

Ireland, Its History, Scenery And Character

VOLUME ONE

*To His Royal Highness*

*The Prince Albert*

*This Work*

*Descriptive of A Country with which His Royal Highness is so closely  
and so auspiciously connected,*

*is*

*By Gracious Permission of His Royal Highness,  
Most Respectfully Dedicated*

*By His Faithful and Devoted Servants,*

THE AUTHORS

IT is necessary to preface, briefly, the First Volume of our Work on “Ireland ;” chiefly, in order to express our grateful sense of the patronage it has received.

We are justified in assuming that it has not disappointed public expectation : for its sale has far exceeded our most sanguine hopes, having more than doubled the calculation of the Publishers. By the Press of England and Scotland—we believe universally—we have been greatly encouraged ; and also by that of Ireland, with very few exceptions.

We have, therefore—we hope and think—induced that confidence in our honesty of intention, without which labour such as ours must be comparatively vain.

To have satisfied all parties, in Ireland, would have been a triumph we did not, for a moment, calculate on achieving. Although we have studied to avoid topics upon which opinions, in that country, are, unhappily, divided, it was impossible not to touch upon some of them : the rule we have laid down for our guidance, and to which we shall conscientiously adhere, is TO ENDEAVOUR TO CONSIDER EVERY SUBJECT, WITHOUT TAKING INTO ACCOUNT WHETHER IT IS SUPPORTED OR OPPOSED BY A PARTY—exercising our judgment only with a view to determine whether it is beneficial, or prejudicial, to the United Kingdom.

Unequivocal proof has been supplied us that we have, at least to some extent, succeeded in the attainment of our leading object—to direct public attention to Ireland, and to induce visitors to examine it for themselves. We repeat, there is no country in the world so safe or so pleasant for strangers ; while so abundant is the recompense of enjoyment it can supply, that for every new visitor it receives, it will obtain a new friend.

We shall continue the Work with the same anxiety to make Ireland more advantageously known to England that the tie which unites them may be more closely knit, and that the people of both countries may think, feel, and act, as ONE PEOPLE. Under no other circumstances can the prosperity and happiness of either be essentially, or extensively, advanced.

THE ROSERY, OLD BROMPTON.

REPRINTED FROM THE AUTHORS PREFACE IN ORIGINAL EDITION

THIS work is the result of an early acquaintance with Ireland and its people ; and of five several Tours made by the writers, together, subsequent to the year 1825. They did not, therefore, consider it desirable to pursue any specified route, but aimed, rather, to give their

general views of the condition and character of Ireland, as arising out of the various opportunities they had, from time to time, for forming opinions. As some attention to ORDER was, however, indispensable, they decided to divide the work into Counties, describing the more peculiar characteristics of each.

They undertook the task with a full consciousness of the difficulties they had to encounter—difficulties that could be partially overcome only by a fixed determination in no instance to consult the wishes or intentions of any party ; and a firm adherence to that honesty of purpose which can alone create confidence and produce success. Their great object was to promote the welfare of Ireland—but not by a sacrifice of truth ; and their earnest hope is, that they may give effect to the care and consideration manifested, of late years, by England towards Ireland, which cannot fail to increase the prosperity and happiness of both countries—their interests being mutual and inseparable.

It cannot be questioned that a decided improvement has taken place among all classes throughout Ireland—referable to causes upon which it will be the authors' duty to comment. Neither can it be doubted, that English capitalists consider Ireland a vast field in which judicious labour may be assured a profitable harvest ; the barriers, which have heretofore obstructed the in-flow of their wealth, are giving way before the advancing spirit of the age ; and it may be safely predicted, that its great natural resources will be, ere long, made more largely available to the commercial, the agricultural, and the manufacturing interests of the United Kingdom.

Many valuable and important works, descriptive of Ireland, already exist, but they are, for the most part, local histories, which present so few attractions to the general reader, that they contribute little to increase intimacy between Ireland and England, or to establish that good understanding so essential to their well-being and well-doing. The proprietors of this publication, therefore, consider there was not only room for it, but that it was required by the public. The authors laboured with zeal and industry to obtain such topographical and statistical information as might be useful to those who visit Ireland, or who desired the means of judging correctly as to its capabilities and condition. But their especial duty was to associate with more important details, such incidents, descriptions, legends, traditions, and personal sketches, as might serve to excite interest in those who are deterred from the perusal of mere facts, if communicated in a less popular form. Independently of their own actual observation and experience, they had the aid of many who have continually employed the pen or pencil—or both—in collecting and preserving records, that serve to throw light on the state of the country, and the character of its people ; and the co-operation of others who were interested, with them, in making Ireland more advantageously known to England, and who had confidence in their competency for the due discharge of their important task.

The Towers, the Castles, and the remains of Monastic Edifices, are described, in the page that relates the more remarkable events in their several histories, and contrasts their present ruins with their former greatness. The Manners and Customs of the Irish also afforded ample scope from which to draw both entertainment and information ;—the Baalfire meetings on Mid-summer Eve ; the patrons ; the courtships ; the weddings ; the christenings ; the wakes ; the pilgrimages to holy wells ; the sports on All-Hallow Eve, and the observances on Christmas ; the peculiar dances and the music of the peasantry ; the musical instruments, ancient and modern ; the faction fights (now, happily, but shadows of what they were) ; and many other national points, usages, and ceremonies, supplied material for the pencil of the Artist, as well as the pen of the Writer. The Legends and Traditions of Ireland are full of interest ; and its superstitions are rich in romance. It is, indeed, rare to pass a single mile, without encountering an object to which some marvellous fiction is attached. Every lake, mountain, ruin of church or castle, rath and boreen, has its legendary tale ; the Fairies people every wild

spot ; the Banshee is the follower of every old family; Phookas and Cluricaunes are—if not to be seen—to be heard of in every solitary glen. These stories the Authors collected in their way; and not as gleaners merely; for the harvest, notwithstanding that so many labourers have been in the field, was but partially gathered in.

THE ROSERY, OLD BHOMPTON.

## IRELAND ITS SCENERY, CHARACTER AND HISTORY

*It would be impossible to exaggerate the importance of opening roads through the less frequented districts of Ireland. The necessity which formerly existed for keeping a large armed force there has had, at least, this one good effect: "military roads" are to be found in all quarters. One of the wildest mountain-tracts of the county of Cork was, a few years ago, in such a state of insubordination as to be dangerous for travellers at all seasons, and a source of considerable annoyance to the Government. The question was asked, "What was to be done?" A shrewd adviser answered, " Make a road through it." The advice was taken, and the Bograh mountains are now peaceable and prosperous.*

*Derrick, so late as 1760, writes that he set out from Cork for Killarney " on horseback, the city of Corke not affording at this time any sort of carriage for hire."*

*We hired this car in Cork for twenty days, at the rate of ten shillings a day, expenses of man and horse included; for two persons it is a very desirable mode of travelling. It is needless to say that objects of the greatest attraction do not often lie in the beaten track, and that the most interesting and picturesque roads are seldom posted.*

*This arrangement has been characterized as unsocial but conversation is easily carried on by leaning across " the well." Its disadvantage is, that the eye can take in but the half of a landscape; a caustic friend likened it to the Irish character which limits the vision to a one-sided view of everything.*

*We shall, however, have some observations to offer on this subject hereafter ; and especially in reference to the rough and careless way in which the roads are kept in repair ; the stones that are laid down being generally huge knobs, that must remain for a year or two before they are sufficiently broken. This method of improvement is by the peasantry sarcastically called " powder pavement." We had once a rather whimsical illustration of its advantages. Travelling post, and about to change horses, the landlord of the inn came to our carriage door, and politely informed us we must have four horses for the next stage. We answered, that we had travelled it a year before with but two. " Oh !" he replied, " but the road has been mended since then."*

*An illustration is supplied by a road in the vicinity of Cork, between the villages of Carrigaline and Monkstown. Part of it is old, and, according to the ancient plan, hilly ; to avoid a considerable elevation, a piece of new road was formed some time ago, substituting a dead flat for a steep ; but so defective is the ground-work of this new line, that all travellers avoid it, taking the hill in preference. The new work is, therefore, perfectly useless ; and will continue so until the old road has become entirely impassable.*

*To account for the absurd manner in which these old roads were laid down, it must be remembered that, generally, they were not the lines deliberately selected ; they were old foot-ways, gradually improved into some approach to the character of high-roads.*

The use of the term “Barony”—a term with which English readers are not familiar—reminds us of the necessity for briefly explaining the divisions and subdivisions of the country. Ireland is divided into four provinces. These are the remains of the petty kingdoms which the island formerly contained. According to Sir James Ware, there were most anciently but two, viz.—Leigh Cuin the northern, and Leigh Moea the southern ; and, accordingly, Bede divides Ireland into north and south Scotia. The island was, however, very early partitioned into five divisions. And Giraldus Cambrensis, in the reign of Henry II., divides it into Connaught, Ulster, Leinster, North and South Munster.—Topogr. Hibern. Distinc. 1, c. 6. Other, and it would seem more correct, authorities mention Connaught, Ulster, Leinster, Munster, and Meath.—See Ware’s *Antiq. cap. iii.* citing a MS. of the time of Edw. I. in Archbishop Usher’s library, now in Trinity College, Dublin, and the registry of Duisk. The authorities which mention these divisions, subdivide them into “Cantreds,” which seem synonymous with the Saxon hundreds, still known in England. The term cantred, though found in ancient grants even after the coming of the English, has, however, long ceased to be used in Ireland ; as Meath, also, has long ceased to be regarded as a province, East and West Meath being now counties in Leinster. The division into provinces is of little or no practical utility at the present day.

The provinces are subdivided into counties : this division was introduced by the English, in the reign of King John, who made twelve counties in Leinster and Munster, viz. Dublin, Meath, Uriel, Kildare, Catherlogh, Kilkenny, Wexford, Waterford, Cork, Kerry, Limerick, and Tipperary. The division of the rest of the island (nearly two-thirds of it in extent) into counties, was not wholly completed until nearly three hundred years afterwards, in the reigns of Mary and Elizabeth.—Stats. 3 and 4 Phil, and Mar. c. 2. Ir. ; and 11 Eliz. Sess. 3, c. 9, Ir. See the Tanistry Case in Sir John Davies’ Rep. 102, Edit. Dublin, 1762. There were originally several counties palatine, having, like those in England, jurisdictions independent of the ordinary courts of law. The rights of all the counts palatine had, however, by various means become vested in the crown, before the time of Sir John Davies, who was attorney-general for Ireland in the reign of James I., except Tipperary, which had been granted by Edward III. to the Earl of Ormond.—See case of County of Wexford, Davies’ Rep. 168, *ut sup.* But these rights, and the royalties subsequently granted in Tipperary to the Dukes of Ormond, in the reign of Charles II., were all extinguished by Stat. 2 Geo. I. c. 8, Ir. ; and there is now no county palatine in Ireland. Several of the counties have changed their names since their first institution. Thus, there is now no county called Uriel. The county formerly called Coleraine, is now Londonderry ; Thomond, is now Clare ; Catherlogh, is corrupted into Carlow, &c. As the division into counties was introduced for the purpose of holding assizes, appointing sheriffs to execute the king’s writs, &c., according to the laws of England ; so it continues to be used to the present day in all the practical details of the law in Ireland as in England.

The counties are subdivided into baronies, a division which, it would appear, was also introduced by the English—a barony, in its original meaning, being the honour and dignity which gives title to a baron, which anciently consisted of 13 knights’ fees and a quarter, or 400 merks per annum.—Jacob’s Diet., by Rufhead and Morgan, tit. Barony. But as the division into counties has long since ceased to have any connection with the titles of counts or earls, so that into baronies has no longer any reference to the dignity which it originally supported. The division into baronies and half-baronies is at present of great practical utility for various purposes, as in regulating the number of constabulary under Stat. 6 Wm. IV. c. 13 ; the levying and application of presentments under the grand jury act, 6 and 7 Wm. IV. c. 116 ; for some purposes connected with elections, Stat. 2 and 3 Wm. IV. c. 88, &c. &c. It may be mentioned, in reference to the term barony, that although manor-courts still exist in Ireland, and take cognizance of debts within their respective districts, courts baron, at least in the sense in which they are used in England, in connection with the tenure of copyhold estates, have not been in use in Ireland. Indeed, it is commonly supposed there is no such

thing as tenure by copyhold in Ireland, although a writer of high authority mentions an instance of an estate of this nature at Kilmoon or Primtestown, in the county of Meath—1 Gabbet's Dig. 445—and copyholds are occasionally mentioned in the Irish Statute Book. It may be also noticed, that there is a difference between the dignity of baron as an Irish title of nobility, and the same dignity in England. The curious in such matters will find ample matter to satisfy them in "Lynch's law and usage of prescriptive baronies in Ireland," and the work on Irish honorary hereditary offices and feudal baronies, by the same author.

The recognized ecclesiastical division of the kingdom into dioceses and parishes used by the Established Church, differs from that employed by the Roman Catholics. The division into parishes is less important for civil purposes in Ireland than it is in England. In consequence of the indisposition which existed to pay assessments made at vestries, and the difficulty of peaceably collecting them, the legislature have made various provisions to discontinue them : and the most important of the matters formerly provided by this means are now in the hands of the ecclesiastical commissioners and the grand juries ; the principal charge at present provided for at vestry, except in the county and city of Dublin, being a trifling annual assessment for parish coffins.

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A voyage to Ireland is, at present, very different from what it was, within our memory, before the application of steam had made its duration a matter of certainty, and enabled the traveller to calculate without reference to wind or tide. "The sailing-packet" was a small trader—schooner, or sloop ; the cabin, of very limited extent, was lined with "berths ;" a curtain portioned off those that were appropriated to ladies. In the centre was a table seldom used, the formality of a dinner being a rare event ; each passenger having laid in his own supply of "sea store," to which he resorted when hungered or athirst ; finding, however, very often, when his appetite returned, that his basket had been impoverished by the visits of unscrupulous voyagers who were proof against sea-sickness. The steward was almost invariably an awkward boy, whose only recommendation was the activity with which he answered the calls of unhappy sufferers ; and the voyage across was a kind of purgatory for the time being, to be endured only in cases of absolute necessity. It was not alone the miserable paucity of accommodation and utter indifference to the comfort of the passengers, that made the voyage an intolerable evil. Though it usually occupied but three or four days, frequently as many weeks were expended in making it. It was once our lot to pass a month between the ports of Bristol and Cork ; putting back, every now and then, to the wretched village of Plil and not daring to leave it even for an hour, lest the wind should change and the packet weigh anchor. But with us it was "holiday time," and our case was far less dismal than that of an officer to whom we recently related it ; his two months' leave of absence had expired the very day he reached his Irish home.

Under such circumstances, it is not surprising that comparatively little intercourse existed between the two countries, or that England and Ireland were almost as much strangers to each other as if the channel that divided them had been actually impassable.

The introduction of steam has made them, as it were, one island ; the voyage now, either from Liverpool to Dublin, or from Bristol to Waterford or Cork, is far more comfortable and less fatiguing than a journey to York ; the natural effect has been, that prejudices and popular errors are passing away from both countries, that a more just and rational estimate has been formed by the one of the other, and that a union, based on mutual interests, is rapidly cementing. The insane attempts to procure "Repeal" may retard, for a time, a consummation for which every upright British subject must devoutly wish ; but a growing intelligence and an increasing intimacy are barriers which the advocates of the measure will vainly endeavour to

break down. It is our intention to avoid, as far as possible, all irritating and party topics ; but it will be our duty to consider England and Ireland as one country—to draw more closely the ties that unite them, and to condemn, as the most mischievous of all projects, that which either contemplates or leads to separation—the inevitable consequence of a repeal of the Union. Upon this subject, therefore, we may feel bound, hereafter, to submit to our readers the results of our observation and experience.

The steam-boats that ply between the two countries have, in fact, facilitated intercourse almost as much as a bridge across St. George's Channel would have done. The elegance with which they are fitted up, the moderate fares, and the attention to comfort, in all respects, have made the journey from England to Ireland an excursion of pleasure, instead of a weary, dangerous, prolonged, and expensive voyage. But they have produced advantages of far greater import ; inasmuch as they have largely contributed to develop and increase the resources of the country, and to improve the moral and social condition of the people. Sixteen years ago, the St. George Steam Company established packets between the port of Cork and the ports of Dublin, Liverpool, and Bristol, and, more recently, of London. The value of the poor man's property immediately augmented ; previously, he was at the mercy of agents who purchased his produce at fairs, compelling him to sell at the prices they dictated, or to return with it, in many instances a distance of twenty miles. The old saying that “ the pig paid the rent ” was literally true ; and the fair-day was always the rent-day. Now, he is, himself, very frequently, the export merchant, and accompanies to England his half score of pigs, his crate of fowl, or his hamper of eggs. Hence he obtains a knowledge of men and manners : naturally shrewd and inquisitive, he looks around him as he travels along ; his curiosity is excited ; he inquires and examines, and takes back with him notions of improvement and of the profit to be derived therefrom, which he not only turns to account, but disseminates among his neighbours. As will therefore be expected, a material change for the better has taken place throughout Ireland—perceptible even in the remotest districts, but very apparent in the vicinity of sea-port towns. The peasantry are better clad than they formerly were, their cottages much more decent, their habits far less uncivilized. The very lowest class, perhaps, has not yet felt the full benefit of this movement, but every grade above that class has essentially advanced ; in all respects the people of Ireland are gradually but certainly assimilating with the people of England.

Undoubtedly this most beneficial change may be dated from the introduction of steam into commerce ; but it has been greatly promoted by other circumstances upon which we shall have to comment. In the year 1838 we made a tour in Ireland, and in 1840 another. The improvement, within these two years, was so extraordinary as almost to exceed belief : during our previous visits, we noted comparatively little alteration in the external aspect of the country or in the condition of its people, from what we had known them twenty years ago ; but, of late, the “ move forward ” has been wonderful ; and if the future progress be in proportion, the serviceable results to the country cannot be estimated at too high a rate.

Hitherto, however, although steam has so largely aided in inducing visits from Ireland to England, visitors to Ireland from England have not, in the same ratio, increased. Happily, many of the causes that produced this evil exist no longer, and others are rapidly disappearing. It will be our leading object in this publication to induce the English to see and judge for themselves, and not to incur the reproach of being better acquainted with the Continent than they are with a country in which they cannot fail to be deeply interested, and which holds out to them every temptation the traveller can need a people rich in original character, scenery abundant in the wild and beautiful, a cordial and hearty welcome for the stranger, and a degree of safety and security in his journeyings, such as he can meet in no other portion of the globe. In all our tours, we not only never encountered the slightest stay or insult, but never heard of a traveller who had been subjected to either ; and although sufficiently heed-

less in the business of locking up “ boxes” at inns, in no instance did we ever sustain a loss by our carelessness. We may add, that travelling in Ireland and the charges connected with it are so moderate, that a month at Killarney shall cost less, the journey from London included, than would be expended, during the same time, at Ramsgate or Cheltenham.

The usual routes to Ireland are either from Bristol to Cork or Waterford, or from Liverpool to Dublin. The voyage across occupies, generally, to Cork twenty-four hours, to Waterford twenty hours, and from Liverpool to Dublin twelve hours ; although it is frequently made in much less time. The shortest sea-passage is between Holyhead and Dublin, which is usually made in six hours.

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## DUBLIN

There are few cities in the world, and, perhaps, none in Great Britain, so auspiciously situated as the city of Dublin. The ocean rolls its waves within ten miles of the quays ; the bay is at once safe, commodious, and magnificent, with every variety of coast, from the soft beach of sand to the rough sea promontory, from the undulating slope to the terrific rock ; and several lighthouses guide the vessels into harbour. On one side is the rich pasture-land of Meath ; on the other the mountains and valleys of Wicklow. A noble river flows through it. Breezes from the ocean and the hills both contribute to keep it healthy. Scenery of surpassing beauty is within an hour’s walk of its crowded streets. But no description of Dublin can so aptly and pithily characterise it as the few quaint lines of old Stanihurst, who says, in tracing its origin to the sea-king Avellanus, and giving him credit for wisdom in selecting so advantageous a site—“ The seat of this city is of all sides pleasant, comfortable, and wholesome : if you would traverse hills, they are not far off ; if champaign ground, it lieth of all parts ; if you be delighted with fresh water, the famous river called the Liffey runneth fast by ; if you will take a view of the sea, it is at hand.” The subject is one of great magnitude and importance, yet there is an absolute necessity for its treatment within very limited space. We must, indeed, content ourselves with a mere enumeration of the many interesting objects to be encountered in the city ; referring the reader who designs to visit, or who requires larger information concerning it, to a faithful and excellent “ Guide to the Irish Metropolis ;” or to an admirable “ History of Dublin,” by the Rev. Dr. Walsh, to which we shall have occasion to make frequent reference.

What a glorious impression of Ireland is conveyed to the eye and mind upon approaching the noble and beautiful bay of Dublin ! It is, indeed, inexpressibly lovely ; and on entering it after a weary voyage, the heart bounds with enthusiasm at the sight of its capacious bosom, enclosed by huge rocks, encompassed in turn by high and picturesque mountains. To the south, varied into innumerable forms, are the “ Wicklow Hills ;” but nearer, rising, as it were, out of the surface of old Ocean, is the ever-green island of Dalkey. To the north, a bolder

coast is commenced by the “ Hill of Howth,” on a leading pinnacle of which stands the most picturesque of the Irish beacons ; at the other side of the promontory is seen a village, with another lighthouse, a martello tower, an ancient abbey, and a calm though now deserted harbour for so long a period the landing-place upon Irish ground.

And if the tourist will “ step ashore” at Howth, he may, before he is half an hour in Ireland, visit some of the most striking and interesting objects in the country—a ruined church, a very ancient castle, some druidic remains, a village, dignified with the name of “ town,” essentially Irish, in its half-desolate character ; and, standing beside the wall that surrounds the Bailey lighthouse, he may gaze over the wide ocean, or looking to the right, admire the beautiful scenery that borders Dublin Bay ; and on the left, the famous little island called “ Ireland’s Eye ;” beyond it the renowned isle of Lambay, and, some forty miles north of the spot on which he stands, the clearly-defined and bold outlines of the Mourne mountains. Let us first enter the ancient abbey of Howth ; and postpone our progress up the Liffey awhile, to notice its romantic history, and that of its heroic founders, whose descendants still hold the lands they won with their swords ; retaining for above six hundred years the property they acquired, “ without increase or diminution”—and, observes Dr. Walsh, “ we may also add, without improvement or alteration.” The abbey, or rather church—for of its monastic rank there are no authentic proofs—is dedicated to the Virgin, and is said to have been erected by the St. Lawrences early in the thirteenth century : here, from time to time, the mortal remains of the “ bold barons” have been laid, and the aisles are crowded with relics that bear records of their prowess. The church like many of the sacred edifices erected in “ troublous times,” was constructed for defence as well as for purposes of religion. It is defended by a battlemented rampart, which on one side impends over the sea, and on the other over a deep fosse. Of the ancient “ college” there are some remains—a hall, a kitchen, and a few cells ; until lately they afforded shelter to several poor families. The ruins of another building—a small oratory dedicated to St. Fenton—exist a little to the west of the castle. The castle, for so many ages the residence of the noble family, retains but little of its original character. It has been altered at various periods, according to the wishes or wants of its proprietors, and with far more regard to convenience than to architectural skill and beauty.

“ Ireland’s Eye” is a small island, about a mile from the northern shore of Howth ; in the centre of which is the ruin of a church dedicated to St. Nesson. The church was very small, about twelve feet by twenty-four in the interior ; the walls, composed of rough pebbles and fragments of flint, give evidence of the most remote antiquity. There are no traces of windows ; and a great peculiarity in its structure is, that the porch and belltower are at the east end ; this porch is vaulted—the arch (semicircular) is composed of squared blocks of that description of stone called calpe, which is said to be almost peculiar to the district of Dublin, and must have been brought from the mainland the stones are regularly arranged and well cemented.

We return to the Bay ; and leaving to the left the pretty island of Dalkey, enter the channel, between two huge sandbanks, called, from the perpetual roaring of the sea that rolls over them, “ the Bulls,” north and south. But the place of ordinary debarkation is Kingstown, formerly Dunleary, which received its modern name in honour of His Majesty George the Fourth, who took shipboard here on leaving Ireland in 1821. To commemorate the event of the king’s visit, an obelisk was erected on the spot where he last stood, with an inscription setting forth the fact. The harbour of Kingstown is safe, commodious, and exceedingly picturesque. From the quay at which the passengers land, the railway carriages start, and convey passengers a distance of seven miles, in about twenty minutes, to the terminus, within a few hundred yards of the centre of the city ; leaving to the right a long and narrow range of stone-work, known as the South Wall, which runs for above three miles into the sea, and nearly midway in which is an apology for a battery, called “ the Pigeon-house,”—but keeping



in sight all the way the opposite coast, speckled with villages, and beautifully varied by alternate hill and dale.

The stranger cannot fail to receive a most agreeable impression of Dublin, no matter in what part of it, out of the mere suburbs, he chances to be set down ; for its principal streets and leading attractions lie within a comparatively narrow compass ; and his attention is sure to be fixed upon some object worthy of observation—to be succeeded, almost immediately, by some other of equal note. If he arrive sea-ward he will have fully estimated the magnificence of the approach, which nature has formed, and which art has improved ; and there is scarcely one of the roads that conduct to it, on which he will not have journeyed through beautiful scenery, and obtained a fine view of the city as he nears it. But we must place him, at once, nearly in its centre—upon Carlisle Bridge ; perhaps from no single spot of the kingdom can the eye command so great a number of interesting points. He turns to the north, and looks along a noble street, Sackville Street ; midway, is Nelson’s Pillar, a fine Ionic column, surmounted by a statue of the hero ; directly opposite to this is the Post-office, a modern structure built in pure taste ; beyond is the Lying-in-Hospital and the Rotunda ; and, ascending a steep hill, one of the many fine squares ; to the south, he has within ken the far-famed Bank of Ireland, and the University ; to the west, the Four Courts—the courts of law — and the several bridges ; to the east, the Custom-house, a superb though a lonesome building, and the quays. Towering above all, and within his ken, wherever it is directed, are numerous steeples, of which no city, except the metropolis of England, can boast so many. In fact, nearly all the great attractions of Dublin may be seen from this single spot.

The Liffey is crossed by no fewer than nine bridges, within a distance of little more than three miles. One of the most remarkable of these, the “ Barrack Bridge,” was formerly called the Bloody bridge ; tradition traces its ancient title to a sanguinary conflict fought in its vicinity A.D. 1408, between the native Irish, led by a chieftain of the O’Kavanaghs, and the army of the Pale, under the command of the Duke of Lancaster, who was mortally wounded in the encounter. The erection of a grand Gothic gateway the entrance to the “ Military Road” gives to the bridge a peculiarly striking character, and restores it to the olden time.

The public charities of Dublin are very numerous, and almost as varied as the ailments and wants of human-kind. It is to-day as it was many centuries ago, when old Stanihurst, writing of the city, says, “ What should I here speake of their charitable almes, dailie and hourlie expended to the needie !” There are hospitals for the diseased and aged ; asylums for the blind, the insane, the destitute ; societies to assist the “ stranger,” the industrious, and the “ unfortunate ;” fever hospitals, lying-in hospitals, dispensaries, schools for the instruction of the deaf and dumb in short, benevolent and charitable institutions are almost as numerous as the streets ; and nearly the whole of them are supported entirely by voluntary contributions. We have frequently had occasion to observe that nothing renders a native of Ireland, of any grade, more wretched than *having nothing to give*. The people are essentially charitable ; one can hardly enter a house where the ladies, young and old, are not engaged in the promotion of some plan for the relief of their fellow-creatures. They bestow quantities of food and clothing, and are truly zealous of good works. The sums expended in private charity, considering the limited means of the expenders, is astonishing ; they are ever anxious to relieve, even beyond their means, the wants of others. “ Fair beggars” attack on all sides, to claim aid for some favoured charity or distressed family ; and no city in the world can better sustain or better manage charitable institutions than Dublin.

Institutions for promoting science, literature, and the arts, are far more limited ; first in rank and in utility is the “ Dublin Society,” occupying Kildare House, purchased in 1815, from the Duke of Leinster, for £20,000—a noble mansion, “ long celebrated as one of the most splendid private residences in Europe.” The society originated in the meeting of a few

eminent men in 1731 ; in 1749 it received a charter of incorporation, as “ The Dublin Society for promoting husbandry and other useful arts.” That great benefit has been derived to Ireland from the exertions of this institution is undeniable. To the Botanic Garden we shall refer presently ; its museum contains a rare and almost perfect collection of the natural productions of the country ; its schools have been rendered valuable auxiliaries for the spread of information ; and it has been eminently successful in carrying out the object for which it was established—in “ promoting husbandry and the useful arts.” Next in importance, is the Royal Irish Academy, incorporated in 1786, “ to promote the study of science, polite literature, and antiquities.” The society possesses an extensive library, consisting chiefly of “ Transactions” of foreign societies and of books relative to Ireland—a subject to which, very properly, its attention is principally directed ; premiums are given, occasionally, for successful essays, and the volumes of its “ Transactions” contain a vast mass of important and valuable information upon a variety of subjects—abstract science, polite literature, and the antiquities of the country. The most valuable part of the “ Transactions” (of late years), however, are the papers on purely scientific subjects—viz., mathematical and physical ; these contain more that is “ new,” and hold a higher rank than the publications of any similar body in Europe. A museum is attached to the institution, which contains a collection of rare and interesting Irish relics. The “ Natural History Society,” which consists chiefly of younger gentlemen labouring for the acquisition of knowledge, has already formed a museum of great value.

“ The Royal Hibernian Academy,” was chartered in 1823, for the promotion of the fine arts. It consists of fourteen academicians and ten associates. The members possess a noble and spacious building in Abbey Street, erected for them by the late Francis Johnston, Esq., architect ; the munificent artist having given them a lease of it for ever, at the annual rent of five shillings.

The Royal Irish Academy and the Royal Hibernian Academy receive, each, a grant of £300 per annum from Parliament ; we have shown how the former expend it, but truth forces the admission that we have not been enabled to ascertain its advantageous employment by the latter. In Ireland, indeed, the Fine Arts have made but little progress ; until of late, there was no effort to extend their influence ; and for recent beneficial changes, Ireland is not indebted to the “ Royal Hibernian Academy.”

Before quitting this branch of our subject, we must briefly describe the *edifice* occupied by the National Board of Education. The advantages derived from its establishment we shall refer to in a future page, when treating of the educational institutions of the Irish metropolis.

The building is situated in Marlborough Street, from which it is separated by a handsome iron palisade, on a granite base, broken in the centre by two massive Doric lodges. The principal front consists of two buildings, arranged symmetrically, with an opening in the centre. They are faced with granite, and present each a plain but elegant Grecian facade of eighty-eight feet, having a small hexastyle portico over the principal entrance.

Of these buildings, that to the right contains the board-room library, apartments of the resident commissioner, and the official establishment ; while that to the left is devoted to the training of teachers for primary schools. About two hundred receive instruction at one time, the course occupying six months, making a total of four hundred persons trained up each year ; of these, three hundred are supported by the Board during their stay.

At the distance of 60 yards in the rear are seen the model schools ; of these, the centre building only is ornamented. It consists of a dipteral portico inantis, surmounted by an octagonal bell tower. The male school is to the right ; the principal room (or school hall) is 80 feet long, by 50 wide, and 25 feet high ; it is calculated to accommodate six hundred pupils.

The female school (to the left) accommodates four hundred girls ; the school hall is 61 feet long, by 50 wide. The infant school (in the centre) is 60 feet by 30, and accommodates three hundred children. The system pursued consists of a combination of the monitorial and simultaneous methods, for both of which ample means are provided. In the rear of each school is a large paved exercise-ground, furnished with gymnastic apparatus, and surrounded by gardens. These schools are made subservient to the training of teachers for primary schools, who, after receiving morning lectures from the professors, spend a portion of each day in learning the practice of teaching.

“ Hotels” are to be encountered in all the fashionable streets ; the majority of them are exceedingly well conducted, and upon a very liberal scale. The most popular, perhaps, is “ Gresham’s,” in Sackville Street; but the old establishment of “ Morrison’s” sustains its reputation for comfort, attention, and moderation of charges.

The Theatre in Hawkins Street is, and has long been, under the able and efficient management of Mr. Calcraft. It is an elegant building, erected in 1820, by Samuel Beasley, Esq.

The immediate vicinity of Dublin, in all directions round the city, is of great interest and beauty. The banks of the Liffey, from the quays to a considerable distance beyond Leixlip, and into the county of Kildare, are highly picturesque ; the natural luxuriance of the soil has been improved by taste and cultivation, and stately mansions and graceful cottages crown the heights of the green hills by which the river is everywhere bordered. The Phoenix Park will be taken in this route, for the public road runs directly under it. In the park is the residence of the Viceroy ; and where, of late years, the representative of the sovereign, in Ireland, has constantly resided, being more healthful, agreeable, and convenient than the “ Castle.” “ The Lodge,” as it is called, has little pretensions to magnificence. The park contains about 1,000 acres, admirably laid out ; the trees are finely grown ; it is “ kept” with exceeding care ; and is deservedly classed foremost among the public promenades of Great Britain. Dr. Walsh, indeed, who has visited nearly every continental kingdom, does not hesitate to say that, “ viewing all the particulars which should distinguish a place set apart for public recreation, the Phoenix Park, on the whole, would not suffer on comparison with any other in Europe.”

Nearly at the entrance from the city is a huge heap of stones, dignified by the title of “ The Wellington Testimonial,” as ungainly and ungraceful an example of bad taste as the kingdom could supply ; and on the Kildare side is an erection equally unmeaning a tall Corinthian column, surmounted by a Phoenix. The Zoological Society have their gardens within the park, a portion of it having been allotted to them in 1830, by his Grace the Duke of Northumberland, then Lord Lieutenant.

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