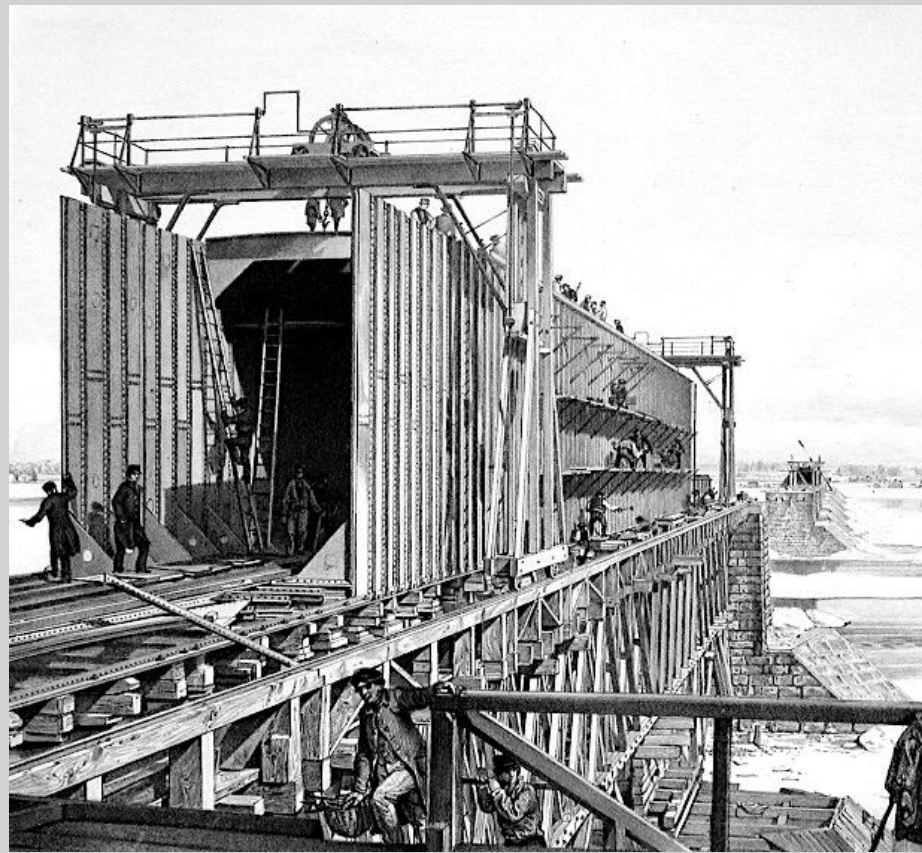
The earliest record that we can find dates to 1857 and is a record of marriage. The oldest son in the emigrating family, Jeremiah, now 23, had met the conditions for matrimony. Given the customs of the time,

recurringly.

When Jeremiah O'Shaughnessy and Ellen Carroll married, Jeremiah was almost certainly employed by the Grand Trunk Railway, the largest employer in the area. The year of their marriage, following several years of courtship, coincides with the mid-

point in the construction of the Victoria Bridge.

Jeremiah is recorded as a journalier, a daily laborer at this time. One year after the Victoria Bridge officially opened, in 1861, he is found recorded as a foreman and a bridge guardian with the Grand Trunk Railway. We believe that Jeremiah was hired as a laborer at the beginning of the construction of the Victoria Bridge, proved himself reliable and capable during that project, was subsequently retained on payroll and rewarded with a promotion to supervisory status. Unfortunately, further details cannot be determined as GTR employment records were destroyed in a fire in the 1880s. From 1861 until his untimely death in 1880,



Construction crew securing the iron box to the Victoria Bridge support structure. It was the longest bridge in the world when completed in 1859. The majority of those doing this work were Irish immigrants. Rendering of a William Notman photograph, courtesy of the McCord Museum, Montreal.

formal courtship, and the requirements of the Church, publication and vacation of the bans, we can safely assume that Jeremiah not only proved himself to be an upright man and devout in his faith, he had also demonstrated that he was financially situated to take on the responsibilities of marriage and a family. It happened that progeny arrived promptly and

Jeremiah will be responsible to manage a Grand Trunk railway bridge crossing the Lachine Canal in the village of St Henry.

In 1860 the second son, Michael, leased a shop and hung his shingle as a commercial tailor. He had followed in his father's trade, as would two of his brothers, William and Daniel, and a grandson.

Learning the trade in 19th Century Montreal required time spent under the mentorship of an established tailor. That would account for several years of anonymity before Michael appears in the commercial directories. When Daniel completed his apprenticeship he joined brother Michael as a partner. Their business was listed as ‘M & D O’Shaughnessy, Merchant Tailors’ in the Montreal directories. As successful and respected businessmen family members will look to them for administrative and business assistance, and they will look after the welfare of Jeremiah’s widow for the remainder of her life. The business acumen of the partners is attested by their representation in the city notarial records. For reasons unknown William was not in business with his two brothers. Michael, William and Daniel will be lifelong bachelors.

All the brothers but one found gainful employment and lived satisfied lives in Montreal. We may say with certainty that these Irish immigrants realized their better expectations in Montreal. The one son who did not was my great grandfather. He felt compelled to leave Montreal in a hurry in late 1865. Something had happened to disturb his sense of civic commitment. Today we might say that he had become radicalized by a domestic terrorist element.

Edward, born post-emigration in

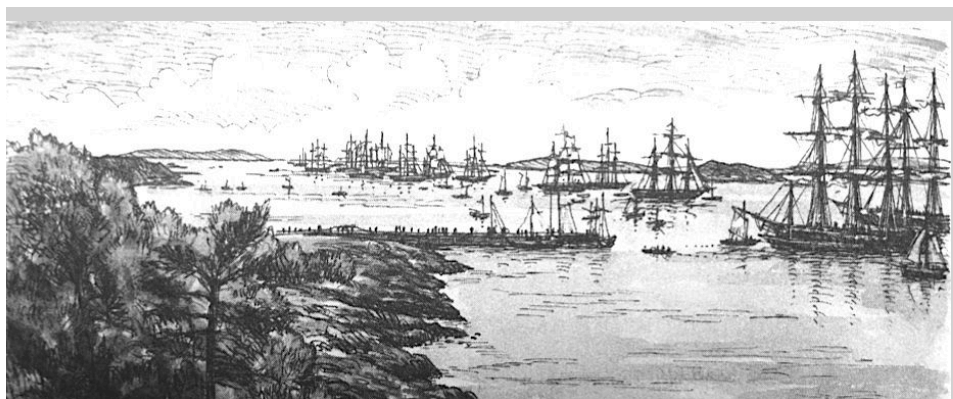
Montreal on March 31, 1848, claimed to have been involved in a Fenian circle that was plotting covert activities. Before the plotting reached fruition, the police moved in. Fearing arrest, he ran for the US border, only ‘one step ahead of the law’, his son liked to say with a smile. Edward found safety and like-minded Irish nationalists in New York City. When he felt comfortable to do so, he returned to Montreal to visit his family. On one occasion, in 1873, he brought along his fiancée Margaretta Dunne, also the daughter of Irish famine era immigrants.

Of the five brothers who emigrated from Ireland, three died before the end of the 19th Century, while two, the tailoring partners Michael and Daniel, lived into the early decades of the 20th Century. Michael and Daniel are buried under the same memorial stone in Notre Dame des Neiges cemetery. Jeremiah, his wife Ellen, brother William, and members of the succeeding generation are buried under another memorial stone not far away. The youngest brother, Edward, born in Montreal, died in New York City in 1923. He is buried with members of his family and the Dunne family in Calvary Cemetery, Long Island.

The graves of the family patriarch, John O’Shaughnessy, a County Clare tailor, and his wife Ellen Finucane-O’Shaughnessy, have not been located. Ellen’s death and

burial are recorded in the Notre Dame records as taking place in 1869, but no specific burial site has been identified. One family obit mentions that John was alive in 1865, but when he died and where he was buried are unknown.

Emigration ships arriving at Grosse Isle





The O'Shaughnessy Society 2022 Membership Application

Please check the appropriate box:

New Member

Renewal

Mr/Mrs/Ms/Dr: _____

Street Address: _____

City/State/Province: _____

Postcode: _____

Country: _____

Additional members residing at this address: _____

Email address(es): _____

Membership Fees:

Annual membership fees are based on a calendar year (January 01 through December 31) and are paid on a "per household" rate.

<u>Country of Residence</u>	<u>Amount</u>		<u>Qty. of Memberships</u>	<u>Total to be paid</u>
Ireland	€15	<input type="checkbox"/>		
Britain and Northern Ireland	STG£ 13.00	<input type="checkbox"/>		
United States	US \$20	<input type="checkbox"/>		
Canada	Cdn \$25	<input type="checkbox"/>		
Australia	A \$25	<input type="checkbox"/>		
New Zealand	NZ \$25	<input type="checkbox"/>		
Other EU countries	€15	<input type="checkbox"/>		

Payment Method:

- Bank Transfer
Please see the following page for instructions on how to make a bank transfer.
- Check
Please see the following page for instructions of paying by check.
- Cash
DO NOT MAIL CASH. Cash is only accepted when payment is made directly to the Treasurer.

By signing this application (or by submitting this application electronically), I hereby apply for membership of the O'Shaughnessy Society and agree to be bound by the Society's Constitution and other applicable rules.

Signature of Application: _____ Date: _____

Instructions for payment

*The O'Shaughnessy Society accepts payment of membership dues in three ways:
bank transfer, check, or cash.*

BANK TRANSFERS

To transfer funds from your banking institution to the AIB Bank in Gort, you will need the following information:

- Name and address of receiving bank: AIB Bank, The Square, Gort, Co. Galway, Ireland.
- National Sorting Code: 93-71-18.
- IBAN: IE 73 AIBK 9371 1827 0731 80 (BIC: AIBKIE 2D)
- Account Number: 27073-180 – O'Shaughnessy Society Gort
- Amount to be sent
- Narrative including your name and reason for payment (i.e., "Rally Deposit" or "2021 Dues").

CHECK

Based on your country of residence, please send a check for your membership dues to the following person.
Please make your check payable to the person to whom you are sending the check.

Region	Name	Mailing Address	Email Address
Australia/New Zealand	Bryan O'Shaughnessy	9 Pegasus Drive Woodcroft, S.A. 5162 Australia	bjabosh@bigpond.com
Canada	Ann Staines	320-225 Oak St W North Bay, Ontario Canada P1B 0A9	astaines@sympatico.ca
Ireland/Europe	Mary Fitzpatrick	4 Forest Park Brooklodge Glanmire, Co. Cork Ireland	mfitzpatrick100@gmail.com
United States	Sarah Shaughnessy Melton	12330 Meadow Lake Houston, Texas USA 77077	sarahpaige101@hotmail.com