

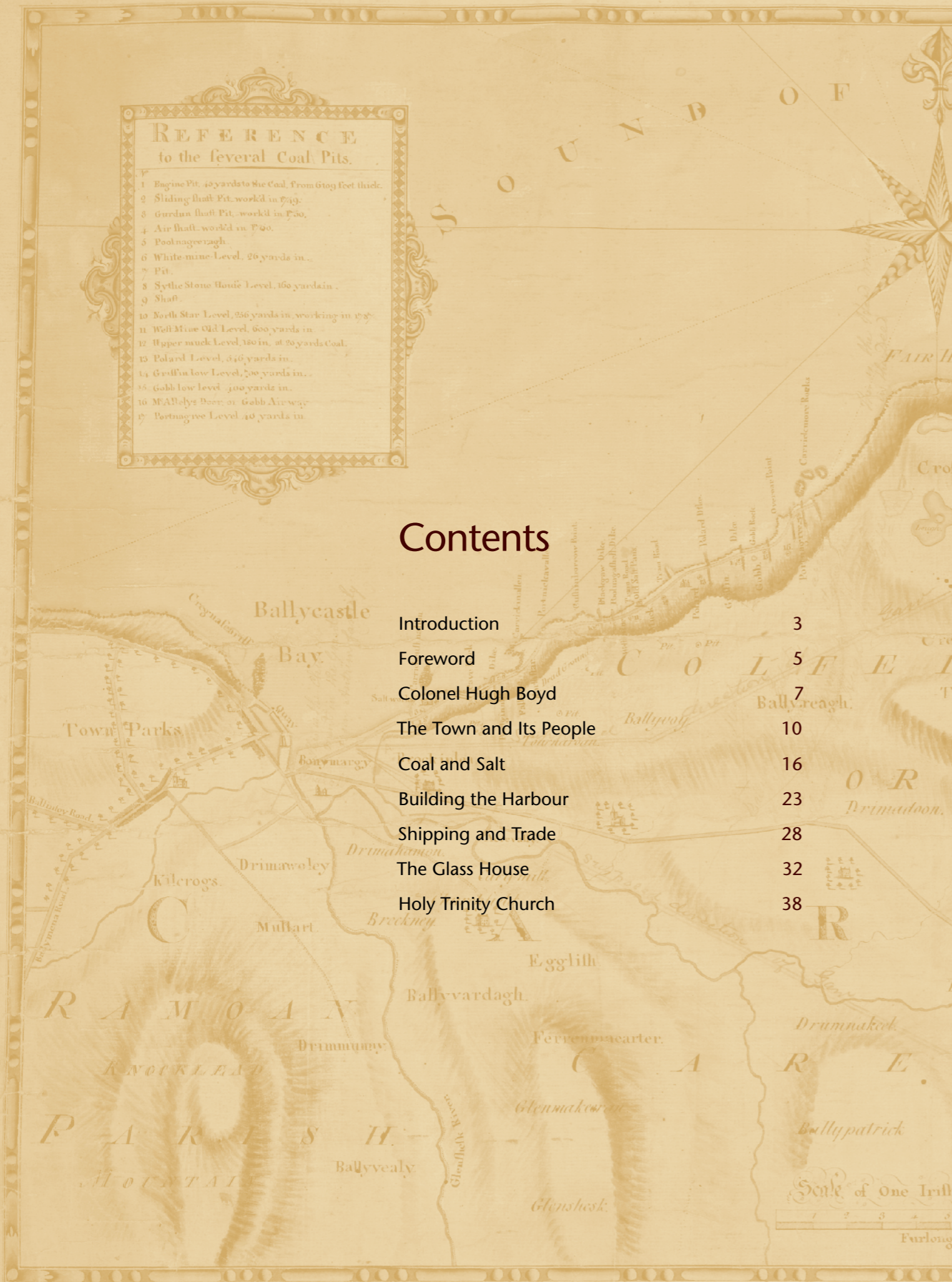
Col. Hugh Boyd's Ballycastle



Written by Daniel J. McGill, Ballycastle Historical Research Group
Edited by Gemma Reid, Causeway Museum Service



Col. Hugh Boyd's Ballycastle



Contents

Introduction	3
Foreword	5
Colonel Hugh Boyd	7
The Town and Its People	10
Coal and Salt	16
Building the Harbour	23
Shipping and Trade	28
The Glass House	32
Holy Trinity Church	38



Introduction

This booklet explores how Ballycastle was transformed from a small fishing port and market village into the most important industrial centre on the north coast, within a generation. Guided by the entrepreneurial spirit of Col. Hugh Boyd, who developed the collieries and salt works, built the harbour and glass house and established a variety of other industries in the town, Ballycastle played a vital role in the growing Irish industrial economy during the eighteenth century.

The booklet brings together contemporary documents, illustrations and artefacts with the remaining material evidence of Boyd's industries and the town that grew around them. Many of these sources have been made available to the public for the first time. It is hoped that this illustrated introduction to the subject will encourage further exploration of this fascinating period of our history.



Acknowledgements

Our thanks must go in particular to:

The members of BHRG, Des Andrews, Danny McGill, Danny Morgan, Jayne McGill and Mary Chambers, for their untiring commitment to this project. It is solely thanks to the immense effort of these few volunteers that such a valuable collection of research material and artefacts have made available to the public for the first time.

Mr Derek Downing Fullerton for access to primary source material from his personal archive.

The Public Record Office of Northern Ireland, the Royal Irish Academy, NEELB Local Studies Service, the Ulster Museum, the Ordnance Survey of Northern Ireland, and Mr John Rainey for permission to reproduce material from their collections and archives.

Published in 2007 by
Causeway Museum Service
Coleraine Borough Council
Cloonavin
66 Portstewart Road
Coleraine BT52 1EY

Copyright © Daniel J. McGill
Illustrations © Daniel J. McGill unless otherwise stated in the caption

ISBN 0-9552286-3-8
ISBN 978-0-9552286-3-6

All rights reserved. No part of this book may be reproduced in any form, by photocopying or by any electronic or mechanical means, including information storage or retrieval systems, without permission in writing from both the copyright owner and publisher of this book.

British Library Cataloguing-in-Publication Data;
A catalogue record for this book is available from the British Library.
This publication has received funding from the Heritage Lottery Fund.

Designed by Tandem Design
Printed by Print Library

The publisher has made every effort to acknowledge the copyright holders of the material used in this book. We would like to hear from anyone whose rights have been unwittingly infringed.

Cover Image:
Sketch of an October Market in 1854 on the Diamond,
showing Holy Trinity Church and the old MacDonnell Castle.
Courtesy of Ballycastle High School.



Foreword

In October 2004 the Causeway Museum Service asked Ballycastle Community Development Association to research and develop an exhibition on Colonel Hugh Boyd's Ballycastle, to be displayed in the Spring of 2007.

It was soon apparent that the Association did not have the necessary expertise to carry out the project, so we approached other individuals with an interest in the period and created a subcommittee of the Association that was to become the Ballycastle Historical Research Group. The group was an informal assembly of local historians whose aim was to explore, document and present the story of Ballycastle's early industrial development.

We produced a very professional and successful exhibition, thanks to the enthusiasm of each member of the group, and the support of many local people who loaned us artefacts, documents and illustrations. Key to the success of the exhibition was access to the Boyd Estate Archive, generously provided by Mr Derek Downing Fullerton and Greer Hamilton and Gailey Solicitors. I would like to personally acknowledge the willing and dedicated support of Gemma Reid of the Causeway Museum Service. We were also fortunate to have Danny McGill in the group, whose knowledge and research into the Boyd period proved invaluable. Through the project, a substantial archive of material has now been deposited with Ballycastle Museum and is available to other researchers and historians.

We hoped to increase local people's understanding and appreciation of this fascinating period of our history, and were delighted at the enthusiastic response to the exhibition from the public and local schools. Therefore we decided to produce a booklet based on the exhibition so that future generations will be encouraged to explore Boyd's legacy in Ballycastle. We trust that this booklet will be a useful addition to the history of 'Boyd's Ballycastle'.

Des Andrews

Chairperson
Ballycastle Historical Research Group

The exhibition and booklet was produced by the Ballycastle Historical Research Group and the Causeway Museum Service as part of a three year community outreach programme supported by the Heritage Lottery Fund. The Causeway Museum Service represents a partnership between the four local authorities of Coleraine, Ballymoney, Limavady and Moyle.

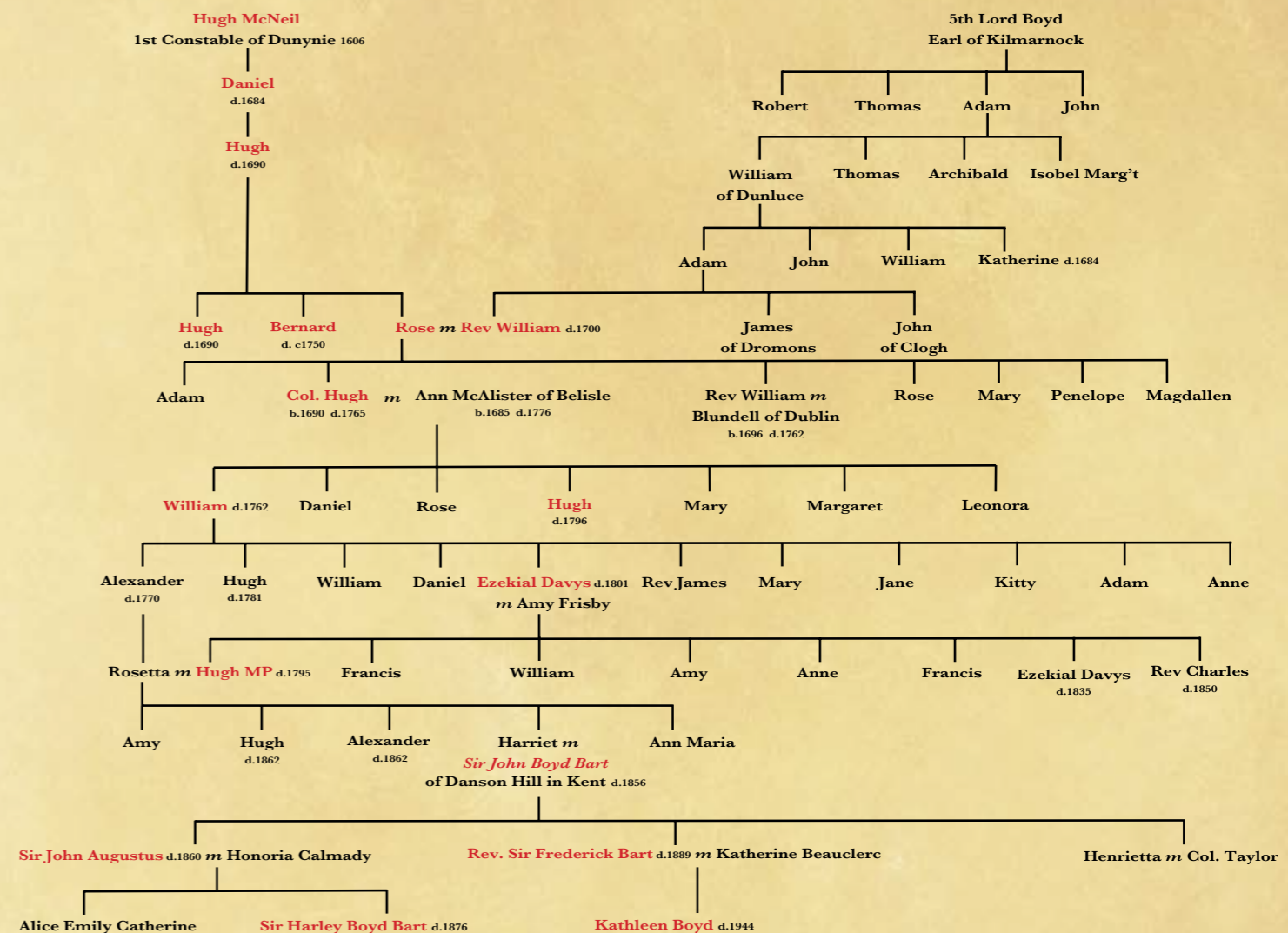


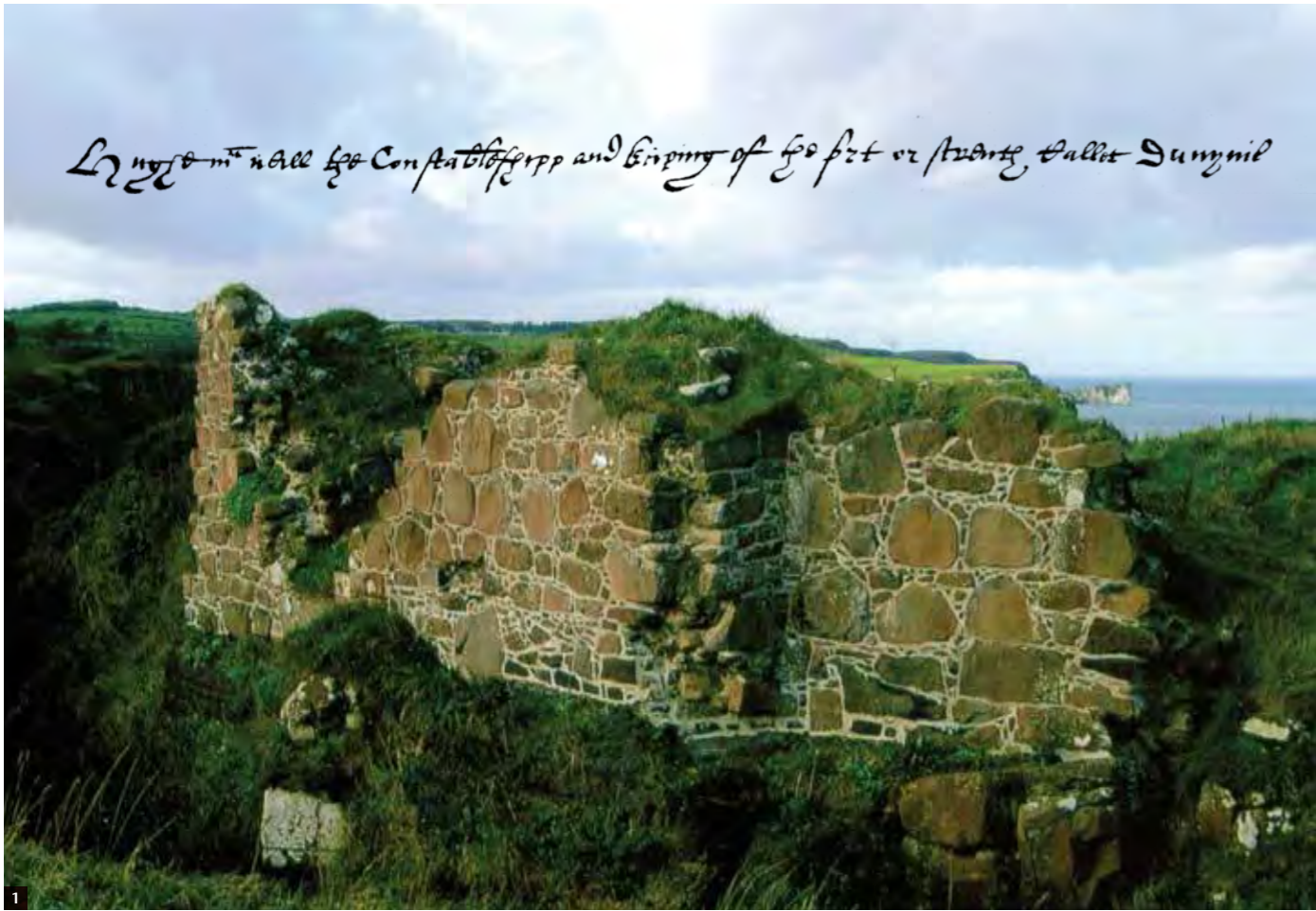
Colonel Hugh Boyd (1690-1765)

- 1690 Hugh Boyd born at Drumawillen, son of Rev. William Boyd and Rose McNeale of Clare. Boyd was educated at Whitepark School for Young Gentlemen.
- 1711 Inherited the Ballycastle Estate and moved to Dublin to learn business.
- 1714 Supervised building of a bridge of stone and lime over the Margy River, cost £80, to replace the old wooden bridge which was 'totally down'.
- 1719 'Finishing two bridges over the river at the water foot of Port Brittas.'
- 1721 Appointed manager of Ballycastle Colliery Salt Works and Co.
- 1723 Went to Whitehaven to study mining and find skilled workers.
- 1726 Bought a share of a glasshouse on Bachelor's Walk, Dublin.
- 1731 Bought shares in his employers, The Irish Coalyard Company.
- 1733 Member of the Dublin Society, recognised as an expert on Coal Mining, believed to be the author of a pamphlet *Ballycastle Collieries Set in Their Proper Light*.
- 1734 Appointed High Sheriff of County Antrim.
- 1735 Took control of Ballycastle Colliery Salt Works and Co through Deed of Trust. Built the courthouse and market shambles.
- 1737 Granted parliamentary funds to provide a safe place for shipping at Ballycastle.
- 1740 Built a tramway of 'oak and fir' to bring stones by wagon from the quarry for the harbour works. Commissioned ship *The Maidenhead*, built in Swansea in Wales '120 tons burthen (to) receive at her hatches, pieces of timber 50 feet long'.
- 1740-43 Told the House of Commons, 'when the price of bread was excessively high, I bought quantities of wheat and caused good household bread to be baked for my labourers, which I sold them at twelve pounds for twelve pence, when the price of bread in neighbouring towns was six or seven pounds for twelve pence. I also bought barley and oatmeal which I sold them at about a third cheaper than the common prices'.
- 1743 Ballycastle Harbour finished and capable of sheltering 'thirty to forty sail of Ships lying safe in the inner dock and outer harbour'.
- 1752 Began construction of the town church.
- 1755 'Bottlehouse' built on the 'East Quay', to make wine bottles.
- 1756 Church completed. County Antrim Regiment of Foot formed by Alexander Earl of Antrim, Hugh Boyd made Lieutenant Colonel.
- 1757 Boyd's improvements at his bleach works lead to the use of coal 'for firing' at other 'bleach greens'. Storms damage the piers and affect trade; commenced substantial repairs in stone at his own expense. Stated to Irish House of Commons that he had 'employed hundreds of workers daily and supplied thousands of tons of coal to developing industries in Belfast and Dublin'.
- 1760 'Led 200 local militia against the Frenchman Thurot at Carrickfergus.'
- 1761 First Record of Bottles sold to value £894.
- 1765 Colonel Hugh Boyd *Star of the North* died aged 75 years.



The Boyd Family Tree & Landlords of Ballycastle (IN RED)





The Town & Its People

Baile Caislean - Bal a Cas - Ballycaslen - Balle Castle

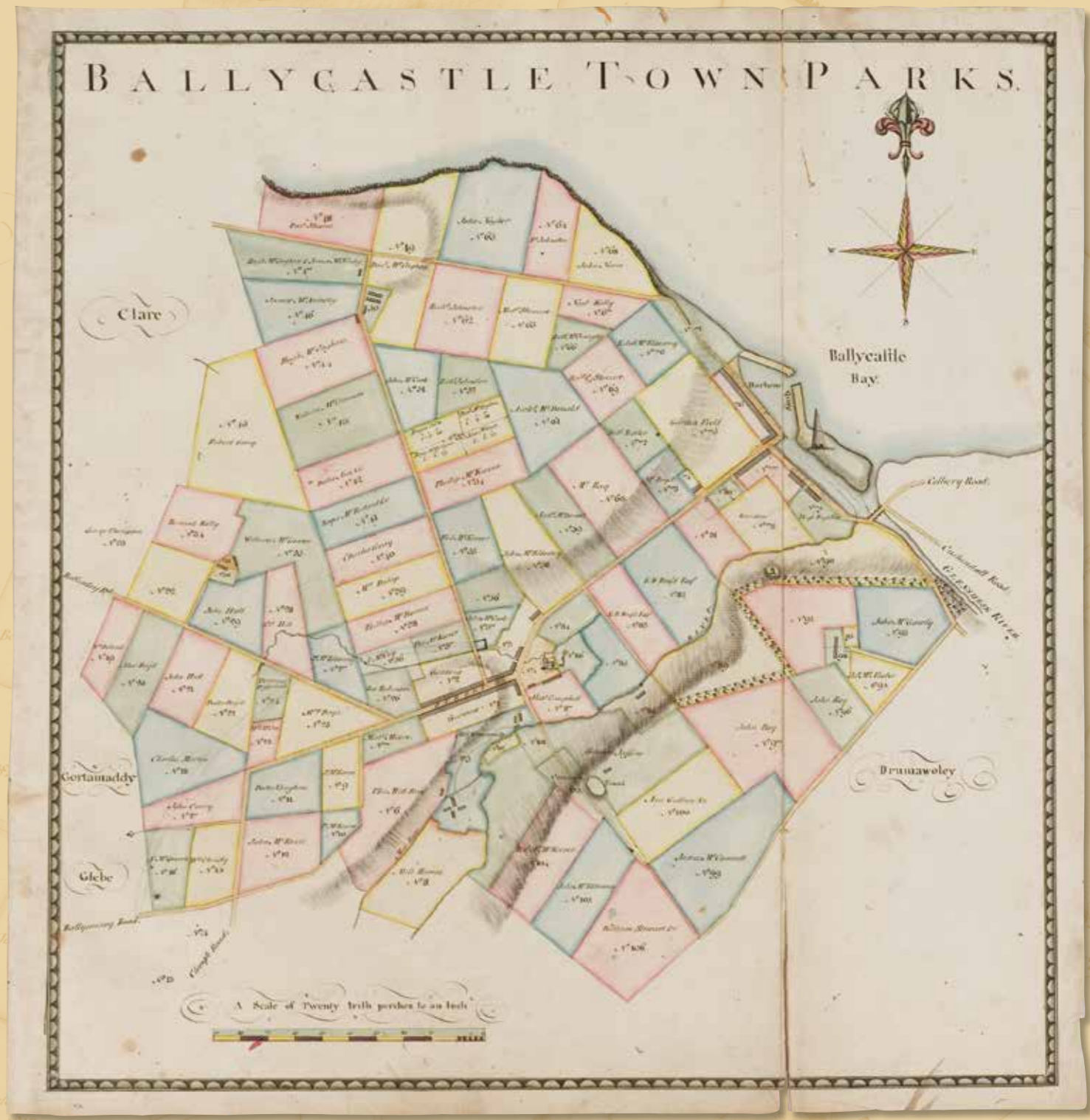
Prehistoric stone tools found around Ballycastle show that people have been living and trading here since after the last Ice Age, nine thousand years ago. But the first record of a village or town called Ballycastle appears on 16th century military letters and maps, along with 'Dunynie' and 'Margietown'. In 1606 Randall Macdonnell first granted the lands which were to form the Ballycastle Estate to Hugh McNeil, but the name Ballycastle does not appear on a deed until the 1611 re-grant which included 'Ballycaslen'.

By the 17th century, salt works and collieries had been established here and by the end of the 18th century trades operating in the town included blacksmiths, brewers, weavers, millers, tailors, sailors carpenters, butchers, bakers, candle-makers and stone masons - even a dancing master.



1 'the fort or strength called dunynie'.
2 Boazio's Map, 1599.

Opposite Page
Ballycastle Estate Town Parks
Map 1785, showing details of
the Harbour and the Diamond.
Courtesy of GDD Downing Fullerton.





When Hugh Boyd inherited the estate in 1711, the town was very small. The Milltown was busy with a blacksmith's shop and a corn mill, salt and fish were traded at farmer's markets on 'Margiemore' and there was an annual fair at Lammas time. In 1734 there were 62 householders in the town. Most of these were situated along Castle Street, which ended at a bridge over the river flowing past the ruins of the old MacDonnell castle, and there were four small cabins at the quay. As Boyd's 'Colliery Salt Works', harbour, glassworks and bleach works developed, more merchants and skilled craftsmen were attracted to the town. Soon there were soapworks, a chandlery, a brewery, a distillery, limeworks, sandstone quarries, brickworks and a tannery. There were as many as 600 people employed at one time in these industries and building the harbour and roads, with more building houses for the workers.

- 3 The back of an 18th century merchant's house on Castle Street, showing the original imported glass windows.
- 4 Hybla Hugh Boyd's most likely residence when he moved to the quay to supervise building the harbour.
- 5 The old bridge at the bottom of the bleach green.



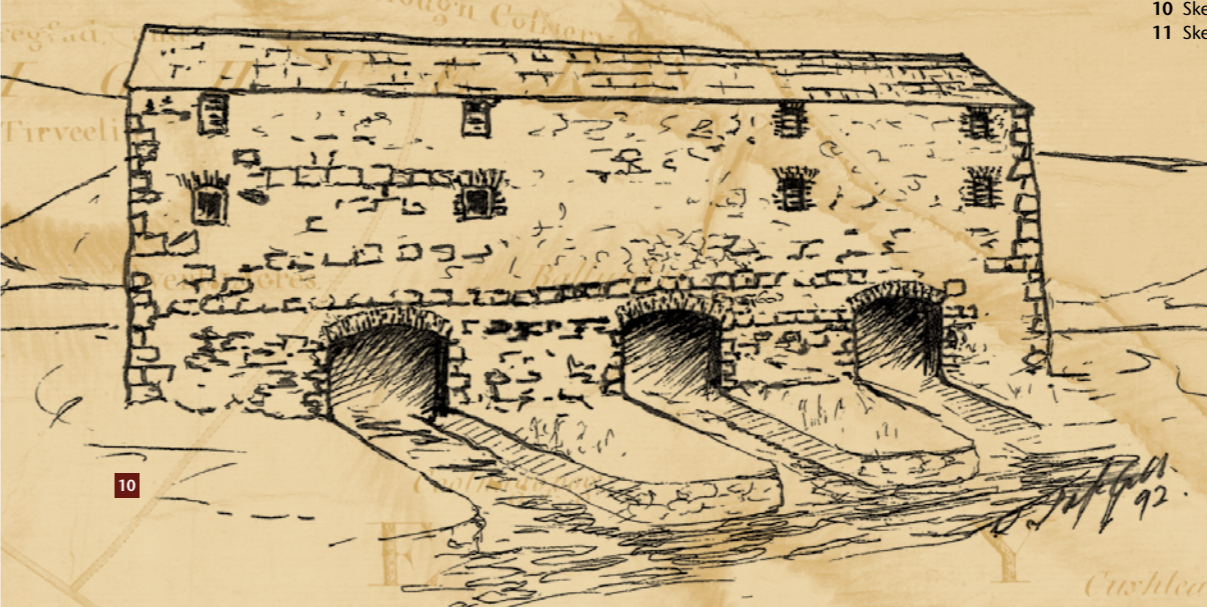
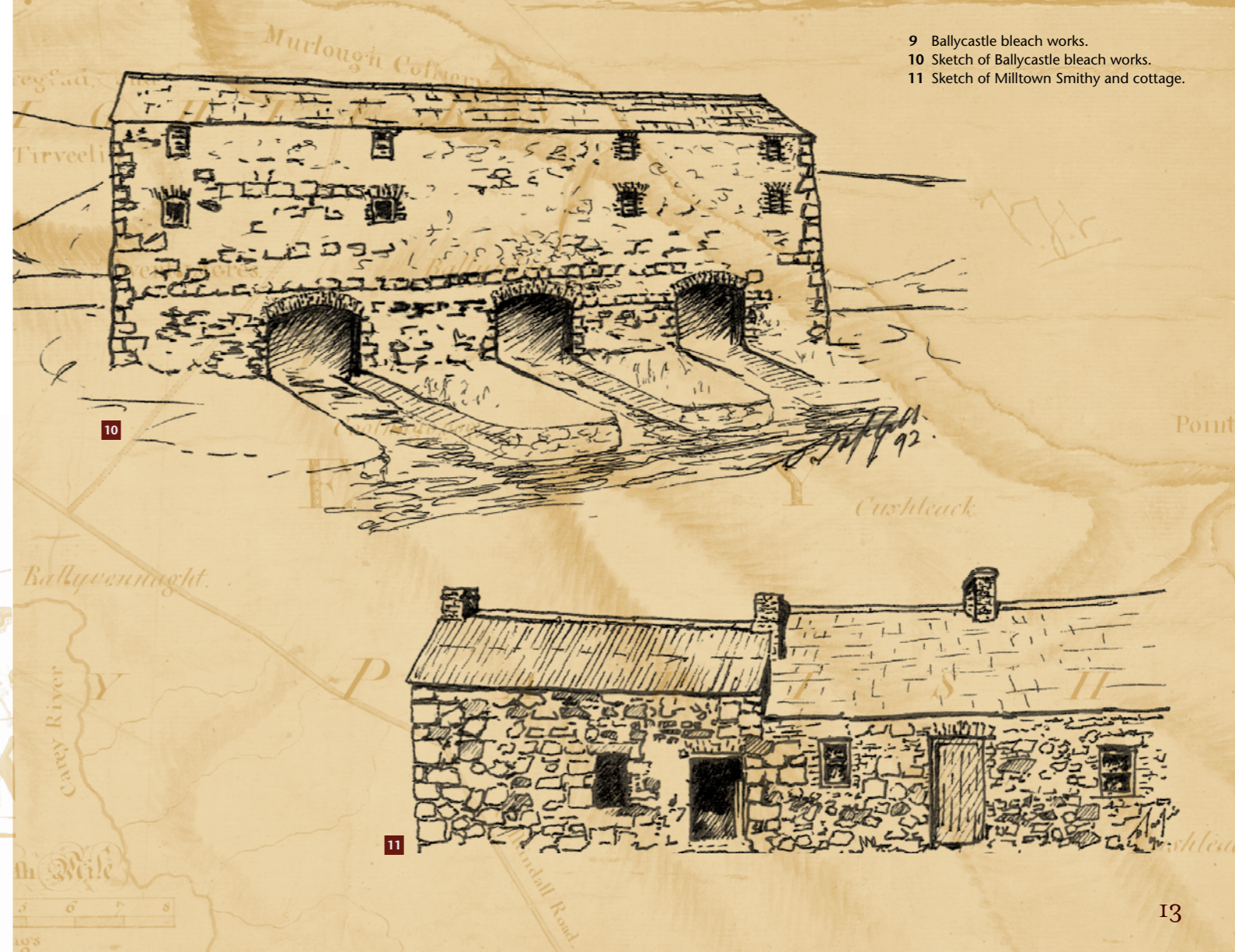
As a result, Ballycastle played a vital role in the growing Irish economy. The estate rent rolls of 1796 show how the town had changed from a small self-sufficient market port to the birthplace of the Irish Industrial Revolution. In 1812 there were 237 houses and the population had grown to 1,469. Ballycastle people built the first railway in Ireland in 1721 at the Gobb Colliery, and another to transport coal from the collieries to the harbour. Ballycastle miners dug the coal that fed the growing industries of Dublin and Belfast.

While others were oppressed by 'rack renting' landlords, Ballycastle was fortunate to be guided by Hugh Boyd, who was worthy of the title *The Star of the North*.

- 6 Old cottage on North Street.
- 7 The Boyd Arms, built in 1767.
- 8 The Manor House which Hugh Boyd had built by 1752.



- 9 Ballycastle bleach works.
- 10 Sketch of Ballycastle bleach works.
- 11 Sketch of Milltown Smithy and cottage.



Property Lease-holders of Ballycastle, mid 1700s

(ALL NAMES AS SPELT ON THE DEED)

As Boyd's industries expanded, people came from all over Ireland, Scotland, England and Wales to work in Ballycastle. The town grew and this in turn attracted builders, tradesmen and merchants, some of whom also came from overseas. Many of these people's names are still found in the town today.

- | | | | |
|--|---|--|--|
| Colonel Hugh Boyd
Proprietor | John McGowan
Lime burner | Charles Price of Magherenahahir | Hector Thompson |
| Rose Boyd of Drumawillen
(the Colonel's mother) | Robert Tilley
Coachman | Archibald Montgomery | Arthur O'Hale |
| Alexander Boyd
Clare | Moses Hill | Archibald (Mc)Ambrose
Merchant | Daniel McKaughan |
| Arthur Gower
Gent | Sam Black
Tanner | Hugh Boyd
Collier's Hall (1767) | George Dunlop |
| James Whyte
Cooper | John Boyd
Apothecary | Alexander McAulay | William Christy
Innkeeper |
| William Moore | James Tilly
Taylor | Alexander Boyd (John Roy)
Innkeeper | Neil Coyles |
| Issac McMahon
Cooper | Gill, Don & John Murphy | Mary McKinney (Robinson)
her son Hugh | John McCook |
| Thomas Robinson | John Stewart
(of Torriloskin) | John Roysten | Smyth |
| Robert Wilson
Wheelwright | Charles McNeil
Mariner | Alexander Moore
Chandler | Elizabeth Worthington |
| Arthur Montgomery | Neill & John McIlmoyle | Robert Wilson | Martha McKinley |
| Alexander McLeane
(an old cabin) | James Cummin (now of Belfast)
Brewer | John MaGawley (1767)
(working at Glassworks?) | Rev James Boyd & John Robinson |
| George Dunlop
Merchant | John Gatefield | John McAlister
Merchant | James Blair |
| Robert Watson | Charles McCarroll
Cooper | Alexander Cuppage | Eneas McDonnell |
| John McCormick
Shoemaker | John McIldowney
Antrim Arms | James Fullerton , Tuck Mill Ramoan
Clothier | Hugh Shiel |
| Charles Gray | Richard Johnson | George Robinson
Wheelwright | Alexander McDonnell
Gentleman |
| Robert Ferrie
Carpenter | Joseph Johnson | James Brown
Stonecutter | Eneas McDonnell |
| Peter Robinson
Merchant | Daniel Wilson, Patrick Campbell, Hugh O'Laverty, Arthur McCormick, John Williams, Hindy Walsh & Fergus McGrath | Neil McQuilkin of Carnside
Farmer | George McIlreavey |
| John McNair | Dougal McFergus, Francis McCafferty, Francis McQuag & Patrick McCafferty | Robert Wilson
Wheelwright | William McClernon |
| Dougal Firth | Brian McCoogan, Daniel McQuig, Neil McQuig & John McGee | John Wilson | Rev Michael Harrison |
| Hugh McCay
Shoemaker | Hugh, Daniel & Patrick O'Lynn, Patrick Seeley & Daniel Gorg | Patrick Hunter | William McCannon |
| McKaigney
Antrim Arms | Charles Boyle & John McIlhatton | Lachlan Hunter | Thomas Sharpe |
| Patrick McLister & John McConaghy | Daniel McMullen & John Darragh | John Lloyd | Mathew Stewart
Carpenter |
| John McNeil
Merchant | James Fitzpatrick | Charity McDonnell
(wife of Randal McDonnell - Gent) | Eneas Clarke |
| Francis Goddard | Rev (?) Robert Hill
(next to Market House, Castle Street) | John McCurdy & John Gillen | Robert & Hugh Mullen |
| John Boyd
'Inn...at ye quay' | Patrick Rice
Merchant | Andrew Sharpe | Cat O'Donnelly |
| William Spence
Merchant | Robert McCarroll
Surgeon | Archibald McCambridge
Proprietor of Inn | William Stewart
Breeches maker |
| Patrick O'Hagan
Merchant (importer of crown glass) | Hugh Forbes | James & John Darren, Dennis McGivern & Alexander McKewen | Michael Lindsey |
| William Archibald | Jackson Wray | John McIldowney | Mary McKaghten |
| Daniel McAfee & Hector McAlister | William Stevenson, Alexander Twaddle & Jane Glynn (White) | James Doherty | Archibald Robertson |
| Adam Fullerton, William Hill & Daniel Dunkin | William Watters | Edmund McIldowney | Samuel McDermot
Carpenter |
| George Holmes | Richard McAllister
Innkeeper, north side of Bridge Street | James Fullerton, Widow McCormick, Catherine McCormick & Christian McAlwie | Anthony McKinley |
| Benjamin Edwards
Glass-maker | Robert Stanley
Excise Officer (circa 1767) | John McAlyre | Adam Neill |
| William Mathers
Watchmaker | McAlester
Courresheskan Ballintoy Smith | Samuel Jeffers | Dr William Boyd |
| John Hill | | Daniel Thompson | Patrick Magawley
'Gent' |
| Henry Grotty | | Robert O'Darragh | Davies Boyd |
| James Cummins | | Neil McTyre | Neil McComb |
| | | James, Robert & Samuel Woodside | Alexander Simpson |
| | | | McKeever |
| | | | George Roberts |
| | | | Thomas Simpson |
| | | | John Gatefield |
| | | | Mathew Moore |
| | | | Rev Roger Murray |
| | | | John Campbell, E D Boyd Jnr & I S Moore to John Staples
(the Manor House 1796) |
| | | | 'the King's Boatman' Ann Street |

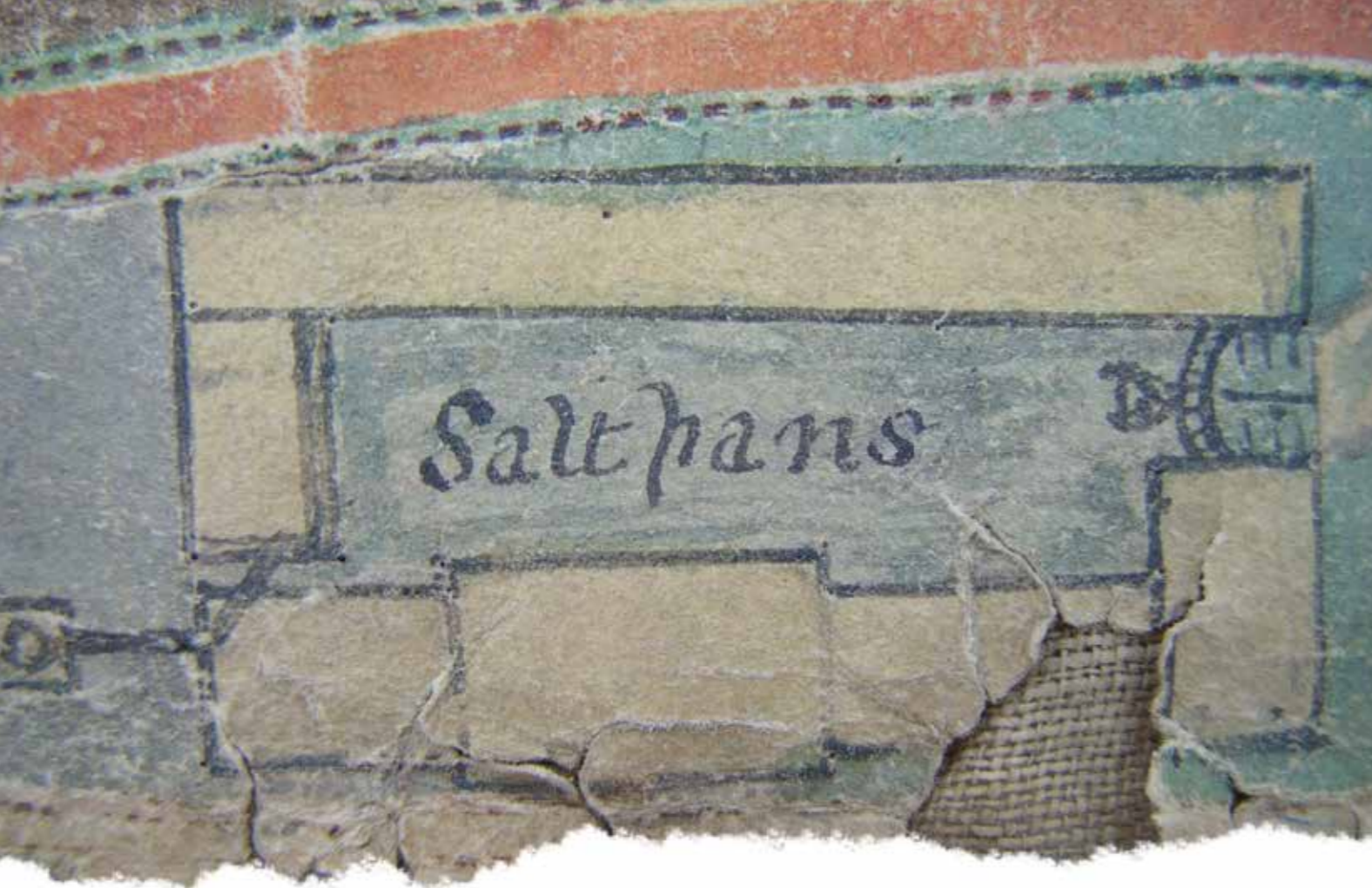


12



13

12 Ballylig Corn Mill from Williamson's map, 1790.
13 The Milltown mill.



1



Coal and Salt

The Spark of Ballycastle's Industry

Salt production and coal mining have shaped the landscape from the Pans Rocks to Fair Head. Coal was mined to feed the salt pans, which were in operation from before 1629. But it was another hundred years before the collieries were developed to produce a surplus for export. There was no harbour before the 1740s, so wooden piers or landing stages had been built close to the mine entrances to enable small boats to load coal in calm weather and carry them out to larger ships moored off shore.

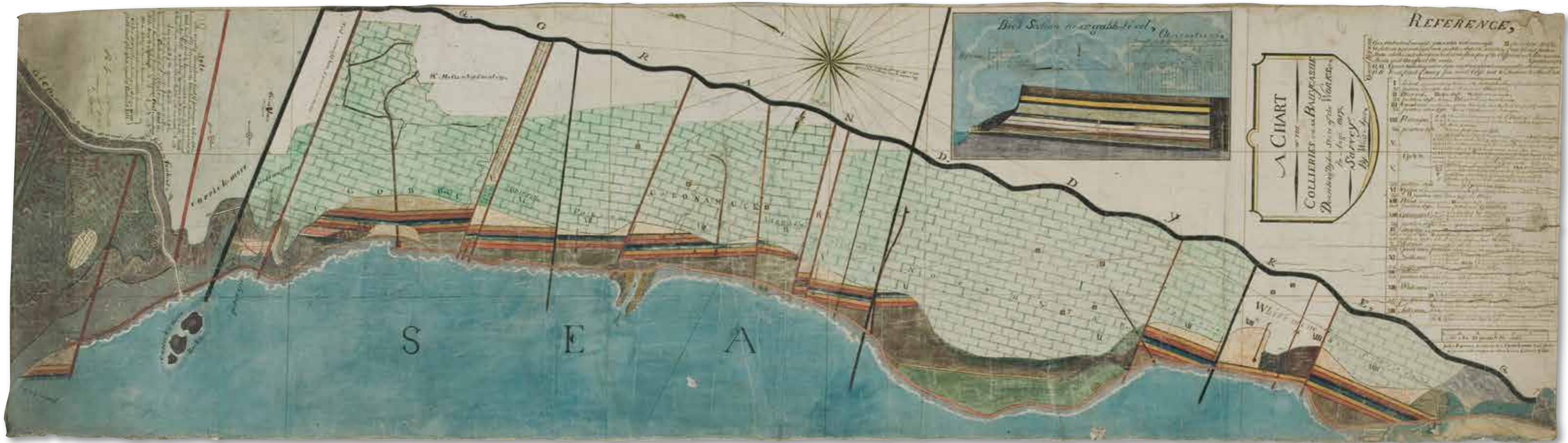
- 1 Detail of the Salt Pans from Ayre's Map of the Ballycastle Collieries, 1817. Courtesy of GDD Downing Fullerton.
- 2 Detail of the Bath Lodge from the same map.

Opposite Page
Detail of the Gobb Colliery from the same map.



2





3



When Hugh Boyd was appointed manager in 1721, the piers, salt works and collieries were improved using methods he had seen while visiting the coal fields at Whitehaven on the English coast. After he took control of the collieries in 1735, he opened three new mines, and built a good harbour and a double tramway enabling large scale export of coal for the first time. Industrial development in Ireland had been restricted by the need to import coal, but Ballycastle's coal exports broke the pricing stranglehold of English and Scottish colliers and fuelled industrial growth in Dublin and Belfast. Boyd claimed that the supply of Ballycastle coal had saved the nation £829,000 by 1759.

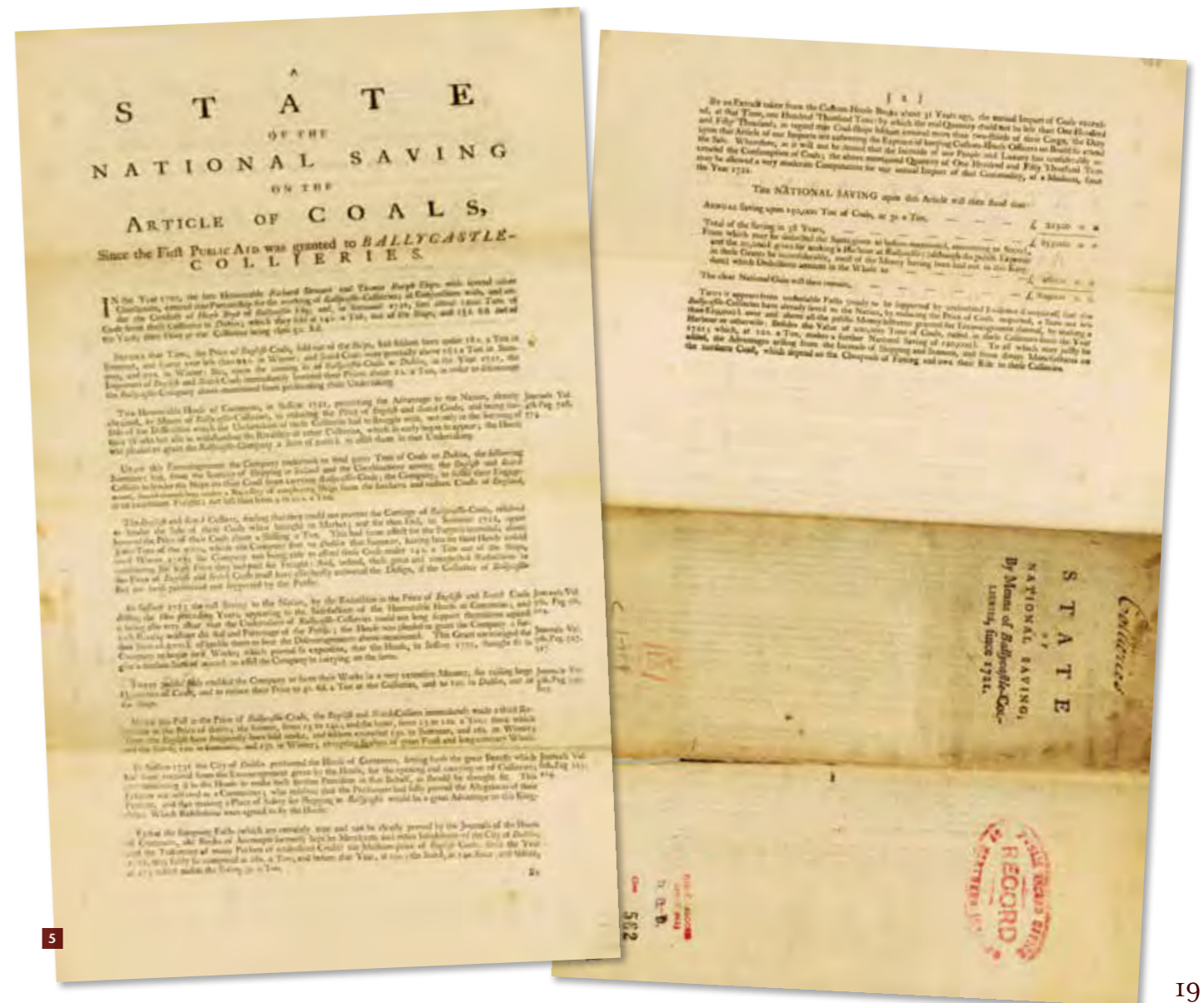


By the 1760s, looking out across the harbour you would see ships loading coal, kelp, leather, linen, wine bottles and barrels of oats, salt and butter for export. There would be carts on the quay loaded with imported slates, timber, crates of window glass, barrels of wine, and sacks of flax seed, grain and flour. Customs men were busy making sure all was recorded and duty paid. Horse-drawn coal trams would be making their way to the harbour from the collieries and the Glass House cone would be smoking as the furnace was fired up to make glass. You would also see smoke rising from the salt pans and kelp pits along the shore and quarrymen cutting sandstone. In 1757, Hugh Boyd claimed he employed up to 600 men at any one time in all his enterprises. All this when just a few years before all there was to see was a few small fishing boats loading salt and coal in the bay.

In the Year 1730, the late Honourable Richard Stewart and Thomas Burgb Esqrs. with several other Gentlemen, entered into Partnership for the working of Ballycastle Collieries; in Conjunction with, and under the Conduct of Hugh Boyd of Ballycastle Esq; and, in Summer 1721, sent about 1200 Tons of Coal from these Collieries to Dublin; which they sold at 14s. 2 Toth, out of the Ships, and 15s. 8d. out of the Yard; their Price at the Collieries being then 3s. 8d.

BEFORE that Time, the Price of English Coals, sold out of the Ships, had seldom been under 18 Summer, and scarce ever less than 22s. in Winter; and Scotch Coals were generally above 16s 2 a Tinner, and 20s. in Winter; But, upon the coming in of Ballycastle-Coals to Dublin, in the Year Importers of English and Scotch Coals immediately lowered their Prices about 2s. a Ton, in order to discourage the Ballycastle-Company above-mentioned from prosecuting their Undertaking.

- 3 Map of Ballycastle Collieries, 1817, by William Ayre. Courtesy of GDD Downing Fullerton.
- 4 Ballycastle Coal Token (front and back). Courtesy of John Rainey.
- 5 State of the National Savings on the Article of Coals by Hugh Boyd, 1721. Courtesy of PRONI.



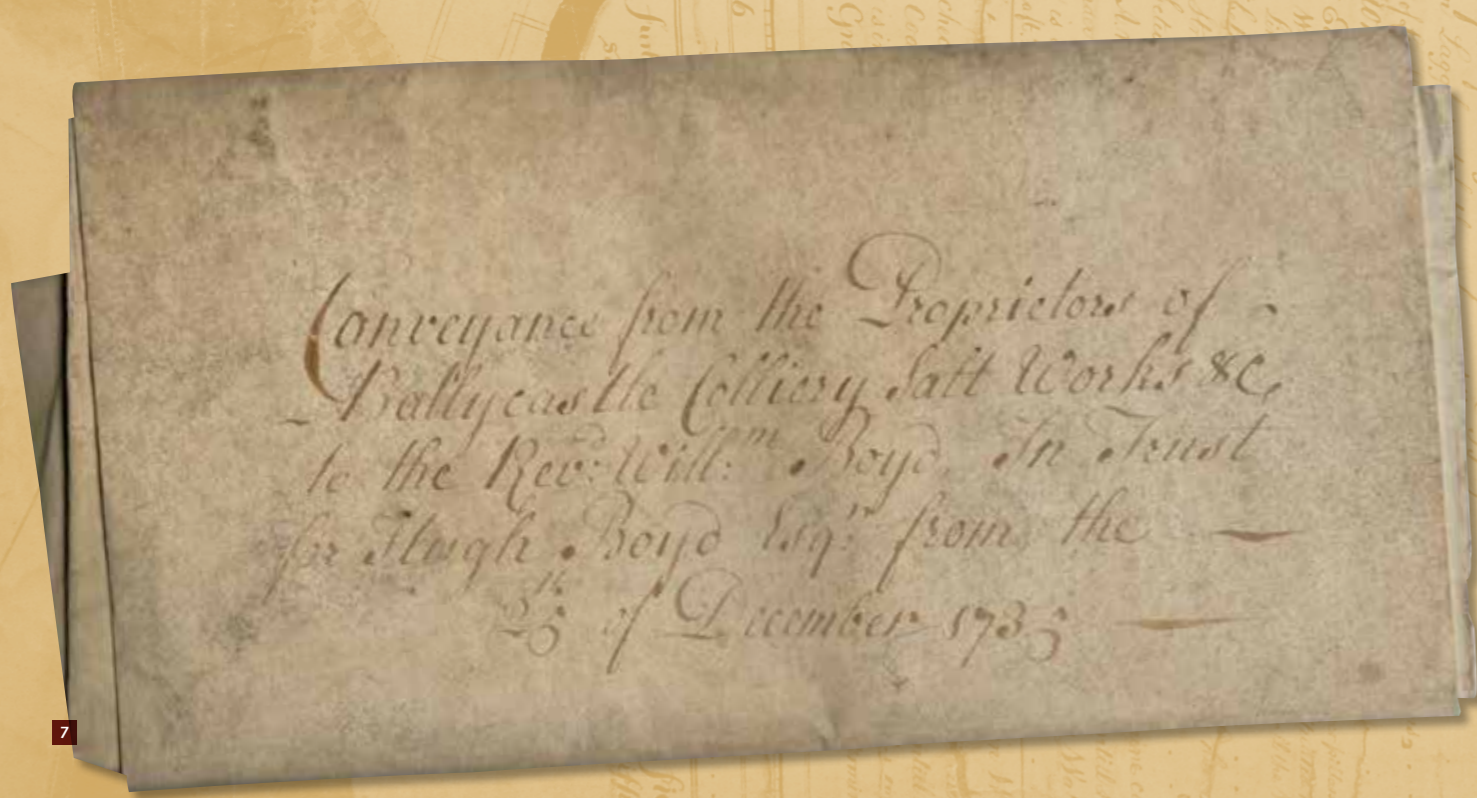
5

THE Honourable House of Commons, in Session 1721, perceiving the Advantage to the Nation, already Journals Vol. 4, printed by Messrs of Ballycastle Collieries, in reducing the Price of English and Scotch Coals; and being (see Journals Vol. 4, p. 248)

Ballycastle Coalfield

PROPRIETER COLONEL HUGH BOYD, 1690-1765

- Key
- Coal Mines
 - Landing Stages (Wooden Piers)
 - ◆ Salt Works & Settling Chambers



7 Trust Deed for Ballycastle Collieries and Salt Works, 1735. Courtesy of GDD Downing Fullerton.



8 A line of post holes for the landing stage at Coyle's Rock.
 9 Cliffside sandstone quarrying.
 10 Chamber for settling seawater before 'boiling' in the pans.
 11 Hugh Boyd's 'coalyard cottage' pier.
 12 North Star Mine entrance.



1



1

Making Salt

In the past, salt was vital to preserve meat and fish over winter or for long voyages, but it was costly to produce and often in scarce supply. There is a record of the salt stores at Ballycastle being seized in 1689, such was its value.

To make salt from sea water the water is heated in large flat pans made from stone or wrought iron. At Ballycastle the coal seams in the cliffs provided a ready source of heat close to the shore. The water is heated (but not boiled) until the salt crystallises. Then the salt was shovelled into baskets to drain before transferring it to wooden barrels for shipping.

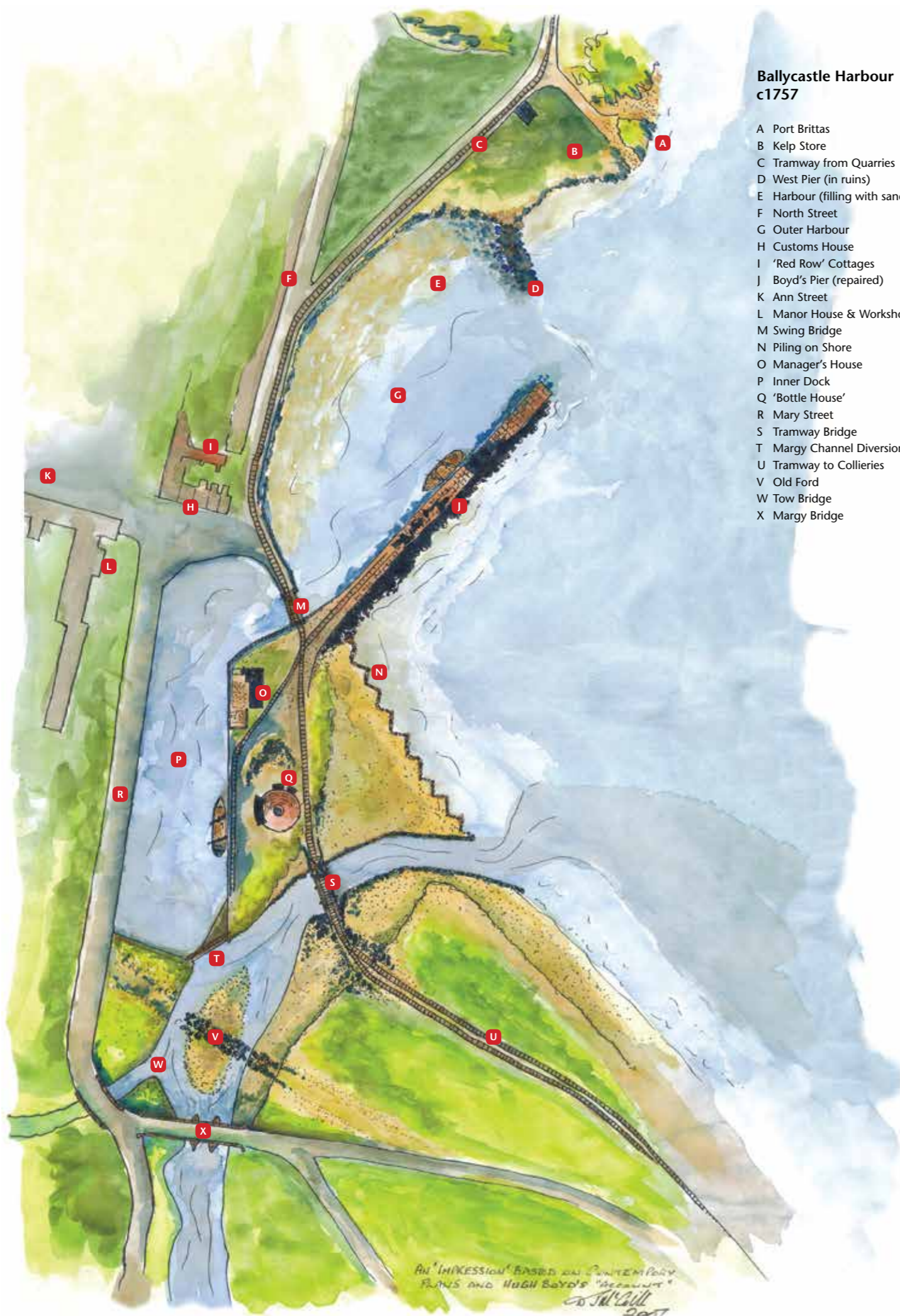


1 A typical C18th salt works.
2 The repaired bottom of a salt pan.

Hugh Boyd Building the Harbour

A harbour had been needed at Ballycastle since 1721 when it was realised that Ballycastle coal could be used to power the development of Dublin. When Hugh Boyd took over the works in 1735, plans were made to put one in place. He got a grant in 1737 from the Irish Parliament for £10,000 and began work guided by Mr Steers, who was building both Liverpool Docks and the Newry Canal.

1 Detail from the Ballycastle Estate Town Parks Map, 1785, showing the Glass House and the Harbour. Courtesy of GDD Downing Fullerton.



**Ballycastle Harbour
c1757**

- A Port Brittas
- B Kelp Store
- C Tramway from Quarries
- D West Pier (in ruins)
- E Harbour (filling with sand)
- F North Street
- G Outer Harbour
- H Customs House
- I 'Red Row' Cottages
- J Boyd's Pier (repaired)
- K Ann Street
- L Manor House & Workshops
- M Swing Bridge
- N Piling on Shore
- O Manager's House
- P Inner Dock
- Q 'Bottle House'
- R Mary Street
- S Tramway Bridge
- T Margy Channel Diversion
- U Tramway to Collieries
- V Old Ford
- W Tow Bridge
- X Margy Bridge

An 'IMPRESSION' BASED ON CONTEMPORARY
PLANS AND HUGH BOYD'S 'ACCOUNT'
© M. Gill 2007

A N
R E F E R E N C E
A C C O U N T
O F T H E
C o l l i e r i e s a n d H a r b o u r a t B a l l y - C a s t l e , h u m b l y a d d r e s s e d
t o t h e H o n . H o u s e o f C o m m o n s o f I r e l a n d ,
B y H U G H B O Y D , E s q ;

AS my Age, and a Constitution pretty much worn out, make it necessary for me to retire from the great Hurry and Fatigue in which I have been engaged for 37 Years past to perfect the Works of the Collieries and Harbour at *Bally-Castle*, I think it my Duty to the Publick, who contributed to the Support and carrying on of the same, to give an Account how far I have discharged the Trust they reposed in me, the good Ends that have been already answered by those Works, and the present State they are now in.

In the Year 1743 a Parliamentary Inquiry was ordered to be made of my Conduct, and how I had expended the Money, which was granted in the Session 1737, for making the Harbour; then I published an Account of my Proceedings, and proved the same before the Committee, who sat many Days on the Inquiry, by a Number of Evidence, which the said Committee set forth in their Report to the House; to which I beg leave to refer.

The House of Commons were so well satisfied of my Conduct from the said Report, that they not only allowed of the Balance then due to me upon said Account, over and above the Money which had been granted at first, but resolved that a further Sum would be necessary to compleat the said Harbour.

Animated with this Encouragement, I borrowed a considerable Sum, and proceeded vigorously upon the New Work approved of; which further Sum, together with the Balance that had been due before; the Hon. House of Commons granted to me *Nem. Con.* in the Session 1745.

Thus supported, I not only compleated the new Work proposed, but carried the Western Pier about One Hundred and Fifty Feet further into the Sea than at first was projected; finding it necessary, by the Opinion of some skilful Mariners and my Engineers, as well as my own Judgment, that it would cover the Harbour better and secure the Shipping; for it was my Interest, as well as Desire, to make it a compleat and lasting Work.

Nor was I discouraged from this, by having about seventy-two Feet of that new Work (which I had been carrying on the Summer before, but not compleatly closed) entirely levelled by an uncommon Storm of the 6th of September 1747; for I redoubled my Efforts, and in the Year 1748 I compleated the said Pier; and had my Harbour so finished, that in the Opinion of all who saw the Work, Mariners, and Gentlemen (some of them Members of the House of Commons) it was thought the strongest and best finished Piece of Work that they had seen, being all framed together with Oak Piles of great Dimensions, like the Timbers of a large Ship, and bound again with great Bars and Bolts of Iron, and the whole Frame filled with Stones; inasmuch that it was the general Opinion, it would not require any Repairs for a Century.

As a Proof that this was my own Opinion, I not only laid out a good deal of my own private Fortune to compleat it in the above manner; but as that Safety for Shipping gave me a Prospect of having a great Demand for my Coals, I opened three new Works at my Colliery at a great Expence, on one of which I erected a large Water-Wheel and Engine, I think, I may say not inferior to any in the three Kingdoms; which with the subterraneous Passages and Levels, necessary to communicate Air to, and draw off the Water from, the Coal-works adjoining, cost me 1800*l.*

And the Settlements which several Persons have been making there, for carrying on Manufactures, depending on the Cheapness of Firing, and other different Branches of Trade, and the Ships they have bought or have built, all with a View to the Coal Trade, likewise prove that it was their Opinion the Harbour was well finished, and would answer their Purposes; and here I can't omit mentioning the great Pleasure I have had, to see from thirty to forty Sail of Ships lying at one Time safe in the inner Dock, and outer Harbour, where it was a Beach or Strand before; but Parents are generally apt to be too fond and vain of a promising Child.

But my highest Satisfaction was to find the great Advantages that the said Collieries and Harbour had already produced, and must continue to produce to this Kingdom, if properly attended to; for Proof of which, I beg leave to mention, that it appeared to the House in the Year 1743, that by a Reduction on the high Price of Coals which they were sold at for some Years before the Collieries of *Bally-Castle* were opened, the Nation saved at a Medium three Shillings a Ton, and allowing the Importation to this Kingdom, to have been then 100,000 Tons yearly, some compute it to be much more; that Reduction of three Shillings a Ton on 100,000 for 36 Years amounts to 540,000*l.* To this it will be objected, that this Computation is wrong, for that the Coals were for several Years at very exorbitant Prices since 1720, at which Time *Bally-Castle* Collieries were begun.

I have had great Reason to attend to the Coal Trade ever since, and think I can justify the above Computation, tho' I allow that in Winter 1723, Coals sold very high, by Reason South-West Winds, which continued for near four Months, prevented any Importation from *England* or *Scotland*, and also in the Hard Frost in 1739, which likewise prevented Navigation.

Excepting those Years, I don't remember that the Coals sold above the Medium struck as above, and that only in Part of the Winter, at which Season there is generally the least Importation; and I know that in several Years of that Time, *Whitehaven* Coals were reduced here to 14*s.* a Ton at *Christmas*, and under, to those who bought Cargoes.

The Reason of this is obvious, for the Persons in Possession of that valuable Branch of Trade, which carries so much of our ready Money out of the Kingdom, finding that the Publick began to encourage the opening and working of their own Collieries, were resolved to distress the Undertakers of such Works by underfelling them.

This Cafe happened to our Company, for when we sent up 5000 Tons to *Dublin* by Agreement with the Publick, to be sold at 14*s.* a Ton, the *Whitehaven* and *Scotch* Colliers underfold us so much, that we were obliged to Yard those Coals, and after keeping them at very great Expence, of Yard-Rent, Clerks, &c. we had near 2000 Tons left on our Hands for two Years, and then forced to sell them for little more than we paid for extraordinary Freight, to bring them to *Dublin*. And are not the *Bristol* Men, now in Possession of the *Gla's* Trade, doing the same with the *Gla's*-Houses set up in this Kingdom?

As to the exorbitant Price of Coals this last Season, that was a plain Combination between the Masters, and Purfers or Coal-Brokers; and if it had not been for the Spirit which the Publick, and particularly the City of *Dublin*, shewed to discourage such Combinations, they would ever have governed the Coal Trade by such Means.

Here I hope it will not be thought an improper Digression to add, that the Navigation lately encouraged from the *Kilkenmy* Colliery by the River *Barrow*, and every Encouragement that can be given to open Southern Collieries in this Kingdom, will not only discourage such Combinations for the future, but likewise be a great Means to relieve the City of *Dublin* from the Distress they must be in, by South-West Winds; as was the Cafe in 1723, for those Winds will bring the Coals from the Collieries South of *Dublin*.

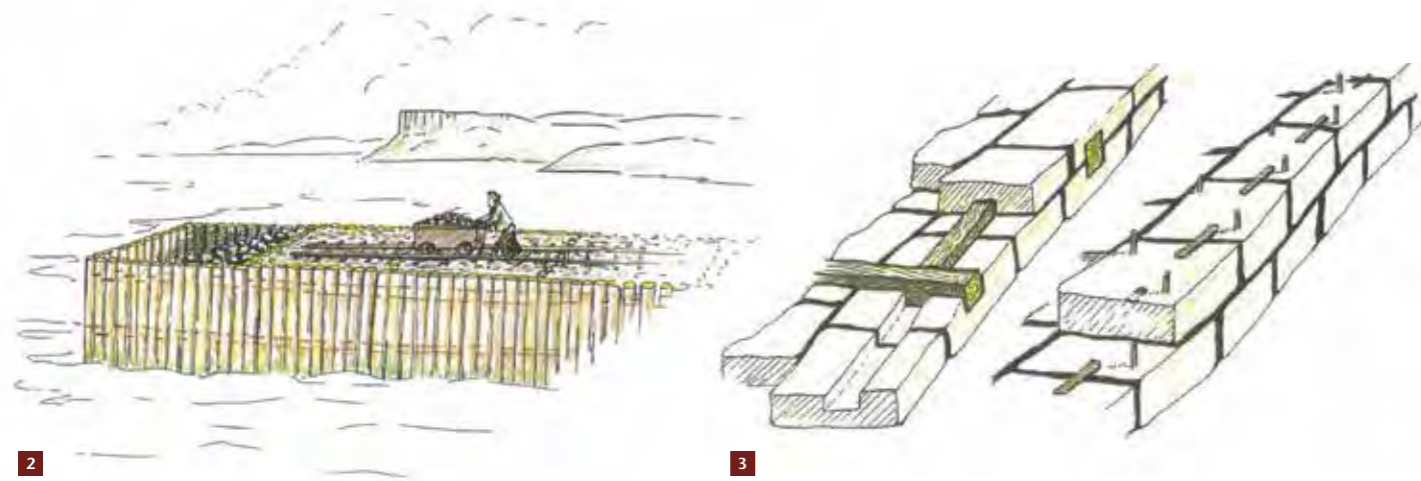
And here also I may add the Advantages that have arisen from *Bally-Castle* Collieries and Harbour in other Respects, as well as the Coal Trade, a few of which I will beg Leave to mention.

In

Hugh Boyd's speech on the Collieries and Harbour, c1757.
Courtesy of PRONI.

Scale of One Ir
Furlon

Hugh Boyd used the old bed of the Margy and built the east pier on the strand. Boxes of oak piles were driven into the sand and filled with stone. A shorter west pier narrowed the mouth of the new harbour just below Port Brittas. A new channel for the Tow and Margy rivers was cut across the strand and lined with piles, some of which may still be seen at low tide. An inner dock was added later, making a safe anchorage for ships behind lock gates. A wooden tramway from the White Rocks quarries crossed a 'turning bridge' over the passage between the docks and continued over a bridge across the Margy to the collieries – this was one of the earliest recorded railways in Ireland.



- 2 'Box and Fill' method used to build the first pier.
- 3 Diagrams of the stone repairs to the pier after 1757 as advised by Christopher Myers.
- 4 Some of the 1757 repair stone-work, note the iron staple joining the blocks.
- 5 A section of the pier Hugh Boyd repaired with 'well hewn stone', note the groove for the 'locking timbers'.



Despite continual storm damage, the harbour was finished in 1748. Unfortunately the Teredo worm ate into the piles and by Christmas 1756 severe storms had wrecked both piers and left the harbour filled with sand. The stone had spilled out and Boyd used this as a foundation for a new pier of limestone and sandstone. When it was finished the harbour again provided a safe haven for forty or more ships. However after Boyd's death in 1765 the east pier was wrecked again and the harbour filled with rocks and sand so that it was useless for anything larger than a small fishing boat. By the middle of the 19th century the inner dock had become the town dump. Later on, so much sand had blown into the outer harbour that a house was built on it opposite the Marine Hotel.

THE CASE OF Ballycastle-Harbour.

A Safe and commodious Harbour, by Piers of Pile-work filled with Stones, was made at Ballycastle, at a national Expence of 20,000*l*.

The Piers having become Ruinous, by the Decay of the Pile-work, which was occasioned by Worms never discovered before upon that Coast; and the public Importance of this Harbour appearing, by divers Resolutions of the Hon. House of Commons in several Sessions of Parliament, grounded on Reports from Committees of the House, the Merchants and Manufacturers of Ballycastle petitioned last Session of Parliament for public Aid to repair this Harbour, by hewn Stone only, to be erected on the Remains of the Stone-work of the old Piers.

This Petition was referred to a Committee, who examined many Witnesses of undoubted Credit, in the most solemn Manner; and, upon their Testimony, came to several Resolutions, and made a Report in Favour of the Petition.

The House was pleased to agree with the Committee in several of their Resolutions; but it not then appearing to the Satisfaction of the House, that the Scheme proposed for the Repair of this Harbour was practicable, some of the Resolutions of this Committee were postponed, and now lie before the House for further Consideration.

Mr. Boyd, the Proprietor of the Ballycastle Collieries, having, at great Expence, rendered his Collieries capable of yielding large Quantities of Coal; and, well knowing that all the Money, both Publick and Private, which hath been expended without making a Harbour, would, in a great Measure, be lost, both to himself and the Kingdom in general: And having been obliged to stop one of his Coal-works, for Want of Bank-Room, about 4000 Tons of the Coals of last Season still remaining on Bank, exposed to the Weather, for Want of Ships to carry them away; and several Ships that came for Coals, anchoring in the Bay for Want of a Harbour, having been lost.

He has, since last Session, at his own Expence, repaired the extreme and most exposed Part of the principal Pier, all with hewn Stone, equal to the Scheme proposed, confiding in the Resolutions of last Session, and not doubting, when Objection then made to the Aid applied for was removed, that Aid the would be granted, and he thereout reimbursed.

This new Work being made in the most difficult and hazardous Part of the Harbour, and having withstood as high Storms as have been known for many Years upon that Coast, without the least Damage, he humbly conceives, it removes all Doubt concerning the Success of this Method of Repair.

The fullest and clearest Evidence is now ready to be laid before the House, that the Expence of this Repair, though proceeded on without Delay, cannot, in the Whole amount to less than the Sum formerly applied for; and that if it be delayed until another Session, it must become much more expensive.

He finding his Health much impaired by Age and Infirmities, cannot think of continuing the sole Conductor of this Work any longer; and humbly craves Leave to desire, that if the Hon. House of Commons shall Think fit to grant this Aid, it may be put into the Hands of Trustees to be disbursed from Time to Time, as they shall see the Work properly and effectually carried on.

Mr. Boyd is extremely desirous that some Person or Persons skilled in Works of this Kind, may be directed by the Hon. House of Commons to inspect this new Work; and if he or they shall, on such Inspection, Report that the Work is not effectual, or that complicating a substantial and lasting Harbour upon this Plan, is impracticable, Mr. Boyd is willing to forfeit what he has already expended, and will never make any further Application to the Public in Favour of the said Harbour.







- 6 Handbill by Hugh Boyd courtesy of PRONI.
- 7 Boyd's bridge over the Tow river.
- 8 The bed of the tramway, note the layers of materials used to build up the ground.
- 9 An C18th wooden tramway uncovered in the north-east of England, the same as Boyd built at Ballycastle.
- 10 Channel piles and tramway bridge piles across the Margy.

Scale of Twenty Irish perches to an Inch



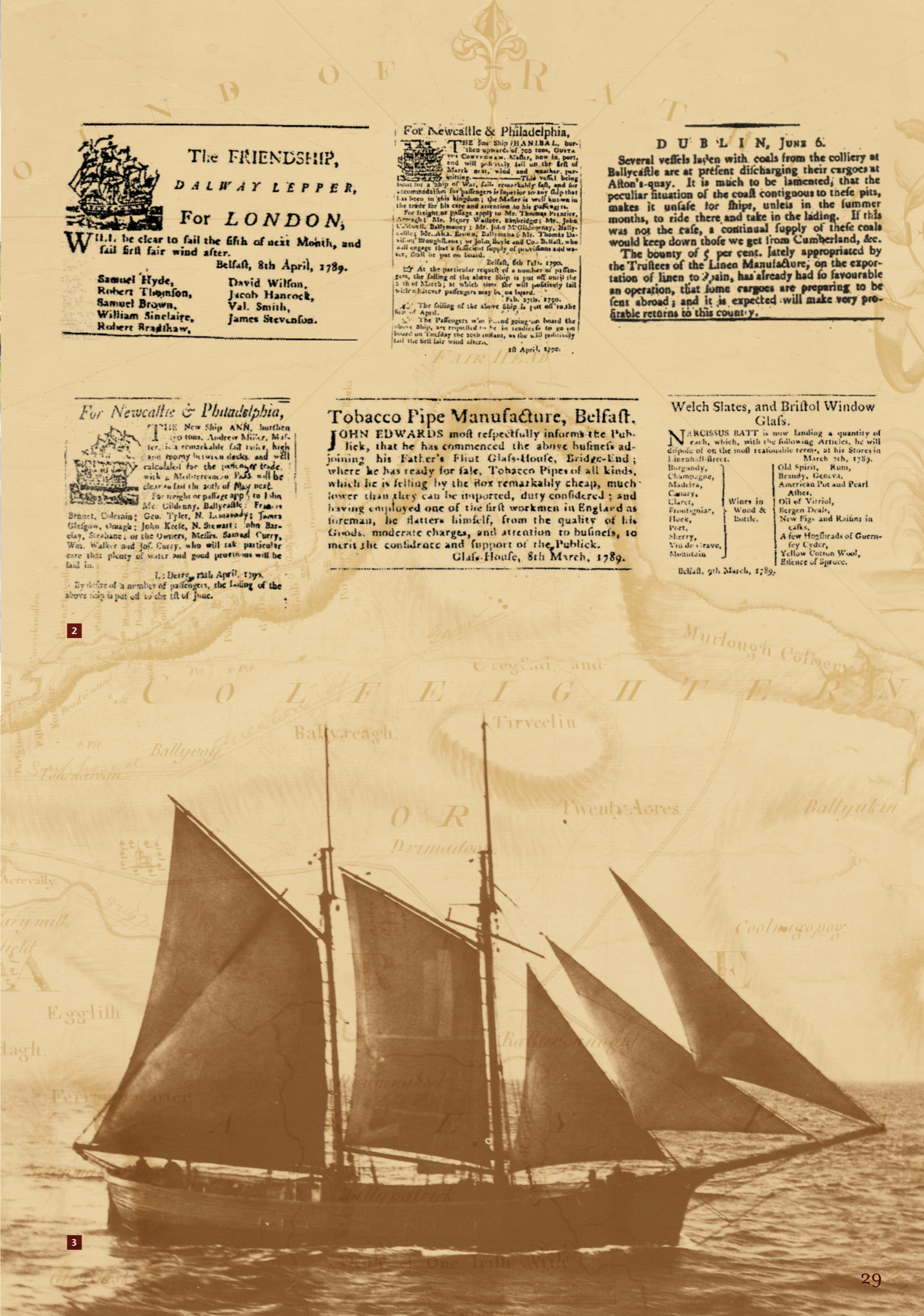
1

Shipping & Trade

Before the Antrim Coast Road and the narrow gauge railways were built in the 19th century, the only way to transport large quantities of heavy goods was to go by sea. In fact, the best way for coastal communities to get around was to 'go for a sail', though it was dependent on the tides and the weather.

Therefore the construction of a safe harbour was vital to developing industry and trade in Ballycastle. The harbour attracted merchants to the area who exported and imported goods on their own ships. After Ballycastle was made a port of discharge in 1730, a customs officer or 'landwaiter' was appointed to collect the revenue from this increasing trade. Hugh Boyd owned four ships, including *The Maidenhead*, and had a half share in a small sloop called *The Captain*. Many fishing vessels were enlarged to take advantage of the income available for shipping Ballycastle coal. Hugh Boyd claimed almost 200,000 tons had left the port by 1757, powering the industries of Dublin and Belfast.

- 1 Ballycastle Inner Dock.
- 2 Contemporary newspaper advertisements relating to shipping and trade at Ballycastle.
- 3 Typical C18th schooner.



2

3

Dear Sir Ballycastle 20. December 1756

Besides a desire to have a particular account from you, how my friends in your family are; I want to know if you have a stock of well Tanned Iron by you? and what the lowest year money price of Iron? - for I wish still to deal with the son of my good old father, who always lived and well, in any thing he could serve me.

If you have not of your own, pray mention whether any in town, in whose hands, and at what price? I shall be glad to have the price of flax, Hemp, wheat, barley, & oatmeal, whether plenty or scarce, & if any ships yet arrived with wheat or flour from America or such exported. mention how each rates to Lond^o, by which & presenting my Compl^t to you in [£]sterling; you will oblige Dear Sir y^r very humble Serv^t

I have been confined with the gout for six weeks past, but I thank God it is not violent now

H. Boyd

Letter by Hugh Boyd, 1756. Courtesy of PRONI.

As Ballycastle's industrial output grew, exports of salt, linen, kelp, leather, oats, butter and wine bottles followed the coal. Imports of Norwegian timber, Welsh slates and window glass from Bristol came back. Boyd also brought in grain and flour from America to produce cheap bread for the workers when local supplies were scarce.

The harbour had become the centre of a local industrial revolution, which in turn fuelled the Irish Industrial Revolution. Unfortunately, after Hugh Boyd died, the harbour was allowed to fill with sand and the Glass House was closed. The collieries and salt works continued, as did the linen trade, but without the harbour the same scale of export was not possible and Ballycastle slipped into decline while Dublin and Belfast grew.

4 C18th Ship's timbers dredged from the harbour. Courtesy of Danny Morgan.
5 The Customs House Coat of Arms.



Ballycastle Harbour Trade in the mid-18th Century

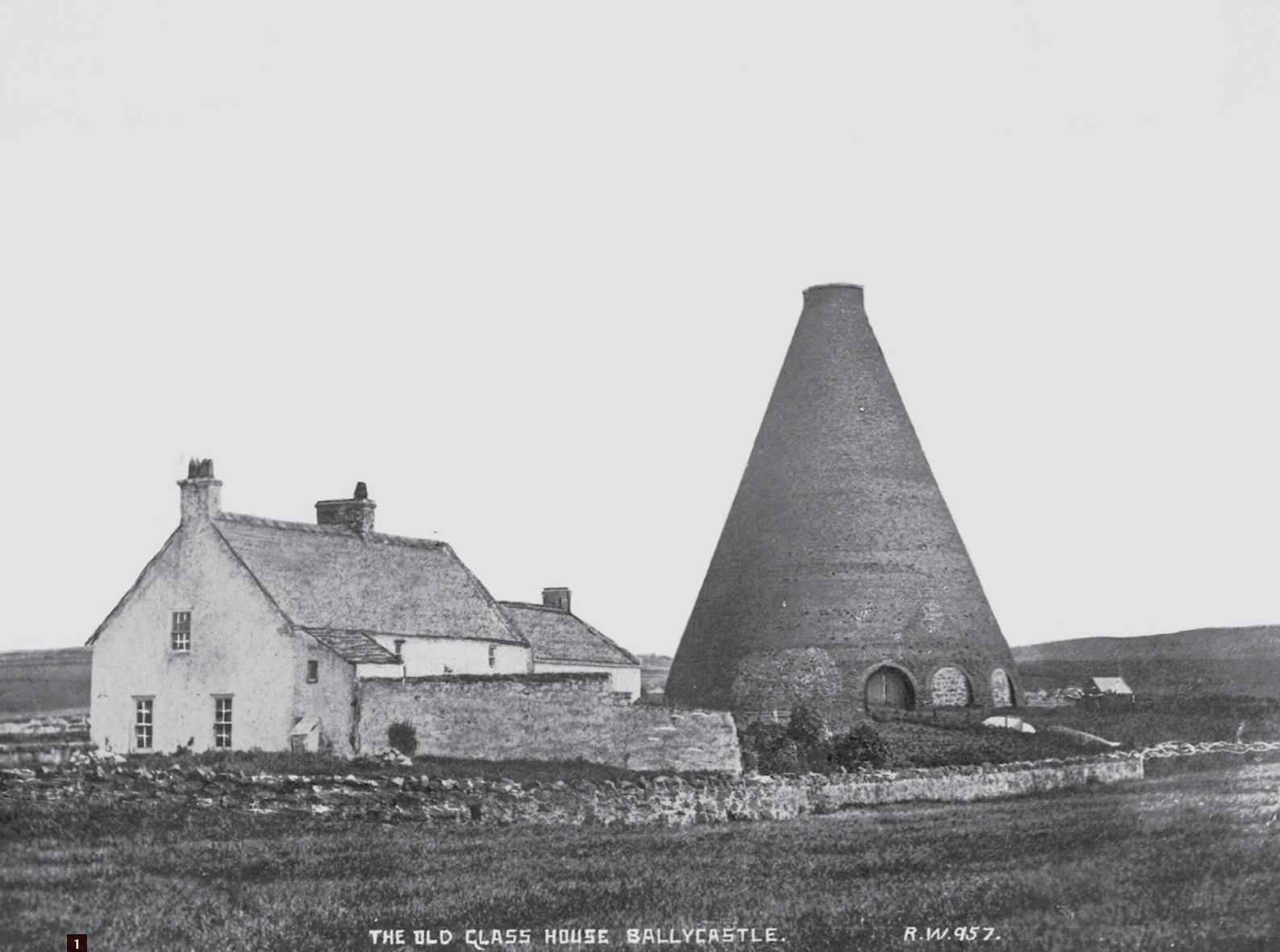
Imports: Wheat, Flour, Indian Meal and Barley from America, Timber (from Danish vessels in 1741), Flax, Hemp, Slates, Norway Deals (pine boards), mixed lots of Iron, Rock Salt imported by Captain McClain in 1742, Iron Pillars for house building, Pearl Crown Glass for windows, Lead and Shot, White and Red Lead for painting, Brown Cloth, Ribbons, Laces, Timber, Sugars of all kinds, Saddles, Bridles and other saddle wares all from Bristol 1757, Wine, building sundries and fancy goods.

Exports: Oats, Kelp, Coal, Salt, Linen (bleached and brown), Wine Bottles and Tanned Leather (other local produce included spirits, ale, soap and candles).

Ballycastle Vessels

- The Captain*
Hugh Boyd's small sloop, Jno Darragh master.
- The Maidenhead*
Hugh Boyd owner, built in Swansea 1741 to import timber from South Wales.
- George*
A. Sharpe master, Dublin trade 1752.
- Edward*
London trade, 1752.
- Trader*
William Fullerton master, Dublin trade 1752.
- Friendship*
Alex Robb master, Dublin trade 1752.
- Catherine and Jane*
Charles Neal master, Dublin trade 1765.
- William and George*
George Dunlop owner, Philadelphia trade.
- Hawk*
Alex Whiteford master.
- Priscilla*
Robert Driman master.
- Betty*
Neal McNeal master.
- Orrelana*
Stephen Clay master.
- Draper*
John Moor master, London trade 1752.
- William and Mary*
John Peel master, Philadelphia trade 1752.
- Jane*
Captain MacNeal master, Dublin trade.
John McGildowney, shipping agent 1790.

THE
CLASSE
OF
Ballycastle-Harbour.



THE OLD GLASS HOUSE BALLYCASTLE. R. W. 957.



Bottle glass was very coarse and known as 'black glass' because of the dark colour given to it by iron oxide in the sand. Only pieces of black glass have been found in the waste heaps on Glass Island and there are no records of anything other than bottles being made here. Ballycastle glass is a brown-green colour, making it unsuitable for fine glassware or window glass, which is recorded as having been imported from Bristol at the time. Even though it was not the highest quality glass, wine bottles sold for two shillings a dozen – much too expensive for bottling ale.



Hugh Boyd

The Glass House

Hugh Boyd had bought a half share in a glass house in Dublin in 1726, which gave him a good insight into the trade. In 1755 he took advantage of the available local resources of sand and coal and built a glass house on what is now known as Glass Island, which made wine bottles from 1760. However, production at the 'bottle house' was short-lived as, in 1775, after Hugh Boyd had died, the Glass House was leased to Benjamin Edwards, who removed the pots and tools to his new glass house in Belfast.

- 1 Photo of Ballycastle glassworks by Robert John Welch, reproduced courtesy of the Ulster Museum.
- 2 Ballycastle Glass House foundations.
- 3 Two layers of Glass House waste in a trench on Glass Island.
- 4 A 'string neck'.
- 5 A Ballycastle wine bottle.



Making Glass

The Glass House working floor contained a mill room, annealing ovens and a furnace for the glass pots. The glass pots were made of a special fine clay and had a 'glory hole' at the front to give access to the 'metal' - the molten glass - inside. Two air passages below the furnace forced the draught to the fire, raising the temperature above 1300 degrees centigrade to melt the mixture of sand and ashes into molten glass.

1 Interior of a C19th glass house.

Opposite Page
 Ballycastle Glass House by
 R.H.Lynn R.H.A. Courtesy of
 the Ulster Museum.





2

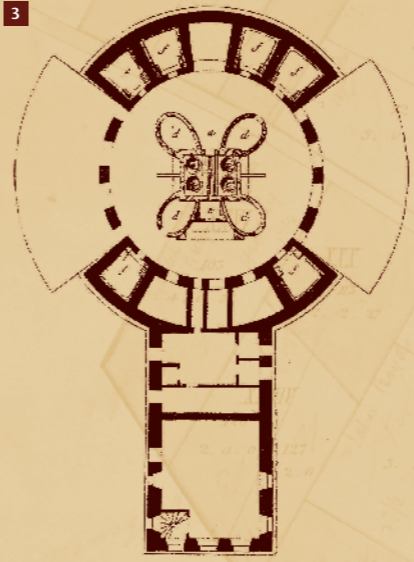
to Law, until such Rent, Executors, Administrators or Assigns, shall be at or put to on account of their distraining as aforesaid. AND in Case no Distraints can be had as may happen at any Time or Times during this Demise, to be behind and unpaid, as aforesaid, that then it shall be the Duty of the said Executors, Administrators, or Assigns, into the said misfed Premises, or any Part thereof, in the Name of the said Lord, to re-enter, and the same to have and enjoy, as in and by their former Estate, any thing herein before contained to the contrary thereof in any wise notwithstanding. AND the said Executors, Administrators, and Assigns, by these Presents, do covenant, promise, grant, and agree, to and with the said Lord, his Executors, Administrators, and Assigns, that they will, during this present Demise, well and truly pay, or cause to be paid, unto the said Lord, his Executors, Administrators, and Assigns, the sum of *£* 100 yearly, for the said Premises, in and by the said Lord, his Executors, Administrators, and Assigns, to be paid, as in and by the said Deed, in this behalf made, shall more fully appear. AND the said Lord, his Executors, Administrators, and Assigns, do covenant, promise, grant, and agree, to and with the said Lord, his Executors, Administrators, and Assigns, that they will, during this present Demise, well and truly pay, or cause to be paid, unto the said Lord, his Executors, Administrators, and Assigns, the sum of *£* 100 yearly, for the said Premises, in and by the said Lord, his Executors, Administrators, and Assigns, to be paid, as in and by the said Deed, in this behalf made, shall more fully appear.

A Glass Blower's Account

Each gloryhole was worked by a gatherer, a blower, a wetter-off and a taker-in. The gatherer took the metal (molten glass) from the pot, the blower blew the bottle. When the blower had the right amount on the pipe he would put it in the mould which was the shape of the bottle. He then blew the bottle twisting it as he pulled it out. The gatherer had to guess how much metal to put on the pipe, that's where the skill came in. The wetter-off just wet the neck of the bottle where it joined the pipe and the finisher dipped the pontil into the metal and pushed into the base of the bottle and the neck was cracked off, he then put a ring of metal round the top to make the string neck.

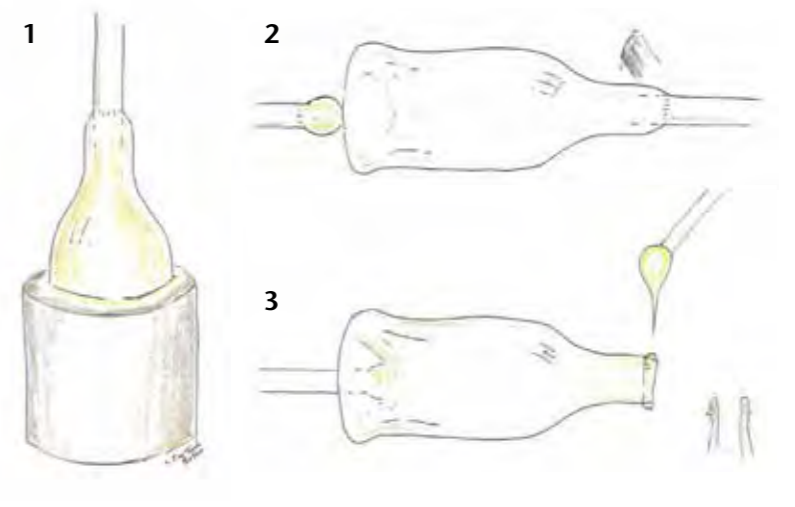
The taker-in carried the bottles to the arch annealing kiln, where they stayed for two or three days. This was heated and slowly cooled down; otherwise if the bottles had just been left they'd have shattered. Each man had an apprentice so there were boys running all over the shop. When it got too hot, if you drank water, you'd get cramp. You would send the spare boy for ale or buttermilk. Once the pots were charged we would work shifts until they were done. Often it would be five o'clock in the morning 'til five o'clock in the afternoon, you usually finished about two o'clock on Saturday morning."

3



- 2 Removing a glass house pot from the furnace.
- 3 Floor plan of 'Vierre Anglais' type of glass house built in Ballycastle.
- 4 Deed for the Glasshouse site, 1781. Courtesy of GDD Downing Fullerton.

Making Ballycastle Bottles c1760



- 1 Blowing the molten glass into a cast iron mould.
- 2 The pontil with molten glass being pressed into the kick, or dent, in the base.
- 3 A wet stick touched to the neck makes the break and the bottle is handed to the finisher who reheats the bottle then drops molten glass around the neck to form the string neck.



TO HAVE AND TO HOLD all and singular the said demised Premises, with the Rights, Members, and Appurtenances (except before excepted) unto the said Lord, his Executors, Administrators and Assigns, for and during the term of years therein expressed, unto the said Lord, his Executors, Administrators and Assigns, their heirs, assigns, and assigns forever, as in and by the said Deed, in this behalf made, shall more fully appear. AND the said Lord, his Executors, Administrators and Assigns, do covenant, promise, grant, and agree, to and with the said Lord, his Executors, Administrators and Assigns, that they will, during this present Demise, well and truly pay, or cause to be paid, unto the said Lord, his Executors, Administrators and Assigns, the sum of *£* 100 yearly, for the said Premises, in and by the said Lord, his Executors, Administrators and Assigns, to be paid, as in and by the said Deed, in this behalf made, shall more fully appear.

IN WITNESS WHEREOF, the said Lord, his Executors, Administrators and Assigns, have hereunto set their hands and seals, at the City of London, the *10th* Day of *October* 1781.

Executors, Administrators and Assigns, FIELDING AND PAYING, therefore: and Executors, Administrators and Assigns, the clear yearly Rent or Sum of *£* 100 yearly, for the said Premises, in and by the said Lord, his Executors, Administrators and Assigns, to be paid, as in and by the said Deed, in this behalf made, shall more fully appear.

IN WITNESS WHEREOF, the said Lord, his Executors, Administrators and Assigns, have hereunto set their hands and seals, at the City of London, the *10th* Day of *October* 1781.

Executors, Administrators and Assigns, FIELDING AND PAYING, therefore: and Executors, Administrators and Assigns, the clear yearly Rent or Sum of *£* 100 yearly, for the said Premises, in and by the said Lord, his Executors, Administrators and Assigns, to be paid, as in and by the said Deed, in this behalf made, shall more fully appear.



1



2

There is an Ordnance Survey level mark to the left of the main door case, with the letters 'R M'. Two smaller flanking doors lead to the clock tower and the old vestry. The west front of the church, the tower and spire are faced with sandstone, which would have been quarried from the shore beyond the Pans Rocks, probably from the area of Coyles' Rock. The rest of the structure is built with coarse black basalt with brick and sandstone used for the window headings and reveals; the remainder is rendered outside and plastered within. The roof has been replaced and the profile has been changed giving it a lower pitch.

Changes to the building have completely altered the original internal character. Hugh Boyd's plan for the church was a plain oblong chancel, probably with a single large window at the east end behind the altar. The floor was probably sandstone, now replaced by tiles and raised timber flooring under the pews.



3



4



5

- 1 West door pediment.
- 2 The church clock mechanism.
- 3 Sundial showing Ballycastle time.
- 4 Boyd Family Crest in stained glass in the Apse window.
- 5 Stained Glass Panel of Saint Patrick in the Apse Window dated 1868.

The curved ceiling is decorated with an elaborate ceiling rose, from which would have hung a brass candelabrum. The original glazing was small diamond panes of clear glass; the last original panes were removed from the tower windows in the early 2000s. The original pulpit was a 'three decker', from which prayers, lessons and sermons were delivered to the congregation from their respective decks. The 18th century wainscoting is still in place but the original seating would have been simple box pews.

A major alteration during the Victorian period was the apse, built to accommodate the large commemorative stained glass windows dated 1868. The rest of the coloured 'cathedral glass' was installed during Canon Barnes' chaplaincy (1874-1921), as well as the present decorated pulpit.

Holy Trinity Church

According to Shaw Mason's Parochial Survey of Ireland 1812, Hugh Boyd started building Holy Trinity church in 1752. It was completed in 1756, at his personal expense, and cost £2,769-4-71/2d. The date is carved on the pediment over the west door, above the inscription 'Fear God Honour the King. I Peter ii. 17. 1756'.

The west front, thought to be designed by Christopher Myers, graces the town with its balanced simple classical design favoured by Georgian church goers. The octagonal spire sits within a balustrade on a square tower which projects off-square to the north-west. The west face carries the clock and the south face a sundial. The sundial shows Ballycastle time, 20 minutes later than Greenwich Mean Time.



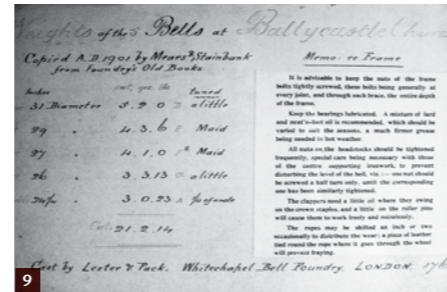
In 1760, a peal of five bells was cast for the church by Lester and Pack of Whitechapel in London. Of the original set only the tenor bell remains in the belfry. The present bell frame is made to carry three bells; one is clearly marked in the casting and reads 'Sheridan Dublin' on one side and '1853' on the other. On the bell is also cast an Irish harp supported by a shamrock wreath with the words 'Erin Go Bragh' on a ribbon above. The missing bells of the original peal were probably taken to be re-cast, which was common with damaged bells.

On the old clock mechanism in the tower is a plate dated 1854 and inscribed 'Joseph Gordon of Ballymoney' and, in smaller letters, 'made by John Corbet'. There was a clock in the church in 1762 because William Mathers, a watchmaker, had a clause written into his lease whereby he shall 'keep or cause to be kept in constant good order condition and repair the clock of the church in Ballycastle'. That mechanism is missing. It was replaced by John Corbet's, which has now been made redundant by an electronic device.

Colonel Hugh Boyd died on the 15th June 1765. An obituary, which appeared in the Belfast Newsletter on 28th June, records:

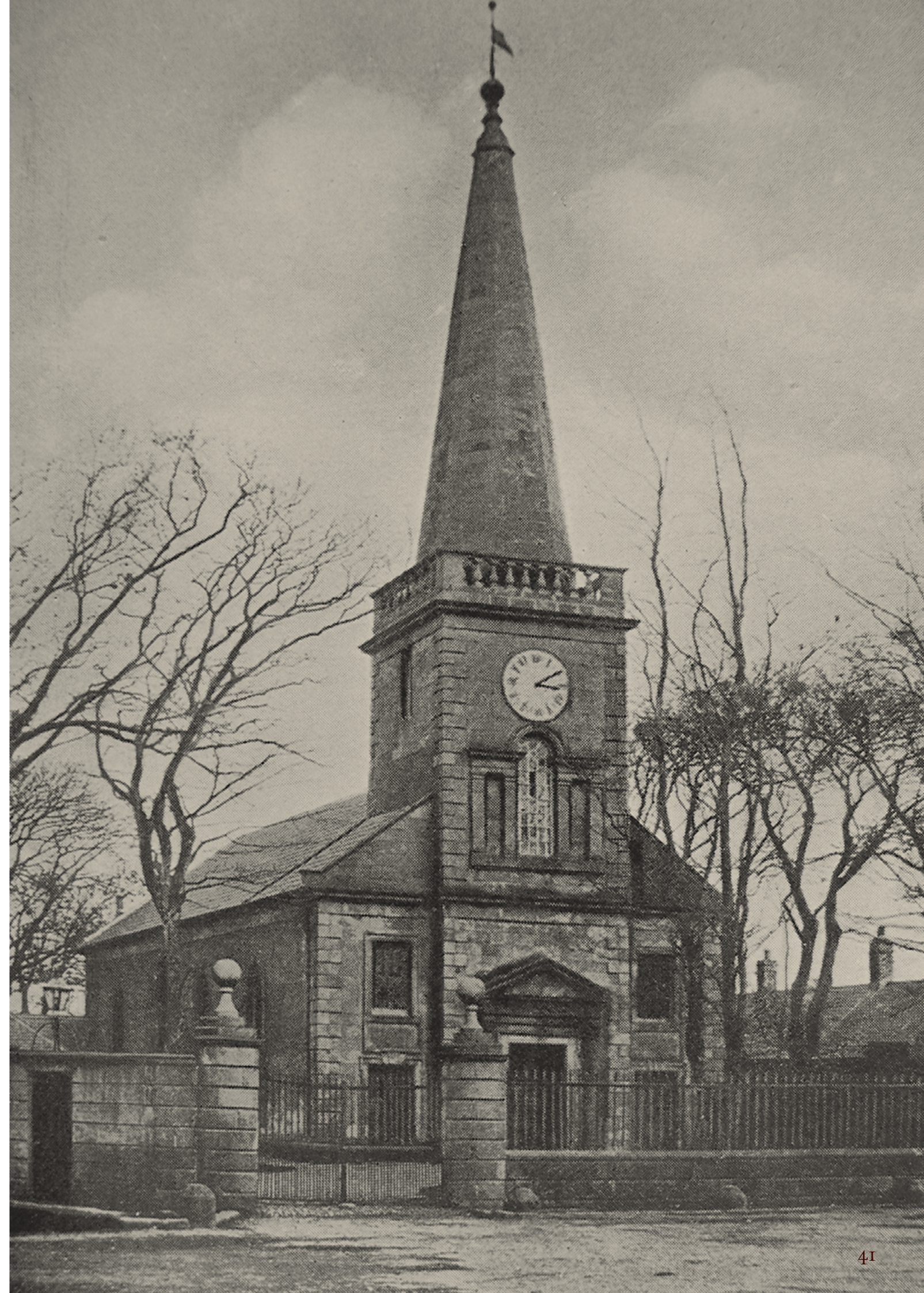
"Bishop Smyth, who officiated at Colonel Hugh Boyd's funeral on Sunday 23rd June 1765, was attended by his Vicar General and many of his clergy. The Bishop consecrated the chapel, immediately after, Hugh Boyd's remains were deposited in one of the vaults. The pall was supported by Lord Antrim and the neighbouring gentlemen, attended by all the gentlemen of the four lower Baronies - Glenarm, Cary, Dunluce and Kilconway [Clough] ... He was sometimes referred to as 'The Star of the North' on account of his entrepreneurial enterprise."

The vaults beneath the church contain not only the remains of Colonel Hugh Boyd, but also other members of the Boyd and Cuppage families, some of whom are commemorated on the white marble and brass memorials that adorn the walls of the chancel.



- 6 The Whitechapel bell, made 1760.
- 7 1853 bell made by Sheridan's of Dublin.
- 8 'Erin go Bragh'- 'Ireland for Ever', (a statement of the feelings of the whole of Ireland after the loss of its independent parliament and exchequer through the Act of Union of 1801).
- 9 Description of the original Peal of Bells.
- 10 Victorian floor tiles depicting the Four Apostles.

Opposite Page
Holy Trinity or 'The Town' Church.



Hugh Boyd's

Col. Hugh Boyd's Ballycastle

Circa 1770

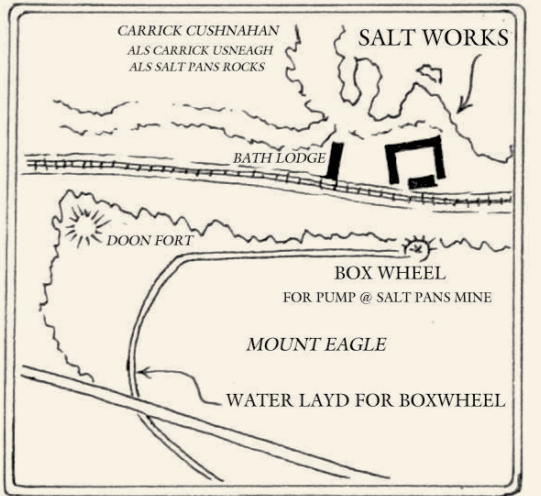
TO 'CLARE CASLEN' & THE 'FORT OR STRENGTH OF DUNYNNIE'



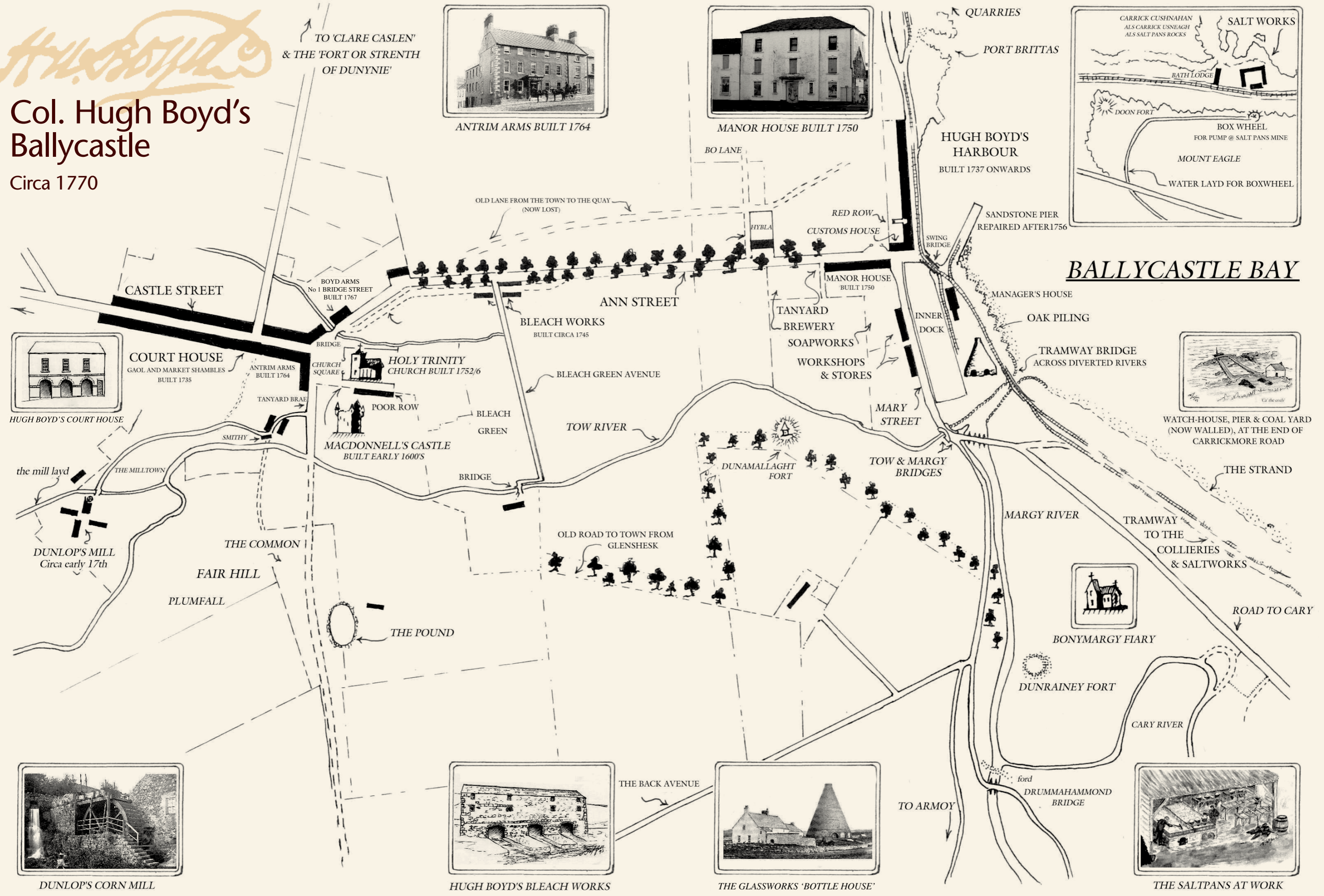
ANTRIM ARMS BUILT 1764



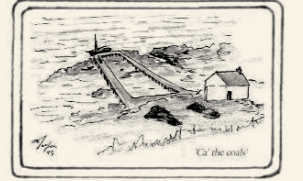
MANOR HOUSE BUILT 1750



BALLYCASTLE BAY



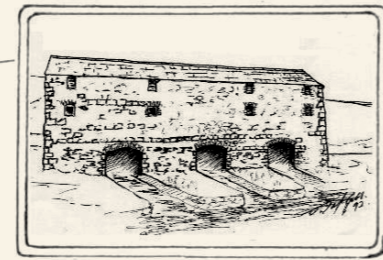
HUGH BOYD'S COURT HOUSE



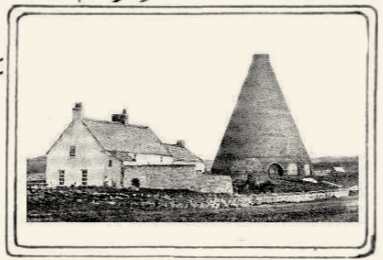
WATCH-HOUSE, PIER & COAL YARD (NOW WALLED), AT THE END OF CARRICKMORE ROAD



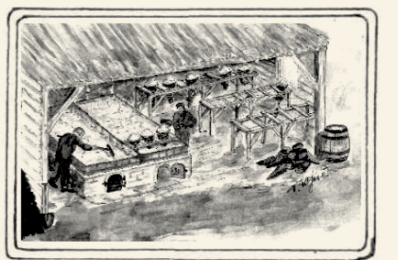
DUNLOP'S CORN MILL



HUGH BOYD'S BLEACH WORKS



THE GLASSWORKS 'BOTTLE HOUSE'



THE SALTPANS AT WORK

REFERENCE to the several Coal Pits.

- 1 Engine Pit, 43 yards to the Coal, from 610g feet thick.
- 2 Sliding shaft Pit, worked in 1749.
- 3 Gurdun shaft Pit, worked in 1750.
- 4 Air shaft, worked in 1750.
- 5 Poolnageeragh.
- 6 White mine Level, 26 yards in.
- 7 Pit.
- 8 Sythe Stone Houle Level, 110 yards in.
- 9 Shaft.
- 10 North Star Level, 226 yards in, working in 1758.
- 11 Well Mine Old Level, 900 yards in.
- 12 Upper much Level, 48 1/2 in, 1000 yards Coal.
- 13 Polard Level, 340 yards in.
- 14 Griffin level, 200 yards in.
- 15 Gobb low level, 100 yards in.
- 16 M'Alley's level, 100 yards in.
- 17 Porting level, 100 yards in.

Col. Hugh Boyd's Ballycastle

