

ARCHAEOLOGICAL & BUILT HERITAGE ASSESSMENT

Waterways Corridor Study:

The Upper Shannon Navigation – Boyle River Navigation to Roosky
including Lough Allen, Lough Key and the Carnadoe Waters

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Table of Contents

1	Introduction
2	Methodology
3	Archaeological and Historical Context
4	Industrial Development
5	Urban Development
6	Character Assessment Areas: Cultural Heritage Evaluation
7	Statement of Significance
8	Legal and Policy Framework for the Protection of Cultural Heritage
9	Conclusions

Appendices

1	Catalogue: Cultural Heritage Sites within the Study Area
2	Catalogue: Recorded Artefacts within Study Area
3	Catalogue: Industrial Archaeological sites within Study Area
4	Catalogue: Built Heritage within the Study Area
5	Photographic Record

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I Introduction

Executive Summary

A Pilot Waterways Corridor Study was commissioned by the Heritage Council in 2001 encompassing a stretch of the Lower Shannon, including the route of the Grand Canal in this region. This pilot study was undertaken in order to examine, define and recognize opportunities to achieve the potential of the waterway as a heritage, amenity and tourism resource. As a direct result of this study, two further assessments have been commissioned by the Heritage Council in partnership with Waterways Ireland and the relevant county councils, the first of which was completed in December 2003 and encompassed the area comprising Lanesborough to Shannonbridge, including Lough Ree in its entirety, and a further sub-study including the River Suck from Shannonbridge to Ballinasloe, which also considered the line of the disused Ballinasloe Canal (formerly part of the Grand Canal navigational route).

This, the second study, at the request of the lead consultants, **Colin Buchanan & Partners**, has commissioned **John Cronin & Associates** to comprehensively examine the archaeological and built heritage elements of the study area. The area assessed includes the Upper Shannon Navigation to Roosky and the Boyle River Navigation, which includes Lough Allen, Lough Key and the Carnadoe Waters and incorporates elements of terrestrial, industrial and underwater archaeology as well as built heritage.

The following report comprises the findings of an intensive desk-based survey as well as field survey of the area of the waterway and its adjacent lands. For the purpose of the assessment, the large stretch of waterway has been sub-divided into character units linking all major towns and villages within the study area. These units are unbiased in terms of cultural heritage and are merely utilized as a geographical framework for interpreting the evidence.

Aims & Objectives

The brief, as produced by the Heritage Council, Waterways Ireland and both Leitrim and Roscommon County Councils, defines that the overall aims of the waterway study should centre on the following key points:

- To identify ways to manage the waterways corridor environment to the benefit of all i.e. heritage, land and water-based users.
- To improve an understanding of the area, and by this understanding, ensure retention of the distinctiveness of a place, while allowing for development and evolution of use for the future.

By identifying and assessing all aspects of archaeological and built heritage within a broad distance of 500m from the banks of the waterway this highlights various elements pertaining to the role in which Lough Allen, the River Shannon, the Boyle River, Lough Key and the Carnadoe Waters play in terms of transport, communication, economics, settlement and ritual from prehistoric times to the present day. As such, knowledge of how these sites and monuments relate to and address the waterway over time is invaluable in determining the best policies for future evolution of the corridor. This, together with an integrated consideration of landscape character, natural ecological heritage and patterns of ownership and settlement as undertaken by other co-consultants in this study, will serve to highlight the significance of the waterway resource which in turn recommends indicators and future monitoring targets to achieve the

above goals as laid out by the Heritage Council, Waterways Ireland and Leitrim and Roscommon County Councils.

2 Methodology

Desktop Survey

A desktop survey of archaeological and cultural heritage sites within the area of the defined waterways corridor was carried out in order to assess its cultural heritage constraints. (There was a particular emphasis in the research process on the identification of all heritage resources located within 500m of the banks of the waterway route). The *Record of Monuments and Places (RMP)* of counties Leitrim and Roscommon, as published by the Archaeological Survey of Ireland, was the principal source for identifying archaeological constraints. Additional information was gained from the *Sites and Monuments Record (SMR)* for each county and a review of local journals and publications. In addition the following sources were consulted:

- Archaeological Survey of Ireland files for Counties Leitrim and Roscommon held by the Office of Public Works on behalf of the Department of Environment, Heritage and Local Government (DoEHLG)
- *Archaeological Inventory for County Leitrim*
- Topographical Files for Counties Leitrim and Roscommon, National Museum of Ireland
- Irish Architectural Archive
- All available Ordnance Survey maps for the area
- Current County Development Plan for Counties Leitrim and Roscommon

Agencies consulted as part of this cultural heritage assessment included the Department of Environment, Heritage and Local Government (DoEHLG), DoEHLG Underwater Archaeological Unit, Leitrim County Council and Roscommon County Council.

Field Survey

Preliminary fieldwork by boat was undertaken by Colin Buchanan & Partners on all navigational routes of the study area in August and October 2004. The list of Recorded Monuments and Places (RMPs) compiled as part of the desk based survey were used as a base dataset and sites assessed for levels of visibility from the waterway. The visible sites were photographed from the boat as well the collection of a concise photographic record of the visible landscape adjacent to the waterway itself. The towns and villages pertaining to the study area were viewed and photographed both from the waterway and land. The range and volume of archaeological and built heritage sites within the study area precluded detailed inspection of sites, monuments and buildings in a systematic fashion. However, rigorous field survey of all towns and villages located within the study area together with notable sites of archaeological and built heritage interest was conducted over a six-day period in July and November 2004 by John Cronin & Associates.

3 Archaeological and Historical Context

The Prehistoric Period

The Mesolithic period in Ireland (7000BC- 4000BC) is defined by the occupational evidence found to date which traces people who were stone age hunters, fishers and gatherers, living on the coastline and along rivers and lakes, but with no knowledge of farming. They used flint and other stones to manufacture sharp tools (Anderson 1993); their temporary, seasonal settlements can now be identified by locating scatters of discarded stone tools, and the debris from their manufacture, in ploughed fields. Substantial evidence for the Mesolithic period has been found within the vicinity of the waterways corridor extending from Lough Allen to north of Jamestown. This includes five flint Bann flakes, waste flakes and cores (NMI 1978:48-57) from Cormongan on the eastern shores of Lough Allen; chert flakes (NMI 1984:194-197) from Annagh on the northern shores of Lough Allen; chert implements (NMI 1984:110 & EI 14:3-34) from Drummans Lower on the north-western shores of Lough Allen; a bann flake from Mahanagh on the southern shores of Lough Allen; chert and flint flakes (1954:47-49; 1954:103-105 & 1957:77-78) from Rockingham Demesne on the southern shores of Lough Key and five chert flakes (NMI 1974:19-25) from Tully, north of Jamestown on the banks of the River Shannon.

There was a decisive change in the economy of prehistoric Ireland shortly after 4000BC, a change, which traditionally has been considered one of the characteristic features of the Neolithic period. The transition from a hunting and foraging lifestyle to an economy based on stock-raising and cereal cultivation was a radical development with major social consequences (Waddell 2000). Agriculture would become the fundamental economic activity in pre-industrial society and a crucial factor in shaping the physical and mental landscape. With the advent of domesticated animals and grain cultivation, the fourth millennium BC saw significant forest clearance, more permanent settlement, and a greater concern with territoriality and the construction of large communal ritual monuments. Over successive generations, farmers either moved slowly across Europe or had influenced local hunter-gathering populations to adopt the new economy (Mallory & McNeill 1991). By c. 4500 BC farming communities existed along the Atlantic coast of Europe and soon afterwards they began to appear in Britain and Ireland. The nature of the agricultural economy would have allowed for the new farmers to live in permanent settlements all year long (in marked contrast to the nomadic lives of the hunter-gatherers). As a consequence of the new way of life, new site types begin to appear in the archaeological record during this period. Furthermore the artefactual record of this period comprises many flint implements as well as stone axes. Eleven stone axeheads (several polished) are recorded from the study area as well as two flint arrowheads (NMI 1967:67), one stone arrowhead (NMI 1933:578), one stone macehead (NMI 1993:43), one whetstone (NMI 1949:46-48) and one flat copper axehead (NMI 1942:863). Seven stone axeheads were discovered in Co. Leitrim and four in Co. Roscommon (NMI 1985:46-47; 1937:14; 1985:46-47; 1994:39; 1935:452; 1932:19; 1932:6549; 1943:311; 1949:46-48; 1974:19-25). Interestingly, of these stone axeheads, the majority were found in water-related contexts including the shores of the River Shannon, Drumharlow Lake, Lough Allen and Lough Boderg. Lakes are recognisable topographic locations, and can act as both the boundaries of territories and points of contact for different groups of people. The ease of transport afforded by the water is an added advantage, and lakes may have been natural social and commercial foci. Throughout prehistory, settlement continued at lakeshores, usually on natural rises in the shallows, probably for economic rather than defensive reasons (O'Sullivan 1998, 59-101).

During the Neolithic and Early Bronze Age (c.3500-c.1500 BC) a characteristic feature of farming communities in Ireland, and over much of Western Europe, was the practice of collective burial in stone tombs, now known as 'megalithic tombs' (Twohig 1990). Basically these consist of a burial chamber or chambers, with walls built of large upright stones and roofed over by lintels or corbels of stone, and originally contained within a cairn (mound of stones) with access at one end into the chamber. The dead, inhumed or cremated, were placed in the chamber, often accompanied by grave goods such as pottery vessels and flint arrowheads. In Ireland, four main types of megalithic tomb have been identified and termed as court tombs, portal tombs, passage tombs and wedge tombs. The latter are most numerous and are generally found in western and south-western regions. Within the Waterways corridor there is a court tomb recorded within the townland of Cleighran More, Co. Leitrim as well as an unclassified megalithic tomb in Cootehall, Co. Roscommon. The inland nature of the river Shannon and Lough Allen, Lough Key and the Carnadoe Waters would certainly have been exploited for both food resources and transport purposes through what would have been still relatively rough, forested terrain during the Neolithic period. While each megalithic tomb type generally has its own particular siting criteria, Cooney (1979, 85) discovered that all the tombs in Co. Leitrim are on, or are in close proximity to, the small proportion of the county with relatively good podzolic or rendzina soils. As such, it is likely that several more sub-surface Neolithic remains exist within the study area.

Metalworking arrived in the area c. 2200BC and the change associated with this development is reflected in a move from large communal tombs to individual burials in small pits or stone cists. A characteristic of the earlier Bronze Age in Ireland is the emergence of a distinctive burial custom, often termed the 'single burial tradition' (Waddell 1990), which was part of a wider European milieu. In the initial stages of this tradition both inhumation and cremation were practised. Burial in cairns (stone mounds), barrows and tumuli (earthen mounds) or cists (box-like and slab-built burial compartments) was fairly common. Within the study area there is a ring barrow and a mound barrow located in Co. Roscommon within the townlands of Smutternagh and Rockingham respectively, while a cairn is recorded at Derrycarne Demesne, Co. Leitrim. There are instances where a monument has been removed and no description is available, and occasions where the feature might be natural. In these cases, where the true character cannot be established, the features are described as 'mounds' (Moore 2003). The results from excavations suggest a long tradition for such monuments ranging in date from the Neolithic to Early Bronze Age times. As the Bronze Age progressed (c. 3000-1500BC) other stone built monuments were constructed and are numerous in the south-western region such as stone circles, stone rows, boulder burials and standing stones. Single upright stones are a common feature of the Irish countryside and are known by various names (*gállan*, *dállan*, *leacht*, long stone etc.) (O'Kelly 1989). They are not all necessarily of one period or serving the same purpose. Some have been shown to mark prehistoric burials while others may have had a commemorative or ritual function, or served as boundary markers or position posts along ancient routeways (Buckley & Sweetman 1991, 73). The vast majority of standing stones have their long axis north-east/south-west, which suggests a close affinity with stone rows and pairs, which share the same orientation pattern. There is a standing stone recorded within the study area at Mullaghfadda, Co. Leitrim.

Bronze objects in the form of axes, spearheads, dirks and rapiers have very often been found in a wetland context. Almost half of Bronze Age hoards have been found in wet conditions, usually in bogs. Half of all individual axes found have also been deposited in rivers, lakes and bogs and the evidence suggests that such contexts were deliberately chosen. This pattern continues into the Later Bronze Age (c. 1500BC-900BC) and it may be that the formal disposal of prestige bronzes was confined to wetland contexts, particularly in the open water of rivers, and certain rivers like the Shannon seem to have been favoured.

These bronzes were valuable commodities not lightly discarded and this, therefore, may well have been an elite ritual activity. There is an abundance of bronze and gold artefacts recorded from the study area that relate directly to the Bronze Age. These include two bronze swords; four bronze axeheads; five bronze spearheads; one bronze bowl; two bronze halberds; two bronze daggers; one bronze palstave; one bronze rapier; one bronze ringed pin; one bronze brooch; two gold beads and one gold ball (see Appendix 2 for more details).

From c. 500BC onwards a shift from Bronze usage towards the development of iron was apparent. Throughout this period, various items of personal adornment continued to be manufactured such as gold torcs, fibulae (brooches) and pins as well as weaponry in the form of axes, swords, scabbards, spearheads and horse harnessing. There have been a number of finds dating to the Iron Age period that have been retrieved from the study area: iron adzehead with wooden haft (NMI 1987:1); bronze bridle bit and bronze leading piece (NMI 1969:832-3); iron spearhead (NMI 1939:270); iron nails (from dug-out canoe) (NMI 1964:115-117); iron slag (NMI ?) and an iron core head (NMI 1998:4).

Fulachta fiadh or *fulachta fian*, meaning cooking places of the wild (or of deer) frequently survive as low mounds, often horseshoe-shaped, of charcoal-enriched soil packed with fragments of heat-shattered stones (termed 'burnt material'); when levelled they are often noticeable as black spreads in ploughed fields. They are usually situated close to a water source, such as a stream or spring, or in wet marshy areas. They can occur singly or in groups of up to ten; 'sites in a group being perfectly intervisible and within a few metres of each other (Ó Drisceóil 1991). While it is generally thought that they were probably used as cooking places (Ó Drisceóil 1988), finds from excavated examples where there is a noteworthy absence of animal bone do not support this theory. Lucas (1965) suggested that *fulachta fiadh* might have been utilised for processes such as bulk washing, dyeing and leather working. Barfield and Hodder (1987) have suggested that such sites were covered by light structures and used as sweat houses. It is not certain whether *fulachta fiadh* were elements of temporary hunting camps or of permanent settlements. The majority of radiocarbon dates place these monuments in the Bronze Age (Brindley & Lanting 1990) though evidence from early Irish texts (Ó Drisceóil 1988) suggest use of this type of site up until the sixteenth century AD. Until recently there was a distinct paucity of recorded *fulachta fiadh* remains within the study area. However a series of excavations during the 1990s have revealed at least ten examples of which their existence had previously been unknown (E2000:0853; E1998:562; E1999:774; E1994:147; E1989:082; E1994:149; E1994:150 & E1994:153).

Hillforts are large enclosure situated on hilltops. The enclosed area is at least 100m across, and can be enclosed by up to three banks and fosses that usually follow the contours, so that hillforts are not necessarily circular in form. They were built in Ireland, Britain and the non-Mediterranean parts of Europe during the Late Bronze Age and the Iron Age (c. 1200BC-c. 500AD). Excavation of Irish examples leads to the suggestion that they were only occupied temporarily, if at all – perhaps during times of stress – and that they may have filled a more symbolic or ritual role. The building of hillforts, if only as places of refuge, is one indication of the larger social and political units evolving in later prehistory which cannot be perceived at earlier periods. There is a possible hillfort located within the study area at Smutternagh, Co. Roscommon.

Hillforts are one indication of the greater insecurity and the larger social groups which were features of the Late Bronze Age and the Early Iron Age. Linear earthworks, stretching across the countryside, provide further tangible evidence of these circumstances. These consist of a fosse with one or two earthen banks, and were probably built to mark out the domain of particular groups of people and to hinder cattle-raids rather than to prevent the actual invasion of territory. There are three recorded linear earthworks located within the study area at Cultyconway, Corry and Drumcleavry, Co. Roscommon. These linear earthworks collectively form portions of 'The Doon', a substantial linear earthwork which originally extended from the area of Lough Corry, along the banks of the Shannon towards Jamestown where, immediately south of Jamestown Bridge, it extends in an easterly direction, linking again with the banks of the Shannon south of Drumsna. As such, the earthwork delineated that area known as the 'Great Loop' on the Shannon located between Lough Corry and Drumsna. It has been subject to excavation in recent years by Condit & Buckley (Excavation M993966; 1990:099; *Emania* 6, 1989, 12-14) which suggested that the primary bank was later enlarged and heightened by earth-dumping to its north side which may be indicative of both its re-use of a long period of time as well as heightened times of unrest thus requiring higher defence. Known as the 'Doon of Drumsna', the prehistoric Iron Age earthwork was first described in 1915 by W. F. de Vismes Kane in the Proceedings of the Royal Irish Academy (32C: 324-332). It is thought that the Doon was designed primarily to protect the royal seat of Connaught at Rathcroghan, some 22.5km south-west, from invaders from the north. Its location was strategically chosen since on the east, north, and especially the west sides of the peninsula are the only shallows that can be forded on the River Shannon north of Athlone. By blocking where invaders from the north could enter Roscommon most readily, the Doon was a major defence in the northern frontier of Connaught.

The main barrier was a massive earthen rampart across the neck of the peninsula in what are now the townlands of Ardanaffrin and Lackagh. The main earthworks were about 6m high and 30m wide. Smaller earthworks with an intervening ditch paralleled and extended along both its northern and southern sides, c. 4m and 40m respectively from the main barrier. Its northern side was steeply scarped and faced an almost impassable bog up to 100km wide which, however, could be crossed on two drier ridges, each leading to a large entrance gap or gate in the barriers. The main entrance was 26m wide and had gateposts that would have been 2m square. The eastern gate was 23m wide at its northern entrance funnelling to 16m. Functional purposes of the entrances were likely to have been to enable refugees from the north to be screened as potential friends or enemies and cattle raided in the north to be brought to protection in the south.

There were also two subsidiary barriers that formed part of the Doon. One ran south from the western end of the main earthwork along the shallows of the Shannon, particularly at Corry. Its surviving remains indicate that it consisted of parallel banks and ditches. The second subsidiary barrier apparently extended north from the eastern end of the main earthworks towards Drumsna Bridge. Its purpose would have been to keep out invaders by boat from the eastern side of the Shannon.

A section of the so-called 'Black Pig's Dyke', also a substantial linear earthwork, is said to be located between Dowra and Lough Allen in Co. Leitrim, however there is no indication of this as a recorded monument in the RMP or County Inventory. So named after a folk tale about a magical black pig which – when chased across several counties – rooted up large tracts of land – it has been claimed by earlier writers to have been a single defensive earthwork stretching from Bundoran in the west to Dundalk in the east. Limited excavation of a section of the dyke has demonstrated that the monument had consisted of a timber palisade and external ditch with a double bank with intervening ditch beyond. The overall width

was c. 24m, the ramparts were of dump construction, surviving to a maximum height of about 1.5m. The palisade trench contained the burnt remains of oak timbers which provided a radiocarbon determination of 390-370 BC (Waddell 1998).

The early medieval period (AD 400 – 1169)

The early medieval period (AD 400 – 1169) was a time of profound internal social and economic change in Ireland. The dominant site types associated with this period include ringforts, souterrains and enclosures. (Generally enclosures are likely to be ringforts but insufficient evidence survives to classify them as such without recourse to archaeological excavation.) There are a large number of recorded early medieval period sites within the waterways corridor itself, and in the wider environs.

Ringforts are undoubtedly the most widespread and characteristic archaeological field monument in the Irish countryside. They are usually known by the names *ráth* or *lios*, forming some of the most common place-name elements in the countryside. The ringfort is basically a circular or roughly circular area enclosed by an earthen bank formed of material thrown up from a concentric fosse (or ditch) on its outside. Archaeological excavation has shown that the majority of ringforts were enclosed farmsteads, built in the early medieval period (AD 500 – 1169). Though not forts in the military sense, the earthworks acted as a defence against natural predators like wolves, as well as against the cattle raids that were a characteristic of that period. Souterrains (underground chambers) are often found in association with ringforts. In total, there are one hundred and nineteen ringforts, nine cashels, sixty-three enclosures and two souterrains recorded from the study area in counties Roscommon and Leitrim, an indication of intensive early medieval settlement adjacent to the waterways corridor.

There are some sites that are only known from the OS 6-inch maps where they are usually marked as enclosures. Although many have now been removed by land reclamation projects, most were probably ringforts or cashels, but in the absence of morphologically diagnostic features they can only be classified as 'Earthworks'. Also there are some anomalous monuments, which because of their condition cannot be described as anything other than earthworks. Generally it is accepted that these monuments are dated to the early medieval period and there are thirty-seven such examples recorded from the study area.

Crannógs are related to ringforts, but have been specially adapted to a watery environment, that is, they were lake-dwellings. Some have been located on natural islands; however they were often constructed on entirely artificial foundations, largely retained by a ring of closely set vertical piles, which form a palisade around the site. Lakes can provide added security to those under threat, but this aspect does not seem to have been exploited until the first millennium AD by the construction of crannógs. Artificially constructed crannógs in deep water were settlement sites of a particularly defensive character. Surrounded by water, access could only be achieved by boat, probably to a rudimentary pier, although the stone piers visible at many of the crannógs are probably modern conveniences (Moore 2003). Crannógs can be eroded by currents in the lakes or by human interference, especially in drainage or navigation works, and many crannógs were discovered, and interest in them stimulated, by drainage works in the late nineteenth century (Wood-Martin 1886). There are twenty-five crannógs in total recorded from the lakes of the study area. There are also six dug-out canoes retrieved from the study area at Attirory (NMI Record Only), Corry, Lough Allen (NMI ?), Drumsna (NMI 1935), Kilmore (NMI ?) and Lough Allen (NMI IA/92/59). In addition, several other artefacts have been discovered from crannóg contexts including a

stone anchor/net sinker in Kilglass Lough (NMI ?) and oxbone teeth and a stone net sinker in Lough Allen (NMIIA/273/47 & 1944:840 respectively).

The early medieval period in Ireland saw the introduction and establishment of Christianity. The process of conversion of the native population would not have been rapid but rather one of steady infiltration. Over and above the change in religious outlook that conversion would have meant for the individual, the establishment of the Irish Church was to have profound implications for political, social and economic life, in no small part due to the introduction of writing into the country. In Ireland there was from now on 'in existence an organisation part of whose function was to maintain contacts, both in ideas and through individuals, between Ireland and the rest of Europe' (Mallory and McNeill 1991). The introduction and establishment of Christianity is attested to in the archaeological record by the presence of church sites, associated places for Christian burial and holy wells. There is very little evidence of early medieval church establishment within the study area in comparison with important early ecclesiastical centres further south along the River Shannon such as Clonmacnoise and Clonfert. However there is reference to an early church at Mohill said to be found by St Manchan in the sixth or seventh century (Anon. 1940, 43; MacNamee 1954, 723), of which nothing survives (Lewis 1837, vol. 2, 376; Pinkman 1942 36-9). There are also six known holy wells within the waterways corridor, one of which is dedicated to St. Beo Aodh.

The late medieval period (AD 1169 – 1600)

The arrival and conquest of large parts of Ireland by the Anglo-Normans (or more correctly Cambro-Normans) in the late-twelfth/early thirteenth century marks a watershed in the political history of Ireland. The remains of castles built by the Anglo-Normans at this time survive in the form of mottes. A motte is a conical, flat-topped, earthen mound, artificially raised and often surrounded by a fosse. In many cases a bailey or embanked enclosure was built to one side of the motte. Atop these mottes was a wooden superstructure, with a palisade and tower. These sites are often referred to as 'timber castles'. By the late thirteenth/early fourteenth century, the Anglo-Normans began constructing moated sites and rectangular enclosures. These are square, rectangular or trapezoidal enclosures. Their main defensive feature is a wide, often waterlogged, fosse with an internal bank. As in the case of ringforts, these enclosures protected settlements; the buildings, usually of wood, seldom leave any visible surface trace today. There are many rectangular enclosures located in the country, which cannot be confidently classified as moated sites. This may be due to interference with the standing remains, uncertainty as to their date, or because the site is known only from cartographic, documentary or aerial photographic evidence. There are two examples of moated sites located within the study area. One is situated at Corry, Co. Leitrim on the northern shores of Lough Allen, which is possibly the 'house of MacConsava' referred to in the Annals of the Four Masters (1530). The other motte is located on Inishtirra Island in Drumharlow Lake, Co. Roscommon. Furthermore, there are four rectangular enclosures recorded within the waterways corridor.

The feudalisation of Gaelic-Irish society c. 1000AD, demarcated by the apparent abandonment of ringforts in the period around the turn of the millennium and the very low numbers of newly-built ringforts in the early centuries of the second millennium AD, involved the new divisions of land of which the modern townland is the descendant. The actual boundaries of these land units, however, must have reflected very closely the rural geography of Ireland in the immediate pre-feudal period. By the same token, the land units of the Anglo-Normans – the cantreds and manors – were themselves copies of the territories of

pre-colonial Ireland. There is one castle of which there are extant remains located within the study area at Corry, Co. Leitrim (originally MacConvasa's moated site), while there are a further four castle 'sites' where no upstanding remains exist.

Medieval Ireland was a heavily encastellated land. Leask (1951) estimated that 3,000 castles (including earth-and-timber castles and late semi-fortified houses) were built in Ireland between the late 1100s and the 1600s. Almost all the extant Anglo-Norman stone buildings of a non-ecclesiastical nature in Ireland appear to have been equipped for defending or were parts of larger complexes, which were so equipped (O'Keeffe 2000). As such, in a military sense they can be termed castles. Very few of the wealthiest Irish castles of the twelfth and thirteenth centuries rival the wealthiest contemporary English or Continental castles, in either scale or sophistication. A number of the earliest stone castles of the Anglo-Normans in Ireland appear to have 'great towers' or donjons, essentially 'chamber towers' in which the private chambers of the lord and his household were arranged vertically through three or four storeys; these donjons are also referred to as keeps (*ibid.*). 'Great halls' were located elsewhere in castle complexes, and both their size (usually one or two storeys high) and their physical separation from the chamber towers suggests that these halls were reserved for the use of public banquets and the administration of public affairs.

Tower houses were built in the fifteenth and sixteenth centuries as lordly residences by both Gaelic and Old English (Norman) families. Barry (1996) estimates that 7,000 tower houses were built in Ireland. Though not castles in a strict military sense, designed primarily to repulse attack, they belong to the same tradition and retain many of the features of 'true' castles, such as battlements, machicolations and narrow slit windows; a group of later tower houses also include gun loops as an integral part of the design. The majority are tall rectangular towers, three to five storeys in height, each storey occupied by one main room; one and sometimes two, of these rooms are covered by a wicker-centred vault. Features common to all tower houses include wall-presses, base-batters on external walls, and floor-support features such as joist-holes and corbels. Due to the thickness of the tower walls, many of the window and doorway embrasures are covered by what are essentially mini vaults, rather than arches, built in the same fashion as the main vaults with wicker centring, occasionally plank centring; otherwise, the embrasures are roofed by lintels. The outer enclosure or bawn, often with corner towers on the angles, is occasionally preserved and was usually built abutting the tower house rather than completely enclosing it. There are two 'castles' located within the waterways corridor that were probably originally tower houses at Castle Island and Clegna, Co. Roscommon. Both have now been much altered with eighteenth and nineteenth structural additions.

Defensible houses – residences capable of being defended but not intended to be fortress-like in appearance – appeared in Ireland towards the end of the 1500s (O'Keeffe 2000). They retained a vestige of defence and machicolations were still used. They can vary in design from a central rectangular block and projecting corner towers of square plan; a central block with splayed corner turrets like bastions on a star-shaped fort; a central block, only one bay in width so that the exterior views are dominated by the four corner towers; and there are early seventeenth century houses with three projecting towers, with cross-shaped or T-shaped plans. There are the remains of two fortified houses located within the study area at Aughry on the shores of Lough Bofin, Co. Leitrim dating to c. 1640 and owned by the Nesbett family and another at Mohill dating to c. 1621 belonging to the Crofton family.

Throughout this time of castle building in Ireland, very often those sites located in strategic positions adjacent to rivers also had associated bridges constructed. Those dating from the early medieval period would have been built of wood and wicker materials and were regularly burnt during attacks. However as the later medieval period progressed more permanent stone-built structures were designed. The majority of bridges located within the study area originated as wooden structures and were later replaced by stone bridges on or near the original location, such as those at Drumheriff, Leitrim, Jamestown and Cloonavery. In total there are seven bridges recognised as recorded cultural heritage sites located within the study area.

Within this period, towns, markets and fairs were established and change and reform attempted in the Irish church. Medieval towns were often defended and delimited by the town walls and examples of such remain at Jamestown dating to the 1600s. The Jamestown Court Collection (NMI 1995:1604-1611) gives a good indication of late/post medieval artefacts that were utilised at this time. Extra defence was also provided by batteries and military fortifications at this time. Although any military fortifications constructed along the Shannon were mainly concentrated further south of the study area in areas such as Lanesborough, Athlone and Shannonbridge, it is recorded that a fort existed at Carrick-on-Shannon by 1611. However it seems that it declined in importance with the establishment of Jamestown in 1622, even though a second fort was built on the Roscommon side of the river by 1627. It is possible that the first 'fort' was built before the town at Carrick-on-Shannon was established and it may simply have housed soldiers and was used to guard an important crossing place on the river Shannon. Very little remains of the fort and as such it has been classified as a castle (Moore 2003). Boyle Abbey lost some of its monastic appearance at this time when it became a military establishment called Boyle Castle in the period c. 1600-1800 (O'Reilly 1997).

The Irish church has a long tradition of monasticism dating back to the sixth century however; a new wave of monasticism was introduced in the twelfth century by the Cistercians, Augustinians, Benedictines and Cluniacs. The Cistercians brought with them the claustral plan (central cloister or courtyard) (Stalley 1987), which was to remain the basis of all monastic building until the sixteenth century. One of the major religious events in thirteenth century Ireland was the arrival of the Friars; these were mendicant orders, vowed to poverty and committed to preaching to the general population. A second medieval wave of monastic foundations is a feature of the fifteenth century, a period in which many existing monastic complexes were extensively refurbished and extended. There are references to abbeys having been established at both Church Island and Trinity Island in Lough Key. Boyle abbey forms an early strand in the web of Cistercian expansion in Ireland. It was colonised from Mellifont in 1161 and patronised by the MacDermots, Irish Lords of Moylurg in the northern part of Co. Roscommon. Friction between Irish and French factions destructive of the peace of such Irish houses as Mellifont and Jerpoint extended also to Boyle, resulting in attacks on the Abbey by the Anglo-Norman William de Burgo in 1202, delays in the completion of the nave, and forced transfer of the allegiance of Boyle from Mellifont to the French mother-house of Clairvaux. Boyle appears to have survived the suppression of the monasteries under Henry VIII, partly because of its western position, and partly because it was only a monastery in name by that time (O'Reilly 1997). There is also tradition of a nunnery having been established at Oakport demesne.

Irish stone churches of pre-1100 date are small and have little structural sophistication. It is possible that the majority of early medieval churches in Ireland of this date were constructed in wood, not stone, and were principally simple post-built structures. When the Romanesque tradition infiltrated Ireland in the

early decades of the 1100s it did not effect a widespread or significant change in the size or structure of Irish churches; rather, the Romanesque features were simply integrated into the long established, indigenous architectural format (O’Keeffe 2000). An attempt to bring the practices of the Irish Church into line with the Church elsewhere in Europe began in the twelfth century when a series of synods and councils were set up. This reform brought to Ireland a system of dioceses; the early medieval Irish church already had bishops for sacramental duties, but now there was a territorial framework in which bishops could exercise power over clergy (*ibid.*). The geography of the Irish dioceses generally reflected that of local and regional secular power. The establishment of new dioceses required new cathedral churches and either the rank of an existing church was changed or a new building erected.

The study area within the scope of this project encompasses several ecclesiastical centres including Church Island, Lough Key where the *Annals of Loch Cé* were written, Trinity Island, also in Lough Key and Tumna, on the shores of Drumharlow Lake. Furthermore there are a series of church sites dating to this period throughout the study area such as at Annaduff, Tarmon and Inishmacgrath Island, as well as examples that became established in certain areas during the Later Medieval period. The establishment of many of these religious sites suggests not only was the waterways corridor densely populated during this period, it was also a thriving economic region of significant importance.

During the late twelfth/early thirteenth century there was a transitional period in Irish church architecture between Romanesque and Gothic styles. The first Gothic works in Ireland date from the very end of the twelfth century, but the great masterpieces of the style were cathedrals and monastic churches, which the Anglo-Normans built as their colony took shape early in the thirteenth century. The building of churches in the Gothic style in Ireland then continued throughout the 1200s and into the early 1300s, but the second half of the fourteenth century saw a fall-away in new construction before a re-boost in building during the 1400s. Local parish churches, cathedrals and monastic churches continued to be built under Anglo-Norman patronage while the friary was introduced early in the thirteenth century. Dominican friars appeared in 1224, followed by the Franciscans in 1231, by Carmelites around 1270, and by Augustinians friars in 1282. There are no known records of friaries having existed within the study area.

The post-medieval period (AD 1600 - Present)

The sixteenth century was a turbulent time in Irish political matters, especially in Ulster. A new order of Irish lordships emerged as previous English settlements were almost eliminated. During the later sixteenth century the Irish lords came into bitter conflict with England when the Tudor kings and queens, particularly Elizabeth I, were determined to assert (or re-assert) English control tightly over Ireland. The resulting wars, in which Ulster figured largely in the form of the O’Neill’s and O’Donnell’s, from the 1560s to 1603, bring this unsettled period to an end.

After the turbulent times of the previous century, the eighteenth century was a time of prosperity for newly established Protestant gentry and landowners in Ireland. The success of the Protestant cause and the effective obliteration of political opposition brought to the country a century of peace. From 1691 until the Rebellion of 1798, Ireland witnessed few dramatic events. Throughout the eighteenth and nineteenth centuries, there was the development of high and low status housing and urban settlements throughout Ireland. In particular local landlords improved their estates and built residences for themselves. There were many country houses built along the waterways corridor during this period including the Rockingham estate, Strokestown house and King’s house in Boyle.

At the time of newly acquired wealth during the industrial revolution, a series of eighteenth century churches, including those for Church of Ireland worship, were established throughout Ireland. Examples of these can be found within the limits of the waterways corridor such as those in the villages of Leitrim, Mohill and Drumsna. Children's Burial Grounds (known as *Cillin*) are also numerous sites throughout Ireland. Many of these are not associated with a church and can be scattered throughout the countryside while some can be located on a site with early ecclesiastical associations. These alternative burial grounds resulted mainly from refusal by church authorities to allow burial of unbaptised infants in consecrated graveyards. This practice had continued into living memory in Ireland. These burial grounds were also used to inter adults, notably unidentified bodies and suicides. They were also used in times of famine, particularly in the mid 1840s. A Famine Graveyard exists on the northern outskirts of Drumshanbo while a Children's Burial Ground is located in the townland of Doon, Co. Roscommon, within the corridor limits. Furthermore, there are another four recorded burial grounds located within the study area that probably date to the medieval period.

A monument type that occurs within the study area and that is peculiar to Leitrim and south Ulster is the sweathouse, an Irish type of sauna used for easing the symptoms of rheumatism and other related ailments. Dating from the eighteenth century and used until the twentieth century, a sweathouse is a small beehive chamber where the walls slope inwards until they are capped with a single stone. They have a diameter of less than 2m with a single narrow opening, and they are seldom high enough to stand up in. Sweathouses are usually located beside streams and built into a hillslope and the exposed stonework covered in a sod mound, sealing the chamber. A turf fire was allowed to smoulder in the chamber, which was then raked out when rushes, and sometimes water were introduced, while those undergoing the treatment crouched inside, sweating. A plunge into the cold stream completed the treatment (Weir 1989). There are eleven sweat houses in total located throughout the study area – five in Co. Leitrim and six in Co. Roscommon.

The period of intense industrial manufacture throughout Europe also affected Ireland in the eighteenth and nineteenth centuries. Remnants of this era can be found within the study area in the form of bridges, roadways, railways, manufacturing industries, navigation networks and canals.

Underwater Archaeology

Intense utilization of the River Shannon and its lakes since prehistoric times is evidenced by the archaeological record from a land-based perspective in the form of various areas of human settlement and also by the water-based record of archaeological features and finds (see Appendix 2). Although the waterway contains a large amount of *known* archaeological sites, it is very likely that it still contains a significant amount of potential underwater archaeology.

Evidence of Mesolithic human settlement within the waterways corridor is provided by artefactual finds that have been discovered in a water-based context on the shores of Lough Allen, Lough Key and north of Jamestown on the banks of the River Shannon. Similarly, both Neolithic and Bronze Age archaeological sites are few within the corridor, however the density of artefact evidence is testimony to extensive settlement having once existed within the study area in the past. Interestingly the majority of these finds were retrieved from the waterway itself.

The early Irish medieval period is very much characterized by the long-term establishment of settlement patterns. Locational factors for such settlements relied on accessibility to transport and communication which was largely facilitated by the network of lakes and rivers throughout the midlands. The River Shannon, the most extensive navigable Irish river, played a significant role in this regard. Forging points, dug-out canoes, and early medieval artefacts found in the riverine and lake environs of the study area is testimony to this. It is possible that further such evidence is presently contained within the waterway with deeper waters perhaps housing boat/ship wrecks while intermediate and shallow waters containing items such as fish traps, landing areas and artefacts such as those listed in Appendix 2.

The late medieval period was an era of castle building in Ireland, and very often those sites located in strategic positions adjacent to rivers also had associated bridges constructed. Those dating from the early medieval period would have been built of wood and wicker materials and were regularly burnt during attacks. However as the later medieval period progressed more permanent stone-built structures were designed. It is noted from documentary sources that the majority of bridges located within the study area originated as wooden structures and were later replaced by stone bridges on or near the original location, such as those at Drumheriff, Leitrim, Jamestown and Cloonavery. It is possible that remnants of these early bridges survive beneath the water at these locations.

It is noted that dredging works on the Shannon waterways in the past have produced significant quantities of artefactual material, some of which was found at forging points, which is now housed in the National Museum of Ireland. The dropping of water levels at Lough Allen has uncovered some interesting areas where crannógs had been sited off the east shore and as well as other indications of early habitation. Lough Key is an interesting lake with several small islands and extensive land-based archaeological remains of medieval date. It is likely that more such remains exist beneath the waters of the lough itself. Furthermore, the Boyle river is likely to reveal underwater archaeological remains as it serves as one of the main navigational routes from Lough Key and the Shannon, connecting the historical towns of Carrick-on-Shannon and Boyle.

Underwater sensitive areas within the corridor can be defined as certain forging points (not all of which have been allocated RMP status e.g. Derrycarne demesne), access points to any of the islands on Lough Allen, Lough Key or the shoreline, shallow waters forming the Great Loop which surround the peninsula between Jamestown and Drumsna which is also the location of the Doon, and as a whole the river bed and deep waters of the corridor are at risk in terms of damage from jet-skis and anchoring respectively. The speed of boats on Lough Allen, Lough Key, the Carnadoe Waters and the River Shannon has a negative impact not only on the reed beds surrounding the shores and islands but also on underwater archaeology. The movement of water can affect and damage fragile features such as wattling (often associated with crannógs). Furthermore it could expose and dislodge logboats or artefacts which may originally have been buried *in situ* or, it could help enhance erosion processes on vulnerable materials and structures such as quays or landing slips associated with defensive sites.

Any future development of accessibility to the islands of Lough Allen and Lough Key should be welcomed however an awareness of archaeology and its delicate nature should be made known to those who wish to gain access to archaeological sites. This could be achieved by the provision of appropriate signage or information boards. Suitable landing facilities should be made available, provided they do not have an impact (visual or other) on the monument.

Future underwater investigation into this region would be of significant benefit to future research as well as of educational value to heritage, land and water based users. It is recommended that any plans or proposals made regarding the future of the waterway and its lacustrine environment should be forwarded to DoEHLG, Underwater Archaeological Unit for consideration, well in advance of works being carried out so that suitable mitigation measures can be made. If a navigable corridor is to be proposed in certain areas in need of regeneration, impact to archaeological sites and areas of underwater archaeological potential should be avoided. This includes impacts associated with dredging or drainage in and along the waterways as they have the potential to disturb underwater archaeological remains.

4 Industrial Development

Structures and buildings relating to water, road and rail transportation, manufacturing and mining are the dominant industrial features that developed during the post medieval period pertaining to the study area.

Navigations and Canals

Inland waterways scattered throughout Ireland, whether in the form of slow-moving rivers or large lakes, provided an important means of transport and communication dating back to prehistoric times, while fording and crossing points were to become areas of strategic importance for defence purposes. In addition, rivers and lakes represented a significant food resource and there is evidence of fish weirs having been constructed since the early medieval period.

By the beginning of the late medieval period, during the 1600s, a definite scheme for the development of Irish waterways was put forward when Lord Deputy Strafford suggested inter-linking the major rivers. Given the varied but often poor quality of roads and the corresponding difficulty and expense of transporting bulky goods, Ireland was easily influenced by the contemporary English trend for the development of waterways and canal building. After the Restoration in 1664, the Duke of Ormonde intended in 'making rivers navigable', but it was not until the early eighteenth century that more serious attempts were made to carry out proper surveys and lodge plans before the Irish parliament. Eventually in 1715, an Act was passed *'To Encourage the Draining and Improving of the Bogs and Unprofitable Low Grounds, and for the easing and despatching the Inland Carriage and Conveyance of Goods from one part to another within this Kingdom'* (Delaney 1988). The completed navigations, it was hoped, would simultaneously improve agriculture by draining bogland. Eighteen different schemes were authorised to be carried out, however a lack of finances in the years following the Act meant a slow start to the development of canals and inland navigation in Ireland.

An important contrast between road maintenance and the construction and development of waterways and canals is that central government was responsible for the earliest inland navigations. In 1771-2, an act was passed which enabled private individuals to become involved in such schemes. Given the well publicised profits generated by some English canals, such investments seemed attractive and significant amounts were subscribed. The major canal schemes were initiated during the second half of the eighteenth century. By 1907, there had been a total expenditure of almost five million pounds on the completion and upkeep of 1140km of inland navigations in Ireland, of which over half had come from private funds (Aalen, Whelan & Stout 1997).

In Ireland, the main rivers do not correspond to the principal trade routes, which traditionally have been from the interior to the east and south coasts and onwards to Britain and Europe. The longest river, the Shannon, flows in a south-west direction from county Cavan to reach the sea on the west coast and the Shannon navigation has always been hindered by the presence of falls at Ardnacrusha. As such, the system of inland waterways which evolved in Ireland favoured east-west routes linking Dublin and Belfast with the Shannon and serving the midlands en route. Three such waterways were created: the Grand Canal which eventually reached the Shannon in 1805 and also provided a link to the river Barrow, the Royal Canal

completed in 1817 and the Ballinamore and Ballyconnell Canal completed in 1859 which provided a link from Belfast to the Shannon via the Lagan and Ulster canals.

The belief that canals would transform the Irish countryside and especially the midlands by encouraging industry and agriculture (the latter being associated with drainage schemes) did not prove correct. They were not a commercial success primarily because they did not tap areas of mineral reserves or reach large industrial centres but rather relied mainly on the transport of bulky agricultural products. While they carried a substantial proportion of traffic in their corridors in the pre-railway era, the revenues generated were not sufficient to cover costs. There were however significant landscape impacts such as the development of canal villages, lock-keeper's houses, warehouses and hotels for overnight passengers, all of which were constructed to a high standard, and thus have become an enduring element within the study area.

The Shannon Navigation

In 1755, following surveys and decisions taken by the Shannon commissioners to undertake navigation works, it was recognised that at Roosky, a lateral canal and lock were needed and at Jamestown it was possible to by-pass the shallows by cutting a canal across the natural loop in the river. It is noted that the navigation was completed to Roosky in November 1769, while the Jamestown Canal was probably finished in the early 1770s (Delaney 1988).

Expenditure on public works was severely curtailed from the 1770s and many areas of the navigation were unfinished or fell into disrepair. A parliamentary committee was set up in 1783 to investigate the condition of the canal system and it was resolved that the entire navigation should be put into repair and extended into Lough Allen. The presence of coal and iron in the mountains surrounding Lough Allen also provided an impetus to open up the navigation in this area. At this time, Colonel Tarrant estimated that the cost of extending the navigation into Lough Allen would be £12, 000. In 1794 a survey carried out by John Brownrigg had noted that the level of the lake was three or four feet higher than some time previously due to silt being brought down by the Arigna river, which discharged into the River Shannon below the point where it left the lake and was gradually blocking the exit. Colonel Tarrant attempted to overcome this silting problem caused by the winter floodwaters of the Arigna river by making an artificial cut which turned the river directly into Lough Allen instead of into the Shannon but these works seem to have ceased shortly afterwards and no improvements were carried out further south (*ibid.*).

Detailed engineering reports dating to 1801 indicated that at this time the lock at Roosky needed new gates and the Jamestown lock also needed gates, there were breaches in the banks of the canal and it was stated that 'much mischief will be done here in the ensuing winter when the Shannon rises three or four feet higher for there is no person now empowered to lay out a shilling to prevent it' (*ibid.*).

The completion of the Royal Canal to the upper Shannon in 1817 brought an impetus to improve this part of the Shannon navigation. Extensive repairs were carried out on the Jamestown Canal and harbours were built at Carrick-on-Shannon, Dromod and Drumsna. Access to Lough Allen and the Arigna coalfields was essential in economic terms and an original scheme to make a lateral canal to the west of the river Shannon was abandoned in favour of constructing a canal to the east of the river all the way from Battlebridge to Lough Allen, passing through Acres Lake en route. Work was completed on the canal and opened to traffic in 1820.

However, the Lough Allen canal had not generated the expected traffic, and the shallow and neglected state of the upper Shannon made it unsuitable for the deeper draft steamers, which did not go north of Athlone (*ibid.*). It was still expensive to transport coal and in reality the canal was little used possibly due to the cheap availability of 'sea-coal' at all the ports and to the fact that the imported coal was considered to be of superior quality during the mid-nineteenth century.

A commission set up in 1831 implemented a survey on the condition of the Shannon and recommended enlarging the lateral canals and locks and opening up the Boyle Water into Lough Key as well as improving drainage along the course of the river Shannon, including widening Tarrant's old cut and constructing a weir at Ballantra to hold Lough Allen at a fixed level. Works commenced in the 1840s and at Roosky the lateral canal was abandoned and a channel was dredged in the river with a lock, weir and new bridge erected. The Jamestown Canal was enlarged and straightened with a new lock constructed nearer the downstream end of the canal. Tarrant's cut was widened to divert more of the Arigna waters directly into Lough Allen. The Carnadoe Waters were opened up into the Carnadoe Waters and a new bridge was erected at Carrick-on-Shannon. The Boyle Water was opened up into Lough Key with a new lock and the bridges at Cootehall and Knockvicar were replaced. Many shallows were removed in the bed of the river using four steam dredgers. The new bridges were fitted with opening spans to a design by Thomas Rhodes but by the time the works reached the Jamestown Canal funds were running low and fixed bridges were built from here upstream. The locks became smaller as the works moved upstream. The works carried out by the Shannon commissioners failed to come to grips with the problems of flooding, and in the early 1860s sluices had to be fitted to the open weirs including Roosky and Jamestown which ensured better control of the levels. By 1925, the Lough Allen Canal was rarely used and subsequently abandoned with Lough Allen becoming a storage reservoir with sluices to control its flow into the river. The Shannon navigation had almost exclusively become dependent on the Grand Canal trade and there was very little traffic north of Athlone.

Bridges

River navigation works, the construction of canals, and drainage schemes had a considerable impact on road bridges in Ireland in the period 1700-1850. The navigation works necessitated the construction of many large new river bridges, particularly on the Shannon, and also the underpinning, alteration and repair of many others – all major undertakings. Hundreds of public road and accommodation bridges were built across approximately 400 miles of new canals (O'Keefe & Simington 1991). The arterial drainage works resulted in the removal and replacement of hundreds of ancient bridges and the underpinning and alteration of thousands of others (*ibid.*).

The first bridges were formed accidentally by fallen trees. Gradually, early settlers began to make for themselves crude timber bridges across small rivers and streams. The archaeological evidence relating to bridges is largely dependent on the early medieval literature of the time in the form of monastic annals. They imply that the great rivers forming boundaries between the provinces were rarely bridged for fear of invasion and cattle raids. Of those bridges that were constructed, O'Keefe & Simington (1991) have identified six types of *droichet* [bridge]: a *cesaigh droichet* or wicker bridge; *cliath droichet* or hurdle-bridge [stronger wicker]; *clar droichet*, or woodbridge [planks and beams]; a *cloch droichet* or stone bridge; a *droichet clochaeltra* or bridge of stone and mortar, and a *droichet long* or bridge of boats.

Most bridges throughout Europe in the early medieval period were constructed of timber. They were short-lived and vulnerable to rot, fire, manual destruction and floods. There was no shortage of timber in most parts of Ireland, especially along the river basins, up to the seventeenth century. In bog areas there were ample supplies of fallen timber such as bog oak. By the sixteenth century, the country's supply was being denuded rapidly for conquest, ship-building, tanneries and iron works etc. The most common native tree species were oak, ash, hazel, birch, holly, mountain ash, elder (elm had disappeared since the seventh century; beech and lime were seventeenth century importations). However, given the availability of oak in Ireland in early times, there was no shortage of materials for bridge builders and, on the larger rivers, no timber transport problems.

Prior to 1700, river transport, where feasible, was far more economic than road transport. However, from early times man-made obstructions to boats began to multiply on the river channels, such as weirs, mills, fords and bridges. With the advent of the Canal Age, it is obvious that the general quality of stone masonry construction improved, especially in rural areas. This is apparent in the masonry and finish of small canal bridges erected in the last quarter of the eighteenth century that can be seen at most of the villages and towns inextricably linked with the waterway of the study area.

Railways

In 1827, the mailboat to Holyhead commenced running from the harbour at Kingstown (Dun Laoghaire) creating a need for efficient transportation between that port and the capital. A railway was opened from Dublin to Kingstown in 1834, initiating considerable public debate concerning other possible schemes. In 1836, the British government, anxious to see an orderly development of railways in Ireland, appointed a commission, and the major Irish railway routes had been completed by 1860 when thirty companies were operating a network of 2195km with 324 locomotives, 867 carriages and 4777 wagons (Aalen, Whelan & Stout 1997).

The initial Irish railway routes were built to exceptionally high engineering standards, requiring considerable earthworks, tunnelling, bridges and viaducts. The stations, even in remote places, were generally of substantial architectural standard with individual companies favouring particular styles. The railways were initially financially successful, inevitably leading to numerous suggestions for expansion of the system. Prosperity would allegedly accrue to even the remotest regions if only they could be reached by railway. The extension of lines into remote regions by private developers was encouraged by a series of acts passed in the 1880s and 1890s which, in effect, gave state assistance to their construction in the same manner as with earlier road building (*ibid.*). It followed that the Irish narrow gauge lines penetrated the very heart of rural Ireland. Within the study area, the Cavan and Leitrim Railway opened from Dromod, Co. Leitrim to Belturbet, Co. Cavan in 1887 with a branch from Ballinamore to Arigna, county Roscommon, being added the following year.

The railway systems were to have a dramatic effect on waterway traffic. Passenger conveyance virtually ceased when the railways opened and the transport of freight declined sharply. Yet, the main canal systems remained open for goods into the twentieth century.

Railways had a significant impact on the economic life of the countryside through which they passed, especially in transporting large volumes of goods and passengers at hitherto unheard of speeds. The

opening of railways to areas of outstanding natural beauty such as that within the study area facilitated the development of tourism on a scale not previously envisaged.

Mining Industries

While minerals have been worked in Ireland from the earliest stages of its history, it was mainly during the nineteenth century that mining activity accelerated. Relative to Britain, coal and metal resources were modest and mining activities were consequently scattered, intermittent and economically marginal, undertaken only when market conditions for particular minerals were favourable. As such, mineral exploitation was too weak to stimulate the indigenous growth of heavy industry associated with the Industrial Revolution.

Coal

Ireland's coal deposits were worked from the seventeenth century onwards, arousing increasing interest from about the middle of the eighteenth century. Irish coal deposits are in carboniferous strata broadly similar to those of England, Scotland and Wales. However, whereas the coal measures of Britain were well preserved, their Irish equivalents were seriously eroded; twisted and contorted by geological movements, they were difficult and expensive to mine (Aalen, Whelan & Stout 1997).

There are various coalfields around Ireland- including Ballycastle, Coalisland, Castlecomer, and even the Kish Bank in Dublin Bay. Most are small and the coal was often of poor quality, and though they were mined on and off over the centuries, it was usually easier to use local wood or turf as a fuel or even to import coal from abroad (Mulvihill 2002). However, the Arigna coalfield near Lough Allen was worked until 1990, making it the last large-scale coal mine in Ireland. The best deposits are found to the west of the lake, on either side of the Arigna river between counties Leitrim and Roscommon, although it is still only of fair quality since it produces nearly 40% ash.

Ironworking

Iron is a common element and widely distributed throughout the earth's surface, but always as a rocky ore containing earthy materials and other minerals. As such, the making of iron always entails some processing, and its appeal as a metal began only with the development of reasonable smelting techniques. Iron smelting originated in the Middle East 4000 years ago and spread slowly across Europe, arriving in Ireland c. 400BC. Early smelters were simple clay ovens where lumps of ore were placed on top of hot charcoal. A manual bellows eventually reduced the ore to wrought iron that could be hammered into shape. By the medieval period, ironworks were using waterwheels to operate more powerful bellows and hammers, and hence had to be built near a water source.

In the fifteenth century it was discovered that purer iron could be produced if the ore was smelted with the charcoal, rather than on top of it. This led to the blast furnace, a tall oven with an opening at the top where the charcoal and ore were introduced, and a facility at the base where molten cast iron was let out (*ibid.*). The next improvement came when it was discovered that adding limestone to the furnace produced and even cleaner iron, because the limestone combined with the earthy ore to form a slag from which the molten metal readily separated.

Blast furnaces introduced a major change in iron smelting techniques. They consumed vast amounts of charcoal and since coppicing was seldom practiced in Ireland, once the trees around the ironworks were

consumed, the company simply moved further along the water source. Iron smelting was a major industry in seventeenth century Ireland, and it contributed to the rapid disappearance of what was left of the country's native woodlands.

The final historic development in iron smelting came in 1709 when Englishman Abraham Darby discovered he could smelt iron successfully using coke, a kind of charcoal-like fuel made from coal (raw coal cannot be used because of its impurities) (*ibid.*). Iron could now be made wherever coal, iron ore and water occurred together and, consequently the area surrounding Lough Allen, particularly at Drumshanbo within the study area, was to become the site of a major industrial ironworks. There are also sites of ironworkings at Druminalass on the eastern shores of Lough Allen and at Gubb, adjacent to Spencer harbour on the western shores of Lough Allen where a chimney remains having survived from a nineteenth century ironworking site. This site also represents the presence of both a brick and pottery manufacturing industry in the nineteenth/twentieth centuries.

Manufacturing Industries

It seems that manufacturing industries such as grain milling, brewing and distilling were not conducted on a large scale throughout the study area, but rather in isolated pockets supplying the needs of the local economies. Prior to the inception of steam engines in the early 1800s, manufactories of any size were reliant on water for their motive power. The large agricultural dependency of the lands located within the study area meant that a limited number of sites indicated on the 6-inch edition Ordnance Survey maps comprise largely of corn mills and creameries. With respect to the mills, most were located on tributary streams of limited potential power and so most were geared towards the production of oatmeal for their respective communities.

5 Urban Development

Small towns and villages are a central component of the history of Ireland, whose fabric and morphology retain significant traces from the past. The urbanisation of certain areas is due largely to colonisation, however there are also significant indigenous roots extending back to the proto-towns of the Early Christian period. There have been three recognisable phases of town development in Ireland: during the Norman period, in the plantation era of the late sixteenth and early seventeenth centuries, and under landlord influence in the eighteenth century (Aalen, Whelan & Stout 1997).

Throughout the medieval period, even to the present day, Ireland has been a relatively lightly urbanised society. Many towns and villages have less than 1500 inhabitants; fairs and markets periodically brought the country to the town, while rural families have continually replenished its demography. Furthermore, the general weakness of industrial growth means that the towns have remained immersed in the countryside. In recent decades however, more accessible towns and villages have grown demographically and spatially and with increasing centralisation of important resources and amenities the fabric of the remoter countryside is weakening.

Monastic proto-towns

Early prestigious Christian monasteries acted as early towns with cult, market, political and educational functions. By the eleventh century, the major monasteries had well-defined markets, paved streets, artisan quarters and clearly-differentiated sacred and secular sectors (*ibid.*). Until the Viking attacks which began in the ninth century, these monastic proto-towns were the economic and cultural centres of early medieval Ireland. In the twelfth century, the Church experienced a revolution throughout Europe, resulting in the foundation of many new religious orders. The Cistercians were the first of these continental orders to come to Ireland, settling by the Mattock river at Mellifont, county Louth in 1142. Such was the popularity of this order that thirty-three monasteries had been established by 1230AD. The Cistercians played a major role in agricultural development, including the creation of internal and external markets for selling cattle, horses and wool. Because the order depended on its own labour, it created the institution of the lay brother for the provision of agricultural labour; monastic lands were divided into farms or 'granges', each with its own buildings which accommodated these lay brothers. Within Ireland, Cistercian abbeys were located in relatively isolated positions but near good supplies of water and with access to better land. They undertook considerable reclamation of wetlands and woodlands. The town of Boyle had its origins in the foundation of a Cistercian Abbey, a religious establishment that was to play a major economic and political role in the development of the town for several centuries.

Influence of the Normans

The Normans carried with them the innovation of the town charter, the administration of which combined economics and the law within the feudal regime. The importance of the market place and the town wall physically embodied this new reality in the morphology of the town itself. Some Norman towns utilised the pre-existing monastic and Viking centres; other developed under the protected areas of feudal

castles; while others were uncastellated planned towns, attached onto a main street broad enough to accommodate the all-important market (*ibid.*). Outside the towns, small manorial villages also developed. These were nucleated villages of feudal origin containing castles, parish churches and manorial mills. The administrative town framework originally set up by the Normans was to feature largely in many Irish towns throughout the succeeding centuries during the late medieval period.

Seventeenth century changes

The impacts of the Reformation, landownership changes, economic and social restructuring, especially in post-Cromwellian times, meant that the previous foci of the tower house and parish church were dissolved. Protestant landlords were eager to promote the Anglican Church by occupying new sites, often as the centrepiece of the new towns. Older parish centres went into disuse and ruin as a result.

The abandonment of medieval churches, the displacement of the old landowning elite and a new commercialised pastoral agriculture meant that the indigenous population of these villages ultimately deserted the settlements. However, the plantation process did initiate a further wave of town and village formation. Approximately 400 new urban centres were created by landlords within their estates as commercial, legal and military bastions in a potentially hostile environment. Towns and villages were the fundamental features of plantation strategy, which brought about infrastructural development (roads, mills, bridges, castles) and a central state presence (court house, barracks, gaol) (*ibid.*). Throughout the late seventeenth and the eighteenth centuries a number of the towns and villages located within the study area evolved from the direction of land-owning families that were granted lands, such as those areas surrounding Cootehill (Coote family), Jamestown (Coote Family), Mohill (Crofton family), Strokestown (Packenham-Mahon family) and Boyle (King family).

Estate towns and villages

The early eighteenth century was a relatively peaceful time when the landed classes developed a series of regularly planned estate villages, formally designed around a wide main street or market square. Furthermore, country houses and demesnes replaced the earlier castle as a place of residence. A final phase in estate town foundation was the influx of new landlord settlement into the western regions of the country. This pushing west was linked to efforts to remodel rundale systems, and to open up areas only recently settled as a result of population pressure, and with no pre-existing village tradition. Road building was a critical enabling development and this is expressed by the establishment of new settlements at western road heads, as the market economy spread along the new roads.

These western towns were also helped by the advent of a tourist industry. Blocked from the Continental Grand Tour by the French Revolution, British travellers and tourists turned instead to their Celtic periphery (Aalen, Whelan & Stout 1997). This redirection was helped too by the new vogue for 'romantick' scenery and by the rising popularity of the seaside. Throughout the eighteenth century, resort towns had been inland spas, whilst new settlements developed in coastal areas as the popularity of sea-bathing intensified in the late eighteenth century.

By the famine of the 1840s, the impetus behind the foundation of estate villages had finally petered out and the Victorian period saw only cosmetic remodellings or development of miniature 'pretty' villages (*ibid.*).

Post-famine development

Irish towns as a whole entered a recessive phase in the troubled nineteenth century. A collapse of the colonial underpinnings of many urban centres, especially the alliance between the landlords (economics), the military (politics) and the established protestant church (religion). An indication of this unrest is evident from the events that unfolded at Strokestown, which resulted in the assassination of the landlord, Major Mahon, by evicted tenants. Meanwhile, the introduction of peasant proprietorship brought about the nation-forming class of tenant farmers in rural areas (*ibid.*). As such, Ireland maintained its rural ethos, and many Irish social commentators of the time reiterated the squalor of Irish towns.

The Catholic Church

At this time of urban gloom there was the late emergence of approximately 400 chapel villages which continued into the twentieth century. Their nuclei were the cores of the newly-constructed Catholic parish system; settlement then accreted around the chapel, generally built on a cross-roads, and attracting other functions such as a public house, school, post office, barracks, dispensary and shops (*ibid.*). It was also in these predominantly Catholic towns that became the centres of a new nationalist Ireland. Example villages of the typical parish system are dotted all along the route of the waterways throughout the Irish midlands.

A present day perspective

With the growth of the Irish economy since the 1960s, the towns have revived considerably. However in the early stages of this new growth, development of bungalow suburbs on approach roads effectively destroyed the historic integrity of many of the older centres. Only in the 1990s has a more focussed approach emerged, mainly due to demands of the tourist industry and by increasing co-operation between heritage specialists and local communities. The latter are increasingly active in preserving the identity and integrity of their towns and villages. Irish towns are considerably more colourful and cheerful places and occupy a more powerful place in the national life and imagination. This renewal is crucial not just to their own vitality but to that of the Irish rural landscape as a whole (*ibid.*).

Within the study area there are fourteen important urban centres:

- Dowra
- Drumkeeran
- Arigna
- Drumshanbo
- Leitrim
- Carrick-on-Shannon
- Cootehall
- Knockvicar
- Boyle
- Jamestown
- Drumsna

- Mohill
- Drumod
- Roosky
- Strokestown

Contained in Appendix 4 is a table of buildings/structures that are located within both the primary and secondary zones of influence relating to the waterway corridor that are protected under the relevant county and town development plans for the study area.

Dowra

Dowra is a small village located northeast of the north-eastern portion of Lough Allen in Co. Leitrim, along the river Shannon. From Dowra there is a three-mile stretch of an ancient frontier earthwork running roughly southwest from the village to the lake, a linear earthwork known as the Black Pig's Dyke. Some 4.5kms south of Dowra, adjacent to the north-eastern shores of Lough Allen are the remains of a post-medieval creamery at Ballenagleragh and a corn mill, associated stores and a mill race at Drumristin. Little remains of the creamery, although the gate piers are of note. While the mill is much dilapidated, its original layout is apparent amongst the wooded overgrowth. It was originally small in proportion and the area for corn grinding is intact with the displaced perforated stone mill wheel still present together with the millrace. It seems that a series of stone steps, still visible, once led from the mill and river to a storage building located on the opposite side of the present roadway. There is a carved stone plaque inset on one of the walls indicating 'erected by ML Mc ...'. Furthermore, new works are presently ongoing on the shores of Lough Allen south of the mill in the area of Cleighran More for a possible mooring/marina point. There are no structures or buildings located in Dowra village that are listed for protection in the County Development Plan.

Drumkeeran

Drumkeeran is a small village, located west of the north-western portion of Lough Allen, Co. Leitrim. Lewis noted c. 1837 that it contained fifty-one houses and 284 inhabitants. At this time it also had '...a penny post to Carrick-on-Shannon, a market on Wednesday, and twelve fairs (one each month)...petty sessions are held every fortnight...'. There are on-going regeneration works being conducted at Drumkeeran in terms of street and road improvements as well as restoration of the townhouses and the creation of a Heritage Centre. There are presently no buildings or structures in Drumkeeran listed for protection in the County Development Plan.

Arigna

Arigna is a small village located west of the southern area of Lough Allen and its primary associations are with the mining works that were carried out in the locality until 1990. The smelting of iron, using locally produced charcoal, began in Arigna in the sixteenth century. The Elizabethan planter, Charles Coote, built iron works at Arigna and Creevelea. Both were destroyed during the 1641 Rebellion, however they were subsequently rebuilt only to close in 1690 when the timber supply from the surrounding forests was exhausted.

Iron smelting was resumed by the O'Reilly brothers in 1788 when, for the first time in Ireland, coal was used in the smelting process. Throughout the late eighteenth/early nineteenth century the mines were in operation until the iron works closed permanently in 1838. Coal mining continued intermittently during

the Great Famine and the Land Wars. Over the centuries many forms of transport helped to move the coal from where it was mined. The Lough Allen Canal, running from Battlebridge to Drumshanbo, was used from 1817 until 1930. In the 1830s a horse operated tramway carried coal along the river to the iron works. From the 1880s the steam engines of the Cavan-Leitrim Railway burned Arigna coal and by 1920, a line connected Arigna station to the mines. In 1958 a coal-fired power station was established and by 1990 the mines had closed, with wind now being the preferred source of energy. There are no protected structures within the environs of Arigna that are listed in the County Development Plan to date.

Drumshanbo

Drumshanbo is situated in the heart of County Leitrim, in scenic woodland and on the south shore of Lough Allen. The town is located a short distance from the mooring point at Acres Lake and from the lock at the entry to Lough Allen at Blackrock. Drumshanbo lock is unique, in that it provides a two-way system to cater for fluctuating water levels in Lough Allen. It has benefited economically in the past from the Arigna coal mines and the iron ore resources found in Slieve Anierin. Iron was mined there some two hundred years ago and the iron ore brought to Drumshanbo to be smelted. The operation ceased when the timber (the source of fuel for the furnace), became exhausted c. 1740. A Visitor Centre located in the town recounts the important features of the mining of coal and iron in the area as well as the Cavan and Leitrim Railway and local sweathouses. There is one protected structure, a Wesleyan church, located within Drumshanbo that is listed in the county development plan, while the NIAH have recorded several structures/buildings, most of which are connected with the Cavan and Leitrim Railway, town houses and the water navigation. The Blackrock New Lock at Drumshanbo is the entrance lock from the Lough Allen Canal to Acres Lake and beyond to Lough Allen. Built c. 1820 with an associated single arched road bridge and former lodge, it has recently been renovated. Traces of the Cavan and Leitrim Railway remain in the town in the form of a goods store and station house, both of which are presently in dis-use. A free-standing, cast-iron water tower is located nearby, which was manufactured c. 1887 by the 'Atlas Foundry, Belfast'. Also located within the town environs are the scant remains of a corn mill towards the rear of the 'Mill Race' pub where the mill race itself is still visible.

Leitrim

Leitrim is a small village located northeast of Carrick-on-Shannon on the eastern banks of the river Shannon. A portion of the Ballinamore and Ballyconnell Canal passes through the village before meeting with the River Shannon itself. The canal is traversed by a single arched road bridge which is associated with strengthening works conducted on the canal during the 1840s. Lewis (1837) noted that it contained fifty houses and 274 inhabitants in the early nineteenth century and a castle once existed near the bridge. The castle, undoubtedly a tower house, was built in 1540 by Brian Ballach O'Rourke (AFM, vol. 5, 1458-9), and it was destroyed in 1580 by Brian of the Ramparts O'Rourke to prevent it falling to Sir Nicholas Maulby. Sir Nicholas rebuilt and garrisoned it, but the castle was immediately besieged by O'Rourke and abandoned by its garrison shortly afterwards (AFM, vol. 5, 1742-3). In January 1603, after the defeat of Kinsale, O'Sullivan Beare rested at Leitrim castle after their long march from Glengarriff, Co. Kerry. Brian Oge O'Rourke, who was the last leader to remain in rebellion, was finally besieged at Leitrim castle. In April Brian Oge fled to Rosa-larla friary in Galway, where he died in January 1604 (Mac an Ghalloglaigh 1971, 238). A length of mortared uncoarsed limestone masonry survives with two small openings which may be part of the bawn wall.

Located within the village, a plaque bearing the O'Sullivan arms notes: *Here on January 14 1603 Brian Óg O'Rourke welcomed Donal O'Sullivan Beare and his followers after their epic march from Glengarriff in 14 days.*

Though one thousand started with him only thirty five then remained, sixteen armed men, eighteen non combatants and one woman, the wife of the chief's uncle, Dermot O'Sullivan. Peter Somerville recounts in his book *From Bantry Bay to Leitrim* how he traced the O'Sullivan Beare route in the 1970s from a diary kept by the twelve year old Philip O'Sullivan, who survived the march. Broadcaster Donncha O'Dulaing completed the same long journey from Kerry in January 1987 and his effort is also commemorated. There are no buildings listed as protected structures in the County Development Plan for Leitrim village to date.

Carrick-on-Shannon

Originally a market and post-town (formerly a parliamentary borough), its location on the banks of the river Shannon was an important crossing point throughout history. It was incorporated by James I, in 1613, under the title of 'The Provost, Free Burgesses, and Commonalty of the Borough of Carrigdrumruske' (Lewis, 1837). In 1684 the tolls of the then extant bridge were granted to the local landlord Sir George St George, and in return he contracted to keep it in repair.

A new bridge with seventeen arches was erected in 1718 and the Shannon Commissioners replaced it by the present bridge in the 1840s. Up to this time the navigation works had not been extended north of the town however there appears to have been some trade in small boats upstream to Cootehall on the Boyle River (Delaney 2000).

There are several interesting buildings located within the town. In the late twentieth century an old jail complex was removed to make way for a marina, however an eighteenth century court house remains. St Mary's Catholic Church was designed by William Hague in 1879 and completed 50 years later by his pupil T.F. McNamara, who added a tower and installed stained glass over the high altar (Williams 1994). The original high altar was dismantled in 1979, parts of it distributed to a new tabernacle in the chapel on the right and to a new baptismal font in the chapel on the left (*ibid.*). The construction of Costello Chapel, a small stone roofed oratory, was commissioned by a local shop keeper, Edward Costello, who lost his wife in 1877. Originally a Methodist chapel, it was completed in 1879 although no architect is recorded.

Hatley Manor, a town palazzo is entered by a forecourt off the main street, and was built by a branch of the St George family in the 1830s. It is designed in the Italianate manner however the garden front was altered to a Gothic style during construction – the windows given hooded mouldings, the parapet castellated, and the central staircase extended into a battlemented tower and lit by a tall Gothic window off the half landing (*ibid.*). There is a mausoleum in the garden built in 1865 and entered by a Doric porch. There are some twenty-six structures/buildings in total that are listed for protection in Carrick-on-Shannon as referenced in both the Leitrim and Roscommon County Development Plans.

Cootehall

Cootehall is located on the north-eastern shores of Oakport Lough which forms part of the Boyle river and remains as a small village today. The Coote family had been granted extensive lands in this area in the seventeenth century and Sir Charles Coote, and later his son, are recorded as having being harsh landlords. Cootehall Castle, near the bridge, was originally a large quadrilateral enclosure with high walls and towers at each corner. It was attacked and burned by insurgents in 1798. Some remains of the towers are extant together with some of the castle buildings which were later converted into a farmhouse. There is a pedimented triple arch stone entrance gate to the house dating to c. 1775. An eight-arch bridge that crossed the river at this point was replaced by the Shannon Commissioners in the 1840s by a triple arch stone bridge (Delaney 2000). Cootehall has also a literary connection. It was here that the Irish novelist

John McGahern spent his youth and he used the police station here as the setting for his first novel *The Barracks* (1963). In the novel he depicts the atmosphere of the village during the 1940s which traces the terminal illness and death of the sergeant's wife and her loneliness even though she is surrounded by people. There are four structures/buildings that are listed for protection in the environs of Cootehall as listed in the county development plan – St. Michael's Roman Catholic church (built 1846) and Oakport House (built c. 1820) and entrance arch located in nearby Oakport demesne and the Cylindrical House and Tower..

Knockvicar

Knockvicar is a small village located east of Lough Key along the banks of the river Boyle. The Boyle river navigation winds up the narrowing river passing, Tara Marina to Knockvicar Bridge, which replaced an older eight-arch structure (Delaney 2000). The present bridge is a triple arch stone bridge dating to c. 1845 and has a passageway leading down river to a landing quay. Clarendon Lock is located a short distance upstream of Knockvicar bridge before the river opens out at the lock and weir. There are three protected structures within the environs of Knockvicar, including the bridge, Riversdale house and Errinonagh gate lodge. Riversdale House is a late Georgian structure built c. 1840 with associated outbuildings (derelict) that is presently used as a guest house, while Errinonagh Lodge is an unusual octagonal-plan gatelodge dating to c. 1800 that has recently been renovated.

Boyle

Boyle was established as a corporate, market and post-town by the time of Lewis's writings in 1837. However, the place had its origins in the foundation of a religious establishment, in 1161, in the form of a Cistercian Abbey. The town is situated on the river Boyle, which flows from Lough Gara into Lough Key, and is divided into two parts by the river, towards which the ground slopes on both sides. The oldest part of the town extends along the north side, while a later portion stretches in a direction parallel with the north-west bank of the river, above the bridge. A nineteenth century addition is located on the south side of the bridge, ascending the hill and forming a crescent on its summit.

Lewis (1837) notes that '...the old bridge...which connected these parts of the town...has been taken down and replaced by a handsome structure of three arches, 100 feet long and 42 feet wide; the span of the principal arch is 30 feet...'. A single arch bridge was built across the river in 1817, while another small five-arched example was also erected.

The borough was incorporated by charter during the reign of James I (1613), and a market and fairs were granted to John Bingley and John King in 1604, prior to which date there is little reference to the town. The town was the commercial centre of the extensive agricultural district which surrounded it.

The ruins of Boyle Abbey retain the classic lay-out of a Cistercian monastery. The church took many years to build and displays a changing architectural style: Romanesque evolving into Gothic, spanning approximately the first sixty years of the monastery's existence (Delaney 2000). Fragments of the domestic buildings surround what was once the cloister. The abbey was one of the largest and wealthiest in Connaught and it took a leading role on the Irish side when a split developed in the Cistercian order in Ireland in the early thirteenth century by opposing the growing determination of the Anglo-Normans, and it was plundered by the latter in 1235 (*ibid.*). The abbey was finally dissolved and the buildings were subsequently used in 1659 by Cromwellian soldiers.

King House, the original early eighteenth residence of the King family, later Earls of Kingston, is situated within the town of Boyle itself rather than within a demesne. It is a large 'U' shaped mansion, two-storey over basement, with a partly gabled attic, probably designed by William Halfpenny, an assistant of Sir Edward Lovett Pearce; and built for Sir Henry King, 3rd Bt, MP, who died in 1739 (Bence-Jones 1988). It is possible that the house incorporated the walls of an earlier seventeenth century house that was previously burnt. The main block is gable-ended; the wings, which are two bays wide, have hipped roofs and project on the entrance front, on either side of a gabled centre with a plain massive doorway (*ibid.*). The house was abandoned by the family at the beginning of the nineteenth century when they moved out of the town to Rockingham, when it subsequently became a military barracks. King House has recently been restored and is open to the public. It houses the Boyle Civic Art Collection and traces the history of the King family together with that of Boyle and its surroundings.

Rockingham demesne is located c. 2km east of Boyle town on the south-eastern shores of Lough Key. The house was a large Classical mansion designed by John Nash and built in 1810 for General Robert King, 1st Viscount Lorton, a younger son of 2nd Earl of Kingston to whom this part of the King estates had passed. It was originally of two storeys with a curved central bow fronted by a semicircular Ionic colonnade and surmounted by a dome; the facade projecting slightly on either side with recessed Ionic columns framing the three ground floor windows (Bence-Jones 1988). Twelve years after the house was completed an extra storey was added to provide more bedrooms; at the cost of sacrificing the dome. Either in 1822 or 1863, when the house was restored after a serious fire, the porch on the entrance front was replaced by a balustraded Ionic *porte-cochere*, continued on either side by a short colonnade (*ibid.*). All the servant quarters etc. were located underground and were accessed through a tunnel which passed under the formal garden.

The house was set within a large demesne on a wooded peninsula and other interesting features include estate church, the farm buildings, an ice house, a wishing chair and 'The Temple', a gazebo down on the lake shore. There are two canals spanned by ornamental bridges, a bog garden and, away to the north-east, another canal with a lock which was used to bring down turf from the neighbouring bog (Delaney 2000). Lord Lorton had converted the western promontory of the estate into pleasure grounds. One of the ornamental canals is named the 'Fairy Bridge' and is constructed of strangely shaped limestone sourced from the lake shore that has been significantly eroded by the acidic waters of the lake. The 'turf' canal has a well-built bridge and small lock. The castle on the island is a nineteenth century folly built from the remains of the old castle. Damaged by fire it is now in a dangerous condition. Lorton's nineteenth century estate landscaping features are also evident at Cloontykilla Point where the gamekeeper's house was surrounded by a mock castle wall in order to provide a pleasing view from the lake. There are five ringforts within the estate, one with a souterrain.

The 2nd Viscount Lorton succeeded his cousin as 6th Earl of Kingston, however Rockingham passed to his younger brother, Hon. Laurence King-Harman, from whom it passed eventually to the Stafford-King-Harman family (*ibid.*). The house was gutted by fire 1957 and was soon afterwards sold to the State who have converted the demesne into a forest park and demolished the house.

There are several other buildings of note within the environs of Boyle and in total there are thirty protected structures listed in the county development plan, as well as a further twenty-two which are sited on the Rockingham estate in Lough Key Forest Park.

Jamestown

Jamestown was originally a small market town (formerly a parliamentary borough) and is noted as being of very little importance prior to the settlement of Leitrim in the reign of James I. It was recognised as an important strategic site for a fortified town and in 1621 the monarch granted it a royal charter and the lands, which were incorporated under the designation of the sovereign, burgesses, and free commons of the borough and town of Jamestown, and chartered them to build a new town near the Shannon.

In 1623, Sir Charles Coote, who had been granted the town together with several extensive landed estates in the county, surrounded the town with walls and erected a castle on the banks of the Shannon, which, in 1645 was besieged and taken by the Earl of Carlingford. Little remains of the castle however there are some ruins of a church and graveyard just beyond the north gate. This is possibly the remains of a Franciscan friary, variously described as 'ancient' (Lewis 1837) and 'c. 1630' (Butler 1901), which may have been intended by Sir Coote for the town's use, perhaps as a daughter church of the pre-existing parish (Thomas 1992). Degraded remnants of the wall survive and are shown on the current OS maps on all four sides, the most extant being a stretch of 100m from the northwest corner to beyond the north gate. The north gate is a simple but broad gateway causing the road to narrow slightly, with a curved shallow arch and simple battlemented top, similar to the North Gate at Carrickfergus or watergates of medieval towns such as Youghal (*ibid.*).

The town contained approximately forty-eight houses c. 1837. Also at this time, Lewis (1837) noted that there was a large flour-mill, a school-house, slight vestiges of an ancient abbey on the banks of the Shannon, and also of the castle; and there were formerly in the town a prison and barracks, both of which had been destroyed. The towers or bastions originally consisted of 6-4 sided 'square' open-backed flankers at four corners and 'triangular' variants centrally on long the east and west sides. There is no extant evidence of a fosse and it is possible that a rampart was located inside the walls. The bridge and the walled town are curiously separate, the bridge being 150m beyond the site of the south gate and, even if the original bridge had been further north on a line with the Watergate, the town would probably still have been set back from it (Thomas 1992). There is a quay south of the bridge and a weir north of the town at which was the flour mill.

The Jamestown Canal was the first constructed back in the 1770s to by-pass the great loop of the river Shannon and its shallows. The early engineers encountered hard rock; there were originally two bends on this canal, it was considerably narrower than now and the lock was sited some distance up the canal (*ibid.*). The Shannon Commissioners straightened out and widened the canal and built a new large lock, however it is still possible to find traces of the early canal where it curved.

In prehistoric times the loop of the Shannon offered a good strategic site protected on three sides by the fast flowing river. An earthwork rampart, known as the 'Dún' or 'Doon', it was constructed to defend the landward approach. This was a great bank 5m high and 30m wide at the base which was extended from the high ground by Jamestown bridge, crossing to meet the river at the a bend downstream of Drumsna. Parts of the Dún can still be traced in this area. The Roman Catholic church in Jamestown is listed as a protected structure in the county development plan.

Drumsna

Drumsna is a post town, located in the parish of Annaduff, on the river Shannon c. 2km west of Jamestown, Co. Leitrim. Lewis noted c. 1837 that it contained 427 inhabitants, approximately seventy

slated houses and a constabulary barracks. It was here that Anthony Trollope (1815-1882), a leading English novelist who was stationed for a time and drew on the nearby ruined Headford House for his first novel, *The Macdermotts of Ballycloran* (published 1847).

The nineteenth century Church of Ireland church of Annaduff is set in a backdrop of trees on the east bank of the river near Drumsna. In the graveyard there are some ruins of an earlier church and the stones of this are thought to have been from some of the eighth century Annaduff Abbey structures which were originally on this site. The bridge at Drumsna, unlike most of the other Shannon bridges, was not replaced by the Shannon Commissioners (Delaney 2000). The old harbour, constructed in 1817, was lowered by the Board of Works, who have also built a new quay extending downstream (*ibid.*). The Roman Catholic church at Drumsna, dating to 1845, is listed as a protected structure in the county development plan. In addition, both the Roman Catholic and the Church of Ireland churches at Annaduff are listed as protected structures.

Mohill

Originally a market and post town, it is located southeast from Carrick-on-Shannon. Lewis (1837) notes that it was the site of an early medieval abbey founded for canons regular in 608, and dedicated to the Blessed Virgin, by St. Manchan, who died in 652. The establishment, endowed with glebes, tithes, vassals' fees, and other lands, existed till the dissolution, and in 1621, the rectory, as part of its possessions, was granted to Henry Crofton, Esq., under the commission for the plantation of Leitrim. At the time of Lewis's writings, the town, neatly built, contained 305 houses and 1606 inhabitants; deriving its chief trade from its location on what was a public thoroughfare towards Sligo.

There are some archaeological sites listed below that are located near Mohill, which are not included in Appendix I since they are beyond 500m from the waterway: RMP LE032-069--- Boeeshil (Mohill By.) Ringfort; RMP LE032-089--- Boeeshil (Mohill By.) Ringfort; RMP LE032-06802- to 06- Mohill Church (site); RMP LE032-06701- Mohill Fortified house; RMP LE032-070--- Aghnacross Earthwork; LE032-066--- Tullybradan Holy well (site, possible).

Nothing survives of the early ecclesiastical site founded by St Manchan in the 6th or 7th century (Anon. 1940, 43; MacNamee 1954, 723; Lewis 1837, vol. 2, 376; Pinkman 1942 36-9). The Augustinian rule was introduced in the early twelfth century, and the church is described as a parish church in 1470 (MacNamee 1954, 724). In 1590 the precinct contained a church, two stone buildings and a cemetery, while Henry Crofton added a chapel in the early seventeenth century (Logan 1971, 327-8). The foundations of a rectangular building remain in the graveyard, where there is also a Church of Ireland church.

Also within Mohill town, are the partial remains a fortified house belonging to Henry Crofton. Only part of a bawn wall with the base of a circular corner tower remain of what was a seventeenth century house and bawn. An eighteenth century five-bay, two-storey building, owned by the Crofton family (Turley 1944, file no. 146), occupied the site until it was demolished in 1977 (Leitrim Observer, 08-10-1977). The Church of Ireland church built c. 1820 at Mohill is listed for protection in the County Development Plan, while there are also several nineteenth century town houses, a fever hospital (built 1841), railway station and Roman Catholic church that are included in the NIAH for the area. Located adjacent to the R201 road from Mohill to Annaduff are the scant remains of Drumcree mills. Storage outbuildings remain in a

derelict state while the house associated with the mill (and indicated on the 6-inch OS map) has recently been renovated.

Drumod

Drumod is a village in the parish of Annaduff, a short distance from Lough Bofin, which Lewis (1837) notes originated with the establishment of iron ore smelting works, which were carried on successfully until the supply of fuel failed in 1798. At this time, it contained twenty-nine houses and 162 inhabitants. There is a chapel of ease, which was erected at the expense of F. Nesbitt c. 1815 who resided at Annaduff.

Derrycarne demesne is located on an area of land that extends into Lough Bofin, west of Drumod. Delaney (2000) notes that this was an important fording place in the past and also accommodated eel weirs. A battle took place here between the Williamite forces and Sarsfield's army in the late seventeenth century; and tradition has it that Sarsfield's dead were buried in a communal grave, known as 'James heap' indicated by a cairn that exists there (Lewis 1837). The Nesbitt family who had associations with both Drumod and Annaduff, built a house at Derrycarne but eventually the estate was bought by the state and turned into a forest park; the site was demolished and the site turned into a car park (Delaney 2000).

The old harbour at Drumod was built by the Directors General of Inland Navigation in 1829 at a cost of £139 (Delaney 2000). The house here was formerly a store and the outline of the doors can be seen in the gable wall as well as the stone supports for the crane for lifting goods. The Board of Works lowered the walls of the old harbour to accommodate modern cruisers and a new harbour has now been constructed here to cater for the increasing traffic (*ibid.*). There are no buildings in Drumod listed for protection in the county development plan to date.

Roosky

Roosky was originally established as a market and post town, situated on the river Shannon, over which is a bridge connecting the counties of Leitrim and Longford with Roscommon. Lewis (1837) noted that it participated in the general trade of the river, having also a market, fairs and a constabulary police force.

There is a diverse range of buildings and features in Roosky all of which contribute to its built heritage. Mount Carmel Church is dominant in the streetscape at the west end of the village, while the bridge which dates back to 1845 is a striking feature at the east end of the village. In between are many buildings, commercial, recreational and residential which contribute to the village's attractive streetscape (Roosky Local Area Plan 2004-2009). These include the 'Cloudland Ballroom' which represents an era in Irish social history as well as being a distinct building in the village. The Water Tower is another unusual feature in the village, while the Garda Station along Main Street is part of an attractive terrace, which retains its traditional sash windows. The former Mount Carmel Guesthouse adjacent to the bridge is a period dwelling with many fine features such as its elevated chimney stack. A number of houses in the village also retain their original features such as sash windows. There are no structures in Roosky included on the Record of Protected Structures to date.

The early Shannon navigation passed down a canal and through a lock to the west of the river at Roosky. This canal and lock were built in the 1760s and, unlike all the other early locks, this one was never rebuilt or altered. The stonework is in surprisingly good repair and the only obvious difference in construction was the use of smaller and more irregular sized stones (Delaney 2000). The early lockhouse, which was sited along the canal nearer the village, was removed. The canal re-entered the river at the back of the

small island a short distance upstream of the bridge (*ibid.*). The present lock, the weir and the road bridge were all built by the Shannon Commissioners in the 1840s but the original opening span had to be replaced in recent years by a lifting bridge (*ibid.*). There is one building, Carnadoe Cottage, which is listed for protection in the environs of Roosky, as referenced in the county development plan.

Strokestown

Strokestown was constructed in the latter half of the eighteenth century by the local landlords, the Pakenham-Mahon family. It has two unusually wide streets, intersecting each other at right angles, with the main street terminating at the gothic entrance gate which leads to Strokestown Park House, an imposing mansion which is now open to the public. At the time of Lewis's writings, c. 1837, he noted that there were 1547 inhabitants and 261 houses in the town, 100 of which 'are above the rank of cabins, some of them being very good houses of stone, covered with Welsh slate brought by land carriage from Sligo'. He also notes that there was a brewery and constabulary police station in the town.

Strokestown Park House was built by Thomas Mahon MP (1701-1782) on lands which had been granted to his grandfather, Nicholas, in the latter half of the seventeenth century for his support in the British colonial campaign. It was the family home of the Pakenham-Mahon family until 1979 when the house, in an advanced state of disrepair, along with what remained of the estate, was purchased by a local company, who ensured that virtually all of the original furnishings and estate documents remained at the house. A Palladian house with a centre block and wings, it was built in 1696 and altered and refaced in the late-Georgian period; probably 1819, when J. Lynn is recorded as having carried out additions and alterations for Lt. Gen Thomas Mahon, 2nd Lord Hartland (Bence-Jones 1988). It is a three-storey over basement structure with seven bays. The wings, which are of two storeys and four bays and joined to the centre block by curved sweeps as high as they are themselves, seem likely to have been added c. 1730, to the design of Richard Castle (*ibid.*). One wing contains a magnificent stable with vaulting carried on a row of Tuscan columns. The house was opened to the public in 1987, while the walled gardens were restored and put on public display in 1997. A Famine Museum is located in the original stable yards, housing several original documents written by the tenants of the estate during the 1840s.

There is a diverse range of buildings and features in Strokestown all of which make a positive contribution to the built heritage of the town. Lease clauses dating from the 1700s dictated building materials and specifications, such as requirements to built of stone, lime and sand with sash windows and a stone chimney; as was required on a building plot in Elphin Street in 1750 (Strokestown Local Area Plan 2004-2009). The Market House on Church Street is one of the oldest buildings in the town, close by are two bank houses, one still in that use. The Court House, though neglected is another important building in the town. An Architectural Conservation Area (ACA) has been designated for Bawn Street, which incorporates the buildings at the apex of Elphin and Church Street (*ibid.*). The work of esteemed architects Richard Castles and J Lynne has influenced its development within the planned estate town. There are seven structures/buildings located within the town that are listed as protected structures in Roscommon County Development Plan which include St John's Church; four town houses (Dower House, Hartland House, House with cut stone doorway and Elphin Street, McHugh's), Strokestown Park House Gates and Ancillary Structures; and a mausoleum.

6 Character Assessment Areas

For purposes of this study the area of the waterways corridor extending from Lough Allen to Roosky, including the Boyle navigation and Carnadoe Waters has been subdivided into five geographical units in order to comprehensively assess cultural heritage aspects pertaining to each area.

Area I

Area I has been defined as that which includes the villages of Dowra and Drumkeeran, Lough Allen, Arigna and Drumshanbo (Acres Lake, Drumshanbo lock Cavan & Leitrim railway).

The Shannon Pot, where the river Shannon originates, is thought to be located in the foothills of the Cuilcagh mountains, although it is likely that the real source is higher up in the mountain slopes. From here, the Shannon continues southwards and is joined by another stream, widening into a small lake before it meets the large Owenmore river. At this point, fed by numerous small streams, it becomes quite a substantial river before it reaches Dowra. Here it is joined by another sizeable river, the Owennoyre, before it enters the northeast corner of Lough Allen. For most of its course, the Shannon meanders through the country broadening out into large lakes as it goes; a natural navigation with only an occasional place where rapids occur (Delaney 1987).

At the southern portion of Lough Allen a canal opens from a small bay, continuing through Drumshanbo lock and onwards to Acres Lake. Much of Acres Lake is surrounded by grassland subjected to fluctuating water levels. The Lough Allen Canal was constructed in 1819-20 to enable coal mined in the Arigna area to be carried down via the Shannon navigation to the Royal Canal, which had just been completed, in order to transport to Dublin. However, the anticipated coal trade did not materialise and the completion of a railway with a tramway extension to the mining area further diminished trade. When the hydro-electric works were carried out in the 1920s, traffic on the canal had virtually ceased and so it was decided to use Lough Allen as a reservoir with sluices to control it at Bellantra (Delaney 2000). This resulted in great fluctuations in levels making it impossible to continue using the canal; the last boat passed through in 1932. The canal was re-opened to Acres Lake in 1978 but could not be extended into Lough Allen because of these fluctuations. Power from the Shannon scheme now forms a very small part of the national grid and so the Electricity Supply Board agreed to keep Lough Allen at a more constant level and the canal was re-opened into Lough Allen in 1996. Since the level of the lake varies, a two way lock was constructed where the canal joins the lake.

Lough Allen is c. 11km long and almost 8km broad at its widest point, narrowing at its southern end. A deep lake, it is almost completely surrounded by high mountains; the shore line is very regular with very few bays and few islands. The dropping of water levels at Lough Allen has uncovered some interesting areas where crannógs had been sited off the east shore and as well as other indications of early habitation. At the north end of the lake there is a prehistoric ditch, known as the Black Pig's Race, extending from the village of Dowra towards the lake, which is thought to be part of an early man-made frontier which defended the kingdom of Ulster. There are also number of early church ruins, including one on the island of Inismagrath (LE018-037---) and two others along the west shore, at Conagh (RMP LE020-01001-) and Tarmon (RMP LE020-003(01-02---)), indications of the importance of the lake in ancient times. In terms of archaeology, Area I is covered by RMP map sheets Leitrim: 18, 20 and 23 (see Appendix 1). Inclusive of

the aforementioned sites, there are twenty-eight recorded archaeological sites located in Area I that are representative of settlement in the area since Neolithic up to post-medieval times (court tomb / standing stone / crannóg / churches (4) / earthwork / rectangular enclosure / moated site / castle / ringforts (3) / cashel / enclosures (3) / holy well / massrock / ironworking (2) / sweat houses (5)). In addition, a number of chert implements dating from the Mesolithic have been found on the shores of Lough Allen as well as a series of Bronze Age artefacts. Such early settlement evidence is indicative of the importance of the waterways corridor as a means of navigation through what would have been a heavily forested and hostile environment. Industrial development in Area I is centred on the iron and coal working within the area of Arigna, however there is also evidence of isolated iron-workings at Druminalass on the eastern shores of Lough Allen and at Gubb on the northern shores of Spencer Harbour on the west side of the Lough, dating to the eighteenth and nineteenth centuries respectively. Also within Area I are a series of corn mills that were indicated on the revised 1910 edition OS maps such as those at Drumristin on the north-eastern shores of Lough Allen, Knockadryan located west of Arigna and Carricknabrack outside Drumshanbo.

In the 1630s, the Lord Deputy Strafford had proposed linking the major Irish rivers, and the importance of the Shannon as a line of defence was appreciated by the Confederate forces in the 1640s (Delaney 1987). After the Restoration one of the 'Instructions' issued by the Duke of Ormond was that Ireland's rivers should be made navigable. However, it was not until the 1750s before grants were issued by the Irish parliament in order to undertake proposed navigation schemes. The Grand Canal Company, which had a vested interest in improving the navigation, took over the Middle Shannon and rebuilt the navigation works on this part of the river in the early 1800s; the canal company saw little point in opening a canal from Dublin to the Shannon unless the river itself was navigable.

By the 1820s there was a moderately efficient navigation, but the absence of tow paths made progress slow on the river sections when boats had to be poled along against adverse winds. The arrival of steamers in the late 1820s changed all that, but the increasing use of the river focused attention on the shortcomings of the work already carried out and the locks proved too small to accommodate the size of steamers which were needed to navigate larger lakes (*ibid.*). Major works were carried out in the 1840s by the Shannon Commissioners resulting in the navigation we see today. However this was also a time for the development of railways and passenger traffic was seriously affected, and in the years to follow commercial traffic was limited.

Although the early navigation works did not extend above Carrick-on-Shannon, the existence of coal and iron in the mountains around Lough Allen provided an incentive to attempt opening it up. Some attempts were made in the 1790s to extend the navigation into the lake by Colonel Tarrant, a military engineer by making an artificial cut which turned the river Arigna directly into Lough Allen instead of the Shannon (to avoid silting problems causing rising water levels due to the exit of the lough becoming 'blocked') and by beginning work on a short canal at Battlebridge to by-pass rapids in this area at the west of the river (*ibid.*).

The Royal Canal was completed in 1817 with one of the principal reasons for its construction to provide access by water to the Lough Allen coalfields. As such, it was recommended to make a canal on the east side of the river all the way to Lough Allen instead of using parts of the river (*ibid.*). The plan was approved and the proposal included the deepening of Acres lake, the small lake through which the canal was to pass. Work began in 1819 and despite some setbacks, was completed and open to traffic in

February 1821. It was almost 6.5kms long, commencing with a lock below Battlebridge which led into a small harbour. Both this lock and a second lock at Drumleague about 1.5kms up the canal were for some reason made 3m shorter than the Royal Canal locks, which meant that boats from the Royal Canal could not pass through (*ibid.*). From Drumleague the canal, which was very narrow, twisted its way to Acres lake and upwards to enter Lough Allen in a small bay at the extreme southern end, some distance from the place where the river leaves the lake.

The expected trade in coal did not materialise and only an occasional boat passed through the canal. The cost of shipping coal was high and coal continued to be imported through Dublin. As such, the Shannon Commissioners showed a limited interest in the Lough Allen canal when the plans to improve the navigation in the 1830s were being drawn up. They did recommend a number of improvements: replacing the old roadbridge at Battlebridge with a new bridge to be sited downstream of the entrance to the canal; lengthening the locks to accommodate boats from the Royal Canal and making a second lock just beyond the harbour to increase the depth of the canal and deepening and widening the canal for its entire length (*ibid.*). In addition they suggested widening Tarrant's old cut and constructing a weir at Bellantra to hold Lough Allen at a fixed level. The only work carried out was some underpinning of the locks to allow the canal to take deeper draft boats, and some dredging in the canal, while Tarrant's cut was widened to divert more of the Arigna waters directly into Lough Allen. It was not until further steps were taken to control the Shannon waters following disastrous flooding in the 1860s that sluices were eventually fitted at Bellantra, designed to raise the lake 1.5m above its normal summer level (*ibid.*).

The construction of the Cavan & Leitrim railway in the 1880s with a tramway extension to the Arigna coalfields had further reduced the use of the canal. As such, when a hydro electric scheme for the Shannon was being considered in the 1920s, it was decided to use Lough Allen as a storage reservoir by constructing new regulating sluices at Bellantra. This meant closing off the canal permanently because of the great fluctuations in the level of the lake. However, in recent years the navigable course of the canal system, river and lough are accessible.

Cavan & Leitrim Railway was incorporated in 1883 under the Tramways Act of that year, under the title of 'Cavan & Leitrim & Roscommon Light Railway and Tramway Company Limited'. It opened its main line, situated around the edge of the central plain of Ireland, bounded to the north by the Iron Mountain range, with a highest peak, Cuilcagh, rising to 2,188ft (Casserley 1974). A branch to Arigna and its coalfields opened in 1888, and 3.5 mile extension to the coal mines was constructed in 1920 under the title of Arigna Valley Railway. A 3ft narrow gauge railway line, its route mileage (excluding the Arigna extension) was 48.5 miles, with the principal places being served including Ballinamore, Belturbet, Arigna, Mohill and Dromod (*ibid.*). Eventually the line closed in 1961.

Area 2

Area 2 has been defined as that from Drumshanbo to Cootehall, including Leitrim and Carrick-on-Shannon (Drumleague lock, Battlebridge, Drumherriff bridge, Hartley bridge, Cootehall bridge, Leitrim bridge, Kilarcan lock, Carrick-on-Shannon bridge).

As the Lough Allen canal navigation continues southwards from Acres Lake towards Battlebridge, Drumleague lock is located along its course. Delaney (1987) notes that from the bridge at Battlebridge, there is very little indication of a navigation course. The river is narrow and very shallow and the quay and

entrance to Lough Allen Canal are scarcely visible. It is also noted that a mill existed adjacent to the bridge at this point in the 1830s however there is no visible trace of this or the millrace that passed through the small arch of the bridge (*ibid.*).

A footnote in Lenihan's *Histroy of Limerick* records a communication by Mr. John Long, an 'eminent civil engineer', who surveyed most of the upper reaches of the Shannon in the 1830s. He stated that "*until recently one of these wicker bridges stood over the Shannon above Carrick-on-Shannon and it was built of loose stone piers, such as a common labourer would build, placed close to each other; some rough black oak logs thrown across from pier to pier, and these covered with wicker work in several layers, and gravel, etc. strewn on these. It was very frail, and the horse was unyoked from the cart, and the latter pulled across by men*" (Simington & O'Keefe 1991). The Shannon Navigation Survey of the 1830s shows that the longitudinal and traverse sections for Plan 59, Vol. 4, Jamestown section were prepared in 1838 and the bridge referred to was the one designated on the survey plan as 'wooden bridge' linking Drumheriff and Dereenasoo townlands in Leitrim and Roscommon. The wooden bridge was replaced by a five-span stone arch bridge in the 1890s, the latter located approximately 120m downstream (*ibid.*).

The deck of the old Drumheriff Bridge has been described as that which conforms very closely with the construction one would expect to find on one of the twelfth century Shannon *ces droichets*, mentioned so frequently in the Annals (*ibid.*). Given the plentiful supply of oak, both bog and fallen trees and the native skill in wickerwork this construction type is quite likely. Overall, the evidence from the records of this bridge is important because of the insight it gives into the traditional early form of Irish bridge on large rivers during the late Christian period.

The embrasures of the bridge at Battlebridge are an indication of its antiquity which pre-dates the Shannon Commissioner's works. Although its placename suggests a battle took place here, none of note has been traced. However, a few skirmishes did take place here and also at a number of places upstream when General Humbert's forces pushed east after their victory at Castlebar during the Rebellion in 1798. Heading downstream from Battlebridge, the river is narrow and fast flowing with a number of bends, the wooded banks making visibility difficult (Delaney 1987). Indeed, it used to be a great deal more tortuous but the Shannon Commissioners reduced the number of bends by cutting canals across the natural curves, creating small islands (*ibid.*).

Although it gives its name to the county, Leitrim is only a village. This short stretch of the river up to Leitrim village was artificially straightened in the 1840s as part of the Ballinamore & Ballyconnell Canal works. Downstream of the junction to Leitrim, the Shannon rapidly becomes a much larger river and the wooded banks give way to the more characteristic open fields (*ibid.*). At Cloonfad, on the Roscommon banks of the river Shannon, west of Leitrim, is Lowberry House, a seventeenth century house and a protected structure.

Hartley bridge is located downstream, south of Leitrim village, where the navigation passes awkwardly through a channel near the east bank. This bridge is of cultural heritage importance since it is a very early example of the use of reinforced concrete, dating back to 1912-15. A rail type section, called a 'moss bar' was used as reinforcement, the parapets act as beams, spanning between the supports, and the bridge was constructed to extend out over the floodplain on the west side (*ibid.*). Consultation with the Road Design office in Leitrim County Council has confirmed that there are proposals in place to remove Hartley bridge following an assessment on its condition. Presently there are weight restrictions on the bridge and its

access alignment is poor. The supporting structures underneath are in a bad state of repair and assessment of this erosion has led to the conclusion that it cannot be retained as a functioning structure.

About 3km upstream of Carrick-on-Shannon the river is joined from the west by the Boyle Water. Here, Area 2 extends into Drumharlow Lake at the west and onwards to Oakport Lough and Cootehall. There does not appear to have been any attempt made to improve the navigation of the Boyle river until the 1840s, although boats carrying a small amount of cargo managed to reach Cootehall over the shallows (Delaney 1987). An obstruction occurred at Tumna which was formerly a fording place and where even today the passage is narrow. On the west shore there is the small ruined church and graveyard of St Eidin's (LE007-087---). Once through the Tumna shallows the navigation opens out into the broad waters of Drumharlow Lake.

There are a number of country houses located in this area (such as Kilmore house, Oakport House and Woodbrook House), a trend that also continues into the scenic area of Lough Key in Area 3. On the south shore at the upper end of Drumharlow Lake is Woodbrook House, which was immortalised in David Thomson's classic, *Woodbrook*, in which he describes and evokes Anglo-Irish life from the ten years he spent here in the 1930s as tutor to Major Kirkwood's daughter, Pheobe. The book interweaves nineteenth and early twentieth century political and social Irish history together with the authors developing love for his pupil. In an epilogue he relates returning to Woodbrook in 1968, to find that the Kirkwoods had sold off part of the estate to the local golf club, the wings of the house had been demolished, and a local family, the Maxwells, who had formerly worked on the estate, had bought what remained and lived in a few rooms at the back of the house. Woodbrook House was sold in 1970 to John Malone.

In terms of archaeology, Area 2 is covered by RMP map sheets Roscommon: 2, 4 and 7 and Leitrim: 27 (see Appendix 1). In total there are seventy-eight recorded archaeological sites located within Area 2, dating from the Neolithic period up to post-medieval times, including an unclassified megalithic tomb / enclosures (9) / castles (3) / ringforts (37) / sweat houses (5) / earthworks (6) / a bridge site / canal features (3) / a possible road / a moated site / crannógs (3) / churches (3) / cashels (4) / ecclesiastical remains (2) / an altar / and a graveyard. The settlement evidence dates largely from the medieval period, and also is of a defensive nature in the form of castles, ringforts and a moated site suggesting that Area 2 (particularly those lands located around Hartley, Port and Cleaheen) was utilised as both a politically and economically viable region for local inhabitants of the time who exercised a deliberate control of the resources the waterways corridor provided. Furthermore, they are indicative that certain shallow places along the watercourse were important fording places in the past. This is evident up to the late medieval period with the formation of Cootehall as village along the Boyle Water by the Coote family who had been granted extensive lands in this area in the seventeenth century. In the 1840s the Shannon Commissioners replaced the old eight-arch bridge at Cootehall with the present three-arch structure. It was originally planned to site the new bridge further downstream, with an opening span in the centre arch and to realign the road but, a much heavier expenditure than anticipated further downstream forced them to severely curtail their north Shannon plans and thus the bridge was erected on the same site as the old one (Delaney 1987).

Area 3

Area 3 has been defined as that comprising the Boyle River, Lough Key, including Knockvicar and Boyle (Clarendon lock, Knockvicar bridge, Drum bridge, Rockingham park)

The stretch of water from the junction with the Shannon up to Lough Key is one of the most attractive on the waterways navigation. It is a series of lakes connected by short stretches of river. It was used from early times by small trading boats until the Shannon Commissioners deepened the channel in a few places and constructed one lock to make it fully navigable into Lough Key and up the Boyle River to within a short distance of Boyle (Delaney 2000). Once through Oakport lake, a quiet amenity area, the Boyle river becomes much narrower and winds its way towards Knockvicar.

Knockvicar bridge is of the same design as Cootehall; here, too, it was recommended moving the site of the bridge downstream a short distance to permit realigning a new road but, as at Cootehall, the cheaper option of erecting a new bridge on the old site was adopted. There was a mill on the west side of the bridge in existence at this time and the old millrace can be traced in the grounds of the mill-house above the bridge (Delaney 1987).

The stretch of river from the bridge to Clarendon lock is also a very scenic area within the waterways corridor. Here the Commissioners constructed a lock, naming it after the Lord Lieutenant of the time, and beside the lock they built an open weir. New gates were installed in 1958 and a new quay stretches up towards Lough Key (*ibid.*).

Within Area 3 there are a number of country houses including Errironagh House, Riversdale House and Rockingham demesne. The latter is administered by the Forest and Wildlife Service as a forest park. Rockingham house was badly damaged by fire in 1957 and the entire estate was bought by the government two years later to become one of Ireland's first forest parks. Rockingham house dominated the lake as one turned into the bay and approached the shore. Today, a structure called the Moylurg Tower occupies the site where the house once stood.

This area was MacDermot territory right through from the twelfth to the seventeenth century and there was a settlement on the shores of the lake with a fortress on the nearby island, known as The Rock, which is now called Castle Island. The *Annals of Loch Cé*, which commence in 1014 and end in 1590, chronicle the history of the MacDermot family and the many battles which were waged around The Rock. In 1578, when times had become slightly less turbulent, it is recorded: "*The great regal house of the Rock was begun by Brian, the son of Ruaridhri MacDiarmada, and he had this work and the head [roof] of the monastery of the Trinity, and the bawn of Dungas, in progress together*"; the latter is thought to have been a house on the mainland where the Moylurg Tower now stands (*ibid.*).

The MacDermot lordship of the area was soon to decline and their lands were granted to Sir John King in the seventeenth century who proceeded to build and shape Rockingham house and estate throughout the next century.

Lough Key is an interesting lake with several small islands and extensive archaeological remains of medieval date. On MacDermot's Rock (Castle Island), during the eighteenth century, Lord Lorton built a type of folly castle using parts of the old castle which were still standing. Francis Grose included a drawing of the Rock made in 1792 in his *Antiquities of Ireland* which gives an impression of how it looked before

the new castle was built. The entire island is shown as a fortified structure with massive walls built right out to the shoreline and with the ruins of the castle within. Lord Lorton's new castle was lavishly furnished and used as a guest house but it, too, was badly damaged by fire and never restored.

Trinity Island had been given by the MacDermots to the White Canons of St Francis, Premonstratensian Canons, in the thirteenth century. They remained on the island until the suppression of the monasteries in the early 1600s and it was here that the *Annals of Loch Cé* were written which have left us such a wealth of information about the family. The original book is in the library of Trinity College Dublin and the annals trace the history of the area and of the abbey. Excavations have taken place on Church Island and Trinity Island on Lough Key (2000:0860 & 1991:112/1992:161 respectively) with a bid to initiate a programme of conservation works.

Delaney (2000) notes that people chartering boats are not encouraged to explore the Lough Key but are instructed to keep to the main sailing course and as such the Boyle River has become a popular destination. The Shannon Commissioners removed the bends and dredged the river up to Boathouse Ford, which is c. 3km from the town of Boyle, but they did not attempt to extend the navigation any further because there is a rise of c. 10m from here to the bridge at Boyle (*ibid.*). In this area the river is in fact a mill race and the slope provided a force of water sufficient to power four turbines in the bed of the river, two of which powered the mills which ground grains and the other two each powering a 60 horsepower DC generator. Along with two single-cylinder Blackstone diesel generators, the river generators supplied power and lighting to the mills and to homes from 1901 until 1966, when government electricity was provided (*ibid.*).

The Shannon Commissioners constructed a road along the river which is a more direct route into Boyle than the old road across Drum Bridge. There are the well known and extensive ruins of a Cistercian Abbey, founded in 1161 on the site of an earlier religious settlement. Although it survived the dissolution of the monasteries in the reign of Henry VIII, it did not escape in the reign of Elizabeth I and the lands finally came into the possession of the King family. The abbey buildings were subsequently used as a military barracks by Cromwellian soldiers. There are currently small excavations ongoing at the western walls of the abbey and fragments of cut stone have been uncovered.

A five-span masonry arch bridge spans the Boyle water at the entrance to the former Cistercian Abbey. It is an important bridge from a historical point of view since it seems never to have been widened or reconstructed (Simington & O'Keefe 1991). It is built in the Irish Romanesque style and there are two other bridges in the town, New Bridge bridge and Town Bridge, both built in the nineteenth century. Simington & O'Keefe (1991) argue that the most likely period for the construction of the bridge was between 1190 and 1220. The most notable feature is the massive triangular upriver cutwaters which extend upward to road level and are coped with stone slabs laid flat. There are none on the downriver face. The bridge marks a transition from the traditional Irish to Anglo-Norman forms of construction. Most importantly it is one of the very few early survivors with some (circular) segmental arches.

In terms of archaeology, Area 3 is covered by RMP map sheet Roscommon: 6 (see Appendix 1). In total there are one hundred and one recorded archaeological monuments located within Area 3 dating possibly as far back as the Bronze Age up to Post Medieval times. These sites include cashels (2) / a children's burial ground / ecclesiastical remains (4) / abbeys (2) / churches (4) / stone sculpture / oratory / possible promontory fort / enclosures (31) / ringforts (13) / mound / building / weir / holy wells (3) / house site (2)

/ dwelling / earthworks (7) / deer park / souterrain / possible road / crannógs (9) / fulacht fiadh / field banks (3) / castle / tower / burial ground / nunnery tradition / historic town (Boyle) / possible barrow / deserted settlement / and a bridge. It is notable that in this area a distinct religious tradition was set up in the late medieval period in the form of ecclesiastical remains and abbeys etc., mostly on Lough Key itself. The area was also densely populated at this time, especially within the portion of Rockingham since the majority of enclosures are located there as well as crannógs on the shores of the lough.

Area 4

Area 4 has been defined as that from Carrick-on-Shannon to Roosky, including Jamestown, Drumsna, Mohill and Dromod (Jamestown bridge, Jamestown canal, Drumsna bridge, Albert lock, railway bridge, Dromod harbour, Roosky lock, Roosky bridge)

The bridge at Carrick-on-Shannon had been erected in 1718 to replace an earlier one; the local landlord, Sir George St George, had enjoyed the toll rights on the first bridge in return for keeping it in repair and he was probably also involved in the construction of the eighteenth century bridge (Delaney 1987). John Brownrigg, who later became the engineer to the Directors General of Inland Navigation, surveyed the river in the 1790s and remarked: 'A Boat of Burden cannot in summer pass the Bridge of Carrick' (*ibid.*). He said that the fifth arch from the west side was the best for navigation but it was only 28ft 6in wide with about half the headroom of the present bridge. These comments suggest that some boats were using the river north of Carrick-on-Shannon even though navigation works had not been extended above the town. Upstream of the bridge a harbour had been excavated in 1829 on land donated by the St Georges and this was approached by a narrow channel.

In the 1830s, when Rhodes was surveying the river for the Shannon Commission, Carrick-on-Shannon was a town of some 2000 inhabitants. The commissioners decided to replace the old bridge and it was blown up in 1845. The original plans envisaged an opening arch in the new bridge however no opening spans were made upstream of the Jamestown Canal because of financial constraints (*ibid.*). Despite this, quay walls were built and the old harbour above the bridge was enlarged.

The railway line follows the river closely from Carrick-on-Shannon to Lough Bofin crossing it just below the Jamestown Canal, although it is only visible from the river from time to time. This was the Old Midland Great Western Railway, with its line to Sligo, passing through Carrick-on-Shannon in 1862.

Lough Corry consists of three small lakes connected by wide stretches of river. South of this lake, the river turns east and begins its great loop; part of this loop is not navigable and is by-passed by the Jamestown Canal. The Shannon Commissioners found that they had to replace the bridge at Jamestown and it subsequently suffered damage in the 1920s when one of the arches was blown up; approaching from upstream the arch that was substituted is still clearly visible being of a lighter colour than the rest of the bridge. The weir located here was built by the Commissioners who first had to remove old mill works previously situated there before building their open weir wall. However these works failed to curtail flooding problems and studies were carried out in the 1860s. It was recommended that the alleviation of flooding would be achieved by the re-siting of this weir at a location upstream of the bridge where the approach channel would be less constricted but this was not implemented because of the cost and, instead, sluice gates were eventually fitted in the 1880s so that the flow could be regulated (Delaney 1987).

In the time of James I, Jamestown was made an important stronghold using the natural defences afforded by the river. It was granted a royal charter and surrounded by a strong town wall. Sir Charles Coote built a castle within the walls in the 1620s but it changed hands several times and eventually fell into ruin. There are fragmentary remains of this castle by the river. Jamestown had also been the site of an ancient Franciscan friary; a chapel lay inside the walled area but the old graveyard and church, still visible today, were outside the walls.

However the history of this area goes back a great deal further than these seventeenth century activities. In prehistoric times the land enclosed by the fast flowing river offered a good strategic site for defence purposes. Using some natural high ground near the present Jamestown Bridge, a linear earthwork, known locally as 'The Doon', was raised across the base of the loop. Clear indications of portions of the Doon can be traced adjacent to the road extending towards the main road from Corlara Bridge, a bridge located approximately halfway along the Jamestown Canal.

The early navigation engineers took the obvious course of making a canal to by-pass the rapids in the river, parallel to the old Doon but some distance beyond it. This canal was completed in the 1770s; it was S-shaped with a lock about halfway between Corlara bridge and the present lock (Albert lock). When it was inspected c. 1794 for the Directors General of Inland Navigation, it was noted that they were forced to make bends in the canal because of the hard rock which had been encountered. There was a fall of 5ft 3in at the lock, which was 66 ft 6in long and 14ft 3 in wide, about half the size of the present lock (*ibid.*). Although in good condition, but like all the Shannon locks at this time, the gates were '*greatly out of repair*' (*ibid.*). Eventually the gates were replaced, the lock was raised 9 inches and the banks of the canal strengthened. The Shannon Commissioners decided to enlarge and straighten the canal when they commenced the major works in the 1840s; by this time the techniques of blasting through hard rock had been greatly improved. The site of the new lock was moved further down the canal and is now known as Albert lock.

The river winds up past Annaduff Church, a nineteenth century Church of Ireland church with a backdrop of trees built on the site of the eighth century Annaduff abbey; the ruins of which are on the site of an earlier ecclesiastical settlement. In this area there were also mills associated with Drumcree and the Cavan and Leitrim railway line also serviced the town of Mohill located c. 8km east of Drumsna. Drumsna bridge was not replaced by the Shannon Commissioners but although it was only underpinned some years ago it succumbed to heavy traffic and had to be rebuilt. The Shannon navigation passes through Lough Tap, Lough Boderg and Lough Bofin as it makes its way along Dromod and Roosky. The harbour at Dromod was constructed in 1829; Francis Nesbitt of Derrycarne donated the land and contributed towards the cost. The Board of Works lowered the wall of the harbour to suit the modern cruisers and, more recently, constructed a new harbour beside it (Delaney 1987). The canal and lock at Roosky were built in the 1760s and, unlike all the other early locks, this one was never rebuilt or altered.

In terms of archaeology, Area 4 is covered by RMP map sheets Roscommon: 11, 12, 18 and 24 and Leitrim: 31, 32, 35 and 37 (see Appendix 1). In total, there are ninety-three recorded archaeological sites located within Area 3, consisting of bridge sites (2) / ringforts (36) / rectangular enclosures (2) / enclosures (16) / crannógs (4) / earthworks (11) / linear earthworks (4) / churches (5) / graveyard / castle site / mound (2) / bullaun / cairn / fortified house site / historic towns (Carrick-on-Shannon & Jamestown) / and fulachta fiadh (4). Similar to Areas 2 and 3, this portion of the waterways corridor was also heavily

settled during the medieval period as indicated by the high number of surviving earth-built site types such as ringforts, enclosures and earthworks, particularly in areas surrounding Corry.

Area 5

Area 5 has been defined as that extending from Lough Boderg to the Carnadoe Waters, including Strokestown (Carnadoe quay, Carnadoe bridge, Grange bridge)

Opening off Lough Boderg are the Carnadoe Waters. The Shannon Commissioners opened up these waters, replacing the bridge at Carnadoe with a higher navigable arch and constructing a quay. Passing the narrow channels and small lakes to the southern end of Carnadoe lough, there are two courses, one leads to Grange Lough and the other into Kilglass Lough. At Grange there was formerly a busy station with goods for nearby Strokestown but little remains there today (Delaney 1987). For many years it was not possible to get into Kilglass Lough because the Carrigeen Cut had silted up at the entrance. This was an artificial cut made by the Shannon Commissioners who closed off the original channel from Kilglass Lough which had formerly discharged into Grange Lough (*ibid.*).

At Ballykilcline a series of excavations had taken place during the late 1990s which uncovered the remains of a nineteenth century tenant village. Strokestown was constructed in the latter half of the eighteenth century by the local landlords, the Pakenham-Mahon family and the town was largely facilitated by its close proximity to the Carnadoe Waters.

In terms of archaeology, Area 5 is covered by RMP map sheets Roscommon: 17, 23 and 29 (see Appendix 1). In total, there are fifty-five recorded archaeological sites located within Area 5, consisting of ringforts (29) / cross-inscribed stone / crannóg (6) / enclosure (2) / earthwork (9) / holy well / castle site / mansion (2) / church / stone head / mausoleum / and a burial ground. These sites are indicative of a high population within the area during medieval times particularly in the area surrounding Muckanagh which has a high number of ringforts, as well as the shores of Kilglass Lough which has a large number of crannógs.

7 Statement of Significance

A general approach has been adopted in order to assess the nature of the significance of the waterways corridor of the Upper Shannon Navigation and Boyle River Navigation to Roosky including Lough Allen, Lough Key and the Carnadoe Waters (herein collectively termed the *waterway*). This relies on an understanding of the physical attributes, uses, relationships and associations of the area from past remains up to and including the present.

- Due to the wealth and range of associative, cultural, aesthetic and economic values that the *waterway* possesses, it is considered to be of immense local, regional and national significance.
- There is evidence for prehistoric activity in the environs of the *waterway*. The area shows evidence of ritual and religious veneration stretching back to the Neolithic period and was therefore an important geographical landmark prior to the coming of Christianity to this area of Ireland.
- The surviving fabric of the structures and features on the monastic sites located along the *waterway* reflect the fundamental changes and developments in Irish ecclesiastical history; the historic sites also demonstrate many aspects of Christian tradition as practiced in Ireland over the course of 1000 years.
- The rural setting of much of the *waterway* is of high aesthetic significance and allows the modern visitor to contemplate the past.
- Individual elements within church and graveyard sites as well as monastic settlements within the environs of the *waterway*; generally ranging from architectural features to individual gravestones is of cultural significance in their own right. Such aspects serve as inherently attractive features.
- A landward approach to the *waterway* is of visual and amenity significance and for many archaeological sites studied for this project it is critical to providing a visual backdrop thus creating a unique sense of place.
- All archaeological sites located within the immediate environs of the *waterway*, although some may be in derelict condition, are of architectural, historic and social significance. They are important visitor attractions in their own right and consequently are of significance to the respective local communities.
- The significance of the archaeological remains of the *waterway* and the tangible evidence of social, economic and technological development since prehistoric times (thus including the canal, leisurely navigation and related infrastructure) is apparent and made vivid by its continued usage to the present day.
- Although specific elements of the cultural heritage of the *waterway* are of special interest it has an intrinsic value as a diachronic landscape i.e. a spatial area containing clusters of archaeological

sites of different periods. Development of the *waterway* landscape since prehistoric times can be traced by means of the archaeological evidence from prehistoric, to medieval and post-medieval times thus providing a sense of continuity and stability attested to the never-ending presence of the *waterway* itself.

- Some of the archaeological sites studied for this project may have no direct relevance to the *waterway* and vice versa. However, the *waterway* affords the opportunity for the interpretation and appreciation of these often remote sites. The status and value of such sites is thus enhanced, as is the value of the *waterway* as an amenity route.
- The *waterway* would have functioned as an imposing boundary to prehistoric peoples, especially when in flood. However, it seems use was made of its important fording points as evidenced by artefact finds at these locations, a testimony to the communication and transport significance of the *waterway*.
- The significance of the *waterway* is clear in terms of its geographical location as the main navigable route from northern regions through to the centre of Ireland and southern regions. The social-geographical status of the *waterway* during medieval times is attested to by the siting of several settlement and ecclesiastical sites in proximity to the valuable resources of travel and communication which it provides.
- Previous to the plantation of the *waterway* environs during English colonization of Ireland, the socio-economic environment was comprised of a series of Gaelic lordships. As such, the subsequent reallocation of tower houses and castles contributed to the early development of towns and defence measures. Such measures brought with it the important strategic value of securing the *waterway* as a gateway to these territories. These developments influenced the contemporary history of the *waterway* and the evolution of settlement patterns in its adjoining countryside, towns and villages.
- The *waterway* has acted as a significant sustainable resource for its adjacent communities. The navigable features were originally developed as economic development activities creating valuable financial resources through navigation related tourism.
- Research for this study has articulated a range of features of interest along the *waterway*. Seen individually many of these places and features have limited interest but when linked to the adjacent *waterway* and to each other they acquire a significance which is enhanced by the overall environmental quality throughout the landscape of the *waterway*.
- The *waterway* creates a significant sense of place thus providing a basis for understanding the past, for understanding ourselves, and to provide a context for the trends we experience today.
- Creative and technological architectural accomplishments of many of the buildings adjacent to the *waterway* serve to enhance an idea of survival and authenticity of the very fabric of past Irish society.

- The museum and archive collections directly linked to the *waterway* and its associated townlands (e.g. King House (Boyle), Strokestown Park House, Boyle Cistercian Abbey, Rockingham Forest Park, Drumshanbo Visitors Centre, Arigna Mining Experience, Cavan and Leitrim Railway (Dromod)) create a medium to inform about the past and also to serve as an educational resource.
- The *waterway* is significant within the realms of tourism, education and presentation. It contributes to our understanding of the past and the present and acts as a focal point for educational, leisure and pleasure activities.
- The social values of local communities are enhanced by the presence of the *waterway* and its inextricable links to the past, thus creating a symbolic focus for identity.
- The *waterway* plays an important role within the adjacent townscape settings by creating a sense of natural beauty, openness and a slow-moving pace of life.
- The *waterway* has the potential to reveal much more about Irish life throughout history. While much of the evidence has been uncovered, more undoubtedly remains to be explored. In particular, the towns that developed along the *waterway* retain a significant amount of dwellings, urban plan and original buildings that can be considered as cultural amenities as well as a source for academic study in a wide range of areas including social history, industrial archaeology, architecture and urban design.
- The *waterway* encompasses a large proportion of the River Shannon, which has a catchment area of over 15,000 square kilometers, representing a fifth of the whole area of Ireland. It has many myths and legends attached to it and is a major source of national identity in Ireland.
- The *waterway* includes a series of sites which have been deemed protected structures in terms of their national and regional importance by local government authorities. In total a significantly high number (111) have been accorded this status, and this together with the sheer volume of archaeological (368) and industrial (76, twelve of which are also RMPs) sites located along a limited parameter on the banks of the *waterway* serves as testimony to the utilization extent of the river since prehistoric times.

8 Legal and policy framework for the protection of cultural heritage

Protection of Cultural Heritage

The management and protection of cultural heritage in Ireland is achieved through a framework of international conventions and national laws and policies (Department of Arts, Heritage, Gaeltacht and the Islands 1999, 35). This is undertaken in accordance with the provisions of the *European Convention on the Protection of the Archaeological Heritage* (Valletta Convention) and *European Convention on the Protection of Architectural Heritage* (Grenada Convention). Cultural heritage can be divided loosely into the archaeological resource covering sites and monuments from the prehistoric period until the post-medieval period and the built heritage resource, encompassing standing structures and sites of cultural importance dating from the post-medieval and modern period.

The Archaeological Resource

The *National Monuments Acts 1930 to 2004*, the *Heritage Act 1995*, and relevant provisions of the *National Cultural Institutions Act 1997* are the primary means of ensuring the satisfactory protection of archaeological remains, which are held to include all man-made structures of whatever form or date except buildings habitually used for ecclesiastical purposes. A national monument is described as ‘a monument or the remains of a monument the preservation of which is a matter of national importance by reason of the historical, architectural, traditional, artistic or archaeological interest attaching thereto’ (Section 2, National Monument Act, 1930). There are 368 recorded archaeological monuments located within 500 metres of the waterway (see Appendix 1).

There are a number of mechanisms under the National Monuments Act that are applied to secure the protection of archaeological monuments. These include the Register of Historic Monuments, the Record of Monuments and Places (formerly the Sites and Monuments Record), and the placing of Preservation Orders and Temporary Preservation Orders on endangered sites.

Ownership and Guardianship of National Monuments

National monuments may be acquired by the Minister for Environment and Local Government whether by agreement or by compulsory order. The State or Local Authority may assume guardianship of any national monument (other than dwellings). The owners of national monuments (other than dwellings) may also appoint the Minister or the Local Authority as guardian of that monument if the State or Local Authority agrees. Once the site is in ownership or guardianship of the State it may not be interfered with without the written consent of the Minister. There are four sites (Boyle Cistercian Abbey; Abbey of the Blessed Trinity, Trinity Island; Inchmacnerin Abbey, Church Island and McDermot’s Castle, Castle Island) in state ownership or in guardianship within the study area.

Register of Historic Monuments

Section 5 of the 1987 Act states that the Minister is required to establish and maintain a Register of Historic Monuments. Historic monuments and archaeological areas listed on the register are afforded statutory protection under the 1987 Act. Any interference of sites recorded in the Register without the permission of the Minister is illegal, and two months notice in writing is required prior to any work being undertaken on or in the vicinity of a registered monument. The register made largely redundant with the establishment of the Record of Monuments and Places by regulations under the National Monuments (Amendment) Act, 1994. There are no registered historic monuments within the study area.

Preservation Orders and Temporary Preservation Orders

Sites deemed to be in danger of injury or destruction can be allocated Preservation Orders under the 1930 Act. Preservation Orders make any interference to the site illegal. Temporary Preservation Orders can be attached under the 1954 Act. These perform the same function as a Preservation Order but have a time limit of six months, after which the situation surrounding the site must be reviewed. Work may only be undertaken on or in the vicinity of sites under Preservation Orders by the written consent, and at the discretion, of the Minister.

Record of Monuments and Places

Section 12 (1) of the 1994 Act provides that the Minister for Environment and Local Government shall establish and maintain a record of monuments and places where the Minister believes that such monuments exist. The record comprises of a list of monuments and relevant places and a map or maps showing each monument and relevant place in respect of each county in the State. Sites recorded on the Record of Monuments and Places all receive statutory protection under the National Monuments Act 1994. There are 368 recorded monuments within or in very close proximity to the study area (Appendix I).

Section 12 (3) of the 1994 Act provides that “where the owner or occupier (other than the Minister for Environment and Local Government) of a monument or place included in the Record, or any other person, proposes to carry out, or to cause or permit the carrying out of, any work at or in relation to such a monument or place, he or she shall give notice in writing to the Minister for Environment and Local Government to carry out work and shall not, except in the case of urgent necessity and with the consent of the Minister, commence the work until two months after the giving of notice”.

Underwater Archaeology

The protection afforded to archaeological monuments by the National Monuments Act 1930-1994 extends also to underwater features. Section 3 of the *National Monuments (Amendment) Act 1987* as amended by the Section 18 of the *National Monuments (Amendment) Act 1994* makes specific provision for underwater archaeological objects. Furthermore, international legislation concerning underwater archaeology is set out in charters and directives including the *European Convention on the Protection of the Archaeological Heritage 1992* (alias the Valletta Convention); EU Directives 85/337/EC & 97/11/EC; the ICOMOS *Charter on the Protection and Management of the Underwater Cultural Heritage 1996*; the UNESCO *Draft Convention on the Protection of the Underwater Cultural Heritage 1999*; and the United Nations *Law of the Sea Convention 1994*.

A number of other statutes may also be relevant in certain circumstances. Under the *Foreshore Acts 1933-98* and the *Dumping at Sea Acts 1981 & 96* marine developments require a licence from the Department of the Marine & Natural Resources and applications for development may be referred to DoEHLG for comment. The *Merchant Shipping (Salvage & Wreck) Acts 1894 & 1993* provide that any part of a wreck removed from the sea must be reported to the Receiver of Wrecks and also provide that the Director of the National Museum may claim any archaeological objects retrieved. Finally, the *Planning & Development Acts 1963-2000* require notification to DoEHLG (and some other specified bodies) of any planning application which may impinge on a feature of archaeological or historical interest.

For purposes of archaeological work Section 1 of the *National Monuments (Amendment) Act 1994* defines 'water' as - *inter alia* - water courses, standing bodies of water, tidal areas and estuaries and the territorial waters of the State.

Section 1 of the 1987 (Amendment) Act provides that 'wreck' *'means a vessel, or part of a vessel, lying wrecked on, in or under the sea bed or on or in land covered by water, and any objects that were formerly contained in or on a vessel and are lying on, in or under the sea bed or on or in land covered by water'*. Section 3 (4) of the 1987 Act provides that a person shall not dive on, damage, or generally interfere with, any wreck which is more than one hundred years old or an archaeological object which is lying on, in or under the sea bed or on or in land covered by water except in accordance with a licence issued by the Minister of Environment, Heritage and Local Government (MoEHLG) under Section 3 (5) of the Act. As such, underwater excavation, geophysical survey, dive survey and inter-tidal survey are all subject to licensing.

The MoEHLG will only consider issuing licences under Section 3 (5) of the 1987 Act to carry out any activities involving damage or to removal (whether in whole or part) of wrecks or underwater archaeological objects where such damage removal (i) cannot reasonably be avoided, (ii) is in the interests of archaeological research (and long term conservation and storage facilities are available for any removed material, or (iii) is for the purpose of conservation.

Section 3 (6) of the 1987 Act (as amended) provides that a person finding a wreck over one hundred years old must within four days make a report of the find to the MoEHLG or the Garda Síochána. Section 3 (6) also provides that a person finding an archaeological object which is lying on, in or under the sea bed or on or in land covered by water must within four days make a report of the find to the Director of the National Museum of Ireland (NMI). It is recommended that the Underwater Archaeological Unit also be contacted as it may be necessary to undertake a site inspection. Furthermore the site, find or feature should not be disturbed, removed (unless it is in immediate danger of being destroyed) or altered while awaiting further directions.

Section 3 (1) of the 1987 Act provides that where the MoEHLG is satisfied in respect of any place *'on, in or under the sea bed of the territorial waters of the State or on, in or under the sea bed to which section 2 (1) of the Continental Shelf Act, 1968 applies or on or in land covered by water'* that (a) *it is or may prove to be the site where a wreck or archaeological objects lies or formerly lay, and (b) on account of the historical, archaeological or artistic importance of the wreck or the object, the site ought to be protected'*, then the Minister may be order (an Underwater Heritage Order) designate *'an area of the sea bed, or and covered by water, around and including the site as a restricted area'*.

Section 3 (3) of the 1987 Act provides that within a restricted area a person shall not dive on, damage, or generally interfere with, any wreck or archaeological object except in accordance with a licence issued by the MoEHLG under Section 3 (5) of the Act.

Without prejudice to any other circumstances in which it may be appropriate, the making of an underwater heritage order in respect of an underwater archaeological object or wreck of archaeological interest will be considered by the MoEHLG if there are grounds for believing that the protection of such a wreck or object would be better secured by the control of activities within a specifically designated area around the wreck or object.

Architectural and Built Heritage

Protection of architectural or built heritage is provided for through a range of legal instruments that include the Heritage Act, 1995, the Architectural Heritage (National Inventory) and National Monuments (Misc. Provisions) Act, 1999, and the Local Government (Planning and Development) Act 2000. Section 2.1 of the Heritage Act, 1995, describes architectural heritage as 'all structures, buildings, traditional and designed, and groups of buildings including streetscapes and urban vistas, which are of historical, archaeological, artistic, engineering, scientific, social or technological interest, together with their setting, attendant grounds, fixtures, fittings and contents, and, without prejudice to the generality of the foregoing, includes railways and related buildings and structures and any place comprising the remains or traces of any such railway, building or structure'.

The Heritage Council was established the Heritage Act, 1995. The Council seeks to promote the interest in, knowledge and protection of Irish heritage, including the architectural resource. The Heritage Act provides for the protection of all heritage buildings owned by a local authority from damage and destruction.

The work of the National Inventory of Architectural Heritage (NIAH) was first founded on Article 2 of the Council of Europe Convention for the Protection of the Architectural Heritage of Europe (Granada Convention). Article 2 states that for the purpose of precise identification of monuments, groups of structures and sites to be protected, each member state will undertake to maintain inventories of that architectural heritage. Ireland's undertaking under article 2 of the Granada Convention is now enshrined in the Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999. The Act requires the Minister to establish a survey to identify, record and evaluate the architectural heritage of the country. The function of the National Inventory of Architectural Heritage (NIAH) is to record all built heritage structures within the Republic of Ireland. Inclusion in an NIAH inventory does not provide statutory protection; the document is used to advise local authorities on compilation of a Record of Protected Structures as required by the Local Government (Planning and Development) Act, 2000. A draft NIAH county inventory has been compiled for County Roscommon, while a draft NIAH urban study has been completed for Carrick-on-Shannon.

Protection under the Development Plan

Under the Local Government (Planning and Development) Act, 2000, all Planning Authorities are obliged to keep a 'Record of Protected Structures' of special architectural, historical, archaeological, artistic,

cultural, scientific, social or technological interest. As of the 1st January 2000, all structures listed for protection in current Development Plans, have become 'protected structures'.

Since the introduction of this legislation, planning permission is required for any works to a protected structure that would affect its character. If a protected structure is endangered, planning authorities may issue a notice to the owner or occupier requiring works to be carried out. The Act contains comprehensive powers for local authorities to require the owners and occupiers to do works on a protected structure if it is endangered, or a protected structure or a townscape of special character that ought to be restored.

In total there are 111 structures listed for protection within the study area as noted in the current Leitrim and Roscommon County Development Plans (see Appendix 4). Seven of these are archaeological sites as recorded on the RMP (LE031-005---; RO006-046---; RO006-036---; RO006-068---; RO006-038---; LE031-005--- & LE031-005---, see Appendix 1).

9 Conclusions

The significance of the waterway corridor from the Upper Shannon Navigation and Boyle River Navigation to Roosky including Lough Allen, Lough Key and the Carnadoe Waters has been outlined in Section 7 (Statement of Significance). The presence of the waterway and the vast amount of resources it provides was a fundamental factor in the foundation and continued development of early settlement in Ireland. Furthermore, the range of archaeological sites and monuments that have been identified in this study are inherently linked to the adjacent waterway and to each other thus creating the union of a diversity of disciplines that can be experienced as an entire entity. The aesthetic rural setting of the waterway corridor is a natural invaluable resource to this region of the Upper Shannon and every opportunity should be grasped to enhance its beauty and urge the return of its many visitors each year.

An examination of the **Character Assessment Areas** outlined in Section 6 serves to highlight certain gaps in our archaeological knowledge of the lands which flank the waterway within a 500m parameter. While there is a vast amount of insight to be gained from the prehistoric votive offerings that have been found in the waterway itself, there are very little recorded remains of prehistoric sites and monuments in the entire corridor. A court tomb is recorded at Cleighran More, Co. Leitrim and a megalithic (unclassified) tomb exists at Cootehall, Co. Roscommon. There is only one recorded standing stone and that is located at Mullaghfadda, Co. Leitrim. It is clear that the waterway, when in flood, may have been a formidable barrier to prehistoric peoples as well as a deterrent to set up any type of permanent settlement. However, it is likely that these lands, if not permanently settled would have provided an important hunting resource in terms of wildfowl and fishing that would have been utilized regularly and as such there is potentially further prehistoric features to be discovered in this region. In addition there is a significant amount of Bronze Age artefacts retrieved from the study area and at least ten *fulachta fiadh* have been discovered via excavation. The latter were previously unrecorded and due to infrastructure development in recent years throughout the study area, new sites have been discovered which indicates that more such sites may yet be uncovered. This may reflect the rich array of prehistoric artefacts that have been found thus far.

Although there seems to be a lack of Neolithic and Bronze Age 'built' activity, there is substantial evidence of Iron Age activity, largely reflected by the linear earthworks located in the region. This in itself is unique since our evidence for the Iron Age period is somewhat limited. The later first millennium BC and the early centuries AD are amongst the most obscure in Irish prehistoric archaeology (Waddell 1998, 279). There is general agreement that the development of an iron technology was a significant factor in the eventual demise of bronze working on a large scale, but how, why and when this came about in Ireland is far from clear (*ibid.*). Waddell states that 'domestic occupation sites remain virtually unknown and our understanding of settlement, economy and social structure in the period from 600 BC to the early centuries AD is meagre in the extreme' (1998, 319).

None of the ecclesiastical settlements located along the waterway corridor have had a significant tradition of people/pilgrims visiting these sites. It is known that the establishment of these religious centres was linked to the natural presence of the waters. As such, efforts should be made not only in making provisions for a place for prayer, but also a place of educational value and a platform for mediation and quiet contemplation. The *Annals of Loch Cé* were written on Church Island, Lough Key from 1014 to 1590 and this factor could be instrumental in creating an awareness of the social, religious and political climate

of the era by providing an overview of its content and/or a replica of the Annals to be housed on the island.

Regarding all fourteen urban settlements that have been examined for this study, there is very little knowledge of what exactly was happening in the Early Medieval period in each area. Although there are recorded early medieval settlements in surrounding regions of these urban areas in the form of ringforts and enclosures, there are few readily available early medieval references to what may have existed at these important centres in terms of locally-based leading Gaelic septs and the use thereof of the adjacent waterway. It should also be noted that little is known of the conservation works carried out at Trinity Island and Church Island on Lough Key following excavation programmes. These were important late medieval ecclesiastical centres and it is paramount that information regarding their past be made easily accessible to all. As a result, it is recommended that both financial and informative support be provided by the relevant authorities for future research into the little known factors of settlement development at the urban centres of the waterway corridor during the early medieval period, thus providing an impetus for creating awareness and educational benefit to the local communities and the tourist industry.

It is noted that several urban centres located within the study area came to the fore during the post medieval period such as Roosky, Strokestown, Drumkeeran, Dowra, Drumod, Arigna and Knockvicar, mainly due to industrial and economic factors. In comparison to regions of the lower Shannon and the midlands of Ireland, the study area was not a major focus of intense industrial revolution. Despite these low numbers, it is known that sites of industrial heritage significance are potentially vulnerable to the loss and degradation of those attributes that make them special. Threats include unsympathetic redevelopment, demolition and neglect. Industrial sites in urban areas are under most threat due to their generally derelict state and the fact that they lie on prime development land. This is exemplified by the scant remains of Carricknabrack Mills at Drumshanbo where redevelopment has left little trace of what was the original built structure. However defunct industrial sites can have a future, as has been demonstrated at Drumcree Mills which have been converted into a dwelling. In many instances, defunct sites lie neglected and a significant number of mills have already disappeared for this reason (Knockadryan Mills were not located during field survey). The surviving examples are difficult to adapt to new uses due to their inaccessible location, derelict state and/or function-specific design (as at Drumristin Mills). Since such threats are heightened by a general lack of public awareness of the role of industrial heritage in characterising a region's built heritage and shedding light on its social, economic and industrial development a move must be made to enhance the importance of these urban centres in industrial terms. It is interesting to note that of all seventy-six industrial sites, (twelve of which are also RMPs), only six are listed as protected structures. These include the Old Barrel Store and market yard and buildings at Carrick-on-Shannon, and three bridges and lakeshore quays within Rockingham park. Strictly speaking the latter are probably better classified as demesne features and as such there is a distinct lack of statutory protection for industrial sites located within the study area.

Hartley bridge is of cultural heritage importance since it is a very early example of the use of reinforced concrete, dating back to 1912-15. However, there are proposals in place to remove it following an assessment made on its condition and functionality as a road bridge. Due to its poor state of repair it is likely that the structure will not be allocated protection under the RPS, however it must be ensured that a full drawn, written and photographic survey be undertaken in advance of any future development works and that these details be archived and made fully accessible to the public.

Jamestown is an urban centre that was recognised in the early post medieval period as a place of strategic defence importance. Even in prehistoric times the area was protected by man-made defences known as 'The Doon'. As such, the town was incorporated in 1651 and fortified by means of town walls. Partial remains of the town walls survive, one of the few examples remaining in Ireland. However the small village we see today provides little sense of its unique history to the public. A Conservation Plan for the village should be commissioned and an information board supplemented by a walking route which would incorporate many aspects of its heritage including the North Gate and walls, The Doon, Jamestown Bridge and Canal, the church and graveyard (possible friary), the Union Workhouse and the post medieval streetscape. In this respect Drumkeeran village is to be commended for its programme of regeneration in terms of infrastructure (street and road surfacing), restoration (streetscape, town houses) and creating an awareness of its cultural identity (Drumkeeran Heritage Centre/Coffee Shop), and should be utilised as a template for future regeneration works within the urban settlements of the study area.

Such walking routes could also be devised for certain other areas of the waterways, particularly the canals. The stretch of canal extending from Battlebridge to Drumleague lock has a minor roadway running parallel with the waters edge and is a place of beauty and tranquillity for locals and tourists alike. It also forms part of the Kingfisher Cycle Route. A similar undertaking could be undertaken for the area adjacent to 'Tarrant's Cut' which was originally constructed in the 1760s in order to divert the Arigna River directly into Lough Allen instead of the Shannon to avoid silting problems. This would involve creating not only a greenway adjacent to the canal but also conducting dredging and conservation works since it has largely silted up over the years. However it is realised that this would be quite a large operation since the 'cut' is not discernible at certain places, especially in the area between Mountallen bridge and Bellantra bridge. Indeed, at this location the Miner's Way walking route already extends parallel to the original Tarrant's Cut, although there is no indication of the existence of the latter for the walker.

It is noted that most scenic routes within the study area are devised for either the land-based (walking/cycling) user or the water-based user (boats). However, when conducting field survey for this project, largely from a car-based perspective, there is a range of dramatic landscape scenery and both natural and cultural heritage aspects to be visited. As such, scenic driving routes, supplemented with easily discernible published mapping should be devised which plots a variety of routes incorporating all aspects that the region has to offer in terms of landscape/ecology/archaeology. For example, the area of the R280 roadway that extends from Spencer Harbour on the western shores of Lough Allen to Mountallen bridge is a driving route that offers spectacular views of Lough Allen itself as well as the distant Slieve Anierin mountains on the eastern side. This route also passes a brick chimney at Spencer Harbour, the location of a post medieval ironworks/brickworks/potteryworks industry. With the large extant brick chimney and associated outbuildings as a visual backdrop, the harbour itself is excellently maintained, surrounded with mature woodland, picnic areas, a jetty, and impressive views of Corry Island and the Slieve Anierin mountains. Immediately south of Spencer Harbour along the R280, are two waterfalls on the foothills of Corry Mountain, as well as the ancient abbey of Tarmon, with a large proportion of the church and enclosing wall still extant. In addition there are a range of archaeological monuments since prehistoric times located adjacent to this route such as a standing stone/ringforts/sweat houses etc.

The region of the Upper Shannon and its lakes which comprise the waterways corridor is unique for its rural landscape and rolling terrain. Relatively untouched, it has been the subject of several distinguished authors whose works date to the nineteenth century. The field monument known as sweat houses are unique to this region of Ireland and were utilised for their healing properties. Excursions by tourists,

mainly gentry, to these areas for medicinal and recreational purposes during the eighteenth and nineteenth centuries can in some respects be compared to the modern-day traveller in seek of peaceful refuge. An awareness of the literary facets unique to the waterways corridor could be created by introducing a literary trail which would create not only an appreciation and understanding of the landscape of the waterway but also a sense of interlinking the urban settlements of the region as well as highlighting its built heritage in the form of the country houses and small villages in which the novels were set.

It is the policy of all local authorities within the study area to conserve sites of important cultural heritage significance and as such these sites are listed in their respective county development plans. However as a result of desk and field-based study conducted for this report, it is noted that some sites of cultural heritage merit are not included in the Records of Protected Structures. Roosky Old Lock and Bridge were built in the 1760s and were not replaced by the Shannon Commissioners during their refurbishment works of the nineteenth century. Although the early lock house was removed it is important that these features of industrial and built heritage merit be included in the RPS. Similarly, the bridge at Drumsna, unlike most of the other Shannon bridges, was not replaced by the Shannon Commissioners and this should also be listed as a protected structure. The brick chimney at Spencer Harbour is an impressive industrial archaeological site and should be afforded protection via the county RPS.

The restoration of the Cavan and Leitrim Railway line for a small portion of its track at Dromod should be commended and every effort made to facilitate in advisory and funding terms for more restoration works to be undertaken which would serve to link the town of Mohill directly with the waterway corridor. The railway station at Mohill has already been restored in anticipation of this. Such a plan may involve re-purchasing sections of the narrow gauge trackway and restoring it accordingly. The railway centre at Dromod hosts a wide range of vintage steam engines and other items of vehicular transport while the station itself has been conserved and restored. However there are currently proposals by *Coras Iompair Eireann* to demolish the Goods Sheds associated with the Midland Great Western Railway at Dromod (pers. comm. Cavan & Leitrim Railway centre) which may also apply to the signal cabin located there. As such it is recommended that all buildings associated with the railways at Dromod and including the railway station at Mohill be listed under the RPS in order to provide statutory protection to these structures of important industrial and built heritage merit. In addition it should be noted that there is no National Museum in the Republic of Ireland devoted to transport. Any items belonging to the Irish Railways collection are currently housed in the Ulster Folk and Transport Museum, Belfast. As such, consideration should be given to establishing such a museum within the environs of the waterways corridor since geographically it would provide an additional spread of State-owned museums throughout the country (of the four National Museums, only one, the National Museum of Country Life, Turlough Park House, Castlebar, Co. Mayo, opened in 2001, is located outside Dublin) as well as being located in an area where the railway system was historically an important focus of cultural identity.

Issues of access and direction to (by means of appropriate signage) sites of cultural heritage significance located throughout the waterways corridor should be addressed. To date there is good promotion of well known and extant heritage sites throughout Ireland through channels such as the Record of Monuments and Places (RMP), brochures and publications. However there are only four National Monuments within the study area, all of which are in Co. Roscommon and all of which are in State Guardianship (Boyle Cistercian Abbey; Abbey of the Blessed Trinity, Trinity Island; Inchmacnerin Abbey, Church Island and MacDermot's Castle, Castle Island). Guardianship of a National Monument permits

access by the public to such sites with prior consent of the landowner. In addition known sites listed and protected on both the RMP and RPS are only accessible with permission of the landowner. Incentives should be provided to landowners to provide access to these sites through educational and monetary measures while the Local Authorities should be given a more pro-active role by the governing bodies to deal with issues of local interest. A pilot study incorporating these factors of accessibility, signage, preservation and awareness could be implemented in certain areas of the study area such as the environs of Lough Key which hosts a wide range of sites and structures of cultural heritage significance.

Upon investigating the Recorded Monuments and Places for this project it was discovered that many of these features have been destroyed without any visible surface trace remaining or are in a poor state of preservation (see Appendix 1). Furthermore, a large proportion of archaeological sites and monuments that were originally listed in the Sites and Monuments Record (SMR) are withdrawn from the more recent Record of Monuments & Places (RMP) as they are not deemed of archaeological significance. A system for monitoring these monuments located along the waterway should be established, following the recommendations set out by the Heritage Council. A full photographic survey of these monuments is an element that is currently largely missing in the DoEHLG archives and should be included in any future survey visits. With respect to the waterway, the environmental setting of these monuments should also be recorded in detail in order to indicate whether this has an effect on the rate of destruction of monuments within the corridor.

Recent Heritage Appraisals have been undertaken to 'systematically, comprehensively and impartially assess' the effects of plans or programmes contained within County Development plans regarding cultural heritage (Tyldesley & Associates 2001, 2001a, 1). The scoping process within the Heritage Appraisals records the presence or absence of heritage policy with the Development Plan in question. The gaps in policy recognized during the scoping process can be used by the Planning Authorities to modify and extend existing policy statements in future editions of the plan (*ibid.*).

The Heritage Council has also suggested a series of indicators to allow the County Councils to monitor the future impact of their respective Development Plans on cultural heritage (Tyldesley & Associates 2000, 37-8). The details are outlined in Tables 9.1 & 9.2 below.

Table 9.1: Heritage Council's Suggested Indicators and Targets

I. Suggested Indicators and Targets for Monuments	
Indicators	Targets
I.a Number of monuments in the Record of Monuments / other monuments, the fabric or setting of which has been damaged or diminished by development granted planning permission	Reduce the number affected annually
I.b Number of grants / refusals of planning permission for development that may have had an effect on the fabric or setting of a monument or an Area of Archaeological Potential or a site in the Record of Monuments	Check trends, monitor permissions for mitigation and check proportion of refusals to see if more consents are being given
I.c Number of monuments, or cases in Areas of	Check trends, in areas of development pressure,

Archaeological Potential in the Record of Monuments, which have been recorded or otherwise subject to physical / geophysical exploration / excavation as a result of an application for planning permission	the number should be increasing to protect the resource
1.d Condition of monuments on land in ownership / control of local authority	To improve condition of these monuments year on year

Table 9.2: Heritage Council's Suggested Indicators and Targets

2. Suggested Indicators and Targets for Archaeological Objects and Heritage Objects	
Indicators	Targets
2.a Number catalogued / registered / described / classified and under local authority safekeeping in museums, etc.	Trend of increasing numbers over time or xx% increase per 1 to 5 year period
2.b Number open to or accessible by the public with meaningful interpretation of their value / importance / interest	Trend of increasing number over time, or a specific target number, where relevant, with a fixed / increasing proportion specifically relating to the Gaeltacht

Further to these indicators and targets as set out by the Heritage Council, those listed in Table 9.3 should also be considered.

Table 9.3: Indicators and targets for use of the archaeological and built heritage resource contained within the waterway corridor

Indicator	Target
Definition of the <i>waterway</i> corridor as a geographical, cultural and economic unit	Compile a readily available booklet through the combined efforts of all relevant county bodies highlighting heritage issues for the general public
Develop a heritage awareness and education programme	Pilot the development of a heritage module for transition year students and utilise as a baseline study for future directives on educational policy
Promote information on the care and conservation of medieval churches/graveyards	Undertake a pilot church/graveyard maintenance scheme on a local authority site to be used as a model for other future projects through the production of a detailed, accessible works report
Retain and reinforce the significance of sites/structures within the <i>waterway</i> in terms of character, quality and ability to reveal past history	Commission the cultural enhancement of a particular site/structure choosing any alternatives involving least alteration of the fabric as an indicative example for future conservation projects
Produce a scale system defining a type of change, level of change or unacceptable change which would directly affect a culturally significant site/structure	Apply this methodology to a representative percentage of sites/structures listed in this report (20%) over a 5-10 year timeframe as a monitoring programme intended to assess

	condition/preservation issues over time
Identify indirect negative impacts of tourism and recreation on culturally significant sites/structures such as graffiti, use of area for overnight camping/picnicking, litter and physical human/animal interference	Apply this methodology to a representative percentage of sites/structures listed in this report (20%) over a 5-10 year timeframe thus providing the basis for a rigorous care and maintenance programme
Review/adjust policies contained within this report in order to met unforeseen circumstances and in response to development needs	Policies should be reviewed as the need arises but not later than 5 years after their initial adoption. Procedures for review mechanisms should be established by the bodies responsible for implementation of the policies

In a recent Heritage Council report (O’Sullivan *et. al.* 2000) recommendations were put forward on the protection of archaeological features at risk. The following conclusions were arrived at:

- The destruction of known archaeological monuments in the Republic of Ireland has not slowed down in recent years. On the contrary it has accelerated dramatically.
- Earthen monuments are coming under increasing pressure.
- Archaeological monuments set in pasture are most vulnerable.
- In general, the destruction of archaeological monuments can be linked directly to land improvements which are associated with more intensive farming.
- In some respects, and especially for the purpose of monitoring the destruction of archaeological monuments, the information contained in the County Archaeological Inventories and Surveys is considerably out of date.

In light of the above conclusions the following recommendations were arrived at and should also be applied to all aspects of cultural heritage within the waterway corridor:

- A system for monitoring monuments/structures should be established.
- Provisions should be made for the protection of monuments on farmland.
- Publicity and education, especially on issues of preservation, should become integral parts of any monument protection programme.

In addition, it is proposed that a similar study should be commissioned for both industrial and built heritage features at risk. It is obvious from the list of archaeological sites and monuments noted in Appendix I that there is a vast range of types which may be scaled in respect of those with a lesser degree of significance to those that are of high significance by virtue that they form part of a diagnostic complex that has been intensively utilised over time. Lesser known sites/monuments have remained largely anonymous in the consciousness of local communities and as such, steps should be taken to undertake detailed field surveys thus providing a public record and also assess whether the site is favourable to future development in terms of recreation and tourism. It is beyond the scope of this study to identify particular lesser known sites/monuments due to the limited and often outdated research material available in order to provide future policies and recommendations.

Policies & recommendations for future use of the archaeological and built heritage resource contained within the *waterway* corridor

Policy

- Raise the profile of cultural heritage within the relevant communities adjacent to the *waterway*

Recommendations

- Promotion of the part of the local authorities of respective heritage plans and their implementation by means of public forums, progress reports and media coverage
- Organise a series of seminars on a range of topics including an awareness of the heritage of towns and their historical urban development, care and conservation of medieval churches and graveyards, the industrial, built heritage and underwater archaeological resource and archaeological legislation
- Promote the formation of local historical and/or heritage groups and facilitate their activities via liaison and regulating an active interest party role
- Promote community involvement during Heritage Week on a large-scale creating an annual festive event benefiting both the local communities and the tourist industry
- Organise seminars on how to present and publish local history materials and subsequently support the publication of local histories by making grants available towards publication costs

Policy

- Make information on the heritage of the *waterway* more easily available to all

Recommendations

- Establish publicly accessible sources of heritage information in a concise format via web-based and hard copy mediums available in public libraries, tourist offices, local authority offices, including links on each respective website
- Improve/provide informative signage (directional, educational and in both Irish and English) on heritage sites where public access is taking place/should be taking place
- Support the development of a group structure with a key responsibility being to develop and maintain a network of walking routes and greenways adjacent to the *waterway*
- Provide heritage training for tour guides leading to a development of both land and water-based archaeological site visits geared towards the local community and tourist industry

Policy

- Formulate a consistent basis of approach throughout the *waterway* corridor regarding conservation of the archaeological resource

Recommendations

- The future conservation and development of the archaeological resource within the *waterway* as a landscape unit should be guided by the principles of the Australia ICOMOS charter for the conservation of places of cultural significance (the Burra Charter) as per revised version 1988
- The statement of cultural significance and the analysis of individual sites and monuments, towns and archaeological complexes contained within this report should be utilized by all relevant parties as a basis for future planning and development

Policy

- Where a site or structure is allocated provisions for enhancement of the significance of place a regulated approach should be initially adopted in order to minimise detrimental effects

Recommendations

- The character and quality of a site or structure epitomized in its layout, construction and original building materials should be retained and/or complemented in any future works
- As works are ongoing, advice from appropriate and experienced conservation advisers should be sought on a continuous basis
- Prior to alteration or major intervention at a site or structure a detailed record of its present state should be completed and retained
- Should ground disturbance be required in an area of archaeological interest any excavation works should be planned and monitored in accordance with the procedures set out by the Department of Environment Heritage and Local Government (DoEHLG)

Policy

- A systematic management and maintenance programme should be established by the relevant bodies as a preventative measure against long-term neglect of sites/structures

Recommendations

- The sites/structures should be cared for by a planned maintenance and repair programme based on sound knowledge of the place and its building materials, regular inspection and prompt preventative maintenance and repair
- Supervision of minor repair works could be allocated to a local person(s) who has been provided with appropriate training, experience and resources with support of professional advice as necessary

Policy

- Provisions for funding development works on sites/structures adjacent to the *waterway* should be implemented according to pre-defined long-term financial planning

Recommendation

- Many sites/structures will require funding on a continuous basis therefore long-term financial planning is necessary. As such, an agreed scheme of priorities should be in place in order to take advantage of funding as it becomes available

Policy

- As part of any development works proposed to culturally enhance the significance of a site/structure, accessibility and security measures should be pre-defined

Recommendations

- Access to any site/structure should be straightforward, direct and relatively unobtrusive, however should visitor numbers rise; consideration should be given to new access some distance away
- Management plans for access by visitors should comply with all health and safety regulations
- Security issues regarding the site/structure in terms of theft or damage can be minimised by detailing a backup inventory including a photographic record

Policy

- The integrity of the setting of a particular site/structure should be adhered to prior to the beginning of any future development works

Recommendations

- Prior to repair or development proposals any vegetation should be removed to permit access and a full appraisal of the existing site/structure carried out
- The findings of the appraisal should determine the nature of works to be carried out that should adhere to the contribution which the site/structure makes to its overall setting

Policy

- Publicisation of preservation issues pertaining to sites/monuments of cultural significance adjacent to the *waterway*

Recommendation

- Create a medium of knowledge and participation aimed at the local communities involved by utilizing all forms of media such as leaflets, newspapers, radio and television

Policy

- Create an educational initiative for landowners within the *waterway* corridor

Recommendation

- The collation of the archaeological sites/monuments listed for this project in a book form, specifically written and produced for non-archaeologists, detailing every known Irish site/monument type as well as how they appear on the landscape and information on legislation governing the protection of such sites/monuments

Policy

- Establish an independent archaeological monitoring unit covering the *waterway* unit as a whole that works in conjunction with the relevant local authorities

Recommendation

- Appoint a field officer(s) solely responsible for visiting all surviving archaeological sites/monuments (including industrial and underwater archaeology) within the waterway corridor, who would assess current state of preservation, conduct a detailed survey with accompanying photographic record, establish a base data source with a view to future monitoring needs and regulate a future visitation process over a specified timeframe. Liaison with the local communities involved would provide a channel through which queries can be directed at the relevant authorities

Policy

- Utilisation of the findings in the current report as a baseline for future research

Recommendations

- Lough Allen, the River Shannon and the Boyle River have been recognized as a cultural unit and should the recommendations put forward in this report be implemented it should provide an important working framework for future research of other Irish lakes and waterways
- Utilize the monuments/structures listed in this report as a basis for the identification of suitable sites for the provision and/or improvement of access and interpretative facilities for the *waterway* corridor

Policy

- Update current lists of protected structures adjacent to the waterway

Recommendation

- Utilize the monuments/structures listed in this report that are identified as particular places of cultural significance and extend this procedure county-wide as necessary as a means of protecting the heritage of the *waterway* corridor

Policy

- Future development of the waterway as an amenity should be set out in accordance to underwater archaeological issues

Recommendations

- Mitigation against potential damage of underwater sites/artifacts can be implemented by creating an awareness of specific sensitive areas such as shallow waters at access points to any of the islands or shoreline
- Circulate policy booklets and documents for all users of the waterway including the local community and tourists
- Delimit 'no go' areas for anchoring
- Encourage better liaison between diving clubs and the Underwater Archaeological Unit (DoEHLG)
- Introduce a speed limit for boats and jetskis thus reducing the negative impact on reed beds in shallow waters

- The archaeology of Irelands rivers and lakes is poorly recorded, therefore in order to devise informed management strategies of the *waterway*, further underwater archaeological surveys would be required

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Appendix I | Catalogue: Cultural Heritage Sites within the Study Area

See Filemaker Pro Database

Appendix 2 | Recorded Artefacts within Study Area

NMI Number	Year of Discovery	Townland	County	Artefact Classification/Type	References
1939:147	1939	Aghamore	Leitrim/ Roscommon	Flat bronze axehead	None
1933:248	1933	Annaduff	Leitrim	Bronze sword	None
1984:194,195, 196,197	1984	Annagh	Roscommon	Chert found on the shore of Lough Allen	None
2000:150	2000	Ardanaffrin	Roscommon	Pottery (no detail)	None
W78	?	Attirory	Leitrim/ Roscommon	Bronze ladle –Early Medieval	PRIA (1947) Vol. 51, 560-62
Record only	?			Dug out canoe	IA/550/47
1937:14	1937			Stone axehead	
1985:46-47	1985			2 polished stone axeheads	
1980: 15	1980	Ballytoohey	Roscommon	Bronze axehead	None
1985:46-47	1985			Stone axehead	None
1982:10	1982	Barrybeg	Roscommon	Bronze spearhead	None
1982:70	1982			Bronze sword	None
1994:39	1994	Brackloon	Roscommon	Stone axehead in reclaimed field	IA/100/ 1994
1984:150	1984	Cartron	Roscommon	Stone quern	None
1987:1	1987	Castle Island	Westmeath	Iron/wood adze-head/wooden haft	None
1993:38	1993			Bronze bowl (near Castle Island)	None
1949:20	1949	Cloonfad East	Roscommon	Bronze rivetted spearhead	None
1958:152	1958	Cloonskeeveen	Roscommon	Bronze halberd	None
1969:832-3	1969	Cormongan	Leitrim	Bronze brindle bit and bronze leading piece – Durk Island	None
1978:48- 57	1978			5 Bann Flakes, 1 large flake, 2 cores, 1 waste flake	None
1983: 48-49	1983			Wooden dish, wooden pole with dowel holes	None
1934:384	1934	Cornacorrow	Roscommon	Ornamented bronze axehead	None
2000:45	2000	Corrachuill	Leitrim	Tin waste	None
?	?	Corry	Leitrim	2 Dug out canoes on shore of Lough Allen	JRSAI 1945(1) 59-60
1999:32	1999	Corry	Roscommon	Human skull on drained lake bed	None
1967:67	1967	Cuilkeel	Roscommon	Flint arrowhead , barbed and tanged	None
1968:226- 227	1968	Currags South	Leitrim	Stone object on the lake shore of Lough Allen north of St Patrick's Church	None
1982:55	1982	Curragnaboll	Roscommon	Bronze dagger	None
1982:56	1982			Bronze dagger	None
1935:452	1935	Deerpark/	Roscommon	Stone axehead	None

NMI Number	Year of Discovery	Townland	County	Artefact Classification/Type	References
		Knocknashee			
1942:863	1942	Derreenasoo	Roscommon	Flat copper axehead	None
1938:137	1938	Drum	Roscommon	18 th century leather shoe	None
?	?	Drumboylan/ Lurga	Roscommon	Ford on the River Shannon	None
1932:19	1932	Drumcleavry	Roscommon	Polished stone axehead	None
1984:110	1984	Drummans Lower	Leitrim	Chert flake on shores of Lough Allen	None
EI14:3-34	?			Chert implements	None
1939:270,271	1939	Drumshambo	Leitrim	Iron spearhead, wooden goblet	None
1939:265,266	1939			Bronze rapier blade	None
1932:6549	1932			Stone axehead	None
1935:?	1935	Drumsna	Leitrim	Dug out canoe	None
1964:115- 117	1964	Fahy	Leitrim	Iron nails from dug out canoe in Yellow River	None
1969:44	1969	Greaghnafarna	Leitrim	Bronze halberd	None
1934:6051	1934	Gulladoo	Leitrim	Bronze spearhead	None
?	?	Inishmagrath Island	Leitrim	Iron slag	None
1995:1604- 1611	1995	Jamestown	Leitrim	Jamestown Court Collection Ferule, ignot, silver and bronze key, swords, spoon	IA/19/1995
?	?	Kilglass Lough	Roscommon	Stone anchor/net sinker found near crannóg	None
?	?	Kilmore	Leitrim	Dug out canoe - destroyed	None
1967:188-9	1967	Leacarrow (Rosc. By.)	Roscommon	2 English silver coins c. 1560	None
1974:1	1974			Rotary quern	None
1941:391	1941	Lough Allen	Leitrim	Bronze axe	None
1943:311	1943			Stone axehead	None
IA/92/59	?			Dug out canoe	None
IA/273/47	?			Oxbone teeth in a crannóg	None
1944:840	1944			Stone net sinker	None
1982:66	1982	Lough Key	Roscommon	Skull on lakebed	None
1995:1066	1995			Metal object near demesne	None
1998:4	1998	Lustia	Roscommon	Iron core head	None
1942:1	1942	Mahanagh	Leitrim	Bann flake	None
Record only	?			Wooden paddle	None
1954:46-48	1954			Sherds of Mediterranean pottery	None
Record only	?	Mocmoyne, Lowparks,	Roscommon	Carved stone slabs at Assylin graveyard	None

NMI Number	Year of Discovery	Townland	County	Artefact Classification/Type	References
		Bellspark, Knocknashee, Warren or Drum, Termon			
1955:4	1955	Mullagh	Leitrim	Flint arrowhead barbed and tanged in ringfort	None
1949:46-48	1949			2 stone axeheads, 1 whetstone with perforated end	None
1944:131	1944	Rockingham Demesne	Roscommon	Bronze socketed spearhead	None
1954:47-49	1954			3 chert chips	None
1954:103-105	1954			2 chert chips, 1 flint chip	None
1957:77-78	1957			2 chert flakes	None
1933:578	1933	Ross More East	Roscommon	Stone arrowhead	None
Record only	?			Bronze ringed pin	None
1993:43	1993	Srabragan	Roscommon	Stone macehead on shore of Lough Allen	None
1940:104	1940			Socketed bronze spearhead	None
1974:19-25	1974	Tully	Leitrim	Stone axehead, 5 chert flakes	None
1998:9	1998	Tully (Ball. N. By. Kilglass South E.d.)	Roscommon	Wooden cross with copper alloy	None
1961:256	1961			Bronze axehead with side flanges and stop ridge	None
W28-W32	?	Tumna	Roscommon	Gold bead	Wilde Collection
1975:231	1975			Gold Ball - Hollow D. 8.4cm	
1990:80	1990			Gold bead	

Appendix 3 | Industrial Archaeological sites within Study Area

County	6-inch OS Sheet	Townland	RMP No.	Site Type
Roscommon	11	Jamestown	-	Sluices
Roscommon	11	Jamestown	-	Weir
Roscommon	11	Roscommon/Leitrim border	-	Midland Great Western Railway
Roscommon	11	Carrick-on-Shannon	-	Carrick-on-Shannon Bridge
Roscommon	11	Cloonavery	RO011-15101-	Bridge site
Roscommon	11	Cloonavery	RO011-15102-	Bridge site
Roscommon	2	Mountallen	-	Mountallen Bridge
Roscommon	2	Ballinamore & Arigna	-	Cavan & Leitrim Railway
Roscommon	2	Arigna	-	Arigna Station
Roscommon	2	Arigna	-	Ironworks
Roscommon	2	Derreenavoggy	-	Derreenavoggy Bridge
Roscommon	2	Derreenavoggy/Carrownanalt	-	Coal pits (dis-used) x 4
Roscommon	2	Knockadryan	-	Corn & Saw Mills, Mill Dam, Sluice, Ford
Roscommon	4	Aghafin	-	Bellantra Bridge
Roscommon	4	Aghafin	-	Shannon Bridge
Roscommon	4	Aghafin	-	Galley Bridge
Roscommon	4	Dromore	-	Drumherriff Bridge
Roscommon	4	Derreenasoo	RO004-04101-	Bridge site
Roscommon	4	Drumboylan/Lurga	RO004-050---	Canal
Roscommon	4	Drumboylan	-	Drumboylan Bridge
Roscommon	7	Lurga	RO007-01101-	Canal
Roscommon	7	Lurga	RO007-01102-	Possible Road
Roscommon	7	Annaghbeg (Boyle By.)	RO007-06301-	Canal
Roscommon	7	Lustia	-	Battle Bridge
Roscommon	7	Cleaheen	-	Hartley Bridge
Roscommon	7	Cootehall	-	Cootehall
Roscommon	7	Drumsillagh (E.D. Tumna South)	-	Clogher Bridge
Roscommon	17	Carrigeen	-	Carrigeen Cut
Roscommon	18	Lavagh	-	Carnadoe Bridge
Roscommon	18	Rushport	-	Creamery
Roscommon	18	Rushport	-	Rush Port
Roscommon	23	Rathmore/Dromod	-	Bellavahan Bridge
Roscommon	23	Grange	-	Grange Quay
Roscommon	23	Grange	-	Ballanagrane

County	6-inch Sheet	OS	Townland	RMP No.	Site Type
					Bridge
Roscommon	23		Gillstown	-	Gillstown Bridge
Roscommon	12		Drumsna	-	Drumsna Bridge
Roscommon	12		Jamestown/Corry/Cloonteam	-	Jamestown Canal
Roscommon	12		Cloonteam	-	Albert Lock
Roscommon	12		Drumsna	-	Drumsna Railway Station
Roscommon	12		Drumsna	-	Drumsna Goods Shed
Roscommon	29		Cloonfree	-	Cloonfree Bridge
Roscommon	24		Roosky	-	Roosky Bridge
Roscommon	6		Knockvicar/Kiteashee	RO006-014---	Weir
Roscommon	6		Tawnytaskin	RO006-027---	Possible Road
Roscommon	6		Knockvicar	-	Clarendon Lock
Roscommon	6		Knockvicar	RO006-183---	Bridge
Roscommon	6		Knockvicar	-	Knockvicar Creamery
Roscommon	6		Rockingham	-	Deer Park
Roscommon	6		Warren or Drum	-	Drum Bridge
Roscommon	6		Warren or Drum	-	Boyle Creamery
Roscommon	6		Boyle	-	Railway Station
Roscommon	6		Boyle	-	Goods Shed
Roscommon	6		Boyle	-	Reservoir, Filter Beds
Leitrim	18		Druminalass	LE018-038---	Ironworking
Leitrim	18		Gubb	LE018-061---	Ironworking
Leitrim	18		Corglass	-	Owenboy Bridge
Leitrim	18		Drumristin	-	Ballinagleragh Creamery
Leitrim	18		Drumristin	-	Corn Mill, Mill Race, Sluice
Leitrim	18		Lough Allen	-	Spencer Harbour
Leitrim	20		Greaghnaquillaun	-	Stonyriver Bridge
Leitrim	23		Carricknabrack	-	Corn Mill
Leitrim	23		Derrintonny	-	Derrintonny Bridge
Leitrim	27		Drumleague	-	Drumleague Lock
Leitrim	27		Lough Allen	-	Canal
Leitrim	27		Drumhierny	-	Battle Bridge Lock
Leitrim	27		Tullylannan	-	Toberreendoney Bridge
Leitrim	31		Carrick-on-Shannon	-	Pumping Station
Leitrim	32		Drumcree	-	Corn Mill, Sluice

County	6-inch OS Sheet	Townland	RMP No.	Site Type
Leitrim	37	Killinaker	-	Killinaker Bridge
Leitrim	37	Roosky	-	Roosky Lock
Leitrim	35	Dromod Beg	-	Abattoir (2)
Leitrim	35	Dromod Beg	-	Goods Shed
Leitrim	35	Dromod Beg	-	Terminus Station
Leitrim	35	Clooncolry	-	Clooncolry Bridge
Leitrim	35	Aughry	-	Aughry Bridge
Leitrim	35	Lough Boderg	-	Fourwall Harbour

Appendix 4 | Catalogue: Built Heritage within the Study Area

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
-	30800301	Gatley/Shannon Bridge	Drumshanbo	Leitrim	Three arch reinforced concrete bridge over river, c. 1984, with late 19 th century former railway bridge to side demolished, c. 1960; railway station intact.
-	30800302	Blackrock New Lock	Drumshanbo	Leitrim	Entrance lock from canal to lake, c. 1820, with single arch road bridge and three-bay single storey over rear basement former lodge; lock renovated, c. 1996, with two-way lock system.
-	30800303	Goods Store, Cavan & Leitrim Railway	Drumshanbo	Leitrim	Detached singled-storey former goods store, c.1887, on raised platform with gable end opening altered, c. 1990.
-	30800304	Water tower, Cavan & Leitrim Railway	Drumshanbo	Leitrim	Freestanding former water tower, c. 1887, with stone plinth and cast metal tank
-	30800305	Station house, Cavan & Leitrim Railway	Drumshanbo	Leitrim	Detached five-bay single-storey railway station and waiting room, c. 1887; extra storey added to left and porch added, 1914; disused as station since 1959; flat-roofed rear extension added when converted to dwelling.
-	30800306	Drumshanbo Bridge, Cavan & Leitrim Railway	Drumshanbo	Leitrim	Three arch stone road bridge, c. 1887, over section of Cavan and Leitrim Railway line; disused since 1959.

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
-	30800307	St. John's Church of Ireland Church	Church Street, Drumshambo	Leitrim	Single-cell church, c. 1829, with battlemented entrance bell tower, chancel to rear and pointed and ogee arch windows.
-	30800308	Roman Catholic Church of St. Patrick	Convent Avenue, Drumshambo	Leitrim	T-shaped plan church with date plaque of 1845 over projecting entrance porch having ogee arched door cases, belfry tower attached to side; church reroofed, c. 1940, and galleries to arcaded crossing with open truss roof.
-	30800309	Breda's	The Square, Drumshambo	Leitrim	Terraced four-bay two-storey 19 th century house with cut façade; floor retail outlets altered, c. 1970; reroofed, c. 1990
-	30800310	Arcade Gift and Video Store	The Square, Drumshambo	Leitrim	Terraced three-bay three-storey former house, c. 1840, with round-headed entrance; currently in use as offices
-	30800311	Pair of two-storey dwelling houses	Convent Avenue, Drumshambo	Leitrim	Pair of two-storey dwelling houses, c. 1860, with integral carriage arch to four-bay house to right, façade restyled, c. 1900, with reticulated quoins and hood mouldings to openings
-	30800312	National Irish Bank	High Street, Drumshambo	Leitrim	Five-bay two-storey L-shaped plan red brick Edwardian bank on corner site, c. 1903, with sandstone

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					dressing to main facades including pedimented corner doorcases and three-storey gable fronts having scrolled Dutch pediments
-	30800313	Paddy Mac's	High Street, Drumshambo	Leitrim	Terraced four-bay three-storey licensed premises and guesthouse, c. 1991, with gabled half dormers; on site of former two-storey thatched pub and retaining original lettering to traditional style timber pub-front.
-	30800314	Berry's Tavern	High Street, Drumshambo	Leitrim	Five-bay two-storey mid-19 th century house with licensed premises and integral carriage arch, restyled, c. 1930, with decorative shell and nap render façade.
-	30800315	Bank of Ireland	Main Street, Drumshambo	Leitrim	End-of-terrace four-bay three-storey former house, c. 1840; in use as bank since 1921 with bracketed and pilaster front incorporating original round headed entrance which retains its fanlight
-	30800316	Market Yard	High Street, Drumshambo	Leitrim	Seven-bay two-storey former market house, c. 1860, with curved end bay and canopy over entrance; refurbished as library and visitors' centre, c. 1978, with removal of gates and railing to

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					entrance of market yard to side
-	30800317	Conway Corner House	Bridge Street, Drumshambo	Leitrim	Terraced five-bay two-storey licensed premises, c. 1840, with bracketed timber pub-front, c. 1900, and round-headed stone doorcase, end bay to right altered, decorative metal plaques of provinces and lettering to first floor window railings.
-	30800318	Patrick Earley	Bridge Street, Drumshambo	Leitrim	Five-bay two-storey house, c. 1860, with integral segmental carriage arch to right side, restyled c. 1920, with rendered shopfront and decorative surrounds to openings; refurbished, 1999.
-	30800401	Earley Vision	Main Street, Drumshambo	Leitrim	Terraced three-bay three-storey house, c. 1840, with original fanlight and door in round-headed doorcase; shop entrance altered c. 1985.
-	30800402	T.J. McManus	Main Street, Drumshambo	Leitrim	End-of-terrace four-bay three-storey house, c. 1840, with fanlight to round-headed doorcase and sandstone relieving arch to shop entrance.
-	30800403	Main Street	Main Street, Drumshambo	Leitrim	Elevated road/pedestrian area with cut stone retaining wall and steps, c. 1850, leading

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					to main street.
-	30800404	Tourist Office	Carrick Road, Drumshambo	Leitrim	Pair of four-bay two-storey semi-detached houses, c. 1935, with gabled breakfronts and garages; one converted to office, c. 1970.
-	30800405	Methodist Chapel and Manse	Carrick Road, Drumshambo	Leitrim	Gabled single-cell church with date plaque of 1860 to three-bay ashlar sandstone façade and three-bay two-storey manse to side, built 1863; church renovated, c. 1895, with raised ceiling, original early 19 th century church to rear with hipped roof and curved end wall.
-	30800501	Weir	Jamestown	Leitrim	Four-bay sluice bridge, c. 1925, with fish pass and weir to right, near site of 17 th century weir.
-	30800502	North Gate	Jamestown	Leitrim	Fabric of north gate, part of mid 17 th century fortified town wall; reconstructed, c. 1780, with battlemented archway; archway removed, c. 1973. (RMP LE031-082---).
-	30800503	Former workhouse	Jamestown	Leitrim	Four bay two-storey cut stone store, c. 1820, with carriage arch to side and L-plan dwelling to right of archway; possibly originally used as mill; occupied as auxiliary workhouse in mid 19 th

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					century.
-	30800504	L-shaped plan house	Jamestown	Leitrim	Detached three-bay two-storey L-shaped plan house c. 1800, with raised stone quoins and elliptical fanlight to bracketed doorcase with sidelights.
-	30800505	West wall	Jamestown	Leitrim	Remaining section of mid-17 th century Plantation town wall (RMP LE031-082---).
-	30800506	Bridge	Jamestown	Leitrim	Cut stone five arch road bridge over river, c. 1847, with segmental arches and cutwaters.
-	30800507	Lodge, Jamestown House	Jamestown	Leitrim	Formal entrance to Jamestown House, c. 1790, with ashlar gate piers and octagonal single-storey gatelodge with hipped roof.
-	30800508	Stable Block, Jamestown House	Jamestown	Leitrim	Detached six-bay two-storey neoclassical coach house block to former Jamestown House, c. 179, with pedimented breakfront having double segmental carriage arches and half octagonal bow to rear; converted dwelling, c. 1980.
-	30800509	Inkwell, Jamestown House	Jamestown	Leitrim	Corner tower with battlements, c. 1790, with extensive stone enclosing walls to rear, possibly as folly to original Jamestown House.
32	30800510	Roman Catholic	Jamestown	Leitrim	T-shaped plan church,

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
		Church of the Sacred Heart			dated 1843, with apse to roadside front and ogee arch entrance; containing fabric of early 19 th century private chapel; improved, c. 1887, and in 20 th century.
25	30800511	Roman Catholic Church of the Immaculate Conception	Drumsna	Leitrim	Single-cell church with datestone of 1845 to pinnacled and battlemented entrance breakfront bell tower, full set of stained glass pointed windows and sacristy attached to rear; church refurbished, c. 1970.
-	30800512	Entrance gateway	Drumsna	Leitrim	Formal cut stone entrance gateway with cast-iron gates, c. 1830, with hipped roof octagonal gate lodge inside.
-	30800513	Shannon Lodge B&B	Drumsna	Leitrim	Detached four-bay two-storey former estate house with attic, c. 1830, with cut stone reveals to front openings, fanlighted round-head entrance and cut stone gate piers to front railings; reroofed and refurbished, c. 1990.
-	30800514	Drumsna Bridge	Drumsna	Leitrim	Seven arch cut stone road bridge over river, c. 1820, with pointed cutwaters; sections of parapet rebuilt at different stages.
-	30800515	T.J. McLoughlin	Drumsna	Leitrim	Detached four-bay two-storey house with splayed corner, c.

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					1900, with fanlighted entrances to both house and licensed premises.
-	30800516	Drumsna Quay	Drumsna	Leitrim	Cut stone river harbour, c. 1845.
-	30800517	Quay Street	Drumsna	Leitrim	Four-bay two-storey former estate house, c. 1820, with bracketed doorcase, tripartite windows and cut stone piers to front and three-bay return to rear; refurbished, c. 1990.
-	30800518	Quay Street	Drumsna	Leitrim	Terraced three-bay two storey house, c. 1870, with block and start fanlighted doorcase, integral carriage arch, quoins and drip moulding to front façade.
-	30800601	Mohill Castle	Mohill	Leitrim	Detached five-bay two-storey over semi-raised basement early 18 th century house with stone steps to entrance, three central windows grouped, and attic; refurbished, c. 1960.
-	30800602	Tower, Mohill Castle	Mohill	Leitrim	Section of former bawn, pre 1750, with remains of corner tower reduced in height, c. 1980 (RMP LE032-067---).
-	30800603	Hunt Memorial Parochial Hall	Mohill	Leitrim	Detached irregular plan red brick memorial hall, dated 1893, with gable breakfronts to main

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					façade, comprising hall, offices and two-storey rear section; cast-iron lamp holder over entrance.
-	30800604	Glebe Street	Mohill	Leitrim	Pair of semi-detached three-bay two-storey houses, c. 1835, recessed from line of street and having round-headed cut stone doorcases; used as school in 19 th century.
-	30800605	Glebe Street	Mohill	Leitrim	Site of two-storey gable ended thatched house, c. 1830; demolished, c. 1995, with two houses built on site.
-	30800606	A & D Selections, Main Street Lower	Mohill	Leitrim	End-of-terrace four-bay three-storey house, c. 1870, with bracketed timber shopfront, c. 1900, and Doric entrance porch to side; façade altered, c. 1985.
-	30800607	National Irish Bank, Main Street Upper	Mohill	Leitrim	Two-storey asymmetrical plan bank on corner site, c. 1910, with steep pitch roof refurbished after fire, three-storey gable breakfront with projecting porch and horseshoe windows to banking hall.
-	30800608	Bank of Ireland, Main Street Upper	Mohill	Leitrim	Detached four-bay, three storey bank, c. 1900, with arcaded sandstone to ground floor and parapeted red brick above.

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
-	30800609	St. Patrick's, Main Street Upper	Mohill	Leitrim	Detached five-bay two-storey over half raised basement house, c. 1790, on L-shaped plan with pedimented central entrance bay having stone steps; open porch later addition; re-roofed c. 1996.
-	30800610	Roman Catholic of St. Patrick's	Mohill	Leitrim	Three-bay gable fronted church, c. 1880, with three stage battlemented bell tower to left side, traceried stained glass to west window, brick dressings to openings and arcaded nave.
-	30800611	Co-Op Stores, Hyde Street	Mohill	Leitrim	A two-storey gable-fronted former gatelodge with attic, c. 1841, attached to union workhouse with cut stone, gabled dormer windows; altered c. 1950, with addition of flanking barrel roof stores.
-	30800612	Ashbrook, Hyde Street	Mohill	Leitrim	Nine-bay two-storey symmetrical plan gable ended former fever hospital, built 1841, with returns and single-storey outbuildings to rear; in use as residential health care unit since 1994.
28	30800613	Church of Ireland Church of St. Mary's	Mohill	Leitrim	L-shaped plan church c. 1820, with four stage entrance bell tower, apse to rear and retaining 19 th century

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					glazing; on site of early abbey.
-	30800614	Narrow Gauge Old Station	Mohill	Leitrim	Seven-bay red brick former narrow gauge railway station, c. 1887, with two-storey triple gable fronts to left and single-storey offices and waiting room to right; refurbished, c. 1995.
-	30800701	Clooncahir House, Lough Rynn	Mohill	Leitrim	Detached four-bay two-storey over basement, c. 1830, former rectory with steps to entrance front having hipped slate canopy above and full height bow to right side; refurbished, c. 1996, with exposed cut stone facades.
-	30800702	Old Post Office. Lough Rynn	Mohill	Leitrim	Detached gable fronted two-storey former estate house, c. 1850, with projecting roof over canted timber frame front; originally housing local post office; extended to rear and refurbished, c. 1990.
-	30800703	Steward's House, Lough Rynn Estate	Mohill	Leitrim	Three-bay T-shaped plan cut stone stewards house, c. 1840, with two-storey gable breakfront and kneelers to coping, single-storey return and half dormer to rear.
-	30800704	Forge, Lough Rynn Estate	Mohill	Leitrim	Four-bay two-storey farm building, c. 1850, with forge to right

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					retaining original brick forge with bellows; refurbished, c. 1990.
-	30800705	Weighbridge, Lough Rynn Estate	Mohill	Leitrim	Cast-iron weighbridge, c. 1880, with weighing column intact.
-	30800706	Saw Mill, Lough Rynn Estate	Mohill	Leitrim	Fabric of mid 19 th century saw mill on elevated plinth with timber frame pitched canopy; refurbished, c. 1990.
-	30800707	Farmyard, Lough Rynn Estate	Mohill	Leitrim	Enclosed outer farmyard complex, c. 1840, with two seven-bay ranges, one with a central gabled loft door and cut stone reveals, the other having flat arched open stores and overhanging roof; coach house with bellcote opposite having miscellaneous stores to left; farmyard refurbished as restaurant and shops, c. 1990.
-	30800708	Estate Office, Lough Rynn Estate	Mohill	Leitrim	Detached irregular plan two-storey estate office, c. 1870, with bargeboards to gable ends, yellow brick dressings to openings and entrances recessed to sides; refurbished as restaurant, c. 1990.
-	30800709	Walled Garden, Lough Rynn Estate	Mohill	Leitrim	Enclosing stone wall, c. 3m high, to tiered gardens, c. 1840, having pointed archways, finialed parapet and lean-to greenhouse to

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					entrance wall; lakeshore access opposite.
-	30800710	The Tower, Walled Garden, Lough Rynn Estate	Mohill	Leitrim	Two-storey octagonal viewing tower, c. 1860, with cast-iron bellcotes and pointed openings; tower part of walled and tiered gardens.
-	30800711	Lough Rynn Castle	Mohill	Leitrim	Remains of late medieval tower house (RMP LE035-012---).
2	-	Roman Catholic Church	Annaduff	Leitrim	-
3	-	Church of Ireland	Annaduff	Leitrim	-
24	-	Weslyan Church	Drumshanbo	Leitrim	-
26	-	Farnaght Hall	Farnaght	Leitrim	-
27	-	Church of Ireland	Fenagh	Leitrim	-
42	30501158	Old Barrel Store, Quayside	Carrick-on-Shannon	Leitrim	Detached two-bay two-storey former store, c. 1870, with single-bay single-storey addition to side, c. 1975, and projecting entrance porch; now in use as tourist office.
43	30501159	Remains of tower	Carrick-on-Shannon	Leitrim	Remains of castle of Carrick-on-Shannon, c. 1611; plaque erected in 1995 by Carrick-on-Shannon Historical Society.
44	30501005	Hatley Manor	Carrick-on-Shannon	Leitrim	Detached five-bay two-storey over basement house, c. 1840, with Italianate façade and slightly projecting central bay; pedimented windows and projecting entrance with paired

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					columns to ground floor; Gothic façade to rear c. 1870; renovated c. 1999 for use as conference centre.
45	30501025	McCann Memorial Clock	Carrick-on-Shannon	Leitrim	Freestanding clock, erected 1905, having sandstone shaft and base with steps; four faced bronze clock with bell and cast-iron detail (rear clock face blank).
46	30501204	Market yard & buildings	Carrick-on-Shannon	Leitrim	End-of-terrace single bay three-storey market stores, built 1839, with two storey stores to rear, c. 1870; built on an L-shaped plan with integral carriage arch; undergoing conversion to retail and office complex in 1999, with four-bay two-storey extension to Bridge Street under construction.
47	30501242	Costello Memorial Chapel	Carrick-on-Shannon	Leitrim	Detached gable-fronted memorial chapel, built 1877, with carved hood moulding over pointed-arched entrance door having trefoil date moulding; carved crests to each side of entrance.
48	30501211	Town Hall	Carrick-on-Shannon	Leitrim	Detached five-bay single-storey over basement town hall, built 1868, with perron to entrance and round-headed windows;

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					gabled porch to rear; now in use as offices.
49	30501034	St. Mary's Catholic Church	Carrick-on-Shannon	Leitrim	Freestanding eight-bay Gothic Revival Catholic church, c. 1879, with nave and apsed side aisles; bell tower to left-hand side, completed c. 1920; carved tympanum and capitals to main entrance and carved corbels to front façade; entrance to both sides, c. 1980.
50	30501062	St. George's Church of Ireland	Carrick-on-Shannon	Leitrim	Four-bay Board of First Fruits church, built 1829, on a Latin cross plan with bell tower and spire; hood moulding over doorway and lancet windows; adjoining sacristy to rear.
51	30500062	Former Dispensary	Carrick-on-Shannon	Leitrim	Five-bay single storey former dispensary, c. 1900, with three projecting gabled bays and steps up to entrance; now in use as health centre.
52	-	Former District Hospital	Carrick-on-Shannon	Leitrim	-
53	-	Lodge, St Patrick's Hospital	Carrick-on-Shannon	Leitrim	-
54	30501191	National Irish Bank	Carrick-on-Shannon	Leitrim	Detached three-bay two-storey over basement late Victorian red brick, c. 1880, with stone carved doorcase and hood mouldings to

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					windows; shallow balconies to first floor windows to left end bays.
55	30501011	St. George's Terrace	Carrick-on-Shannon	Leitrim	End-of terrace three bay two storey house, c. 1820, with block and start arched doorcase and limestone steps to entrance; five bay two-storey return and two-bay two-storey extension to rear.
55	30501012	St. George's Terrace	Carrick-on-Shannon	Leitrim	Terraced three-bay two-storey house, c. 1820, with block-and-start arched doorcase and limestone steps to entrance.
55	30501013	St. George's Terrace	Carrick-on-Shannon	Leitrim	Terraced three-bay two-storey house, c. 1820, with block-and-start arched doorcase and steps to entrance.
55	30501014	St. George's Terrace	Carrick-on-Shannon	Leitrim	End-of terrace three-bay two-storey house, c. 1820, with two-storey return to rear, block-and-start arched doorcase and steps to entrance; single and two-storey extensions to rear.
56	30501004	Courthouse, St George's Terrace	Carrick-on-Shannon	Leitrim	Detached five-bay two-storey over basement courthouse, built 1821, with limestone ashlar façade and central three-bay projection; stone cornice with brackets to square-headed entrance formerly having Doric portico; arched

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					windows to sides and blind recessed panels to two end bays.
57	-	The Lodge	Carrick-on-Shannon	Leitrim	-
58	30501199	Former Governor's House, St George's Terrace	Carrick-on-Shannon	Leitrim	Three-bay two-storey over basement former governor's house, c. 1815, with round-headed door having limestone doorcase, steps to main entrance and string course to basement; extensions added c. 1975 and 1999.
59	-	Gaol	Carrick-on-Shannon	Leitrim	-
60	-	Infirmery	Carrick-on-Shannon	Leitrim	-
-	31800101	Bridge	Ballyfarnon, Boyle	Roscommon	Double-arch stone bridge over Feorish river, c. 1750, with single span upriver extension, c. 1975.
00600249	31800102	Courthouse	Ballyfarnon, Boyle	Roscommon	Detached five-bay two-storey rural courthouse built in 1863; now with offices to upper floor; weighbridge to side
-	31800103	Alderford Cottage	Ballyfarnon, Boyle	Roscommon	Detached three-bay single-storey house, c. 1830, with gabled semi-dormer to side and round-headed opening; two storey coach-house to rear.
-	31800104	Alderford House	Ballyfarnon, Boyle	Roscommon	Detached seven-bay two-storey mansion, c. 1800, with Doric columns and original fanlight to central

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					entrance.
-	31800105	Former Methodist hall	Ballyfarnon, Boyle	Roscommon	Single-cell former Methodist hall, c. 1860, with pointed arches to windows; now used as store.
-	31800106	St Patrick's Church	Ballyfarnon, Boyle	Roscommon	Single cell church, c. 1860, with bellcote to end gable, projecting porch to four-bay façade and sacristy to rear.
-	31800107	Kilronan gatelodge	Kilronan, Boyle	Roscommon	Detached three-bay single storey cut-stone gatelodge, 1875, in the Neo-Gothic style with bay window to gable-fronted projection and pointed arch to entrance; cast-iron gates and stone piers to formal entrance of Kilronan Castle.
00300169	31800301	Roman Catholic Church	Crossna, Boyle	Roscommon	Single-cell gable fronted church, c. 1860, with bellcote over entrance and roundheaded openings.
-	31800302	Kilronan Castle	Kilronan, Boyle	Roscommon	Ruined Georgian-Gothic castle, c. 1830, with three-bay three-storey symmetrical block; extended c. 1860 with addition of Gothic Revival style four-storey tower two-storey asymmetrical section and porte cochere.
00600266	31800303	Red Lodge	Kilronan, Boyle	Roscommon	Detached three-bay single-storey gatelodge, c. 1880, with red tile roof, projecting porch

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					and ornate bargeboards.
-	31800304	Clooncruffer Bridge	Boyle	Roscommon	Triple-arched stone bridge, c. 1820, over Feorish river.
-	31800401	Entrance gate, Kilronan Castle	Kilronan, Boyle	Roscommon	Triple arch stone entrance gate c.1860 with ruin of grotto type folly gatelodge.
-	31800402	Kilronan church	Kilronan, Boyle	Roscommon	Single-cell COI church, c. 1815, with three-bay front; battlemented two-storey tower to west containing fabric of earlier structure on site.
-	31800403	Entrance gate, Kilronan Abbey	Kilronan, Boyle	Roscommon	Entrance gate to Kilronan Abbey graveyard, erected in 1858 with inscribed tympana.
-	31800404	Turlough O'Carolan's tomb	Kilronan, Boyle	Roscommon	Tombstone of Turlough O'Carolan (?-1738) buried in graveyard attached to former Kilronan Abbey with memorial slab erected in 1r978 for 250 years celebration of O'Carolan's death.
-	31800406	Knockranny House	Lough Meelagh, Boyle	Roscommon	Detached four-bay two-storey country house, c. 1810, with curved three-bay garden front; bay window to rear and two-storey outhouses to side house in dilapidated condition, outhouses occupied.
00600168	31800601	Riversdale House	Knockvicar, Boyle	Roscommon	Detached double-pile, single-storey over basement late

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					Georgian house, c. 1840, on symmetrical pan with projecting gabled porch to three-bay front and bay windows to sides and four-bays to rear, used as guesthouse.
-	31800602	Knockvicar Bridge	Knockvicar, Boyle	Roscommon	Triple arch stone bridge over Boyle river c. 1845 with passageway leading to down river landing quay.
00600283	31800603	Cloontykilla Castle	Rockingham, Boyle	Roscommon	Ruin of castle folly dated 1839 with square corner towers, battlemented parapets and internal courtyard, originally used as a hunting lodge.
00600167	31800604	Errinonagh Lodge	Knockvicar, Boyle	Roscommon	Free-standing three-bank two-storey octagonal gatelodge, c. 1800, with single-storey flanking entrance bays, renovated c. 1995 with extension to rear.
00600107	31800605	Oakport House	Cootehall Road, Boyle	Roscommon	Detached five-bay two-storey house, c. 1820, on U-shaped plan with round-headed openings to end bay and enclosed courtyard to rear; with outhouses and stables undergoing renovating.
00600282	31800606	Bridge, Rockingham	Lough Key Forest Park	Roscommon	Single-arch cut-stone bridge with balustrades, c. 1830, part of man-made waterway system.

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
00600277	31800607	The Temple	Lough Key Forest Park	Roscommon	Single-storey Gothic-style gazebo on circular plan, c. 1830 on lake shore.
00600280	31800608	MacDermot's Castle	Castle Island, Lough Key	Roscommon	Ruin of three-storey Georgian-Gothic folly castle, c. 1810, incorporating fabric of original Medieval castle on site.
00600276	31800609	Lakeshore quays, Rockingham	Lough Key Forest Park	Roscommon	Ashlar masonry lakeshore quays, c. 1820, with retaining wall to side and cast-iron mooring posts.
00600274	31800610	Subterranean accesses, Rockingham	Lough Key Forest Park	Roscommon	Set of communicating subterranean accesses, c. 1810, linked originally to Rockingham House.
-	31800611	Information Centre, Rockingham	Lough Key Forest Park	Roscommon	Multiple bay single-storey information centre, c. 1975, with waiting rooms, shop and corridor link to restaurant.
00600278	31800612	Chapel, Rockingham	Lough Key Forest Park	Roscommon	Ruined single-cell, single-storey chapel, built in 1833 with belltower over pedimented entrance.
00600279	31800613	Former stables	Lough Key Forest Park	Roscommon	Detached two-storey former stables dated 1845 built around central quadrangle with seven-bay entrance front and pedimented entrance bay.
00600272	31800614	Fairy Bridge	Lough Key Forest Park	Roscommon	Single-arch rusticated stone bridge built in 1836.
00600270	31800615	Monastic church	Trinity Island, Lough Key	Roscommon	Ruin of irregular plan monastic church on

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					island founded in 1260, rebuilt c. 1460 and abandoned in 17 th century.
00600128 & 00600185 & 00600309 & 00600310	31800616	Formal entrance	Rockingham demesne, Lough Key	Roscommon	Original formal entrance to Rockingham in Georgian-Gothic style comprising of three-bay two-storey battlemented lodge with arched entrance and stone detailing. Offices to side.
00600273	31800617	Rathdiveen lodge	Carrick-on-Shannon Road, Boyle	Roscommon	Detached single-storey three-bay gatelodge, c. 1820, with curved pedimented neo-classical front and three-bay living accommodation to rear.
	31800618	Grevisk lodge	Carrick-on-Shannon Road, Boyle	Roscommon	Detached three-bay single-storey with attic gatelodge, c. 1835, with projecting gabled fronts, refurbished c. 1965.
00600281	31800619	Gazebo	Rockingham demesne, Boyle	Roscommon	Ruin of three-bay gazebo, c. 1820.
00600284	31800620	Deerpark House	Rockingham, Boyle	Roscommon	Detached five-bay two-storey Gothic-style game master's residence dated 1840 with octagonal corner towers.
-	31800621	St Beadh's Church	Ardcarne, Boyle	Roscommon	Irregular plan COI church consecrated in 1860, containing fabric of earlier structure on site and battlemented containing belltower over entrance, works

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					possibly relating to Patrician monastic settlement and medieval town on site.
-	31800622	Ardcarn House	Ardcarn, Boyle	Roscommon	Detached three-bay two-storey over basement house, c. 1850, on L-shaped plan with original tripartite doorcase.
00600108	31800623	Grevisk House	Boyle	Roscommon	Detached four-bay two-storey house on L-shaped plan comprising of original three-bay section to east extended with stone doorcase, c. 1870, with further extension to rear, c. 1950.
00600183	31800624	Carrigard House	Boyle	Roscommon	Detached three-bay two-storey house, c. 1865, with tripartite cut stone doorcase, refurbished c. 1980.
-	31800625	Glencarn House	Ardcarn, Boyle	Roscommon	Detached three-bay two-storey farmhouse on L-shaped plan, 1840, with cutstone façade and refurbished rear return c. 1960; currently used as guesthouse.
00600271	31800626	Drumman Bridge	Lough Key Forest park	Roscommon	Single-arch cutstone bridge built in 1819 with balustraded parapets.
00600268	31800627	Drum Lodge	Rockingham demesne, Boyle	Roscommon	Gothic-style arched gateway and lodge to Rockingham demesne dated 1834.
-	31800628	Moylurg Tower	Lough Key Forest Park	Roscommon	Free-standing five-storey over basement

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					viewing tower, c. 1970, with access to 19 th century tunnels via basement.
-	31800629	Rathdiveen Lodge	Carrick-on-Shannon Road	Roscommon	Remains of ashlar masonry entrance gates, c. 1820, with garland motif to piers.
00600106	31800630	Ardcarne Rectory	Boyle	Roscommon	Detached three-bay two-storey rectory built in 1807 with gabled porch, c. 1980.
-	31800631	House	Boyle	Roscommon	Detached three-bay single-storey house, c. 1840.
-	31800632	House	Woodlawn, Boyle	Roscommon	Detached three-bay two-storey house, c. 1840, with single-storey flanking bays.
-	31800701	Group of three houses	Cootehall, Boyle	Roscommon	Multiple bay two-storey group of three houses on L-shaped plan incorporating fabric of 17 th century house including tower and enclosing walls with corner towers to former castle on site.
-	31800702	Stone entrance	Cootehall, Boyle	Roscommon	Pedimented triple arch stone entrance, c. 1775.
00700180	31800703	St Michael's Church	Cootehall, Boyle	Roscommon	Cruciform RC church dated 1846, refurbished c. 1960 with sacristy attached to rear.
-	31800704	Cootehall Bridge	Cootehall, Boyle	Roscommon	Triple arch stone bridge over Boyle river, c. 1845, with down river landing quay.
00700105	31800705	Woodbrook House	Usna, Carrick-on-Shannon	Roscommon	Detached three-bay two-storey country

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
			Road, Boyle		house, c. 1830, with projecting porch and plaster architraves to front façade; ruin of outhouses to rear from yard.
00900166	31800901	Church of St. Brigid	Breedogue	Roscommon	Freestanding gable-fronted RC church built in 1867 with three-storey belltower or aisle to east side, sacristy attached to rear and with apse to chancel.
-	31801001	Moylurg House	Croghan, Boyle	Roscommon	Detached three-bay two-storey over basement country house in late Georgian style, c. 1819, with stone reveals and tripartite original timber doorcase; extended to side, c. 1920; two storey stables to side of house; c. 1840.
-	31801002	Cavetown House	Croghan, Boyle	Roscommon	Detached one-storey over basement country houses, dated 1809 with three-bay entrance front having cutstone dressing to openings.
-	31801101	Railway station	Carrick-on-Shannon	Roscommon	Detached four-bay two-storey over basement railway station, c. 1860, with single-storey office to side and quayside canopy; red brick signal box and three-bay waiting room with original timber panelling to opposite

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
					quay, cast iron footbridge with decorative panels to side.
01100184	31801102	Andersons Thatch	Ballindrehid, Carrick-on-Shannon	Roscommon	Detached four-bay single storey pub with thatched roof, c. 1830, with alterations to openings, c. 1950.
01100186	31801103	Church of St. Brigid	Kilmore/Dangan, Carrick-on-Shannon	Roscommon	Free-standing single-storey RC church on cruciform plan dated 1842; with three-bay two-storey presbytery attached west end.
-	31801104	P. Flynn	Kilmore, Carrick-on-Shannon	Roscommon	Detached four-bay two-storey house , c. 1900, with shop incorporated to part of ground floor, c. 1960, and single-storey addition incorporating garage.
-	31801105	Clogher Bridge	Drumsna, Carrick-on-Shannon	Roscommon	Single arch cut stone bridge, c. 1800.
-	31801201	The Station	Drumsna, Carrick-on-Shannon	Roscommon	Detached four-bay two-storey cutstone former railway station, c. 1860, with single-storey office to side, c. 1980, currently used as a dwelling.
-	31801202	Signal Box	Drumsna, Carrick-on-Shannon	Roscommon	Detached two-bay two-storey house comprising of fabric of former signal box rebuilt c. 1920, with projecting roof, renovated with addition of glazed section, c. 1995.
-	31801203	Jamestown Canal	Jamestown,	Roscommon	Link canal on river

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
			Carrick-on-Shannon		Shannon, c. 1800 with lock dated 1940 with signal-arch stone bridge and lock with three-bay single-storey cut stone lock keepers house at Albert Lock.
01100187	31801801	Little Mary's/Auld Thatch Cabin	Kilmore, Carrick-on-Shannon	Roscommon	Detached six-bay single-storey cottage, c. 1840, with pub to premises and living accommodation to side; possibly containing fabric of earlier structure on site.
01100188	31801802	The Rectory	Kilmore, Carrick-on-Shannon	Roscommon	Detached three-bay two-storey over basement former rectory built in 1828 with pedimented tripartite breakfront entrance
01100189	31801803	Kilmore House	Kilmore, Carrick-on-Shannon	Roscommon	Detached four-bay two-storey farmhouse, c. 1630, with round headed arch and sidelights to entrance, improved c. 1820 and refurbished c. 1920, having remains of arched stone gateway to side and 17 th century boundary walls to rear.
-	31801804	Kilmore Church	Kilmore, Carrick-on-Shannon	Roscommon	Single storey semi-circular stone sweep to church grounds entrance c. 1830 with Gothic style niches and arch to gateway having 14 th century inset date with Latin inscription.
01800190	31801805	Kilmore Church	Kilmore,	Roscommon	Freestanding Georgian-

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			Carrick-on-Shannon		Gothic style Church of Ireland church, c. 1830, with three-storey battlemented west tower and sacristy attached to rear contains fabric of earlier structure on site having late 17 th century wall monuments to interior and neo-Classical tomb stone by Van Nost to James Lawlor dated 1779.
01800191	31801806	Kilmore COI Graveyard	Kilmore, Carrick-on-Shannon	Roscommon	Burial ground attached to Church of Ireland church with early 18 th century tombstones and two mausoleums, one at O'Beirne family built in 1790 and one to Dunn family built c. 1811.
-	31801807	Tully Lodge	Kilmore, Carrick-on-Shannon	Roscommon	Detached two-storey country house, c. 1820, with pedimented breakfront and decorative pilasters to three-bay entrance front, added c. 1870, three-bay return to rear.
01800192	31801808	Carranadoe Cottage	Kilglass, Carrick-on-Shannon	Roscommon	Detached three-bay single-storey thatched cottage, c. 1850, on L-shaped plan with projecting entrances one with original fanlight and door set in round headed arch; gable-fronted outhouse to side.
-	31801809	Carranadoe	Lavagh, Carrick-	Roscommon	Single-arch bridge c.

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
		Bridge	on-Shannon		1850 over passage between Kilglass Lough and Lough Boderg.
-	31802401	Church of Sacred Heart	Kilglass, Strokestown	Roscommon	Single-cell RC church erected in 1897 with bellcote, gabled western front retaining a lot of original interior fitting after restoration in 1992, sacristy attached to side altar.
02900140	31802901	Church of St Anne	Scramoge, Strokestown	Roscommon	Free-standing T-plan RC church c. 1885 with bellcote over west front and pointed nave arches, containing fabric of early 19 th century church to transepts with round headed openings, church refurbished c. 1940 and reconsecrated in 1986.
02900144	31802902	St John's Church	Church Street, Strokestown	Roscommon	Octagonal plan, former COI church, dated 1820, with spire to three-storey battlemented belltower over entrance and timber octagonal ceiling; mid 18 th century mausoleums to graveyard; building used as Heritage Centre since 1982.
-	31802903	Corcoran Brothers (House)	Church Street, Strokestown	Roscommon	Terraced four-bay two-storey house, c. 1870, with cast iron railing and traditional timber front to licenced premises, c. 1890, and integral carriage arch to side.

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
02900147	31802904	House	Bawn Street, Strokestown	Roscommon	Detached four-bay two-storey former house on L-shaped plan, c. 1800, with semi-raised basement to side and rear and neo-Classical doorcase to flanking single-storey entrance, currently having offices to premises.
02300141	31802905	Strokestown Park House	Strokestown	Roscommon	Gothic-style family mausoleum erected by Mahon family in 1686 with inscribed altar over underground tomb; in dilapidated condition.
-	31803201	Church of St Patrick	Cloonfad	Roscommon	Cruciform RC church, dated 1932 with tripartite windows over round headed entrances and pilasters to sides, sacristy attached to rear.
00600093	-	Gardens	Rockingham Demesne, Boyle	Roscommon	-
02900142	-	Mausoleum	Strokestown House, Strokestown	Roscommon	-
02300148	-	Hartland House	Bawn St., Strokestown	Roscommon	Built c. 1810, originally the Rent Collectors Office for Strokestown Park demesne. The cut stone porch is a very distinctive feature ornamented with a motif.
02300149	-	Town House	Elphin St., Strokestown	Roscommon	-
00700181	-	Entrance Arch	Clegna, Cootehall	Roscommon	-
00700182	-	House	Clegna,	Roscommon	-

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
			Cootehall		
02300203	-	Dove Cot	Cregga, Strokestown	Roscommon	-
03200215	-	Lowberry House	Lowberry, Cloonfad	Roscommon	-
00600242	-	Boyle Abbey	Knocknashee, Boyle	Roscommon	Cistercian Abbey
00600243	-	King House	Military Road, Boyle	Roscommon	Palladian Mansion
00600244	-	Church of Ireland	Knocknashee, Boyle	Roscommon	Church
00600245	-	Shop	Main Street, Boyle	Roscommon	Sloan's
00600247	-	St. Joseph's Church	Warren or Drum, Boyle	Roscommon	Church
00600248	-	Town House	Green Street, Boyle	Roscommon	Boyle Credit Union
00600250	-	Entrance arch	Mocmoynes, Boyle	Roscommon	-
00600251	-	Former Rent Office	Military Road, Boyle	Roscommon	Family Life Centre
00600253	-	Abbey View House	Military Road, Boyle	Roscommon	Country House
00600254	-	Stewart's House	Mocmoynes, Boyle	Roscommon	House
00600255	-	Town House	The Crescent, Boyle	Roscommon	-
00600256	-	Town House	The Crescent, Boyle	Roscommon	-
00600257	-	Town House	The Crescent, Boyle	Roscommon	-
00600258	-	Town House	The Crescent, Boyle	Roscommon	-
00600259	-	Town House	The Crescent, Boyle	Roscommon	-
00600262	-	Town House	The Crescent, Boyle	Roscommon	Crescent Bar
00600263	-	Town House	The Crescent, Boyle	Roscommon	The Moving Stairs
00600264	-	Town House	The Crescent, Boyle	Roscommon	An Craoibhin
00600265	-	Town House	The Crescent, Boyle	Roscommon	Tarpey's

Dev. Plan Ref. No.	NIAH Ref. No.	Building/area	Location	County	Notes
00600267	-	Gate Lodge	Rockingham Demesne, Boyle	Roscommon	-
00600269	-	Gate Lodge	Rockingham Demesne, Boyle	Roscommon	-
00600275	-	Ice House	Rockingham Demesne, Boyle	Roscommon	-
00600285	-	Town House	Main Street, Boyle	Roscommon	Boyle Sports
00600287	-	Town House	Main Street, Boyle	Roscommon	Linsfort B&B
00600288	-	Town House	Main Street, Boyle	Roscommon	Magee's
00600292	-	Town House	Patrick Street, Boyle	Roscommon	Heran's
00600297	-	Town House	Patrick Street, Boyle	Roscommon	National Irish Bank
00600298	-	Town House	Main Street, Boyle	Roscommon	Grehan's
00600311	-	Farm Yard	Rockingham Demesne, Boyle	Roscommon	-

See NIAH Inventory for series of buildings/structures listed for Carrick-on-Shannon

Appendix 5 | Photographic Record