

Ireland Traveller Guide 1825

An Historical Guide to the City of Dublin, Illustrated by Engravings, and a Plan of the City

George Newenham Wright

1825

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Packets To Dublin

STEAM-PACKETS FROM LIVERPOOL,—viz. the city of Dublin Steam-Packet Company's Office, No. 18 Water-street ; the *St. George Company's Office*, 19 *Water-street* ; and the Dublin and Liverpool Steam Navigation Company's Office, No. 10 Water-street. The vessels connected with the fct mentioned office, are—

The *Hibernia*, of upwards of 300 tons, with two engines of 70 horse power each, launched in 1825. This vessel carries passengers only.

The *City of Dublin*, 300 tons, with two engines of 65 horse power each, carrying passengers and merchandise.

The *Town of Liverpool*, of the same tonnage and power as the City of Dublin, also carrying passengers and merchandize.

A new vessel of the same tonnage and power as the *Hibernia*, called the *Britannia*, will shortly commence sailing between Liverpool and Dublin ; and it is intended that one or other of these two should sail from Liverpool every evening (Sundays excepted) at 8 o'clock.

The City of Dublin and Town of Liverpool, sail alternately every Tuesday, Thursday, and Saturday, at 8 o'clock in the evening. The cabin fares in all these vessels, are one guinea each person, and 2s. 6d. for the steward. The fare in the steerage is half a guinea each, and on the deck 5 shillings. Children under ten years of age, half-price. A four-wheeled carriage is charged 3 guineas, a two-wheeled carriage 2 guineas, horses 2 guineas each. (No charge for shipping or landing the above.) Passengers are landed at the Custom House Quay, Dublin ; from whence, hackney-coaches or jaunting cars may be had to any part of Dublin. The office in Dublin for these packets, is at No. 17, Eden Quay.

The vessels connected with the office of St. George's Company, are.

The *St. George* of 300 tons, with two engines of 60 horse power each. This sails for Dublin every Monday, Wednesday, and Friday, two hours before high-water, and lands her passengers at Kingstoun Harbour, from whence they are conveyed to Dublin, free of expense ; or, should the tide and weather permit, they are landed at the Custom House Quay in Dublin.

The *Emerald Isle*, of 400 tons, with two engines of 75 horse power each, sails for Dublin every Saturday, landing her passengers at Kingstoun Harbour, from whence, to Dublin, they are conveyed free of expense.

Two fine new steam packets, called the *Lord Blaney* and the *St. Patrick*, will shortly be started by the St. George Company, between Liverpool and Dublin. Office in Dublin, No. 2, Lower Abbey-street.

The fares in the above vessels are exactly the same as those of the City of Dublin Steam-packet Company, and therefore need not be repeated here.

The third office, that of the *Dublin and Liverpool Steam Navigation Company*, has three vessels, the *Liffey*, the *Mersey*, and the *Mona* ; one of these sails every day for Dublin, except Sundays. carrying passengers and merchandize, and landing at the Custom House Quay, Dublin : the fares are the same as those of the two former-mentioned companies. Office in Dublin, No. 12, Eden Quay.

PACKETS FROM HOLYHEAD.—The present Post-office packets are the *Harlequin*, the *Cinderella*, and the *Aladdin*. One of these sails every morning at half past six, or thereabouts, having sometimes to wait a short time for the Chester mail. The vessels come close up to the quay, allowing passengers to go on board without having need of small boats ; and the cabin fares are one guinea, with 2s. 6d, to the first steward, and one shilling to the second. The steerage fare is five shillings each. Servants half price.

The Post-office packets land the mail and passengers at Howth harbour, situated seven miles from Dublin, where a stage coach is always waiting their arrival to convey passengers to Dublin, and a mail coach, for the mails, and those passengers who are quick enough to avail themselves of it. The charges by these coaches are 3s. 6d, each person.

Besides these there are commonly a number of jaunting cars in waiting, the drivers of which will undertake to carry from four to six persons, with their luggage, if not bulky : with these it will be necessary for the traveller to make a bargain for the cost of the journey to Dublin, and he must not be surprised at being asked considerably more than will ultimately be taken. Strange as these vehicles appear to the eye of the traveller, he will find them, in good weather, a very pleasant conveyance to the city.

Travellers wishing to stay at Howth to rest after the fatigue of the voyage, will find an excellent hotel there, kept by Mr. McDowell ; who can supply them with capital post chases to Dublin.

PACKETS FROM BRISTOL—Since the establishment of steam-packets, numbers of travellers have annually visited Dublin by way of Bristol. There are at present, two vessels on this station, the *Emerald Isle*, and the *Palmerston*.

The *Emerald Isle*, of 400 tons and two engines of 75 horse power each, sails for Dublin every Wednesday, two hours before high water, carrying passengers only. The fares are in the cabin 2½ guineas, steerage 1l. 11s. 6d., and deck 15s.; a four-wheeled carriage 6 guineas, two-wheeled do. 4 guineas, horses 4 guineas each, and dogs 7s. 6d.

The *Palmerston* of 180 tons, with two engines of 45 horse power each, leaves Bristol every Tuesday, carrying passengers only, and landing at Sir Jonn Rogerson's Quay, Dublin. The fares for passengers, carriages, &c. are exactly the same as those of the *Emerald Isle*. The agent for both these vessels in Bristol is Mr. R. Smart, No. 1. Quay Head ; and in Dublin, for the *Emerald Isle*, H. Hayes, No. 2, Lower Abbey-street ; and for the *Palmerston*, C. and R. Elliott, Sackville-street.

GENERAL OBSERVATIONS

SUPPOSING the traveller to have arrived at any of the ports mentioned above, on his way to Dublin, his first care should be to secure his berth, as, from the great number of passengers constantly going and returning, he may otherwise have to take up his quarters on the cabin-floor. At the respective offices, he will always find a plan of the vessels, with the berths numbered, and on making his selection and paying his fare, he will receive a ticket, which he should be careful in preserving, as it will be asked for again before he leaves the vessel.

Some years ago, when only sailing packets were on these stations, the cares of the tourist were further increased by his having to supply himself with provisions for the voyage, which it was always difficult for him to do properly, as he could not calculate on the probable length of its duration ; but the great certainty with which steam-packets now make their voyages and the excellent accommodations, both as to provisions, and wines, spirits, &c., have now rendered this unnecessary, and he will find every thing he can want on board. Supplied at moderate charges. Ladies are now, for the most part, waited upon by female stewards, who have become as inured to the sea as the sailors themselves.

The changing of money, whilst only paper was in circulation, was another great inconvenience which is now also very nearly done away with. The notes of the Bank of England were current in Dublin, but their precise value was not fixed, as it varied sometimes above, sometimes below, and at other times was exactly at par, which was $8\frac{1}{2}$ per cent, or 21s. 8d. for the English pound. Sovereigns having now taken the place of paper, and English coinage having been ordered by government to be received always at par in Ireland, the only thing the traveller now has to care for is, that he should receive 21s. 8d. Irish money for his sovereign, 5s. 5d. for his crown piece, 2s. 8 $\frac{1}{2}$ d. for his half crown, and 1s. 1d. for his shilling, and that he should bear this in mind in making his payments in Ireland. Even this will shortly be done away with, at the currency of England and Ireland is ordered by government to be assimilated early in the ensuing year, and the coinage will then be the same.

The detention at Custom-houses, and the searching of the luggage of passengers was another grievance, peculiarly disagreeable after the fatigues of a sea voyage : this is now quite removed, since the taking off of the cross-channel duties, and the passenger may land at once without delay. Officers have still the power, however, to inspect the luggage, if they suspect any thing contraband to be concealed in it. To the experienced traveller, it is not necessary to recommend to keep an account of, and a good look-out after his packages, &c.

It would be an ungracious office, where there are so many good hotels as in Dublin, to select any for recommendation before others ; a list of the principal of them is here given, leaving the traveller to make his own choice. He will find civility and moderate charges in all of them.

HOTELS IN DUBLIN.

Arthur Morrison.....	Dawson-street.
Thomas Gresham.....	2, Upper Sackville-street.
William Tuthill.....	51, Dawson-street.
Christopher Bilton.....	51, Sackville-street.
Peter Dunne.....	19, Do.
William Ryland .. .	45, Do.
Martin Ryan.....	164, G. Britain-street.
Michael Hynes.....	46, Capel-street.

Garret Cavanagh..... 24, Stephen's green.
 Joseph Dollard..... 2, Bolton-street.
 Patrick Dwyer..... 51, Exchequer-street.
 Henry Mac Ardell..... 41, Do.
 Alexander Dempster..... 25, Bride-street.
 Patrick Coyle..... Essex-street.
 Matthew Crosbie..... 14, Sackville-street.
 Thomas Macken..... 12, Dawdon-street.
 William Heron..... Portobello.
 Joseph Abbot..... 67, Dawson-street.
 Ann Mitchell..... Bridge-street.
 John Corbally..... 16, Boot-lane.
 Edward Oxford..... 38, Kildare-street.
 George Elvidge..... 28, Frederick-street.
 Andrew Farrell..... 1, Dorset-street.
 George Jones..... 17, Sackville-street.
 Sarah Wilson..... 97, Capel-street.
 Francis Jones..... 47, Dawson-street.
 James Meade..... 6, Bolton-street.

PERAMBULATIONS OF DUBLIN

Or Guide to all the Principal Public Buildings, Squares, Streets, and other objects which are deserving of the attention of Visitors to the City of Dublin, The Four Perambulations traced out for the Stranger, may be performed in four days, or in a shorter space if his time be limited : but will admit of being dwelt on much longer should the convenience of the Tourist admit.

THE VISITOR is here supposed to reside in Sackville-street, where there are several excellent hotels, but the directions are equally applicable should he happen to lodge in Dawson-street, another avenue well supplied with good hotels, Of any of the leading streets.

FIRST PERAMBULATION.— Let the Visitor, in Sackville-street, direct his attention to the great extent of this noble avenue, the splendor of the houses, formerly the mansions of the Irish nobility. Nelson's Pillar, the Post-office, the Dublin Institution, the Club-house, the Friendly Brother's-house, the Medical-hall, &c. : at the north end of the street see the Rotunda-rooms, and Lying-in-hospital. Passing down Great Britain-street, turn on the R. up Granby-row, into Palace-row, see here Lord Charlemont's town residence, containing some valuable paintings, &c. ; then proceed up Gardiner's-row, by Belvidere-house, into Gardiner's-place, and thence into Mountjoy-square ; afterwards down Gardiner-street, to the Custom-house, which is seen standing at the termination of this fine vista. Having visited the Long-room in the Custom-house, the stranger should next inspect the Docks and Stores, from whence there is a delightful ride or walk along the North Quay to the Light-house.—Returning by the same beautiful promenade pass the front of the Custom-house, and reaching Marlborough-street, pass up to its intersection with Abbey-street, then turn to the L. opposite to the Wesleyan Chapel, and visit the Royal Hibernian Academy of Arts, and so return to Sackville-street.

SECOND PERAMBULATION.— Crossing Carlisle-bridge, pass down Westmorland-street, see on the R. the splendid portico of the Bank, which was formerly the principal entrance to the House of Lords : on the L. is the College, fronting College-green, in the centre of which is seen the equestrian statue of William III. Passing by the College proceed up Grafton-street,

where on the L. is the Provost's-house , and, opposite, the Royal Irish Academy. The first turn on the L, is Nassau street ; which conducts by Leinster and Clare streets, to Merrion-square, where on the W. side is a fine view of Leinster-house and Lawn ; and at the angle formed by the W. and S. sides, there is an extensive view terminated in the distance by St. Stephen's-chapel ; advancing thither, Fitzwilliam-street is met, oft the R., which leads to a small but pretty area called Fitzwilliam-square. Passing; along the E. and S. sides, turn on the L. into Pembroke-street, thence into Leeson-street, turning to the R. ; then the noble square called Stephen's-green is reached. Here, on the S. side, is Mr. Whaley's noble mansion, distinguished by a Lion couchant over the portico ; and on the W. Surgeons'-hall, at the corner of York-street. The first turn on the N. is Dawson-street, here see the Mansion-house, and St. Anne's Church ; and turn on the R. into Molesworth-street, at the end of which, but in Kildare-street, stands the Royal Dublin Society's-house, formerly the palace of the Duke of Leinster ; the L. conducts by the Kildare Club-house, into Nassau-street, and on the L. again by Morrison's Hotel into Grafton-street ; crossing which, and passing down Suffolk-street, visit St. Andrew's, usually called the Round Church, and turning to the R. down Church-lane, cross by King William's Statue into Foster-place, whence a lane at the rear of the National Bank leads into Fleet-street, which communicates with Aston's Quay by Price's Lane. On the L. here is the Iron-bridge, and on the R. Carlisle-bridge, which brings you to Sackville-street again.

THIRD PERAMBULATION.—The extreme end of Sackville-street is crossed by Great Britain-street, which conducts, in front of the Lying-in-hospital, by a long avenue, to Capel-street. Simpson's Hospital was passed on the R. Nearly opposite to the termination of Great Britain-street, in Capel-street, is Little Britain-street, which opens to the Fruit Market, and on the R. to Green-street, where are Newgate, the Sessions House, the Marshalsea, and the Sheriffs' Prison. Passing up Green-street, turn to the L. down King-street-walk ; on the R. Linen-hall street leads to the Linen-hall, and on the L. is Anne-street, where there is a very beautiful Roman Catholic chapel. Proceeding again by King-street, pass Smithfield, the great Cattle Market, and arriving at St. Paul's Church, turn on the L. down Blackhall-place to the Blue-coat-hospital, fronting a noble avenue, Blackhall-street ; cross the front of the Hospital, and pass down Wood-lane into Barrack-street, turn to the R. and see the Royal Barracks ; thence up Barrack-street, Phoenix-street, to the Phoenix-park, where are the Wellington Testimonial in front, and the Royal Infirmary on the R. : and drive to the Lord Lieutenant's Lodge and Phoenix Column. Return to town by the *North Circular road* (the approach by which his Majesty was conducted to visit the city), down Eccles-street and Temple-street, and passing George's Church, at the end of Upper Temple-street, turn to the R. into Rutland-square, and so back to Sackville-street again.

FOURTH PERAMBULATION.—Passing over Carlisle-bridge and down Westmorland-street, turn on the R. into College-green, where are, on the R. the Bank of Ireland, on the L. the Royal Arcade, and farther on the R., the Commercial Buildings. Shortly after Dame-street is entered : the second turn on the L. is Palace-street, which communicates with the Lower Castle-yard, where are the Chapel, the old Treasury, &c.; the arch-way on the top of the hill on the R. leads into the Upper Castle-yard. The great gate on the R. leads into Castle-street ; on the R. stands the Royal Exchange, on the L. Newcomen's Bank (now closed), and in front is Cork-hill. Turning to the L. up Castle-street, proceed to its intersection with Werburgh's and Fishamble streets, and see to the R. the old Cathedral of Christ Church. Then turn on the L. into Werburgh's-street, pass St. Werburgh's Church on the L., advance to Bride-street, pass St. Bride's Church on the R., and the second turn on the R. leads to St. Patrick's Cathedral ; from the grand entrance turn on to the L., and then the first street on the R. (the Cross Puddle), leads to the Coombe, see the Weaver's Hall on the R. and St. Luke's Church on the L. Meath-street on the R. conducts to Thomas-street ; turn to the L., pass St. Catherine's

Church, and proceed onward to the Obelisk, see St. James's Church on the R. ; here James-street on the L. leads to the Foundling Hospital, and Bow-lane ; on the R. to Swift's, Steevens's, and the Royal Hospital. After visiting the last-mentioned place (the residence of the Commander of the Forces), return through the Hospital-fields, on the bank of the river Liffey, and reach the Quay Walls by the beautiful castellated entrance at Barrack-bridge. Advance towards the mouth of the river, along Usher's Island, pass Moira House, now the Mendicity Society, proceed by either side of the river, and visit the Four Courts, finely situated on the Inns' Quay. Then, still pursuing the bank of the river, pass Essex-bridge, Iron-Bridge, see the Merchants' Hall on Aston's Quay, find arrive at Carlisle-bridge and Sackville-street once more. In the course of these four perambulations, the stranger will have an opportunity of viewing every important or interesting object in the city.

After satisfying his curiosity in Dublin, should time permit him to extend his tour in the country, the tourist will find much to interest, amuse, and astonish him.

A few days tour in the adjoining *County of Wicklow*, would amply repay him, by views of the finest scenery of Ireland.

The *Lakes of Killarney*, situated about 200 English miles from Dublin, have, for a long period, attracted travellers from all parts of the empire, and are well worthy attention.

The stupendous work of nature, the *Giant's Causeway*, in the north of Ireland, has long been considered one of the most interesting sights in the world ; and travellers who wish to return by way of Scotland, will lose but very little time by visiting it. To go back by Scotland, the tourist must go to Belfast, from whence packets sail several times a week for Greenock and Glasgow. A mail-coach leaves Belfast for Donaghadee every morning on the arrival of the Dublin mail, and from thence the traveller may go to Port Patrick, by the recently-established Post-office steam packets, in two or three hours.

Belfast is 100 English miles from Dublin, and the Giant's Causeway is about 60 English miles north of Belfast to which town the traveller must again return.

To these three principal pleasure tours in Ireland guides may be had, written by the author of the following sheets, in which every thing of interest is pointed out, accompanied by several views of the most remarkable scenery. For particulars of these guides, see the advertisement at the end of the volume.

Having thus pointed out to the tourist the parts of the country most likely to interest him, the following routes are annexed, to conduct him to Cork, Belfast, or Donaghadee, as the places from which he is most likely to embark on taking leave of Ireland.

Route from Dublin to Cork

1. *through* Clonmel. From Dublin

To Rathcoole — Naas — Kiklcullen — Athy — Castlecomer — Kilkenny, — Callan
— Clonmel — Clogheen — Kilworth — Fermoy — Rathcormuck—Cork

2. *through* Cashel. From Dublin

To Athy — Stradbally — Abbyleix — Durrow — Johnstown — Littleton — Cashel
— Caher — Michelstown — Fermoy — Rathcormuck — Cork

NAAS, the County-town of Kildare, is situated on a branch of the Grand Canal, has a barrack and strong jail, and a population of 3,073 persons, with 547 houses. Near Naas are the ruins of Jigginstown Castle, built by the unfortunate Earl of Strafford.

ATHY, an ancient borough-town, is pleasantly situated on the river Barrow, and contains a population of about 5,000 souls : near it are the ruins of some religious establishments of very early foundation.

CASTLECOMER is a neat village, much improved by the protection and bounty of the Countess of Ormond, who constantly resides at her beautiful seat near that place. Its population amounts to 1,000 souls.

KILKENNY contains some splendid monastic remains. The Cathedral Church of St. Canice, with its many ancient tombs ; the Black Abbey and St. John's ; and the noble castle of the Marquis of Ormond, hanging over the river Nore, are all deserving of the traveller's notice. There is a gallery of paintings in Ormond Castle, and some well-executed tapestry was preserved there. The College of Kilkenny has a deservedly high character as a Classical Seminary. The population of the county of the city of Kilkenny amounts to 23,230 souls. The staple manufacture is blankets.

CLONMEL is a flourishing town, advantageously situated on the noble river Suir, by which a brisk trade is carried on with Waterford ; part of the town is in Tipperary, and part in Waterford county. The population is returned at 15,590 inhabitants. Here are several Charitable Institutional Schools, Asylums, and Hospitals ; and near it is Knocklofty, the seat of Earl Donoughmore.

The town of FERMOY, the creation of the enterprising Mr. Anderson, is prettily situated on the river Blackwater. The streets are wide and regular ; the houses well built, and there are extensive barracks here, and a pretty church. The mansion of the founder is seen on the river side in a sheltered situation. . Here is a classical school of character, and an extensive brewery and corn stores. The population amounts to 6,702.

The City of CORK stands on an island in the river Lee ; the county of the city contains 22 parishes, either whole or in part, with 100,658 inhabitants, and 12,202 houses. It has many charitable and useful Institutions, a Foundling Hospital, several Charity Schools, a Literary Institution, a Cathedral (St. Finibar's), a Theatre and Assembly Rooms ; the Commercial Buildings, a handsome modern structure, to which a good Hotel is attached ; the Exchange, an old building; some good streets, the Mall particularly, and a pleasant walk, the Mardyke Parade. The new jail is also handsome. Cork has always been a place of much commercial importance, owing to its harbour, called the Cove of Cork, seven miles below the city ; here is a natural Basin of deep water, capable of floating the whole British Navy, completely land-locked and guarded at its narrow entrance by strong batteries. This was the port which Lord Minto prophesied was to become the emporium of Europe, if the union of Ireland with Great Britain should be accomplished. Steam-boats sail from Cork to Cove every day, by Black-rock and Passage, between sloping hills highly cultivated and beautified by elegant seats both of the retired merchants and the county gentry, who have gathered from the interior to those very beautiful Marine Villas.

The principal places on the Cashel-Line are, Cashel, Caher, and Michelstown. The first is famous for the noblest collection of ruins in Ireland, boldly situated on a lofty rock.

CORMAC : The chapel is of a very early date. There is a new Cathedral here, and a Charter School for 66 boys. The population amounts to 5,974 souls.

CAHER is an improving town, having a handsome new Church and R. C. Chapel. Lord Glengall resides here. There is a spinning-school in the Market house. The population is 3,288 persons : the number of houses 536.

MITCHELSTOWN is remarkable for a range of buildings called Lord Kingston's Charities, and his Lordship's residence adjacent to the town : it contains about 4,000 inhabitants.

Route from Dublin to Belfast and Donaghadee.

Old Road

Drumcondra — Swords — Man of War — Balruddery — Balbriggan — Gillingstown — Drogheda

New Line. Dublin to

Finglass — Ashbourne — Duleek — Drogheda — Dunleer — Castle Bellingham — Lurgan Green — Dundalk

Newry — Lough brickland — Banbridge — Dromore — Hillsborough — Lisburn — Belfast

Belfast to Donaghadee

From Belfast To Newtonards
Newtonards to Donaghadee

The New Line passes through a bleak country ; there is a comfortable inn with post-horses, at Ashbourne, but no village. Duleek on the Nanny-Water, is a small village : near it is the seat of ——Garnet, Esq.

DROGHEDA is an old walled town, and one of the gates is in good preservation. It stands on the river Boyne, and is partly in Meath, and partly in Louth Counties. It has a tolerable trade, about 3,500 houses, and 18,000 inhabitants. Here is a handsome Church, St, Peter's, a good Market-house, Exchange, Mansion-house, Assembly Rooms, &c. Two miles from this town the famous battle of the Boyne was fought, at Oldbridge, where an Obelisk stands to commemorate the victory : there is an agreeable ride along the banks of the river towards this spot.

CASTLE-BELLINGHAM is a pretty village, containing a population of about 600 souls, and is remarkable for the Ale Brewery.

DUNDALK, the county-town of Louth, is a large busy town, containing 1,500 houses and 10,000 inhabitants. Lord Roden has a mansion here, and the Court House is one of the most chaste specimens of genuine Grecian architecture in the kingdom. Excellent accommodation for travellers to be had here. A Classical School of very high character is established at this place.

NEWRY is a neat Borough and Market Town, in the Lordship of Newry, seated on the Newry water, and having a communication with Lough Neagh by means of the Newry Canal.

The population of the Lordship is 10,186, and of the town 7,470. There is a pleasant excursion hence to Rosstrevor, a picturesque watering-place upon Carlingford Bay. Here are many beautiful demesnes and lodges let during the summer season. There are good Inns and accommodation for travellers at Newry, and cars for hire to make excursions to Rosstrevor and the mountain scenery in the vicinity.

The town of HILLSBOROUGH, containing 207 houses and 1,428 inhabitants, is extremely neat and well situated. Here is the splendid mansion of the Marquis of Downshire, and a Church remarkable for its three steeples, the central one being about 180 feet in height ; within are some specimens of stained glass. There is a good inn at this place.

LISBURN, in the County Antrim, is deserving the appellation of a very interesting town : it is well built, well situated, has rather an English character, prettily laid out Public Gardens, a handsome Church with a steeple and spire : considerable trade is carried on here : the population is 4,684.

BELFAST, the most commercial town in the province of Ulster, contains about 40,000 inhabitants. It is chiefly the Estate of the Marquis of Donegal. The streets are wide and regularly disposed. There is one handsome Square, a Church and a Chapel of Ease, and numerous Meeting-Houses. The Academic Institution is a Seminary of very rising reputation. The Belfast Academy is a school of established character. The public buildings, with few exceptions, are of brick. There is a tolerable Theatre, Commercial Buildings, and an admirable Reading Room, an old Exchange, . Workhouse, Infirmary, &c. Private Banks, good Hotels, Steam Packets to Lirerpool and Glasgow, conveyances of various descriptions to the scenery of Antrim coast and the county of Down. There are also two Newspapers supported here. In the neighbourhood are the curious caverns in Cave Hill, and an excursion along the margin of Belfast Lough may be made with advantage on a tour to Cave Hill. The river Logan rather runs by than through the town, and is the boundary between the Counties Antrim and Down : it is an insignificant river. Belfast is not the countv-town, bong of modern origin. Carrickfergs, seven miles distant on the northern side of Belfast Lough, still continues the Assize town of Antrim. The castle of Carrickfergus is an interesting object; it is very well preserved.

The Mail proceeds every morning from Belfast to Newtonards, thence to Donaghadee, and is conveyed to Portpatrick in Steam-boats.

ANCIENT HISTORY

OF

THE CITY OF DUBLIN.

THE city of Dublin anciently stood on the south side only of the river Anna Liffey, an inconsiderable stream, and not far from Dublin Bay. The name Dublin is derived from Dub-leana, “ the place of the black harbour ;” and the name of the river from Auin Louiffa, “ the swift river,” being merely a mountain torrent. Mac Turkill, the Dane, erected a residence on the northern side of the river, which was called after the invaders Eastmantown, since corrupted into Oxmantown ; but he afterwards removed to the southern side. In 1172 and 3, Henry II. erected a temporary palace near the site of St. Andrew’s Church, where he entertained the Irish princes, and received their promise of submission to be governed by the laws of England, and held a parliament at the same time. — Thirty-seven years after, when King

John arrived in Dublin, and governed the kingdom in person, he received here the homage of many Irish princes, established courts of justice, and directed the Bishop of Norwich to reduce the coin of Ireland to the English standard.— In 1216, Henry III. granted Magna Charta to the inhabitants of Dublin, and the following year gave the city to the citizens, in fee, for 200 marks per annum. The civil government of Dublin was formerly committed to a Provost and Bailiffs.— In 1409, Thomas, Duke of Lancaster, the King's son, being Lord Lieutenant, the title of the chief magistrate was changed to that of Mayor.—Charles II. granted a company of foot soldiers to attend the Mayor, changed the title to Lord Mayor, and gave, beside, a pension of 500*l.* per annum. The first who bore the title of Lord Mayor was Sir Daniel Bellingham. Arthur, Earl of Essex, considerably improved the civil establishment of Dublin, and George II. regulated the corporation according to its present form.

James II. held a parliament in Dublin, for the purpose of repealing all the Acts of Settlement ; and with great cruelty and dishonour, forced upon the inhabitants the basest coin that ever was put into circulation ; he caused all the useless brass and pewter in the ordnance stores to be melted down, cast, and stamped, and the value of each piece was to be estimated by the impress marked upon it, not by its real value. His treatment of the University exceeded, if possible, the baseness of his other acts ; he directed them to receive an inefficient person to fill one of their senior fellowships, which they, with becoming dignity, resisted, upon which a military force was led against them, and many of the members cast into prison ; they were, however, after some time, released from confinement, on the express condition, that if they re-assembled, they should be punished with death. The general opinion is, that James intended to convert the University into a college of Jesuits. He, however, bestowed the Provostship upon Moor, a Popish prelate, a man possessed of a great love of letters, and who succeeded in preserving the books and manuscripts from the hands of the soldiery. About two years after, the insulted heads of the University had a powerful proof of the just punishment that awaits the sinner even in this world, in the overthrow of James at the battle of the Boyne, and his precipitate flight into France. On this occasion, Robert Fitzgerald, ancestor of the Duke of Leinster, seized on the city in the name of King William, and after expelling all the followers of the misguided James, restored the University and civil magistracy into the hands of Protestants.

After the accession of William, Ireland enjoyed almost perfect tranquillity for nearly a century. In 1729, an attempt was made, to supersede the necessity of holding a parliament in Ireland, by procuring the supplies for the succeeding twenty-one years. Fortunately this attempt was frustrated, and the motion lost by a majority of *one*. Parliament then sat in the Blue-coat Hospital in Oxmantown Green ; but in that year the first stone was laid of the Parliament House in College Green (now the Bank of Ireland), when John Lord Carteret was Lord Lieutenant. In 1768, Dr. Lucas, representative of the City, framed an Act, limiting the duration of parliament to eight years. In 1798, when Lord Camden was chief governor, rebellion broke out in the counties of Kildare, Wexford, and Wicklow, which extended over the principal part of the kingdom before it was suppressed, and during which period many persons were executed.

After a lapse of two years, the rebellion completely subsided, but in 1800 the city was thrown into great confusion and disorder, by the introduction of the Act of Union between Great Britain and Ireland. This measure has seriously changed the appearance of Dublin : with the removal of its parliament the nobility of Ireland withdrew to England, and left their palaces in Dublin either to fall to decay, or be converted into public offices, hotels, or charitable institutions. The residence of the Duke of Leinster, the most splendid in Dublin, is become the Dublin-Society's House. The Stamp-office is kept in the mansion of the Powerscourt family. That of the late countess of Moira is fitted up for Mendicants, by the

Association. Aldborough house is converted into a classical school. The Marquis of Drogheda's has been purchased by the Bible Society, and part of it transformed into a book-shop. And the Marquis of Sligo's is an hotel.

While the public mind was still inflamed at the Act of Union having passed, it was not likely to be calmed by the emigration of the nobles ; some of whom having disposed of their estates in Ireland, set sail with the intention of never re-visiting their native land. In this situation of affairs, Robert Emmet, a man to whom nature had given the means of arriving at the highest honours in the state, placed himself at the head of a body of insurgents, who rose on the 23rd July 1803, in Thomas-street, so unexpectedly, that the first intimation of the insurrection received at the castle, was given by the Hon. Miss Wolfe, whose father, Lord Kilwarden, had been dragged from his carriage, and murdered in the streets. The insurgents were first met by Mr. Wilson, a magistrate, with a small body of men, and afterwards by Lieutenant Brady of the 21st regiment, who with a party of 40 soldiers, succeeded in totally dispersing the mob, five of whom were killed and many taken prisoners. The insurgents then withdrew, after having merely succeeded in alarming the government.—Immediately after, Emmet and his accomplices were arrested, tried, condemned and executed. From that period, *Dublin* has enjoyed tranquillity ; and although the consequences of the Union are still severely felt, the public mind is becoming daily reconciled.

Of the ancient city, which was walled in by the Danes in the ninth century, the walls, which may still be traced, did not exceed one mile in length. From the north tower of the castle they were continued over Cork Hill, near which was an entrance called Dame's-gate, looking towards Hoggin's (now College) green. Near Essex Bridge stood another entrance, called Essex-gate, erected on the site of Isod's Tower. The wall then extended N. N. W. along the river, to the end of Fishamble-street. Here stood Fyan's Castle, which was sometimes used as a state prison.

It then proceeded along Wood Quay to the end of Wine-tavern-street, where was another tower, and continuing still by the river, joined a castle, through which was one of the principal entrances into the city, opposite Bridge-street. The next traces are to be found on the west side of Bridge-street in New-row, thence it stretched up the hill to Cut-Purse-row, at the end of which stood Newgate, where criminals of the worst description were imprisoned : some of the towers are still to be seen at the rear of the houses in Cut-Purse-row and Corn-market. From Corn-market it ran at the rear of Back-lane to Nicholas-gate ; thence it passed between Ross-lane and Bride's-alley to Pool-gate, or as it was afterwards called Welburgh's-gate ; from thence it proceeded in a straight line until it united with the castle at Birmingham Tower, where a considerable part of the wall may yet be seen.—In 1669, the population of Dublin amounted to 8,159. Such was the city of Dublin not more than four or five centuries back, let the reader compare it with the History of Dublin as it now is.

GEOGRAPHICAL DESCRIPTION.—Dublin is situated, in Lat. 53, 21, N. Lon. 6, 15, W. immediately opposite the coast of North Wales. It is not more than one mile from the bay of that name, which is a large semi-circular basin about eight miles in diameter, into which the Liffey empties itself, after running through the city, which it divides into two equal parts, in a direction from west to east. This large bay is rendered peculiarly dangerous by the breakers and shallows caused by two large sand banks, called the North and South Bulls.

The perils of a midnight approach to the city are greatly diminished by the erection of a *mole* of 30 feet in breadth, and 8,560 yards in length, extending into the bay, on the extremity of which stands a light-house of a circular form, and particularly light and elegant construction. The difficulty of erecting a building of three stories in height, in such a situation was

very great, and may fairly be compared to those attending the erection of the Eddistone or Tuscard Light-houses, as it is in never-ending conflict with winds and waves.—The north side of the harbour is sheltered by the hill of Howth, a peninsula of considerable extent ; on the most prominent point of which, called the Bailey, another light-house is erected, corresponding to the one in the centre of the bay, thus rendering the entrance of the harbour perfectly distinct at all seasons.—Under the north-west side of this mountain, an extensive pier has been built, and a spacious harbour enclosed, where the Holyhead packets put in. Another pier is just completed, at the south side of the bay, to afford shelter for shipping when they cannot make the pier of Howth ; this wall, which has several turns to avoid the accumulation of sand, is built of mountain-granite, drawn from the hills of Killiney, and is called the King's-town pier.

The bay of Dublin has long been celebrated for its picturesque beauty. Howth, from its height and situation, has been considered not unlike Vesuvius on the bay of Naples, and the majestic amphitheatre of mountains encompassing Dublin, forms a most sublime and perfect back-ground to the scene.—The mouth of the river is guarded by a strong fortress on the south wall, called the Pigeon-house, where a corps of artillery is stationed. From Ringsend point, where the Liffey discharges its waters into the bay, the stone quays of Dublin commence, and continue on both sides of the river for the space of three miles ; and the advantages derived from the embanking of an unwholesome stream, by granite walls, of such extent and workmanship as are not exceeded by any city in Europe, were not dearly purchased at the expense of a trifling yearly tribute.—The river is crossed by six handsome stone bridges and one of cast-iron. Two canals also, which communicate with the interior of the kingdom, nearly insulate the city, and terminate in extensive wet-docks, on the north and south sides of the city, and so communicate with the Liffey.—These canals are navigable for boats of 60 tons, and contribute materially to the cheapness of the Dublin markets, by a constant supply of fuel and provisions from remote parts of Ireland.—The form of Dublin is nearly a right-angled parallelogram, whose longer side measures nearly three miles, and shorter, about two.—The city is encompassed by a road, called the Circular-road, extending ten miles.—Dublin contains 19 parishes, 2 cathedrals, 20 churches, meeting-houses of almost every religious sect, with 27 Roman Catholic chapels.—No city, in proportion, abounds more in magnificent buildings or charitable institutions The population does not exceed 200,000.

An Historical Guide to the City of Dublin, Illustrated by Engravings, and a Plan of the City (1825)

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