

BULLETIN *of the* North American Manx Association



VOL. 40, NO. 4

"To preserve whate'er is left us of ancient heritage"

JUNE, 1967

THE FIRST TRAIN FROM DOUGLAS TO PEEL *Reprinted from the RAMSEY COURIER'S PEEPS INTO THE PAST*

Historic Opening In 1873 A Day Of National Rejoicing

When the Douglas to Peel railway line was opened on Tuesday, July 1st, 1873, it was an occasion for national rejoicing in the Isle of Man.

Many people had not seen a steam engine in operation before. At Peel a banner was spread across the line bearing the words in Manx "Success to the iron road between Douglas and Peel."

Cakes and drinks were served to the vast throng and it was a gala occasion.

It is opportune to recall these scenes at a time when preparations are now being made for the re-opening of the line — on June 3rd, 1967, ninety-four years after that memorable day when the first railway in Mann was inaugurated.

It was on March 27th, 1873, that the first steam engine made its appearance in the Island and people travelled from far and near to watch this modern marvel.

By that time the £200,000 company had been in existence for over two and a half years. There had been financial difficulties from time to time but somehow the promoters got through.

What was described as 'a tidal swamp' was purchased at Peel for the terminus.

At Douglas the 'Lake,' a flat marshy piece of land at the top of the harbour was selected for the main station and construction of a platform and sheds went ahead.

The arrival of the railway contractors with their gangs of navvies caused a transformation in the country-side.

Carts and horses were hired out to the railway often though it meant neglecting the farm lands and men in farming and fishing and other occupations deserted their calling to take up well paid labouring work which they knew would provide some security for a year or two at least.

The swampy ground alongside the rope works at Douglas was drained and filled in and the course of the river was altered to make operations easier.

Work was also carried out in erecting various stations and these places were the centre of busy activity.

Delays in deliveries of materials, etc., because of shipping hold-ups were common enough and a mishap in transit is believed to have been the cause of a break-down on a preliminary trip on 1st May.

V.I.P.s were on this inspection. They were a party of officials from the London and North Western Railway and Lancashire and Yorkshire Railway who had been over to Ireland for the opening of the Dundalk and Greenore Railway on April 30th.

They enjoyed the celebration lunch in the goods shed at Greenore and then embarked by steamer for the Isle of Man along with the Duke of Sunderland and others with an interest in the Manx Railway. Colonel Rich, Board of Trade Inspector of Railways also sailed for the Island.

Because of the non-arrival of rails from a sailing ship from Fleetwood which had not arrived part of the Port Erin line then under construction was whipped out and transferred to the Peel line so that a good progress report would be achieved.

It was the 10 a.m. train on 1st May which pioneered the railway.

A faulty axle said to have been damaged in transit was discovered on the first class four wheel carriage which was drawn.

The engine was the first Company locomotive, the No. 1 Sutherland and this continued with an open wagon fitted with seats, as far as Glenfaba Bridge, about half a mile short of Peel and then returned to Douglas.

The V.I.P.s in the meantime had landed at Port Erin's unfinished break-water from Greenore and were conveyed to Douglas by road carriages. All parties met at the new station there and refreshments were served in the engine house.

The official 'Special' left Douglas after lunch, again with Sutherland at the head of four open wagons with seats added. Six persons are said to have been on the footplate, including the Duke and Colonel Rich. The train departed at 2-15 p.m. but the unfinished nature of the track made for slow progress: 20 m.p.h. was reached occasionally.

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STRANGE TALES OF ISLE WHERE CATS HAVE NONE

ISLE OF MAN — You could almost swing a cat over here from that stout little neighbouring isle of England. You could, that is, if the cat had a tail. Manx cats don't.

But any time you're on holiday in the British Isles, it's worth an extra day or so to have a look at this strange small realm in the very middle of the Irish Sea.

THE ISLE of Man is so precisely in the middle that from its shores Ireland is exactly 27 miles and so is England. But for all its proximity, Man is as different as an isle can be.

There are the cats, bred without tails these many centuries. There are sheep with four horns instead of two. And Queen Elizabeth of Britain is not queen here. On the Isle she is known as the "Lord of Man."

Winter and summer, the Isle of Man has an average of four hours a day of bright sunshine (a precious commodity in these northern latitudes) but the Manx aren't satisfied.

The government currently is building a \$5,000,000 solarium at Douglas. It will be as big as Madison Square Garden and it will furnish artificial sunshine and other recreations 24 hours a day, every day in the year. The center will also have grottos, tropical waterfalls, a beach and even artificial sea breezes.

But then the Manx have always been almost over-solicitous about the comfort of guests. The horses that pull the tram cars in Douglas wear rubber shoes (700 pairs a year) so as not to wake up the sun bathers.

WHEN THE HORSES grow old, they are retired to a home for elderly horses maintained by a lady who hates butchers. No horsemeat purveyor is ever allowed to so much as glance at her aging charges.

The isle has a language, Manx, but it is hardly ever used—except when the government passes a new law. A law is not a law here until it is read publicly in Manx.

The isle has a bishop, but his cathedral has no roof. Laws are passed by

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First Train — *Continued*
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ENGINE DERAILED

At Glenfaba Bridge the pony truck left the rails, but it was re-railed within twenty minutes.

Peel was reached finally at 4 p.m. but apparently in working round the train, Sutherland fell off the line so completely that no attempt was made to re-rail it.

Instead, the contractor's engine 'Mona' was called in and left Peel with the distinguished guests at 5-25 p.m. The party meanwhile had found time to inspect the Station, take in further refreshment and visit Peel Castle.

It was 7 p.m. when Douglas was reached, but before taking to their road carriages they again inspected the station and workshops.

Colonel Rich returned to the Island on 26th June when he examined the Douglas-Peel section, reported favourably, and agreed that public services might commence. On the next day he made an early start with an engine and fifteen fourwheel carriages, with a view to testing the haulage capacity of the engine. Breakfast was taken at Peel and the return run made in 35 minutes.

The following day another special train ran over the line, calling at each station to deliver furniture and stores,

and setting down the new employees at their appointed work places. Advertisements appeared in the Press calling attention to the desirability of closing those retail establishments owned by 'respectable merchants' on the occasion of the public opening.

THE BIG DAY

It was a matter for national rejoicing when on Thursday, 1st July, 1873, the first official journey took place.

The scene at the new Douglas Railway Station was unforgettable.

There had been some uncertainty about the time the proceedings would begin but the night before a rumour swept round the Island that the opening was timed for 11-30 and from an early hour people made their way to the railway to see this historic moment when the line would be put into official use.

SPECIAL STEAMER

The Railway Company had chartered a special steamer for the Duke of Sutherland and his party. It was the King Orry (Capt. McQueen) which left Liverpool at 4-40 p.m. on June 30th and arrived at the Queen Victoria Pier at 8-30 p.m. Governor Loch, High-Bailiff Harris of Douglas, and other notables met the steamer and there was cheering and much enthusiasm.

THE SALOON CARRIAGE

The saloon carriage which was to convey the official party next day had been specially decorated. It was in a pleasant green colour with gold in place of the yellow stripes on the other carriages bordering the window panels. The interior was striking. The ceiling was highly polished, the upholstery was in dark blue with scarlet and blue trimmings. Doors, etc., were of highly polished mahogany and in the centre of the carriage were two portable tables.

The station at Douglas, in Gothic design, was built by a London firm and the goods shed, etc., by a local firm, Gelling and Kaye.

The water for the engines was procured by means of three Abyssinian tube wells sunk by Norton's patent. The water was raised into an immense tank capable of holding some thousands of gallons and it was erected at such a sufficient height as to enable the flow to reach all parts of the station. The engines had a capacity of 300 gallons.

To revert to the scene at the station. John Henry had been appointed railway policeman and he had a busy time checking the passes and keeping the crowds back.

Many resourceful people went into the houses on Peel Road and looked down from windows and roofs and it was a marvel that no one was hurt.

A temporary grandstand was erected in Quiggins timber yard.

The Douglas Rifle Corps was drawn up in command of Capt. Spittall and Lieut. Stephen. In addition to the officers there were 5 sergeants, 1 bugler and 44 rank and file.

An imposing figure this day was Mr. Buckett, a young man who came from the Isle of Wight to be stationmaster at Douglas.

At Peel the appointed stationmaster was Mr. R. E. Wight, who had come from St. Pancras Station in London.

The Duke of Sutherland engine which was so much admired by the crowds was decorated with festoons of evergreens and bore an emblem on some glazed material which read "Douglas and Peel United."

MUSIC EN ROUTE

The Band of the Royal Bengal Fusiliers arrived and took their places in the open wagons — later they played lively tunes at each station when the train stopped.

The No. 1 engine pulled away from the platform on time and one newspaper report said that two 'Jehus' (daring drivers) rode on horseback from the entrance to Peel Road but despite vigorous application of the whip were soon left behind by the iron horse.

At Quarter Bridge a huge crowd cheered the speeding train and again at Union Mills where the mills of Dalrymple Maitland and Co. were gaily decorated. Bouquets were presented to the ladies in the official party when the train stopped at Crosby and St. John's, the cheers of the schoolchildren in charge of Mr. Faragher were almost deafening.

Two minor stops were scheduled for further runs — for the original Douglas racecourse a quarter of a mile on the Douglas side of Union Mills and Ballacraigne for the convenience of people wanting to go to Glen Helen.

The level crossing at Quarter Bridge was protected by special disc signals.

Of special interest is the note of passenger stock.

For the opening four first class, twenty second class and a saloon carriage had been delivered.

More carriages were arriving weekly from Liverpool. All these were painted green and bore the Manx Arms.

The goods stock arrived painted grey. Open luggage wagons had been fitted up with seats for special occasions such as Tynwald Day to convey an extra 2,000 to St. John's.

Consideration of the needs of the 'inner man' were apparently not confined to the opening ceremony. The Company had applied to the Legislature for an Act for licence to serve intoxicants at Douglas. This raised a storm of protest and gave the newspapers considerable correspondence. In church, a ser-

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A teenager in the early 1900s growing up on the Isle of Man.

Having the misfortune to have to spend the most part of January in bed, I spent a lot of time going over my early years. In those days a young girl did not have much spending money so we were quite content to get our pleasures in simple ways and of course to walk everywhere — no busses in those days.

I was serving my apprenticeship as a dressmaker, my friend as a milliner. Our days started by getting to work by 9 a.m. and as we both lived up Broadway I well remember how in the winter time we used to go down Broadway with our hands tucked well into our coat pockets, fighting the terrific winds we met and stopping every so often to turn our backs on it to allow us to catch our breath. Turning the corner to go on down to Strand Street was a relief after that struggle, although at that time there was no shelter for us, just the stone wall that ran along Noble's estate. Wet weather did not bother us, although on looking back it is a wonder we did not all die of pneumonia. We never even thought of over-shoes and used to sit all day in wet boots as we called our shoes; put on our wet coats again to go home for dinner, the same for tea, and of course the same at night when we finished at 8 p.m.

Then for an hour we used to go through Strand Street as far as Victoria Street, up to the church, turn around and go down as far as the Jubilee Clock, then back to Strand Street, along Castle Street and up Broadway home, looking in every window as we went. I think we knew every window and every item in them on both sides of the streets.

Then came Thursday half-holiday. That day we spent going anywhere we pleased, walking until we thought it was tea time. Sundays we went to St. Andrews Sunday school afternoons and church at night, afterwards making our way down to the promenade and if the waves and wind permitted, making our usual tour of the promenade until time to go home, which for us was 9 to 9.30 p.m., ready for starting all over again on Monday.

Then came the days of the giggling girl and boy. How silly we were in those days: seeing boys we thought we would like to know but somehow never getting to know the ones we wanted to. Sunday mornings we would walk all the way to Kirk Braddan "New" and spend time walking in the churchyard. I wonder if anyone does that now? On looking back it was a strange place for young people to choose to parade but we did it for

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Stranger in Paradise

The following letter which appeared recently in the Isle of Man Times Letter Box may be of interest to some readers.

I have recently read a book entitled "Revolt in Paradise" dealing with the adventures of a Manx woman in Indonesia prior to and during the Second World War. It was of great interest to me not only because of the contents, but also because it was the adventure of a Manx person. It was somewhat intriguing because nowhere is there any reference to the surnames of her father and mother.

In case you have not read the book, I give hereunder a few extracts from the first chapter:-

"This is the story of a white woman who lived for fifteen years in Indonesia — this woman is myself. All lives have many beginnings — let us call mine at the foot of Snaefell mountain in the Isle of Man. I was born in Scotland of Manx parents. My father was an archaeologist who left Manxland for Africa before I was born. He never returned as he caught a tropical fever which killed him. My mother married again; my stepfather was a Scot who adopted me as his own child, insisted on giving me his name, and had my birth registered in Glasgow as his own daughter. But I am not a Scot. I am a full-blooded Manx, or rather a mixture of blood from the Viking pirates who swept down from the north in the 13th century and the kings of the Isle of Man. We are a superstitious lot, we Manx people. Many of us still believe in witchcraft and in the wee folk. What is called supernatural is not strange to us. I spent the first 14 years of my life in the Isle of Man, and then I went to school in Scotland. My stepfather was killed in the First World War. After his death my mother decided to go to the United States. We settled in Hollywood."

The only name she is known by throughout the story is that given her by the Indonesians — K'tut Tantri. She arrived in Indonesia in the early 1930's and spent 15 years there and returned to America.

Could you suggest any way in which one could find out her name?

If she lived at the foot of Snaefell I think it must have been on the Laxey side, as I lived in Sulby and knew all who lived in the glen during the First World War, and for a year or two thereafter.

The book was first published in 1960 by Wm. Heinemann Ltd., London.

Chas. Southward.

15 Butler Avenue,
Papatoetoe,
Auckland, New Zealand.

CONVENTION

Convention plans have been held up once again owing to the fact that President Norman Clucas has received a promotion which has necessitated his moving to St. Louis, Missouri. Once Norman and his family are settled in their new location your Executive Committee will be able to proceed with definite plans for the next Convention and all members will be advised of the time, place, etc.

The Right Words

The food wasn't fit for dogs. That was the "Aracataca's" fo'castle crowd opinion, while on a voyage to Liverpool, about a week after leaving Callao.

"Hold on, Hold on. Listen to me. I'll talk to the Old Man meself. We can sit 'ere an' argue the point for the rest of this stinkin' trip an' nothin' will be done 'till we stand together. That's what." Quayle, the fo'castle ringleader, said.

"Sure we'll stand behind you while you talk to 'im."

He'll listen to you: what with you being the oldest an' all."

"This is your second trip in 'er, isn't it Quayle?"

"An' it's the steward who thinks we are as good as pigs. That's the reason for this, this slop, if you ask me."

"Never mind the sarcasm, Murphy. I say, 'let's go to the Old Man.'"

"It's sure we will."

"All right. We'll go up together right after he is finished 'is tea. He'll know we mean business. One of you bring the food; and remember, let me do the talkin'."

"Righto."

Thus the "crowd" discussed their situation and planned to obtain redress. Then, led by Quayle, they went to the Bridge. But Captain Corlett saw them coming and his suspicions, like his temper, awoke.

He abruptly stopped Quayle's complaint: "You will approach me in a proper manner. I am master of this ship and demand both respect and obedience. Now clear off until you learn to keep a civil tongue."

A few days later — after polishing and reciting their speech — the crowd, again led by Quayle, went to the Captain.

The Old Man listened, looked at the food, smelt, tasted and asked: "How long has this been going on and why wasn't I told sooner?"

"Captain, you see," Quayle explained, "what with plannin' the proper way to approach you: we mean, after thinkin' of the right language to use in addressin' you, Sir, we were at a loss for words to tell about the food."

Stanley A. Johnson

NEWS OF THE MANX SOCIETIES

WINNIPEG

The Winnipeg Manx Society have met regularly throughout the season at various members' homes and hope to do so next season.

An honorary membership was presented to Mrs. Sarah Cregeen, one of Winnipeg's first members, to show appreciation for her contributions to the Society throughout the years. Although she is unable to attend the meetings, she continues to hold a great interest in the Society's doings.

At the beginning of May, Mrs. W. J. Inge, accompanied by her daughter, travelled to Niagara Falls to meet her niece and nephew, Mr. and Mrs. A. G. Moore of Douglas, who were attending the World Congress of Police Officers. Along with the Moores were Supt. R. Kermeen and Mrs. Kermeen and Sgt. J. Swindlehurst and Mrs. Swindlehurst, also of Douglas.

Mr. and Mrs. J. H. Corkish of Patrick, I.O.M., are expected to arrive June 28th, for the wedding of their son John to Miss Dorothy Robson, daughter of Mr. and Mrs. J. H. Caley. The wedding is to be held on July 8th.

The annual picnic is set for July 23rd. Anyone who will be in the area for the holidays or attending the Pan-American Games could contact the Winnipeg Manx at the following numbers:-

President: Harry Caley SP4-2665
 Sec.-Treas. Dinah Inge TU8-6828
 Wishing all of you a happy summer.
 J. H. Caley
 President
 D. M. Inge
 Sec.-Treasurer

VANCOUVER

The Vancouver Manx Society takes this opportunity to send greetings to Manx societies all over the world.

We have had four successful monthly meetings since the banquet at New Years and the meeting held on May 12th, will be the last until the fall.

We intend holding our annual summer picnic in Stanley Park on July 22nd, (if wet July 29th.) and we extend a hearty invitation to all Manx people and their friends who may be in Vancouver at that time to join us at the picnic. It will be in the form of a basket picnic with tea, coffee, milk and sugar provided by the Society. Information regarding the picnic may be had by phoning the President, Peter Tregallis, at 277-9301, or the Secretary, E. Q. Costain, at 435-1352.

E. Q. Costain,
 Secretary.

SAN FRANCISCO

At the March meeting of the San Francisco Manx Society, Mr. and Mrs. Paul Gregson and family, formerly of Montreal, were welcomed by the members. The Gregsons will be making their home in San Mateo.

Members who will be travelling this summer include: Mrs. Ridge Craine who will be visiting England and the Isle of Man with her sister Mrs. Eleanor Rushby; Mr. and Mrs. Tom Lewin are looking forward to an Isle of Man visit in August.

The June meeting will be an afternoon gathering at the lovely home of Mrs. Arta Hutshing in Mill Valley. June 24 is the date.

Noreen Cottier,
 President.

MONTREAL

At the February meeting of the Montreal Manx Society at the home of Mr. and Mrs. Douglas Corlett, two films of the Isle of Man loaned by the Toronto Manx Society were shown. They were greatly enjoyed. In April a Beatele Drive was held at the home of Mr. and Mrs. Hornsby and Mrs. Sloan and Mr. T. L. Kelly was the winner of a 2 volume pictorial history of the Isle of Man. This was followed by community singing with Miss Choynière providing the piano accompaniment.

The Tynwald day picnic will be held on July 8th, and any visitors in Montreal can get information by calling the secretary at 484-9845.

Victor Joughin,
 Secretary.

FLORIDA

Mr. and Mrs. C. Everiss of Cleveland made a trip to visit their daughter and son-in-law, Mr. and Mrs. L. Bobnar, in Sarasota. They spent Christmas with them and New Year at Lakeworth visiting Mrs. Everiss' brother and sister, Mr. W. Quine and Mrs. Jackson.

Mr. Quine and Mrs. Jackson were also visited by Rev. and Mrs. J. Clarke of Knoxville, Illinois, and were surprised and pleased to have a call from Mr. and Mrs. W. Brown of Onchan, Isle of Man. They have been spending the winter in St. Petersburg, Florida, and were returning to the I.O.M. in April. The Percy Yetman's, W. Quine and Mrs. Jackson showed them around the Palm Beaches and enjoyed having them. Hope they enjoyed it too.

The Florida Manx were delighted to attend the 50th. Wedding Anniversary party of Mr. and Mrs. T. Nelson

of Lake Worth on March 4th at their home. They were married in Cleveland on March 3rd., 1917. Their four children were all present — Edward and Robert of San Francisco, Helen from Cleveland and Florence from Florida. The Nelson's have eleven grandchildren. The weather was perfect for the celebration.

The W. Harry Kellys have visited Mr. W. Quine and Mrs. Jackson also and have shown the pictures Harry took in the Isle of Man last summer — not only to the Manx in Florida but to many friends also. Others who have visited Florida and also saw the pictures were Mr. and Mrs. D. Hughes of Pennsylvania; Mr. and Mrs. Kermeen and Miss Kermeen of Gaiva, Illinois, and Mrs. J. F. Lewin and Mrs. W. Moran of Lakeworth.

The Kellys, W. Quine and Mrs. Jackson made a trip to Miami to see Mr. and Mrs. W. Morrison who said that seeing the views of Ellan Vannin made them homesick for another trip over there.

Mr. Quine and Mrs. Jackson were also delighted to have a visit in January from Mr. and Mrs. H. Fricke of Ft. Lauderdale who brought along Mrs. R. DeWorth and Mr. Allan Fricke of Cleveland.

W. Quine.

CLEVELAND

Our April meeting was held on the west side. A lady from the Ohio Bell Telephone Company discussed the many ways of telling fortunes. Head bumps, palms, and cards were mentioned, none of which are reliable.

In May, Mr. Harry Kelly showed a second group of pictures taken in the Isle of Man this past summer. Mr. & Mrs. Fred Gorry and Mr. & Mrs. Robert Cowin were missed, as they are vacationing in the Isle of Man. Also, we missed Mrs. Ethel Christian, who was at home with her father who is in a very critical condition.

We were happy to learn that Mrs. Eleanor Shimmin had again received the Cleveland Medal for her singing at the music festival in Douglas. This was presented by Mrs. Fred Gorry.

Also, we have learned that Mrs. Edna Cowin had been asked to put a wreath on the grave of the poet, Mr. Tom Brown.

We are all quite saddened at this time by the death of Mrs. Mona Clucas Rose, daughter of Mr. and Mrs. Joe Clucas, and by the sudden death of Mr. J. E. (Ted) Kelly, who was found dead in his home.

Edith C. Gurney

OUR OWN PEOPLE

Mr. Fred Caveen and Mr. Frank Williamson are leaving in May for a trip to the Isle of Man as are Mr. and Mrs. Fred Daubney also of Toronto.

Mr. and Mrs. Harry Kelly of Cleveland are planning a trip to Seattle and Vancouver this summer. While in Seattle they will visit Mr. Kelly's sister.

Mr. and Mrs. Michael Krach of Cleveland are planning to fly to Prestwick, Scotland, on August 8th. for a visit to the British Isles. Marge is hoping to visit the Isle of Man but doesn't know if they will have the time this trip.

Mrs. Charles Sundlof, of Dansville, has returned from Florida where she reunited with some of the Manx. She reported a fine trip and grand weather.

Mr. and Mrs. Edward Clark and daughter, Ruth, have just returned from California. They flew to San Francisco and visited their son, Howard, for two weeks, seeing a great deal of northern California. They then went to Los Angeles before returning home to Rochester. They too reported perfect weather and a wonderful trip.

Miss Alice Garrett is looking forward to two weeks in Massachusetts in July, mainly at Rockport.

Capt. John Clague of Leesburg, Florida, writes that he was particularly interested in the article in the March Bulletin stating that the Faragher cottage in Cregneash had been taken over by the Manx Museum National Trust. Capt. Clague was born in this cottage in 1892 and is the grandson of Edward Faragher, his mother being Lina Faragher. His family left Cregneash in 1905 going to Port St. Mary, then to Port Erin and finally leaving the Island early in 1907. They sailed from Liverpool and landed in Halifax in April, 1907. Capt. Clague first of all followed the sea and then after going to the United States in 1912 he sailed the Great Lakes for 45 years, the last 15 years until his retirement in 1957 as captain. He married Florence Crates in Loram, Ohio, in 1918 and they are looking forward to celebrating their 50th. wedding anniversary next year. They have one daughter, Eunice, and two granddaughters.

Sam and Hilda Penrice spent a holiday in Britain recently. They left Toronto by air on March 20th, arriving at Shannon airport on the 21st.

They had lovely weather when they first arrived and toured Southern Ireland visiting Cork and Dublin then going on to Northern Ireland and Belfast. On Easter Saturday they flew from Belfast to the Island and were met at Ronaldsway by Hilda's father, Mr. Cecil Bridson of Ramsey. They spent Easter in Ramsey staying with Mrs. E. Christian, "Eskdale", Queens Drive, and on Easter Sunday attended St. Olave's Church where they were married in 1939. The weather was very cold and miserable all the time they were on the Island — the mountains were snow capped — but they hired a car and got around quite a lot visiting friends and relatives. On March 31st. they flew to Liverpool and then went to Great Sutton near Chester to stay with Hilda's sister and her husband, whose daughter was being married on April 1st. As Hilda's father and all the rest of her family were present it was a real get-together. On again on April 3rd. to Lepton near Huddersfield to stay with Sam's brother Harry and his wife Nancy. The last few days of their stay were spent in London and on April 10th. they flew home. By now it all seems like a beautiful dream but it was nice seeing all the family again.

On Sunday, May 14th., Sam and Hilda Penrice entertained Superintendent and Deputy Chief Constable R. J. Kermeen and his wife, Sergeant Jim Swindlehurst and his wife, and Constable G. Moore and his wife. They all hail from Douglas and were in Canada to attend the International Police Congress at Niagara Falls. They have spent two weeks visiting Canada and the United States, Stan and Joyce Shimmin and their daughter Adrienne also visited with them. Stan is Chief of Police of an Ontario township.

Mr. and Mrs. Harry R. Tear of 438 So. Kenilworth Avenue, Oak Park, Illinois, were guests of honor on the occasion of their 50th. Wedding Anniversary at a party held in the Oak Park Arms Hotel.

The buffet supper was given by Mr. and Mrs. Raymond Hults (the former Barbara Tear) of Chicago; Mr. and Mrs. Robert Wagner (the former Audrey Tear) of Glen Ellyn, Illinois, and Major and Mrs. Harry R. Tear, presently stationed in Hawaii with the army. Mr. and Mrs. Hults, Mr. and Mrs. Wagner, and the four grand-

children, James, Charles, Sandra and William Wagner, were all present for the affair, then Mr. and Mrs. Tear left for Hawaii to visit with their son and his wife who were unable to come.

Natives of Chicago, Mr. and Mrs. Tear were married in Austin on April 7th., 1917; they have resided in Oak Park for the past seven years. They are both active members of Euclid Avenue Methodist Church, Mr. Tear being a member of the choir, chairman of the music committee and also chairman of the church building fund.

Members of the original wedding party unable to attend included the maid of honor, Mrs. George Appleyard of River Forest, and Mrs. Tear's sister, Mrs. Robert C. Bailey of Oak Park.

Many gifts, flowers and congratulatory mesages helped the Tears celebrate their Golden Wedding Day.

Mr. and Mrs. Tear are members of the Chicago Manx Society.

Strange Tales —

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an 1100-year-old parliament which meets out of doors, preferably during the four hours of daily sunshine. Man even has its own flag. The British flag is considered to be merely the banner of a friendly country.

Man (the isle, that is) has no income tax, which probably doesn't have very much to do, really, with the islanders' stubborn belief in little people known as fairies.

ALL THIS GOES back, of course, to the days when folk here were a mite preoccupied with witches. There is still a witchcraft museum, outside Douglas. And if you take the narrow gauge train to St. Johns you'll spy the Witches Hill of Sleu Whallion. That's where suspected witches were tested by rolling them down the slope in a spiked barrel. Any poor soul who survived the gleaming spikes was considered guilty (only a witch could survive). Those who died were exonerated and given a good Christian burial.

But all that is far in the Manx past. Now the isle has a luxurious gambling casino, operated by the famed Crocks of London. It has the most terrifying annual race on earth, the 200-mile Grand Prix for motorcycles (the moment a Manx sheep hears a cycle engine, it runs for the hills).

As for the cats, they are now being scientifically bred at the Government Cattery in Douglas. The government wants to make sure they don't grow tails.

Reprinted from the Chicago Daily News

A Teenage — *Continued*
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years. Of course you must remember that there were no parks in those days, only the Mooragh at Ramsey, so consequently we had to make our own pleasures. Nothing to occupy our time in any sports except the Victoria Street baths for swimmers. In the winter there were a couple of private dancing classes open about twice a week and a Cinderella dance now and then. My friend and I had two boy friends who were members and we all used to go together. I remember so well how thrilled we were when they gave us a lovely corsage to wear to our first big dance and how proud we were that we were the only two who had them. It was such small things as these that made up our life and kept us happy. A Dorothy bag of chocolates now and again; a visit to the Choral Union play put on once a year; an invitation to a tea party once in a while kept us happy.

After Christmas we began to look forward to Easter and our yearly trip to Laxey. Then came the practicing for the Sunday school anniversary and the clothes to be chosen for that. After the anniversary of course came the picnic and the trip to either Laxey or Glen Whyllen and how we all looked forward to that treat, going of course by horse drawn vehicles. Motor cars were few and far between in those days. Once in a while there was a Sunday school party or bazaar.

My brother Fred and I were great pals (he was my senior by 3 years). Now and again we would hire bicycles and go to Laxey ending up at Ham and Egg Terrace for a fine meal for two hungry kids and then home again to turn in our bikes before our 2/6 worth was overdue.

I remember one night after a snow storm had cleared and the frost made the snow good to walk on, we both set out for a church do, at Abbylands mind you. As I did not finish work until 8.30 p.m. I have no idea what time we reached there, but I do remember how nice they were to us and how astonished they were to see 2 strangers turn up so late after walking all the way from Douglas. We had a lovely time and a wonderful walk home on a clear frosty night. It was well worth it. Oh yes, small things were big things to us on the Island in those days.

The summer, that was so different. So much to do and see and keep us busy. New faces around us all the time. There was the Palace to go to, or Derby Castle, the circus. Buxton's pierrot show, Douglas Head and the ferries, Port Soderick, Port Jack and Groudle Glen, and the sea lions and the tiny train.

FAIR MONA'S ISLE

*Fair Mona's Isle, so dear to me,
With headlands bold, and hills serene;
And rippling streams through valleys
green*

Flow in the silvery sea.

*The glory of the golden gorse,
The primrose sweet, the leafy dell,
The soaring lark, and fuchsia bell
Enchant us all on Mona's Isle.*

*And those who love thee from afar
With memories of thy wave-swept
shore.*

*The radiance of the setting sun,
Return again, on wings of song.*

*When evening comes,
And life is spent,
'Neath Mannin's cloak we'd be conten:
To rest in peace with thee, Mona Ma
Chree*

Emily May Kelly — 1953

My brother and I would meet after work and go to the Palace and Castle, dance until almost 10 o'clock and then tear home up the Olympia way as I was only allowed out until then. We used to be very out of breath by then. I may say, Thursday nights there used to be a fancy dress contest at the Palace. I used to go as the Duchess of Devonshire or sometimes as a Spanish dancer, winning several prizes. I have an enlargement of a "sticky back" of myself as the Duchess of Devonshire hanging on my dining room wall. I had it painted in the colours of the dress and I have many moments of happiness when I look at it and remember the days of my youth.

Who remembers Madame Josephine from the Palace shops? She was there for years, Mrs. Winter her real name. How many of us used to sit on a bench on the prom, and listen to the Town Band? We used to while watching the strollers. The ladies in those days using parasols and feather boas. What joy 2 young girls got out of looking and Oh-ing and Ah-ing at what we thought was the prettiest, then along came another to rival the last and every so often Auntie Mary would come along in her glad rags with her basket of fruit.

Memories, memories, memories; we all have them. Some happy, some sad and some frustrating, but they never leave us. So we finished our apprenticeship after two years with no pay at all and then 6 months at 10/-. Then we were on our own and how grown up we felt although not quite through our teens yet. Soon I will leave you and wonder if your memories are somewhat like mine, but not before wishing all Manxies good thoughts, happy memories and love.

Lillian Marrison Tipper.

First Train — *Continued*
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mon was preached on the wickedness of the Railway Board who proposed not only to run trains on a Sunday but quench the thirst of passengers as well! Nevertheless, the Bill was given assent. Both Peel and Douglas stations provided refreshments.

When the travellers alighted at Peel after their 47 minutes they found that practically the whole population had turned out. The platforms were dotted with shrubs, there were flags and other decorations, too, and the highlight of the ceremonies was when an address was presented by High-Bailiff R. J. Moore on behalf of the inhabitants. The Duke of Sutherland replied.

A banner across the line read in Manx "Success to the Iron Road between Douglas and Peel."

In the station an ample supply of wines and confectionery (from Mr. Corrin, of Douglas) was provided by the contractors, Messrs Watson and Smith.

On the steamer on the previous day the passenger list included a Mr. J. B. Smith, and he was possibly a member of the contractors' firm or more likely an engine driver from Blackburn who settled with his family in Peel. (He was grandfather of the present Editor of the 'Courier'.)

There was another train from Douglas and the official guests and many other people paid a visit to Peel Castle.

The return journey was made in the fast time of 27½ minutes averaging 25 m.p.h.

THE BANQUET

In addition to dancing and a fireworks display there was in the evening a grand banquet held in the Volunteer Drill Shed on 'the Lake.'

150 banners hung from the roof beams, there were evergreens and coloured decorations (by Cleator and Co.) and the food and drink for the banquet was supplied by Mr. Thomas Martin, of the Victoria Hotel.

There was a large number of guests present including representatives of the Insular Press and also reporters from the London Times and several other English newspapers.

The guests had to endure a tremendous toast list which began with the loyal toast and another to "Their Royal Highnesses the Prince of Wales, and members of the Royal Family."

The Governor was next honoured, then 'the Bishop and Clergy' and there was a 'long speech' by the Archdeacon in reply.

Mr. John Pender, M.P., proposed the toast to the Manx Legislature and Deemster Stephen replied for the Legislative Council and Major Taubman for

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First Train —*Continued*

the House of Keys.

The 'Army, Navy and Reserve Forces' were next on the list with replies from Capt. Goldie, R.N., and Capt. Spittal for the Army.

The Governor was on his feet again to toast the directors and the Duke of Sutherland responded.

Mr. Pender praised the engineer and contractors and Mr. H. Vignoles replied, also Mr. Watson. Mr. Sheward proposed the health of Mrs. Loch and the ladies and His Excellency replied. Mr. E. C. Farrant also replied on behalf of the ladies.

This did not conclude the festivities for there was a ball in the Drill Shed on the following evening and the report in the 'Isle of Man Times' stated that it opened at 10 p.m. with a quadrille and 200 people attended.

This then was the auspicious opening of the railway which was to run for ninety-two years before being closed, and which is about to be reopened again after a break of a year and eight months.

With about five weeks to go before the re-opening of the Isle of Man Railway, the new directors have received many offers of help and assistance in getting the railway back in business in readiness for the June 3rd opening.

Some members of the Manx Steam Railway Society, which was originally formed to save the railway, have offered to work free of charge. Railway enthusiasts from England and elsewhere are making arrangements to get to the opening ceremony at Douglas Station.

Recently steam was raised in the Engine No. 5, Mona. A trip of inspection was then made from Douglas to Peel, the section which will be open first after the opening ceremony.

A rehearsal run with the Marquess of Ailsa (new Chairman) and Sir Philip Wombwell, a director, as passengers was made the following day.

The signing of the 21 year lease of the railway took place at a ceremony at Douglas and was carried out by Lord Ailsa, Sir Philip and Lord Strange, Lord and Lady Ailsa, and their three children, have been spending a working holiday on the Island to help get the railway in working order.

Arrangements for the opening on June 3rd are: Station gates will open at 10-30 with the opening ceremony at 11-15. The directors special train leaves at 11-45 followed at fifteen minute intervals by three other trains on which fares are from £1 down to 10s. return. Normal service starts at about 2 p.m.

Sir Philip has stated that the railway will be run as such and not as a 'toy'.

He says they are hoping to run at a profit and services will be worked out on a trial and error method — those not wanted will be replaced by more popular routes. The railway will be run to a standard timetable seven days a week in the summer. Nearly twenty former employees have been taken on again.

Note — It was on January 20th 1965 that the Railway Company announced in a circular to debenture holders and shareholders that the Railway would be closing down after 93 years.

OBITUARIES

COWELL, Mrs. Abigail, of San Diego, California, passed away on March 4th., 1967, aged 83. Mrs. Cowell was born in Douglas, Isle of Man, in 1883 and came to the United States with her husband in 1902. She is survived by her husband, J. Marshall; a son, Thomas M., colonel of the U.S. Air Force, retired; a daughter, Jessie Morris of San Diego; four grandchildren and four great-grandchildren.

GARRETT, Willis J. of Zephyr Hills, Florida, died on Wednesday, May 10th., 1967. He is survived by his wife, Elizabeth; two daughters, Mrs. William (Dorothy) Price of Fuquay-Varina, N. Carolina; Mrs. Harlan (Wilma) Guite of Birmingham, Mich.; four grandchildren; one brother, Carlton; one sister, Miss Alice Garrett of Rochester, N.Y., and several nieces and nephews.

KELLY, Emily May, passed away in Castletown, Isle of Man on January 6th., 1967. She was buried in Malew Cemetery. Miss Kelly lived for 11 years with her sister Mrs. Edith A. Craine in Butte, Montana, and they both went home with the first home-comers in 1927. Their father Sidney Kelly was school master at Cronk-y-Voddy for many years.

KELLY, J. Edwin (Ted), of Cleveland, died suddenly on May 15th., 1967, aged 78. Mr. Kelly was the husband of the late Minnie Berger Kelly and is survived by two daughters, Helen (Mrs. Robert L.) Hunt of Belleville, Ill., and Lois (Mrs. Roy P.) McPherson of Pittsburgh, Pa.; a brother, Alfred, and sisters, Sissie, Minnie and Ellen, all of the Isle of Man, and five grandchildren.

MARRION, Mrs. Essie, passed on April 30th., 1967 and was laid to rest in Ventura, California on May 3rd. She was born in Kirk Michael, Isle of Man, in 1885 and came to California as a bride in 1905. She with her husband, George, and three other Manx people instigated the

Los Angeles Manx Society in 1923 and worked very hard during those first years to make it a thriving society. She will be deeply missed.

MARRION, George Raymond of Monterey Park, California, died on March 19th., 1967. Born in 1906, George was the eldest son of the late George Marrion and his wife, Essie, and was the last Vice-President of the Los Angeles Manx Society. He is survived by his wife, Virginia; a son, James; an adopted daughter, Sheila; his mother; a sister, Madaline; two brothers, Reggie and Ernest; two cousins, Peggie and Joan, and an aunt, Mrs. Lillian Marrion Tipper.

MEREDITH, George, died in Vancouver, Mr. Meredith who lived in Ottawa until his retirement a few years ago is the brother-in-law of Mr. Fred Caveen of Toronto, and of Mrs. J. Cope of Montreal.

MORRISON, William R. of Miami, Florida, died May 3rd., 1967 after a lingering illness. Born in Peel, Isle of Man, July 3, 1882, he had resided in the United States for a great number of years being engaged in construction work. He is survived by his wife Margaret E. Morrison of Miami.

QUAYLE, Mrs. Thomas (Beatrice) passed away April 1, in St. Petersburg, Florida. She was the widow of the late Thomas P. Quayle who, for many years, served as the treasurer of the Chicago Manx Society. She is survived by a daughter, Mrs. Mildred Johnson; two grandchildren and five great-grandchildren. She was the aunt of Mrs. Ethel Christian.

ROBINSON, Catherine (Betty) née Cannell, died in Lakewood Hospital, Lakewood, Ohio, on April 15 after a stroke. She was the daughter of the late Mr. and Mrs. George Cannell of Cleveland, formerly of Douglas, Isle of Man. She leaves her husband, William W. Robinson; three sons, David, Neil and Paul; a daughter, Mrs. Judith Alden; four grandchildren and a brother, William Cannell.

Mrs. Robinson was an active and well known Girl Scout leader and worker in civic activities. Her death at 43 is deeply regretted by her friends and co-workers in these organizations.

ROSE, Mona E., died on May 10th., 1967, aged 41. She was the daughter of Mr. and Mrs. Joe Clucas of Cleveland. Mr. Clucas was formerly from Peel. Besides her mother and father she leaves her husband, Charles, and two sons, Michael J. and Scott W.

To relatives and friends of the above we extend heartfelt sympathy.