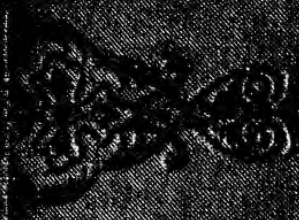


THOROUGH GUIDES

IRELAND

PART I.



INDEX MAP

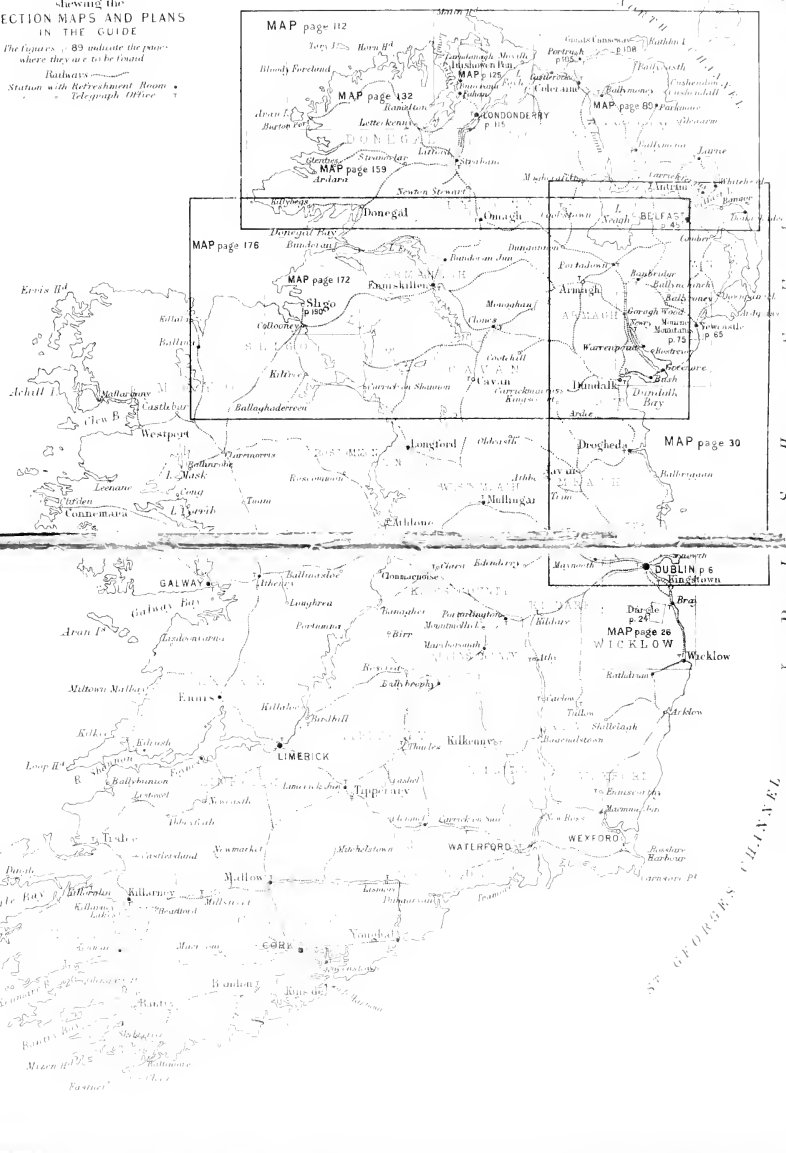
Showing the SECTION MAPS AND PLANS IN THE GUIDE

The figures 1-89 indicate the pages where they are to be found

Railways
Station with Refreshment Room
Telegraph Office

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The lines on this map indicate the small scale maps and the shaded portions of the large scale maps.

Cycling and Motoring.

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The recognized authority on these subjects is for this part "The Irish Road Book," Part II., published by the Cyclists' Touring Club, 47 Victoria Street, Westminster, S.W. (subscription, 5s.; entrance fee, 1s.). Price to members, 3s.; to members of the Auto Club (119 Piccadilly, W.), the Motor Union, and affiliated clubs, 4s.; to non-members, 20s. 6d. With the Road Book is a map mounted on linen, and giving particulars of over 430 routes. The C.T.C., which offers many advantages to cyclists, also publishes a "Hand Book" (1s.) which gives particulars of hotels (reduced price to members), repairers, and "consuls"—members appointed to afford the cyclist advice and direction. There are two Road Books covering Ireland, the above volume dealing with all north of Galway and Dublin. Other useful books are "The 'Contour' Road Book of Ireland," published by Gall and Inglis (for pocket, 2s. 2d. post free); Mecredy's "Road Book to Ireland," in two parts (Vol. I. South, Vol. II. North, 1s. each), and published by R. J. Mecredy and Co., 2 Dame Court, Dame Street, Dublin; "Where to Garage" (2s.), published by J. H. Balcock, 37 Abbey Street, York.

Mileage.—It should be noted that the Irish mile is approximately $1\frac{1}{4}$ English miles (11 Irish = 14 English), except in Co. Down. *Metal* milestones show English miles, and *stone* milestones Irish miles.

Maps.—Those in the Guide are the best obtainable—*viz.*, Bartholmew's. The same publisher issues Ireland (4 in. to the inch) in 7 sections (per sheet, cloth, 2s.; dissected and on cloth, 2s. 6d.; whole set, 15s.). The sheets covering this Guide are 1, 2, and 6. The C.T.C. supply these to members at 25 per cent. discount.

The Route *par excellence* in N. Ireland is the **Coast** one, and this we give from **Sligo** (and Ballina), *via* Bundoran, Donegal and its coastline, Londonderry, Portrush, Antrim coast, Belfast, Newcastle to **Dublin**, because one must bear in mind that the prevailing wind is S.W. From a supposed landing at Dublin we give the route to Sligo in case this is to be done by road. If the wind is N. of W. it should certainly be done by train. If landing at Belfast this route could be joined by a run to Carrick-on-Shannon, but this is due S.W., hence train might be advisable. On the coast route we shall deal with short divergences as we proceed, and then give the other main routes.

Abbreviations, etc.—In describing the quality of the roads, Class I. is finely made and broad, Class II. the ordinary main road, Class III. faulty in North Ireland.—Pink Inset.

construction, and often narrow and bad going. Under gradients, u. = up, d. = down. Care! = dangerous if recklessness or inattention to brakes is indulged in. Cas. = castle. Pk. = park. Ch. = church. R. = capable repairer, and supplies petrol, charges batteries, etc. (Div*) = Diversion.

Hotels and Inns which are in the C.T.C. Handbook are in *italics*. They are not necessarily the best. Others are given in the body of the Guide, to which all page numbers given refer. A capital H. for hotel signifies that the name of the place is that of the hotel.

CONVEYANCE OF BICYCLES BY RAIL.

<i>On English Lines, as between English and Irish Stations.</i>	As Passenger's Luggage.	As Parcels at Owner's Risk, including Collection and Delivery.	At Company's Risk, including Collection and Delivery.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Not exceeding 12 miles	0 6	0 9	1 0
„ „ 25 „	0 6	1 2	1 6
„ „ 50 „	1 0	1 6	2 0
„ „ 75 „	1 6	2 3	3 0
„ „ 100 „	2 0	3 0	4 0
For every extra 50 „	extra 6	extra 9	extra 1 0
<i>on Irish Rails.</i>			
Lough Swilly—			
Not exceeding 6 miles	0 4	0 6	0 8
N. Counties—			
Not exceeding 10 „	0 3	1 0	1 6
G.N. and others—			
Not exceeding 12 „	0 6	0 9	1 0
Co. Down			
Not exceeding 15 „	0 3	1 0	1 6
All lines			
Not exceeding 25 „	0 6	1 0	1 6
„ „ 50 „	0 6	1 6	2 0
„ „ 75 „	0 9	2 3	3 0
„ „ 100 „	0 9	3 0	4 0
For every extra 50 „	extra 3	extra 9	extra 1 0

N.B. The G.N., Northern Counties, G.S. & W., and M.G.W. issue *Return Tickets* at a rate a half, and the universal *Clock Room* rate is 2d. a day or part of a day. Motor cycles 6d. a day where allowed, and then only minus any inflammable liquid.

It will be noted how favourable are the cycle rates in Ireland.

Cycling Tickets (3, 2, and 1 day) are issued, including the carriage of cycle (O.R.). Reference should be made to pages mentioned in the Tourist Programmes of the following Companies:—Northern Counties of Ireland for tours in and around Dublin (*p.* 125). Belfast and Co. Down (*p.* 126). and Derry (*p.* 88). G. North of Ireland for tours in and around Belfast, Ballymena, Londonderry or Strabane, Donegal, etc. (*pp.* 10, 11, and 72). Belfast and Co. Down Railway, note *p.* 28.

North Ireland.—Pink Inset.

MAIN ROUTE I.

(See Maps, pp. 30 and 176.)

Dublin (G.P.O.) to Ballina (158 $\frac{3}{4}$ m.) and Sligo (220 m.), *via* Navan, Kells, Cavan, Carrick-on-Shannon, and Easky.

Road.—Class I. through to Boyle. To Cavan, fine, broad, and of fair surface, constantly improving, and with no stiff gradients. Between Cavan, Crossdoney, Killeshandra, and Mohill, excellent surface. Bumpy to Carrick, good to Boyle. Over the hill to Ballinafad is 1 in 15 up and 1 in 16 down. Thence fair surface to Tobercurry, and Class II. onwards. Undulating and somewhat stony, and very uninteresting. At Mullany's Cross Roads ascent past Lough Talt gives splendid views, but is 1 in 15 up. From the summit there is a fine run down 5 miles or so to Behy Bridge. From Ballina to Sligo, Class I. of very fine construction and breadth. Undulating to Dromore, but no gradient less than 1 in 17. English mile-stones.

Repairers.—*Naccon*, Engineering Works, Mill Lane (right); *Carrick*, J. Boylan, Jamestown Road; *Ballina*, M. Doherty, Garden Street; *Sligo*, J. Perry, Knox Street (right).

Dublin (pp. 6–20; hotels, p. 6) G.P.O., proceed to O'Connell Bridge and turn right along north side of Liffey, pass through *Phoenix Park Gate*, 1 $\frac{3}{4}$ m. (p. 18), and out through *Castleknock Gate*, 4 $\frac{1}{2}$, to Castleknock, and keep left for road over railway and canal bridges to *Blanchardstown*, 6. *Cloner*, 9 $\frac{1}{2}$, through the village, and right at fork in $\frac{1}{2}$ m. and on to *Black Bull*, 12 $\frac{3}{4}$. Under railway to right, and on to *Black Bush*, 15, and *Dunshaughlin*, 17 $\frac{1}{2}$. Through village, avoid road to right, and on to *Ross Cross Roads*, 22, and at another $\frac{1}{2}$ m. cross roads turn left to **Tara**, 23 $\frac{1}{2}$ (p. 39), and to right again to rejoin main road, where turn left over Dillon's Bridge and ascend to *Philipstown Cross Roads*, 25, descend to Kilcarn Bridge over River Boyne which cross and turn right and into **Navan**, 29 (*Central*), p. 39. [Div. **Slane** is 5 m. to east, p. 36 (*Conyngnam Arms*.) Cross Poolboy Bridge, turn left. *Downpatrick*, 33 $\frac{1}{2}$, Ch., p. 40. *Oristown*, turn left and into **Kells**, 39 $\frac{1}{2}$ (*Headfort Arms*), Cross, Ch., St. Columb's House, etc., pp. 40–41. To right from the Cross and up Carrick Street to Carnaross, 42 $\frac{3}{4}$, and directly forward with Lough Ramor on left to *Virginia*, 51 $\frac{1}{4}$ (Lynch's), Ch., to right at fork through village. [Div. **Oldcastle**, p. 42, is 8 m. south-west from Virginia.] *New Inn*, 57 $\frac{1}{2}$, descend to *Larey Lough*, 62 $\frac{1}{4}$, on to *Stradone*, 64, turn left, at cross roads go straight across. **Cavan**, 69 (*Farnham Arms*). Turn to right at Court House, under railway bridge and to left $\frac{1}{2}$ m. on. Kilmore, 72 $\frac{1}{2}$, Palace. [3 m. to west is Clogh Oughter Cas., p. 177.] *Crossdoney*, 75, Lismore Cas. Turn right past National School, 79 $\frac{1}{2}$, to *Killeshandra*, 81 $\frac{1}{2}$. Turn sharp left past several loughs, over Kilbracken Bridge, and to left into *Corrigallen*, 89 $\frac{1}{4}$. Turn right at end of village, then bear left on to *Mohill*, past railway station, 96. Keep straight on over Lough Erril bridge and into Drumsna and main road. Across River Shannon

North Ireland.—Pink Inset.

by two bridges to *Jamestown*, turn to right and by a hilly road into **Carrick-on-Shannon**, 106½ (*Church's*), good fishing. [8 *m.* north is *Drumshambo* (*Lough Allen*) only ½ *m.* from *Lough Allen*, *p.* 178.] Cross the Shannon Bridge, and to right to *Ardcaru*, 110. Bear left and on to *Boyle*, 115½. *Lough Key*. (*Rockingham Arms*), Cistercian Abbey, *p.* 189, Ch. At the hotel turn right to the bridge, up Bridge Street and first to the left and bear right past R.C. Chapel, and in ½ *m.* left and on to *Gorteen Bridge*, 124½, past Ch. and R.C. Chapel to *Gorteen Cross Roads*, 125, and on to *Knockaglass Cross Roads*, 132, and beyond bear left and away to *Toberecurry*, 136½. At fork in ¼ *m.* bear right over River Moy, 139¾, to *Mullany's Cross Roads* and *Lough Talt* (on left), 144½, and straight on through *Bunnyconnellan*, 150½, to ¼ *m.* beyond, when turn right through *Arduaree*, 156, to **Ballina**, 177¾ (*Imperial*). See "Ireland," Part II., *p.* 222. [Div. to Rosserk Abbey, 5 *m.* north, Moyne Abbey, 8 *m.*, and *Killala*, 10 *m.*, see "Ireland," Part II., *p.* 223, and *Ballycastle* is 10 *m.* more for Downpatrick Head.] Cross Moy Bridge, turn left and follow telegraph poles all the way to *Sligo*, *via* coast through *Inishcroone*, 186½. *Killyglass*, Ch., to *Easky*, 192¾. In middle of main street turn left and cross bridge and bear right to *Dromore*, 198¾ (*Quirk's*), and on through *Skreen* to *Dromard*, 209¾, and on to *Ballysodare*, 215 (*Mulragh's*), over bridge to left, Abbey, *p.* 184, and go north into **Sligo**, 220 (*Victoria*), *pp.* 190-191.

MAIN ROUTE II.

(See Maps, *pp.* 172, 176, 159, 132, 125, 89, 112, 30, 75.)

Sligo to Dublin (477½ *m.*) by coast, *via* Donegal (40 *m.*) and its coast to Derry (152 *m.*), Portrush (194 *m.*), Antrim coast to Belfast (281½ *m.*), Greenore, Warrenpoint, and Dundalk (402½ *m.*).

STAGE I.—SLIGO TO DERRY.

Road.—To Bundoran, Class II. Bumpy to Drumcliffe, then excellent to Bunduff Bridge, but bumpy again into Bundoran. Gradients down into Drumcliffe 1 in 14. To Donegal, Class II., but a very superior road. Hilly to Ballyshannon, but excellent surface. Up out of this town 1 in 13. To Killybegs, Class II. Surface poor at first, but becomes excellent onwards until nearing Killybegs, when it is bumpy. Over Mount Charles it is 1 in 14 u., and d. 1 in 11. Into Dunkineely 1 in 15 u. To Carrick, Class II. Hilly and bumpy to Largy. The gradients are bad, and many dangerous turns. Over Largymore 1 in 12 up, down 1 in 16. Down into Glencolumbkille 1 in 10 and 1 in 5 (care!). To Ardara, Class II. Only good for first three miles, then stony; long ascent to top of Glengesh Hill, with a dangerous gradient and winding of 1 in 7 (worst in Ireland!). To Portnoo, hilly: fair surface, but bad gradients. The worst are out of village, 1 in 7, and short ones of 1 in 10 and 1 in 13. To Dunfanaghy, Class II., and good on the whole. Gradients easy to Rosapenna, Class III. Rather hilly, average 1 in 14. Fair surface to Rathmullan, Class III. More or less bumpy throughout. Easy gradients. Portsalon to Milford, Class II. Good. Fahan to Derry, Class I. Good surface to Burnfoot, and undulating: bumpy into the city. Easy gradients. The Donegal roads dry North Ireland.—Pink Inset.

quickly, being dressed with gravel and sand. On many of the worst parts there is an excellent selvedge of nearly two feet. Irish milestones. When metal milestones are seen they indicate English miles. The Inishowen roads, on the whole, are good. The worst gradient is in the Gap of Mamore (care!).

Repairers.—*Bundoran*, J. Gilbride. *Donagall*, M. Smyth, Main Street. *Derry*, Elkin and Co., John Street (right); Coventry Co., Carlisle Road. *Sligo*, Perry, Knox Street. ;

Sligo (*Victoria, Bridge House, McElhenny's*), pp. 190-191. Abbey, round Lough Gill, 24 *m.*; round Glencar Lough, 20 *m.*; Rosses Point, 5 *m.*; round Knocknarea Mt., 12 *m.*, including Carrowmore. For these runs, see Map, p. 172 and pp. 191-195. Cross new bridge and along Bridge Street. Turn left along Stephen Street, and at Bank turn right along Holborn Street and Barrack Street past the sluice and straight on to *Drumeliſſe Bridge*, 5, p. 174, Ch., Cross. Benbulbin Mt. on right as you proceed to *Grange*, 10 (telegraph poles all the way to Bundoran), through *Cliffoney*, 13 $\frac{3}{4}$. [Div. to Mullaghmore, 3 *m.*] **Bundoran**, 21 $\frac{1}{4}$, p. 172 (*The Lodge*; Central: Sweeney's), Fairy Bridge, Holy Well, round Loch Melvin, 23 $\frac{1}{2}$. **Ballyshannon**, 25 $\frac{3}{4}$ (*Royal, Auto., Motor Union, R. Graham, Main Street*). The Rapids, $\frac{3}{4}$; Salmon Leap, 1 $\frac{1}{4}$; Belleek (pottery), 4. Fishing. Assaroe Abbey, 1 *m.* north-west, see p. 171. Up hill, through town, past two loughs to *Ballintra*, 32 $\frac{1}{2}$ (caves), p. 170. Past R.C. Chapel, over Menin Hill, is best road, 33 $\frac{1}{2}$, and steep descent to *Bridgetown*, 33 $\frac{3}{4}$, bear left, cross bridge, and bear to right at Trumnan Lough, bear left into *Laghy*, 36 $\frac{1}{4}$, to left opposite Church, *Magherabey Abbey Ruins*, 38 $\frac{3}{4}$, and on to **Donegal**, 39 $\frac{3}{4}$ (*Arran Arms, Erin*), p. 165. Abbey, Cas. [Div. to Lough Eask, 4.] [The Donegal "coast route" to Londonderry is a fine one, following the coast line generally, but admitting of many interesting variations by minor routes springing out of it. The scenery is very wild and often grand (Maps, pp. 159, 132).] Leave town on right, cross bridge and up into *Mount Charles*, 4 (*Commercial*). Fine view, p. 166; *Inver Bridge*, 7 $\frac{1}{4}$, over l.c., and on to *Dunkinshy*, 11 $\frac{1}{4}$ [div. south to St. John's Point, 9 *m.*], p. 166, through *Bruckloss*, 12 $\frac{3}{4}$, *Ardara Road Station*, 16, to **Killybegs**, 17 $\frac{1}{2}$ (Coane's, *Roger's*), mon. in R.C. Chapel; *McSwyne's Castle*, through *Fintragh* to *Largy*, 20 $\frac{3}{4}$, and *Largymore*, 21 $\frac{3}{4}$. Turn right and on to *Kilcar*, 24 $\frac{1}{2}$, p. 167. [Div. from Largymore. Turn left and down by coast to turning short of Gortialia School out to **Muckros Head**, p. 167. Return to school, turn left, and into *Kilcar*.] Turn to right out of village to *Cashlings Bridge*, then to left to **Carrick**, 27 $\frac{1}{2}$ (Glencolumbkille), p. 167. [Div. Glen River to **Carrigan Head**, 4 $\frac{1}{2}$ to 5 *m.*] **Ascent of Slieve League**. Both superb (see pp. 167-168.) *Lough Uina*, 30, and past *L. Unshayh*, 31 $\frac{1}{2}$, to **Glencolumbkille**, 34 (pub.). [Div. from *L. Uina*, turn left, and past *L. Auca* out to Malinmore, and left again along Malin Bay to *Malinbeg*.] From Glencolumbkille walk out to **Glen Head** (one of the finest in Donegal) and on to *Sturral* (Razor Edge, see North Ireland.—Pink Inset.

p. 169. Proceeding, turn to right after R.C. Chapel, and along the Murlin River to *Glen Bridge*, 35½ [div. left to *Port, Tormore Point, Puliska*, and ascent of *Slieveooney*, 9 to 10¼ m., see p. 169 and pp. 160, 162], *Strarally*, 41, to top of *Gilengesh Hill*, 900 feet. *N.B.*—This is the worst hill in Ireland. The down gradient is 1 in 7, with dangerous windings to *Glenyish*, 44¼, p. 161, past school to *Common Bridge*, 47¼, turn to left, and on into **Ardara**, 49 (*Neshitt Arms, Ardara Temp.*), p. 159. [Div. to **Glenties** (*O'Donnell's, Cannon's Temp.*), 6 m. along by the Owentocker and Owenea Rivers, and where train could be taken to Londonderry—to *Loughros Point*, 6 m., p. 160, or just past Common Bridge, a turn to left could have been made to **Maghera**, 5 m., for fine caves in cliff, 550 feet; chaotic rock scenery, see p. 160.] Leave Ardara Ch. on left and keep north to *Owenea Bridge*, 49¾, and on to *Kilclooney Bridge*, 53, near to which on right is *Cromlech*, see p. 160, on to *Kilclooney*, 53, and **Narin** (Portnoo Hotel), 56. [Div. west to *Dunmore Head*, 1½ m., and *Davros Head* (hotel), 11 m., and *Kiltooris Lough*, see p. 160.] On *ció Clooney Lough* to *Ballyriston Bridge*, 57½. Maas, 58½, turn sharp left and along shore to *Gweebarra Bridge*, 61, over which turn right and past R.C. Chapel, then turn left along *Toome Lough* over *Drehidarone* and *Derrydrud Bridges* to **Dungloe**, 68½ (*Sweeney's*); Rosses Fisheries, p. 157. (About 3 m. on, a road goes off left to *Dungloe railway station* and *Burtonport*, p. 156, the end of *Lough Swilly Railway*.) Continuing we pass *Lough Murbannal* (right), and, turning north, *Lough Awillin*, 74½, and come to *Rampart*, 75½, and *Annagarry Bridge*, 76¼ (pub.), turn right to *Croolly Bridge*, 78¾ (*Gallagher's*), waterfall; turn left and proceed north-east to **Gweedore**, 81¼ (*Hotel, c.t.*; *Doogan's Temp.*), p. 154. A sportsman's resort! [Div. along *Lough Nacung* to *Dunlewy* (fine view), 4 m., whence ascent of *Errigal Mountain* can be made (p. 208), or a very pretty ride through *Central Donegal* to *Letterkenny*, 28½, see p. 155.] Turn left by station out of *Gweedore* and along the *Clady River* (pretty) to *Bunbeg*, 85, p. 155. Return to main road, turn left at Ch. and proceed north to *Derrybeg*, 87, over *Stamartin Bridge*, 87¾, then to left by the new *Foreland Road* past *Lough Aniver*, 90, to the *Bloody Foreland*, 91, p. 152. Fine view from *Foreland Hill* (1,038 feet). Turn east to *Meenac lady School*, 94, bear left to *Magheraarty Coastguard Station*, 95½, and round the coast down to *Derryconor* (Rocking Stone), turn right, and then in about one mile sharp to left and down to *Bedlam*, 98. (Permanent residence not advisable!) Bear to left over bridge to *Gortahork*, 98½, p. 153, to **Falcarragh**, or *Cross Roads*, 100½ (*Errigal*), p. 152. *Cloghineely Stone* in grounds of *Ballyconnell House*, and in *Ray Churchyard*, about 2 m., is *Cross of St. Columba*, p. 152. **Dunfanaghy**, 107½ (*Stewart Arms*), p. 150. [Div. Ride out to *Claggan*, about 3 m., and walk on to and around **Horn Head**, about 3 to 5 m., pp. 150-1. A grand headland!] Proceed along by golf ground, by a pretty run of ups and downs, past Dun-

fanaghy Road Station to **Creeslough**, 114 (*Harkin's*). Doe Castle, *p.* 141, about 2 *m.* [Div. From here another central route goes south to Letterkenny, *via* Drumnaraw, Barnes Gap, and Kilmacrennan, about 15 *m.*, or from Drumnaraw by turning to right an interesting alternative route to Letterkenny can be made *via* Owencarrow River (at 3½ *m.* turn right to Glenveagh Bridge on Lough Veagh, *p.* 147), and on to *Church Hill* over Gartan Bridge on **Lough Gartan**, *p.* 146 (Columba born near here!), thence by *Temple Douglas*.] To continue on coast route cross the railway and on to *Lackagh Bridge*, 117, *p.* 142, a picturesque spot. Turn left and cross bridge and uphill to **Glen**, 119½. From here three hours will enable you to visit *Loughs Glen and Salt*, *p.* 138. Turn left out of village and continue north to **Carrigart**, 122½ (*Friel's Commercial*), *p.* 139.

[From this point there is a choice of routes. We shall, however, first describe the main coach route to Milford, and then give particulars of two diversions (*a*) into the Rosguil Peninsula, and (*b*) a long one to Portsalon, and by the shore of Mulross Bay to Milford, rejoining the main route.]

Main Route.—Carrigart. Turn east to Strachan past Mulroy House, left (Lord Leitrim); *Carrick*, 124¼; *Holme*, 125¾; *Cranford Bridge*, 127¼, along west shore of Mulroy Bay; Cratlagh Bridge (site of Lord Leitrim's murder, 1878). Note waterfall a little further on on right, over *Boulia Bridge*, 130½, into **Milford**, 131½ (*M'Devitt's and Baxter's*), *p.* 134.

[*Diversions from Carrigart.*—(*a*) To *Rosguil Peninsula*. Bear to left round Memorial Cross, and at Constabulary Barracks to right along new road direct to **Rosapenna Hotel**, 1½, *pp.* 140-1. From here there is a run out on the west side to Doagh, or another north-east to *Ganiamor*, 1½ *m.*, and *Meragh*, full of antiquarian interest (see *p.* 141). (*b*) Past Presbyterian Chapel and Carrigart, and turn in left *through* the grounds of Mulroy House to the pier. Cross by ferry (*4d.*), then turn right for half a mile into the road, and on to *Ballyheerin Lower*, 4 *m.*, to *Moross Ferry* (*3d.*), boat generally this side. On landing, the Cas. on left, on to *Rosnakill*, turning to right on entering upon the better road (left goes to *Tamney*, quarter mile, *p.* 135). Turn left and straight on across Greenfort Cross Roads to **Portsalon** (*Hotel*), by telegraph poles, 9 *m.*, *p.* 136. Seven Arches, St. Columb's Well, Kindrum Lough, Fanad Head, Knockall Fort. Leave south-west to Greenfort Cross Roads, turn left to *Ballymagowan Cross Roads*, and on to *Ballymagowan Bridge*, 13½, and *Kerrykeel*, 15, *p.* 135. From here to the left *Rathmullan*, which will come on our main route, can be reached in 7 *m.* by two different routes, but both are inferior to the following. From Kerrykeel turn right at barracks and straight on to *Milford*, 19 *m.*, where it rejoins our main route (see above).]

Main Route Continued.—Go along Milford Main Street, and at end bear left and on to *Workhouse*, 132¼, then left again and straight across to *Ray*, crossing the bridge, 137. Turn left

along the shore by Ray Wood to **Rathmullan**, 139½ ("Pier"), p. 133. Abbey. By ferry (6d.) to *Fahan*, 142½, p. 133 turn to right after crossing Lough Swilly Railway, and on to Burnfoot, 146. *Bridge End*, 147½, pass over level crossing, and turn left and on into **Londonderry** (Diamond), 152 m. (*Imperial, Diamond, Uster, Criterion*), pp. 115-120. City Walls, Cathedral, Harbour, etc.

[Circular Div. through the Inishowen Peninsula, covering most varied and picturesque scenery.

As far as *Fahan*, 9¼ m., was described at end of last stage, see p. 133, thence there is a pleasant run by shore of Lough Swilly to **Buncrana**, 13¼ (Lough Swilly). A popular watering-place, p. 131. Turn down new road on left before coming to the Ch., past Castle and into main road, avoiding Cock Hill, and on to Clonbeg, 15¼, to *Owenerk Bridge*, 20½. [Or a diversion could have been made by turning left out of main road just after regaining it, and out to *Dunree Head* and *Fort*, opposite Port-salon, and giving fine views of the lough, thence turning right regaining main route by a road up the Owenerk Valley to Owenerk.] Cross bridge, then bear left through the *Gap of Mamur*, one of the finest Irish passes, p. 130, to National School, 24. *Balloor*, 25 (Dunaff Head is 1¼ to the left). Skirt Rockstown Harbour, turn right to *Drumshree*, 26¼, and on through *Straid* and *Ballycarta* to **Clonmany**, where the main coach road is reached, 28¾. Turn left under railway to *Ballyliffin*, 30, p. 129: proceed and pass under railway at *Rashenny Station*, 32: 2 m. beyond there is a sharp bend right, and then left and right again, and straight into (turning left at Ch.) **Cardonagh**, 36¼ (*O'Doherty's*), p. 128. Turn to left in the square, and then straight level road to **Malin Village**, 39½ (*O'Doherty's*). Opposite Ch. bear right, and turn left in 300 yards, and up steep ascent to summit, 41½. Thence dangerous descent down to *Ballygorman*, and a straight run out to *Ballygorman* and **Malin Head**, 48¾, pp. 127-28. Hell's Hole, telegraph station, Tower, etc. Return to *Ballygorman*, 52½, turn right out to *Lay*, 56¼, and down the shore of *Trawbreaga Bay* to *Malin Village*, 59¾. Turn due east to *Caldaff*, 63¾; then to right, and half a mile out of village bear to left and away on by *Glebe House* to *Maglass Bridge*, 70: turn left, cross bridge, and straight on to **Moville** on Lough Foyle, 73¼ (*Prospect* and *M'Connell's*), p. 125: turn right, and keeping the lough on the left, continue on through *Carrookel*, 81¼, and *Muff*, 86¼, to **Londonderry**, 92.]

STAGE II.—DERRY TO PORTRUSH.

The Road.—Class I. first two miles out of Derry bumpy, thence splendid to Limavady. Not so good to Coleraine. At Artikelly, 1 in 12 up, and at Downhill a dangerous hill, 1 in 13 up: descent to Coleraine, 1 in 18. Thence only fair surface and undulating. English milestones.

Repairers.—*Coleraine*, J. McCallum, Queen Street. *Limavady*, M. Gault, Catherine Street. *Portrush*, S. Hatty, 9 Bath Street.

North Ireland.—Park Inst.

Londonderry, Diamond. Down to Quay along Foyle Street, over Carlisle Bridge, turn left along Duke Street, and up the hill, down past Lough Enagh, over Faughan Bridge to *Campsie*, $5\frac{3}{4}$ m.; *Tullybriland*, $9\frac{1}{2}$, to *Ballykelly*, 14, and into **Limavady**, $16\frac{1}{2}$ (*Short's Commercial*), p. 113. For Carrick Rocks, Dog Leap, Kames Rock up Roe River, and Dungiven, see pp. 113-114. After passing over Roe Bridge turn left and by station over the line, and at fork turn left on to Artikelly, 18. Turn left past Aghanloo Church (left) to *Ballycarton*, 21, *Bellarena Station*, $22\frac{1}{2}$, under railway and on to *Magilligan Station*, 27, p. 113 (for Magilligan Strand and Point). Bear left, then right through *Umbra*, 28, along by railway to station, up steep hill past *Downhill House* to summit, $30\frac{1}{2}$ (*Castlerock*, p. 112, is three-quarter mile north, on coast). *Articlave*, 32, *Irish Houses*, $35\frac{1}{2}$, into **Coleraine**, $36\frac{1}{2}$ (*Clothworkers' Arms*), p. 100, Ch., Salmon Leap. Turn to left at top of Bridge Street, under railway, and bear right and over railway bridge and direct on to **Portrush**, 42 (*Northern Counties, Osborne*), p. 102. From this pleasant resort two excursions should be made: (1) To **Portstewart**, along the coast, west, past railway station and bear to right everywhere, 4 m. (*Montagu Arms, Auto*), p. 101. (2) To **Giant's Causeway**, either by road or tramway, 8 m., taking *Dunluce Castle* on the way, p. 103. For Causeway, see pp. 106-112, and Map, p. 108 (*Royal*).

STAGE III.—PORTRUSH to BELFAST.

By Antrim Coast.

The Road.—Class I. A little bumpy to Bushmills. Fair surface to Ballyntoy. Little loose in places on to Ballycastle. Easy to Ballyvoy, but then a 1 in 17 ascent at first over the mountain, then easier. Descent to Cushendun well engineered, but care required, bumpy to Cushendall, then splendid all the way and practically level. Only a slight rise at Whitehead. No cyclist should omit this. English milestones.

Repairers.—*Ghaarrn*, S. Bunting. *Larne*, D. Pinkerton. Point Street. *Ballyntoy*, J. Cass. 51 King Street: Alexander, Donegal Street: Anderson, Albert Bridge Road.

Portrush. Follow electric tramway to *Bushmills*, $6\frac{1}{4}$ (*Antrim Arms, O'Neill's*). Visit Dunluce Castle on the way at 4 m., see p. 103. A splendid ruin. Turn left out of Main Street, and at a fork one mile on, bear to the right and on through Templestragh, $11\frac{3}{4}$ (Dunseverick Castle, one mile off to left from here, see p. 112), to *Ballyntoy (Carrick-a-Rede)*, p. 98. Thence up hill, loose at first. At top bear left. The curious Carrick-a-Rede Bridge is at $15\frac{1}{4}$ (cycle can be left at small farm on left), then on to *Ballycastle*, turning right at cross roads, 1 m. before entering the town, $20\frac{1}{4}$ (*Antrim Arms, Boyd Arms*), p. 96. At Quay turn right and then over bridge and along the Warren to *Ballyroy*, 23 (Fair Head), p. 95. The headland can be done in a walk (3 m. out), see p. 96. From here there is a coast road to Cushendun, but it is very inferior. The sea

views, however, are very fine, see *p.* 95. We take the inland route and have a long ascent, nearly five miles, and a fine run down. Turning left to **Cushendun Bay** at fork (Mrs. Morrison's Temp. on left just after leaving other side of bay), 32½. Caves, *p.* 94. Cross bridge, turn right, and rejoin main road in about two miles, and on to **Cushendall**, 36¾ (*Kilnadore Cottage*, Cushendall). From this place several glens can be visited—namely, *Glendun* (better from Cushendun), *Gleannan*, *Glenariff*, see *pp.* 92-3, also *Layd Old Church*, *p.* 92. A charming spot! From centre of village turn left up hill and by coast to *Waterfoot*, 38½ (Red Bay); *Glenariff* best from here. Follow the coast on splendid road round **Garron Point**, 43½, *p.* 90; **Carnlough**, 47½ (*Londonderry Arms*), *p.* 90; **Glenarm**, 50 (*Antrim Arms*), *p.* 89; *Milltown*, 56½, to **Larne**, 63 (*Castle Swaney*, *King's Arms*), *p.* 88. Turn down to Quay and by Hood's Ferry (pass and bike, 2*d.*) on to Island Magee. Forward past Ferris Bay by winding road avoiding turn to left, to shore by Brown's Bay, 65½, to Boghead Farm, turn left and then next turn to right, and follow telegraph wires to next lane and turn uphill to left. Keep this to foot of Gobbins Hill, see *pp.* 87-8. Put up bike and take the cliff walk which is very fine (71 *m.*). Ascend hill, turn to left, follow telegraph wires, and at foot of hill turn right to *Ballycarry Station*, 74, where we join the main road again and come to *Whitehead*, 76 (a walk should be made on to the Head and on to Black Head, see *p.* 87). Turn right and on to **Carrickfergus**, 80 (*Imperial*), *p.* 87, *Castle Walls*; **White Abbey**, 82; *Greencastle*, 84½; fine view across the lough all the way from Carrickfergus; into **Belfast** (G.P.O.), 87½ (*Grand Central*, *Imperial*, *Union*, etc.), see *pp.* 46-52, *City Hall*, the port, shipbuilding, linen works, etc.

STAGE IV.—BELFAST TO DUNDALK.

By Mourne Mountains.

Maps, *pp.* 30 and 75.

The Road.—To Donaghadee *via* Bangor, Class I. and II. Tram lines for first two miles, then good to Bangor, and improving to fine surface along coast to Portaferry. Orlock Hill at 17¼ miles is 1 in 12 *d.* Strangford to Ardglass, Class II. Ardglass to Dundrum, Class III., but fair surface. Two miles from Killough there are a 1 in 10 *u.* and a 1 in 13 *d.* Care! The hill into Dundrum from Clough is 1 in 12 *d.* From Dundrum to Warrenpoint, Class II., but on the whole a fine road surface and no stiff gradients at all.

Repairers.—*Bangor*, A. Fulton. [*Newtownards*, J. Apperson, 36 Regent Street.] [*Downpatrick*, M. Porter, Market Street.] *Newcastle*, J. R. Stevens. *Kilkeel*, D. M'Attee. [*Newry*, Ingram and Co.]

Belfast (G.P.O.). Turn left out of Donegal Square, down Chichester Street, turn right along Oxford Street, and to left along East Bridge Street, and over Albert Bridge to railway bridges. Pass under left arch and uphill and on to *Holywood*, 6 *m.*, and on by Ballyrobert, over Turner's Bridge to Crawfords-

North Ireland.—Pick Inset.

burn (pretty), 11 $\frac{1}{4}$. Under railway, **Bangor**, 14 (*Imperial*), p. 54, excursion to Helen's Tower, pp. 55-7; *Groomsport*, 17, p. 58; down Orlock Hill with care to **Donaghadee**, 21 $\frac{1}{2}$, good view of Copeland Island Lighthouses; *Mill Isle*, 24 $\frac{1}{4}$; St. Patrick's Well, p. 58; *Ballywalter*, 29 $\frac{1}{2}$ (Grey Abbey, 2 $\frac{1}{2}$ m. west, p. 60); *Ballyhalbert*, 33; *Ringboy*, 37 $\frac{1}{4}$, round *Cloghy Bay*; *Kearney National School*, 41 $\frac{1}{4}$, *Quinten Castle*; *Tara Fort*, 44 $\frac{1}{4}$; *Folly Castle*, 47 $\frac{1}{4}$, to **Portaferry**, 49, p. 60. Ferry (not regular but boatmen take C.T.C. members, bike and man, 6*d.*, others, 1*s.*) to **Strangford**, 50, p. 64. Turn left (south) to **Kilclief Cas.**, and on south to *Ardglass*, 59 $\frac{1}{2}$ (*Castle, Golf*), p. 64, four castles round the bay to *Killough*, 62 $\frac{1}{4}$, p. 64. Two miles on, there is a stiff uphill (1 in 10), and then 1 in 13 (care!) down. Turn right at foot, then again to right, and first turn left, thence through *Miner's Town*, past Tyrella House, bear away to the right, then left under railway, and turn south into *Dundrum*, 72 $\frac{1}{2}$ (Downshire), p. 65, castle. Four miles further on we arrive at **Newcastle**, 76 $\frac{1}{2}$ (*Central Temp.*, Slieve Donard, Bellevue), pp. 65-66 (Demesnes—Donard, Tollymore, and Castlewellan), golf. Passing the station proceed along the front. This commences the circuit route of the Mourne Mountains by the coast, and beautiful views are constantly before us, *Harbour*, 77; *Donard Cave*, 77 $\frac{1}{4}$; *Maggie's Leap* and *Armer's Hole*, all off the road to left, see p. 68; *Bloody Bridge*, 78 $\frac{1}{4}$, and a furlong beyond high above road on left at top of rise. St. Mary's old Ch., p. 69; *Dunmore Head*, 80 $\frac{1}{4}$; *Annalong*, 83 $\frac{1}{4}$; **Kilkeel**, 89 (Kilmorney Arms), p. 77. [Div. Here the road goes straight on to *Greencastle*, 4 $\frac{1}{2}$ m., whence there is a steam ferry to **Greenore Pier** (hotel), p. 71; the road joining the route we shall take at Bush Station.] Turn right out of Kilkeel and past *Mourne Park* (on right), 90 $\frac{1}{4}$, over White Water Bridge and Causeway Water Bridge, Seafield, Killowen, into **Rostrevor**, 98 $\frac{1}{4}$ (Great Northern Hotel, The Cloughmore). Kilbroney Churchyard, 1 $\frac{1}{4}$ m., up Hilltown Road, old church, ascend "Cloughmore" 1 $\frac{1}{2}$ hours up and down, see pp. 73-4. Turn left out of village, and follow tram to **Warrenpoint**, 101 (*Imperial*, Great Northern), p. 72. The view across the lough is charming! [By continuing on, **Newry** (p. 70, *Newry*) can be reached in 6 $\frac{1}{2}$ m.] We shall now cross the lough by boat to *O'Meath*, 103 (1*s.* with bike for one, 6*d.* each for three, Strand Hotel, p. 71). Turn left on highroad, whence a fine run, with charming back views, to **Carlingford**, 108 (H.; several castles, a church, monastery), see p. 71. On to Grange and *Bush Station*, 112 (H.), pass over railway and bend right, Riverstown, Rampark, *Bellurgan Station*, 116, *Mount Pleasant Demesne* (right), turn left and on south over Maxwell's Bridge to **Dundalk** (Market Square), 121 (*Imperial*, *Conolly's Temp.*), see p. 42. Cathedral, Port, etc.

STAGE V. DUNDALK TO DUBLIN.

Map, p. 30.

The Road.—We shall only occasionally diverge from the main road connecting Dublin and Belfast, which has telegraph poles throughout. The main road is, of course, Class I. Between Dundalk and Drogheda it is cleverly constructed and of good surface, short, steep hill, 1 in 11 u., out of Dunleer, but we shall take the coast road, which is good. From Drogheda to Balbriggan there are continuous undulations, and the surface is not so good, sometimes even bumpy. In our route *via* Skerries, Rush, and Lusk we get into a Class II. road with indifferent sections, on the whole, however, good. The rest of the main route to the capital is fast, being steam-rolled, but bumpy, of course, on approaching the city.

Repairers.—*Dundalk*, B. Turner, Earl Street. *Drogheda*, P. Fullam, Lawrence Gate. *Balbriggan*, R. Dennis (right), Skerries Street. [*Horth*, W. Cote (right), Church Street]. *Dublin*, J. Keating (right), 3 Lower Abbey Street; Wallen and Co. (right), 4 Nassau Street; Rudge Whitworth Co., St. Stephen's Green; Rover Co., 23 Westmoreland Street, etc.

Dundalk (Market Square). Leave the square by Earl Street, then turn right, along Park Street. Then left along Dublin St. and straight on to *Lurganreen*, 4 m. [Or an alternative route would have been to leave the town east by Crowe Street and along Windmill Road, and on *via* Sandymount and Black Rock to *Lurganreen*, 6 m.] *Castleblinham*, 7¼. Turn east opposite church and in a quarter mile turn right into *Annagassan* on coast, 10. Bear left and then right to Dunany Ch. [Out to the Headland 1 m.] *Port*, 15½; *Clogher*, 19½ [to Headland, 1 m., but care!]; *Termonfeckin*, 22¼, and south-west under railway into **Drogheda**, 27¼ (*White Horse*, Auto, gar.), pp. 32-4.

[A most important circular diversion must be made from this town, involving as it does places of great interest; we refer to Monasterboice, Mellifont, Slane, Newgrange, Dowth, and Valley of the Boyne. The round is about 28 miles. By-roads, fair; main roads, good. *Drogheda*. Proceed along West Street, and where it forks take left hand branch, see pp. 34-9 for route to be followed and description. **Obelisk Bridge**, 3 m.; **Dowth Mound**, 6; **Newgrange Mound** (the best), 7¾; *Knouth Mound*, 9½. Sharp descent with turn at foot (care!). Meeting main road turn left into *Slane*, 12¼ (Conyngham Arms), p. 36. (Hill of Slane, p. 36). Turn right out of square and at the Glassallan cross roads turn right down hill and on to Mellifont Bridge (steep, care!) over the Mattock, Cross. The **Abbey** is on the right, pp. 38-9. From bridge turn left along river and into the main Collon Road. Turn to left along it and take first to right by telegraph poles, then first to left up long steep hill to **Monasterboice**, pp. 36-7. Splendid crosses (22 m.). Keep up hill and then first to right to Newtown Monasterboice, turn right and back to Drogheda, 28 m.]

Resuming main route to Dublin leave by bridge, turn to left along James Street, at end of which take narrow lane on the left, then under railway, along by River Boyne to *Mornington*

Bridge, 30 $\frac{3}{4}$. Cross and turn to right at top of hill, turn right (road to left goes to the *Maiden Tower* at mouth of Boyne River), on through Donacarney and Betaghstown to *Laytown*, 35, p. 32. Turn right and under railway, and along the river-side to *Julianstown*, 37; rejoining main road, turn left along to the Cock Inn at *Gormanstown*, 40, and on to **Balbriggan**, 43 (*Hamilton Arms*), p. 32. Proceeding south, bear left where the streets fork and keep left at cross roads, pass over railway and on to *Skerries*, 47 (*Holmpatrick Temp.*), p. 32 (*Rockabill Lighthouse*). Turn right and along coast to *Rush*, 51 $\frac{1}{4}$ (*Refreshment House* at *Kelton Lodge*, half-way up village on left), past station to *Lusk*, 54 $\frac{1}{4}$, p. 32, and into main road, turn left and through *Corduff*, 56 $\frac{1}{2}$, and on south into *Swords*, 59 $\frac{1}{2}$, p. 31 (*Round Tower, Cross, Abbey, Castle*). Turn right at foot of village. *Malahide*, 62 $\frac{1}{2}$, p. 31 (*Grand*), *Castle*, p. 31. Cross right, turn left, and along coast by narrow road to *Portmarnock*, 65 $\frac{3}{4}$. Cross bridge and turn left and on to *Baldoy* and *Sutton Railway Station*, 68, p. 29. The round of the **Hill of Howth** should be made from here; for route, etc., see pp. 29-30. From Sutton follow tram line right into **Dublin**, 75 m.

MAIN ROUTE III.

DUBLIN AND DUNDALK TO DONEGAL, via Castleblayney, Clones, Enniskillen, and Ballyshannon. (Maps, pp. 30 and 176.)

As far as Dundalk we have described in Stage 5 of Route 2 a coast route the reverse way. We now give the direct one.

Height above Sea.	Place.	Mileage.		Refer-ence Pages in Guide.	C.T.C. Hotels (others in Italic).	Remarks.
		Im-mediate.	Total.			
Feet.	Dublin ... ..	...	...	6-20	Metropole, Dolphin, Stand- and Temp., etc.	Leave the city by Sackville, Frederic- and Horse Streets.
130	Swords	8	8	31	<i>Hotel.</i>	Cross, Abbey, Castle, Round Tower.
50	Babrigan	11	19½	32	Hamilton Arms.	Good surface.
40	Drögbeda	10½	29½	32-33	White Horse (Auto., gar.).	Undulating and bumpy.
200	Dunleer	9½	39	42	<i>Hotel.</i>	Fair surface, 650 ft. at Monasterboice.
50	Dundalk	12½	51½	42	Imperial, Connolly's Temp.	" " R.C. Cathedral.
320	Culhavyille	11	62½	176	... ..	Excellent surface, undulating.
530	Castleblayney	5½	68½	176	<i>Phenial's.</i>	" " " "
300	Ballybay	7½	76	176	Leaslie Arms.	Ups and downs, slow road.
300	Newbliss	10½	86½	176-71	... ..	" " " "
200	Clones	5	91½	178	Lenard Arms.	Excellent and level. " " Abbey, Round
200	Newtown Butler	5½	97	178	Maguire's Temp.	one of the best roads in Ireland.
220	Lisnakea	6	103	178	Commercial.	" " " "
200	Enniskillen , W. Bridge	12½	115½	179	Imperial, Royal, etc.	bridge and to right.)
220	Blaney (by South Shore) ...	7½	123	181-2	<i>Gossetare.</i>	Excellent, undulating. Along shore of
150	Belleek	16	139	185	Johnston's and Commercial.	Lough Erne.
50	Ballyshannon , N. bank	5	144	170	Royal (Auto. and Motor U.).	Excellent, undulating. Pottery, sluices
150	Ballytra	6½	150½	170	<i>Jax</i> (Walnut Tree).	Fair surface, one bad hill. Falls, Salmon
50	Laghy	3½	154½	170	Im.	(Good road, stiff at first. [Leap, Abbey,
40	Donegal	5½	158	165	Arran Arms, Erin Temp.	" " (limestone).

N.B. For repairs and fuller details see the Road Books mentioned on page 1 and "C.T.C. Handbook."

These roads are only Class II. and III. as to construction, but surface is fair throughout. Irish milestones. At 40½ miles a bad hill I in 8 up, out of Ballyshannon I in 13 up.

MAIN ROUTE IV.

DONEGAL TO LONDONDERY, via Loughs Eske and Mourne, Ballybofey, Stranorlar, and Raphoe. (Maps, pp. 159 and 132.)

Height above Sea.	Place.	Mileage.	Refer- ence Pages in Guide.	C.P.C. Hotels (others in Italics).	Remarks.
		In terms of diads.	Total.		
Feet.					
40	Donegal (Diamond)	...	...	Arran Arms, Erin Temp.	Leave Diamond by east corner, and on past Workhouse.
200	Lough Eske Station	3½	34	...	Circuit of Lough, 7½ m. Splendid surface.
422	Barnesmore Gap	5	8½	...	Splendid surface, some stones.
605	Lough Mourne (Summit)	9½	11½	...	"
80	Ballybofey	3½	17	<i>Wicks and McGillichay's,</i>	" Splendid to fair, bumpy surface.
100	Stranorlar	4	17½	<i>Wicks.</i>	Bumpy.
120	Conroy	6	23½	Im.	Fair surface.
250	Raphoe	3	26½	"	"
50	St. Johnstown	8	34½	...	Excellent.
60	Carrigans	1½	36½	...	"
20	Londonderry	6	42½	Imperial, Ulster, Diamond Temp.	" Cathedral, Walls, Port, etc.

No serious gradients, road Class I, throughout.

Repairers. *Donegal*, M. Smyth, Main Street. *Londonderry*, Elkin Co., John Street; Rudge Whitworth and Coventry Co.'s (right).

MAIN ROUTE V.

LONDONDERRY TO BELFAST, *via* Dungiven, Maghera, Ramalsdown, and Antrim.
(Map, p. 112.)

Height above Sea.	Place.	Mileage.		Refer- ence Pages in Guide.	C.T.C. Hotels (others in Italics).	Remarks.
		In- terme- diate.	Total.			
20	Londonderry	...	...	115-120	Imperial, Ulster, Diamond Temp.	Leave Diamond by south-east side and over Carlisle Bridge.
350	Dungiven	20	20	111	<i>O'Keane's</i> .	Bumpy as far as Cumber, then excellent. Abbey.
650	Carr	3½	23½	...	Imn.	Only fair; cleverly engineered.
960	Glenahane Pass (Summit)	4½	27½	111	...	...; fine view.
300	Maghera	5	32½	99	Commercial, Walsh's.	Steep descent, 1 in 13, careful! Church.
50	Toome Bridge	11½	44	99	<i>O'Neil's Arms</i> .	Fair, north shore of Lough Neagh.
100	Ramalsdown	6	50	99 & 83	M'Anleye's.	Little bumpy, but fair.
100	Antrim	5½	55½	82	Massereene Ar., Hall's Com	Good, steam rolled. Castle.
180	Templepatrick	5½	60½	46-52	...	Excellent.
30	Belfast	11½	72½	...	Central, Imperial, Union, etc.	" Tram lines to Whitwell.

Road, Class I. throughout. Long nine mile up to Glenahane, 1 in 13 down (care!); is the only serious gradient.
Repairs. — *Londonderry*, see Route 4. *Belfast*, J. Cass, 81 King Street (right); Alexander, Donegal Street; and Anderson, Albert
 Bridge Road.

MAIN ROUTE VI.

BELFAST TO DUBLIN, via Lisburn, Portadown, Armagh, Carrickmacross, Slane. (Maps, pp. 176 and 30.)

Height above Sea.	Place.	Mileage.		Refer- ence Pages in Guide.	C.T.C. Hotels (others in Itaries).	Remarks.
		In- terme- diate.	Total.			
Feet.						
30	Belfast , G.P.O.	...	...	46-52		
150	Lisburn	84	84	45		Leave by Dublin Road (Plan, p. 46). Paved 3 <i>m.</i> , then excellent.
200	Lurgan	127	203	45		Very good.
75	Portadown	51	26	45		Excellent.
170	Armagh	107	363	79		Excellent; two cathedrals.
500	Keady	74	437	...		Indifferent surface.
500	Castleblayney	10	537	176		Fair surface.
110	Carrickmacross	12	651	...		Fair; bumpy towards the town.
150	Drumcondra	104	755	...		Good surface; undulating.
180	Slane	121	884	36-7		...
350	Ashbourne	15	1031	...		Good surface; undulating.
210	Phinglas	94	1125	20		Bumpy. Cemetery; Botanic Gardens.
50	Dublin	34	116	6-20		Bumpy. See Guide for objects of interest drawn, Commercial.

Gradients, etc.—To Armagh it is an undulating, fine road, little stiff at Moira. To Castleblayney, Class II., and much broken up with traction engines. Gradients easy. To Carrick, Class I., good. To Dublin, Class II. and III., but good surface except near the city. Decidedly the best for motors (straight and dry). No troublesome gradients. Irish mile-stones.

Repaireers.—Lurgan, S. Charles, High Street. Portadown, W. Allen, West Street (right). Armagh, D. McDowell, College Street. Lisburn (near Slane). Engineering Works, Mill Lane (right). Dublin and Belfast, see other routes.

MAIN ROUTE VII.

To connect with coast, Route II., for those *landing* at Belfast.

The "coast" route given first *can* be taken the reverse way, but if wind is south-west the ride from Portrush to Sligo will not be pleasant, and in Donegal irksome in fact. The line of least resistance is to take train to Enniskillen, change, and on by Sligo and Letterin Railway Co. to Sligo; but if the ride is undertaken, we give here the route.

Belfast to Armagh is given in Route VI., thence to—

Height above Sea.	Place.	Mileage.		Refer- ence Pages in Guide.	C.T.C. Hotels (others in Italics).	Remarks.
		In- terme- diate.	Total.			
Foot.						
280	Monaghan	17	53½	81	...	Good.
290	Clones	13½	66½	176	Lennard Arms (Auto), Mot.	Good and undulating.
280	Belturbet	12½	79	177	Lawn (Temp.).	[U.n.]. Fairly good.
280	Killesnohra	8½	87½	...	...	...

Whence the route to Ballina and Sligo is described in Route I. Total to Ballina, 181 miles.

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East Lynne.
The Channings.

CHARLES READE.

Cloister and the Hearth.

Mrs. GASKELL.

Cranford.

Mrs. CRAIK.

John Halifax, Gentleman.

DUMAS.

The Three Musketeers.

BUNYAN.

Pilgrim's Progress.

JANE AUSTEN.

Pride and Prejudice.
Sense and Sensibility.

BRONTË.

Villette.

GEORGE BORROW.

Bible in Spain.

SWIFT.

Gulliver's Travels.

G. J. WHYTE-MELVILLE.

Kate Coventry.

VICTOR HUGO.

The Toilers of the Sea.

Notre-Dame.

'Ninety-Three.

The Laughing Man.

Les Misérables—I.

Les Misérables—II.

HARRISON AINSWORTH.

Old St. Paul's.

A. W. KINGLAKE.

Eothen.

CAPTAIN MARRYAT.

Children of the New Forest.

CHARLOTTE YONGE.

Book of Golden Deeds.

RUSKIN.

Modern Painters (Selections)

THOMAS NELSON AND SONS,
London, Edinburgh, Dublin, and New York.

Tours.

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The following **tours** are samples of a very large number partly advertised by the Railway Companies, and partly, as it were, forming a blend with those so advertised, the writer's aim being to show to what extent it is profitable to avail oneself of tourist or circular tickets, and how far to go on one's own hook. When planning their routes, tourists should consult the Tourist Programmes of the English and Irish Railways issued early in May and again in July in each year. The Headquarters of the Companies in the North of Ireland are:—

- Great Northern.** Amiens Street, Dublin.
- Midland Great Western.** Broadstone, Dublin.
- Belfast and Northern Counties (Midland R.),** York Road, Belfast.
- Belfast and County Down,** Queen's Quay, Belfast.
- Sligo, Leitrim, and Northern Counties,** Enniskillen.
- Donegal.** Stranorlar, Co. Donegal.
- Londonderry and Lough Swilly.** Londonderry.
- Dundalk, Newry, and Greenore (L. & N.W.),** North Wall, Dublin.

A **London Office** has been opened at No. 2 Charing Cross, where all information as to Fares, Routes, Trains, etc., can be obtained from the Agent.

That **Tourist Tickets** are a convenience and save a certain amount of trouble cannot, of course, be gainsaid. Unless, however, they are issued at a very distinct reduction on ordinary fares—as in the case of day-trips and week-end excursions—they are not necessarily economical. They confine the holder to specified routes from which it is ten chances to one that he will occasionally want to diverge—each divergence being an extra expense; in many cases they involve considerable waste of time in traversing uninteresting scenery, or in going twice over ground which hardly repays a single journey. For instance, you take a tourist ticket from London to Belfast *viâ* Dublin, 3rd class and saloon, for 53s. 6d. This necessitates your going the whole journey from Dublin to Belfast (113 m.) by rail, omitting the beautiful car-route by coast round the Mourne Mountains—which, if taken, involves an addition of 7s. 6d. to the expenses. The tourist who wished to turn the time at his disposal to the best account, would take train from Dublin to Dundalk (54 m.), diverging, if so minded, at Drogheda to visit the battle-field of the Boyne, and one of the old mounds of Newgrange or Howth; from Dundalk take the branch line to Greenore and Carlingford; cross by boat from the next station, Omeath, to Warrenpoint; thence proceed by the car-route to Rostrevor and Newcastle, and on by the Co. Down railway to Belfast; or, omitting the Carlingford promontory, he would book from Dublin to Warrenpoint (81 m.) by Goraghowood

North Ireland.—Blue Inset.

Junction, and there join the same car-route. This route between Dublin and Belfast forms part of one of the Great Northern circular tours from Dublin (Route 5), but it confines the ticket-holder to one route in returning from Portrush to Dublin, and does not admit of his proceeding from Belfast by the famous Antrim coast-road.

Almost the whole of the scenery of the north of Ireland is either on or within a few miles of the sea. The Antrim coast, Co. Donegal, and the Mourne Mountains are the regions which lay themselves out for summer tourists, and, in a less degree, Cos. Sligo, Leitrim, and Fermanagh. We subjoin a rough summary of the necessary travelling expenses of a tour all the way round, and of shorter tours to each of the most favoured districts. The extension of the railway from Letterkenny to Burton Port has greatly added to the interest of touring in Donegal, as it enables tourists to take their ease over the best parts and escape the monotony of the less favoured ones. Many who take the all-round tour, which may be comfortably accomplished in four weeks, will add another week for the sake of seeing Connemara, in which case they will return direct from Galway to Dublin, or with yet another week to spare they may include Killarney in their tour. Connemara and Killarney are fully described in our companion volume on South Ireland (Part II.).

Tourists may now go just "as they please" between England and Dublin, tickets being issued by every class enabling the holders to travel saloon on all steamers.

Though greatly improved in recent years, the third-class carriages in Ireland have not yet attained the comfort which characterizes them on our best English lines. On the trunk lines First and Second-class Breakfast and Dining Cars are run from Dublin to Belfast, Westport, Galway, Cork, and from Belfast to Portrush.

We have made no calculations regarding hotel expenses. Ten shillings a day may be taken as a moderate figure all round. At first-class houses it will run somewhat higher, but there are many clean and comfortable country houses where one may stay at as little as 7s. or 8s. a day, especially if arrangements are made for a stay of several days.

Tour No. 1. From London to the Mourne Mountains, the Antrim Coast, Co. Donegal, and Sligo, returning direct by Dublin. Four weeks—possible in three.

London to Newry (night train via Holyhead and Greenore, 3rd cl. and saloon)	£	s.	d.
Warrenpoint (train)	0	0	6
Rostrevor (tram)	0	0	4
Newcastle (long car)	0	3	6 (a)
Belfast (train)	0	2	9
Larne (train)	0	1	9
Cushendall (long car)	0	4	0
Ballycastle (long car)	0	3	9
Giant's Causeway (long car)	0	3	3
Portrush (tram-car)	0	1	0

£2 9 4

	£	s.	d.
Brought forward	2	9	4
Londonderry (train)	0	3	2
Buncrana (train)	0	0	10
Fahan pier (train)	0	0	5
Rathmullan (ferry-boat)	0	0	4
Portsalon (pub. car, or by boat from Fahan, 2s.)	0	3	0
Rawross (priv. car)	0	10	0
Mulroy (ferry)	0	0	4
Rosapenna (car).....	0	3	0
Creeslough (char-à-banc).....	0	2	6
Dunfanaghy (train and pub. car, <i>ret.</i>)	0	1	9
Gweedore (train).....	0	1	4
Burton Port (train)	0	1	0
Dungloe (mail-car)	0	0	6
Glenties (mail-car, or car to Fintown, then rail)	0	4	0
Ardara (priv. car)	0	1	0
Carrick (priv. car or mail-car).....	0	4	0
Killybegs	0	2	0
Donegal (train)	0	1	7 (b)
Ballyshannon (train)	0	1	4 (c)
Bundoran (train)	0	0	4 (c)
Sligo (mail-car)	0	3	6 (d)
Dublin (train)	0	11	2
London (saloon and third class)	1	9	6

(N.B.—*Car fares in big towns not included.*)

£6 15 11

For from 12s. 6d. to 25s. extra, according to route, second-class may be substituted for third by train throughout.

(a) **Newry to Newcastle** through (train and car), 4s. (b) **Donegal to Dublin** direct by train, 15s. 1d. (2nd cl. 23s. 6d.). (c) **Bundoran or Ballyshannon to Dublin** direct by train, 12s. 6d. (2nd cl. 19s. 4d.). (d) **On through Connemara**:—Sligo to Ballina (long car), 5s.; Ballina to Westport (train), 3s. 4d. (2nd cl. 5s. 5d.); Westport to Clifden (public car), 8s.; Clifden to Dublin direct, 14s. 8d. (2nd cl. 22s. 11d.).

The best halting-places on this route for more than one night are Greenore, Warrenpoint, Rostrevor, Newcastle, Belfast, Garron Tower, Cushendall, Ballycastle, the Causeway, Portrush, Londonderry, Buncrana, Portsalon, Rosapenna, Dunfanaghy, Gweedore, Glenties or Ardara, Carrick, Killybegs, Donegal, Bundoran, and Sligo. The whole tour may be comfortably accomplished in four weeks—hurriedly in three.

Tour No. 2. Dublin, the Mourne Mountains, and Belfast— —one week.

Tourist Ticket London to Belfast <i>viâ</i> Dublin (N. Wall), with liberty to return by Fleetwood or Liverpool (3rd and saloon).....	£	s.	d.
(Leave the Belfast train at Goragwood Junc., 72 m.)	2	15	0
Goragwood to Warrenpoint (train)	0	0	11
Rostrevor (train)	0	0	4
Newcastle (long car)	0	3	6
Belfast (train)	0	2	9

Add **Antrim Coast** (3 days). Tour 11. £3 2 6

Circular Tour (train to Larne, long car to Cushendall and the Causeway, tram to Portrush, train to **Belfast**)..... 0 18 0

£4 0 6

*² Booking from place to place the fares would be:—London to Dublin, 29s. 6d.; Dublin to Warrenpoint, 6s. 10d.; Warrenpoint to Belfast, including North Ireland.—Blue Inset.

tram to Rostrevor, 6s. 7d.; Belfast to London, 28s. 6d. Total, £3, 11s. 5d. (3rd cl. and saloon).

Tour No. 3. Belfast and Mourne Mountains only. Return Tickets are issued from London (Euston) to Belfast *viâ* Fleetwood, Greenore, or Liverpool, *viâ* Barrow or Liverpool, at 35s. 6d. Also London (Euston) to Rostrevor (by Greenore), 36s. 3d. (10s. 3d. extra for saloon).

Tour No. 4. Belfast, Antrim Coast, Giant's Causeway, Portrush, Londonderry, and back.

A	3rd return and steerage.
London to Belfast and back by Fleetwood, Liverpool, Greenore, Barrow, or Heysham, 3rd & deck	£ s. d. 1 15 6
Circular tour of Antrim Coast, returning to Belfast by train	0 18 0
Extra Coleraine to Londonderry and back	0 4 7
<hr/>	
B	£2 18 1
London (St. Pancras 1.30 p.m.) to Portrush and back (twice a week). See excursion bills	1 19 0
Portrush to Londonderry and back	0 5 4
Portrush to Belfast (rail)	0 5 5
Belfast to Portrush (Antrim Coast). See Tour No. 1 ...	0 13 8
<hr/>	
£3 3 5	

Tour No. 5. L. & N. W. Circular Tours *viâ* Fleetwood or Greenore to Belfast, Portrush, Londonderry, Enniskillen, and back by **Dublin**, or *vice versâ*; also from **Midland Stations** *viâ* Heysham, Barrow or Liverpool, Belfast or Dublin, to same places.

	£ s. d.
Tourist Ticket from London (3rd and deck)	2 18 6
Add for Circular Tour of the Mourne Mountains from Belfast	0 8 0
Add for detour round Antrim Coast (Belfast to Portrush) ...	0 13 8
<hr/>	
£4 0 2	

* * * If the tour of the Mourne Mountains is done in two days* the fares are—3rd class and coach, 7s.; 2nd, 8s. Booking from place to place the fares would be London to Belfast, 21s.; Mourne Mountains tour, 8s.; Antrim Coast detour, 13s. 8d.; Portrush to Derry, 3s. 2d.; Derry to Enniskillen, 5s.; Enniskillen to Dublin, 9s. 8d. (Derry to Dublin through, 13s. 7d.); Dublin to London, 24s. Total, £4, 4s. 6d.

* Or Saturday to Monday. By certain trains Saturday only, 5s. 6d. and 7s.

The **L. & N.W. R'way Co.** advertise Six Circular Tours at the uniform charge of 71s. 6d. (3rd cl. & cabin, by North Wall; 3rd and 2nd cabin by Kingstown) from London; by Holyhead and Dublin, Holyhead and Greenore, or L'pool and Belfast, embracing Portrush, Londonderry, Enniskillen, Dundalk, and Drogheda.

The **Midland Co.** issue similar tours either by Liverpool and Dublin, or Barrow or Heysham and Belfast, and following the same routes in Ireland as the L. & N.W. (above).

North Ireland.—Blue Inset.

COST OF TICKETS (SINGLE AND RETURN) FROM CHIEF TOWNS TO DUBLIN AND BELFAST. (Ordinary Returns are the same as Tourist Tickets.)

TO DUBLIN.

Via Liverpool or Heysham.

	Via Holyhead and North Wall.*						Via Liverpool or Heysham.					
	Single.			Return.			Single.			Return.		
	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.
	Saloon	Saloon	Saloon	Saloon	Saloon	Saloon	Saloon	Saloon	Saloon	Saloon	Saloon	Saloon
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
From												
LONDON.....	50 0	32 6	29 6	87 0	51 0	17 0	12 0	29 6	20 6	78 0	51 6	37 0
Birmingham.....	35 6	22 6	20 6	58 6	39 0	36 0	26 6	20 9	11 6	47 0	35 6	21 0
Bristol.....	15 0	31 6	27 0	78 6	52 6	48 6	38 1	27 3	17 9	67 3	16 6	32 0
Edinburgh †.....	58 0		31 0	96 6		52 0						
Glasgow ‡.....	55 6		29 6	91 6		52 6						
Hull.....	38 3		21 0	67 11		40 0	29 0		13 11	52 7		25 9
Leeds.....	31 0	22 0	20 0	56 0	31 6	32 0	22 0	20 3	9 8	39 0	33 8	17 9
Liverpool.....	22 0	16 0	11 6	36 6	25 6	23 6	13 6		4 0	21 0		6 6
Manchester.....	26 0	18 6	17 0	43 6	29 0	27 0	19 0	16 3	6 6	29 0	26 0	11 0
Newcastle.....				81 0		48 8	35 6		17 1½	66 0		32 0
Sheffield.....	31 6		20 6	54 6		34 0	21 1	19 5	9 11	39 11	33 0	17 9

Extras for Saloon over Steerage:—Holyhead to Dublin, 8s.; reb., 12s. Liverpool to Dublin, 9s. 6d.; reb., 14s. 6d.

* By Greenock, from Edinburgh, 17s. 6d., 15s.; reb., 27s. 6d., 24s. From Glasgow, 13s. 9d., 13s. 3d.; reb., 22s. 6d., 21s. 6d.

† By Sillitho (rel.) from Edinburgh, 27s. 3d., 22s. 3d. From Glasgow, 30s., 22s. 9d.

TO BELFAST.

Via Dublin (N. Wall).

Via Barrow, Fleetwood, Heysham, Greenore, or Liverpool.

Via Stranraer.

	Single.			Return.			Single.			Return.						
	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.				
	Saloons s. d.	Saloons s. d.	Stages s. d.	Saloons s. d.	Saloons s. d.	Stages s. d.	Saloons s. d.	Saloons s. d.	Stages s. d.	Saloons s. d.	Saloons s. d.	Stages s. d.				
LONDON	50 0	12 6	27 0	90 6	71 0	16 0	15 0	35 0	21 0	75 0	58 6	35 6	50 0	27 0	90 6	50 0
Birmingham	40 0	30 0	20 0	67 0	50 0	33 6	25 6	22 0	12 6	16 9	37 6	21 0	40 0	20 0	67 0	40 0
Bristol	—	—	—	—	—	—	37 1	26 3*	18 9	67 10	42 9*	32 6 ^d	52 1	27 9 ¹	91 8	55 7
Edinburgh	—	—	—	—	—	—	—	—	—	—	—	—	22 6	10 6	32 6	17 0
Glasgow	—	—	—	—	—	—	—	—	—	—	—	—	17 6	8 6	25 0	14 0
Hull	—	—	—	—	—	—	29 10	22 2*	11 8	51 11	31 9*	21 6	37 6	19 3	65 0	38 6
Leeds	35 0	25 0	16 0	59 0	41 6	27 0	22 0	18 2*	10 8	37 0	28 3*	18 0	30 6	15 0	51 0	30 0
Liverpool	29 6	22 6	15 0	49 6	37 6	25 0	12 6 (direct)	6 0	21 0	21 0 (direct)	11 0	11 0	30 0	15 0	50 0	30 0
Manchester	30 0	22 6	15 0	50 0	37 6	25 0	18 0	15 3	7 6	29 0	26 0	13 0	30 0	15 0	50 0	30 0
Newcastle	—	—	—	—	—	—	—	—	—	52 10	33 9	23 6	46 1	23 6	79 6	39 6
Sheffield	—	—	—	—	—	—	23 1	18 6*	10 11	39 11	28 9*	18 6.	35 9	18 3	61 6	36 6

* 3rd class and saloon.

Extras for saloon over steerage:—**Holyhead** to **Dublin**, single, 8s.; return, 12s.; to **Greenore**, 7s. 6d. and 10s. 3d.

Steamer fares only	}	Barrow	single, 12 6; return, 18 9
		Heysham	single, 5/ and 8 6
		Fleetwood to Belfast , single, 12 6; return, 21/	saloon, 5/ and 8 6

}	Stranraer to Larne , single, 7/6; return, 12/6	extra for saloon, 3/6 and 5/6.
	extra for saloon, 7/6 single, 10/3 return.	

TOURIST FARES TO CHIEF RESORTS.

For extra charge for saloon on steamer, see p. vi.

	PORTRUISH.													
	BUNDORAN, including Steamer on Lough Erne.				By Liverpool, Fleetwood, Barrow, or Greenore.				By Heysham.				By Stranraer and Larne.	
	A		B		C		D		E		F		G	
1st and Saloon. s. d.	2nd and Saloon. s. d.	3rd and Steerage. s. d.	1st and Saloon. s. d.	2nd and Saloon. s. d.	3rd and Steerage. s. d.	1st and Saloon. s. d.	2nd and Saloon. s. d.	3rd and Steerage. s. d.	1st and Saloon. s. d.	2nd and Saloon. s. d.	3rd and Steerage. s. d.	1st and Saloon. s. d.	3rd and Steerage. s. d.	
LONDON	107 0	79 0	51 0	89 2	68 0	42 0	89 2	42 0	100 0	—	—	100 0	55 0	
Birmingham	66 0	56 0	31 6	60 11	48 0	28 0	60 11	28 0	67 6	—	—	67 6	40 0	
Bristol	89 7	61 6	43 6	82 0	62 2	39 0	82 0	39 0	69 2	—	—	69 2	55 6	
Edinburgh	60 3	18 9	b	—	—	—	—	—	49 0	—	—	49 0	21 6	
Glasgow	52 9	11 9	b	—	—	—	—	—	41 6	—	—	41 6	20 6	
Leeds	70 0	55 6	38 6	53 2	43 2	27 0	53 2	27 0	63 6	—	—	63 6	30 0	
Liverpool	57 0	43 0	32 0	41 2	36 2	20 0	43 2	22 0	50 0	—	—	50 0	30 0	
Manchester	58 6	47 6	31 6	43 2	37 2	22 0	43 2	22 0	51 0	—	—	51 0	30 0	
Newcastle	—	—	—	—	—	—	—	—	63 0	—	—	63 0	33 4	
Sheffield	61 8	a	29 6	54 1	25 6	25 6	54 1	25 6	66 6	—	—	66 6	36 6	

A. By North Wall except, a, by Barrow and Belfast, and, b, by Ardrossan, Greenock, or Belfast. Tickets are also issued from other stations named, by Kingstown, at from 6s. 6d. to 10s. 6d. excess 1st class, and from 4s. to 7s. 6d. 2nd class; and, *via* Fleetwood or Greenore, at from 5s. to 10s. (all classes) less than by North Wall. B. a, by Belfast, and including Causeway; c, by Liverpool and Fleetwood only. C. From Midland stations only. Extra for saloon, 10s. 3d. return. D. a, Midland only. Extra over 3rd class for saloon, 5s. 6d. return.

TOURIST FARES TO CHIEF RESORTS.

	ROSTREVOR, by Greenore.			NEWCASTLE, (County Down) by Greenore.			N. of IRELAND CIRCULAR.		
	F.			F.			C.		
	1st and Saloon. s. d.	2nd and Saloon. s. d.	3rd and Steerage. s. d.	1st and Saloon. s. d.	2nd and Saloon. s. d.	3rd and Steerage. s. d.	1st and Saloon. s. d.	2nd and Saloon. s. d.	3rd and Steerage. s. d.
LONDON	77 0	52 6	36 3	80 0	56 6	37 9	112 6	85 6	58 6
Birmingham	45 0	35 6	21 3	48 6	39 6	23 3	83 6	66 6	49 6
Bristol	†76 10	†57 9	†37 9	†75 4	57 0	37 0	108 2	—	63 0
Edinburgh	—	—	—	—	—	—	—	—	—
Glasgow	—	—	—	—	—	—	—	—	—
Leeds	40 0	33 6	19 3	64 3	37 6	21 3	{ 76 6 68 0*	62 6	{ 48 6 46 1
Liverpool	31 6	25 6	11 3	31 6	28 9	13 9	63 6	52 6	11 6
Manchester	36 6	28 0	14 3	36 6	30 9	16 3	67 6	54 6	41 6
Newcastle	—	—	—	—	—	—	—	—	—
Sheffield	†48 11	—	†23 9	†47 5	—	23 0	76 10	—	47 6

F. a, by Liverpool or Barrow; b, by Barrow, 16s. 6d. (1st) and 22s. 6d. (3rd). C. By North Wall (or Kingstown, 1st and 2nd only at slightly higher rates), Fleetwood, or Greenore from L. & N.W. stations; by Liverpool, Heysham, or Barrow from Midland stations. In Ireland the routes are over the Great Northern between Dublin and Belfast (tickets not available by *United Mail*), Enniskillen, and Londonderry; by the Belfast and Northern Counties (Midland) between Belfast, Portrush, and Londonderry.

Tourist Tickets are also issued to Greenore (at slightly less than to Rostrevor); Warrenpoint, at a shade less than to Rostrevor; and for other Circular Routes, including Killarney, Conemaara, etc.

TOURS IN NORTH IRELAND.

(All pages refer to the Circular Tourist Programmes.)

BELFAST AND COUNTY DOWN ROUTE.

Daily excursions at single fare (and even less Wednesday and Saturday) are issued from Belfast to Newcastle, Ardglass, Donaghadee, Bangor, Helen's Bay, Rostrevor, Downpatrick, etc., for which refer to the company's very compact little "Tourist Programme."

Circular Tours.—Belfast *via* Bangor or Donaghadee to Belfast. Return fares, 2s. 9d., 2s., and 1s. 6d.

Belfast to Holywood, thence by motor to Newcastle. Return fares, 3s. 8d., 3s., 2s. 6d. Trains, Wednesdays, 9.35 and 10.50. Saturdays extra, 12 and 1.50.

Combined rail and hotel ("Slieve Donard") tickets to Newcastle (p. 26), Saturday to Monday (two days), 30s.; Friday to Monday (three days), 40s.; week, 80s.; or week with daily travelling, 90s.

Combined Rail and Coach Tour (p. 21).—Belfast to Rostrevor *via* Newcastle and back. Fares, 9s. 6d., 8s., 6s. 9d. (available seven days).

Week-end tickets are issued from Belfast at a fare and a quarter.

G.N.R. OF IRELAND.

The tours of this company (the largest in the north of Ireland) are so numerous and so well set out in their "Illustrated Tourist and Excursion Programme" that it would be impossible to do more than refer our readers to such, confining ourselves to giving the pages where particulars may be found.

Circular Tours.—Twenty are given (see pp. 55 to 78), embracing every part except Donegal.

For **The Donegal Highlands** refer as follows:—

Buncrana (pp. 79 and 91), *Letterkenny* (p. 91), *Rathmullan* (p. 91), *Portsalon* (p. 90), *Carndonagh* (p. 92), *Creel* or *Dunfanaghy* (p. 92), *Gweedore* (p. 92), *Burton Port* (p. 92), *Rosapenna* (p. 92), *Ardara* (p. 89). To stations on Donegal Joint Committee Railway (p. 87).

Enniskillen and Lough Erne. See *Pink Pages* (p. 86).

Connemara Tour (No. 27, p. 78).

Achill Island Tour (No. 28, p. 78).

The Mourne Mountains Round (pp. 106 to 110).

Greenore and Carlingford Lough (pp. 112 to 115).

Valley of the Boyne. Combined rail, coach, and launch (pp. 119 to 122).

The Shannon Lakes.—Five circular tours. Two from Belfast (p. 135) and three from Derry (p. 136).

To Co. Wicklow, see p. 145.

All the above cir. tours are available for two calendar months.

North Ireland.—Blue Inset.

A list of photographic dark rooms is given on *p.* 160.

Combined rail and hotel tickets are issued to the Railway Co.'s Hotels at Bundoran (*p.* 84), Rostrevor, and Warrenpoint (*p.* 100); the L. & N.W. Railway Hotel at Greenore (*p.* 114); and hotels at Ardara, Dunfanaghy, Malahide, and Sutton.

Week-end Tickets to Bundoran, *pp.* 81, 82.

	1st.	2nd.	3rd.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
From Dublin (Friday to Tuesday) ..	18 0	14 0	10 0
„ Belfast („ „) ..	15 0	12 0	7 6

To Greenore (*p.* 113). *To Newcastle* (*p.* 95), or the *Mourne Mountains Round via Newcastle* or Warrenpoint from Belfast (rail and coach), 9*s.*, 8*s.*, 7*s.*; or the *same tour for Saturday only* by 9.15 and 9.55 from Belfast, 8*s.*, 7*s.*, 5*s.* 6*d.*

To Warrenpoint from Belfast (5*s.*, 4*s.*, 3*s.*) and other places by any ordinary train (*p.* 99), or from Belfast by 9.15 train only, and returning at 6.40 p.m. (4*s.*, 3*s.*, 2*s.*), *p.* 101.

[A complete list of day trips from Warrenpoint is also given (*p.* 103).]

To North Wales (see “Baddeley’s North Wales, Part I.”) every Friday (*p.* 151).

Sligo (for Lough Gill), Friday or Saturday to Tuesday, allowing break of journey at Enniskillen for Lough Erne.

	1st.	2nd.	3rd.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
From Dublin	25 0	17 6	10 0
„ Belfast	20 0	16 6	10 0

Saturday or Sunday to Monday Return Tickets.

Return tickets, 1st, 2nd, and 3rd class, at slightly over single fares are issued on Saturdays or Sundays by most of the ordinary trains (except Limited Mail) between all stations and **Dublin, Belfast, and Londonderry**, available for return on date of issue, or up to and including the following Monday, by any trains (except the Limited Mail). For further particulars as to fares, etc., apply at the stations.

Eight-Day Contract Tickets.

Increased Facilities for visiting Tourist Resorts.

During the summer season (May to October) contract tickets covering 160 miles of travelling, and available for one week, will be issued at Warrenpoint, Newcastle, Antrim, and Greenore to holders of tourist tickets between English or Scotch stations and Warrenpoint, Newcastle, Antrim, or Greenore.

Fares: 1st class, 17*s.* 6*d.*; 2nd class, 13*s.*; 3rd class, 10*s.*

The following places are included in the tickets—namely, Belfast, Warrenpoint, Rostrevor, Newcastle, Greenore, Antrim, and Armagh.

North Ireland.—Blue Inset.

For further particulars apply to the superintendent of the line or at the stations.

To *Ballycastle* every Saturday (June to October), available nine days (*p.* 140).

To *Portrush* every Saturday (June to October), available nine days (*p.* 139).

To *Killarneey* every Friday and Saturday (May to October), via Dublin, available eight days.

From Belfast, 5*s.* 6*d.*, 3*s.*, 2*s.*, and other stations.

To *Pettigo* (for Lough Derg; June to August 15), eight days.

From Belfast, 2*s.*, 1*s.*, 12*s.* From Dublin, 3*s.*, 2*s.*, 16*s.*, and other stations (*p.* 86).

THE MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

This line issues a very useful little "Illustrated Tourist Programme" suitable for the pocket, and this should be obtained. The one part specially served by this company is the beautiful Antrim coast, including Portrush (for the Giant's Causeway) where they have erected a fine hotel. Similarly to the Great North of Ireland they issue tours over the South Donegal Railways. The first seven pages of the Tourist Programme referred to gives one the clue to the whole book, and to that we must refer our readers.

Daily Excursions are shown as follows: From Belfast (*p.* 8) to Glenariff (*pp.* 39-41), Giant's Causeway (*p.* 48), Portrush, Portstewart, and Castlerock (*p.* 58). From Strabane and stations on Donegal Railway, etc. (*pp.* 62-66), Ballycastle (*p.* 78), *Carrickfergus* (*p.* 81), *Whitehead* (*p.* 82), Ballycarry (for Gobbins Cliff Path, constructed by the Company) (*p.* 84), Larne (*p.* 86).

Tourist Tickets.—A complete table of fares from Belfast and other stations to resorts in *Donegal* is given on *pp.* 18 and 19, and from *Londonderry* on *p.* 70. To *Portsalon* from Belfast and other stations on *p.* 20. Particulars of seven or eight *circular tours* from Belfast are given on *pp.* 21 to 36, principally to the Antrim coast, but one including South Donegal and Enniskillen (No. 10, *p.* 21; another, which covers North Donegal, is *Belfast to Burton Port* (by Lough Swilly Railway) via Derry, returning from *Glenties to Belfast via Stranorlar, Strabane, and Derry*, or reverse. Fares, 3*s.* 3*d.*, 2*s.*, 1*s.* (available two months, and break allowed at any important station); or *Belfast to Glenties*, returning from Killybegs, or reverse. Fares, 2*s.* 3*d.*, 2*s.* 3*d.*, 1*s.* Also tourist fares from Liverpool, Bristol, Cardiff, Swansea, and Glasgow to Portrush and Antrim coast (*p.* 100).

Week-end Tickets.—To *Stranraer and Ayr* (*p.* 12). *Glenarm, Carnlough, and Garron Tower* (*p.* 37). *Giant's Causeway* (*p.* 16), *Killybegs and Glenties* (*p.* 68), and a complete table from Belfast to all stations (*p.* 97).

Eight-day contract tickets are issued to tourists booking from any place in England or Scotland to Larne, Antrim, or Portrush.

Tourists, on presentation of their tourist ticket from any English or Scottish station at the booking office Larne, Larne Harbour, Antrim, Portrush, or Portstewart, can obtain an eight-day contract ticket, entitling the holder to use of 200 miles of railway for a week, and giving access to the numerous beauty spots and places of attraction in Co. Antrim, and including the city of Derry (*p.* 99). Fares, first class, 20s.; second class, 15s.; third class, 10s.

Combined Rail and Hotel Tickets.

From Belfast, 1st class.

	Sat.-Mon.		Fri.-Mon.		Wk.
	s.	d.	s.	d.	s. d.
Portrush (<i>Railway Co.'s Hotel</i>)	30	0	40	0	73 0
Ballycastle (<i>Antrim Arms</i>)	27	0	34	6	63 0
„ (<i>Marine</i>)	30	0	40	0	73 0
Larne (<i>Laharna Hotel, Irish Tour. Dev. Co.</i>) ..	16	6	25	3	61 6
„ (<i>Olderfleet Hotel</i>)	20	0	30	0	65 0

From Londonderry.

Ardara (<i>Nesbitt Arms; free golf, 9</i>)	26	2	34	8	60 4
Portnoo, Narin (<i>Portnoo Hotel; free golf, 18</i>) ..	28	2	36	2	58 4

THE LONDONDERRY AND LOUGH SWILLY RAILWAY.

Tourist Tickets are issued from all the principal stations on the other Irish railways, and also English companies. Apply to superintendents of the lines; Messrs. Cook and Son; Diggle, tourist agent, Oldham; or Laird or Burns Steamship Co., Glasgow. Facilities and cheap tickets for bathing or golf at Buncrana are also issued. *See* company's time-table.

Week-end Tickets.—From Londonderry to Letterkenny, 3s. 9d., 2s. 8d., 1s. 9d.; Creeslough, 7s. 9d., 5s. 8d., 3s. 8d.; Carndonagh, 4s. 6d., 3s. 6d., 2s. 3d.; Dunfanaghy Road, 8s., 5s. 9d., 3s. 9d.; Gweedore, 10s. 10d., 8s., 5s. 3d.; Rathmullan, 2s. 8d., 2s., 1s. 2d.; Kilmacrenan, 6s. 2d., 4s. 6d., 3s.; Ballyliffin, 3s. 9d., 2s. 10d., 1s. 11d.

Daily Excursions.—*To Buncrana*, any train, 2s., 1s. 6d., 1s.; Saturday (2.45), 1s. 6d., 1s. 3d., 9d.; *Rathmullan*, 2s. 4d., 1s. 9d., 1s. *To most other places* by early trains at single fares. *Malin Head*, rail and car, Tuesday and Friday by 6.15 a.m. and 9.30 a.m. trains, 9s., 8s., 7s. for one person; 13s., 11s., 9s. for two persons.

Special Cycle Tour.—Londonderry to Creeslough (rail), cycle to Rathmullan, steamer and rail to Derry, or *vice versa*. Fares (including cycle), 1st 7s., 2nd 5s. 3d., 3rd 3s. 6d.

North Ireland.—Blue Inset.

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Introduction.

The **district described** in this volume comprises all that lies north of a line drawn across the country from Bray and Dublin through Mullingar to Sligo, including those places. It thus covers the province of Ulster and the adjoining portions of Connaught and Leinster. Within these limits there is a great deal of country which has no attraction for the pleasure-tourist, and, while we hope not to have omitted any object or place of real interest, we have concentrated our efforts on those particular districts which may fairly be called holiday-ground. Such are Dublin and its environs, the region of the Mourne Mountains, Belfast and its neighbourhood, the Causeway and the rest of the famous Antrim Coast, Londonderry, the larger part of County Donegal, and the environs of Sligo and Enniskillen.

Scenery, Means of Travel.—These subjects are specially dealt with in the introductory remarks with which we preface our descriptions of each district. Ireland contains a number of tourist districts, not difficult to comprehend in one or two tours, but geographically detached and distinct in their kinds of scenery. The country may be likened to an oval dish, the rim of which represents the mountainous and rocky seaboard, and the centre the inland plain. This plain is in parts rough and broken, but hardly anywhere can it be said to rise to the character of first-class scenery. The seaboard, on the contrary, is interesting almost all round, either for its actual cliffs—as in Antrim, Donegal, Achill, and Clare—or for the beautiful combinations of mountain and lake within a few miles of it—as exemplified in Counties Down, Wicklow, and Kerry, the deeply indented shore of Kerry and Cork presenting the finest sea-loch scenery. As to the **Mode of Travelling**—railway-making has been going on apace in the country during the last few years in the shape of light narrow-gauge lines and extensions from existing trunk lines, so that the remoter districts—Donegal and Kerry in particular—have been made far more accessible. The comforts of travellers, too, have received much more attention than

formerly, and where fares have been altered, they have been reduced.

Then there is **Travelling by Car**, which is accomplished in three ways:—By *Long Car*, which accommodates ten or twelve passengers with a reasonable amount of luggage in the “well”; by *Private Car*, which holds four with a minimum of luggage; two with a fair quantity. The charges for this range from *6d.* a mile for one person, to *1s.* per mile for four. We have calculated on the basis of three or four passengers with a moderate-sized bag each. Heavy luggage is quite out of the question. The third means of locomotion is the *Post or Mail Car*, a vehicle which can only be recommended for its punctuality and convenience when a single traveller or, at most, two wish to save the expense of a private car. These mail-cars vary very much in style and equipment, and are apt to be almost monopolized by the parcel-post.

Under the auspices of the **Irish Tourist Association**, assisted by the Railway Companies, a sum amounting to several hundred thousand pounds has been spent within the last few years in the erection of **Tourist Hotels**, with the result that the old grievances of visitors, arising mainly from untidiness, want of method, and irregularity on the part of the proprietor and his staff, have been to a great extent removed. A visitor may now make the round of Donegal or Kerry with as little personal inconvenience as is experienced in the remoter regions of any tourist country. This will be seen from our descriptions of each locality in the body of the book. The ever courteous and obliging “Boots,” who calls you five minutes after your morning train has started; the waiter who serves your breakfast in shirt sleeves that have not been to the wash for a fortnight, and without any boots at all; the landlady who is an absentee or has lost the key of the office when you want your bill—these are becoming memories of the past; the most welcome improvement is, however, in the sanitary arrangements, lavatory accommodation, etc.

Most of the new hotels are first-class houses with reasonable tariffs. We would venture to suggest to the smaller hotel-keepers generally that a little more variety of viands would be acceptable to the average tourist. “How to fish in Ireland” is apparently unknown to many caterers for the breakfast-table.

We have been very particular in our enumeration of licensed houses, because in the rural districts, where

general merchants usually hold the licenses, there are usually no other houses of refreshment.

The **Geological features** of the districts we have described in detail are briefly as follows:—South of Dublin the Wicklow hills are mostly of granite; north of it the formation is alternately limestone and Silurian as far as Dundalk. The lower parts of County Down are also Silurian, but the granite reappears in the Mourne Mountains. Cave Hill, rising above Belfast, is the first of the bold basalt cliffs which give such a distinctive character to the Antrim scenery and display their most effective forms, though not their highest elevations, in Fair Head and above the Giant's Causeway. Hence all round the coast as far as Portrush the succession of utterly different rock-formations—all strongly marked and conspicuous—cannot fail to attract the attention of the veriest "tyro" in geology. First come several miles of glaring chalk-cliff, highest and steepest as we approach Glenarm; then, beyond the alluvial plain of Carnlough, comes the old red sandstone, which has given Red Bay its name. This is interrupted on the north side by the steep basalt hills that drop to the sea at Cushendall, and beyond Cushendun the broken irregular cliff consists mostly of granite as far as Fair Head, beyond which basalt and chalk, with at first a few seams of coal, alternate to Portrush. The sudden change from basalt to chalk at Dunluce Castle is very noteworthy. Then, along the east side of Lough Foyle, beyond Coleraine, the scenery owes its distinction to chalk capped by basalt. West of Lough Foyle and along a great part of Donegal the coast is composed of schist, which mixes with diorite and quartzite in the magnificent promontory of Horn Head. Quartzite is also the chief component of the naked Errigal range. Beyond Gweedore and round the wild headlands of Loughros Beg, Glen Head, and Slieve League we find the schist again. At Donegal, however, this gives place to limestone, which displays all its peculiarities in the wide region extending thence to Ballyshannon, Bundoran, and Sligo, and inland almost to Enniskillen.

Round Towers.—Of these famous structures, which are almost* confined to Ireland, more than a hundred have

* The other examples in the British Isles are in Pictish Scotland (i) Brechin, perfect; (ii) Abernethy, imperfect; (iii) Egilsay (Orkney), only a stump attached to the old ruined church. The last of these may be as early as any in Ireland, but the two first are assigned to the 11th or 12th century.

been enumerated. They are found in thirty of the thirty-two counties (Westmeath and Leitrim being, we believe unrepresented), and in preservation or decay range from perfect specimens to the shortest stumps or mere foundations. They consist of a hollow and slightly tapering circular tower, frequently of very massive masonry at the bottom, and of ashlar or grouted rubble-work above, and terminating, when perfect, in a conical cap. The height varies from 50 to over 100 feet, and internally they were divided into stories. The single door is always from 8 to 15 feet from the ground, and each story has a small window-opening, except the one below the cap, which commonly has four. The sides of the door and windows incline inwards, conformably with the tapering of the tower, and the tops of the windows, whether round, pointed, or square, are formed of one or at most two stones, but not of a built arch.

The *purpose* for which they were built, and the *period* to which they belong, after having been the subject of endless and often wild conjecture, seem to have been settled by the late Dr. Petrie's *Round Towers of Ireland*, according to which they range from the 6th to the 13th cent., the larger number probably from the 10th to the 12th. Margaret Stokes's *Early Christian Art in Ireland* (South Kensington Handbook), however, assigns them to three periods, 890-927, 973-1013, and 1170-1238. They are chiefly found along the coast and in valleys of rivers most infested by Danes. The native name for them, *Cloictheach*, literally bell-house, indicates one of their uses, but their primary object, to supply a place of refuge for the monks and their sacred treasures in times of sudden danger, is inferred from their situation, adjoining existing or once existing ecclesiastical buildings, and the character of their structure—massive below, unclimbable, and with a single, small, and easily defensible entrance. That the latest examples retained the old form, although the amelioration of the times no longer made that essential, may well have resulted from a desire to keep touch with the past, even when the provision of a bell-house was the immediate object contemplated.

Shamrock.—The plant now taken as the national emblem is the White (or Dutch) Clover (*Trifolium repens*), which is supposed to be of comparatively recent introduction into Ireland, where it is not so common as in England. Some writers maintain that Wood Sorrel (*Oxalis*

acetosella) was the plant which St. Patrick used as an illustration of the doctrine of the Holy Trinity, others that it was *Trifolium minus*; but shamrock appears to be a generic term, and the legend is not older than the 12th century.

Books.—Besides Miss Stokes's little volume (see under "Round Towers") the following may be recommended to the intelligent tourist: *A Concise History of Ireland* (2s.) and *Irish Local Names Explained* (1s.), both by P. W. Joyce, LL.D., and published by Gill & Son, of Dublin, and the Rev. Dr. M'Davitt's *Donegal Highlands*.

Mileage.—The miles used in the Guide are English statute, which differ from Irish miles as 14 to 11—that is to say, 11 Irish miles are equal to 14 English, and therefore, to avoid the difficulty of having to "think" in Irish miles, a rough calculation can be made by adding one-fourth to the Irish mileage as invariably given by the peasantry on inquiry—that is, 1 Irish = approx. $1\frac{1}{4}$ English.

The Railway Companies adopt English miles. The car proprietors are apt to be elastic in their choice. The Counties of Dublin, Waterford, Cork, Antrim, and Armagh use English milestones, Donegal uses Irish only, and the other counties either have both or a mixture. Metal milestones, however, show English, and stone ones Irish, miles.

SHORT GLOSSARY.

- Agha, Auch*, a field.
Annagh, a marsh.
Ard, high, steep.
Ath, a ford.
Bal, Bally, Baile, a town.*
Ban, white, clear.
Beg (beag), little.
Ben (bemn), a mountain.
Bon, Bun, a foot, a base, the end.
Caher, a stone fort.
Cairn, a pile of stones, usually artificial.
Carrick, a rock.
Carrigans, little rocks.
Cavan, a hollow place.
Clann, offspring.
Clogh, a stone.
Clon, a meadow.
Cool, Cul, a nook.
Craig, a crag.
Crogh, Croach, a rick, a heap.
Dail, Del, a field.
Derg, red.
Derry, an oak wood.
Don, Dun, a fortress.
Doo, black.
Drochaid, a bridge.
Drom, Drum, a bridge.
Ennis, Inis, choice pasture, sometimes island.
Esk, water.
Fahan, a lawn.
Fin, fair, white.
Gar, rough.
Glas, a rivulet.
Gort, a field.
Gortin, little field.
Houth, a head.
Inch, an island.
Kil, a church, churchyard.
Kin, a head, point.
Knock, a knoll or hill.
Kyle, a strait.
Leitr, wet slope.
Letter, a hill-slope.
Lis, an enclosure.
Lurgan, the shin.
Lusk, a cave.
Mel, sweet.
Moate, high mound.
Mog, a plain.
Mor, More, big.
Moy, a plain.
Muck, a sow.
Mull, a mill.
Mullagh, a summit.
Naas, a fair, or meeting-place.
Oran, a spring.
Ra, Rath, a circular fort.
Ros, Ross, a wood.
Shane, Shaun, John.
Skerries, sea rocks.
Slieve, a mountain.
Sligo, a shelly river.
Straffan, a small stream.
Thurles, a strong fort.
Ti, Ty, a house.
Tra, Traigh, a strand.
Trillick, three pillar stones.
Trim, Trumm, the alder tree.
Tuam, the tumulus.
Tubber, a well.
Tull, Tully, a hillock.
Villy, an old tree.
Youghal, the yew wood.

* Or simply a collection of houses.

Fishing.

Trout fishing in numerous rivers and loughs in the north of Ireland can either be had gratis or for a nominal sum; but, as elsewhere, good things cost money. The licence for a salmon rod and line is £1, and is available over the whole of the twenty-three districts, which does not obtain in England and Wales. The close time for salmon applies also to trout, but varies in the different districts; generally speaking, however, it extends from October 1 to February, and in some cases to April 1 or a little later (not less than 168 days). Without any pretension to technical knowledge, we shall give the chief centres where sport can be obtained, giving such hints as we have been able to obtain from local inquiry. We suggest, however, that our readers should write for more details to some of their angling papers before starting.

Co. DUBLIN.

River Liffey.—Salmon and trout free at Lucan ($6\frac{3}{4}$ m.); Hazlehatch (10 m.). Excellent free trout fishing at Sallins (18 m.), Harristown ($25\frac{1}{2}$ m.), by permission of Mr. John Rayce, Stonebrooke House. All these stations are on the G.S. & W.R.

River Bray.—Tickets obtained from Earl of Meath's Estate Office, Bray. 2s. day, 5s. week, 15s. month, 30s. season. (From mouth to weir.)

Lough Dan from Rathnew and Wicklow station. Free. Boat from Peter Doyle.

Co. MEATH.

Malahide and Nanny Rivers.—Free trout. Best centre, Laytown (G.N.R.).

River Boyne between Slane and Beauparc. Preserved. Excellent for salmon.

Co. DOWN.

Rivers White Water, Kilkeel, Bann, Shimna, and Causeway Water.—Salmon and trout mostly free. (Co. Down Railway.) Licence 10s. for the two first mentioned.

Co. ANTRIM.

Six Mile Water (Antrim), *Lough Neagh*.—Apply Belfast Angling Association. Best between the town and Lough Neagh (preserved). Best for lough, Toome Bridge. It contains large lake trout locally called "bodaght," char, and fresh-water herring called pullen. The little bays are full of small trout.

River Maine (Randalstown).—Salmon (preserved) in autumn. $1\frac{1}{2}$ m. above town. Trout up to 4 lbs.

Bann River at Toome Bridge, fine stretch of water, large trout, also perch and pike. A good centre for this river and Lough Neagh, and also for Lough Beg, which is productive when the large lake is too boisterous or sullen. At Kilrea. Salmon and trout excellent (partly preserved). At Ballymoney. Several other small trout streams here.

River Glendun at Cushendun for trout.

North Ireland.

River Glenariff.—Very lucrative also.

River Bush (Dervock).—Good trout. Permission of R. M. Douglas, Esq., J. P.

River Clough at Glarryford. Good moorland trouting, especially after rain.

Kellswater (Kellswater station).—Very good centre, trout running large.

Ballymena District.—This is the best centre for several streams, notably the *Braid*, 2 m. west of Broughshane, and the *Maine* at Cullybackey.

The *Clogh River* on narrow gauge railway. Best stations Knockanally and Clogh Road.

The *Larne Water* (Larne).—Best near Headwood station.

Rivers Glensk and Carey (Ballycastle).—The latter the best. Tickets at hotel, 2s. 6d. per day lower part, free on upper.

Co. TYRONE.

River Mourne (known also as the *Foyle* and the *Strule*, Newtown Stewart) is one of the best salmon districts (The Boyle and Bann Fishery Co.). Brown trout April 1 to October 10. White trout June 1 to October 10. Season 5s. Salmon, £4 for season per rod, 10s. week, 2s. 6d. day. Also at Baronscourt (Duke of Abercorn's), 3 m.

Co. DERRY.

River Roe (Limavady).—Salmon, brown and white (autumn) trout. Also at Dungiven.

River Agivey (at Garvagh and Aghadowey). Trout plentiful, 4 to 5 lbs.

River Moyola (Draperstown).—Good burn trouting, 5 to lb.

River Claudy (Maghera).—Good trout. Salmon in Bann. Autumn best.

From Londonderry the *Rivers Finn, Derg, Foyle, and Mourne* are all readily accessible. Salmon and good trout. Plenty of tackle shops in the city.

Co. FERMANAGH.

Lough Melvin (from Ballyshannon or Bundoran).—Excellent trout and salmon; speciality, the Gillaroo trout. From March to end of June is the spring season. Grilse from first week in June. Trout, May 1 to September 30. Salmon 3s. 6d. day, 18s. week. West end of lake for 2½ m. free for trout. Angler's inn at Garrison. Boat and man, 8s. a day to include lunch.

Loughs Erne and Macnean.—Mostly free, or good for 3s. 6d. a day. Best stopping-places—Garrison, Belleek, Enniskillen, and at Knockninny Hotel (for upper Lough Erne). Boats, 6s. 6d. to 7s. 6d. a day, including lunch and whisky.

Co. WEST MEATH.

Loughs Ennell, Owel, Derravaragh (Castlepollard), and *Iron* from Mullingar. These famous West Meath lakes are very productive. The green-drake (natural fly) which appears first on Ennell at end of May is used with a blow-line of silk. The fish are both large and singularly handsome. They run the largest in Owel, 10 to 12 lbs. being not uncommon. From April to October trout, pike, and perch are taken in large numbers by spinning.

Co. SLIGO.

Lough Gill and *Ballysadare River*.—Free by permission, or apply Mr. Horn, proprietor, Victoria Hotel, Sligo. Salmon, brown trout (strictly preserved), and pike. The salmon in the lough and river run small, but as their passage from the sea is short they are killed in full dress marine parade. Fly and spinning, especially the Devon and Phantom, are the lures.

Co. DONEGAL.

Bundoran is a good centre for extreme south of county.

River Erne.—Good between Ballyshannon and Belleek. Salmon (£4, week), trout, grilse, etc. Apply manager, fishing office, The Mall, Ballyshannon. For trout, 4s. day; three days, 10s.; £1, week.

Upper Loughs Erne and Melvin (see above).—For Marquis of Ely's waters, salmon, 10s. day; £2, week; all fish kept. Best May 15 to September. Apply J. Thompson, West Port, Ballyshannon. For pike all the year, 21s. per annum. Apply A. Thomas, Castle Caldwell, near Belleek.

Lough Derg from Pettigo.

Drowse (or Bundrowse) River.—One mile from Bundoran. Salmon, February 1 to October 1. For heavy fish, February, March, April; for grilse, May to September. Tickets, 12s. 6d. day, £3 week, from the manager, fishing office, Bundrowse Bridge (one free fish daily). For trout apply same office.

The character of the fishing in this county would gladden any angler's heart. The most important centres are as follows:—

Ardara.

Owenea River.—Salmon and sea trout (in lower pools), and brown trout. 5s. to 7s. 6d. a day.

Owentocher River.—Good brown trout river.

There are at least sixteen lakes in which salmon and trout are free, and Dawros Bay Hotel has four lakes of its own; also apply Portnoo Hotel.

Buncrana.

Castle River.—Salmon and sea trout.

Mill River, Loughs Fad, Mundoran, and Mintiagh.—Brown trout.

Inch Lakes.—Sea, white, and brown trout. Boat from stationmaster, 2s. a day.

Crana and Mill Rivers.—Former, salmon, 5s. a day; latter, free.

Deep sea and line fishing.

Carndonagh.

Glentogher River, Glennagannon River, and others.

Loughs Fad and Inn, four miles.

All abound with salmon, trout, and silver char, and are free to all.

Carrick.

Glen and Yellow Rivers and Lakes on Messrs. Musgrave's estates by permit from Glencolumbkille Hotel proprietor. Salmon and good sea and brown trout. Salmon licences at the hotel.

Churchhill.

Lannan River for salmon and trout also.

Loughs Fern and Gartan, and several lakes. Free. (St. Columb Hotel.)

Clonmany.

Owenerk River.—Salmon and trout. Free.

Creeslough.

Lackagh River and Glen Lough.—Fine salmon (strictly preserved).

Culdaff.

Culdaff River.—Salmon and trout. Free, by applying to Mr. Fleming, Culdaff House. Deep sea and line fishing.

Donegal.

River and Lough Eske.—Trout, char; 15s. week, 3s. day.

FISHING.

Dungloe.

The centre of "The Rosses" Fisheries, which extend over numberless lakes (over 100) rich in trout. Prices vary according to the season, from 2s. 6d. to 3s. 6d. per day and 25s. to 60s. per month. Apply to Mr. S. Hanlon, the manager, who also provides accommodation. Boat and man, 3s. 6d. per day. Salmon in *Crollly River* and *Loughamore*.

Good deep-sea fishing.

Dunfanaghy.**Falcarragh.**

Moyra and *Killutt Rivers*.—Permission from Sir John Olphert. Brown trout. Free in other rivers.

Gweedore.

Salmon, sea and brown trout.

Clady River.—For visitors staying at the hotel (an angler's home) free trout on part of the river and *Loughs Nacung*, upper and lower, and *Lough Anure* and *Croly River*. Rates for salmon (June, July, and Aug.), 10s. day (one fish free), 50s. week (two fish free), £9 month (two fish a week free). April, May, and Oct. free. Rod licences at hotel (telegraph office). Boats, 2s. day, and each man 2s. 6d. per day.

Killybegs.

Good fishing in *harbour*, and fair trout streams free.

Kilmacrenan.

Lannan River and *Lough Fern*.—Salmon and trout.

Milford.

Lannan River and nine lakes. Salmon and trout free for visitors at M'Devitt's Hotel.

Portsalon.

Lakes and streams by arrangement with Col. Barton at Portsalon Hotel.

Kindrum Lake (3 m.) affords the best sport for skilful anglers. Flies for cloudy weather—Zulu, Red Tag, Butcher, Claret and Tinsel, and Teal and Red. Flies for clear weather, March Brown, Black Gnat, Hare's Ear.

Excellent sea-fishing in *Lough Swilly* and *Mulroy Bay*.

Rosapenna.

Glen Lough (4 m.), *Owencarrow River* (8 m.), and *Lackagh River* (4 m.). Salmon free to visitors at the hotel. February 1 to August 1. White and brown trout free, and no charge for boats. Sea trout in *Mulroy Bay*. Licences for salmon and all necessary outfit at hotel. Deep sea fishing in *Sheep Haven* (mackerel, lithe, especially).

Flies, which should be small: Salmon—Claret Jay, Butcher, Durham Ranger. Sea trout—standard patterns, say 9 to 11.

Co. ROSCOMMON.

Loughs Key, Arrow, Gara, near Carrick-on-Shannon (*The Bush, Church's, c.t.*) and Boyle (*Rockingham Arms, c.t.*); *The Shannon Lakes*. All very good indeed for trout.

N.B.—There is a very heavy penalty in Ireland for fishing for salmon without a licence. They are available from the tackle makers, and in remote parts from post offices or some local official.

A very handy volume is "How and Where to Fish in Ireland." By H. Regan. Sampson Low. Price 3s. 6d.

Golf Courses.

Name of Club.	No. of Holes.	Entr. Fee.	Ann. Sub.	Station.	Visitors' Fees.	Remarks.
		s. d.	s. d.			
Antrim (Massereene)	9	10 6	21 0	Antrim, 1½ m.	5s. month, 2s. 6d. wk.	Shores of L. Neagh.
Ardara (Co. Donegal)	9	10 6	5 0	Ardara.	1s. day.	—
Ardglass (Co. Down), G.	9	—	21 0	Ardglass, ¼ m.	15s. month, 6s. week.	Not Sundays.
" L.	9	—	10 6	"	10s. month, 4s. week.	"
Armagh (County)	9	20 0	20 0	Armagh, 1 m.	3 d. free, 2s. 6d. w. after.	—
Aughnacloy	18	—	—	Aughnacloy.	—	Clogher Valley.
Ballycastle, G.	9	20 0	20 0	Ballycastle, ½ m.	10s. m., 3s. 6d. w., 1s. d.	Not Sundays.
" L.	9	10 0	10 0	"	"	"
Ballymena (Antrim)	9	—	—	Ballymena.	—	—
Banagher (Dublin)	9	—	—	Banagher, ½ m.	Apply Secretary.	—
Bangor (Co. Down), G.	18	42 0	31 6	Bangor, 5 minutes.	15s. m., 5s. w., 1s. d.	Saturday 2s.
" L.	18	21 0	10 6	"	7s. 6d. m., 2s. 6d. w., 6d. d.	Not Sat., holidays, or Sun.
Belfast—						
The Royal	9	42 0	42 0	Carnalea, near.	£1 m., 7s. 6d. w., 2s. d.	Saturday 4s.
Fort William	9	21 0	42 0	—	15s. m., 5s. w., 1s. d.	Saturday 2s. 6d.
Knock, G.	9	42 0	31 6	Knock, 1¼ m.	1s. day.	Saturday 2s.
" L.	9	21 0	10 6	Knock	5s. 6d. month, 2s. 6d. week, 1s. day.	—
				Nellis Hill ½ m.		
Malone, G.	18	84 0	42 0	Belfast.	20s. m., 5s. w., 1s. d.	Not Sunday. Sportive,
" L.	18	21 0	21 0	"	2s. 6d. week, 1s. day.	3½ m. round.
Ormeau, G.	9	42 0	21 0	Belfast, 1 m.	1s. day.	Not Sunday.
" L.	9	21 0	10 6	"	7s. 6d. m., 2s. 6d. w., 1s. d.	"

Name of Club.	No. of Holes.	Entr. Fee.	Ann. Sub.	Station.	Visitors' Fees.	Remarks.
Bray (Co. Wicklow), G. .. L. ..	9 9	s. d. 63 0 42 0	s. d. 42 0 42 0	Bray, 5 minutes. " "	£1 m., 7s. 6d. w., 2s. 6d. d. 10s. m., 5s. w., 1s. 6d. d. 10s. month, 5s. week.	July-Sept. Croquet & tennis rest of year. Ladies half-price. 9th & 18th greens at hotel.
Bundoran	18	—	—	Bundoran, G. N. R.	—	—
Bushfoot (Giant's Causeway)	9	—	—	Portrush. (Electric tram to Bushmills.)	—	—
Carrickmines (Co. Dublin), G. L.	9	63 0	42 0	f Carrickmines, $\frac{1}{4}$ m.	5s. week.	By introduction.
" " "	9	—	31 6	{ Dublin, 6 m.	Sat. and hol. 2s. 6d. d.	"
Carrigart. See Rosapenna.						
Castleknock (Dublin) ..	9	—	—	Castleknock.	—	—
Castlerock (Co. Derry) ..	9	21 0	21 0	Castlerock, 2 minutes.	15s. m., 5s. w., 1s. d.	Not Sundays. Ladies at reduced rates. More in August.
Cookstown. See Killymoon.						
Donaghadee (Co. Down), L. and G.	18	21 0	21 0	Donaghadee, 1 m.	15s. m., 5s. w., 1s. d., Saturday 2s. 6d.	—
Drogheda. See Louth.						
Dublin—* Royal (Dollymount) ..	18	210 0	63 0	Electric tram from Dublin, 25 minutes. Tram from Dublin, 5 m. Lucan Station.	2s. 6d. d., by intro. and mem. of other clubs. 30s. month, 1s. day. Sat., Su., & hol. 2s. 6d. d. 5s. w., by introd., 2s. d. Sunday by introd.	— — Introduction. " "
Hermitage, G.	18	105 0	42 0			
" L.	18	63 0	21 0			
Rathfarnham, G.	9	42 0	42 0	Harcourt St. Sta., 3 m.		
" L.	9	42 0	21 0	" "		
Milltown	9	—	—	Harcourt St. Sta., $\frac{1}{4}$ m.	—	—

* See also under Portmarnock, Sutton, Lucan, Killiney, Foxrock, Carrickmines, Castleknock (all 6 to 7 miles).

Name of Club.	No. of Holes.	Entr. Fee.	Ann. Sub.	Station.	Visitors' Fees.	Remarks.
Louth (County C.)	18	s. d. Nil.	s. d. 20 0	Drogheda, 4 m.	2s. 6d. week, 1s. day. 4s. week, 1s. round.	If introduced. Otherwise.
Lough Neagh	12	—	—	Toomebridge.	—	—
Lucan (Co. Dublin), G. ..	9	21 0	21 0	E. Tram Ter., $\frac{1}{2}$ m.,	7s. 6d. month, 2s. 6d. week, 1s. day.	—
" " L.	9	10 6	10 6	Dublin, 7 m.	1s. d., 2s. 6d. Sat., Sun., and hol., 30s. m.	—
" Hermitage	18	—	—	—	—	—
Lurgan (Armagh)	9	Nil.	30 6	Lurgan, 1 m.	—	Members of a golf club three days free.
Malahide (Co. Dublin) ..	9	63 0	40 0	Malahide, $\frac{1}{2}$ m.	1s. day, 2s. Saturday.	—
Island Golf Club, G. ..	18	Nil.	42 0	Malahide, G.N.R.	2s. day, at hotel, or by introduction.	—
" " L.	18	Nil.	30 0	" "	—	—
Manor House	9	—	—	Lisburn.	—	—
Malone. See Belfast.						
Massareene. See Antrim.						
Magilligan (Derry)	18	—	—	Magilligan.	—	—
Newcastle (Down), Royal Co.						
Down Golf Club, G. ..	18	105 0	42 0	Newcastle, 400 yards.	15s. w., 2s. d., 5s. Sat. 5s. month, 2s. 6d. week.	Qualified members al- lowed long course, except Saturday.
" " L.	9	21 0	21 0	" "	—	—
Newtownards (Down), Scrabo						
Golf Club	9	—	—	Newtownards.	—	—
Omagh	9	Nil.	10 0	Omagh, 1 m.	—	—
Portadown (Armagh) ..	9	—	—	Portadown.	—	—
Portmarnock (Co. Dublin) ..	18	189 0	65 0	Sutton, 1 m.; Port- marnock, $\frac{1}{2}$ m.	30s. month, 10s. week, 2s. day.	—

Name of Club.	No. of Holes.	Entr. Fee.	Ann. Sub.	Station.	Visitors' Fees.	Remarks.
		<i>s. d.</i>	<i>s. d.</i>			
Portrush (Co. Antrim), Royal Golf Club, G.	18	105 0	21 0	Portrush, 2 minutes.	15s. month, 5s. week, 1s. day.	Not Sunday. Course excellent.
" " L.	18	42 0	21 0	" 3 minutes.	5s. w., 1s. d. from hotel, otherwise permission.	Steamer for Fahan, Tu. and Fri. Very fine course.
Portsalon (Donegal) ..	18	21 0	21 0	Fahan, 15 m.		
Portnoo ..	18	—	—	Glenties, 13 m.	—	—
Portstewart, G.	9	20 0	10 0	Portstewart, 1½ m.	15s. m., 5s. w., 1s. d. (1s. 6d. d. July-Aug.)	—
" " L.	9	10 0	5 0	" "	—	—
" " " "	18	—	—	—	—	In formation.
Randalstown (Antrim), Shanes Park Golf Club ..	18	Nil.	10 0	Randalstown, ½ m.	5s. month, 2s. 6d. week.	—
Rathfarnham. See Dublin.						
Rathmullan (Donegal), G.	9	Nil.	20 0	Fahan, 6 m. by ferry.	7s. 6d. month, 1s. day.	—
" " L.	9	Nil.	10 0	" "	5s. month, 1s. day.	—
Rosapenna ..	18	Nil.	21 0	Cresslough, 8 m.	5s. week, 1s. day, 10s. family ticket.	Char-à-banc daily from Cresslough June to Oct. Very fine course.
Rosnowlough ..	9	—	—	Rosnowlough.	—	—
Skerries ..	9	—	—	Skerries.	—	—
Sligo, County Golf Club, G.	18	21 0	21 0	Sligo, 5 m. Cars and motor bus to Rosses Point.	5s. week, 1s. 6d. day. 2s. 6d. week, 1s. day.	—
" " " " L.	18	10 6	10 6	" "	—	—
Sutton (Co. Dublin) ..	9	63 0	30 0	Sutton and Baldoyle, 1 minute. Warrenpoint. Whitehead.	20s. month, 7s. 6d. week, 2s. day.	—
Warrenpoint (Down)	9	—	—		—	—
Whitehead (Antrim) ..	9	—	—		—	—

Lighthouses

Seen from Coast of North Ireland.

Abbreviations.—W., white. G., green. R., red. B., black. FL., flashing. F., fixed. Rev., revolving. Occ., occulting. Gp., group. Ls., lightship. Bl., blast. Obs., obscured. Ecl., eclipsed. Sect., sector. C.P., candle power. H.W., high water.

Name of Light.	Position.	Number and Colour of Lights.	Character of Light.	Miles seen.	General Description of Building.	H.W. in feet above	Strength in 1,000 C.P.	Remarks.
* South Stack	N W. Holyhead Is.	1 W.	Rev.	20	Cir. W. tower.	197	274½	Fog reed horn, 1 blast of 7" every ½ minute.
"	195 ft. S. Holyhead Island.	1 W.	Rev.	—	"	90	210	Only used in thick weather.
* Skerries	Highest island. N.W. Anglesey.	1 W. 1 R.	Gp. Fl. F.	17 15	Cir. W. tower, R. band. "	119 86	274½ 4½	2 flashes every 10". Visible N. W. through W. to S. Fog siren, 2 blasts every 90". Flash, 7½". Fog bell, 3 times quickly every 15".
* Holyhead Harbour	Outer breakwater.	1 R.	Fl.	14	Square stone tower.	70	31	Visible 2½" to 5" every 30". Fog explosive every 5'; bell every 30".
* Chicken Rock	S. end Isle of Man.	1 W.	Rev.	16	Light granite.	122	138	Fog siren, 3 blasts every 2'. Fog gun, 2 quickly every 5'. 2 flashes quickly every 15"; fog bell, 10 every minute.
Codling Bank, Ls.	Off Wicklow.	1 R.	Rev.	9	B. globe over ½ globe.	35	4½	
Kish, Ls.	Off Dublin Bay.	1 W.	Rev.	10	B. with globe.	39	12	
Kingstown	E. Pierhead.	1 W.	Gp. Fl.	12	Granite; W. lantern.	53	17½	

* In steamboat crossings from Holyhead to Dublin or Greenore.

Name of Light.	Position.	Number and Colour of Lights.	Character of Light.	Miles seen	General Description of Building.	Height above H. W. in feet.	Strength in 1,000 C.P.	Remarks.
Balley (Howth) ..	S. E. point.	1 W.	Fl.	15	W. tower.	134	200	Every 30". Fog siren, 1 blast every minute for 5".
<i>North Bull Wall</i> ..	Showing entrance to Dublin harbour	1 W.	Occ.	10	R. tower.	50	1½	Light, 10" ; dark, 4" .
<i>South " Poolbeg</i> ..		1 W.	F.	12	B. tower.	66	—	Fog siren, 2 blasts quickly every 40" .
Rockabill ..	On rock.	1 W. & R.	Fl.	18	Cir. grey tower.	148	W. 200	White from N. W. through W. to S. W. Flash every 12" .
" ..	"	—	—	—	—	—	R. 80	White from N. W. through W. to S. W. and to sea.
<i>Sherries</i> ..	Pier head.	1 R.	F.	5	W. pillar.	25	—	Visible S. E. through E. to N. E.
<i>Balbriggan</i> ..	Pier.	1 W., G., and R.	F.	10	W. tower.	42	W. 2½	To sea E.
<i>Dundalk</i> ..	Ent. to harbour.	1 W. & R.	Fl.	9	W. on R. piles.	33	R. 1	N. W., covering the Skerries.
<i>Haulbowline</i> ..	Beacon lights show on rock.	entrance 1 W.	toport. Gp.	15	W. on N. side, R. on S. W. tower.	104	G. 3	S. W. to W., covering the Cardies.
" ..	"	1 R.	Occ.	—	W. tower.	68	1	N. W. and S. E., obs. elsewhere.
" ..	"	1 W.	F.	—	"	50	5	Red N. W. to N. E.
Dundrum Bay ..	St. John's Point.	1 R.	Rev. Gp. Fl.	16	Cir. tower.	120	113	3 eclipses every 30" .
" ..	"	1 R. & W.	F.	—	B and W. bands.	—	460	2 flashes quickly every 7½" .
" ..	"			—	—	—	W. 4	W. from N. E. through E. to S. E.
				—	—	—	R. 2	R. from S. E. to land.
				—	—	—	—	Fog siren, 2 blasts every min.

Name of Light.	Position.	Number and Colour of Lights.	Character of Light.	Miles seen.	General Description of Building.	Height above H.W. in feet.	Strength in 1,000 C.P.	Remarks.
<i>South Rocks, Ls.</i>	Off Ballywater.	1 W.	Gp. Fl. 10	10	B. with black ball.	38	12	2 flashes every 45"; fog explosion every 3'.
Mew Island	E. point.	1 W.	Gp. Fl. 16	16	B. tower.	121	7-177	4 flashes every min. Fog siren, 2 blasts, low and high note.
<i>Bangor</i>	Pier.	2 R.	F.	—	Pillars.	—	—	Entrance to Belfast Lough.
<i>Carrickfergus</i>	East Pier.	1 R.	F.	—	Lamp-post.	—	—	
"	West Pier.	1 R.	F.	—	"	—	—	Eclipse every 12". Fog reed horns, 1 long and 3 short blasts every min. (low).
<i>Belfast</i> (entrance to Port Channel)	E. Twin Island	1 W.	Gp. Occ.	5	Pile.	32	1/2	
"	S.W. Twin Island.	1 R.	F.	—	Post.	—	—	Triangular. white pile lights.
"	The "Musgrave"	Channel,	F. right	—	into port, is picked	out	by 12	
Black Head	Co. Down.	1 W.	Fl.	18	Octag. R. tower.	148	165	Flash every 3". Fog explosion, 1 every 5'.
Maldens (Antrim coast)	On E. rock.	1 W.	Gp. Fl. 14	14	W. tower.	96	270	3 flashes every 20".
		1 W.	F. 8	8	Cent. R. belt.	48	4	Visible S.E. to S.W.
<i>Rathlin Island</i>	N.E. extremity.	1 W. & R.	Occ.	21	Cir. W. tower, R. belt.	243	W. 6 1/4 to 9 1/2 R. 2 1/2 to 3 1/4	Occults every minute. Visible N. to S.E. to land.
<i>Inishowen</i>	On head E.	1 W.	F.	13	Cir. W. tower.	67	8	Fog siren, 2 blasts every minute (high).
"	"	1 W.	F.	15	—	92	8	} Show N.W.
"	"	1 R.	F.	—	—	67	1	

Name of Light.	Position.	Number and Colour of Lights.	Char-acter of Light.	Miles seen.	General Description of Building.	Height above H.W. in feet	Strength in 1,000 C.P.	Remarks.
<i>Moville</i> ..	3 cab. from quay.	1 W.	Occ.	8	W. on R. piles.	37	1-5th	Occults every 10".
Inistrahull Isl. ..	N.E. end of island.	1 W.	Rev.	18	W. tower.	181	200	Every 30". Marconi Station and Lloyds. Fog siren, 2 blasts every 2'.
<i>Fanad Head</i> ..	Ent. to Lough Swilly.	1 W. red sect.	Gp. Occ.	17	Cir. W. tower.	127	1½	2 eclipses every 30". W. to sea and N.W.; R. inland.
<i>Dunree</i> ..	"	1 W.	F.	—	"	72	8	Visible S.E.
Tory Island ..	On head.	1 W.	F.	13	On dwelling.	150	2	Visible S.W. to N.W.
	N.W. point.	1 W.	Gp. Fl.	16	B. tower.	130	17½ to 362½	3 flashes every minute. Fog siren every minute.
<i>Aran Island</i> ..	On Rinrawros Pt.	1 R. & W.	Rev.	25	Cir. W. tower.	233	14 each	R. and W. alternately every 20". N.E. to S.W.
<i>Rathlin O'Erne</i> ..	"	1 W.	F.	—	—	200	2½	Visible S.W.
	S.W. of Island.	1 W. & R.	Fl.	16	Cir. W.; R. dome.	116	W. 54½ R. 22	S.W. to N.W. To land and S.E.
<i>St. John's Point</i> ..	Off Killybegs.	1 W.	F.	14	W. tower.	98	2½	—
<i>Black Rock</i> ..	Island in Sligo Bay.	1 W. & R.	F.	13	W. tower.	79	W. 1½ R. ½	—
<i>Ross Point</i> ..	"	1 R.	F.	—	—	49	1	—
	Killala Bay.	1 R.	F.	—	In Coastguard Tower.	—	1-5th	S.W. through W. to N.W.

Approaches.

(See also *Yellow Inset*.)

THE map opposite this page shows the steamer-routes from Great Britain to Ireland. The chief ones to the Northern half of the country are those which connect Holyhead and Liverpool with Dublin; Holyhead with Greenore; and Liverpool, Fleetwood, Barrow, Stranraer, and Glasgow with Belfast. To these must be added the services from Glasgow to Dublin; from Glasgow to Londonderry; and from Heysham to Londonderry, Dublin, and Belfast.

(1.) **Holyhead to Kingstown**, 64 m.; or **North Wall**, 70 m. There are four week-day express services between Holyhead and Dublin, running in connection with trains from London and England generally. Two of these services are performed by the boats of the *City of Dublin Steam Packet Co.* (10s.; return, 15s. Euston, 8.30 a.m. and 8.45 p.m.), which carry the Irish Mails and run between Holyhead and Kingstown, for Westland Row station, Dublin (whence passengers going forward at once to the north are conveyed by loop line to the Great Northern terminus at Amiens Street, with which Kingstown is in direct communication); the other two by the *L. & N.W. Railway Co.*—viz. (1.) *Daylight route* to Kingstown per express steamer. Fares, 10s.; return, 15s. Euston, 1.20 p.m. Lunch and tea cars to Holyhead. (2.) *Night route* to North Wall. Fares, 8s.; return, 12s. Euston, 10.15 p.m. Sleeping saloon to Holyhead. Time allowed for breakfast at the company's *North Wall Hotel*. By the night service, trains are in waiting alongside to convey passengers to the termini (except Westland Row and Harcourt Street) of the various companies in time to proceed by the morning trains to all parts of Ireland. By the day service, trains are in waiting at Kingstown Pier to convey passengers to Westland Row Station only. The return daylight journey, however, has connections with all the termini (except Harcourt Street). The steamers of both companies are exceptionally good in their appointments.

The approximate time occupied between London and Dublin is at present:—By the Kingstown (mail) route, 9 to 9¼ hours; by the North Wall route, 9¼ to 9½ hours.*

There are also slower services (6 hrs.: cabin, 4s.; return, 6s.; no first-class saloon) between Holyhead and North Wall, at 2 a.m. and 6.15 p.m.

The Route. After passing the magnificent breakwater at Holyhead and noticing the South Stack Lighthouse at the western ex-

* In reality 25 minutes more, Irish time being behind English to that extent.

tremity of Holyhead Island, we see no more land till the mountains of Wicklow loom in the distance, the Sugarloaf being the most clearly defined height. The coast stretches as far as Wicklow Head. Then our course is near the Kish lightship, and as we approach Dublin Bay, we have the Hill of Howth, Ireland's Eye, and Lambay Island to the north, and a shore-line dotted with villas, villages, and towns, in which Kingstown is the most conspicuous object, to the south. Dalkey Island and the obelisk on Killiney Hill are also noticeable. Passengers by the *Kingstown route* at once enter the train, and in less than $\frac{1}{4}$ hour reach the Westland Row station, which is within the sixpenny car-fare (see p. 6) limits, and has a fair-sized hotel, the *Grosvenor*, opposite to it (pass under the bridge).

North Wall passengers can enter the North Wall station (*Refr.-rm.; L. & N.W. Hotel adjoining*) by a covered way, and those by the night service—if proceeding at once to other parts of Ireland—are taken on in due course by short trains to the other termini (*Great Northern, Midland Great Western, Great Southern & Western*), whence the main parts of the trains start. The North Wall terminus is just outside the sixpenny car-fare limit.

(2.) **Holyhead to Greenore** (70 m., average 4 hrs.; 8s., which is also the extra charge for passengers with through steerage tickets for using the cabin). This service is worked by the L. & N.W. Company, and with new high-class boats, which run in connection with the 7.30 p.m. express from London, and reach Greenore in time for a connecting train—the “Limited Mail”—due in Belfast about 7.45 a.m., Londonderry, 10.5 a.m., which it joins at Dundalk about 7.15 a.m. The route is a convenient one for those who wish to commence their tour in the delightful regions of Rostrevor and the Mourne Mountains, making Newry or Warrenpoint their starting-place. The railway company has a first-class hotel at Greenore, entered from the platform which adjoins the landing-stage (see p. 71).

(3.) **Liverpool (Princes or Nelson's Dock) to Dublin (North Wall)**, 138 m. (daily), 13s. 6d.; return, 21s. (Friday and Saturday, 13s. 6d., available for 16 days), by the *City of Dublin* Company's boats. This is also a good service, and will be appreciated by those who like the sea. The time of leaving Liverpool varies from about noon to 11 p.m., according to the tide. Through tickets are issued from the chief M.R., L. & Y., G.N., and G.C. stations by this route.

(4.) **Liverpool to Belfast** (156 m.) by *Belfast S.S. Company's* boats on Mon. and Thurs. about 7 p.m. These boats are also in high repute, and through tickets are granted by them to Belfast from most English towns of importance. They leave Liverpool (Landing-stage or Princes Dock) abt. 10.30 p.m., and are advertised to accomplish the journey in 10 hours. *Fares*: 12s. 6d.; *Ret.*, 21s.

* * All steamers to Belfast are moored at Donegall Quay. Luggage delivered within city boundary, 3d. per package.

(5.) **Fleetwood to Belfast** (120 *m.*: 12*s.* 6*d.*: *ret.*, 21*s.*: 7½ *hrs.*) by the *L. & N.W. and L. & Y. Co.'s* boats. Another good and convenient service, accomplished by boats of recent construction and very finely fitted. They leave Fleetwood (Sundays excepted) about 10.45 p.m., and run in connection with trains of the *L. & N.W.* and *Lancashire & Yorkshire Cos.*, who are joint proprietors: with through carriages from London and Yorkshire to Fleetwood Pier, one being attached to the afternoon train leaving London about 5.30 (through dining car). The route doubles the north end of the Isle of Man, and passes close to the lighthouse on Mew Island, between Donaghadee and Bangor. About here the little seaside resort of Groomsport (*p.* 58) is seen. The sail up Belfast Lough in the early morning is very charming. Northward are White and Black Heads; southward the spires of Bangor and the lofty memorial called Helen's Tower (*p.* 49). The sloping green southern shore is occupied by mansions and is richly wooded, and on the opposite the massive keep of Carrickfergus may be discerned. The white posts on the shore beyond Bangor, at intervals of half a mile, are used in trying the speed of vessels. These boats, as well as the Barrow and Glasgow ones, are moored close to the ferry (*Ad.*) that leads to the County Down Station. *Buses* to the chief hotels and the Great Northern and Northern Counties (Midland) stations. Return times, 9.15 p.m. (Sat. 11.40 p.m.).

(6.) **Barrow to Belfast** (115 *m.*: 12*s.* 6*d.*: *ret.* 18*s.* 9*d.*), by *Messrs. Little & Co.'s* boats. These boats, though not so large as those on the Fleetwood route, are comfortable and well-appointed, and the passage is a pleasant one. New and faster boats have now been put on to the route. They run in connection with an afternoon express direct from St. Pancras (1.30) and Leeds (5.37) to the pier at Barrow, whence the boat departs about 8.30. We strongly advise tourists who are not pressed for time to start by an earlier train, and give an hour or two to an examination of the glorious ruin of Furness Abbey. The station and hotel are close to the ruins. At Barrow the Ramsden Dock station (*Refr.-rm.*) is at the pier, and passengers reach the boat by a covered way. From the north end of the Isle of Man the route is identical with that from Fleetwood, to our description of which we must refer our readers for a few notes on what is seen in sailing up Belfast Lough.

(7.) **Stranraer to Larne**, 39 *m.* (saloon, 7*s.* 6*d.*, return 12*s.* 6*d.*: steerage, 4*s.*, return 7*s.*), *thence to Belfast by train*, 23 *m.* This route has the recommendation of being the shortest sea-passage from Great Britain to Ireland (average, 2 *hrs.*). For the first 10 miles it is down Loch Ryan, from the mouth of which the open sea is crossed for 25 miles. Sleeping carriages are attached to the evening train from London (Euston, *abt.* 8) which reaches Stranraer about 5.50 a.m. Here the train draws up opposite the steamer, and the steamer opposite the train at Larne, Belfast being reached about 8.45. Passengers for the Giant's Causeway may catch the second daily through-car service at Larne (*see p.* 86), or

they may proceed from Larne by special express to Ballymena, and so reach Portrush about 10.30. There is also a day service reaching Belfast about 10 p.m., leaving London (Euston) about 10 a.m. (St. Pancras) 9.30 a.m. *Dining Cars* to Carlisle by both routes. A train in connection with the day service leaves Glasgow (St. Enoch) about 4 p.m. (No Sunday sailings. Return time, 7.15 p.m.)

The approach to Larne Harbour is picturesque, and the railway journey to Belfast (*see p. 80*), along the north side of Belfast Lough, very interesting.

(8.) **Glasgow to Belfast** (129 *m.*; 12*s.* 6*d.*; *ret.*, 17*s.* 6*d.*), by *Messrs. G. & T. Burns's* steamers. There are two services between these towns, both by night—one by *Greenock*, leaving St. Enoch station about 9 p.m., and due at Belfast about 5 a.m.; the other by *Ardrossan* at 11.55 p.m., leaving Glasgow from 10 to 11, and reaching Belfast about 5 a.m. They are equally good. A day return service *via* Ardrossan is also run during the season, reaching Belfast about 2. *Cabin, single or return, 12*s.* 6*d.**

(9.) **Glasgow (and Greenock) to Dublin** (230 *m.*; 12*s.* 6*d.*, *ret.* 20*s.*), by the "Duke" line 4 or 5 days a week from Central (Caledonian) station about 6.30 p.m., the voyage being timed to occupy from 12 to 14 hours. Also by the "Laird" line, Tuesday, Thursday, and Saturday afternoons.

Glasgow to Londonderry (174 *m.*), *Laird line*, every Monday, Tuesday, Thursday, and Friday evening from the Central Station. This is a mail-route, occupying about 12 hours. *Cabin fare, 12*s.* 6*d.* (including rail); ret. 17*s.* 6*d.**—to **Portrush** (train to Gourock abt. 8 45 a.m.), 11*s.*; *ret.*, 15*s.*

Besides the above services, there are the following:—

London, Southampton, Plymouth, to Belfast, Clyde Shipping Company's steamers:—

From London (St. Katherine's Docks, 58 *hours*). Tuesday mornings. Fares, 30*s.*; return, 50*s.*

From Southampton (Town Quay, 42 *hours*), Thursday evenings. Fares, 30*s.*; return, 50*s.*

From Plymouth (Mill Bay, 32 *hours*), Saturday afternoons. Fares, 25*s.*; return, 40*s.*

Fleetwood to Londonderry, L. & N.W.R., and L. & Y.R., Wednesdays and Saturdays, 10.45 p.m., connecting with trains from London, 5.30 p.m.; Manchester, 9.15 p.m.; Leeds (Central), 8.5 p.m. Fares, 12*s.* 6*d.*; return, 20*s.*

Glasgow (Caledonian Station) **to Coleraine**, Mondays and Thursdays, noon. Fares, 10*s.* 6*d.*; return, 16*s.*

Glasgow (Central, 4 p.m.) **to Londonderry**, calling at Greenock and Moville. *Burns Line*, Wednesdays and Saturdays (10 *hours*). Fares, 12*s.*; return, 17*s.* 6*d.*

Glasgow to Portrush, Mulroy, and Milford via Londonderry, every Thursday during season (train about 7 p.m. from Central Station to Greenock); returning Tuesdays. *Cabin fares* to Portrush, 10*s.*; *ret.* 15*s.* Mulroy or Milford, 12*s.* 6*d.*; *ret.* 20*s.* The round including board, 50*s.*

Glasgow to Sligo (*Laird Line*), Wednesdays, 2 p.m.; Saturdays, noon. Fares, 12*s.* 6*d.*; return, 20*s.*

Heysham (Launcs.), by M.R. Company's new steamer service to **Belfast**, connecting with train from St. Pancras, London, 6 p.m.; at 12 midnight daily. Fares, 12s. 6d.; return, 18s. 9d.

Heysham to Dublin (*Laird*), daily except Sunday, at 9 p.m., connecting with train from St. Pancras, 1.30 p.m. Fares, 12s. 6d.; return, 18s. 9d.

Heysham to Londonderry (*Laird*), Tuesdays and Saturdays, 9 p.m. Calls at Portrush. Return fare, 15s.

The Londonderry routes afford a fine view of the N. and N.W. Antrim coast, including Fair Head and the Giant's Causeway.

London, Portsmouth, Southampton, Plymouth, and Falmouth to Dublin; *British and Irish Steam Packet Co.*'s steamers: -

From London (*Miller's Wharf, Lower East Smithfield*: 648 m., 76 hours), Sunday and Wednesday mornings. Fares, 25s., 17s. 6d., 11s.; return (2 months) about a fare and a half.

From Portsmouth (54 hours), Mondays and Thursdays, 9 a.m. Fares, 24s., 17s., 10s. 6d.

From Southampton (440 m., 52 hours), on Mondays and Thursdays, 2 p.m. Fares, 24s., 17s., 10s. 6d.

From Plymouth (302 m., 36 hours), Tuesdays and Fridays, 11 a.m. Fares, 20s., 15s., 10s.

From Falmouth (25 hours), Tuesdays and Fridays, 5 p.m. Fares, 18s., 14s., 9s.

Silloth to Dublin (160 m., 14 hours; 10s.; return, 16s.), Tuesday and Saturday afternoons or evenings, calling at Whitehaven and Douglas (I. of M.).

Bristol to Dublin (232 m., 21 hrs.; 10s.; 15s. return from Dublin or Cork), Tuesday afternoons.

Liverpool to Londonderry (12s. 6d.; *ret.* 20s.), Wednesdays and Saturdays, 7 and 12 night.

Liverpool to Newry (140 m., 10 hrs.; 8s.; 14s. *ret.*), Monday and Thursday afternoons. (*Exc.* 10s.)

Liverpool to Sligo. Every Saturday (5 or 9 p.m.); return Wednesday s. Fares, 12s. 6d.; return, 20s.

Liverpool to Drogheda. L. & Y.R. Co. (140 m., 10s.; *ret.* 15s.), Mondays, Tuesdays, Thursdays, and Saturdays; and **Liverpool to Dundalk** 8s.; *ret.* 14s., or 14 days 10s.), Mondays, Wednesdays, Fridays, and Saturdays.

Dublin.

RAILWAY STATIONS (Distances given are reckoned from Nelson's Pillar in the centre of Sackville Street):—

- Amiens St.** (*Gt. Northern*, $\frac{1}{2}$ m.) for Drogheda, Dundalk, Belfast, Londonderry, Donegal, &c.
- Broadstone** (*Midland Gt. Western*, 1 m.) for Sligo, Westport, Achill, Galway, Connemara, &c.
- Kingsbridge** (*Gt. Southern & Western*, $1\frac{3}{4}$ m.) for Cork, Limerick, Waterford, Killarney, &c.
- Westland Row** (*Dublin & South-Eastern*, $\frac{3}{4}$ m.) for Kingstown and Bray.
- Harcourt St.** (*Dublin & South-Eastern*, $1\frac{1}{4}$ m.) for Bray, Wicklow, Wexford, Waterford, and Rosslare (G.W.R. route).
- Tara St.** (*Joint Gt. Northern and D. & S. E.*, short $\frac{1}{2}$ m.) local service between Amiens St. and Bray.
- North Wall**, at *Steamer Quay*, connecting with Amiens St., Broadstone, and Kingsbridge, but not with Harcourt St.

HOTELS : (see Plan)—**1. At Stations**:—*North Western*, belonging to railway company, at North Wall Station, a small first-class house (bed and att., 4s.; bkft., 2s. 6d.); *Grosvenor*, opposite Westland Row Station (bed and att., 3s. 6d.; bkft., 2s. 6d.).

2. S. of Liffey:—*Shelbourne*, finely situated on N. side of St. Stephen's Green, first-class (B. & A. from 4s. 6d.; t.-d'h., 5s.); *Maple's*, 25-28 Kildare St.; *Hibernian*, 48 Dawson St.; *Power's Row*, Kildare St.; *Nassau* (temp.), 12 Nassau St.; *St. Stephen's Park* (*Russell's Temp.*, C.T.), 102, 103 St. Stephen's Green. All these are good, quietly-situated houses. *International*, 10 Dame St.; *Pelletier's*, 20 Harcourt St.; *Carlton*, near Harcourt St. Station. *Busell's*, *Warren's*, W. Molesworth St.; *Standard*, C.T., Harcourt St. (quiet private houses). *Rippengale's*, C.T.

Jury's, 7 College Green; *Dolphin*, C.T., Essex St.; *St. Andrew's*, C.T. (com.), Exchequer St.; *Kilworth's*, Kildare St. (bed, breakfast, and bath, 5s. 6d.); *Central*, South Great George St.

3. N. of Liffey:—*Hotel Métropole* (C.T.; B. & A. from 4s. 6d.; t.-d'h., 5s.; first-class); *Gresham*, Sackville Street (B. & A. from 4s.; t.-d'h., 4s. 6d.).

Hammam, 11-13 Upper Sackville Street; Turkish baths. *Granville*, Sackville Street; *Imperial* (Nationalist house), Lower Sackville Street; *Four Courts* (late *Angel*), Inn's Quay; *Edinburgh Temperance*, 56 Upper Sackville Street; *Wynn's*, 6 Abbey St.; *Crown*, Sackville St. N.; *Waverley*, 4 Lower Sackville St.

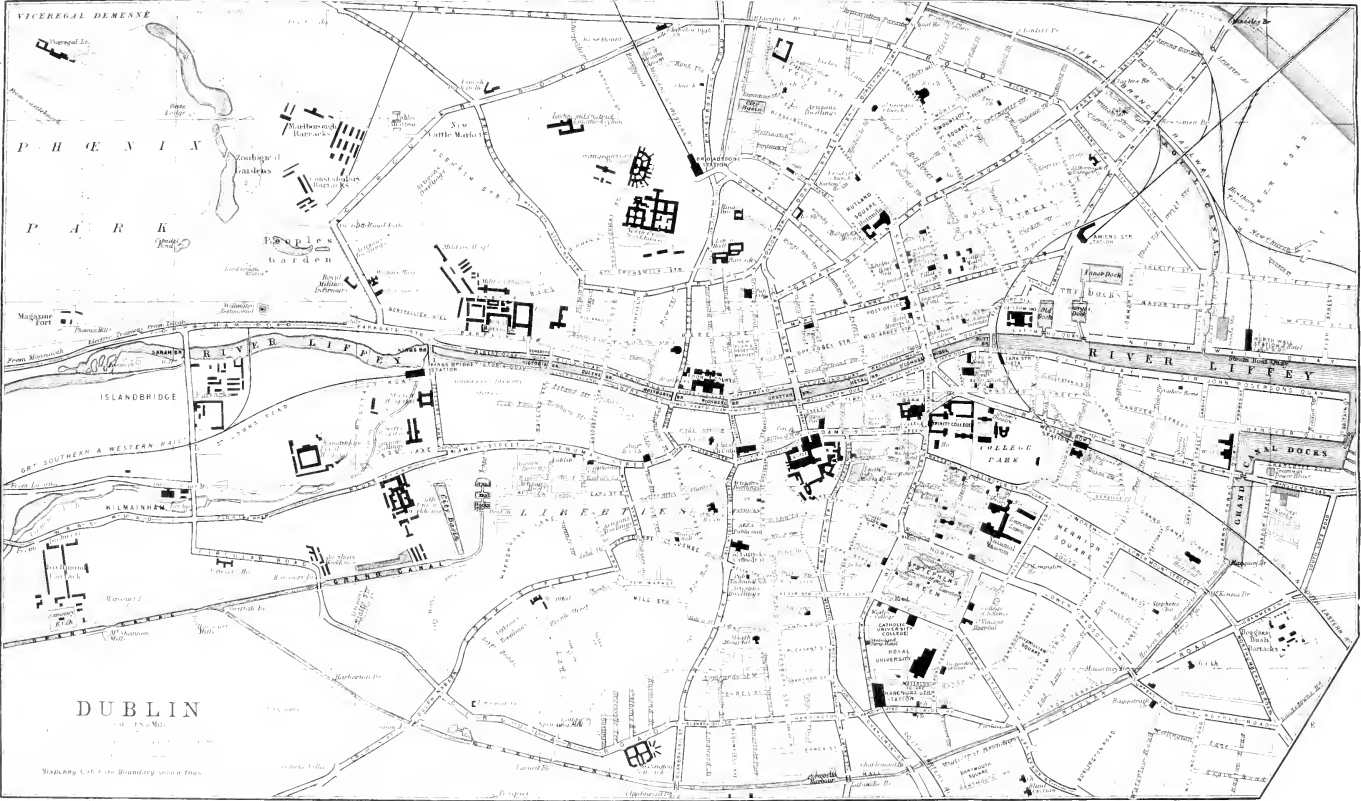
RESTAURANTS :—**S.** *Jammet* (late Burlington), 27 St. Andrew Street; *Mitchell's*, 10 Grafton Street (*tra*); *Dolphin*, Essex Street; *X.L.*, 84 Grafton Street; *Bodegu*, 12 Dame Street (popular); *Larchett's*, 11 Dame Street; *Hyne's*, 55 Dame Street; *D.B.C.*, 33 Dame Street, and 4 St. Stephen's Green; *Harrison & Co.*, 29 Westmoreland Street (lunch, &c.); *Empire*, 29 Nassau Street; *McCaughey* (vegetarian), College Green; *Café Rest.*, 7 Leinster Street (temp.); *Hynes's*, 55 Dame Street; *Princess*, 26 Grafton Street; *The Swoy*, 73 Grafton Street.

N. *Hotel Métropole*; *Grand*, 8 Lower Sackville Street; *D.B.C.*, 7 Lower Sackville Street; *Moranson's*, Talbot Street; *Down's*, under clock, Earl Street (N.); *Wynn's*, 36 Abbey Street.

CARS AND CABS:—

I. Within Boundary (see Plan).

<i>By set-down.</i>	<i>By Time.</i>
From any place to any other without stopping on the way (1 or 2 persons) 6d.	First hour (1 or more persons) 1s. 6d.
Ditto (3 or 4 persons) 1s.	Each subsequent $\frac{1}{2}$ -hour 6d.
Minimum fare between 10 p.m. and 9 a.m. 1s.	Between 10 p.m. and 9 a.m. first hour 2s.
	Each subsequent $\frac{1}{2}$ -hour 9d.



- RAILWAY STATIONS**
- Amiens Street R.4
 - Broadstone R.4
 - Harbour Street R.5
 - King's Bridge C.3
 - North Wall C.7
 - Tara Street C.6
 - Westland Row C.6
- HOTELS**
- Angel C.4
 - Central C.5
 - Edinburgh R.5
 - Gordon R.6
 - Grosvenor C.6
 - Hamman R.6
 - Hibernian R.6
 - Imperial R.6
 - Jury's C.5
 - Maples R.6
 - Metropole C.5
 - Morrison's C.6
 - Nassau (Temp.) C.6
 - North-Western C.7
 - Power's Royal D.9
 - Russell's (Temp.) D.9
 - Shelburne D.6
 - Standard (Temp.) D.9
 - Wicklow C.5
- PUBLIC BUILDINGS, ETC.**
- Bank of Ireland C.5
 - Castle C.5
 - Christchurch Cathedral C.6
 - Custom House C.6
 - Four Courts C.4
 - Guinness' Brewery C.7
 - Kilmainham Hospital C.7
 - Mansion House D.4
 - National Gallery D.6
 - Library D.6
 - Museum D.6
 - Nelson's Pillar R.4
 - O'Connell Statue C.6
 - Four Ours C.6
 - R.C. Cathedral R.6
 - Rutland R.5
 - Royal Hibernian Academy C.4
 - Royal Irish Academy D.6
 - St. Michael's Church C.4
 - St. Patrick's Cathedral D.6
 - Trinity College C.6
 - Wellington Testimonial C.2
 - Wolfe Tone Memorial D.6
- THEATRES**
- Gaiety D.5
 - Empire C.5
 - Queen's C.4
 - Royal C.6

DUBLIN
100,000 Inhabitants

Showing City and Boundary since 1840

II. Partly Within and Partly Outside or wholly Outside the Boundary.

<i>By Distance.</i>	Per Statute Mile.	<i>By Time.</i>
For 1 or more persons	6 <i>d.</i>	For 1 or more persons, first hour 2 <i>s.</i>
Ditto between 10 <i>p.m.</i> and 9 <i>a.m.</i>	1 <i>s.</i>	Each subsequent $\frac{1}{2}$ -hour 9 <i>d.</i>
Hirer returning at any hour ...	3 <i>d.</i>	

Luggage: (charge covers whole period of hiring) for each article (exclusive of such things as small parcels, umbrella, etc. usually carried in the hand) 2*d.* Maximum fare per set-down (within municipal boundary) for passengers and luggage. 2*s.* 6*d.*

BATHS, see Plan (Corporation), Tara Street (C 6). **Turkish Baths,** Lincoln Place; Hammam Hotel (B 6); 127 St. Stephen's Green (D 6); 11 Leinster Street (C 6).

THEATRES, see Plan.

TRAMCARS: for routes, see Plan. Fares 1*d.* to 3*d.*, according to distance. The chief starting-place is the Nelson Pillar in Sackville St. In connection with the Haddington Road cars, there is a frequent and quick *Electric Tram* service every 7 to 10 minutes to *Dalkey* (p. 21) by Blackrock, Monksdown, and Kingsdown; also to Clontarf and Dollymount (every 5 min.); to Howth (every 30 min.); to Terenure, connecting with steam tram to Blessington and Poulaphouca (about every 2 hours from 7.20 a.m. See Part II.); to Phoenix Park (Parkgate Street) for Zoo, etc., and connecting with cars for Chapelizod and Lucan (every half-hour between 10 and 6.30), and to Glasnevin and Botanic Gardens every few minutes. There is also an express tram-parcels system. Each passenger is allowed 28 lbs. free.

POST OFFICE (centre of Sackville Street, west side. Inquiry Office round the south corner), open 7 a.m.—9 p.m.; Sundays, 8.25–10.25 a.m. Chief desp. abt. 6.45 a.m., 6.40 p.m. (newspapers, 6.25 p.m.). Del. 8 a.m., 10 a.m., 1.30 p.m., 7.20 p.m. Sundays, desp. abt. 6.40 p.m.; del. 8 a.m.

The branch post offices are at Balls Bridge, College Green, Custom House, James Street, Portobello Bridge, North Wall, Phibsborough, and Sandymount.

TEL. OFFICE, always open. **Tel. Call Offs.:** Commercial Buildings, Dame Street (pl. C 5); Crown Alley; Four Courts (C 4); 37 St. Stephen's Green (D 6); 6 Westland Row (C 6), &c. Dublin time is 25 minutes behind London.

POPULATION (1901), 375,000, including environs.

The following houses may be of interest to some of our readers:—

D 6–7. Merrion Square, No. 1. Sir W. Wilde and his wife, poetess, “Speranza,” lived. No. 24. Duke of Wellington born (Upper Merrion Street). No. 58. Daniel O’Connell lived.

C 6. College Green, 3. Site of Daly’s Club, 1822.

C 5. Stafford Street, 44. Birthplace of Wolfe Tone, 1763.

D 5. Aungier Street, 12. Birthplace of Thos. Moore, 1779. “Irish Melodies.”

C 5. Hoey’s Court, off Werburgh Street. Birthplace of Dean Swift (house now demolished).

B 5. Upper Dorset Street, 12. Birthplace of Richard Brinsley Sheridan.

C 4. Arran Quay, 12. Birthplace of Edmund Burke.

C 4. Pitt Street, 10. Birthplace of M. Balfe.

C 5. Christchurch Place, 6–7. Earls of Kildare, and then Dick’s Coffee House.

C 5. Charles Street, 21. Residence of George Petrie, the antiquary, 1835–50.

C 5. Digges Street, 5. Residence of John Hogan, the sculptor.

D 6. Kildare Street, 39. Residence of Lady Morgan.

D 6. Dawson Street, 20. Mrs. Hemans died.

C 6. Lower Sackville Street, 7. Residence of Shelley in 1812.

Dublin is at once the capital and the most interesting city of Ireland. It is situated on the river Liffey, which is spanned by ten bridges (six stone and four iron), and which bisects it from W.

to E. into nearly equal parts, and including its docks may be said to be on Dublin Bay, though the sea is $1\frac{1}{2}$ -2 miles distant from the centre of the city. The traveller already familiar with the chief cities of Great Britain will be disappointed if he looks to find anything comparable in beauty with the famous capital of Scotland, though in one respect—the strong contrast between their savoury and unsavoury parts—the two cities are not unlike. The view, on approaching from the channel is, as we have already said, very charming, and Dublin may well be proud of its sea-skirted southern suburbs extending as far as Bray, but its actual site, once in great part a marsh, is almost a dead flat. Its interest for the general tourist is confined to its chief thoroughfares, the principal buildings in them, and the associations of various kinds connected with its history. In commercial importance, and even in population, it has lately been overtaken by Belfast, to which city, however, it is superior in the metropolitan character of its institutions and its public buildings. A splendid sample of the latter is the Museum and National Library in Kildare Street. Dublin, too, is great in statues. In two respects the city will commend itself to the traveller—the compact grouping of its chief objects of interest, and the small cost of car-hire.

For the convenience of the majority of pleasure-travellers who visit Dublin, but can only allot a short time to it on their way to one or other of the recognized tourist districts, we limit our main itinerary of the city to a two-days' round of its principal sights. If a hasty view of these with a glance round three or four interiors be deemed enough, then a good deal may be seen in one day. In that case a car should be hired "by time" (see p. 6) and the driver ("jarvy") instructed accordingly. Those whose destination is not County Wicklow we recommend, if possible, to include a run by rail from Westland Row Station either to Killiney (p. 22; Killiney Hill, a fine view-point) or Bray (p. 22), one of the most beautifully situated seaside places in the United Kingdom.

Just a word of comment on the Plan of Dublin may assist the stranger in finding his way about. The chief points to be noted are that the Liffey cuts the city in half from W. to E., and that the arterial thoroughfare, consisting of Sackville St., O'Connell Bridge, Westmoreland St., Grafton St., W. side of St. Stephen's Green, and Harcourt St., crosses the river from N. to S. From Trinity College Gateway, College Green and Dame St. lead due W. to Dublin Castle, itself about a furlong E. of Christchurch Cathedral, which in its turn is less than $\frac{1}{2}$ mile due N. of St. Patrick's Cathedral. The way to the Four Courts and the Custom House are obvious from O'Connell Bridge, and Phœnix Park will be reached by continuing past the former of these along the N. side of the Liffey.

It will be convenient to make O'Connell Bridge the starting-point in our description, and thence to make our first perambulation on the south side of the river.

O'Connell Bridge (known as *Carlisle Bridge* down to 1880, when, after rebuilding on its present noble lines, its name was altered) is a deservedly famous view-point. It is 51 yards wide.

View.—At the N. end of the bridge is the *O'Connell Monument* (p. 17), and beyond that stretches *Sackville St.* (p. 17) to the *Nelson Pillar* (p. 17) and the *G.P.O.* (p. 17). Down-stream the G.N.R. bridge has, since 1880, spoilt the view of the *Custom House* (p. 18) with its graceful dome. This railway bridge connects Amiens St. and Westland Row stations. Up-stream, the Liffey, though of insignificant width, is fringed by a continuous line of quays on either bank. The nearest bridge in that direction is variously known as *Wellington* or *Metal Bridge*, an iron structure of a single span, but of little beauty, and disfigured by a huge open-letter advertisement of a quack drink. Above it is *Grattan* (late *Essex*) *Bridge*, with the cupola of the *Four Courts* beyond on the N. and the tower of *Christchurch* on the S. bank. To the left of the latter is seen the spire of *St. Patrick's*. Of the two streets diverging at the S. end of the bridge, the one left is *D'Olier St.*, that on the right *Westmoreland St.* At the end of the latter, right and left respectively, we note the positions of the *Bank of Ireland* (p. 10) and *Trinity College* (below).

At the S. end of O'Connell Bridge is the *Statue of Wm. Smith O'Brien* (by Farrell), the leader of the "Young Ireland" party. He died 1864 and is buried at Rathronan. Proceeding along Westmoreland St. (with the E. front of the Bank of Ireland on our right) at its S. end, we pass, at the junction of College St., the *Statue of Thomas Moore* (1779-1852), the author of "Irish Melodies." Then on our left, facing College Green, is **Trinity College** (Dublin University), a dignified elevation, 300 ft. long, in the Corinthian style. On pedestals, left and right of the gateway, are the *Statues of Edmund Burke* (1729-1797) and *Oliver Goldsmith* (1726-1774), both by Foley. Passing through the gateway (*any one is free to walk round the College; to view interiors, apply at porter's lodge*) we enter *Parliament Square* (560 ft. by 270 ft.), so named from having been built from funds voted by the Irish Parliament. On the left is the *Chapel* (80 ft. by 36 ft.), whose services are open to the public (8 and 5; Sun., 9.45 and 5). Next, on the same side, is the *Dining Hall* (70 ft. by 35 ft.), approached by a wide flight of steps. Among other portraits observe:—Henry Grattan (1750-1820), Henry Flood (1732-1791), and Provost Baldwin, who, on his death in 1758, left £80,000 to the College. Opposite the Chapel is the *Examination Theatre*, which contains Baldwin's monument, by Hewitson, and portraits of Queen Elizabeth, Dean Swift (1667-1745), Bp. Berkeley (1684-1753), and Burke (1729-1797). Here too is a chandelier from the old House of Commons (Bank of Ireland, p. 10). Between this and the library is a bronze statue (seated) of Lecky the historian.

The *Library* (week days, 10 a.m. to 4 p.m.), farther on, is worthy of the university. It had its origin in a sum of £623 in bills, which was pay due to officers serving in Ireland in 1591. These were cashed in 1603, and the amount applied, as the donors had intended, to the purchase of books. James, afterwards Abp., Ussher, was one of those who superintended the original purchases, and his own great collections were acquired for the college after his death. The library receives a copy of all books published in the

United Kingdom, and now contains about 300,000 printed vols. Here, too, is the *Fagel Library* (the "learned dust of the Fagel" — *C. O'Malley*) collected by Grand Pensionary Fagel (1629-1688) and purchased for £10,000. The MSS. Room (*special permission required*) contains, among other treasures, the "Book of Kells," the "Book of Durrow," the "Book of Armagh," a celebrated palimpsest of St. Matthew, Mary Queen of Scots' Sallust, Wickliffe's MSS., and many valuable MSS. in the Irish language, of which the most noteworthy is the "Book of Leinster." An ancient Irish *Harp*, traditionally known as the Harp of Brian Borumha, king of Ireland, who fell at Clontarf, 1014, is also now in the Library. The traditional safety of the realm in those days is the subject of Moore's "Rich and rare were the gems she wore."

The *Bell Tower* in this quadrangle was erected in 1853 to the memory of Provost Baldwin, by Abp. Beresford. Around the cupola are Law, Physic, Divinity, and Science. The north quadrangle is commonly known as Botany Bay, but the south side has been entirely rebuilt, forming a handsome block of residences.

In the new quadrangle are, on the right, the very handsome *Geological Museum* and the *Engineering School*, and in the opposite left-hand corner the venerable little *University Printing Press*. Passing into the College Park, through gate on right, which is delightful and forms the recreation ground of the students, we notice the little Athletic Pavilion, and almost behind that the *Medical School* (second in its equipment, etc., only to Vienna). To the left of the Medical School is the *Museum* (week days 10-4, except Saturday 10-1), which has a considerable collection of skulls in the entrance hall, and in the main building besides animals and skeletons, a good collection of birds, strong in Irish species. The *Magnetic Observatory* is in the Fellows' Garden, on the S. of the Library.

The University was founded in 1591, was opened for students in 1593, and is the worthiest memorial of the famous Ussher, later on Abp. of Armagh, to whose exertions it was mainly due. The site of the College formerly formed part of the monastery of All Saints, but the present buildings are all of comparatively modern date. The present Library was begun in 1709 and finished in 1732. Down to 1792 Roman Catholics could not proceed to degrees, and it was only in 1873 that religious tests were wholly removed and the endowments of the University thrown open to all, irrespective of creed.

In the centre of **College Green** (a tram-car focus, see *p. 7*) is the fine *Statue of Grattan* (1750-1820), by Foley, and beyond it, towards Dame St., the equestrian *Statue of William III.* (rest. 1890). Opposite the former is the old *Parliament House*, now the **Bank of Ireland**. It has three fronts, viz. the S., or principal front, in College Green, E. in Westmoreland St., and W. in Foster Place. The first of these consists of a recessed square, surrounded by a colonnade, and having a projecting central portico of 4 columns, surmounted by Hibernia, with Fidelity and Commerce on either side. The wings which form the sides of the

square have each a fine arch at their S. end, and then sweep round in a curve to the E. (with Liberty, Justice, and Fortitude) and W. porticoes, respectively. The building was begun in 1729 with the main front. The E. front was added somewhat later, and the W. front was not completed till abt. 1790. (*To view the interior apply to one of the bank-porters in the central vestibule; an order from the Secy. is required to see the bank-note printing.*) The old House of Commons was in the centre of the building, where the Board Room and Accountants' office now are. The present Cash Office was built by the Bank on the site of the old Court of Requests. The House of Lords is little altered, except that a statue of George III., by Bacon, occupies the position of the Throne. Two pieces of tapestry—"Siege of Derry" and "Battle of the Boyne"—the handsome chimney-piece, and two old chests found in the vaults should be noticed.

The Bank holds the premises under a perpetual lease, without any quit-rent.

The Bill for the Legislative Union of Great Britain and Ireland was introduced into the Irish House of Commons, May 25. It was passed, and the Irish Parliament met for the last time on June 7, 1800. A considerable sum was expended as compensation to tradesmen, etc., for the loss the removal of the Parliament would entail.

Returning to College Green, the visitor who is pressed for time can at once proceed E. by Dame St. to Dublin Castle (*p.* 14) and Christchurch Cathedral (*p.* 14). Before proceeding in that direction we shall make a circuit to the S., and begin with *Grafton St.*, which is in a line with the main front of Trinity College. It is a busy and picturesque thoroughfare, rather lacking in breadth, but with shops as good as any in the city, and leads to the N.W. corner of **Stephen's Green**, the largest of the Dublin squares, with a really beautiful pleasure-ground of 33 acres, laid out at the cost of Lord Ardilaun (Sir Arthur E. Guinness). In the centre is a poor statue of George II.; on the N. side one of Lord Eglinton and Winton (Ld.-Lieut., 1852 and 1858); and, on the west side, opposite York St., one of Lord Ardilaun, by Thos. Farrell, R.H.A., 1891. The rockeries, cascades, etc., are tastefully arranged and look as natural as art can make them. The Wolfe Tone Memorial is a flat stone slab inside a ring of iron posts in centre of the roadway at north end of Grafton Street. Following the west side of the Green, at the corner of York Street we come to the *Royal College of Surgeons*, a handsome building with a *Museum* (closed during August and September).

The collections are, of course, chiefly of professional interest, but three items may be named—a Peruvian mummy, a model in wax of the human body made to take to pieces, and a monkey riding a greyhound.

By keeping straight on at the S.W. corner of the Green, we should reach the *Harcourt St. Station* (Wicklow Line), $\frac{1}{4}$ m. distant.

Turning along the S. side of the Green we pass the *Wesley College* and the *Catholic University*, and then in about 100 yards along the E. side, *St. Vincent's Hospital* and the *Royal College*

of Science, with a Mineralogical Museum (week days, 10-4). On the N. side of the Green is the *Shelbourne Hotel* (at the corner of Kildare St.) and No. 16 is the "Palace" of the (Church of Ireland) Archbishop of Dublin; 17, the *University Club*; 8 and 9 are also clubs.

At the N.E. corner of the Green is Merrion Row, and a short distance E. we turn to the left into Upper Merrion St., where at No. 24, on the right, formerly known as *Mornington House*, and now the offices of the Irish Land Commission, the Duke of Wellington was born in 1769. Just beyond are Merrion Square and Leinster Lawn (statues of the late Prince Consort in centre, Sur-Maj. T. H. Parke at S. end, and Sir R. Stewart at N. end), with the **National Gallery** (free on M., Tu., W., Sat., 10-5 or dusk; Th. and Fri., 10-4, 6d.; the last two are students' days), opened 1864, on north side of *Leinster Lawn*. In front of it is the statue of *William Dargan*, the promoter of the Dublin Exhibition of 1853. The collection includes works on loan from the London National Gallery. The ground-floor room is handsome and devoted to statuary. Above is the picture gallery, which, considering the short time it has been instituted, and the small amount (£2,500 per annum) of the Government grant, has made good progress. Here is also a fine art collection given by the Countess of Milltown. The building on the S. side of the Lawn is the **Natural History Department** of the National Museum.

From the N.W. corner of Merrion Square we turn left along Clare St. and Leinster St. to the *Kildare St. Club* at the corner of Kildare St. This club is the most famous in Dublin, the next in esteem being *Stephen's Green Club* (Liberal). In Kildare St., just beyond the Club and on the same side, is the *College of Physicians*, and beyond it the stately **National Museum** (*Art and Industrial Departments*), a splendid frontage of about 150 by 70 yards (*both departments* free from 11-5 or dusk; 2-5 alternate Sundays; *Art Department* till 10 p.m. Tu.; *Natural History Department* till 10 p.m. Thurs. **Library**, 10-10 week-days; *Temp. Ref.-rm.*, in N. wing, next to Library. *General Guide*, sold at door, 1d.). The Royal Dublin Society, founded in 1731, for the advancement of Agriculture, Manufactures, etc., in 1815 purchased the town-house of the Dukes of Leinster, on each side of which the New Buildings have been erected, and includes the **Dublin Metropolitan School of Art**, which has produced many famous painters and sculptors, such as Barry, Foley, Hogan, Denby, Grattan, Hughes, Sir Martin Shee, and others. In the old *Board Room* of old *Leinster House* is the *chair* from the Irish House of Commons. £25,000 is annually administered.

The Dublin Society has a fine show-ground at Balls Bridge, on which £70,000 has been spent, where Spring Cattle Shows and a great Horse Show (in August) are held. There is accommodation for 1,500 horses.

This Museum is one of the finest and most interesting in the kingdom, and should be visited.

On entering the quadrangle the **National Museum** is on the right, and the **National Library** on the left, and between them **Leinster House**, the old residence of the Dukes of Leinster, which is now occupied by the **Royal Dublin Society**, and partly by the offices of the Museum and Library.

In the centre of the quadrangle is a handsome statue erected to the memory of the late Queen Victoria by her Irish subjects (1908), consisting of a bronze figure of her late Majesty of heroic size, seated, with crown and sceptre, upon an imposing pedestal of Normandy marble of an unusual shape, being an equilateral triangle with concave sides, but having its angles truncated. The three bays thus formed contain bronze figures representing *Industry*, *War*, and *Fame*, by J. J. Hughes, R.H.A. The whole is encircled by a grass plot.

The **Rotunda**, through which we enter, contains casts of Greek sculpture. In the *Central Court* are (left) casts of the grand old Irish Crosses, also of the Gosforth Cross in Cumberland; (right) copies of post-Renaissance (15th and 16th cents.) Works—Italian and French, etc., etc. In the other **Ground-floor** rooms is a very large and varied collection of art and industrial specimens of all ages and countries, ranging from those of savage and prehistoric peoples down to the piano of Thomas Moore, and including lace, embroidery, furniture, metal work, porcelain, pottery, glass, &c., and the Gold Brooch presented to the late Queen Victoria in 1849 by the Dublin University, and deposited in the museum by H.R.H. the Duke of Connaught, to whom it was bequeathed. It is made of Wicklow gold, inset with a pearl from Lough Eske, also Napoleon's Gold Wreath, the Leinster Collection of Postage Stamps, &c. **Upstairs** may be seen the finest exhibition of Ancient Celtic Gold in the world, and perhaps a no less remarkable one of the Early Christian Art work of Ireland. Amongst the rarest objects to be found here are the Ardagh Chalice, a cup of white metal ornamented with gold and enamel; the Cross of Cong, of wood plated with bronze richly gilt and ornamented with gold and enamel. Under the central boss was supposed to be a fragment of the true Cross. This precious relic of Irish workmanship was made at Roscommon about 1120. A yet older and more interesting object is St. Patrick's bell, of quadrangular form, of thick sheet iron, 6 in. high, 5 in. by 4 in. at the mouth, and diminishing upwards, with a loop at the top for the hand. It was given to the church of Armagh by St. Columba, and the exquisite case made for it, between 1091–1105, is preserved with it. A MS. of the Gospels, said to have belonged to St. Patrick, a Latin Psalter of St. Columba's, the Tara Brooch, and the celebrated Book of Ballymote are also shown. Among old-world remains are the skeletons, etc., found in the Phoenix Park Cromlech (*p.* 19). In the **Moore Library** of this Academy (19 Dawson St.) is Moore's Harp. The **Natural History** department is on both the ground floor and upper floor; it may be also entered from Merrion Square.

We may now proceed by *Molesworth St.* into *Dawson St.*, and turn to the left past *St. Ann's Church*, where Mrs. Hemans, the poetess, who died at No. 20, and Cæsar Otway are buried, to the **Royal Irish Academy** (free: week-days, 12–4, and sometimes in the evening), incorporated 1798. This Institution, which is not to be confounded with the *Royal Hibernian Academy* in Lower Abbey St., used to contain the collection of Irish antiquities, now in the Kildare St. Museums.

On the same side of Dawson St., towards Stephen's Green, is the *Mansion House*, which has a circular dining-room erected to entertain George IV. Opposite the Academy is the Irish Automobile Club.

Making our way back to College Green and along *Dame St.*, we now reach Cork Hill, where on the left is the City Hall, and the main entrance of **Dublin Castle** (*to see the State Apartments, etc., apply to the porter*), the official residence of the Lord Lieutenant, but used by him only on state occasions. It was originally built at the beginning of the 13th cent., as part of the defences of Dublin, and is now a gloomy building of two Yards, with little suggestion of a Castle about it. The court we first enter is called *Upper Castle Yard*, 280 by 130 ft., and opposite, on S. side, are the Viceregal State Apartments, of which the chief are *St. Patrick's Hall* (ball-room) with the three panels of its painted ceiling showing George III. supported by Liberty and Justice, St. Patrick preaching, and Henry II. receiving the homage of the Irish chiefs at Waterford, 1171; the *Presence Chamber*, handsomely decorated, and the *Council Chamber*, with portraits of the Lords-Lieutenant since the Union.

The rest of this court is occupied by official residences, etc. Passing through an archway we descend to Lower Castle Yard, where the things to be noted are the *Round* (or *Birmingham*) *Tower*, which has been rebuilt, and long been the Record Office, and the **Chapel Royal** (Sun. service, 11.30 a.m.), externally a rather stiff piece of Gothic of six bays, and built at a cost of £42,000 between 1807-1814. The interior is architecturally of very moderate interest, but viewed as a whole the effect is fairly rich and pleasing. The E. window represents Christ before Pilate, and was the gift of Earl Whitworth, who was Lord-Lieutenant when the Chapel was being completed.

The **City Hall**, facing down Parliament Street, was completed in 1779 at a cost of £40,000 as the Royal Exchange. The hall contains statues of George III. by Van Nort, Dr. Lucas by Roubillac, O'Connell and Thos. Drummond by Hogan, and Grattan by Chantrey, and is now used by the Corporation. Chas. Parnell's remains lay in state here in 1891.

Returning to Cork Hill we turn left along Castle St. to **Christ-church Cathedral** (services: week days, 10.45 and 4; Sundays, 11.15 and 4). (Transepts and crypt, 6d.).

The site is said to have been the centre of the Celtic dun or hill-fort, which in the earliest times here commanded the passage of the Liffey; and the discovery from time to time of many ancient remains shows that the spot was inhabited at a very remote period. The original church is attributed to the Danish king Sitric and Abp. Donatus about 1038, but probably there is nothing now existing earlier than the time of Earl Strongbow and Abp. Laurence O'Toole, by whom the original or a later church was finished about 1180. Of that building, however, we know that a very large part had disappeared by the middle of the 16th century, and from then down to about 1830 neglect and injudicious repairs had done their worst. In 1830-34 more or less extensive restoration took place, but only to be followed by a further period of neglect, and at the time of the disestablishment of the Irish Church in 1869 things were at so low an ebb that it was seriously contemplated to hand over the building to the Roman Catholics. In 1871, however, Mr. H. Roe, the whisky distiller, came to the rescue and undertook the works pronounced necessary by the late Mr. Street, which were estimated to cost £16,000. From that sprung an outlay which eventually

reached £185,000 for the cathedral, £15,000 for the adjoining synod-house, and £22,000 endowment, all provided by the same donor, who unhappily proved to have overtaxed his means.

This is slightly the older of the two cathedrals of Dublin, but is now practically a new church, though more on the original lines than before Mr. Street took it in hand. The style for the most part is E. English, but there is a good deal of transitional Norman work.

The exterior is now well seen, the old houses that formerly hemmed it in having been removed, and the visitor should not omit to view the N. side, including the projecting Baptistery. The nave is of six bays with aisles, and from the central tower extends a short transept. The E. end of the church has been rebuilt in accordance with the indications of the original plan shown by the crypt, and now consists of a short choir with apse, around which runs a Procession Path, or Ambulatory. Beyond this is a small Chapel, and another and larger one beyond that.

The general effect of the restoration is distinctly rich, though perhaps somewhat heavy, and there is a sense of spic-and-span newness about the whole that detracts from its interest. That the new work is a faithful reproduction on old lines the architect's repute sufficiently guarantees, and it must be remembered that a mere repair of what existed of old work in 1871 would have resulted in a very unsatisfactory church. The rich pavements are copies of old tiles, and much of the new glass is pleasant in tone. The old glass, however, necessitates the use of gas in broad daylight. The old tiles are to be seen in St. Laud's Chapel, S.E. of the choir. The old Lady Chapel, N.E. of the choir, has given place to a Choir School.

Of *tombs* there are few which call for detailed notice. The so-called Strongbow tomb bears the arms of Fitzosbert, but the truncated figure adjoining is possibly Strongbow's son. Strongbow's wife's and O'Toole's tomb are in the O'Toole chapel. There is a fine brass to Abp. Trench (*d.* 1886) on the N. side of the Sanctuary. The Kildare Monument is in the S. transept.

The *crypt* (*6d.*) should be visited. In it will be seen statues of Charles II. and James, Duke of York, removed from the now destroyed Tholsel in Skinner's Row. There are also a desiccated cat and mouse which witness to the preservative character of the limestone (*cf.* St. Michan's Church, *p.* 18 note), and many beautiful and interesting modern monuments removed there at the Restoration, as also the old Dublin stocks.

At the W. of the Cathedral, connected with it by a bridge-gallery, is the *Synod Hall* of the Church of Ireland.

About $\frac{1}{4}$ m. W. from Christchurch, in Thomas St., is *St. Augustine's R.C. Church*. In some ways this is the finest modern church in Dublin. It is well worth a visit. Note the right-hand chapel of "The Mother of Good Counsel." Near this church Robert Emmett was executed Sept. 20, 1803, and the spot ever since has been one of the sacred places of the Nationalists.

From the S.E. of Christchurch Place, the dingy Nicholas St. and St. Patrick St. lead direct to St. Patrick's Cathedral, which is about 8 min. walk from Christchurch Cathedral. The whole

district subjoining has, under a scheme financed by Lord Iveagh, been cleared to make room for artisans' dwellings and open spaces.

St. Patrick's Cathedral (*services: week days, 10 and 4; Sundays, 11.15 and 3.15*).

St. Patrick (*d. abt. 493*) himself is said to have founded a church on this site, and his Well was discovered during the restoration in 1860-63, and afterwards covered up. The existing church, originally collegiate, dates from 1190, when it was built by Abp. Comyn. It was made a Cathedral in 1213, and much added to in 1230-55 by Luke and Henry De Londres. Abp. Minot added the steeple in 1370, and rebuilt the parts of the church that had been burnt in 1362. In 1492 it was the scene of a reconciliation under difficulties between the Earls of Kildare and Ormonde, and the old door of the chapter-house, with the hole cut in it, through which they shook hands, is still preserved. Cromwell and James II. are both credited with turning the church into a barrack. The modern restoration, costing £140,000, was the work of the late Sir Benj. Lee Guinness, Bart., to whom there is a statue by Foley inside the railings.

Those who visit St. Patrick's, as we suggest, next after Christ-church, will at first be struck by its comparative coldness of tone, but that feeling will quickly give place to admiration for the chaste beauty of the building, and the visitor who cannot spare time to see both churches should certainly give this one the preference.

The ground-plan is cruciform, and consists of Nave, Transept, Choir and eastern Lady Chapel, all of them with aisles. At the N.W. corner of the nave is the steeple, which carries a poor spire added in the 18th cent. The dimensions of the church are:—Total length, 300 ft.; transept, 157 ft.; breadth of nave, with aisles, 67 ft. The prevailing style is Early Pointed.

Several *Monuments* call for mention. Just by the S. porch, on the right, are tablets to *Dean Swift* (*d. 1745*) and *Hester Johnson*, "*Stella*" (*d. 1728*). Both epitaphs are by Swift, and his grave, "*ubi sæva indignatio ulterius cor lacerare nequit*," is in the nave close by. The bust of *Lecky*, the historian, is by *Boehm*. At the S.W. corner of the nave is a stupendous *Boyle monument*, erected by the "great" Earl of Cork to the memory of his countess (*d. 1629*).

At the W. end of the N. aisle of the nave is the bust of *Curran* (buried at Glasnevin, *p. 19*), and, close by, the statue of *Capt. Boyd*, R.N., of the *Ajax*, who was drowned at Kingstown whilst endeavouring to rescue a shipwrecked crew, Feb. 9th, 1861. *Carolan*, the last of the bards, is commemorated by a bas-relief by *Hogan*; the celebrated *Lady Morgan* left £100 for this purpose. Proceeding to the end of the N. transept we find two monuments to the 18th *Royal Irish* regiment, and, to the right, Swift's monument to *Schomberg*, who fell at the battle of the Boyne. Crossing to the S. transept we find one to *Abp. Whateley* (*d. 1863*), and, to the right of it, at the S.W. corner a tablet to Swift's servant, *Alex. McGee*. Towards the E. end of the S. aisle of the choir is the memorial to the *Rev. Charles Wolfe* (*d. 1823*), the author of "*The Burial of Sir John Moore*."

The banners of the Knights of the Order of St. Patrick hang

in the Choir. The window at end of N. aisle is to the Earl of Mayo.

The *Lady Chapel* at the east end of the Church is a very graceful building.

If from St. Patrick's Cathedral we proceed by Canon St., on its N. side, and then turn left along Bride St. to Werburgh St., we shall find *St. Werburgh's Church*, where Lord Edw. Fitzgerald is buried. Swift was born in Hoey's Court, off Werburgh St., but the house has long been demolished.

Guinness' Brewery is on the left, at the W. end of Thomas St., and about $\frac{3}{4}$ mile W. of Christchurch. It is of course chiefly interesting on account of the vast scale of its operations. (Order from offices, James's Gate.)

The **Royal Hospital of Kilmainham** is abt. $\frac{3}{4}$ mile W. of the brewery. It was founded in 1174 for Knights Templars, but the present buildings were erected in the reign of Charles II., when it was constituted a kind of Chelsea Hospital for decayed soldiers. The principal things to be seen are the Dining Hall, with many portraits, and the Chapel. *Kilmainham Gaol* is $\frac{1}{2}$ mile W. of the Hospital.

We now suppose the traveller to have completed his first day's round and to return by the quays on the S. side of the Liffey.

North Side of the River.

At the S. end of **Sackville St.** (the finest street in Dublin, and of unusual width), by O'Connell Bridge, is the *O'Connell Monument*, designed by Foley, and completed (1882) after his death, by Brock. The bronze statue of the "Liberator" is fine. Proceeding northwards, at Abbey St. crossing is a marble statue of Sir John Gray, proprietor of the "Freeman's Journal," to whose energy the city's water supply is due. (At No. 7, now the D.B.C., right hand side, Shelley lived for a short time, in 1812.) We then come to the **General Post Office**, on the left, and just beyond it is the **Nelson Pillar**, 134 ft. high, including the statue. It can be ascended (charge 3d.), and from the gallery the whole of Dublin is in sight. The Pillar is the chief tramway focus (*see p. 17*). [Earl St., the street on the E. side, leads into Marlborough St., where a short distance to the left are the *R.C. pro-Cathedral* (heavy classical in style, and likely to be mistaken for a municipal office), and opposite it the *Offices and Model Schools* of the *National Board of Education*.] A little further up Sackville St. is a monument to Father Theobald Mathew, the enthusiastic but unfortunate "Apostle of Temperance" (*d. 1856*). The Y.M.C.A. has a fine home at No. 43. At the far end of the street are **Rutland Square** and the **Rotunda**, containing halls and public rooms. In the centre of the crossing is the striking statue of Charles Stewart Parnell by Mr. St. Gaudens. On the N. side of the Square is *Claremont House*, now the Government Offices of the Registrar General, Census Offices, etc.; at the S.

side is the handsome *Living-in Hospital* by Cassels, much enlarged of late. Both were built about 1750-7. The Presbyterian Church at N.E. corner shows a striking façade.

The **Custom-house**, reached by Eden Quay, from the S. end of Sackville St., is one of the finest buildings in the city, and was erected 1781-91, at a cost of £400,000. The river-front is 375 ft. long, and the portico is surmounted by statues of Industry, Commerce, Plenty and Navigation, by Sir Jos. Banks. Over the portico, on the N. side, are statues of Europe, Asia, Africa, and America, while on the summit of the graceful dome stands Hope.

Following the line of quays westward from Sackville St., we pass successively *Metal Bridge* (horribly disfigured by advertisements), *Grattan Bridge*, and *Richmond Bridge*, and arrive at the **Four Courts**, another of the stately edifices built at the close of the 18th cent., at a cost of £200,000. The front measures 450 ft., and has a central portico with a colossal statue of Moses in the centre above it. Over the main portion of the building rises a cupola, supported on columns. Within, is a fine central hall, with statues of legal celebrities, and from this open the courts. The Vice-Chancellor's Court was destroyed by fire, Feb. 1887.

The next bridge is *Whitworth Bridge*,* and beyond it is Arran Quay, where, at No. 33, Edmund Burke is said to have been born. Then we pass *Queen's Bridge*, *Victoria Bridge*, and *Kinasbridge* (the G.S. & W.R. Station is across this last), and reach *Park Gate* (Lucan electric trams from here), the entrance to **Phoenix Park**, where, if hitherto on foot, it may be well to take a car and drive through and around the Park.

Phoenix is said to be a corruption of Fionn-uisge (pron. *finiské*=clear water), and to refer to a chalybeate spring near the main entrance to the Viceregal Lodge. *Uisge*, whence whisky, means *water*.

The park formed part of the estates of Kilmainham Priory—founded for Knights Templars, 1174; given to Knights of St. John, 1312. At the Dissolution it passed to the Crown. Lord Chesterfield, of the *Letters*, who was Lord-Lieutenant in 1745, did a good deal of planting, and opened it as a public park. Including the grounds attached to the Viceroy's Lodge, the Chief Secretary's Lodge, and the Hibernian School, it contains about 1,753 acres and, from the Park Gate entrance to Castleknock Gate, is a trifle over 2 miles long. As a whole it is not remarkable for beauty, and a large part has rather a waste and neglected appearance.

Entering at Park Gate, the *Royal Military Infirmary* is a short distance on the right, adjoining the *People's Garden*, a prettily laid-out pleasure ground, and containing a statue of the late Earl of

* Hence, by turning N. up Church St., we should reach **St. Michan's Church**, the tower of which has the stepped battlements that are almost confined to Ireland. The vaults beneath the church have the property of preserving bodies from decay. Dr. Lucas, a "patriot," is buried here, and some say Robert Emmett, but this is doubtful. Irish kings, etc., are common, we are assured, and anyway it is an uncanny place. Handel's "Messiah" was first produced here.

Carlisle. On the opposite side rises the *Wellington Testimonial*, 205 ft. high. Farther on, on the right, are the **Zoological Gardens** (week-days, 1s., 9 a.m. to sunset; Sat., 6d.; Sundays, 2d., 12 noon to sunset) with a good collection of animals, etc.; near by is the R.I.C. depôt. About a mile from Park Gate we are opposite the back of the **Viceregal Lodge**, a long, plain building. Between the fine *Statue of Gough* (by Foley) and the *Phoenix pillar*, is the spot where Mr. Burke and Lord Fred. Cavendish were murdered, May 6, 1882. The *Chief Secretary's Lodge* is further on, to the left of the main road, and the *Under Secretary's Lodge* somewhat farther still, on the right. At the Phoenix Pillar we may turn to the S., towards the *Hibernian School* for soldiers' children. Here, in "the Fifteen Acres," was the famous duelling-ground, where, for instance, Grattan "met" Corry, Chancellor of the Exchequer, Feb. 18, 1800. Much of its area is now laid out in playing grounds. On a mound at the back of a cottage near the Chapelized Gate is the **Cromlech**, discovered intact in 1838; see National Museum, p. 13. The prettiest part of the Park is, we think, between the Chapelized Gate and the Knockmaroon Gate. The famous *Strawberry beds* are on the N. bank of the Liffey, beyond the latter. The Lucan electric trams can be used to return to Park Gate, whence ordinary tram-cars ply eastward on the south bank of the Liffey. The cars from Park Gate, along the Circular Road to Phibsborough Road and thence by the Glasnevin cars, afford an easy route to *Glasnevin Cemetery* and the *Botanic Gardens*. The Glasnevin cars start from the Nelson Pillar. **Glasnevin Cemetery**, opened in 1832, chiefly by the exertions of O'Connell, is classic ground to more than Irishmen. Entering by the new entrance from Finglas Road, we are close to O'Connell's Monument, a round tower 150 ft. high, but of infelicitous proportions. The "Liberator" died at Genoa, on his way to Rome, May 15th, 1847, and in the following August his remains were temporarily deposited in a vault (old O'Connell circle) on the N. side of the cemetery; "my heart to Rome, my body to Ireland, my soul to Heaven." The body was translated to the crypt beneath the tower in May 1869, but Dr. Petrie's design, which included a small building (like St. Kevin's kitchen at Glendalough) and a memorial cross, has not been carried out. In the circle around the tower are other tombs, but the most visited for many years next to O'Connell's Memorial was the Cross to the three Manchester "Martyrs," executed for the murder of Brett, the Manchester policeman, in 1867. This is just E. of the tower (3rd on left), and following the path we come to the burial-places of the Jesuits, Carmelites, and Infirmarian Nuns. Behind the last two is the Christian Brothers' burial-place; while at the S. corner, opposite the first, is the grave of Anne Devlin, whose faithful service to the "traitor," Robert Emmett, is her claim to notice. *J. C. Mangan*, the poet, lies just west of the old mortuary chapel circle; *Curran* (d. 1817 in London; translated

1837) near the old entrance; *Hogan*, Ireland's greatest sculptor, on the E. of the old *O'Connell* circle. *O'Donnell*, who murdered Carey the informer, is of course commemorated, and *C. S. Parnell's* grave to left of entrance gate, was for a time a Nationalist cynsure.

The **Royal Botanic Gardens** (free week-days, 10-6, or dusk. Conservatories:—11 to an hour before close of gardens. Sundays: gardens and conservatories open 2-6, or dusk). The site of the Gardens belonged to Thomas Tickell, poet and friend of Addison. One of the walks, "Addison's walk," is said to have been planted by Tickell, who here wrote his ballad "Colin and Lucy." The stream through the gardens is the Tolka. Swift and Sheridan also lived here.

The village of *Glasnevin*, which is just N. of the Gardens, and *Finglas*, abt. 2 miles N.W., are associated with some famous names in literature. Dr. Delany lived at Delville, across the river; Hampstead House, beyond Glasnevin on the right, was for a time the residence of poor Dick Steele; Parnell, the poet, was incumbent of Finglas. Swift and "Stella" were the frequent guests of Mrs. Delany.

In returning by tram-car to Sackville St., we pass close to *Mater Misericordiæ Hospital*, with *St. Joseph's Church* close by. When the route crosses *Dorset St.*, we are not far from the spot where R. B. Sheridan was born, 1751. The house is (on the E. side) 12, *Upper Dorset St.*

DUBLIN TO BRAY, &c.

Map p. 26.

* * * The County of Wicklow, into which the routes to Bray form the first stage, is described in our companion volume, *Ireland, Part II.* For the benefit, however, of those tourists who may wish to visit Bray and its immediate surroundings before starting north from Dublin, we repeat the following description:—

Dublin (Westland Row) to **Kingstown, 6 m., Dalkey, 8 m., and Bray, 13½ m.**, abt. 20 trains a day in 35-40 min.; 2s., 1s. 6d., 1s.; Ret., 2s. 6d., 2s., 1s. 2d.

The **trains** start from Amiens St. 8-15 minutes before leaving Westland Row, calling at Tara St., which is ¼ mile nearer Sackville St. than Westland Row (see Plan).

Also *Dublin* (Harcourt St.) direct to Bray, 12 m., in 22 to 35 min., about 20 trains a day.

The through trains (about 3 a day), to Wicklow and Wexford from Harcourt Street do not stop between Dublin and Bray, but connect there with trains from Westland Row.

Electric Tram (from Nelson Pillar) to Dalkey by Merrion Square, Blackrock, and Kingstown. Fare, 5d.

P.O. (next Town Hall), English del. abt. 7 a.m., 5.45 p.m., Sunday, 7.20 a.m.; desp. 7.50 a.m., 7.50 p.m., Sunday, 7.50 p.m. **Tel. Off.**, 7-10., Sunday, 8-10 a.m., 5-6 p.m. **Tel. Call Off.**, 64 Lower George Street.

This route reaches the shore of Dublin Bay at *Merrion, 3 m.*, and thence onward we get intermittent views, on the left, across

to the Hill of Howth. Passing *Salthill* (with a favourite suburban *hotel*, just above the station) we reach (6 m.)

Kingstown, Station on shore. Pop. about 20,000 (*Royal Marine*, a large house, well situated, overlooking the harbour; bed and attendance, 3s. to 6s.; breakfast., 2s. 6d.; dinner, t.-d'h., 3s. 6d. *Royal Mail*, c.t., well-situated, a little farther west. Ross's *Victoria House*, Bayside, offers pleasant headquarters for those who visit Dublin but prefer to tarry by the sea). The harbour is enclosed by two piers, the eastern $\frac{3}{4}$ -mile long and adjacent to the Carlisle Pier, where passengers change between train and steamer, and the western pier, nearly a mile long, with an opening between the two of about 250 yards. The insignificant harbour of *Dunleary*, the old name of the spot, is at the base of the west pier. The town itself is still below par, but several additions to the sea-board have made the place a fashionable seaside resort. It is the principal yachting station in Ireland, the chief clubs being the Royal St. George, the Royal Irish, the Royal Alfred, the Waterwag, and the Colleen. At the annual regatta in June the finest yachts afloat compete. The arrival and departure of the fine mail packets always draw visitors to the pier. The landing of Queen Victoria in 1900 is commemorated by a V cut in the stone on the quay to the left of the Carlisle Pier. H.M. the King also landed here in 1903 and 1904. The chief addition, however, is the artistic pavilion and gardens opened in 1903. The grounds, four acres in extent, are most tastefully laid out, and contain an excellent band-stand. Tennis and badminton are provided for, and during the summer open-air fêtes are promoted with illuminated grounds, fireworks, etc. The building contains a fine hall with stage (performances 3.30 and 8), and the roof is used as a promenade, whence a fine view of the bay is obtained.

The *obelisk* on the front commemorates the visit of George IV. in 1821, from whom the town takes its name. The other noticeable buildings are the P.O., the Town Hall, with clock tower, and St. Michael's Church, rebuilt on an imposing scale (with rich east window and some other rather gaudy ones). At the foot of steps leading from the shore road and near the obelisk is a rock tablet, commemorating the loss of the lifeboat with all hands in the storm of Christmas Eve 1895.

The garden front is extended eastwards towards *Sandycove*, after passing which ($6\frac{1}{2}$ m.) the line bends inland to *Dalkey* (8 m.).

Dalkey (*pron.*, "Dalky;" *Queen's.*), is a delightfully situated little town, partly inside and partly on the broken coast-ridge. The views across Dublin Bay to the north, down the coast to Bray Head and inland, are alike beautiful.

From Coolmore Harbour a boat (no fixed tariff) can be taken across the Sound, 300 yds. wide, to **Dalkey Island**, a rock about 500 yds. long and 300 yds. wide. The Sound, three hundred years ago, was an important roadstead, and a common point of embarkation for England. On the island are a *Martello tower* and the ruins of *St. Benet's Church*, with a very early W. doorway. The "Kingdom of Dalkey" was famous at the end of the 18th cent., and its king was elected annually with much convivial tomfoolery. The whole

affair was probably only an excuse for letting off high spirits, but, revolutionary ideas being rife, it was suppressed by the Government in 1798, lest it should be a cloak for political designs. Twenty thousand people were present at the 1797 "coronation." A rocking stone that was displaced for years is now again reinstated. The Sorrento Grounds provide music and fêtes during the summer months.

The Railway Co. run *char-à-bancs* in connection with certain trains between Dalkey and Killiney stations over Killiney Hill.

Killiney Hill (480 *ft.*), a fine view-point for the Dublin and Wicklow mountains, etc., is a short mile by road S. from Dalkey Station to the Obelisk Gate, and thence over turf, &c., to the top. Regaining the road it is a pleasant walk or drive of 4 *m.* to Bray, or the rail can be taken at *Killiney and Ballybrack Station*, abt. 1¼ *m.* In either case the archæologist should visit the ancient little *Church of Killiney* at the foot of the hill on the left, just short of the cross-roads where the turn to the left leads to the station.

A road round Killiney Hill affords a delightful drive from Dalkey station between the hill and the sea, and so on to Bray. The best plan, however, is to drive to Obelisk gate, walk up the hill and descend by foot-path (a high wall unfortunately obstructs the view on the left) to the gate on the new road, to which the car may have been sent round. Some prefer to take the route the reverse way. A popular excursion is to the Bride's Glen on the Shanganagh brook.

Beyond Dalkey, on emerging from a tunnel, there is on the left a lovely view of the coast from Dalkey Island to Bray Head, and after *Killiney Station* the conical Great Sugarloaf (*p.* 26) is well seen on the right front.

B r a y .

Map *p.* 26.

Rail : From Dub'in. *p.* 20.

Hotels :—*Marine Station*; *International* (gar.); *Esplanade* (C.T.); *Bray Head*, ½ *m.* S. from Station; *Royal*, in the town (garage), 35s. week, Sat. to Mon., 12s. 6d.; *Strand*; *Lacy's*; *Eagle*. Several Boarding Houses: *Maxwell* and *Northcote*, *Esplanade* (C.T.).

Bus to Enniskerry from the Station, 10.26, 2.20, and 5.40, and mail car from P.O. at 7.10, 1.55, and 7 p.m.

Post and Tel. Off. in Quinsborough Road, running inland from Station. Chief English del. 7.35 a.m. (8.50, *Sun.*); desp. 6.25 p.m. (5, *Sun.*). **Tel. Off.**, 8-8; *Sun.*, 8-10. **Tel. Call Off.**, 4 Main St.

Pop. : abt. 8,000.

Cars : For full list of fares see Bray "Bye Laws." 6d. The fares we give are between 8 a.m. and 10 p.m.; outside those hours double fares are payable. The two prices given in each case refer to 1 or 2 and 3 or 4 passengers, respectively. In the case of cars hired for the outward journey only (see first list below), to return by them would add half-price. The driver (*jarvy*) is included, but a small tip will not be out of place.

Outward only :—*Kilmacanoge* (for *Great and Little Sugarloaf*), 2s. 6d.-3s.; *Red Lane corner* (for *Glen of the Downs*), 3s. 6d.-4s. 6d.; *Dargle* (E. gate), 2s.-2s. 6d.; (W. gate), 3s. 6d.-4s. 6d.; *Scalp* (*via* Enniskerry), 4s.-5s.; *Enniskerry*, 2s. 6d.-3s.

There and back :—*Glen of the Downs* (by *Kilmacanoge* and back by *Delgany*), 7s.-8s.; *Powerscourt Waterfall* (by the *Dargle* and back by the *Rocky Valley* and *Hollybrook*), 10s.-12s.; *Seren Churches* (*Glendalough*) 18s.-20s.; *Lough Tay*, *Lough Dan*, or *Lough Bray* (*via* *Glencree Reformatory*), 14s.-15s.

A two-days' round, sleeping at *Seven Churches* (*Glendalough*), visiting the *Dargle*, *Enniskerry*, *Powerscourt*, *Great Sugarloaf*, *Roundwood*, *Seren Churches*, and back-by the *Devil's Glen* and the *Glen of the Downs*, 40s.-50s.; see *pp.* 24-29; map, *p.* 26.

Bray, alike in situation and in convenience as a starting-point for delightful walks and excursions, is one of the most favoured of seaside resorts. It stands on a bay of gentle curve between the hills of Dalkey, N., and Bray Head, S., and the shore-view has the double charm of varied colour and shapely outline. Inland, a little to the S.W., rise the Wicklow hills—prominent among them the purple cone of the Great Sugarloaf. The town itself has no buildings requiring description. It consists of a long sea-front of comely private houses, lodging-houses, and hotels, with an unusually good promenade and green swards from end to end, and instead of sporadic seats, sure to be occupied when one wants them, is furnished with a continuous seat throughout. There are also two bandstands and good shelters. The business part of the town, well supplied with all needful shops and a few yards from the sea-front, is in great part of recent erection. The shore is certainly above par either for children or for bathing (ladies' and gents' bathing-places with diving-boards on Esplanade), and the aspect of the sea-front being a trifle north of east, its houses escape the glare of the mid-day sun. The place is often, and very inappropriately, styled the "Irish Brighton;" its only point of comparison with London-on-sea is its accessibility from the capital of the island. At the N. end is a stone pier and lighthouse at entrance to harbour. The R.C. Church is worthy of notice.

Walks and Excursions.

1. To **Bray Head** (793 *ft.*), *abt.* 1½ *hrs.* there and back. There is a choice of routes which cannot, however, be combined. A visit to the beautiful grounds of *Kilruddery*, Earl of Meath (Mon. and Tues. only, in the absence of the family) is worth making. Either by the left-hand road at the top of High St. and so through Newton Vevay, and, avoiding turns right or left, past the Convent Gate, left, to (1¾ *m.* from Bray Sta.) *Kilruddery Gate*, closed on Fridays, right; or from the S. end of the Esplanade road, turning to the right just short of the Bray Head Hotel. This latter road joins the former in *abt.* ½ *m.*, just S. of the Convent Gate, and we proceed, left, to *Kilruddery Gate*, whence we turn off to the left, and by a devious course reach the summit of the Head. The view, though not to be compared with that from the Great Sugarloaf (*p.* 26), is well worth the climb. The highest point (793 *ft.*) of the mass composing the promontory is a mile S. of the summit of the Head, and from it we could gain the road at Windgate, and either return by it, 2¾ *m.*, to Bray Sta., or go over **Little Sugarloaf** (1,120 *ft.*) into the Glen of the Downs road. If this latter be decided on, the easiest way to the top of the hill is to proceed S. for a mile by the right-hand road from Windgate, and then to turn to right; a mile westward brings us, after a steady ascent, to the foot of the S. end of the main ridge, whence we climb to the right, ¼ *hr.* to the top. Snowdon is often visible from the

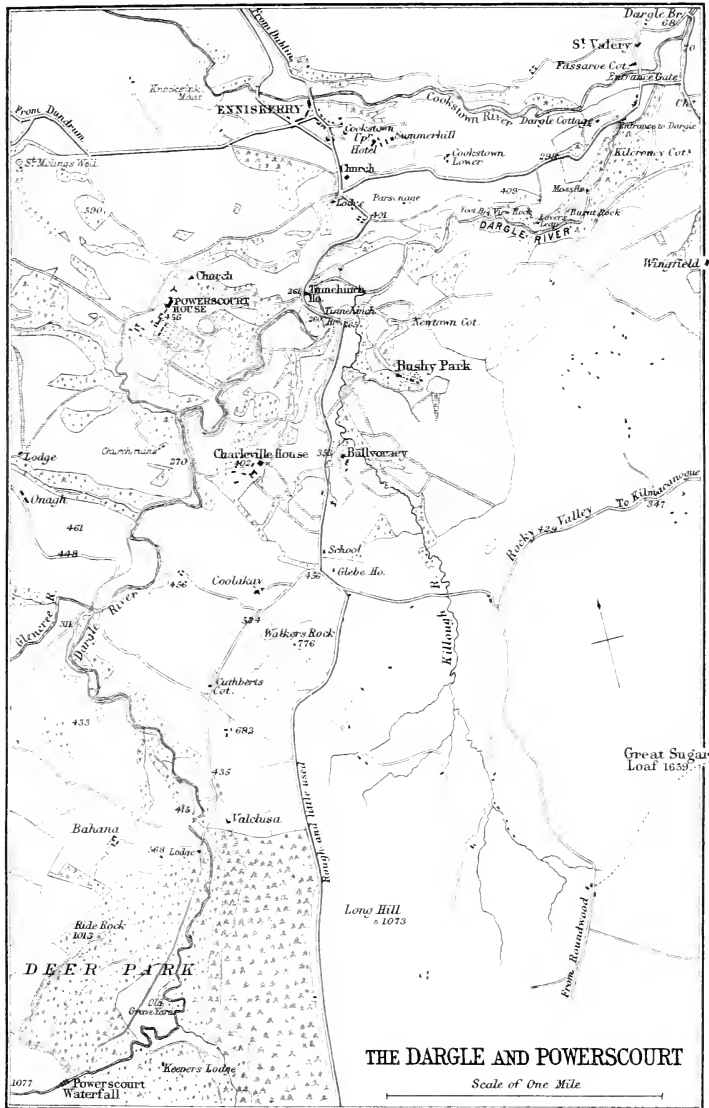
white pillar. From the top we descend the W. side and join the Glen of the Downs road at *Kilmacanoge* (Inn), 3 m. from Bray. The *Railway Walk: every visitor should follow this for 1½ or 2 miles along the cliff.* It begins at a gate at the S. end of the Esplanade road, beyond the Bray Head Hotel, and at once ascends to the open ground. (Here a foot-path leads down to a little bathing-cove.) The walk continues along the sea-face of the promontory, skirting its fine ravines high above the railway. From the head of the great ravine, from which the line enters a tunnel, the summit is barred by a high wall.

N.B.—The railway-walk leads on to Greystones, 5 m. from Bray.

2. To **The Dargle**, 2½ m. to the E. gate, 3½ m. to the W. gate.

N.B.—Between these gates the path up the glen is open (*2d.*) to pedestrians and cyclists only, on week days. They can also walk along the Charleville drive on the S. side, but the drive cannot be used by vehicles without an order. **Bus to Enniskerry** (*6d.*), 5 or 6 times a day (*see p. 22*).

“The Dargle” is the excursion *par excellence* from Bray, and we do not remember any scene of its kind more perfectly beautiful. The walk between the two gates just mentioned threads a richly wooded and narrow rocky glen, down which brawls and tumbles the Dargle stream. Those who drive will be put down at the E. Gate, and can order their vehicle to meet them at the path entering the road farther on. The ’bus which runs 5 or 6 times a day between Bray Station and Enniskerry might be used in both directions. We turn to the right at the end of the street running inland from the station and descend to Bray Bridge, cross it to Little Bray, and shortly afterwards turn to the left. This lower part of the Bray valley has gained the name of the “Valley of Diamonds,” and is pretty enough but not remarkable. As we proceed, the round-topped hill seen ahead is Douce Mountain (2,384 ft.), and the cone to the left of it and much nearer, is the Great Sugarloaf (*p. 26*). In about 2 m. from the station we again cross the river at *Dargle Bridge*, which is just below the confluence of the Cookstown (or Enniskerry) stream with the Dargle. Beyond this bridge the road turns to the right and in ¼ m., between a lodge and a P.O. box, to the right again to another bridge (over the Dargle stream). A short distance beyond we turn to the left and enter the **Dargle Glen** by the E. Gate. Following the path and avoiding a faint one on the left, we take the next one on that side. This leads down to a charming spot where the stream descends impetuously over its rocky bed and is embowered in luxuriant ash, oak, and evergreens. We return to the upper path by steps which lead to an arbour called the *Moss House*, and then soon reach the projecting bluff called the *Lovers’ Leap*, from which we get a glimpse of the stream down among the trees. Below is a bridge with a castellated gateway by which the pipes from the Roundwood Reservoir (Dublin waterworks) cross the glen. The Little Sugarloaf peers above the trees on the opposite bank. Another favourite view-point is the *View-Rock*, beyond which the glen



ENNISBERRY

POWERSCOURT HOUSE

Bushy Park

DEER PARK

THE DARGLE AND POWERSCOURT

Scale of One Mile

Great Sugar Loaf 1639

opens and we pass through a gate and by an enclosed path descend to the public road, where those who are not going to the Powerscourt waterfall should turn to the left and at the church turn left again in order to visit (10 min. walk) *Tinnehinch Bridge*, a sweet spot. If we turn to the right at the church and opposite to the main entrance to Powerscourt (*below*) and then descend, we see ahead on the sky-line the *Scalp* defile (2 m. from Enniskerry, on the direct road to Dublin), and on the left, the new church, with a spire, of **Enniskerry** (*Powerscourt Arms*, Auto.; *Leinster Arms*, c.r.), a prettily situated village, evidently well cared for. Hence it is a short 4 m. by road back to Bray Station.

3. To **Powerscourt Demesne and Waterfall** (week days, 3d., on foot or with cycle; carriages, 1s. per horse; the Powerscourt Gardens, week days, 1s., tickets from the gardener at the Powerscourt Arms, Enniskerry). Most persons take the *Dargle* (p. 24) on the outward journey. From Enniskerry to the Waterfall there is a choice of routes (*a*) by the main entrance to Powerscourt and past the mansion, or (*b*) by *Tinnehinch Bridge* to the entrance to the Deer Park. Both are beautiful, but the former is the better, and should of course be taken if the gardens are to be visited, and then the return to Bray from the waterfall can be made by the Rocky Valley and Hollybrook, which will enable those who wish to make the most of their time to include the easy ascent of the Great Sugarloaf. *Distance of the round, about 14 m.*

(*a*) *To the Waterfall viâ Powerscourt House* (Visct. Powerscourt). From the main entrance (*see* Excurs. 2, above) we have at first a beech avenue. The house is passed on the left in about a mile. It is a large, plain building, in nowise remarkable except for the beauty of its situation. The Gardens (*see* above) are of great beauty. Beyond the house we pass as direct as possible through two gates, and down the glen by a zigzag, having the Great Sugarloaf in front of us, and then, turning right, we come to the Glencree stream and a road which we cross, through two gates. It is now 2 miles on to the waterfall.

(*b*) *To the Waterfall viâ Tinnehinch Bridge*. Instead of going through the main entrance to Powerscourt we pass it on our right and descend the hill past *Tinnehinch*, left, which belonged to Grattan, and is now in the possession of his family. Crossing the bridge, a beautiful spot, we ascend past the grounds of Charleville, right, and at a gate on the right, opposite the Glebe House, 1½ m. from the Bridge, enter the *Deer Park* and have ahead the round summit of *Douce Mountain*. Crossing the *Dargle*, 1¼ m. from where we entered the Park, at a *wooden bridge*, we join route (*a*) and turn to the left through the lodge gates (1s. per horse, 3d. on foot or cycle, if not already paid at other entrance).

N.B.—The road which crosses the *Wooden Bridge* climbs the west bank of the *Dargle*, and then ascends above the south bank of the Glencree to *Lower Lough Bray*, 5 m., and *Glencree Reformatory*, 6 m. from which there is a good road down the opposite side of the Glencree to Enniskerry. For this route see p. 27.

Following the course of the *Dargle* we soon enter the not very appropriately named *Horse-shoe Ravine*, and arrive at the foot of the **Waterfall**, which is a waterslide (nearly 300 ft.) with an

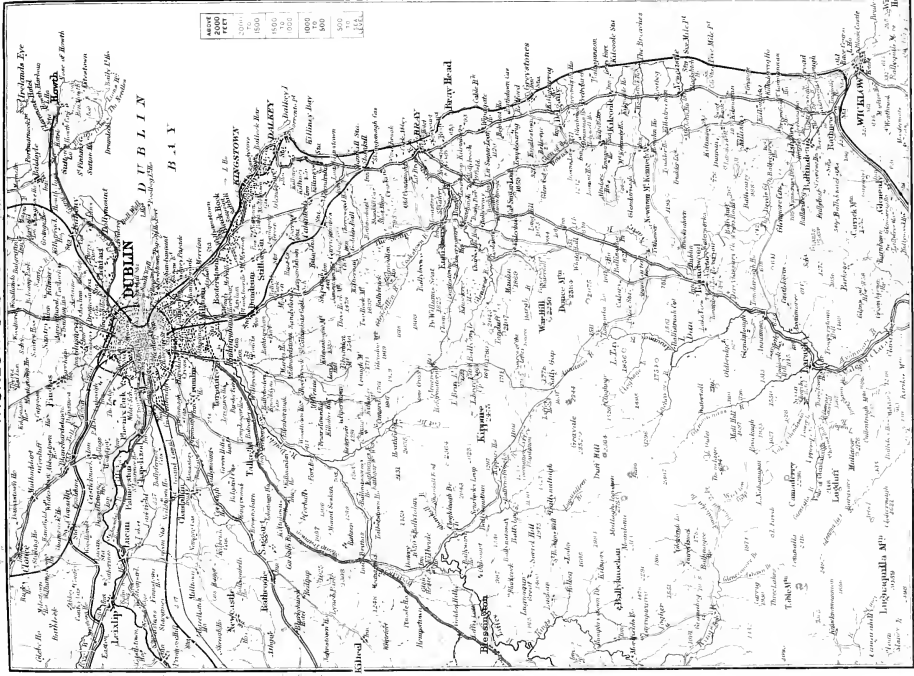
almost sheer drop below. The spot is a great place for picnics, and the Fall after heavy rain is certainly fine, but its normal summer condition is apt to disappoint. Not its least charm is the considerable growth of holly hereabouts, and the front view (best abt. 70 yds. off) is very pleasing.

In returning we go as we came to the *Wooden Bridge* over the Dargle, and crossing it and the Deer Park to the gate on the Roundwood road [route (b), p. 25] can, of course, return by Tinnehinch Bridge and the road from Enniskerry. We propose, however, to take the Rocky Valley route, and so turn to the right at the Glebe House and in about 200 yards to the left. This takes us down to the *Killough* stream, and ascending the opposite bank we join (in less than a mile from the Park) the road that skirts the N. and W. sides of the Great Sugarloaf (*below*). We now turn to the left, descend the Rocky Valley, having the mountains on our right, and reach in $1\frac{1}{4}$ m. Kilmacanoge Chapel and old Graveyard, at W. foot of the Little Sugarloaf (*below*). Here we again turn left, and it is about 3 m., passing *Hollybrook* (*below*), back to Bray.

4. **The Scalp** (map p. 26), about 5 m. from Bray by the "Old Connaught" road, which turns to the left after ascending the hill beyond Little Bray. This road, in abt. $2\frac{3}{4}$ m. from the turn, joins the road from Enniskerry to Dublin, and there turning to the right, it is a steady ascent of something over a mile to the defile, which is a rocky *col* or gap in the hills (*light refreshment at farm, N. end, E. side*). The return can be varied by descending to Enniskerry, whence we take the road to Bray. The view from the defile is good but not of particular interest; but that from *Cattyclogher* (793 ft.), the E. side of the Scalp, is more beautiful, though less wide, than the prospect from the Sugarloaf. Shankill Station on the Harcourt Street line to Bray is a good starting-point.

5. **The Great and Little Sugarloaf and the Glen of the Downs** (map p. 26), returning by Delgany, $14\frac{1}{2}$ -15 miles by road exclusive of ascents; $9\frac{1}{2}$ miles if the rail be taken at Greystones Station. Where the two roads fork at the top of High St. we take the right-hand one, and in abt. $1\frac{1}{2}$ m. from there cross a tributary of the Dargle and ascend past *Hollybrook* (grounds delightful and usually open to visitors on leaving a card at the lodge) and on to Kilmacanoge Chapel, abt. 3 m. from Bray. Hence the ascent, left, to the top of *Little Sugarloaf* (1,120 ft.) is an easy half-hour's work. We advise the preference however to be given to the **Great Sugarloaf** (1,659 ft.), which is perfectly easy and commands a very fine view. The climb can perhaps be made with least *détour* by turning off to the left about $\frac{1}{2}$ m. up the Rocky Valley, and then attacking the northern spur, following it to the summit and descending by the E. ridge to an old road which rejoins the main one $\frac{1}{2}$ m. short of the Glen of the Downs. An easier way for those who are driving is to ascend the Rocky Valley and continue up the road on the W. side of the mountain until the summit is just above it on the left. Those in need of a stimulus will find a decent little wayside inn a short distance beyond this point. The

WICKLOW SECTION



ABOVE	2000
	1500
	1000
	500
	0
	500
	1000
	1500
	2000

DUBLIN

DUBLIN BAY

KESH

KESHBEG

WICKLOW

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ascent, over heather and whortleberry, takes abt. $\frac{1}{2}$ hr. from here, and the descent will be made as already described.

The **View** is as beautiful as it is extensive. Looking N. we see Bray, with the square tower of the R.C. Church, Killiney, Dalkey Island, Howth Head and Lambay, with the Mourne Mountains on the far horizon. Left of Bray we note the Scalp defile in the Dublin Mountains, and nearer have, N.W., a fine view of the Powerscourt and Charleville demesnes. The spire of Enniskerry church but not the village is also seen. To the left of Powerscourt, high up the Glencree valley, is the Glencree Reformatory with Kippure (2,473 ft.) to its left. A trifle S. of W. we get the top of the Powerscourt Waterfall between Maulin (1,869 ft.), right, and Douce (2,384 ft.), left. Over the dip, between these, peers War Hill (2,250 ft.). S.S.W. is the dull, cultivated, upland valley of the Vartrey and a part of the Dublin Waterworks reservoir. The richly wooded defile S.E. is the Glen of the Downs. Down the coast is Wicklow Head with its lighthouses, and Greystones is close at hand, while Bray Head, N.E., completes the panorama.

In case neither mountain is climbed we ascend the pass between them, and in 5 m. from Bray reach the N. end of the **Glen of the Downs**, with *Glen View* on the right and the park of *Bellevue* on the left. For the latter, Monday is the public day, but permission is seldom, if ever, refused on any week day. Whether or not we visit the grounds, we must cross the little bridge to the cottage and ascend to the *Pavilion* or *Temple* for the sake of the view. The glen itself is a wooded defile about a mile long, and at its S. end we turn to the left to **Delgany** (*Lawless's Hotel*), a pleasantly-placed little village with a conspicuous church on the hill to the east of it. Close at hand up the Kindlestone Road are Mr. Pennick's celebrated nursery gardens. From here it is about 2 m. to *Greystones Station* by the road on the right of the church. The direct road back to Bray, $5\frac{1}{2}$ m., leaves the village at its N. end, and in $1\frac{1}{2}$ m. joins the Wicklow road, and in view of the sea gradually ascends to Windgate, and skirting the inland or W. side of the Bray Head promontory, and passing Kilruddery (p. 23) on the left, reaches Bray through Newton Vevay.

If from the S. end of the Glen of the Downs, instead of turning to the left we keep straight on, we arrive in 3 m. at the agreeably situated village of **Newtown Mount Kennedy**, from which it is a pleasant $6\frac{1}{2}$ m. S. to *Ashford*, and a rather dull one of 13 m. S.W. by *Roundwood* (6 m.) to *Seven Churches*.

6. To **Glencree Reformatory**, $9\frac{1}{2}$ m., **Lower Bray Lough**, $10\frac{1}{2}$ m., **Sally Gap**, 15 m., **Lough Tay** (**Luggelaw**), $17\frac{1}{2}$ m., **Roundwood**, $22\frac{1}{2}$ m. (map p. 26).

From Bray to Roundwood (p. 28), 14 m.

Remarks. The full round of 36 m. out and home is, in spite of its length, a rather popular one from Bray. Those who limit their excursion to Glencree and the Bray Loughs can vary the return journey by taking the rough road on the S. side of the Glencree valley and through the Powerscourt demesne, but should obtain a card (*Enniskerry*, p. 25) on the outward route. We advise visitors to reserve this excursion in whole or in part till they have visited the more accessible and more beautiful scenes already given. The pedestrian who appreciates a breezy mountain-walk, and is bound for Roundwood and the Seven Churches, will enjoy it and find very fair quarters at Roundwood.

We proceed direct to Enniskerry (*p.* 25), breast the long steep hill beyond it, and soon get a good view, looking back. When the road forks, abt. 1 *m.* from the village, we turn to the left, and 1½ *m.* farther gain the *col* between Prince William's Seat (1,825 *ft.*) on the right and Knockree (1,127 *ft.*) left. Hence we ascend the Glencree valley, high up its N. side, to the conspicuous *Reformatory* (abt. 1,400 *ft.* above sea-level) on the main "Military Road" constructed after the troubles of '98 in order to open out the recesses of the Wicklow Mountains. The **Reformatory** (*shown to visitors*) was originally a barrack, but was converted to its present purpose in 1859. From it we look right down the Glencree valley to the sea, and can imagine the utter desolation and bleakness of the spot in winter.

Turning S. along the main road, a slight ascent brings us in about 1 *m.* to **Lower Lough Bray** (*Ref. Cott.*), a deep-set lake abt. ½ *m.* long with "Lough Bray Cottage" on its N. shore. This lake and its smaller neighbour, *Upper Lough Bray* which we shall see on the right, a short distance from the road about a mile farther on, both discharge their waters to the Glencree, and are almost on the watershed between its basin and that of the Liffey. The rounded summit about a mile due W. of the "Upper" lough is Kippure (2,475 *ft.*).

The road now winds around the W. flank of the mountains which constitute the watershed of the Liffey and Dargle to *Sally Gap*, a *col*, about 1,500 *ft.*, between the Liffey and the Annamoe tributary of the Avonmore. Here we join the road from Naas and Blessington to Roundwood, and turn to the left at the cross-roads [the road straight leads, in 13 *m.* from here, *viâ* Laragh, to the Seven Churches, *see below.*] Descending the pass, with War Hill (2,250 *ft.*) and Douce Mountain (2,384 *ft.*) on our left-front, we see **Lough Tay**, at the head of which, amid pleasant woods, is Luggela Lodge. The lake is nearly an oval, and about ½ *m.* long, with really fine escarpments on its W. side. Our road keeps well above the E. side, and, just beyond the lake, turns left through the hills and down to *Anna Carter Bridge*, where, turning to the right, we are on the direct road from Bray to Roundwood, and about 2½ *m.* from the latter.

Roundwood or *Togher* (Inns: *Royal, Prince of Wales*, c.t., both fair little houses), a little village in a prettily wooded valley on the W. side of the great (Dublin Waterworks) Reservoir, which is 1½ *m.* long and ½ *m.* in average width. The village is centrally placed for visiting Seven Churches (6½ *m.*), Devil's Glen (6 *m.*) and **Lough Dan** (3 *m.*; *Ref. Cott.*). This lake, which is more than 1½ *m.* long with a nearly uniform width of ¼ *m.*, is most readily reached by taking the by-road which runs W. from the village towards the hills. In about a mile it joins another, and we turn to the left, and passing below Lake View, right, descend to Old Bridge (*Doyle's Tea Rooms*), 2½ *m.* from Roundwood and about ½ *m.* from the foot of the lake.

Roundwood to Seven Churches, $6\frac{1}{2}$ m. We descend the valley 3 m. and turn to the right across the stream to *Annamoe* and there turn to the left. Approaching *Laragh*, $5\frac{1}{2}$ m., we have a fine view of the two glens that converge at the Seven Churches, the bare one on the right being *Glendassan*, and the left one *Glendalough*. The Round Tower is at the junction of the two and a few yards beyond the Hotel, see p. 30, Part II.

7. **To the Seven Churches (Glendalough) and back by the Devil's Glen** (map p. 26). The two-days' round indicated at the head of "Bray," p. 22, as far as the Deer Park of Powerscourt and the Great Sugarloaf, is sufficiently given in the foregoing excursions. The roads on to Roundwood: the one from the Deer Park—the high road—and that from Great Sugarloaf, a hill-road, are both rather dull. For the rest see "Part II."

Howth.

(Pron. to rhyme with *loathe*.)

8 m.; about 20 trains a day, 15 on Sunday, from *Amiens Street* (G.N.R.). Electric trams also run at frequent intervals direct from Nelson's Pillar, Dublin.

From **Sutton** Station, nearly 2 miles short of Howth, and also from **Howth** Station, *Electric Trams* meeting almost every train run to **Howth Summit** (*Donahoe's Summit Hill* and *Shamrock Tea Rooms* at station). Ret. fares from *Amiens Street*: 1s. 6d., 1s. 2d., 1s. At Sutton is the *Strand Hotel*, in the hands of the Great Northern Co.

The motive for this excursion is the splendid view from the Hill of Howth, which rises to a height of 560 feet from the north shore of Dublin Bay, and is connected with the mainland by a low isthmus.

The route, which branches from the main (Belfast) line at *Junction* ($4\frac{1}{2}$ m.), calls for no description, nor does **Howth** (Hotels: *Claremont*, c.t., a high-class house, with bathing, close to station; *St. Lawrence*; *Royal*), except to say that it has an old abbey, and a harbour of more than 50 acres, made at a cost of £300,000, with a view to occupying the position now held by Kingstown as a packet station, but at present only used by small craft, chiefly fishing-boats. On the east pierhead is a lighthouse.

Howth Abbey stands on an eminence in the upper part of the town, to the right of the route by which we ascend to the hill. It dates from the 13th century, and is an oblong, roofless building with a *Nave* and, separated from it by six Pointed arches of unequal height, a single *Aisle*. One wall of the tower, pierced by three windows, is standing, and underneath it is a round-headed doorway. The *E. window* is complete in its framework and mullions, beside it is a round-headed one, and in the nave, close by, is the *altar-tomb* of Christopher, 20th Earl of Howth (d. 1580). The churchyard is surrounded by a wall with stepped battlements, and the steps over the gateway of the Porch on the S. side are remarkable.

Howth Castle (*grounds open on Saturdays, 2 to 7 p.m.*) is west of the town, $\frac{1}{4}$ m. beyond the station. The house, the seat of the Earl of Howth, is a mixture of styles, having been frequently altered and added to. Visitors may walk through the grounds—the beech avenues are beautiful—to the hills behind, which form the highest part of the promontory and command a splendid view.

Walk round, etc. Electric cars meet almost every train (especially on Sunday), and for 4d. take visitors to the high ground in the centre of the promontory, whence it is a delightful hour's walk by a path round the eastern side, high up above the sea. The most striking object is the **Bailey Lighthouse** on a rocky site at the S.E. corner. It was erected in 1814, and in its surroundings may remind the visitor of the South Stack near Holyhead.

The *view* from our path extends over Dublin and Dublin Bay down the Wicklow coast, Dalkey, Killiney Hill, and the Sugarloaf, with other less interesting heights to the right of it, being conspicuous. Close at hand is the rocky **Ireland's Eye** (boat, 2s.), and, farther away, Lambay, with the Carlingford and Mourne Mountains in the extreme north, Slieve Donard amongst them. Doubling round, we return to the station through the east part of the town where there is a Marconi station on the cliff.

DUBLIN TO BELFAST.

(By the "Great Northern" Railway.)

Distances :—Direct, 112½ *m.*; or by Newry, Warrenpoint, and Newcastle 146½ *m.*

Time (direct), about 2½ *hours* (Lim. Mail, 1 and 2 cl. only, 2s. 6d. extra fare); other expresses, 3¼–3½. To Warrenpoint, 2½–2¾ *hours*; thence by car and train in 6½ *hours*.

Fares :—Direct, 20s., 15s., 9s. 5d. To Warrenpoint, 14s. 1d., 10s. 8d., 6s. 10d. Thence to Belfast by Rostrevor and Newcastle, *see p. 70*.

Circular Tickets are issued from Dublin to Belfast by Warrenpoint and Newcastle (Mourne Mountains), returning by rail direct, 32s. 10d., 24s. 6d., 15s. 6d.

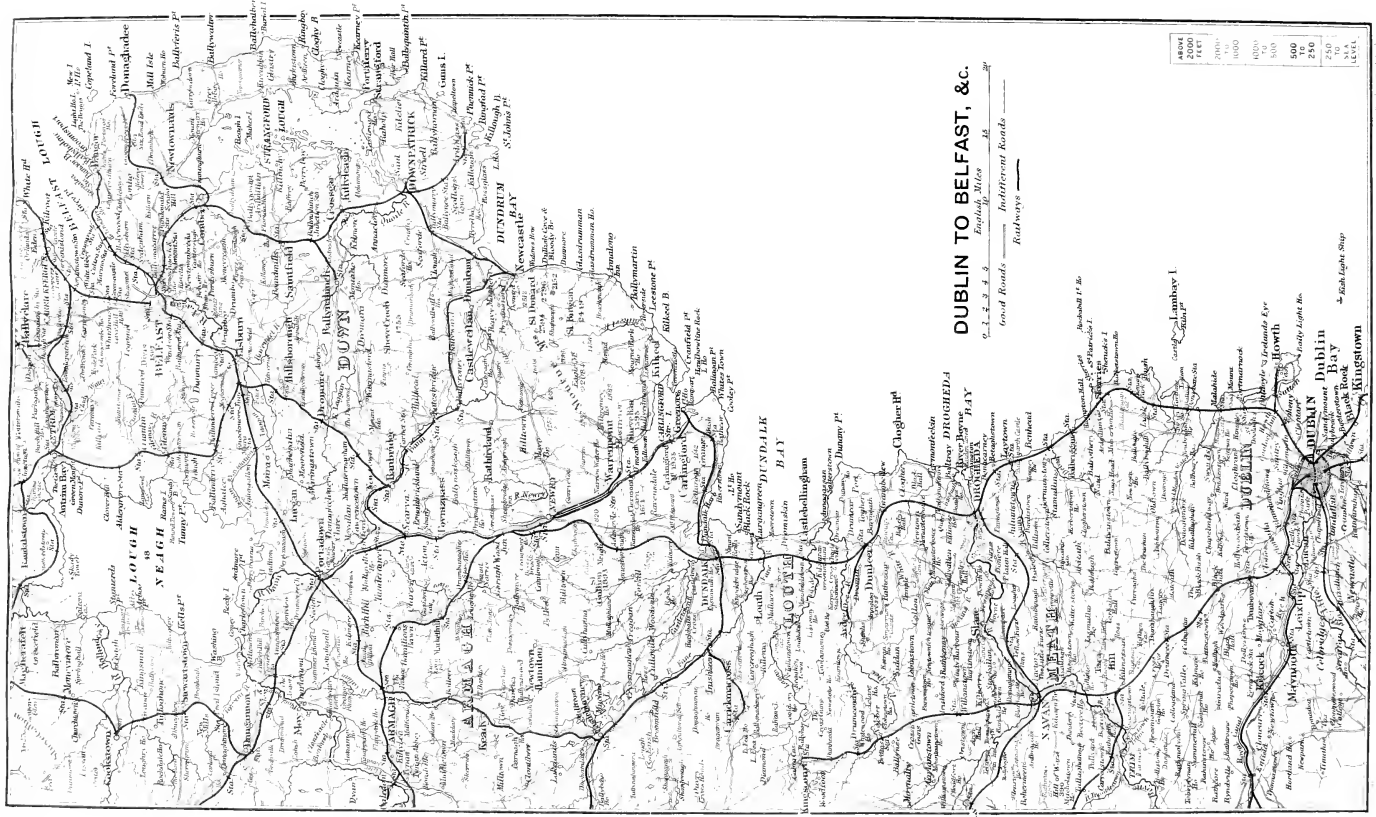
Breakfast Car on 6.5 a.m. down limited mail train from Dublin and 7.30 a.m. up train from Belfast. **Luncheon** and **Dining Cars** on afternoon expresses.

Tourists whose aim is to see Ireland thoroughly will either choose the latter of these two routes, as the scenery of the Mourne Mountains about Warrenpoint, Rostrevor, and Newcastle is amongst the most charming in the country, or they will make the round of the Mourne Mountains a special excursion from Belfast. Most of them will devote two or more days to it, but it is possible to accomplish it within the one day either from Belfast or Dublin, spending an hour or two at one of the most interesting places on the way.

Passengers arriving from England by Holyhead and **Greenore** may begin the tour of the Mourne Mountains at Newry, 15½ *m.* from Greenore, or they may cross from Greenore to Greencastle and Kilkeel. By the latter course, however, they miss some of the best of the scenery. There is also direct communication by steamer once or twice a day with Warrenpoint.

* * * Branch lines owned by the L. & N.W.R. run from **Dundalk Junction** to **Greenore** (thence steamer to Greencastle or Warrenpoint) and also **Greenore** to **Newry**, by adopting which the round of Carlingford Lough may be made, as the trains and steamers now connect conveniently with, for instance, the 6.50 a.m. for Dublin (Amiens St.) and 8.45 for Dundalk Junction.

Almost all the scenery is to the right of the line.



Route. The Great Northern (Amiens St.) station is half a mile N.E. of Nelson's Pillar by Earl St. and its continuation, Talbot St. Passengers by the night express from Holyhead to North Wall can proceed by a train which runs from North Wall to Amiens St. in connection with the Limited Mail to Belfast. Those by the Irish mail *viâ* Kingstown proceed to Amiens Street by the new loop line.

Quitting the Amiens St. station we cross the Royal Canal and *Clontarf Bay*—the latter by an embankment from which there is a good view over Dublin Bay to the Dublin and Wicklow mountains. Clontarf has given its name to a battle fought on Good Friday, 1014, between the Danes and the Irish, in which the latter gained the day, but lost their leader. At *Junction* (5 m.) the Howth branch (*see p. 29*) strikes off on the right, and four miles further we again touch the shore at **Malahide** (9 m.), a small watering-place with a good station and a large hotel, the *Grand* (c.r. from 8s. a day), $\frac{1}{3}$ m. east of the station. It is chiefly resorted to by Dublin people for golf, and is very pleasant when the water is up.

Malahide Castle (*grounds open on Wednesdays and Fridays, 10-6, by order from the Superintendent of the Line, Dublin; also on other days by order from the agent in the village; house only open by order*), a seat of Lord Talbot de Malahide, is hidden among trees a little S.W. of the station, from which the entrance lodge is 2 minutes' walk. It was founded by Richard Talbot in the 12th century, and is a square building with drum towers at its angles. It has, however, been a good deal modernized. The chief object of interest in the interior is an *oak-vaing-scotted room*, the panels of which consist of carvings from Scripture history, with a chimney-piece bearing a representation of the Conception. The dining-room, too, has an oak roof and gallery. Amongst the *pictures* is one in three divisions, the Nativity, Adoration, and Circumcision, by Albert Dürer, said to have been the property of Mary Queen of Scots, to have been bought by Charles II. for £2,000 for the Duchess of Portsmouth, and presented by her to the Talbot family; also portraits of Queen Elizabeth (as baby and woman); of Charles I. and Henrietta Maria, by Van Dyck; James II. and Ann Hyde, by Sir Peter Lely; Queen Anne, &c. Adjacent to the castle are the ruins of the *abbey*, containing the tomb of Maud Plunkett, "maid, wife, and widow in one day," and afterwards married to Richard Talbot. There is also a graveyard in which a limited number of burials are still allowed.

Swords ($2\frac{1}{2}$ m. west of Malahide; *Hotel; public car three times a day, 1s. ret.*) has a round tower, ivy-clad, and a comparatively modern cross. This tower is ascribed to St. Columb. It is in very good preservation, but not so high as the average. Close by is a 14th century tower of the old Abbey Church, with a modern structure forming the body of the church attached to it. The ruins of the *Castle*, or *Archbishop's Palace*, are 100 yds. distant, and consist of a large quadrangle of massive battlemented walls with square towers.

From Malahide we proceed by a long and straight embankment over what is at high tide a fine lake; at low, except where the water rushes with great velocity under a viaduct near the Malahide end, a muddy waste. Looking seaward we observe *Lambay Island* with cliffs rising to a height of 400 feet, and the *Portraine* promontory on which the erection that looks so much like one of the Round Towers is a monument to a Mr. Evans. Beyond the embankment we pass (11 m.) *Donabate*, and before reaching the next station, *Rush and Lusk* (14 m.), see on the left the old *Round*

Tower and what remains of the 13th century *Church of Lusk*—the former without a cap, and the latter mainly consisting of an embattled curtain-wall between two rather similar towers. *Rush*, on the coast, has a fine new church and the Daffodil Gardens are in the spring worth visiting. Refreshments at Kelton Lodge on right in village.

Two miles further we pass, on the left, the ruins of *Baldangan Castle*, a square keep with fragments of walls, probably battered into its present form when it held out for the "Pale" against Cromwell. Then at (18 m.) approaching *Skerries (Holmpatrick, Temp, c.t.)*, a fishing village owing its name to three rocky islets close at hand, we are again close to the sea, and may notice on a reef some four miles out the *Rockabill Lighthouse*. In clear weather the Carlingford and Mourne Mountains come into view from about here, and continue intermittently in sight till the line passes between them and Slieve Gullion, some miles beyond Dundalk.

Balbriggan (22 m.; *Hamilton Arms, c.t.*) is noted for its fine hosiery. It has also a little harbour, protected by a strong pier with lighthouse on end. Here the army of King William encamped after the battle of the Boyne. Approaching (24 m.) *Gormanstown* we may notice the Castle up an avenue on the left. **Laytown** (27 m.) is a pleasant-looking little watering-place with a hotel, the *Alverno*. Near the station there is a very pretty view up the Nanny river, which the line crosses by a long viaduct. On the bank of the stream a tumulus may be noticed. Then going inland we reach (32 m.) Drogheda.

(**Main Route continued** on p. 42.)

Drogheda.

Map p. 30.

Refr.-rm. on down-platform. **Hotels:**—*White Horse* (C.T. I. Auto, gar.), in West St., $\frac{3}{4}$ m. from station; *Central*, Peter St.; *Tredagh*, opposite Bridge. *Buses*; also *cars* at station.

Steamers (L. & Y. Rail.) to and from Liverpool on Mon., Wed., and Sat. (passenger and mixed cargo). *Cabin fare*, 10s., *ret.* 15s. *Advertised time*, 8 hours.

Post Office in West Street, open 7 a.m.—8 p.m.; Sundays, 7–10 a.m. Del. (Engl. letters), 7* and 10.25 a.m.; Desp. 3.25 a.m.* and 6.15 p.m. **Tel. Office**, open, 7 a.m. to 10 p.m.; Sundays, 9 to 10 a.m. * Sundays also.

Pop. 12,000.

Drogheda is a busy and somewhat dingy town in a very picturesque situation close to the mouth of the Boyne, on both sides of which the ground rises rapidly. The main part of the town occupies the northern slope of the river-bank, but the station is on the top of the southern slope. From it and the railway the best general view of the town is obtained. The line is carried right across the valley by the handsome *M'Neill viaduct*, which consists

of a lattice-bridge in three divisions (the central one 250 *ft.*, the others 125 *ft.* each) and 15 stone arches, 12 on the south and 3 on the north side. This, too, is a very effective feature when seen from the town 100 *ft.* below.

History. The name Drogheda is a corruption of *Droched-atha*, "the bridge of the ford." The district of which it is the capital was included in the part of Ireland conquered by the English in the reign of Henry II., and when the scornful treatment of the Irish chiefs by Prince John, whom Henry attempted to establish as Lord of Ireland, led to the loss of a considerable part of the conquered territory, Drogheda with Dublin, Wexford, Waterford, and Cork continued nominally under English rule, the district of which these five towns were the capitals being henceforth known as the "English Pale." In 1395, four Irish princes rendered submission to Richard II. in the building of which the Magdalen Steeple is the only remaining part. A century later, Poyning's law, forbidding the Irish Parliament to make any laws without the approval of the English Privy Council, was passed at Drogheda; but the most exciting episode in the history of the town was the storming of it in 1649 by Cromwell, when it was defended by a garrison of 3,000 English under the royalist, Sir Arthur Aston. "I forbade," wrote the Protector, "our men to spare any that were in arms in the town, and I think that night they put to death about two thousand men." In the house which has been modernized into the *White Horse Hotel*, it is said that the recorder of the town delivered his address to James II.; also that the deposed monarch slept there the night before the battle of the Boyne.

Descending from the station we pass a large new *R.C. Church* (than which, however, a still larger one has been erected, or rather extended, in West Street, as a memorial to Oliver Plunkett. The tower of the latter might have for a motto, "*Sic itur ad astra*," judging from its height.) Higher up on this side is a Martello tower in full command of the town. Then, crossing the river we have on the right the *quay*, whence the steamers start. We then ascend to the centre of the town—two thoroughfares intersecting at right angles—to the Hibernian Bank, once the Town Hall (clock tower). The chief street (West Street) is to the left, on the right side of which is the Post Office. By turning up to the right at the Bank we come to the best remaining specimen of the **old walls**, *St Lawrence's Gate* (open Sunday, 11–6 free, June to September), which consists of two lofty round towers connected by a wall that spans the street. Steps lead up each tower, and the key may be had close by. The town walls were originally $1\frac{1}{2}$ miles in circumference, and had ten gates, but except this and the West gate (*see p. 34*) very little remains of them.

Turning left from the side of St. Lawrence's Gate, we ascend a short hill to the other "lion" of Drogheda, the **Magdalen Steeple**. This is all that remains of a convent founded by the Bishop of Armagh in 1224. It consists of a two-storied tower rising above two very lofty Pointed arches. A breach at the top of the east side shows the direction from which Cromwell "pegged" at it. It is now substantially railed in. Looking up the inside from underneath we may detect the heads of four saints in the angles. The architecture of this tower is of a high order, but the stone is very much blackened and wears that dingy look we have before mentioned as a characteristic of the town.

Regaining the centre of the town by Peter Street, we turn to the right along *West Street* and come to the chief hotel—the *White Horse*—beyond which, where the street suddenly narrows, St. Patrickswell Lane goes off on the left. A little way down it, and spanning another lane on the right, is the **West Gate**—two Pointed arches at a distance from one another, with the remains of a tower over the farther one.

Excursions.

Drogheda is the place from which to begin the excursion by rail to **Kells** and **Oldcastle**, with their antiquities, and by road to the field of the “Boyne,” **Monasterboice**, and **Mellifont**, and the tumuli of **Newgrange** and **Dowth**, all of great interest, while the **Valley of the Boyne** shows much beautiful scenery of an unpretentious order—happy combinations of park, woodland, and water. The places named as objects of an excursion by road may all be included in a drive of about 20 miles, and a car to take 4 persons may be hired for about 15s. The routes are dull for walking throughout, though a tramp of about 14 miles by Boyne Bridge, Newgrange, and Slane to Beaufort Station (*p.* 39) may be recommended, and it makes an easy round for a cyclist.

Coach daily in connection with morning trains from Dublin and Belfast for circular tour by Boyne Valley, Dowth, Newgrange, Mellifont, and Monasterboice, returning for evening trains. 20 *m.*: 2s. 6*d.* Also daily in summer a coach leaves for Oldbridge; thence per steam launch to Beaufort (lunch at *Bryneville Hotel*) and on to Navan, an excursion to be highly recommended. See *Yellow Inset*, or Mr. M’Carthy, West Street.

(A) **Boyne Bridge**, 3 *English m.* from the hotel; **Dowth**, 5½ *m.*; **Newgrange**, 8; **Slane**, 12; or direct 8½ *m.* (*Car*, 8–10*s.*). The road is along West Street and, where in about a mile it forks, by the left-hand branch. The river, however, is hardly seen until we descend to *Boyne Bridge*, close to which, in the angle formed by the river and the road, is the **Obelisk**, a plain substantial pillar with a pedestal raised upon a foundation of rock and bearing an inscription to the “glorious memory of King William III., who . . . did secure to us and our posterity our liberty, laws, and religion.” The monument was erected, as a further inscription adds, in the year 1736, the first stone being laid by Lionel Sackville, Duke of Dorset, the then Lord-Lieutenant.

The **Battle of the Boyne** was fought on July 1st, 1690. Both armies numbered about 30,000 men. King William’s forces, under Schomberg, plunged into the stream from the north side just where the monument stands, and the Irish foot immediately fled in panic; the horse, however, offered a determined resistance, during which Schomberg fell, mortally wounded. William himself crossed between the two islands that are below the bridge, and a third crossing had been made higher up at Slane by a contingent sent to harass the Irish left wing. The Irish army then fell back on Donore, from which safe retreat King James, as soon as he saw that the odds were against him, made off to Dublin as fast as his horse would carry him. The only case of actual rout, according to the best accredited accounts, was that of the king himself. Robert Walker, the reverend and heroic defender of Derry, was among the slain.

Continuing along the north side of the river from the obelisk we come almost at once to the opening of *King William’s Glen*, a

thickly wooded little ravine, so called from a detachment of the king's army having been posted on the slope of it previous to forcing the passage of the river. Then, on the right, we reach the demesne of Townley Hall, and, turning to the left, cross the Mattock, and at a fork 300 yards onward, keep to the left. Thence it is $1\frac{1}{2}$ miles alongside Dowth Hall demesne to the **Dowth Mound**, which is inferior in size to that at Newgrange but, says Fergusson in his *Rude Stone Monuments*, "more richly and elaborately ornamented, and probably more modern than its more imposing rival." It is now under the Office of Public Works, Dublin, and the caretaker is on duty (11-6) from July to October 1, and lives in a cottage $\frac{1}{4}$ mile off the road E. of Dowth Mound. It is entered by a passage 9 yards long walled in by huge stones placed on end and with slabs for a roof. This leads into a cruciform chamber of similar construction to the one at Newgrange, but with the addition of a number of small crypts connected with it by a passage on the south side. The mound was opened in 1847, and a large number of human and other bones were discovered in it, some half-burnt, others entire; also several rudely-made articles of stone, etc. About 300 yards E. of the mound are the ruins of a *Church, St. Bernard's Well*, and other antiquarian remains.

We now proceed $1\frac{1}{2}$ miles, turning left about half-way, and then following the road as it zigzags, to **Newgrange Mound** (same caretaker, *see above*), which occupies an area of two acres, and is more than 70 feet high. The entrance passage (S. side) of this is 21 yards long, 3 feet wide, and $3\frac{1}{2}$ feet high to begin with, but soon rising to 6 and finally running up into the roof of the central chamber. This chamber is cruciform in shape, 25 feet high in the centre and has for walls huge stones placed on end with horizontal slabs across their tops, arranged in such a way that each layer projects further than the one beneath it into the interior of the apartment, till at the top only a single slab is required. The construction is similar to that of the celebrated Maeshowe in Orkney, but the proportions here are on a larger scale. The recesses are from 7 to 9 feet in height, width, and depth. Around the central chamber and recesses are some twenty huge slabs. The carvings or scratchings on the walls and roof are also of a like character to those at Maeshowe, but perhaps more diversified—spiral, zigzag, circular, and up-and-down strokes in all directions. Those in the E. recess are the most noteworthy.

The stones are of various kinds. Some of them, from their rounded water-worn form, are thought to have been brought from the bed of the Boyne; while others are of granite and basalt. Around the mound are the remains of a stone circle.

Newgrange and Dowth are only the most conspicuous examples amongst a large number of mounds and other remains of equally early date spreading over an area of several miles in this district. They are accounted to be great sepulchral chambers of the old Irish potentates who lived almost before the dawn of authentic history, and that they were discovered and plundered by the Danes was proved by the discovery of iron knives which may confidently be assigned to about the ninth or tenth century. This accounts for the scarcity

of movable relics in them. It is recorded in the "Annals of Ulster" that the mounds were ransacked by the Danes as early as 862.

Most tourists will be content with an examination of one of these mounds, and that will, of course, be Newgrange.

From Newgrange to *Knowth Mound*, similar but unexplored, is $1\frac{1}{2}$ miles, turning left about a mile on the way, and continuing you rejoin the main road.

This mound, 70 feet high, looks about an acre in extent and has huge masses of stone arranged more or less in a circle around its base.

Slane (*Conyngham Arms*), with P.O. on right of road going N., is a good-sized village on the north bank of the Boyne. A mile beyond it, overlooking the river, is *Slane Castle*, the seat of the Marquis of Conyngham. Visitors are always admitted to the grounds, and should enter them by the Slane Gate. The track goes near the river, and passes the remains of the *Hermitage of St. Erc*, first bishop of Slane, and of whom we read that it was his custom to stand all day praying in the Boyne with the water up to his shoulders.

This bishop is said to have befriended St. Patrick on a trying occasion. The saint arrived at Slane on Easter Eve, A.D. 433, and kindled his Paschal fire at a time when, according to pagan custom, every fire had to be extinguished in Ireland and rekindled from the sacred fire on Tara Hill. For this offence he was summoned to Tara by King Laoghaire. He entered the royal assemblage intoning the verse, "Some put their trust in kings, etc." In defiance of orders one of the king's pages, "nomine Ercus," rose up and offered the saint a seat, for which attention he received his blessing and became the famous bishop.

This part of the Boyne, between Beauparc and Slane, is the most beautiful on the river. Opposite the Hermitage rises a fine rock, beyond which is the demesne of Beauparc. After passing the Castle, a modern square building with towers, we re-enter the public road a mile west of the village.

The **Hill of Slane** rises to the north of the village, and is crowned by the remains of an Abbey, of which the strong feature is a lofty square tower with a round doorway, while a little way off are remains of the residential buildings of later date. The view of the Boyne valley from this hill is very charming. The hill of Tara is seen about 10 miles away, a little W. of S. A stairway, too, leads some way up the tower. In the graveyard is Tober Patrick, the "Well" of St. Patrick, who is said to have commenced his apostolic mission at Slane.

From Slane to **Navan** is 7 m. by road ($7\frac{1}{2}$ -8 to the stations) passing (6 m.) the **Round Tower of Donaghmore**, 100 feet high, and having for its distinguishing feature a high-relief sculpture of the Crucifixion over its door, which occupies the usual position, about 12 feet above the ground. Wolfe, the author of "The Burial of Sir John Moore," was curate here.

From Slane to **Beauparc Station**, whence there are 3 or 4 trains a day in each direction, the distance is $3\frac{1}{2}$ miles.

(B) **Monasterboice**, 6 m.; **Mellifont Abbey**, 8; **Drogheda**, 14. Car for about 10s. The route, good for driving or cycling, is much duller than the previously described one, but the

remains are amongst the finest of their kind in Ireland. Turning sharp to the right, out of West St., $\frac{1}{3}$ mile from the centre of the town, and following the wire, the road rises gradually, with here and there a slight descent, for nearly 5 miles, the only object of any interest passed on the way being Killineer House, amid woods, on the right. At about 4 miles, just beyond a licensed house, a new road to Collon strikes left, the wire following it, but we keep straight on. Monasterboice Tower is now in view, and on breasting the hill we have a wide prospect over Drogheda in one direction and across the sea to the Carlingford mountains in another. The massive tower, visible on the left (*p.* 38), we shall pass between Monasterboice and Mellifont. Here, taking the road on the left, we come to a gate and stile that leads at once to the walled-in enclosure of **Monasterboice**—better kept than the generality of the antiquarian “lions” of Ireland. The **Tower** is of the ordinary type, about 100 ft. high, and broken short at the top. It is considered to belong to the 9th century. Wooden steps lead up to the doorway, which is 6 ft. above the ground and square-headed, and then by about 100 steps in four or five flights (inserted of late years) we reach the top, whence the chief objects in the view are those already mentioned as visible from the turn in the road. Descending, we may glance at the two *churches*, which are little more than oblong stone-wall enclosures. The oldest (50 ft. in length) is “of very rude construction, and probably several centuries older than the tower.”—W. F. W. It has a square-headed west doorway, but the round arch which used to mark the division between the nave and the vanished choir fell in some years ago. The other church is early 13th century.

The **Crosses** are far the most interesting features of Monasterboice, and rank amongst the finest in the kingdom. The largest, that nearest the tower, is the *Great Cross*, dating from about 920. It is 27 ft. high and in compartments, the sculpture of which is wonderfully distinct for its years. There are the common representations of Adam and Eve, the tree with the serpent coiled round it, Abraham and Isaac, and St. Peter and the cock, the central piece being the Crucifixion. One compartment used to be declared by an excellent old cicerone as figuring the baptism of “King” Saul.* There is much elaborate moulding on the arms and the circle by which they are connected with the shaft.

The second, or *Cross of Muiredach*, is shorter but quite as large in its other dimensions, and even more sharply sculptured than the one already described. The central figure on E. face is Christ, and on the left are the blessed; on the right the damned. Other compartments are said to represent Adam and Eve, Cain and Abel, Moses striking the rock, Pilate, and the Adoration; and the inscription at the foot of the W. side of the shaft has been interpreted by Dr. Petrie—“A prayer for Muiredach, by whom

* Another division contains Satan trying to cheat St. Michael out of a soul “which the latter is weighing in a huge pair of scales.”

was made this cross." A cast with full explanatory notes is in the Belfast Library Museum.

The third *cross*, called *St. Columbkille's*, in the S.E. corner of the enclosure, is also a fine one, but comparatively plain. It is said to have been broken by Cromwell, but the pieces have been clamped together again.

Boethius, Episc. Monasteriensis (Boetius, Buite, Beode, Boich)... He died upon the day on which St. Columba was born, whose birth he foretold, and who afterwards came to the Monastery, disinterred his remains, and gave the whole place and its members his blessing. The *Four Masters* give the *obit* of Buite, Bp. of Mainister at A.D. 521, and this is generally accepted as the true date.

Smith's Dict. of Christian Biog.

A new church has been erected at Monasterboice.

(*Continuation of route.*) Returning to the road we soon reach the point where the new road, already mentioned as having the telegraph wire alongside it, rejoins our route. Here, going to the right, we might in $1\frac{1}{2}$ miles reach the exceptionally pleasant and tidy-looking village of **Collon** (*Commercial Inn*), shaped like an L and situated in rich woodland scenery. For Mellifont, however, we avoid the turn, and after passing the lofty modern tower—the entrance to which is superscribed "Drummond, Victoria, 1862," turn down a by-road to the right. This brings us to a succession of ruins, the first one of any account being the old *gate-house*—a massive tower, the entrance to which is by an arch over the stream-course of an abandoned mill. Beyond are the ruins of **Mellifont Abbey**, varied and interesting, but lacking the softer graces and attractions with which time has invested so many of our monastic remains. It is situated by the side of the Mattock rivulet, which flows into the Boyne at the battlefield. The place has lately received the attention of the Board of Works, and means, effective rather than pleasing to the eye, have been taken to preserve all that is left. The bases of the pillars of the choir and transepts remain and show that the *Church* must have been of considerable size. Those which supported the central tower are seven-clustered and massive. Then, at the far end of the enclosure, is the *Lavatory*, an octagonal building, of which $4\frac{1}{2}$ sides remain and the foot-walls of the rest. On each side is a round-headed doorway. Inside, the corbels, surmounting fluted shafts, display the spring of the arches which once supported the roof. Hard by are the remains of a dungeon-like building, one wall of which looks as if it had fallen into a horizontal position on to another without any injury to itself. Here, it is said, lived Devorgilla, wife of Prince O'Ruarc, whose elopement with McMurrough, Prince of Leinster, and the consequent expulsion of that monarch, led to the invasion of Ireland by Strongbow.

St. Bernard's Chapel, as it is usually called, is the other object of special note. That it is a later addition is shown not only by its style, Pointed, but also by the almost evident fact that it has been joined on to an older part of the building, the doorway leading into it having apparently been the outer doorway of that part.

The floor is a mosaic of tiles collected from various parts of the church, and triple-clustered columns support a groined roof. The middle columns on each side rest on the floor, but the others on a seat that runs round a little above the floor. The capitals are carved to represent foliage, and no two of them are alike. The windows, one at the east end and two at the sides, retain their mullions, and are of the Decorated order.

The visitor is shown round the ruins by a resident who gives an interesting and by no means stereotyped description of them. Fragments of the old building are still often found, and the area of the nave, at present occupied by more modern but dilapidated walls, has been cleared out. Light refreshment may be had.

The Abbey was built in the 12th century, and was the first Cistercian foundation in Ireland. After the Dissolution it became the residence of the Moore family, ancestors of the Marquises of Drogheda, and it was taken by the Parliamentarians in 1641.

Hence it is six miles back to Drogheda.

(C) **Drogheda to Kells**, 26 *m.* (*by rail*). This branch line passes along the south side of the Boyne and Blackwater, but does not actually descend into the valley of either. Tourists will take it for the sake of the great antiquarian interest of Kells and neighbourhood. Tara is also within 7 miles of it at Navan. The line is continued to Oldcastle, 40 *m.*

Backing out of Drogheda Station, we reverse our course in a few yards and pass to the south of the town near the round Martello tower. The first station is **Duleek** ($4\frac{1}{2}$ *m.*), where the night succeeding the Battle of the Boyne was spent by both the contending armies, with the Nanny Water between them; the one noteworthy exception being King James, who continued his flight towards Dublin. The ruins of an old E.E. church are seen close to a modern church with a spire. Their chief feature is an ivied tower. Beyond Duleek, looking across the river, itself invisible, we may see the mounds about Newgrange (*p.* 31); then at **Beauparc** ($11\frac{1}{2}$ *m.*) we are close to the beautifully wooded demesne of the same name (open to visitors Tu. & Th.). The mansion is modern.

From Beauparc to **Slane** (*p.* 36) the distance is $3\frac{1}{2}$ miles.

Hence, passing several well-to-do mansions, which are often let with the many valuable salmon-fishings which extend all along this part of the river (very large takes are often recorded), we keep near the Boyne, but see little of it till, beyond some extensive ruins on the left, it is crossed a little short of ($16\frac{1}{2}$ *m.*) **Navan** (*Russell Arms, Central, C.T. Club House*), a small town of 4,000 inhabitants, of no interest to the tourist. Hence—from a station $\frac{1}{3}$ *m.* S. of the one at which we stop—there is a direct line to Dublin, distance $30\frac{1}{2}$ *m.*

The **Hill of Tara** is 7 miles from Navan by the Dublin road, or nearly 4 *m.* from *Kilmessan Junc.*, from which go S. nearly half a mile into Kilmessan village, which is E. of the line. Then turn left, and keep straight on to Riggles-

stown ($1\frac{1}{2}$ m.), whence going right for $1\frac{1}{2}$ more, you enter another road at right angles. The chief remains are close to this road on the left-hand side going north towards Navan. Nothing remains of this poetically famous palace of antiquity but a number of mounds or duns, indicating the site of the various buildings which constituted it, and an upright stone placed in its present position at the end of the last century, and conjectured by Dr. Petrie to be the real *Lia Fail* or "Stone of Destiny," which is asserted by other authorities to have travelled to Dunstaffnage in Scotland, and to have now been for six centuries in Westminster Abbey. Tracing this remarkable stone still further back, we find it doing duty as a pillow for the patriarch Jacob, while Scotland again lays claim to it as having supported the head of the dying St. Columba in Iona. The axiom in connection with it that

"Where'er is found this sacred stone
The Scottish race shall reign"

might thus be fairly brought in as evidence by those who seek to identify the British nation with the "lost tribes of Israel;" or would it not be still better employed to reconcile the Irish and the English by demonstrating that after all they are both Scotch? First we pass *Rath Laoghaire*, of no interest. Then comes the large but almost destroyed rath variously called *Righ* and *Cathair Crofnin*, oval in shape and measuring 850 feet N. to S. In it is the *Forradh Mound*, and on that the celebrated **Lia Fail**.

Again, N. of Rath Righ, is *Rath Caelchon* (or the "King's Chair"), which crowns the hill. The double vallum is cut into on the E. by the churchyard. The modernly rebuilt church is of no account, but has a W. window from an earlier Decorated building.

Next, still going north, we come to the *Old Banqueting Hall* ("Teach Míodh-chuarta"). This is a rectangular hollow about 120 yards N. to S. by 13 E. to W., and the enclosing bank shows remains of 12 entrances, 6 on each side. This is, really, the most interesting relic of Old Tara, as it undoubtedly marks the place of solemn assembly. This is the Tara's Hall referred to by Moore. About 100 yards N.W. of it is another rath, and in the adjoining copse others can be made out, though nearly destroyed.

Rath Meave, of no interest, except that it was second in size to Rath Righ, is half-a-mile S. from the junction of roads.

It is impossible to assign a definite date to these Tara remains. Teach Cormac (House of Cormac), adjoining the Forradh on the S.E., takes us back to Cormac I., head-king of Ireland at the beginning of the 3rd century, but legend assigns the establishment of the "Fes" or "Convention of Tara" to Olaf Fola in B.C. 82. The last meeting was in A.D. 560, when Tara ceased to be a royal residence owing to curses pronounced against it by St. Rodan. It seems, however, to have been occupied more than once subsequently.

Quitting Navan, we pass the vast but by no means ugly poor-house on the right hand, one of six institutions, we are told, of the same size in the same county. Beyond it, and opposite to the junction with the direct line from Dublin, is a lofty and very complete *moat*, deeply trenched. Two miles further, we may see, among the trees on the right, *Liscarton Castle*, an ivied building with fine old towers and adapted to modern requirements as a residence.

Five miles beyond Navan, on the far side of river and road, are **Donaghpatrick**, where the church occupies one of the most ancient ecclesiastical sites in Ireland, and the great *rath* of **Teltown**, at one time scarcely inferior in importance to Tara and long famous for its great Lammas Fair—now all but forgotten. The church is mentioned in the "Book of Armagh," and Teltown—"Tailtean"—on the summit of an eminence—was "one of Ireland's four royal residences." *Annals of the Four Masters*.

Then, after passing (24 m.) *Ballybeg*, we come to

Kells (Hotel: *Headfort Arms* (c.r.), comfortable. Pop., 2,800. *Post Office* to right from station. Open 7-8.30. Del. 7 and 8.15.

Desp. 3.10 and 10.20 p.m. Tel. 8-8), a clean, airy town, with several objects of great antiquarian interest, all of which are about half a mile from the station, and within a few hundred yards of the hotel;—in the roadway of Cross St., on the south side of the Market Place, the **Cross of Kells**, similar to the ones already described at Monasterboice. It is about 9 feet high, and stands on a rough pedestal sculptured all round with figures of men on horseback, some with spears and shields, and strange-looking animals. The shaft is divided into four compartments, on the lowest of which is an inscription bearing date 1688. The arms measure five feet across, and round their intersection with the shaft is a circle which is broken off at the top. The sculptures are of the usual character, mostly scriptural, rough and ready in execution.

This cross is said to have lain for some time prostrate till set up at the instance of Dean Swift.

Proceeding up towards the church, and turning up Church Lane to the right of it, we come at once to **St. Columb's House** (*key kept near churchyard gate at a cottage between a lamp-post and a telegraph pole*), an oblong stone building with a high-pitched roof of the same material and partly ivy-clad. It measures about 20 feet by 15, and nearly 40 feet high to the top of the gable. Formerly it was covered with ivy, and had a tree growing out of it, but the Board of Works took steps for its preservation, but it still lets the wet in. Inside it is quite plain, with two narrow deep-splayed windows, one to the east, round-headed, the other to the south, triangular-headed. The original doorway, now blocked, was on the west side some way above the ground, on which side, too, is the old fireplace. There are two stories, or rather one and a loft, the former having an arched ceiling not built in the ordinary way, but with rude horizontal layers, each protruding a little farther than the one beneath it. Ascending to the loft by a substantial wooden ladder—the saint is said to have used a rope one—we find it only about 6 feet high, and divided into three diminutive chambers communicating by narrow archways and lighted by a small window at the east end. These were, of course, the bedrooms.

There is a wide view from behind the building, including the fine mansion of the Marquis of Headfort (*Headfort House*), and the hill from which the building material for St. Columb's House is said to have been brought.

Returning to and entering the churchyard, we pass between the tower and spire of the *old church*, rebuilt in 1578—the only parts still standing (the spire is 18th cent.)—and an ugly modern block, which now forms the body of the church. Opposite the west entrance of the latter is another and a very fine **Cross**, St. Kieran's—unfortunately broken on its way from the Dublin Exhibition some years ago. The shaft is upright, but the arms have never been found. A third and very well preserved **Cross**

is that of **St. Columbkille**, as is attested by an inscription on it. It stands close to the **Round Tower**. This tower abuts on the wide street south of the churchyard, and is complete. The doorway is considerably above the ground, and the window-heads are round, square, and triangular. It is of the usual height, about 100 feet. Outside, against the tower of the old church, the remains of yet another *Cross* with sculpture, representing the Crucifixion, are preserved.

In the churchyard is a curious mediæval dial carved on a stone to mark 24 hours.

The celebrated "Book of Kells"—a beautifully illuminated MSS. of the four Gospels written in Celtic characters of the 8th century—was preserved here until 1541, after having been stolen in 1006 from the church and despoiled of its jewelled and golden cover, but it is now in the library of Trinity College, Dublin (*see p. 10*). It is ascribed to the monastery at Trim.

St. Columb's well is a few minutes from station, but St. Kieran's well is 3 miles upon the south side of the river.

A little beyond the town, by the street on which the Tower abuts, stands a *Monument*, erected by the first *Earl of Bective*. The site commands a wide view.

Oldcastle, the terminus of the branch, is 14 miles beyond Kells, in a country only remarkable for the number of prehistoric remains—sepulchres, cairns, etc.—in its neighbourhood. The largest cluster is on one ridge, called *Slieve-na-Calliagh*, "Old Woman's" or "Hag's Hill," 3-4 *m.* from the town.

Eight miles from Oldcastle, on the N. shore of *Lough Ramor*, a large lake with shores partly wooded and islets, is the little town of **Virginia** (*Headford Arms, Lynch's, C.T.*). Note the church, with spire amongst its trimmed yews, and, close to it, the *Lodge*, another seat of the Headfort family.

Main Route continued from p. 32. Immediately beyond Drogheda Station the line crosses the estuary of the Boyne by a lofty and very fine *viaduct*, affording a full view of the quay and the town on the left, the most striking objects being the Martello Tower, the old and lofty Magdalen Steeple, the towers of St. Lawrence's Gate, and the soaring spire of St. Peter's (Roman Catholic) Church. From the elevation of the railway there is a very attractive view across the sea to the shapely peaks of the Carlingford and Mourne mountains, repeated at intervals all the way to Goraghowood Junction. From **Dunleer** (*Hotel*) (42 *m.*) it is 6½ miles to *Collon* (*p. 37*). The country hereabouts is well wooded and cultivated, but of no special interest. Beyond *Castlebellingham* (47½ *m.*) one or two square towers may be noticed on the left of the line. They were strongholds of the lords of the "English Pale," who held possession of the country from about Dundalk to Waterford, with little intermission, from the time of the invasion in Henry the Second's reign.

Dundalk, 54½ *m.* (handsome new station, *ref.-rms.* both platforms. Hotels: *Williams', Queen's Arms, Imperial* (C.T.); 'buses; *Anderson's Temp. (Commercial), Connolly's Temp. (C.T.), Central*, all ½-¾ *m.* from station. Pop., 13,250) lies a little below the line, on the right hand. It is a fairly built town, with widish streets and a central square, and is now an important railway and shipping

centre. *Post Office*, a new and substantial edifice, is on the left in Main Street. Open 7-8; Sun. 8-10 a.m. Del. 7 a.m., 7.50 p.m. Desp. 2 a.m., 5.45 p.m.; Sun. 2 a.m. In the square is the Sessions House, and opposite it a granite monument to those who fell in the 1798 rebellion. Continuing down the Main Street the Protestant church is on the right, and has a wooden spire sheeted with copper. On the opposite side was the entrance to Dundalk House (Earl of Roden). This is now a tobacco factory. At the fork farther on is a new R.C. church. Turning to the right out of the square we see another monument, erected to Captain Kelly and others, and opposite this the beautiful R.C. Cathedral of St. Patrick, to which a handsome clock tower has been recently added and the elaborate entrance screen in the roadway renovated. There is here too a good Town Hall. This street leads down to the L. & N.W.R. Station, Quay Street. The trains for Greenore, however, start from the main Junction Station.

At **Ballymascanlan**, 4 miles N.E. of the town, 2 N.W. of Bellurgan Station, on the Greenore line, is a fine *Cromlech*, 18 feet high, with a monster cap, weighing 46 tons, and supported by three comparatively small legs.

For Dundalk to **Enniskillen, Londonderry, Sligo**, etc., see p. 176.

It was at or near Dundalk that Edward Bruce was crowned king of Ireland in 1315, and on the *hill of Faughart*, 3 miles north and a little left of our onward route, he was in 1318 defeated and killed in combat with Sir John Mampus.

Dundalk to Greenore direct ($12\frac{1}{2}$ m.). By this line (L. & N.W.R.) the tourist may make a short cut to Greenore (see p. 30) and proceed thence to Greencastle ($1\frac{1}{2}$ m., *ferry from Greenore*), Kilkeel (6 m.), and Newcastle (18 m.), by public cars (p. 9 and 72), skirting the eastern slopes of the Mourne Mountains, but in so doing he will miss the beauties of Warrenpoint and Rostrevor, unless he takes train from Greenore to Omeath ($7\frac{1}{2}$ m.) and thence cross the ferry to Warrenpoint ($\frac{3}{4}$ m.).

The line, after passing Dundalk Quay ($1\frac{1}{2}$ m.) and crossing the harbour, goes between the northern shore of Dundalk Bay, over which it affords a wide view, and the lower slopes of the Carlingford Hills. Then, turning inland, it makes direct for *Greenore* (p. 71).

For a mile or two beyond Dundalk the scenery is of a rich woodland character, and, looking over the harbour, we gain closer views than before of the Carlingford Hills, stretching away to the east. On the west, Castletown House is conspicuous. In 3 miles Faughart Hill (*above*) is on the left, and about 6 miles we see on the same side, just as we enter Co. Armagh, the ruin of *Moiry Castle*, near to which three centuries ago Hugh O'Neill held out for six years against the English, and though temporarily driven back by Lord Mountjoy, finally compelled his foes to retire to Dundalk. On the opposite (east) side of the railway, nearly two miles away at the foot of Clermont Carn (1,674 ft.), is *Ravensdale Park*, seat of Mr. G. A. Tonge. Then ($62\frac{1}{4}$ m.) note the flower-decked little station at *Adavoyle*, beyond which the line ascends to the wide peaty upland that stretches from *Slieve Gullion* (1,893 ft.), a bare peak on the left, to the main mass of the Carlingford Hills on the right. The height reached is about 350 feet, 9 miles from Dundalk, beyond which point, as we begin the descent, the most striking view in the route opens on the right—the green vale of

Newry, with the spires and houses of Newry town in its midst, and the lower slopes of the Mourne Mountains rising from it. Just past **Bessbrook** (*Temp. Hotel*; 69½ m., 15 from Dundalk) our line crosses by a lofty viaduct the *Bessbrook and Newry Electric Tramway*, which pursues a serpentine course down a very picturesque glen. The spinning mills of Bessbrook, among the largest in Ireland, are well seen to our left.

Bessbrook may be called the "Saltaire" of Ireland. It is a model village with a population of 3,400, most of whom, as well as a number of outsiders, are employed at the mill. It contains churches of several denominations, co-operative stores, and a temperance hotel, and is governed, or rather governs itself, on patriarchal principles, owing its foundation to a Quaker family named Richardson. Total abstinence is the rule of its life, and it would be ungracious to the teetotal fraternity to hide the fact that it is a fair sample of a place where

"Peace and plenty reign around
And sweet contentment dwells."

It also contains large granite quarries, which have contributed to some of the chief architectural ornaments of our largest towns. Tram-trains run 10 to 12 times a day each way between Bessbrook and Newry, the distance being 2 miles.

Bessbrook Station is only a mile or so above Newry, but most travellers to that town will proceed to **Goraghowood Junction** (72½ m., *no ref.-rm. or inn*), whence a branch strikes back down the valley to Newry and Warrenpoint on the right. This branch is continued in the opposite (N.W.) direction to Armagh. Trains for both places start from the east platform, and generally run through between Armagh and Newry.

From the platform there is an extensive view of the Mourne Mts., Slieve Donard just peering over a nearer ridge a little S. of E.

Goraghowood to Newry (3½ m.), p. 70.

Goraghowood to Armagh (18 m.). There is nothing calling for notice on this branch, which traverses a rich agricultural country, passing through a very long tunnel between the first two stations. For *Armagh*, see p. 79.

North of Goraghowood our route runs parallel with the canal that connects Carlingford Loch with Loch Neagh, passing in 2 miles, on the left, the grounds of Drumbanagher House. From about here the Carlingford Hills look their best in the right rear, but the Mourne Mountains present their least interesting side. The next station is **Poyntzpass** (77½ m., *Railway, Temp. Inn*, c.t.), a neat little village so called from the defence of the place—it is not a pass in the usual sense—by Sir Toby Poyntz against Hugh O'Neill. At **Scarva** (80 m.) a branch goes off to Banbridge and Newcastle (*see Map*, p. 30).

This branch (29 m.) goes through a great heap of stones, said to commemorate a battle which lasted six days (!), in the 4th century. **Banbridge** (*Hotel, Downshire Arms*; c.t. Pop. 6,000) is a linen town on the Bann. In Church Square there is a *monument to Capt. Crozier*, a native of the town, who held second command in the Franklin expedition. From here the line passes up the Bann to *Katesbridge* and *Ballyronney* (9 m.), where it leaves the river and soon turns S. to Newcastle. Another branch from Banbridge (17 m.) strikes N.E. by Dromore to Lisburn (p. 45).

The next station to Scarva is **Tanderagee** (82 m., *Madden Inn* at station). The town (*Mandeville Arms*, c.t.) is $1\frac{1}{2}$ miles left of the station, beyond which, after proceeding about half a mile, we catch a glimpse of the *Castle* crowning a hill. It is a seat of the Duke of Manchester. The line now enters a flat peaty tract and approaches the Bann, which rises in the heart of the Mourne Mountains within a few miles of the east coast and, taking with it the waters that flow out of Lough Neagh, empties itself into the Atlantic beyond Coleraine. Then, after joining the lines from Armagh and from Omagh, we cross the river and reach **Portadown Junction**, the most important station on the line, $33\frac{1}{2}$ m. from Dundalk, 88 m. from Dublin, and 25 m. from Belfast. (*Post Office* left from station. Open 7-10. Del. 9.30. Desp. 7 p.m. Tel. 8-8; Sun. 8-10 a.m. *Ref.-rms.* on both platforms. Hotels: *Imperial*, c.t., Auto; *Queen's*; 'buses; *Victoria Temp.* Restaurant, *Anchor Café* at Bridge. Pop., 8,000.) The town lies a little way back to the right of the station. It is a busy linen and agricultural centre, without any claims on the tourist. $5\frac{1}{2}$ miles beyond it we come to *Lurgan* (*Anderson's Temp.*, c.t., and *Brownlow Arms*), and 15 miles, *Lisburn*, both of the same character; but the only noteworthy things during the rest of the journey are the pretty views of Lough Neagh on the left after passing Lurgan, Slieve Croob rising in the middle of County Down on the right, and Belfast itself with the range that ends in Cave Hill behind the town as we approach the terminus, passing between the Ulster Spinning Mills on the right and Dunville's Whisky Distillery on the left. The twin spires are those of St. Peter's R.C. church (p. 51).

Belfast.

Stations:—*Belfast and County Down* (for Bangor, Donaghadee, Ballynahinch, Newcastle, and thence car to Rostrevor and Warrenpoint), E. side of river by Queen's Bridge or Ferry, $\frac{1}{2}d.$ (Plan C 7).

Belfast and Northern Counties (Midland Rail'y) (for Larne; Scotland and England *via* Stranraer; Heysham or Ayr, or Ardrossan; car-route to the Giant's Causeway, etc.; Portrush, Ballycastle, the Giant's Causeway, Londonderry, etc.), York Road (Plan A 6).

Great Northern [for Warrenpoint, Rostrevor, England (by Greenore and Holyhead), Londonderry (by Onagh), Dublin and England (by mail route, and North Wall, also *via* Fleetwood, Barrow, and Liverpool), and the south and west of Ireland], Great Victoria Street (Plan E 4).

Quay. See p. 2 (Plan C 6 to D 6).

Hotel buses meet the *trains* at the various stations and the English and Scotch **steamers** at Donegall Quay (see also p. 2).

Hotels (see Plan):—*Grand Central*, Royal Avenue; Bed and Att. from 4s.; Bkfst., 3s.; Din. (*td'h.*) 1s. 6d. *Imperial*, C.T., Donegall Place; B. and A. from 4s.; Bkft. 3s.; Din., 3s. 6d.). *Avenue*, Royal Avenue; B. and A., 3s. 6d. to 5s.; Bkft., 2s. 6d.; Din., 4s. 6d. *Eglinton*, High Street; B. and A. from 3s. 3d.; Bkft., 2s. 6d. and 2s.; Din., 3s. 6d. *Métropole*, York Street; *Commercial*, Waring Street; *Linen Hall*, Donegall Square, E.; *Royal*, Wellington Place; *Albert*, 94 High Street. *Station*, N. Counties Railway, a first-class house at the station; B. and A. from 3s. 6d.; Din. 4s. 6d. *Prince of Wales*, Victoria Street. *Union*, C.T., Donegall Square, S.; B. and A. from 4s.

Temperance Hotels:—*Robinson's*, Donegall Street; *Balmoral*, near Gt. Northern Station; *Monteith's*, York St., near B. and N.C. Station; *Kensington*, College Square, near N. Station (Commercial); *Waverley*, Albert Square.

All from $\frac{1}{4}$ to $1\frac{1}{4} m.$ from the stations.

Restaurants:—*Thompson's*, 14 Donegall Place (Pl. D 5); *Queen*, Queen's Arcade, Donegall Place (Pl. D 5); *Royal*, 44 Royal Avenue; *Ye Olde Castle*, Castle Place (Pl. D 5); *Shaftsbury*, 32 Donegall Place; *Métropole*, York Street (Pl. A 6); *XL.* Arthur Square (Pl. D 6); *Mooney's*; *Lombard Café*; *Café Royal*, Wellington Place (E 5); *Cingulee Café*; *Johnson's Tea Rooms*, over Queen's Arcade.

Baths:—*Turkish, Hammam*, 110 Donegall Street, 2s. (C 5); *Corporation*, Ormeau Avenue (F 5), Falls Road (D 2), Templemore Avenue (E 9), and Peter's Hill (O 4).

Free Library, Art Gallery and Museum of Antiquities, Royal Avenue (C 5); also four libraries given by Mr. Carnegie, in Donegall Road, Templemore Road, Falls Road, and Old Park Road.

Cars:—2 persons, 1s. for 2 *m.*, 6d. each additional *m.*; 3 or more persons, 1s. 6d. and 9d. By time, for 2 persons, 2s. per hour; for 3, 2s. 6d. per hour. Extra half-hours, 1s. and 1s. 3d.

The Distances between stations and steamboat stage (Donegall Quay) do not exceed:—

	County Down	Northern Counties	Great Northern	Quay
Belfast and Co. Down Station ...	...	1½ miles	1¼ miles	¾ mile
Northern Counties station ...	1½ miles	...	1¼ "	1 "
Great Northern Station ...	1¼ "	1¾ miles	...	1 "
Donegall Quay	¾ "	1 "	1 mile	...

Tramways: See Plan. Fares:—1d. and 2d., $1\frac{1}{4}$ mile sections. The cars run at intervals of 5 minutes or less in every direction from Castle Place, at the S. end of Royal Avenue (D 5). Week-days, 5.30 a.m. to 11.15 p.m.; Sundays, 10 a.m. to 10.45 p.m.

Theatre Royal, Castle Lane (D 5); **Music Halls**, *Alhambra* (C 5), *Empire* (D 6), *The Palace* (3,000 seats), and *Hippodrome* (E 4); **Ulster Hall** (E 5), seats 3,500, organ cost £3,000.

BELFAST

Scale of 1/4 Mile

Tramways shown thus
The Squares represent quarter miles

RAILWAY STATIONS

Belfast and Co. Down	C 7
Great Northern	E 4
Northern Counties	A 6

HOTELS

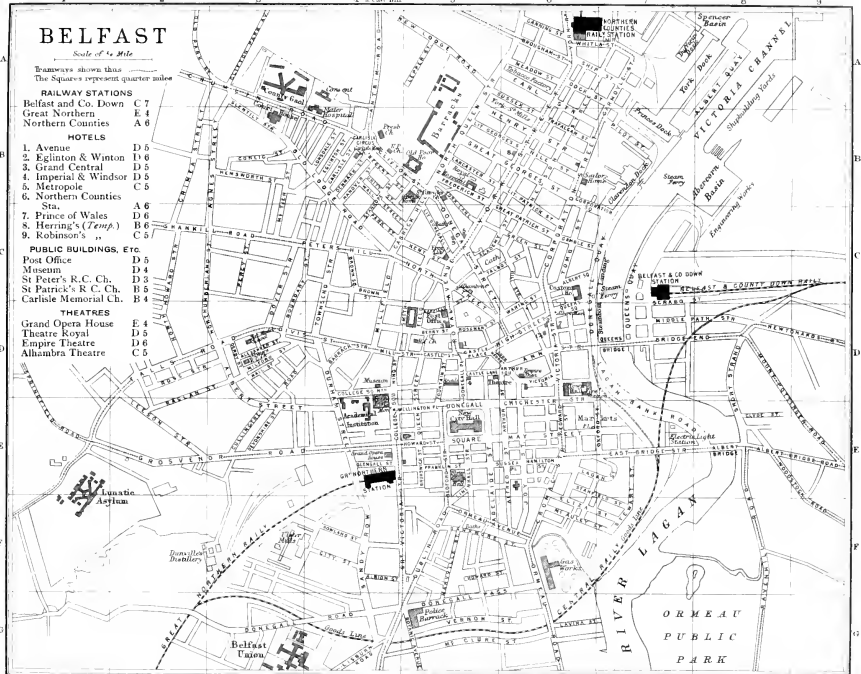
1. Avenue	D 5
2. Eglinton & Winton	D 6
3. Grand Central	D 5
4. Imperial & Windsor	D 5
5. Metropole	C 5
6. Northern Counties	
Sta.	A 6
7. Prince of Wales	D 6
8. Herring's (Temp.)	B 6
9. Robinson's "	C 5

PUBLIC BUILDINGS, ETC.

Post Office	D 5
Museum	D 4
St Peter's R.C. Ch.	D 3
St Patrick's R.C. Ch.	B 5
Carlisle Memorial Ch.	B 4

THEATRES

Grand Opera House	E 4
Theatre Royal	D 5
Empire Theatre	D 6
Alhambra Theatre	C 5



Post Office (D 5), Royal Avenue. Open, 7-10; *Sun.*, 8-10 a.m. *Chief Desp.*, 4.25 (extra $\frac{1}{2}d.$ till 4.40), 6.30, 8.40, 9.10, all p.m. *Chief Del.*, 7, 10.30 a.m., 12.50 and 4.45 p.m. *Chief Brunch Offices*, Queen's Square (in Custom House Buildings), open 9.25 a.m. to 6.25 p.m.; Donegall Square, open 9.25 a.m. to 6.25 p.m. **Tel. Off.** always open. **Tel. Call Offs.** 16 High Street, 112 and 147 Royal Avenue, 152 York Street, and G.N. Station.

Steamers (from Donegall Quay) for Glasgow (by Ardrossan or Greenock): Barrow, Fleetwood, Liverpool, and Heysham (for England); Ayr, Ardrossan (for Glasgow and Edinburgh); also from Larne to Stranraer (for England and Scotland). For times, see *Yellow Inset*.

Parks:—Besides the *Botanic Gardens* (17 ac.) there are the following parks (see Plan for direction), *Ormeau* (G 7-8; 100 ac.), *Victoria* (3 m. to E.; 63 ac.), *Falls* (S. of cemetery; 44 ac.), *Woodvale* (off Shankhill Road; 24 ac. C 2), *Alexandra* (off Antrim Road; 10 ac., A 4), and *Dunville* (N. of Falls Road; $4\frac{1}{2}$ ac., D 1).

Pop. 378,000 (including environs). (1901), 350,000.

Belfast, the second city in size and the first in commercial importance in Ireland, is in respect of its main streets, buildings, and suburban institutions, one of the finest in the kingdom. Its population rose 25 per cent. during the last decade, while that of Dublin only rose 2 per cent. Its site is for the most part on a dead level, but a steep line of hills rising like cliffs about 2 miles away on the north-west side is both picturesque in itself and affords a fine view north, south, and east of the city, over Belfast Lough and the country beyond. The water from the lough enters the city by artificial channels, and except at high tide the upper end of the lough is a muddy waste. The shipping, therefore, which is considerable, is the only attraction offered by the quay to the tourist, especially as the river is not of the sweetest. The chief streets of the town are exceptionally well lighted.

Belfast is the chief seat of the linen trade in the kingdom, and many of the manufactories are of almost palatial proportions. The most important ones cluster round Donegall Square, where the old Linen Hall (*p.* 49) stood. The largest **mills**, however, are the *York Street Spinning* (Pl. B 6), and the *Ulster* or *Linfield* (Pl. F 3). Flax is extensively grown in the neighbouring parts of the Province of Ulster, over 100,000 acres being under it. A large quantity is also imported from the Continent into Belfast. Next to the linen manufacture the chief industry of the town is *shipbuilding*. Messrs. Harland and Wolff have constructed some of the finest ocean-going steamers, including the "Teutonic," "Germanic," "Oceanic," "Olympic," and "Titanic," of the White Star line. Their yards are on Queen's Island, N.E. of the town across the river (Pl. B 8). They employ between 8,000 and 10,000 hands. Messrs. Workman and Clark, the other shipbuilding firm, have their works on the N. side of the river, and employ about 4,000 hands.

The *Tobacco Manufactory* of Gallaher and Co. in York Street, the *Royal Irish Distilleries* of Messrs. Dunville (Pl. F 3), and the works of the *Belfast Rope Company* ($1\frac{1}{2}$ m. E. of Queen's Bridge, *tram*) are large establishments. Visitors are shown over the latter. In fact, Belfast abounds in "big" things. The Y.M.C.A.'s new quarters are in Wellington Place.

The most noteworthy point in the **history** of Belfast is the rapidity of its growth, the population having barely exceeded 12,000 a century ago. It has always had a reputation for loyalty.

The "Belfast News Letter," first issued in 1737, is one of the oldest journals still extant, and the *Royal Ulster Works*, in the Dublin Road (Pl. F 5), of Messrs. McCaw, Stevenson, and Orr, are famous for the revival of the art of illuminating. A special permit is required to see them. Other extensive works are those of Messrs. John Shaw Brown and Sons, and Robinson and Cleaver's. Sheridan Knowles was once a teacher in the town.

Speaking generally, though Belfast is deficient in buildings of absorbing interest, no tourist who wishes to carry away a fair impression of Ireland will pass through the town without devoting at least a few hours to an excursion through its main streets and environs.

Off the Lisburn Road at Balmoral Street is the Royal Ulster Showground, and occupying 12 acres in the Grosvenor Road is the **Royal Victoria Hospital**, erected as a Jubilee Memorial to Queen Victoria at a cost of £100,000. At Forster Green is the beautifully situated Consumption Hospital, and near it a huge Fever Hospital.

The River Lagan, dreadfully polluted like almost all the streams that pass through our large towns, is crossed by four bridges—the Queen's, the Albert, the Ormeau, and the Central Railway.

"Belfast" is a corruption of Bealfearste, "the ford of the sand-bank."

The City.

(1) We will take the **Albert Memorial**, in Queen's Square at the end of High Street, as a central point to start from. This is a handsome rather than graceful clock-tower 143 feet high and terminating in a graduated turret. It was erected in 1869 by public subscription. The statue of the Prince in K.G. robes is placed in a niche 40 feet high on the west side. Both in itself and in its position it is one of the most conspicuous objects in Belfast. It contains a bell weighing 38 cwt.

Eastward of this and abutting on Donegall Quay are the old **Post Office** (now the chief branch office) and the **Custom House**—the latter a fine Italian building fronting the Quay, on which side are several emblematical sculptures. On the steps are cannon taken in the Crimea.

In Victoria Street, 300 yards S. of the Albert Memorial, on the left, is the *Old Town Hall*, a red-brick building with stone facings at present only used as a Fire Station.

High Street, up which we now turn in a westerly direction, is one of the widest and most interesting streets of the town, though its architecture is of less pretentious character than that of the more modern thoroughfares. *St. George's Church*, on the left, has a Grecian portico, over which are the arms of the sees of Belfast and Down & Connor.

At the west end of High Street we enter **Castle Place** (the centre of the city and the tramway system), a short street ending at its intersection with the Royal Avenue on the right and Donegall Place on the left. Hereabouts Belfast is at its best. The **Royal Avenue**, a wide modern street, is flanked on both sides by as fine an array of buildings as modern art can anywhere exhibit in continuity, the style being chiefly noticeable for its variety—*Cook's Office* next the Avenue Hotel, the new *Post Office* with its polished granite pillars on the left, the *Water Commissioners' Office* opposite, together with Banks, Clubs, and handsome rows of shops, making a very impressive whole. In it is also the *Free Library* (32,000 vols.; 10 a.m. to 9.30 p.m.), *Art Gallery and Museum*, Mon., Thu., and Fri., 10-6; Tue., 10-9; Wed., 10-3. The Museum contains the fine collection of antiquities presented by the late Canon Grainger. A model with explanatory notes of the Cross of Muiredach is included (*see p. 37*).

Donegall Place forms the continuation of the Royal Avenue southwards. It is also a fine thoroughfare, but less showy. Opening from its west side is the *Queen's Arcade*, and at its south end we reach **Donegall Square**, the centre of which was formerly occupied by the *Linen Hall*, a building opened in 1785 as a meeting-place for the linen manufacturers, but now superseded by the new City Hall.

The old *Linen Hall* was erected in 1784. During its demolition in 1896, a glass tube was found among the foundations, containing a document which asserted for the benefit of posterity that "by the firmness and unanimity of the Irish Volunteers, this kingdom (long oppressed) was fully and completely emancipated." This was on the occasion of the grant of an independent legislature by the British Parliament.

The **City Hall** (open free 10-4; Sat. 10-1). This palatial structure, in the classic Renaissance style, has a most commanding appearance, which is enhanced by a garden bordering it on three sides, giving quite a dignified sense of space to Donegall Square.

The main façade opposite Donegall Place is 300 feet long. In the central pediment is a sculptural group representing Hibernia bearing in one hand a torch of knowledge, her other resting on a harp. To her right is Minerva attended by Mercury, and on her left stands Liberty giving a palm branch to Industry (a female figure with a roll of linen); youths are depicted watching the scene, and other staple industries are represented, such as ship-building, spinning, etc.

At each corner of the building is a tower 115 feet high, and over the centre is a huge copper dome surmounted by a stone lantern, the whole being 173 feet high. The external portion of the structure is carried out in Portland stone. The ingress through the stone *porte-cochère* and the octagonal *Vestibule* to the *Entrance Hall* is most impressive. This hall is 70 feet by 40 feet, and the centre of it is immediately under the great dome, which

risers to a height of 100 feet above the floor, and is 40 feet in diameter.

The entire scheme of decoration is carried out in Carrara, Pavonazzo, and Brescia marbles; the paving in black and white, radiating from a central design. The walls starting from a bold black plinth are divided into numerous panels by these richly-coloured marbles.

The *Staircase* is very handsome and is lighted by seven three-light windows which are filled with interesting stained glass illustrating the history of the Corporation, which dates from the reign of James I. The centre light contains the arms of Belfast, with portraits of King Edward VII. and Queen Alexandra on either side. On the first landing is a rich colonnade in Greek marble. Staircases from this landing ascend to the whispering gallery, the peristyle, and the lantern, from which a fine view of the city is obtained.

The corridors on the first floor give access to the four principal chambers, namely—

The *Council Chamber*, 68 feet long by 38 feet broad and 17 feet high, the furnishing of which is very elaborate.

The *Reception Room*, the entablature of which, 17 feet above the floor, is supported by Ionic columns with enriched capitals.

The *Banqueting Hall*, 68 feet by 38 feet broad, surmounted by a dome 36 feet high in richly-modelled plaster work.

The *Great Hall*, 120 feet long by 57 broad, with vaulted ceiling 40 feet high. This hall will accommodate 1,000 persons, and a gallery at one end 250 more. The entablature is supported on coupled Corinthian columns.

The stained glass windows in these rooms are all worthy of notice. The panelling on the walls is carried out in oak with much creditable carving, and forms an excellent background to the series of portraits of former mayors.

The architect was Sir Brumwell Thomas of Westminster, and the builders Messrs. H. and J. Martin of Belfast. The foundation stone was laid in 1898 by Earl Cadogan, and it was opened in 1906 by the Earl of Aberdeen (both Viceroy). The cost of the building was nearly £300,000. (For fuller particulars refer to the beautifully illustrated album sold in the entrance hall.)

In the *Gardens* surrounding the structure are some groups of statuary. The central group of white marble represents Queen Victoria (by Brock). The inscription on the pedestal is the Queen's Diamond Jubilee Message to her people, and this is flanked by bronze figures representing shipbuilding and spinning. It was unveiled by King Edward VII. on July 28, 1903. East of this group is a statue to Sir Edward Harland (by Brock), a benefactor, of shipbuilding fame, and farther east is a Boer War Memorial to the Royal Irish Rifles. In the West Garden, under a stone canopy, is a bronze statue to the Marquess of Dufferin and Ava, supported by figures representing Canada and India (the joint production of Pomeroy, A.R.A., and Brumwell Thomas).

From the north-west side of Donegall Square *Wellington Place*, with its fine Y.M.C.A. building, leads into **College Square**, in which is the *Academical Institution*, "one of the largest public schools in Ireland." It looks like a workhouse. It was founded in 1810 at a cost of £30,000, but is now largely superseded by Queen's College. Sir Jos. Napier and Lord O'Hagan were educated here. The street fronting it contains a bronze *statue* of the Rev. H. Cooke, for many years champion of the Conservative cause in the North of Ireland. In a plain building on the north side of this square is the *Museum* (10-6, 6d.), containing, among a generally good collection, an excellent one of native birds. On the east side is the magnificent new **Technical Institute**, which cost over £90,000; and on the same side of the Square, at the Howard Street corner, are the extensive premises of the **Central Presbyterian Association**, commonly known as the C.P.A., containing a large assembly hall, gymnasium, etc., the whole surmounted by a massive clock tower with carillon attachment.

From College Square the visitor will do best to take the tram-car (*1d.*) to the Corporation **Botanic Gardens** (17 acres, open 7-9). They are beautifully kept. The fernery is a wonderful little place. Conservatories open 10-12, 3-5; *Sun.*, 1-5. There is also a large exhibition hall, used for balls, etc. As we approach them we pass on the left (at some distance) the **Presbyterian College**, a heavy-looking classical building; and, close by, is the **Belfast University** (late Queen's College), a handsome Tudor erection with central tower (100 feet) and two wings making a frontage of 600 feet. The library contains over 30,000 volumes, and there is a fine museum. Its cost was £34,000, granted by Parliament. In the examination hall are a copy of Titian's "Assassination of St. Peter" (the original being destroyed) and valuable portraits of Milton and Henry VIII. as a child.

A little way farther and at right angles to the road, on the opposite side is the **Methodist College**, opened in 1868 at a cost of £116,000, and reminding one of the University. Its style is Early English, and in the grounds is the M'Arthur Hall, which cost £15,000, and was the gift of Sir William in 1891 for a Young Ladies' Boarding School.

These three educational establishments cannot fail to impress the visitor with their size, style, and completeness.

Leaving the gardens by the *Botanic Avenue* gate, the visitor will gain a closer view of the *Presbyterian College* on the right, and by diverging for 120 yards to the right along University Street he will notice the handsome *Fitzroy Presbyterian Church*, and then regain the tram-route at the end of the *Botanic Avenue*, $\frac{3}{4}$ mile from Castle Place.

(2) **St. Peter's R.C. Cathedral** (Pl. D 3). A walk of two-thirds of a mile westwards from the north end of Donegall Place (south end of Royal Avenue) takes us past the *National Model School*, on the left, and down Derby Street to this quite modern

structure, the handsomest ecclesiastical one in Belfast. Its style is Gothic, and its chief feature the *West front*, which has a *central doorway* surmounted by a round panel containing a sculpture of the "angels appearing to Peter," and over the side doorways two spire-crowned symmetrical towers of great height and beauty. Inside, the fine *East Window*, the *canopy* over the altar, and the two *side chapels* are noteworthy.

(3) From the north end of the Royal Avenue by tram along Donegal Street to *Crumlin Road* ($\frac{3}{4}$ m.). On the right (200 yds.) is the *R.C. Chapel of St. Patrick*, with a fine spire, and ($\frac{1}{4}$ m. farther) **Carlisle Circus**, around which the grouping of the churches is effective. A little short of it is the *U.P. Church*, still lacking a spire; on the right side, *St. Enoch's Presbyterian*—pretentious French Gothic, square in shape and with a disproportionately slender spire; on the left, the *Carlisle Memorial Church*—Early English in style, and perhaps the most chaste and graceful of the Belfast churches. It was erected by Alderman Carlisle in memory of his son. A quarter of a mile farther we come to the *County Gaol* on the right, and the *Court House* on the left—the latter a large classical building with Corinthian portico, the pediment of which contains the Royal Arms and is surmounted by a figure of Justice, sword in hand.

Cave Hill (1,188 ft.). Map p. 30.

Every visitor should make this ascent for the sake of the fine panorama of Belfast, its lough, and the surrounding country. The hill has a bold escarpment, fronting east, and reminds the English Lake tourist of Saddleback in Cumberland.

Take the Antrim Road tram-car, which goes by Carlisle Circus (*above*, Pl. B 4), and $1\frac{1}{2}$ miles farther to Whitewell. The walk is monotonous—alongside an endless wall. $1\frac{1}{4}$ miles on the way, 3 and a "bittie" from the centre of Belfast, we pass the *Cave Hill Tavern* on the right, and $\frac{1}{4}$ m. beyond this, just past a new P.O., a narrow path turns up the hill. This path, at first railed and paled, and bristling with trespass boards, after a steep ten minutes' pull (fine view down Belfast Lough), emerges on to open ground, and, after a winding and very steep ascent under the cliffs, reaches the top—a bulwark of almost perpendicular basaltic rock, from which there is a fine bird's-eye view of the country south and east, not improved by the smoke of Belfast. The city with its spires and chimneys is mapped out, and far away beyond it rise the Mourne Mountains, presided over by Slieve Donard. The whole of Belfast Lough is seen, with Holywood on its far side just opposite to us and, beyond it, Helen's Tower (*p.* 56) and, farther south, the Londonderry Monument. The wide expanse of water to the right of the latter is Strangford Lough. On the north side of the lough we see a shore studded with villages and hamlets, as far as Carrickfergus with its Castle, and White Head. The sugar-loaf hill, almost due north, is Sliemish Mountain, on

which St. Patrick is fabled to have spent his youth as a shepherd boy.

The summit of the hill is crowned by *MacArt's Fort*, a stronghold of Mac Art (O'Neill) in the reign of Elizabeth; below which are the caves which give the hill its name. On the city side of the hill is Belfast Castle, the residence of the Earl of Shaftesbury.

Looking sideways at the precipice various facial resemblances may be conjured up—"Napoleon's Face," the "Godless of Liberty" with a "Phrygian Cap."

By going 200 yards or so east, to slightly higher ground, we shall get a view of the northern end and a strip of the middle of Lough Neagh, backed by the Sperrin Mountains.

The Giant's Ring,

(See Map p. 30)

$4\frac{1}{2}$ m. south by the Dublin and Malone roads, is a circular *earthwork*, enclosing a verdant area nearly 200 yards in diameter, in the midst of which stands a *cromlech* with half-a-dozen legs and a top-stone nearly 3 yards long, lying at a considerable angle. The history of this antiquity is unknown. The pedestrian may pleasantly vary the return by taking the Lagan River and Canal route from *Shaw Bridge* about a mile N. of the "Ring" almost into Belfast, adding about half a mile to the road route. *No inn either way.* At *Drumbo*, 2 miles S. of the "Ring" are the remains of a Roman Tower, about 30 feet high.

Belfast to Bangor and Donaghadee. (Map opp. p. 30.)

"**Belfast & Co. Down**" Railway. *Address*:—"Gen. Man., Queen's Quay, Belfast." Provide yourselves with the extremely natty little Tourist Programme issued by the Company.

Distances: *Belfast to Bangor (train)*, 12 m.; *Donaghadee (car)*, 19, (*train*) 25.

Fares:—*Ordinary*, 1s. 6d., 1s., 9d.; *Ret.*, 2s., 1s. 6d., 1s. 3d.; *Special Excursion* by trains between 9.55 and 7.30 on week-days, and up to 5.30 on Sunday (to Bangor, 1s. 8d., 1s. 3d., 1s., or Helen's Bay, 1s. 6d., 1s. 1d., 10d.); *Circular*, by Bangor and Donaghadee, either way, 2s. 9d., 2s., 1s. 6d.; coach, 6d.

There is also a **steamboat service** starting from Queen's Bridge (Pl. D 7) about 3 times a day (1st run abt. noon) to Bangor. Time, 55 min. *Ret. fares*, 1s. 6d. and 1s. Steamer belongs to R'way. Co., and tickets by either route are available for return by the other. On some days special trips are made round White and Black Heads to **Larne**. *Ret. fares*, 2s. 6d., 1s. 6d.

The country to which the above tickets give access is interesting in several ways, the railway ride along the south shore of Belfast Lough to Bangor and the coast-drive between Bangor and Donaghadee affording a succession of refreshing and delightful sea-views, while inland the romantic associations connected with Helen's Tower and the wide landscape presented from it and from the Londonderry Monument—the latter overlooking the picturesque town of Newtownards—cannot fail to interest the tourist. An extra day may very agreeably be given to the grounds of Mount Stewart House and Grey Abbey—both on Strangford Loch.

The Belfast and County Down Railway Company pursue the wise policy of low fares and an abundant service of trains.

Belfast to Helen's Bay, 9 m.; and **Bangor**, 12 m. The "County Down" station (*Ref.-rms.*) is on the east side of the

river, and is reached from the Albert Memorial in High Street either by Queen's Bridge, by which it is half a mile distant, or by steam ferry ($\frac{1}{2}d.$, every $2\frac{1}{2}$ minutes, *see* map) from Donegall Quay in a little more than $\frac{1}{4}m.$

From the station there is a direct line to Bangor, which follows the south side of Belfast Lough, affording at high tide a beautiful view across it to Cave Hill and the Antrim shore; at low tide there is a wide expanse of mud. *Holywood (Cyclist's Arms; 5 m.)* is a favourite residential suburb of Belfast, but there is nothing of more than local interest until we reach **Helen's Bay Station** (9 m.). *William's Temp. Hotel* and two restaurants close by.

The floral ornaments at some of the little stations along this line are equal to anything of the kind in the kingdom.

Between the railway and the shore is situated the late **Lord Dufferin's Sea Park**, part of which is occupied as a *golf ground*. To the west of the golf ground there is a pretty wooded walk to *Grey Point* and along the shore. The Sea Park is connected with *Clandeboyne* (3 m.) by an avenue.

Pedestrians may leave the train here and walk (a) by the *Clandeboyne Avenue*, running due south from station; (b) by *Crawfordsburn Village* (1 m.; *inn*) and **Clandeboyne** ($3\frac{1}{4}m.$) to **Helen's Tower** (5 m.). After passing the village at *Crawfordsburn*, the public road to *Clandeboyne* turns to the right, until four cross-roads are reached. The one to the left brings you to the back lodge giving access to *Clandeboyne*, and past the road to the house leading to *Helen's Tower*. A sign-post indicates the direction to be taken through the demesne. The distance by the Avenue to the house is $\frac{1}{4}m.$ less.

Crawfordsburn Glen. At the head of *Crawfordsburn Village (Inn*, nearest licensed house to *Helen's Bay*), very pretty, there is a saw-mill, close to which, entering through an archway into Major *Crawford's demesne*, you reach a *waterfall*, which in the summer evenings is often illuminated with the electric light, and thence by a pretty walk of about a mile along a glen overarched with trees, through which the *Crawford burn* runs, passing near *Crawfordsburn House*, you reach the sea. Thence there is a walk of about 3 miles, close to the shore, as far as Bangor.

Beyond *Helen's Bay* the line crosses *Crawfordsburn*, and then, curving along the shore and affording a fine view across the entrance of Belfast Lough to *Carrickfergus*, *White Head*, and *Black Head*, enters **Bangor Station** (*Ref. rm.*), which stands at the west end of the town at the top of a steepish street.

Bangor (Hotels: *Grand*, Bed and Bkfst., 4s. 6d.; full terms from 42s. a week; *Royal; Marine*, all close to the shore; *Imperial* (c.t.); *Downshire* (c.t.; Temp.); *Burlington Palace*, opposite landing stage, on way down from station; *Pickie* (Temp.), $\frac{1}{2}m.$ N. of station. **Golf Course** here and at *Carnalea*, 2 m., first station on line. Proprietors illustrate the Irish propensity for big names. *Pop.* about 3,500) rises in every direction from the east side of the bay on which it stands. Of late years it has rapidly increased in extent, and many new villas attest to its growing favour as a place of residence with business men of Belfast. There is a good esplanade and stone pier subtended by jetty and bandstand. The through tourist, however, will not find much to detain him in the town. Of the abbey, founded in the sixth century by *St. Comgall*, destroyed by the Danes, and rebuilt in the 12th century, scarcely a vestige remains. The word *Bangor*

("Beann Choraidh") means, we believe, "high," that is "full choir," though it is also interpreted "white choir" or "church." Connected with it was a school of widespread fame, and said to have furnished King Alfred with some of his professors for Oxford. The chief industry of Bangor is Irish embroidery. The *Royal Ulster Yacht Club* meets here.

The **Castle** (*grounds open Sat.*) is at the south-west end of the town beyond the station.

Bangor to Clandeboye, $2\frac{1}{2}$ m., and **Helen's Tower**, $4\frac{1}{2}$ m. *Car there and back abt. 6s.*

The road from the station skirts the demesne wall of Bangor Castle, and then branches to the right, a little short of the old parish church of Bangor, leading directly to the red lodge of **Clandeboye**, the seat of the late Marquess of Dufferin and Ava, who died here Feb. 12th, 1902, and was interred in the little burial-place in the grounds. The house, about $\frac{1}{4}$ m. beyond, though erected nearly three hundred years ago, was modernized at the beginning of the present century, and is destitute of any architectural beauty.

Inside there is a small but excellent collection of old masters, and a number of interesting family portraits, together with various other objects accumulated by Lord Dufferin during his residence abroad. During the absence of the family permission can be obtained to visit the house on application to Charles Warwick, Esq., Clandeboye, or to T. S. Howe, Esq., Hillsborough. The adjoining **Domestic Chapel** also contains some things of interest. The verde antique pillars were brought from Corinth. The marble pillars supporting the canopy of the fireplace formed part of a fourth century church in Asia Minor. To the left is a Celtic cross, almost the only vestige remaining of the famous Abbey of Bangor, the home of Saint Columbanus and of St. Gall; a Coptic inscription dating from the era of Diocletian; and a stone inscribed with the name of the Egyptian King Tirhakah, the contemporary of Sennacherib, Hezekiah, and Isaiah.

History.—Clandeboye is the old name of a very extensive territory which extended from the head of Lough Neagh to the district of the Ards, and was divided into Upper and Lower Clandeboye. Upper Clandeboye was held by the senior branch of the O'Neills; Lower or Southern Clandeboye by a younger scion of the sept, called Con O'Neill, who resided in Castle Reagh, a well-known hill overlooking Belfast. Towards the end of Queen Elizabeth's reign, Con O'Neill's servants having engaged in a brawl with some English soldiers in the latter town, Con O'Neill descended upon it, and put a portion of the garrison to the sword. For this offence he was imprisoned by the Government in Carrickfergus Castle, from whence a former friend of his, Mr. Montgomery, enabled him to escape to Scotland. Subsequently, through the intervention of Sir James Hamilton, who stood well with King James the First, Con O'Neill obtained his pardon, and, in consideration of the services thus rendered him by his two benefactors, he ceded to each of them a considerable portion of the districts over which he claimed lordship. Walter Scott mentions Clandeboye in "Rokeby," but, never having visited the country, his geography is a good deal at fault. A great proportion of what was formerly known as Upper Clandeboye is still in the possession of the O'Neill. In Queen Elizabeth's time the most part of Lower Clandeboye, and especially the district now occupied by Lord Dufferin's demesne, after being subjected to constant incursions by the Danes, had lapsed into a state of barrenness and wild wood, and was destitute alike of cultivation and of inhabitants. From this condition it was redeemed by the Scottish settlers under the auspices of Hamilton, Lord Dufferin's ancestor, on whom King James conferred the title of Viscount Clandeboye, while a similar transformation of the face of the country was effected farther south by Mr. Montgomery, whose descendant, General Montgomery, still inhabits Grey Abbey, the ancient home of Con O'Neill's friend.

* * * The preceding historical and local descriptions were kindly written for the author by the late Lord Dufferin. Scott's sympathetic lines in *Rokeby*, commencing—

“ Ah! Clandeboye; thy friendly floor
Slieve Donard's oaks shall light no more,”

are only another instance of that poetic license in which the great author so often indulged.

Helen's Tower stands on the southern crest of the Clandeboye Estate. After passing through the red lodge already mentioned, you follow a back road which leads to the farmyard. To the left you pass the private chapel, and so continue straight on until a gate is reached. Here visitors in carriages must ask for a key to open a farther gate, on passing which you skirt the Tower Lake, and so ascend by a zigzag road through a wood to Helen's Tower.

The Tower contains four stories. The uppermost chamber is an octagonal room, with oak panels and a groined roof. This room contains the poem for the sake of enshrining which the Marquess built the tower in 1850. It was addressed to him on the attainment of his majority, in 1847, by his mother, Helen Selina, Lady Dufferin, granddaughter of Richard Brinsley Sheridan.

To my Dear Son on his 21st Birthday.

With a Silver Lamp.

“ *Fiat Lux.* ”

How shall I bless thee? human love
Is all too poor in passionate words;
The heart aches with a sense above
All language that the lip affords.
Therefore, a symbol shall express
My love, a thing nor rare nor strange;
But yet eternal, measureless,
Knowing no shadow and no change;
Light;—which of all the lovely shows
To our poor world of shadows given,
The fervent prophet-voices chose
Alone as attribute of heaven.

At a most solemn pause we stand,
From this day forth for evermore,
The weak but loving human hand
Must cease to guide thee as of yore;
Then as through life thy footsteps stray,
And earthly beacons dimly shine,
“ Let there be light ” upon thy way,
And holier guidance far than mine.
“ Let there be light ” in thy clear soul,
When passion tempts or doubts assail,
When grief's dark tempests o'er thee roll,
“ Let there be light ” that shall not fail;
So, angel-guarded, may'st thou tread
The narrow path which few may find,
And at the end look back nor dread
To count the vanish'd years behind;
And pray that she whose hand doth trace
This heart-warm prayer, when life is past,
May see and know thy blessed face
In God's own glorious light at last.

The literary attractions of this boudoir have been increased by the following sympathetic lines from the pens of Tennyson, Browning, and Lord Houghton.

<p>“Helen's Tower, here I stand, Dominant over sea and land. Son's love built me, and I hold Mother's love engraved in gold. Love is in and out of time ; I am mortal stone and lime.</p>	<p>Would my granite girth were strong As either love, to last as long ! I should wear my crown entire To and through the Doomsday fire, And be found of angel eyes In earth's recurring Paradise.”</p>
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TENNYSON.

“Who hears of Helen's Tower may dream, perchance,
 How the great beauty from the Scæan gate
 Gazed on old friends, unanimous in hate,
 Death-loom'd because of her fair countenance.
 Hearts would leap otherwise at thy advance,
 Lady to whom this Tower is consecrate,
 Like hers, thy face once made all eyes elate ;
 Yet unlike hers, was bless'd by every glance.
 The tower of hate is outworn, far and strange,
 A transitory shame of long ago ;
 It dies into the sand from which it sprang :
 But thine, love's rock-built tower, shall fear no change,
 God's self laid stable earth's foundation so,
 When all the morning stars together sang.”

April 26th, 1870.

BROWNING.

“On life's imperishable strand
 The tides of passion rage in vain :
 With pearls of song they sow the sand,
 And this is our immortal gain.
 So shall this love-enchanted Tower
 Win music from the waves of Time —
 Transfigured into Helen's bower,
 Till every stone shall ring with rhyme.”

May 24th, 1865.

HOUGHTON.

There is also a beautiful poem addressed to the present Marchioness of Dufferin and Ava by Mr. Kipling, which refers to her noble efforts on behalf of the women of India ; but it is too long for insertion. The lower room is fitted up as a bed-chamber, and contains Byron's monody on the death of Richard Brinsley Sheridan, as well as the verses Moore addressed to him, and a sonnet to him by Coleridge.

The *view* from the top of the tower (*abt. 650 ft.*) extends south to the Mourne Mountains—Slieve Donard pre-eminent ; eastward to the hills behind Belfast ; northwards across Belfast Lough to Black Head ; seaward to the Mull of Galloway and the Isle of Man. Close at hand are some disused lead-mines, and behind them stands the Londonderry Monument (p. 59) on Scrabo Hill.

From the tower **Helen's Bay Station** may be reached in 5 miles (*see p. 54*).

Bangor to Donaghadee (7 m. *Motor car about four or five times daily to end of September, 6d.*). The sea is the charm of this drive, as the inland country is tame and unattractive. The road starts eastward up the steep street from the bottom of the town and soon bends to the left. Pedestrians may, at the cost of an additional half-mile, cling to the coast, joining the car-route at the new little watering-place of **Ballyholme**

(1½ *m.*), which lines the shore of a beautiful bay. Thence cross a slight eminence to the village of **Groomsport** (*inn*), a good place for bathing and sea-fishing. It is a Board of Trade Life-boat S.A. Station. It was near here that the illustrious Schomberg landed in 1689. Then, passing prettily-laid-out lawns on the left, we again go inland for about 1½ miles, reaching the sea again at a rocky nook opposite to which are Copeland Island and the lighthouse-crowned Mew Islet. The sea is delightfully pure and bright about here, and the rest of the way is within a stone's throw of it—the only building of importance passed being the white row of coastguard houses on the left. In clear weather the Mull of Galloway may be descried across the water, 20 miles away.

Donaghadee (Hotels: *Imperial*, *c.t.*, 2 *min.* from station; *Morrison's*, both facing harbour; *Arthur's Temp.*, 200 yards; *Marine* (Baths) on Bangor Road; *Mount Royal*; *ref.-room* at station. Post Office in High Street. *Pop.*, 2,200) consists of a long, wide, and clean street skirting the harbour, two or three dullish inland streets, a church with a high tower, a very fine moat, and a good bathing establishment—though most visitors will prefer the delightful outdoor bathing in the numerous creeks both north and south of the town. For the non-promiscuous order of bathers special places are provided.

The splendid harbour is protected on the south by a substantial breakwater of Anglesey marble with a lighthouse showing red and white lights in sectors at its end. This forms a good promenade.

The town was once one of the points of embarkation for the mails between Ireland and Great Britain, Portpatrick, 21 miles distant, being the corresponding station on the Scottish coast. This route has, however, been entirely superseded by the Stranraer and Larne one. Nearly £150,000 was spent in improving the Donaghadee harbour, and a still larger sum on constructing one at Portpatrick, but the scheme for establishing a regular passenger service between the two places fell through, the difficulties arising from the exposed position of Portpatrick being found insuperable.

The *moat* or *dun* rises about 60 feet a little behind the esplanade, and is very regular in shape. On the top is a castle-like building once used as a powder magazine. The view embraces, in favourable weather, the Scottish coast—as far back possibly as the mountains of Kirkcubright—and the hills of the Isle of Man between Peel and Ramsay.

A favourite boat-excursion is the tour of **Copeland Island**, including a visit to the **lighthouse** on Mew Islet—one of the most complete in the kingdom. (*Length of round*, 8 *m.*)

Millisle (2½ *m.*; *cars in connection with trains*, 3*d.*) is the bourne of a pleasant coast-trip southwards. About half-way is the Templepatrick graveyard, and near it the footprint of St. Patrick and his horse, and a well, also dedicated to the saint!

Donaghadee to Belfast, *below*.

For **Grey Abbey** (8 *m.*), *see p.* 60. Mondays, Wednesdays, and Thursdays. Car from Esplanade 11 a.m., *via* Newtownards; returning 2.30 *via* Ballywater and Donaghadee, 2*s.* 6*d.* (1½ hr. Grey Abbey and Ballywater; Fletcher's coach).

Belfast to Donaghadee, etc., by Newtownards. (*Map opp. p.* 30.)

Distances: — *Belfast to Comber Junction*, 8 *m.*; (*Newtownards*, 13½; *Donaghadee*, 22)

Fares :—*Ordinary*, Belfast to Donaghadee, 2s. 6d., 1s. 9d., 1s. 3d.; *Ret.*, 3s. 9d., 2s. 9d., 2s.

Special Return Tickets (one day only) are issued by trains between 9.20 a.m. and 5.15 p.m. to Donaghadee at 2s. 9d., 2s., 1s. 6d. (*rather less Sat. & Sun.*) available for returning from Bangor. *Car-fare* between Bangor and Donaghadee, 6d.

* * * Visitors will usually choose the circular tour by Donaghadee and Bangor which may be taken with equal convenience in either direction. *For fares see p. 53.*

Quitting Belfast, we soon diverge to the right from the Bangor branch and pass (3 m.) *Knock*, an increasing suburb of Belfast, with well cultivated hills to the south. Observe, beyond a cutting on the left, the finely wooded situation of *Stormount Castle*. Then, just short of (5 m.) *Dundonald Station*, the moat and mound which gives to the village its name attracts attention, rising close to the square-towered church. The prominent tower which soon comes into view eastwards is the Londonderry Monument (*below*) on Scrabo Hill.

Comber (8 m.) is a considerable village in a hollow on both sides of the line, with a large flax-mill and a distillery. Motor cars to Killyleagh 1.50, and Killinchy 4.45.

For line to Newcastle, see p. 62.

The *Donaghadee branch* strikes off to the left here, curving sharply to the north-east towards the Londonderry Monument and soon affording a view of the strand of Strangford Lough on the right. Passing close under the monument we circle round the picturesque-looking town of **Newtownards** (*Ulster, c.t.*; *Apperson's Com. Temp., c.t.*, in Square. Restaurant, *The Queen's*, excellent, on left of High Street; *Belfast Cajé* at corner of Bridge Street. *Pop.* 8,000). This is, next to Newry, the largest and busiest town in County Down, being a seat of the linen and muslin manufacture. It has a main street nearly a mile long, with a large square in the centre, on the north side of which is the Town Hall with clock tower somewhat resembling the "Horse Guards." Among several handsome churches we may note the *Strean Presbyterian Church*—in West Street—built of Scrabo freestone in 1869, and having a fine spire, and the *Parish Church*, Early English, in Church Street at the south end of the town, having also a spire and a clock tower. The ivy-covered ruin of the *Old Parish Church*, in which shelter countless birds, is a noteworthy object at the east end of Castle Street, where too stands the *Old Cross* (1636), an octagon of hewn stone, more than two centuries old and surmounted by a dragon, the crest of the Londonderry family.

From the Church, Movilla Street leads to the remains of the **Abbey** in the old churchyard of **Movilla**, founded in the sixth century. Only the gable ends, showing two good windows, one of which retains its mullions, are still standing.

The **Londonderry Monument** on Scrabo Hill (530 ft.), 2 miles N.W., is 130 feet high and was erected in 1858 in memory of General Stewart, the third Marquis, known as the "fighting mar-

quis." It is square with a central turret and a stair-tower and turret. From the summit there is a grand view similar to that from Helen's Tower (p. 56) except that from this one the town of Newtownards and the length of Strangford Lough are prominent features. **Scrabo Hill** itself affords a fair view, but is much quarried for freestone.

Public cars from **Newtownards** to **Bangor** ($5\frac{1}{2}$ m.; 6d.) several times a day. For full motor services, see *Company's Time Table*, p. 47.

Mount Stewart House ($5\frac{1}{2}$ m.), **Grey Abbey** ($7\frac{1}{2}$ m.; car, three or more times a day, 8d.). The road skirts Strangford Lough—a shallow arm of the sea 15 miles long, 5 wide, and connected with the open sea by a channel about 5 miles long and half a mile wide. The shores are low and cultivated, and the surface of the lough has a multitude of islets. The grounds of *Mount Stewart* (Marquess of Londonderry) are thrown open to the public on Saturdays. They are richly wooded and contain a building modelled after the "Temple of the Winds" at Athens. The house, too, is classical in style.

The village of **Grey Abbey** (*public-house* only) is named after the old *Cistercian Abbey* founded in the 12th century. The style of this ruin is Early English. Only the shell of the nave with its gable end and doorway, and parts of the choir, containing a lofty window of three lights, remain, the tower, which was supported by four pointed arches, having fallen in. On the north side are a Norman doorway and a row of lancet windows, and the south wall is richly festooned with ivy.

From Grey Abbey the road goes on to **Kircubbin** ($10\frac{1}{2}$ m. from *Newtownards*) and **Portaferry** ($18\frac{1}{2}$ m. *Temp. Hotel. Pop., abt. 1,500*), whence by ferry it is $\frac{1}{2}$ m. to **Strangford** (see p. 64), which is 9 miles from **Downpatrick** (*motor-car four times daily, 1s.*).

Between Newtownards and Donaghadee there is nothing noteworthy. For **Donaghadee**, etc., see p. 58.

The Mourne District.

(Newcastle, Rostrevor, etc. Map p. 75.)

** For *Ascents and Mountain Excursions* see "Mountain Section" (p. 197).



*** Tourist programmes issued by the G.N., Midland (Nor. Co.'s Committee), Belfast & Co. Down, and L. & N.W. Companies.

Introductory. The region of the Mourne Mountains is in itself a tourist district entirely separate from any other, and containing scenery of a very high order.

The visitor should examine the map opposite page 75. So doing, he will observe that the mountainous district lies entirely between Newcastle, Warrenpoint, and Kilkeel—an area of about fifteen by ten miles. In addition to this there is the fine and hilly Carlingford promontory on the south side of Carlingford Lough in County Louth. The summits here are neither so lofty nor so bold as those in the northern half of the Mourne range, but they are easy of ascent and afford very beautiful and extensive views.

The **route** between **Greenore** and **Newry**, whether by *rail* or *road*, affords some of the most charming views in Ireland. It is to be recommended to cyclists, who, landing at Greenore, have a delightful run of 14 miles to Newry, whence they may either proceed round the Mourne Mountains (*see Pink Inset*) or direct by main road to Banbridge (p. 44), 13½ m., and Belfast, 37. If in a hurry they should cross by Ferry from Omeath to Warrenpoint, 1s. (p. 71) for the "Mourne" route. There is a splendid view across and up Carlingford Lough from the front of the Greenore Hotel, the chief heights visible being Slieve Bingian and Slieve Bernagh. The finest bit of the road is between Carlingford and Omeath. A most striking feature of the scene is the spire of the R.C. Church at Warrenpoint.

Accommodation. The chief holiday resorts in the district are Newcastle, Rostrevor, and Warrenpoint. At Newcastle a first-class hotel has been erected by the County Down Railway Co. At Rostrevor Quay, Newcastle, and Warrenpoint there are large and good tourist hotels. There is also a smaller hotel at Rostrevor Village. Visitors arriving from England by the L. & N.W. route, or from Dublin by the short route from Dundalk, and wishing to break their journey, will find a first-class hotel, owned by the L. & N.W. Company, at Greenore. At Warrenpoint, as at Rostrevor Quay, the "Great Northern" is in the hands of the Railway Co.; otherwise the town is stronger in seaside apartments than in hotels. The situation is charming, superior perhaps in regard to prospect to that of Rostrevor, but far inferior in intrinsic charm to the little village, which fairly lays claim to being one of the most romantic places of its kind in the kingdom. For the more actively-inclined tourist Newcastle is the best headquarters. It is close to the finest peaks of the Mourne Mountains, and offers a variety of less ambitious excursions, besides being a

very pleasant place in itself. Kilkeel as a half-way house has its attractions—amongst them a comfortable and cheap hotel—as well as its uses. Newry is almost entirely given over to business.

Plan of Tour. The tour of this district may be accomplished in a day from Belfast as follows:—Rail (*Belfast & Co. Down*) from Belfast to Newcastle (38 m.); public car Newcastle to Warrenpoint (26 m.); rail (*Great Northern*), Warrenpoint to Belfast (50 m.); or *vice versâ*. **Fares** for the tour in either direction (train and coach):—1st cl., 12s.; 2nd, 10s.; 3rd, 8s. Tickets available for 7 days. The round in one day (rail and coach), 9s., 8s., 7s. From Dublin, available 14 days, tourist tickets are issued for the same round at 32s. 10d., 24s. 6d., and 15s. 6d. See *Yellow Inset*.

Pedestrians may omit the coach-coupon (3s. 6d.). The least interesting part of the road for pedestrians is the middle part, where it leaves the coast between Annalong and Rostrevor. It is a fine **cycling** route from Newcastle to Warrenpoint or on to Newry. See *Pink Inset*.

To accomplish the journey comfortably in a day Belfast should be left by an early train. So doing those who start *viâ* Newcastle may have between five and six hours at Newcastle, Rostrevor, or Warrenpoint, or about half that time at any two of those three places; taking it the other way, a long break may be enjoyed at either of those places or at Newcastle, and those who leave Belfast about 9.30 may still have 3 or 4 hours at Rostrevor (or Warrenpoint). In either case Belfast will be reached at 6.40 or 8.30 p.m. (Saturday).

(1.) Starting from Belfast by the Belfast and Co. Down line. Map p. 30.

Distances:—Belfast to Ballynahinch Junc., 17½ m. (— Ballynahinch 21); Downpatrick, 26½; Newcastle, 3s.

Fares:—Ordinary to Newcastle, and Sundays, 5s. 6d., 4s., 2s. 9d.; return, 8s. 6d., 6s. 6d., 5s., Wednesdays, and Saturdays to Newcastle, 3s., 2s. 6d., 2s.

Special:—(See *Company's Excursion Programme*.) *Fri. aft. till Mon. morn.* (hotel and 1st class rail) 40s., *Saturday to Monday*, 30s.; per week, 80s.; or daily travelling, 90s.

This line traverses a pretty undulating country, and towards its end affords good views of the Mourne Mountains.

. For distances and fares beyond Newcastle, see p. 69.

Passengers leaving Belfast about 7.30, 8, or 9.35 a.m. can go the whole round or reach Dublin.

For the route to *Comber Junction*, 8 m., see p. 59.

At the next station (12 m.), *Ballygowan*, a large Home for destitute children is passed on the right, and to the east of the next (15 m.) *Saintfield*, an old watch-tower is noticeable. Then we come to (18 m.) **Ballynahinch Junction**.

Ballynahinch (Hotel: *Walker's*, commercial. Pop. 1,500) is 3½ miles from the Junction.) It is a modern little town consisting mainly of one winding street with featureless houses redeemed by the picturesque spire of the old church. Three miles S.W. is the **Spa**: bus, 6d.. on arrival of principal trains from Belfast; through fares: 3s. 3d., 2s. 5d., 1s. 9d. Car, there and back, 2s.;

Walker's Spa Hotel), to which there is a pleasant walk through the *Montalto demesne*. There are two wells—sulphur and chalybeate—the latter of little account. For the healthful tourist the place has little attraction. Four miles beyond the spa is the picturesque mountain **Slieve Croob** (1,755 ft.), which from its central position and the absence of any equal height around commands a very fine panorama—especially of the Mourne Mountains.

Quitting the Junction we follow a winding course, and from either side of *Crossgar* (21 m.; 2 churches) we see on the right Kilmore Churches and an obelisk in memory of Sharman Crawford, the "farmers' friend." About 3 miles east of this station is *Killyleagh* (pop. 1,513), a busy town on the shore of the Lough. There is a good harbour and an imposing castle. Sir Hans Sloane, M.D., founder of the British Museum was born here in 1666, and Dr. Hincks the Egyptologist was rector here. Then, in the intervals between cuttings, we get our first view of the Mourne Mountains, with Slieve Donard a head and shoulders above the rest. The river Quoile winds alongside until, bending round to the left, the line crosses it, and Downpatrick appears with its great mound or rath, and the Cathedral to the left.

Downpatrick (Hotels: *Down Hunt Arms, Commercial*, close to station, both c.t.; *English post arrives at 10.35; departs at 9.55, 2.40, 6.45. Pop. about 3,200*) consists of a number of streets almost all steeply rising from a common centre. The gradual falling off in population and consequent number of empty houses detract from the pleasure which the visitor derives from the picturesque situation of this old-world town. The Cathedral— $\frac{1}{2}$ m. from the station and everywhere conspicuous except in the town itself—is reached by keeping round to the left by Irish Street, in which is the **Town Hall**, a fine red-brick building, and English Street, above which the *Barracks* and *Court-house* are passed on the right and the *Blue-coat School* on the left. The Market Cross ("mak ye pass over the cross") was brought from *Denvir's Hotel*, now closed.

The present **Cathedral** dates only from 1829. It occupies the site of an ancient one, the ruins of which were removed in 1790 (a painting of them is shown in the vestry), and consists of a lofty tower, nave, aisles and short choir: Perpendicular in style and as regular in design as a Noah's ark in a toyshop. From the tops of the buttresses rise "extinguisher" turrets, the two at the east end—"broche spires"—being specially noteworthy. The east doorway is said to be a relic of the old cathedral. Above it is a window, and well up above that three niches containing dummy-like figures said to be St. Patrick, St. Brigid, and St. Columbkille (Columba). The interior is plain. Note, however, the *East Window*, sombre but rich, "Christ and the Apostles;" the chairs, and curious pews; the coats-of-arms all round, and the screen; also Egyptian flags, 1888-90. About 30 yards south of the tower are three ancient granite crosses almost embedded in grass, and marked respectively, St. Brigid, St. Patrick, St. Columba.

The **graves** of the three saints are supposed to hallow the three corners of the graveyard. That of **St. Patrick** is the only one with any mark attached to it, and lies some distance from the corner. In 1900 a large granite stone from the Mourne Mountains was placed over it, and inscribed with the name of the saint. There is also a Celtic cross. It was so designed as to represent a tomb of the period shortly after the saint's death. The other tombs are unknown.

The cathedral is almost surrounded by walls and trees to the exclusion of what would otherwise be a fine view—especially of the Mourne Mountains, but beyond it (West) is a tastefully laid-out cemetery on the breast of the hill, whence a good view of the Mourne Mountains is afforded.

In returning it is well to take a street on the left near the Court-house. This brings you in front of the *Gaol*, "ancient and modern," which cost over £60,000, but is now disused. Looking from it across a shallow marshy valley you see the largest *Rath* or *Dun* in the county, measuring half a mile across. Beyond it are the fragments of *Grace Abbey*.

The latest feature of Downpatrick is the R. C. Church completed in 1895. It has an unusually handsome spire and a fine rose window at the W. end.

The hill opposite to the one by which we ascended to the Cathedral, and reached by rather a deserted street and a rough lane, is the **Gallows Hill**. It is marked by a single tree and a depression in the lane between green banks. The spot is worth climbing to for the sake of the fine view extending southwards to the Mourne Mountains. Beyond it is the County Poorhouse. "Mount Pleasant" is the name given to the eminence on which these two ingubrious institutions stand.

Downpatrick is a very old town, though it shows few evidences of antiquity. It was the headquarters of the kings of Ulster before the time of St. Patrick, who, it is said, founded the cathedral in the fifth century. St. Brigid and St. Columba were buried in the same grave with him, so at least says the perpetrator of the following couplet (1186):—

"Hi tres in Duno" (Downpatrick) "tumulo tumulantur in uno,
Brigida, Patricius, atque Columba pius."

Among the Bishops of the See of Down the most noted is **Jeremy Taylor** (*d.* 1667). A large portrait of him hangs in the Chapter Room. The town is the *Dunon* of Ptolemy.

Downpatrick to Strangford, 9 *m.*; *mail-car* 8.40, 10.30, 2.50, and 5.45, 1*s.* There is nothing of special interest on the way. *Strangford* is a fishing village from which there is a ferry ($\frac{1}{2}$ *m.*) to *Portaferry* (18 $\frac{1}{2}$ *m.* from *Newtownards* by *Grey Abbey*, see p. 60).

A light railway has been constructed from **Downpatrick** to **Ardglass** (pop. 501), 7 $\frac{1}{4}$ *m.*; see Map opp. p. 30. (*Castle Hotel*, C.T., comfortable, $\frac{1}{2}$ *m.* from station; *Golf*, C.T.; *House at Home*). The town, a very wee one, has four 15th century castles—*King's*, *Ardglass*, *Chond*, and *Jordan's*—and is very picturesque. The bay affords remarkable shelter. It is the headquarters of the northern herring fishery. *Killough* (*Bangor Arms*), 1 $\frac{1}{2}$ miles S.W., is a small fishing village at which is St. Corden's Well. At *St. John's Point*, a mile further, are the ruins of the Presbytery of the Knights Templars.

There is a fine view of the Mourne Mts. $\frac{3}{4}$ mile from a tower on the way to Killough, at which village Viscount Bangor's Castle Park is open every week-day.

Downpatrick Station is a terminus, so the train in proceeding retraces its course for a short distance. Then, after passing a small lough on the left, and *Tullymurry Station* (30 $\frac{1}{2}$ *m.*), we see the church of Seaforde on the right, and beyond it Slieve Croob (1,755 *ft.*). A little further, *Mountpanther*, a plain white house, is conspicuous among trees on the right, and a mile further (34 *m.*)

is **Dundrum** (*Downshire*, near station), a pleasant little fishing and bathing village, on the sea at high tide, at other times on the mud. Two new churches with spires are noteworthy, but the "lion" of the place is the *Castle*, which rises boldly from a wooded knoll, and consists of a massive round keep with portions of towers and outworks and a barbican. It was built by Sir John de Courcy in the 12th century for the Knights Templars and finally dismantled by Cromwell.

In the four miles between Dundrum and Newcastle the one absorbing object of interest is the Mourne Mountains, which display their highest peak in Slieve Donard, and their most rugged outline in Slieve Bernagh, known as "the broken mountain," some way farther inland.

For continuation of route, see p. 69.

Newcastle.

Postal Address, "Newcastle, Co. Down, Ireland."

Hotels:—*Slieve Donard*, first-class, belonging to the Co. Down R'way Co., close to station and the Royal Co. Down golf-links. B. & A., from 4s. 6d.; bkfst., t.-d'h., 3s.; din., t.-d'h., 4s. 6d. Orchestra in afts. Lunch, 2s. 6d. Sea and fresh water baths. Sat. to Mon., 30s.; Fri. to Mon., 40s.; weekly ticket, 73s.; ditto, including daily travelling, 85s. These prices include 1st class return to Belfast. *Bellecue*, $\frac{2}{3}$ m. from station; buses; fronting the sea, and good. Bed and att., from 3s. 6d.; bkfst., 2s. 6d.; din., 3s. 6d. and 4s.; abt. 10s. 6d. a day. The *Donard*, family and commercial, outside station to right. *Central Temp.* (C.T.), and others. *Refr. room* and large *dining hall* at station. **Pop.** about 1,000.

Post Off.:—Near hotels, open 7 a.m. to 8 p.m., Sun. 8 to 10 a.m. Del. abt. 7.50 (Sun. 7.50) a.m. and 11.20 a.m. Box closes abt. 2 and 6.10 p.m. **Tel. Off.**: open 8-8; Sun. 8.45-10 a.m.; also **Tel. Off.** at station; address, "Newcastle, rail."

Distances: (*rail*) Dundrum, 4 m.; Downpatrick, 11½ m.; Belfast, 38 m.; (*road*) Kilkeel, 14 m.; Rostrevor, 23 m.; Warrenpoint, 26 m.; Hilltown, 12 m.; Rathfriland, 12 m.

Golf Links, close to station.

Bathing-boxes on shore.

Both in itself and in the opportunities it offers for interesting excursions Newcastle is one of the pleasantest places to stop at in Ireland. The Railway Co.'s splendid hotel adjoining the station, we can well imagine, has attracted many visitors; for at reasonable charges, and including travelling facilities, every possible service is rendered, combined with homely comforts. Fringing the graceful sweep of a sandy bay—good for bathing—with a fine background of wood and mountain on one side and open country on the other, and well supplied with hotel and lodging accommodation, the little town offers to visitors quietness and natural beauty in the place of the stereotyped artificial attractions of a noisy watering-place. There is no ornamental

pier, but a promenade skirted by grass and trees runs between the sea and the long line of low-storied houses which forms the northern part of the town. South of this comes the bend of the bay, and the ground begins to rise at once for the lower skirts of Slieve Donard, whose peak is seen towering above only a trifle over two miles distant. Here the old line of houses is a little raised above the shore, but the main road continues alongside it. Occupying the lower skirts of the mountain are the grounds of Donard Lodge, below which, at the south end of the town, is the harbour, which was greatly injured by a storm some years ago.

Good firm sand extends for several miles northward along the sweep of Dundrum Bay.

The *Castle*, which gave the town its name, has also disappeared. It was built in the reign of Elizabeth, and occupied a site close to the Annesley Arms (now closed).

The other enticements are the proximity of three charming demesnes open to visitors on certain days of the week, the coast drive to Rostrevor and Warrenpoint accomplished in long cars at very reasonable rates, and the Mourne Mountains, for exploring the higher peaks of which the town is by far the best headquarters.

(1.) **Donard Lodge** (Lord Annesley; *grounds not now regularly open to the public*). These grounds occupy the whole of the rising ground at the south end of the town. Entrance is given by the Co. Down Ry. Co. to *Donard Field* off the Bryansford Road (behind *Bellerue Hotel*) on Wed. and Sat. (11–6.30) to ticket-holders, whence access to the demesne can generally be obtained. Otherwise application should be made to the Earl of Annesley's agent, Estate Office, Castlewella. Within we at once see evidences of a mild and moist climate. Fuchsias, hydrangeas, and araucarias are noteworthy. From near the *House* itself, which is a plain building, there is a charming look down upon the bay and village, with Dundrum Castle upon a bold site some miles away. Passing behind the house we come to a bridge over the **Glen River** (*see Plan*). It is alongside this burn and a little to the left of it that we take our way, ascending rapidly. On both sides of the bridge the stream makes pretty falls, and from the bridge there is a good view up it; in fact, it forms an almost continuous cascade or water-slide. In three minutes we have a lovely vignettted view from a big rock.

Our route is up by the near side of the stream, avoiding a turn to the left, until in about five minutes we come to a rough track leading off to the right by the torrent, which should be taken, or, continuing along the main route, we may go at once to the **Spa**, which is five minutes higher up (take a narrow path opposite two dilapidated statues) and to the right of the track. It consists of a grotto with an octagonal roof inlaid with shells, a well and a fountain, and various emblems—one of the shamrock, rose, and thistle—also a coronet subscribed “P. C. A.,* 1850.” Here again

* The initials of the present Earl's mother.

flowers, running half-wild—fuchsias, star of Bethlehem, and many others—luxuriate, their bright colours in striking contrast with the evergreens, while the view, wherever it is obtainable over the trees, grows more and more charming as we ascend. A supply of the Spa water can be had from Mrs. Bell at the Post Office.

Hence it is best to return, or we may cut across to the stream higher up. A little above, a wooden foot-bridge spans the torrent, just below a fall which is partly artificial. From this bridge looking back we have another beautiful view seawards, but the place seems so generally neglected that the trees are rapidly closing in every vista. A little higher up comes the **Hermit's Fall**—a double slide over a huge boss of rock. Above this the streamlet that supplies the Spa runs out of the main stream, and then we come to a stone bridge by which a cart-track crosses. Above this the path is continued up the stream on the far side, but unless the ascent of one of the mountains beyond is contemplated there is nothing to be gained by following it. Better to descend as we came, fronting the splendid view all the way. As stated above, from the wooden bridge it is particularly fine—stream, trees, and sea below; Slieve Donard beautifully set above.

(2.) **Castlewellan** ($4\frac{1}{2}$ m. to the town by road. Car three times daily, $\frac{3}{4}$ hr., 6d. About 13 m. there and back round the lake. Castle grounds open to visitors on Monday only. Carriage, 6s., or by train about 9, 12, 3, and 6). The road to Castlewellan bends abruptly to the right on leaving the station yard, and thence is direct, the Dundrum road diverging to the right in about a furlong. It enters Castlewellan in the more westerly of two squares which are united by a wide street in conjunction with which they form the town. (Inns: *Royal* (temp.), *Commercial*. Pop. abt. 1,000.) The *Episcopal Church*, built by the late Earl of Annesley, is a feature of the place with its lofty spire and mixture of Norman and transition architecture: and a mile north-east of the town, in the village of *Annsboro'*, are the flax-spinning mills of Messrs. Murland, which supply the inhabitants with their chief occupation.

The *Castle* (the Earl of Annesley), *Grounds*, and *Lake of Castlewellan* are north-west of the town, between it and the height of Slievenaslat (902 ft.). The house, a fine modern building erected by the late earl, is not shown, but visitors drive or walk through the park and round the lake, which is beautifully wooded, and commands striking views of Slieve Donard and the other northern peaks of the Mourne Mountains.

(3.) **Tollymore Park** (*Tu. and Fri. 10 till 6 p.m.; 3 m. to entrance. No dogs, cyclists, or motors admitted. Carriage to entrance and back 5s. Carriages await you at Lower Lodge*). This is the beautiful seat of the Earl of Roden, and is a richly wooded extensive park bordering immediately upon the unenclosed lands of the Mourne Mountains. The village of **Bryansford**,

which it adjoins, is a picturesque collection of cottages, and opposite the handsome Gothic gateway through which the grounds are entered.

An obelisk at the entrance on right is in memory of a member of the Roden family. Then proceeding along the main drive, we pass at some distance in front of the house, which is a low but handsome building in no way calculated to distract attention from the manifold natural beauties of its surroundings. The *River Shimna*, issuing from some of the wildest recesses of the Mourne Mountains, runs the length of the park—about 2 miles—and on each side of it the ground rises in beautiful undulations whereon the timber, varied and strong, is thick enough to leave scarcely a bare spot, but not so crowded as to obstruct a fine vista of the sea beyond Newcastle, visible as far as the Isle of Man, or to hide the slopes of the adjacent mountains.

After passing the house it is best to turn down a winding walk which leads to and then skirts the river. A little way up the stream are a suspension bridge and a cave called the *Hermitage*. No particular object is gained by following the stream above this point, but descending some way we may recross by another suspension bridge, under which the footpath is carried by a railed platform.

There is no need of precise guidance through these lovely grounds. Between and about the points we have mentioned the visitor will find enough to delight the eye for as long as he may choose to stay.

(4.) **Dundrum Castle**, $4\frac{1}{2}$ m. by rail or road. Carriage, 3s. See p. 65.

(5.) **Bloody Bridge** ($3\frac{1}{2}$ m. on the road to Rostrevor). This is a very pleasant walk just above the sea, though what are generally accounted the special objects of interest upon it are rather calculated to repel than to attract by their associations any but sensation-hunting tourists. Except, however, the fine view across the sea to the Isle of Man, and the towering mass of Slieve Donard inland, there is nothing particularly noteworthy. The "special objects" are three in number—all between $1\frac{3}{4}$ and $2\frac{1}{4}$ miles on the way. First, *Donard's Cave*, an opening in the cliff underneath a little iron gate. It is fabled to be connected by a narrow passage with a chamber exactly under the peak of Slieve Donard. A little farther, reached by an opening in the wall, is *Maggie's Leap*. Whether Maggie was actually a witch, or a bewitching maiden carrying eggs to market and driven to the desperate attempt by the excessive importunity of her admirers, we need not stop to inquire. The place is a wild chasm bridged over by a rude slab of rock. *Armer's Hole*, a little farther on, is another gully. In it James Armer is said to have been murdered by his son nearly two centuries ago.

Bloody Bridge, so called from a massacre of the Presbyterians,

which happened here in the 17th century, spans the first stream of any account that comes down from the mountains south of Newcastle. By it the road is carried a hundred feet or more above the stony glen, looking up which the gorse, bracken, and heather present a rich contrast of colour. Below it is the old bridge, picturesque with ivy, and a little fall. Up the glen we see Slieve Donard on the right and the Chimney Rock Mountain on the left.

On the undercliff a little north of the bridge is a rude pyramid-stone with an undecipherable inscription. It is said to mark the grave of the massacred Covenanters. A furlong beyond Bloody Bridge the round-arched doorway of a church is just high above the bank of the road on the left. From about here we look back to St. John's Point and across the sea to the Isle of Man Fells.

Other carriage-routes from Newcastle. The most interesting of these are:—(1) The drive **through** the heart of the **Mourne Mountains** and by the source of the Bann, near which the watershed is reached at a height of about 1500 feet. This may be ended either at Hilltown or Kilkeel (*Map p. 75. Distances:—*Newcastle to watershed, 10 *m.*; Hilltown, 15 *m.*; Kilkeel, 18 *m.*) It must be confessed, however, that the surroundings of the highest part of the drive are somewhat monotonous. The front views in descending either to Kilkeel or Hilltown are extensive, but there is a lack of rich valley scenery to contrast with the bare hillsides.

(2.) To **Hilltown** (direct), 12 *m.*, and **Rostrevor**, 19 *m.* Fully described the reverse way on p. 75. The first part, identical with the last described one, is interesting. Hilltown (*hotel*) is a good half-way stopping-place and the view across Carlingford Lough in descending to Rostrevor is charming.

(3.) To **Rathfriland**, 12 *m.* direct, 14 *m.* by Castlewellan. This drive affords excellent views of the Mourne Mountains. Rathfriland (*Central, c.t.; George. Pop. about 1,500*) is noteworthy for its position—on the crest of a hill and conspicuous for miles round.

From Rathfriland to **Ballyroney Station** (*Fares to Belfast, 5s. 3d., 3s. 9d., 2s. 6d.*) the distance is three miles. There is also a mail-car two or three times a day to Newry; *fare, 1s.*

For **Ascents of Slieve Donard** see pp. 199, 200.

Continuation of Main Route from page 65.

Newcastle to Annalong, 7½ *m.*; Kilkeel, 14 *m.* (—Green-castle, 18½ *m.*; Greenore, 19½ *m.*); Rostrevor Quay, 23 *m.*; Rostrevor Village, 23½ *m.*; Warrenpoint Station, 26 *m.*

Hotels:—(First class) at Rostrevor Quay, Greenore, and Warrenpoint; also (smaller) at Kilkeel and Rostrevor Village.

Cars through to Warrenpoint, 3 or 4 times a day; also to Kilkeel only, about 6.30 p.m.; Kilkeel to Greencastle and Greenore, about three times a day. Two or three additional services between Kilkeel and Warrenpoint.

Fares:—To Kilkeel, 2*s.*, *ret.* 3*s.*; Greencastle, 2*s.* 6*d.*, *ret.* 4*s.*; Rostrevor or Warrenpoint, 3*s.* 6*d.*; *ret.* for season 7*s.*, same day 5*s.* 6*d.*

This service is worked by Messrs. Norton and Co., who run their long cars, accommodating 16 passengers, between Newcastle and Warrenpoint. *Manager*, Mr. H. A. Matier, Kilkeel.

Between Rostrevor Quay and Warrenpoint there is also a **tramway** by which there is connection with all trains at Warrenpoint. *Fare: 4d., ret. 6d.*

We have described this route in detail the reverse way (*p. 72*); as far as Bloody Bridge, *see also p. 68*. Thence the road, running near to the sea and crossing numerous gulleys, displays very good scenery as far as *Annalong*, a little short of which Slieve Donard reappears and remains visible, on and off, all the way to *Kilkeel*. At *Glasdrummond* ($5\frac{1}{2}$ m.) the "House that Jack built" is pointed out. Two miles beyond Kilkeel (*p. 77*) *Mourne Park*, lying under Knockree, is passed on the right. Then the hills are approached again, and after crossing the *Causeway Water*, Spelga, rising above a wooded slope, shows to great advantage. The rest of the drive alongside Carlingford Lough, past Rostrevor Quay and Village to Warrenpoint, is extremely beautiful.

(2.) Starting from Belfast or from Dublin by the Great Northern line. Map *p. 30*.

Belfast to Goragwood Junction, 41 m.; *p. 44*.

Dublin to Goragwood Junction, 72 m.; *p. 30*.

For facilities, *see p. 62*.

Goragwood Junction (*no refr.-rm. or inn*) to **Newry**, $3\frac{1}{2}$ m.; **Warrenpoint**, 10 m.

From Goragwood the line, starting from the east platform, makes a sharp descent to **Newry**. Three stations—*Edward Street* (junction for Greenore) and *Dublin Bridge*, on Warrenpoint line; *Bridge Street*, on Greenore line. (Hotels: *Victoria*, a large good house, *Imperial*, $\frac{1}{2}$ m. from stations; 'buses; *Newry*, c.t., near Edward St. Station. *Pop.*, 12,500). The town lies embosomed in a beautiful valley, and is a bustling, progressive place, without, however, much to detain the tourist, who may have formed an exaggerated idea of its attractions from the railway (main line) above (*p. 44*). It is busied in the linen manufacture, and has large granite quarries, a good sea trade, being connected with the navigable part of Carlingford Lough by a canal. It contains a fine R.C. *Cathedral* (rebuilt), with a lantern tower (Perp.). Inside note the reredos, good modern glass, the white marble pulpit and reredos, and the baptistery. The spire of St. Mary's is also a prominent object. Note also the Town Hall (1893) on the bridge, an obelisk in memory of a local celebrity, Mr. Trevor Corry, and a bridge with an arch of 90-foot span. The "Sugar" Island is the reverse of *sweet*.

There is a comfortable bi-weekly **steamer service** from **Liverpool** to **Newry** usually on Mon. and Thurs., returning Weds. and Sats. (11 hrs.; 8s.; *ret. 14s.*).

The **Glen** is a very pretty dingle in the grounds of H. Barcroft, Esq., who kindly allows visitors to walk up it. Enter at the Lodge a little beyond Bridge Street station, and turn at once to the left up the glen.

Newry (Edward St. or Bridge St.) (*see also p. 61*) to **Greenore**, 13½ *m.* This line skirts the west side of Carlingford Lough. The first station after Newry (Bridge St., 6½ *m.*) is **Omeath**, opposite Warrenpoint (*Strand Hotel*, 35*s.* to 42*s.* a week). Ferry to Warrenpoint, of which and Rostrevor there is a splendid view. Just opposite is Ballyedmond (*p. 76*). Then (11 *m.*) comes

Carlingford (*Carlingford*, north end of town), one of the most peculiar and ancient towns, or rather jumble of buildings, in Ireland. It is said to have been the spot on which St. Patrick landed. The town held six Royal Charters—the first from Edward II. It contains the remains of several castles, an old church, and a monastery, but, so far, appears to remain in blissful ignorance of the existence of the nineteenth century on the opposite side of the Lough. In addition to its antiquarian interest it has at its rear a fine mountain easy of ascent and commanding a charming all-round view. (*See "Mountain Section," p. 197.*)

Pleasure Steamers run between Warrenpoint and Carlingford at hours regulated by the tide. In the building of the *Carlingford Hotel* and other improvements we see a slight awakening, but there is still much that could be done to render it more attractive. We purposely pass these remarks with the object of rousing a little public spirit in a place which, but for indifference and neglect, would be one of great interest to every intelligent tourist. Not only Carlingford itself is concerned in the matter, but every place of public resort on the lough, which is, in itself, out and out, the most charming inlet on the east coast (*see also p. 61*).

Of the **Castles**, the largest and most interesting is *King John's*, ¼ mile N.E. of the station. It stands out on the lough (key at cottage opposite). Entering by the S. door, we gain the courtyard, around which are walls and buildings. The best remains of early arches are in the N.E. corner. The N.W. corner, reached by stairs, affords the best view—the Lough, Slieve Ban, Greencastle, &c.

Retracing our steps we find close to the station a square tower with two turrets, called Count Taff's Castle, on which is the *King's Seat*, a favourite look-out of Thomas of Lancaster, who came over in 1408. Key at inn close by.

Quite close to this, in Tholsel St., is another tower more highly and fancifully ornamented than any of its fellows. It is called by some the *Old Custom House*, by others the *Earl of Carlingford's* residence.

A little way further up the same street is the old Tholsel, or *Mansion House*—a room overarching the roadway, and said to have been the House of Legislature for South Down and Armagh.

Next we come to the **church**, the tower of which is said to be an old watch-tower of date prior to the castle. The view from the graveyard is very fine. Cromwell's soldiers used the church—after their peculiar fashion—as a stable. Some of them are said to be buried in the S. corner of the graveyard. Near the W. window is the grave-stone of Marjory Piercy (1774), of Derry, "who lived there during the late siege." The Presbyterian church and manse are also worthy of note.

Beyond this, ½ *m.* from the station, are the ruins of the old **Dominican Monastery**, built in the 14th cent. (key at farm-house hard by)—a castle-like abbey. Note the fine-pointed arches of the E. window and under the central tower; also, among the extension buildings, the *Monks' Mill* and *Millpond*, from which some resemblance to Tintern in the Abbey itself may possibly be noticed.

The celebrated Carlingford oyster beds are to the E. of the town. Blue limestone is extensively quarried hereabouts.

Greenore, 13½ *m.*, consists of pier, station, and hotel (with bungalows, 55*s.* per week in summer, in connection with it), erected by the L. & N.W. Company for the accommodation of travellers by the Holyhead route and general visitors to the neighbourhood (*Rm. and att., from 5*s.*; bkfst. about 2*s.* 6*d.*; dinner, 3*s.*—4*s.*; from Nov. 1 to Mar. 1, 63*s.* Mar 1 to Nov. 1 70*s.* a week). There is a steamer across to *Greencastle* (County Down, 1 *m.*, 6*d.*) two or three times a day in connection with Norton and Co.'s cars to Kilkeel (4½ *m.* from *Greencastle*, 6*d.*) and Newcastle, also connection by steamer with Warrenpoint. A good golf-course, 18 holes (*see Golf Section*), tennis courts, and other attractions, lately established, combine to make Greenore a pleasant place of sojourn. The view across and up Carlingford Lough (*see p. 61*) is very beautiful. *Post* leaves 6.50 p.m. The view across the lough to Slieve Bingham—rugged—and Slieve Bernagh is very fine; as also is that up the lough to Warrenpoint, where the spire of the R.C. church rises very effectively.*

The estuary at the head of Carlingford Lough has been reclaimed for some distance below Newry by a sea-wall thrown across it. Then comes, except at high tide, a stretch of almost silvery slime. In $4\frac{1}{2}$ miles we pass on the right *Narrow Water House and Castle*, the latter a square tower of the 17th century, the former a modern mansion in fine grounds commanding fine views of lough and mountains.

Warrenpoint (Hotels: *Great Northern*, belonging to the Raily. Co. Bed and Att. 3s. 6d.—4s. 6d.; Bkfst., 2s.; Din., t.-d'h., 4s. Full terms, 55s.—70s. a week. *Imperial*, c.t., 40s. a week. *Crown; Harcourt's Temp.*; *Ulster*, small; *Victoria*, all near the station. Restaurants around the square. Post arr. about 7 and 10 a.m., dep. abt. 3.10 and 8.30 p.m. *Pop.* 2,000) is very effectively placed on the shore of Carlingford Lough, where the estuary widens out into the open bay. It consists of an open square more than 100 yards across and a promenade sea-frontage of a full half-mile, the greater part of which has a south-east aspect, commanding the full length of the lough and the mountains on both sides, the steep wooded slopes behind Rostrevor amongst them. The sea recedes very little, and the bathing is very fair, though the water has not that brightness which belongs to a sandy shore. A short pier and municipal (fresh and salt water, 6d.) baths have been built, and the municipal gardens are between the square and the shore. The sanatorium is 3 miles up off the Hilltown road which passes through Milltown. The place is a favourite summer resort, and offers an abundance of good lodgings. For crossing hence to Omeath (*Strand Hotel*, p. 71) the charge is 1s. for one person; 6d. each for two or more.

Besides the daily car excursions to Kilkeel, Greencastle, and Newcastle (*see below*), there is a mixed sea-and-land afternoon trip to Greencastle and Greenore (by L. & N.W. steamer), returning by Kilkeel, or Omeath and Newry. Fare, 2s. 6d. to 1s. 3d.

Warrenpoint is connected with Rostrevor Village and Quay by a tramway which runs on the side of the road nearest the sea, and takes passengers on from the trains (4d. single, 6d. return); also by motor car (Irish Motor Co.), 3d. The cars for Kilkeel and Newcastle run independently of the tramcars.

Warrenpoint to Rostrevor Village, $2\frac{1}{2}$ m.; **Rostrevor Quay**, 3 m.; **Kilkeel**, 12 m.; **Newcastle**, $25\frac{1}{2}$ m.; (*station*), 26 m.

Cars through to Newcastle abt. four times a day, including morn. mail; to Kilkeel only, six times a day. **Fares**:—Warrenpoint or Rostrevor to Kilkeel, 1s. 6d.; ret. (same day), 2s. 6d. To Newcastle, 3s. 6d.; ret. 5s. 6d. (season), 5s. (same day). Also to Kilkeel and Greencastle and back, once a day (2s. 6d.). For Circular Tour to Belfast see p. 62.

Tram from Warrenpoint Station to Rostrevor Village and Quay, in connection with all trains: *Fare* 4d., *ret.* 6d., *or by motor car* 3d. *each way*.

The road with the tram leaves Warrenpoint by the promenade and skirts the shore all the way to Rostrevor, affording an ex-

quisite view of the village and the wooded heights which rise immediately from it. Behind it, on the grass slope just above the wood, is the isolated boulder called Cloughmore (*p.* 74). The Carlingford range also rises very effectively from the opposite side of the lough, down which the view extends to Greenore. The Arno stream is crossed, and several pretty villas are passed—amongst them *Rosetta* and *Seapoint Cottage* on little promontories between the road and the sea. Opposite the latter (2 *m.*) is a large obelisk in memory of General Ross, a native of the place who was killed at Baltimore (U.S.A.) in 1814. Beyond it we enter the shady part of our drive and soon find ourselves in

Rostrevor Village.

Postal address : "Rostrevor, Co. Down."

Hotels :—At the Quay (*p.* 74), *Great Northern*, first-class, belonging to the Railway Co. B. and A. from 3s. 6d.; bkfst., 1s. 6d. to 2s. 6d.; dinner, t.-d'h., 4s.; lunch, 2s. 6d.; full terms, 63s. to 84s. *The Cloughmore, Central*, both in Square. Trams to Warrenpoint station from the Quay.

Hill's Hydro (1½ miles) up off coast road to left.

P.O. open 7-8. *Sun.* 8 to 10 a.m.; chief desp. abt. 3.20 and 8.15 p.m.; del. 7 a.m. (including Sundays), 10.15 a.m., 6.15 p.m. **Tel. Off.** open 8-8; *Sun.* 9-10 a.m. For cars see "*Warrenpoint*."

The village consists mainly of an irregular group of houses clustering round a wide sloping street or square, with a row of trees running up its middle, and two unpretending churches at its upper end. Viewed in conjunction with the wooded slopes and steep green hills that rise directly from it, we can hardly desire a scene of more picturesque and at the same time quiet beauty.

The village is said to owe its name to one Rose Whitchurch, who, on her approaching marriage with Edward Trevor and consequent change of home, apostrophised its beauties in such glowing language that her father, the magistrate of the place, changed its name from *Castle Roe* to *Rostrevor*.

Half-way up the street on the right is a tiny *burying-ground* belonging to the correspondingly small **old church**—now an ivy-clad fragment 51 ft. long with remains of a bell-turret on W. wall, and a round-headed window on S. side. It contains a large and handsomely carved modern Irish cross in memory of Mr. Ross of Bladenburg. Note the contrast between Old and New Testament texts on either side.

It is a pleasant shady stroll up the far side of the Kilbroney stream from *Rostrevor Old Bridge*, which crosses the stream a little east of the main street. A path goes up the far side for about half-a-mile but stops a little short of the Mills, by which there is no egress without trespassing.

A long mile north-east on the Hilltown road (*p.* 68) are the ivy-smothered old **Church** and weed-choked **Churchyard of Kilbroney** "St. Brona"—(guide, a genuine "Paddy" who knows everything about the place and a little extra on his own account, at the next house on left of road beyond entrance). It has nave and chancel, separated by a round-headed doorway. In the W. wall two candlesticks were found a century ago and, hard by, a bell now in use at the R.C. Chapel, Rostrevor. In the chancel-wall a large ash has

grown. The burial ground is almost entirely overshadowed by trees. It contains in the S.E. corner a very ancient Irish Cross, 8 ft. high, with no wheel, and among the gravestones are two remarkable little ones—a "Dolly" inscribed with a cross—probably unique, and a "Memento mori" (1718) with chalice, pickaxe, pierced heart, and the two nails; also, in the remnant of the old monastery, the tomb of Bridget McCartan, who lived 105 years, and is not a favourite with the guide. There is a tradition that Rose Trevor was buried here, as also a famous local giant—Pat Murphy by name, 8 ft. (1761–1806). His mother and brother, we read in an old guide-book, "made a power of money by showing him in furrin parts." There is also a monument (1897) to a "dutiful son, a kind husband, and affectionate father," who "wheeled his mother on a barrow from Bryansford" (some 15 miles distant).

Under the roots of a giant ash-tree just outside the S. Wall, with a rose-sprig on its trunk, is a *Holy Well*.

A scene more weird than this dark and neglected graveyard it would be difficult to find.

For the road to Hilltown see p. 75.

The main road turns eastward at the lower end of the village, and in half a mile reaches

Rostrevor Quay, which consists entirely of the *Great Northern Hotel*, with appurtenances adapted for excursionists, and the semblance of a quay. Between the hotel and the sea there is nothing but the road, the little quay, and a strip of garden. The view across the lough is delightful.

The so-called *Quay* is a rather unsightly stone jetty. The little bay, at the head of which Rostrevor village stands, is at low tide an expanse of shingle, sand, rock, and mud, but southward from the quay the tide recedes very little; the shore, however, is rough and not adapted for bathing.

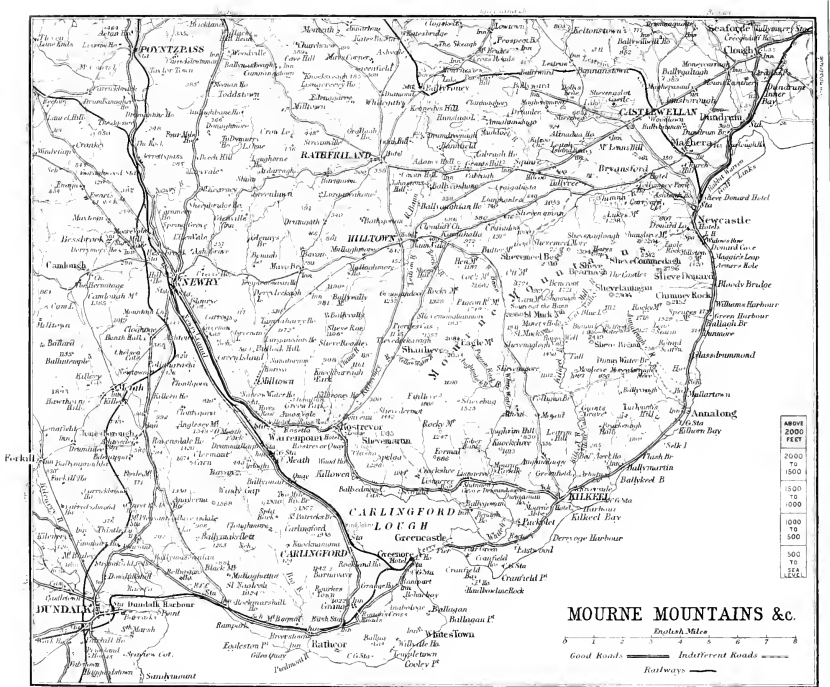
For continuation of route, see p. 76.

Cloughmore ("The Big Stone," 957 ft., 1-1½ hrs. up and down). A steep but delightful climb, that may with every advantage be extended to the tops of one or more of the neighbouring green heights, of which the nearest is Slieve Bân (1,595 ft.). Enter the wood track at the far end of the buildings. After 12 minutes of sharp ascent you come out on to open ground at a gate, and in 2 minutes more pass to the left of a cottage (*Clasha*), whence the track ascends to a rocky little ravine, and bearing to the left ends on a green boss of the mountain sprinkled with boulders. The largest of these is "Cloughmore"—a granite block about 9 feet high and 15 feet long. The view down to Rostrevor and across Carlingford Lough is very rich and beautiful, especially if the tide be up.

How the stone got to its present position is a puzzle. Geologists say that it came from the north and was left where it stands by a glacier, but many people will prefer the story that the famous Irish giant, Fion M'Couil, having been challenged by a rival giant from Scotland, heaved it at his opponent across the lough from the Carlingford side—a mode of acceptance equivalent to the more modern one of throwing down the glove.

Among the trees below on the north side is the Reservoir, but there is no path by it.

For continuation to Slieve Bân see p. 197.



A more artistic approach to **Slieve Ban** and a very pleasant afternoon's walk may be enjoyed by following the Kilkeel road for nearly 4 miles (from the village), and then about a mile beyond the old Killowen church (*p.* 77), turning up a lane that leads up to the farm of Crockshee, beyond and above which a delightful broad grassy track works round the eastern slope of Knock Shee on to the wide neck joining that hill with Slieve Ban. Keep on high ground and well to the left, but do not make any serious descent in that direction.

We thus approach Slieve Ban from the rear, and the view (*p.* 197) bursts suddenly on us. The path down round the green corrie of the mountain to the big stone is obvious.

Nearly $\frac{3}{4}$ mile away from the hotel, on the Kilkeel road, is an Elizabethan mansion called the **Woodhouse**. It lies between the road and the lough and commands a fine view across the bay.

Rostrevor Quay to Hilltown, Rathfriland, and Newcastle by the inland road. (Map opp. *p.* 75.)

Rostrevor Quay to Rostrevor, $\frac{1}{2}$ m.; *Hilltown (Hotel)*, 8; *Bryansford (Hotel)*, 17; *Newcastle*, 20.

— *Hilltown to Rathfriland (Hotel)*, 3 m.; *Rathfriland to Bryansford*, $9\frac{1}{2}$; *Newcastle*, $12\frac{1}{2}$.

An easier road for carriages is the one which strikes to the right a third of a mile out of Rostrevor Village, and keeping closer to the mountains leaves Hilltown about $1\frac{1}{2}$ miles to the left. The distance by this from Rostrevor Quay to Bryansford is 15 miles.

. Visitors wishing to see Tollymore Park on the way should remember that it is open on Tuesday and Friday only, and closed at 6 p.m.

Either of these routes makes a pleasant drive, hardly to be compared with the coast-route, but completing the circuit of the Mourne Mountains. By adding four miles you may strike into the heart of the group from Hilltown by the Kilkeel road, and turning sharp to the left at the highest point, close to the source of the Bann, regain the direct route two miles short of Bryansford. We would rather recommend pedestrians desirous of exploring the recesses of the Mourne Mountains to start from Kilkeel and walk by the source of the Bann to Bryansford and Newcastle (but see "Mountain Section").

Route.—Quitting Rostrevor Village by the main street, we pass the Episcopal Church on the left and, a little further, the R.C. Church on the right.

A little beyond the latter the usual (and shorter) carriage-route diverges to the right and follows the east side of the Kilbroney River, attaining the watershed ($4\frac{1}{2}$ m.; 650 ft.) between *Tieredockuragh* (1,557 ft.) on the right and *Crotlieve Mountain* (1,135 ft.) on the left. At 8 miles it joins the Hilltown and Newcastle direct road $1\frac{3}{4}$ miles east of Hilltown. This is the route taken by the coach when it performs the Circular Drive. On it there is no inn till we reach Bryansford. $15\frac{1}{2}$ miles. It, however, runs in the first part more into the scenery than the Hilltown route. Just after crossing the *Yellow Water* ($3\frac{1}{2}$ m.) the pedestrian may by a cart-track climb to the centre of the mountains (*see map*) and thence make his way by a choice of routes. Beyond the *col*, we pass the Rocky Mtn., the Cock and the Hen, and looking back, at first, may spy the Eagle Mtn. Then the scenery becomes duller and we join the route *viâ* Hilltown *p.* 76.

The Hilltown route, keeping the Kilbroney River on the right, passes ($1\frac{1}{4}$ m. from Rostrevor Village) *Kilbroney Church* (*see p.* 73),

in ruins, and Kilbroney House. Thence it ascends in three miles to a height of about 800 feet, affording a lovely retrospect across Carlingford Lough to the Carlingford Mountains. The hills on either side of the road are only a little above us, and the descent to Hilltown, which itself stands high, is straight and without striking features. About a mile beyond the watershed we see away to the right, just over an intervening ridge, a fine jagged outline, which is that of the "Broken Mountains" (Slieve Bernagh), and as we proceed we may mark far ahead the town of Rathfriland occupying a conspicuous position on the breast of a hill. The smaller rocky heights forming the north-west buttress of the Mourne group are the "Cock" and "Hen" Mountains.

Hilltown (Hotel: *Downshire Arms*) is a considerable village built in the form of a cross with its main street running east and west, and possessed of a good inn.

Hence the road to **Rathfriland** (*see p. 69*) is nearly straight and ends in a steep ascent to the town.

Hilltown to Kilkeel, $12\frac{1}{2}$ m. See also "Mountain Section." A mountain-road across the main ridge of the Mourne group. Diverging to the right out of the Newcastle road in a long $1\frac{1}{2}$ miles, it soon begins to rise abruptly by the side of the *Bann River*, which it follows almost to its source. There is a wide retrospective view, but nothing else noteworthy till (5 m.) the watershed is reached at a height of about 1,250 feet. The source of the Bann is on the hill-side, left of both roads.

* * * The route hence to Newcastle (11 m.) turns at an acute angle to the left and, after ascending to a slightly higher elevation, drops sharply by the side of the *Shimna River*, alongside which it continues till the direct Hilltown and Newcastle road is joined 2 miles short of Bryansford (*see p. 67*).

From the *Watershed* a fine view opens down to the level country about Kilkeel and the sea beyond, and a rapid descent of two miles takes us into cultivation again. Hence there is nothing special as far as Kilkeel.

Hilltown to Newcastle (*direct*) 12 m.; *route continued*. This road again approaches the mountains and, as it skirts the northern slope of the group, affords during the last five miles, after it has entered the Shimna Valley, some charming scenery, the view up the Trassey River, over which the rocky "Broken Mountain" impends, being specially fine. Some way short of this point we look over Lough Island Reavy, and may see the woods of Castlewellan. Between Bryansford and Newcastle the road is to a great extent an avenue, and passes the Countess of Roden's Embroidery school. *For Bryansford (Tollymore Park) see p. 67.*

Rostrevor Quay to Newcastle, 22 m.; *main route continued* from p. 74.

The road goes south through an avenue with the lough close by on the right and dense woods rising steeply up the skirts of Slieve Bân on the left. In $\frac{3}{4}$ mile we pass the *Woodhouse* (p. 75) almost hidden on the right, and have the local *Blarney Stone* pointed out to us in the hedge. *Ballyedmond Castle* ($2\frac{1}{4}$ m.), with a picturesque

red tower, stands on a smooth greensward between the road and the sea, and hard by are some granite rocks known as the *Giant's Grave*. Then, a furlong away on the left, by the side of the old upper road, is seen *Killowen Chapel*, disused since 1871. It was here that the alleged marriage of Major Yelverton and Miss Longworth took place, which was the subject, in 1861, of one of the most engrossing trials in the annals of our law-courts. Major Yelverton had contracted a second marriage, and the courts eventually decided that the first was invalid. Lord Russell of Killowen spent his boyhood here.

A new church has been built at the junction of the roads a little further on. The hill-outline from hereabouts is striking. *Crock-shee* rises on the left like a pyramid to the height of 1,144 feet, and behind us is *Spelga* (1,298 ft.). At the foot of Crockshee, on S. side of road, is a salmon-coloured house, in which the late Lord Chief-Justice Russell (of Killowen) was born. Then the hills recede, and the lough, which here runs deep into the land, is, except at high tide, a waste of mud. At 5 miles we cross the rocky channel of the *Causeway Water* by a new bridge, and a couple of miles further, after noticing a school with the singular name of "Star of the Sea," pass the entrance to the wooded demesne of *Mourne Park*, the seat of the Earl of Kilmorey. Behind it rises *Knockchree* (1,013 ft.), which has an observatory upon it, and is washed on its western side by the *White Water*, having its source in the nucleus of the Mourne Mountains, close to that of the Bann. We cross it immediately after reaching the Mourne Park demesne. It is a good trouting stream.

Except the fine view of the outliers of the Mourne Mountains, among which the chief height visible is *Slieve Bingian* (2,449 ft.)—perhaps the most striking peak in the whole range*—there is nothing further to specially remark, unless it be the neatness of the cottages and the strong growth of the fuchsia, until we reach

Kilkeel [Hotels: *Kilmorey Arms* (see p. 73) and (smaller) *Royal*. Pop. 1,450. Cars to Newcastle (2s.), abt. 4 times a day; to Rostrevor (2s.) and Warrenpoint (2s.), 4 times a day; to Greencastle, for Greenore (6d., ret. 1s.), thrice a day].

This is a small town, convenient as a halting-place, and the point of convergence of the route from Greenore *via* Greencastle. It has a new pier and harbour which is being extended, and a good shore for bathing— $\frac{3}{4}$ mile away, the sea only receding a short distance. Landwards a considerable flat is bordered by the amphitheatre of the Mourne Mountains. The Kilkeel fishermen are noted for their enterprise both on their own and other waters. In summer they join the Peterhead fleet. There is good trout-fishing in the Whitewater and the Kilkeel Water; *License*, 10s.

The head offices and stables of the car-proprietors are close

* A correspondent writes that Slieve Bingian occasionally "suggests a likeness to the Swiss Pilatus."

to the Kilmorey Arms, and a halt is usually made to change horses.

Kilkeel to Greencastle, $4\frac{1}{2}$ *m.* The road goes south-west and shows nothing fresh until it reaches *Greencastle*, an old Norman keep, battlemented and with a square tower at each corner. A little west of it are the remains of an *old church*, near to which is a green mound commanding a fine view up Carlingford Lough. The jetty for Greenore is $\frac{1}{4}$ mile distant. For *Greenore*, see p. 71. *Steam-ferry across*, 6*d.*

Kilkeel to Newcastle, 13 *m.* The road again reaches the shore in about three miles, a little beyond the hamlet of Ballymartin, and all the way to **Annalong** ($6\frac{1}{2}$ *m.*, *Connor*, c.t.) we have, with little intermission, views of the Mourne Mountains—the rough Slieve Bingian, near at hand, and Slieve Donard, to its right and much farther off, being the chief heights. Beyond Annalong the range draws nearer and Slieve Donard disappears till the road approaches *Bloody Bridge*. At *Glasdrummond*, $1\frac{1}{2}$ miles beyond Annalong, is a house called “The house that Jack built.” *Glasdrummond House*, left of the road, is a very picturesque old building. Hence, all the way to Newcastle the road has fine hillslopes on the left, and a grand sea-view on the right, extending, in clear weather, as far as the Isle of Man.

Just short of *Bloody Bridge* (10 *m.*) the fragment of an old church (St. Mary’s) is seen above the road on the right, and a wild valley opens on the left with Slieve Donard—now “*facile princeps*”—towering above it. For *Bloody Bridge and the rest of the way*, see p. 68–9; for *Newcastle*, p. 65.

Belfast to Armagh, Enniskillen and Londonderry.

(By Great Northern Railway, *Gt. Victoria St.* station.)

Map opp. p. 112.

Distances : Belfast to Portadown Junc., 25 *m.* (—Armagh, $35\frac{1}{2}$; Clones Junc., $64\frac{1}{2}$; Enniskillen, 87); Omagh Junc. 67 (—Enniskillen, 93); Strabane Junc., 86; Londonderry, 101.

Fares : To Armagh, 6*s.* 3*d.*, 4*s.* 8*d.*, 2*s.* 11½*d.*; *ret.* 10*s.* 3*d.*, 7*s.* 8*d.*, 5*s.* 3*d.*; Enniskillen, 15*s.* 4*d.*, 11*s.* 7*d.*, 7*s.* 2*d.*; Londonderry, 12*s.*, 9*s.* 6*d.*, 7*s.* 11*d.*

Time : To Armagh, $1\frac{1}{4}$ to $1\frac{1}{2}$ *hrs.*; Enniskillen, $3\frac{1}{2}$ to 4 *hrs.*; Londonderry, $2\frac{1}{2}$ to $3\frac{1}{2}$ *hrs.*

Refr.-Rms. at Portadown, Enniskillen, and Omagh.

This is the only route from Belfast to Armagh and Enniskillen; it is also the best route for Donegal by the Finn Valley line (p. 164) from Strabane; for Londonderry it competes with the “Northern Counties” (p. 99), to which it is inferior in picturesqueness. The prettiest parts are between Omagh and Strabane, and the last few miles into Derry.

Armagh is in itself worth a special visit.

As far as Portadown (see p. 45) there is nothing much to note except Slieve Croob, far away to the left, in the middle of County Down, and, between *Moirá* ($14\frac{1}{2}$ *m.*) and *Lurgan* (20 *m.*), glimpses over the wide expanse of Lough Neagh to the right.

Portadown to Omagh and Londonderry. The line passes within a few miles but hardly within sight of Lough Neagh and through the Tyrone

coal-field, which, however, gives little characteristic evidence of its presence. Beyond *Verner's Bridge* (34½ m. from Belfast) it crosses the Blackwater, an important feeder of Lough Neagh, and enters Tyrone, passing (36 m.) **Trew and Moy**. **Dungannon** (40 m., *Northland Arms, Ranfurly Arms*, etc.) is picturesquely placed on a hill north of the line, and is a busy little town of about 4,000 inhabs. From it a branch of 14½ miles strikes off to **Cookstown** (p. 99).

Hence as far as *Pomeroy* (49 m.) our route ascends, but there is nothing noteworthy till it joins the Dublin and Derry route (*via* Enniskillen) at **Omagh**, for which town and the rest of the route, see p. 185.

Half a mile or so beyond Portadown station the line splits into three, the left-hand or main line going to Dublin, the right-hand to Omagh (*see above*) and the middle one to

Armagh (Hotels: *Beresford Arms*, c.t., Auto.; *Charlemont Arms*, Turkish baths, c.t., ½–¾ m. from station; 'buses; *Imperial Station*, smaller. Pop. 10,000). This city, the ecclesiastical capital of the Protestant Episcopalians of Ireland, is one of the oldest in the country, but has scarcely any evidences of antiquity to demonstrate the fact. On the contrary, with the exception of the tower of the Cathedral, all its objects of interest bear upon them the impress of newness. This is to some extent accounted for by the dazzling whiteness of the building stone. What is called the Armagh marble has been greatly used in the less modern houses and pavements, and is, in its rough state, of a dullish red tinge, but the two most imposing structures of recent date—the R.C. Cathedral and the Presbyterian Church—are built almost entirely of a hard limestone also quarried in the neighbourhood.

Going straight from the station—the regular road makes a little sweep round to left to avoid a steep pitch (a very "Irish" bit)—we pass the R.C. Cathedral above us on the right, and in ½ min. beyond the *Charlemont Hotel* come to *Russell Street*, on the left. Immediately on the right is the **Post Office** (*chief desp. abt. 4.5 and 9.35 p.m.*) and on the left the **Presbyterian Church**, which has a beautiful spire—supported, unfortunately, by a tower of less durable material—and a fine façade, looking on to the **Mall**, as an open wood-fringed park, shaped exactly like a coffin, is called. Here is the Boer War statue—a bugler of the Royal Irish Fusiliers—and opposite it a cannon. Next to the church is the new *Masonic Hall*. Then, returning to the main street, we ascend to the

Cathedral.

Choral services at 11 and 3.15, Sunday; 10, week days. The choir has a high reputation. Closed at 5.30 p.m.

(*Key kept by the Verger. Inquire.*) The visitor may, at first, be disappointed by the comparative plainness of this fabric, especially if he has anticipated anything like the grand dimensions and elaborate architecture of the generality of English cathedrals. Even the antiquity which it fairly boasts is hardly perceptible except in its short but substantial tower. The original

foundation probably dates back to the days of St. Patrick, but the present building may be briefly described as an almost total reconstruction, effected half a century ago, of one commenced in the 13th century—a re-covering of the shell. The shape is cruciform, and the different parts are in excellent proportion. A short battlemented tower rises from the intersection of the transept with the choir and nave, the last-named having side-aisles. The total length is about 200 ft., the width, including transept, about 130 ft., and the height of the tower about 110 ft.; the general style, late Pointed. Pinnacles rise from the outer angles of the various parts. Entering through a plain west door under a window of three lancet-headed lights, we find the **Nave**, separated from its aisles by five arches, and occupied by pews and chairs, so as to admit of service being carried on in it.

The *stone screen*, which previously to the last works of repair (1888) separated the Nave from the rest of the church, has been removed to the S. Transept. It has two sculptured panels on each side of its doorway. The removal has enabled the full length of the building to be seen at once. All the stained glass is modern, and that of the **Choir**—the east and side windows (note the one on S. side to Charles King Irwin)—and the armorial painted glass in N. Transept have a particularly good effect. Notice also in this part the *Primate's throne* (1887), the *Prebends' stalls*, and the *old reredos*, carved in open high-relief, and representing angels, with the crown of thorns, the passion-flower, lilies, etc. Above are 11 canopied but unoccupied niches. The walls above the string-course over the stalls are of plaster, as is most of the roof, but it is difficult for the inexperienced eye to detect the genuine work from the imitation. A new screen in chancel is in anticipation.

The **Font**, in the S.W. corner of the nave, is a modern (1839) facsimile of the original one, which is now in the British Museum, and gives examples of the oldest Irish tracery.

Of the **Monuments**—perhaps the most interesting feature of the church, all of them in the nave—by far the finest is one by Rysbraeck, the recumbent figure of (Dean) *Peter Drelincourt* (d. 1720), considered, for the delicacy and truthfulness with which every detail of the figure and dress is executed, a masterpiece. On the same (north) side is a full-length figure of *Thomas Molyneux* (d. 1733), by Roubiliac, also marked by great naturalness, and a full-length figure of *Archb. Stuart* (d. 1822)—anything but a favourable example of Chantrey; while on the south side we have a bust of *Primate Robinson*, “Baro de Rokeby,” by Bacon, 1794; an elaborate canopied memorial in Caen stone (1839) to three brothers *Colonels Kelly*, all of whom died in the service of their country; and a fine recumbent figure of *Primate John George Beresford*, by Marochetti, 1862. Opposite the last named, in N. aisle, is the figure of *Primate Marcus Gervais Beresford* (d. 1885) by Taylor, in whose honour there is also a brass memorial within

the altar-rails; also a marble statue to *Lieut. Kelly*, who died at Sebastopol, and on wall of south aisle a memorial to Bishop Knox, 1893, and a brass to Archbishop Benson.

Another memorial (in the Chapter-house) is to the widow of Robert Carr, who was celebrated for her beauty, and married four husbands—amongst them a Marquis of Headfort. In early life she sold crockery-ware in the streets of Armagh.

For the **Bell** of Armagh, now in the collection of the R. I. Academy at Dublin, *see p. 13.*

From the **Tower**, which is ascended by an almost prohibitive flight of fifty stone steps succeeded by ladders, the view extends to Scotland, seen over Belfast Lough, Sliemish (*see p. 100*) in Antrim—just like a sugarloaf,—the limestone ranges between Ballyshannon and Sligo in the west. The most extensive view is Derry way. All the “lions” of the town lie just below, the R.C. Cathedral presenting a most impressive appearance. The Asylum is conspicuous to the right of it, and to the south, the Park and obelisk of the Episcopal Palace.

Opposite the N.W. gate of the churchyard is Primate Robinson's **Library** (*adm. free*), a valuable collection of 15,000 vols.—many rare ones relating to Irish archæology. At the foot of the stairs leading up to it is a stone, rescued from a field in the neighbourhood, and bearing an inscription in the exceedingly primitive Ogham (old Irish) character.

Hence descending and passing the cattle-market, we may enter, by gates and a lodge that look as if they led to a palace, and wide flights of dazzling white steps, the **R.C. Cathedral**, imposing alike in itself and its site. It has two lofty spires, and inside is remarkable for its great height, uniform throughout. The interior is very fine, the apse, at what represents the east end—for the church is not built with the usual regard to the points of the compass—being resplendent. The gaudy painting of this part will appear to many rather to impair than to enhance the general beauty of the church, which was consecrated in 1873.

In form, as a whole, this Cathedral reminds the Continental tourist of Cologne, while its material is suggestive of Milan.

The grounds of the C. of I. **Episcopal Palace**—itself a plain building—are entered from the far end of the town. Visitors are admitted.

The **Observatory**, a little way N.E. of the town, completes the *notabilia* of Armagh.

Continuation of route. Between Armagh and Clones the only place of any consideration is *Monaghan* (16 m., pop. 3,300), and that has no claims on the attention of the tourist. There is, however, a conspicuous church, with a beautiful tower and spire. At **Clones** (*see p. 176*), 12 m. further, we join the route from Dundalk to Enniskillen.

Belfast to Antrim and Randalstown (for Shane's Castle).

There are two routes to Antrim:—(a) by the Belfast and Northern Counties (*York Rd. Sta.*), 22 m.; trains in 40 to 60 min.; (b) by Great Northern (*Gl. Victoria St. Sta.*), 28 m.; trains in 65 min. to 90 min. *Fares* by either, 3s. 0d., 2s. 5d., 1s. 6d. By road from Belfast *abt.* 14 m. Tram as far as Whitewell, 6 m.

Randalstown is 5 miles beyond Antrim on the Northern Counties line.

The tourist has two inducements to make this excursion—the walk through the fine grounds of Shane's Castle, which command as good a view of Lough Neagh as can be conveniently obtained, and a sight of the Round Tower at Antrim, which, however, is very like all other round towers in Ireland. The excursion may either be made as a day one from Belfast, or included in the journey north to Portrush and the Causeway. In the latter case it is hardly worth while to stop at Antrim, as two or three hours may be enjoyably devoted to Shane's Castle.

The **Grounds of Shane's Castle** (so called from Shane O'Neill, who was the biggest man in Ulster in the 16th century) are open to the public on Tuesday and Friday only. They extend from Randalstown along the shore of Lough Neagh, half the way to Antrim, but *admittance* is only granted at the Randalstown Lodge. Pedestrians are allowed an exit at a lodge about $1\frac{1}{2}$ miles from Antrim and $2\frac{1}{2}$ from Randalstown. The walk through is about $4\frac{1}{2}$ miles—3 to the castle and $1\frac{1}{2}$ beyond. Permission to picnic in the Deer Park may be had by applying to the Agent at Randalstown.

The **Great Northern Route** (b) to Antrim is by Lisburn (*see p. 45*) and thence northwards at some little distance from the east shore of Lough Neagh.

Route (a). For description as far as Antrim, *see p. 99*. Approaching Antrim Station we catch sight of the cap of the **Round Tower** over a group of trees on the right. The road to it is obvious. The tower stands in the private grounds of Steeple, and is reached (by privilege) by turning in at a lodge on the left about $\frac{1}{2}$ mile from the station, and in 150 yards entering a path that diverges from the drive to the right. The tower is 95 feet high and one of the most perfect in Ireland, the conical cap having, as usual where that part exists, been renewed. The door is 10 feet above the ground and the lintels are single stones. Above it a cross, within a circle, is cut out in the stone. The tower was injured by lightning in 1822. The lower part of it is ivied. In the garden of Steeple there is also an old "Druidical" stone called the "Witch's Stone." The marks on it were made by the witch in alighting from the top of the tower (!).

The town of **Antrim** (Hotels: *Massereene Arms*, c.t.; *Hall's Commercial*, c.t.; *Thompson's Antrim Arms*; *Adair's Temp.* Turn right on entering main street. *Pop. abt.* 1,350) is on the other

side of the station, between it and Lough Neagh. It consists of one long and rather wide street, and is the essence of dullness, as is also the road, $4\frac{1}{2}$ miles, to Randalstown, passing behind the demesnes of Antrim Castle and Shane's Castle nearly all the way.

Antrim Castle (Viscount Massereene and Ferrard) is entered by a Tudor gateway at the far end of the town, and the grounds (open to visitors) extend to the shore of Lough Neagh. In the castle is the old chair of the Speaker of the Irish House of Commons.

Randalstown (27 m. from Belfast; *Black Bull*, McAuley's, c.r.) is on the Cookstown branch, which quits the main line at *Cookstown Junction* (25 m.). From the station we descend and cross the River Main by a nine-arched bridge, beyond which the chief street of the town rises at once. The Entrance Lodge of **Shane's Castle** (Lord O'Neill) is on the station side of the bridge. For the first half-mile the drive keeps on the east side of the River Main—here a considerable stream; then it crosses by an ornamental bridge to the west side, along which it continues—with the option of a footpath nearer the stream for the last part of the way—for $1\frac{1}{4}$ miles. At this point is another "Deer Park" (p. 82). Picnicking by permission in Deer Park, W. of river bridge, beyond which carriages are not allowed to proceed. Walking across this bridge and turning to the right, continue along the drive near to the little inlet which receives the river till, approaching Lough Neagh, you are obliged to turn to the left: then keep as near the lough as you can. About $\frac{1}{2}$ mile beyond the turn you come to a lovely little enclosure of rockeries and ferns, tiny lakes with water-lilies, etc., below on the right (an elm with ten trunks is noteworthy, as are the oak, rhododendron, and box), and here it is best to turn out of the drive on to a path which descends by a flight of steps to a shady walk close to the lake. This soon brings you opposite and some distance in front of the modern mansion, which is a low building of no particular interest. The former mansion was destroyed by fire in 1816, and we soon come to all that remains of it—the frontage with bay windows up to a height of about six feet. By the side of this is a modern conservatory, and in front of it a raised terrace 100 yards long, with a tower at each end, and defended by parapets and 20 cannon marked with a coronet and the date 1790. The mansion had not been long built when it was burnt down, but adjoining it is a massive battlemented square tower as well as a round one, both of which are many centuries old. There is a labyrinth of passages under the castle.

In the private burial-ground near the castle is a vault with the inscription:—

"This vault was built by Shane McBrien, McPhelim, McShane, McBrien McPhelim O'Neill, Esq., as a burial-place to himself and family of Clandeboye."
(See also p. 55.)

The view from the terrace comprehends a great part of **Lough Neagh**, the largest fresh-water lake in the British Isles, from 14 to 18 miles long with an
North Ireland. H

average breadth of 10 miles. Its shores are low and cultivated all the way round, and their most beautiful part is probably that on which we are standing. A multitude of streams flow into it, and its outlet, the Bann, flows from its north-west corner. *Ram Island*—the only one of any note upon it, and that hidden in a bay on its eastern side—contains the stump of a Round Tower. For the best headquarters for fishing, see "Fishing Section."

From the castle we may either continue our route, soon entering the main winding drive, which in $1\frac{1}{2}$ miles comes out on to the Randalstown and Antrim road, about $1\frac{1}{2}$ miles short of Antrim station (*exit, but not entrance allowed this way*). A new road leads to the station without entering the town, or we may retrace our steps to the Randalstown entrance.

We should add that there is much fine and old timber throughout the park.

County Antrim and Giant's Causeway Section.

Maps opp. pp. 89 and 112.

N.B.—Tourists should not omit to provide themselves with the handy little Tourist and Excursion Programme of the "Belfast and Northern Counties (Midland) Railway." Address:—Gen. Manager, York Road, Belfast."

General Remarks.—This region of Ireland requires few words in the way of preface. Its attractions lie almost entirely along the coast. The inland country is for the most part hilly, but bare, and there are no combinations of mountain and valley strong enough to constitute a tourist district. The coast, on the contrary, is remarkable all the way round—not nearly so grand and wild as in parts of Donegal and elsewhere along the west coast, but always delightful and in places unique. The cliffs that overhang the Causeway nowhere exceed 400 feet in height, but, whether seen from above or below, they present a number of scenes the details of which, taken singly or in combination, cannot fail to afford the greatest possible interest and delight to the artist, the man of science, or the simple lover of scenery. Of the Causeway itself it need only be said that any disappointment which may be felt when the eye first catches sight of it from a distance will be amply atoned for when it is closely examined on the spot. Less imposing than Staffa it is equally wonderful, and affords, in conjunction with the neighbouring cliffs, a much more extensive exhibition of the peculiarities of the geological formation to which it belongs.

But for its proximity to the Causeway, Fair Head would probably be more thought of than is at present the case. A walk over it, or a row under it, from Ballycastle should form part of every tourist's programme whose time is not limited to the allowance requisite for the Causeway. The coast-road, too, from Ballycastle to Cushendun—though the cars of necessity adopt the shorter, easier, and decidedly less interesting inland cut across, is one of the finest portions of the whole round. Again, from a few miles north of Larne almost to Cushendun, the interest seldom flags. Between these limits the formation is, at first, chalk (or limestone), then red sandstone, and a great deal of the beauty results from the gradual breaking away of the rocks so as to form an undercliff. Nor must we omit to mention the fine ride by electric tram between Portrush and the Causeway. Portrush, from its position, with a brilliant sea rolling in over broad and firm sands on both sides of it, and affording delightful bathing, well merits its increasing reputation. Golfers also will find all they want at Portrush or Ballycastle.

The Glens or "Glynns" of Antrim, for which Cushendall is the

best headquarters, are very interesting, considerably the finest being Glenariff, which abounds in waterfalls. The extension of the narrow-gauge steam tram-line to Parkmore, 7 miles from Cushendall (p. 93), is a great convenience, and has opened up a new circular route. *Tickets from Belfast, available two days, 9s., 7s. 6d., 6s.*

As to **accommodation** there are first-class hotels at Portrush, the Causeway, Ballycastle, Garron Tower, and Larne; good homely ones at Cushendall; a well-placed one at Carnlough, and a commercial house at Glenarm; at Cushendun, small lodging, Morrison's (p. 94). Also those who break the railway journey short of Portrush will find good family and commercial houses at Coleraine (p. 100). There is also a good, homely one, the *Royal*, at the Causeway. The *Station Hotel* of the Northern Counties Railway Co. at their Belfast terminus (p. 46) is an excellent starting-point.

With regard to the **time** required, the journey to the Causeway and back may be made from Belfast in one day, and a few hours spent at it by going and returning by rail; while the circular tour, by the coast and returning by rail, may be accomplished in two. It is, however, a great pity to devote less than three, or four, spending the nights at Cushendall or Ballycastle (for Fair Head), the Causeway, and Portrush.

In the following descriptions we shall take the tourist first to the Causeway and Portrush by Larne, Cushendall, and Ballycastle; secondly, by the railway route.

Fares for the whole round (Railway Tour, No. 11) in either direction: 1st class, 22s.; 2nd class, 20s.; 3rd class, 18s., inclusive of car and driver's fee, and available for two months.

(1) Belfast to the Giant's Causeway by the Antrim Coast, 76 m. Map p. 112.

By Northern Counties Railway to Larne, 23 m., thence public or private car. *Terminus, N. end of York Street, 1 m. from centre of town; tram, 2d. (see p. 46).*

Distances :—*Belfast to Larne (Northern Counties Railway), 23 m. Larne to Glenarm (car), 11½ m.; Carnlough, 14½; Cushendall, 25; Ballycastle, 41; Causeway Hotel, 54.*

Through communication with the Causeway, twice a day, 6.30 & 9.5 a.m.
 " " " Ballycastle and Cushendall, twice a day,
 6.30 and 9.5 a.m.
 " " " Glenarm and Garron Point, three times a
 day.

The **trains** in connection with the cars for the Causeway leave Belfast at 6.30 and 9.5 a.m., and as far as Garron Point at 9.55 a.m. By the former there is a wait of about 2 hrs. at Ballycastle and 1¼ hrs. at Cushendall; by the latter half an hour at Cushendall.

Circular tickets, returning by electric tram to Portrush and thence by rail, or *vice versa*, 22s., 20s., 18s.; for the round (either way) by Cushendall, Glenariff, and Parkmore Station (p. 93), 2 days, 9s., 7s. 6d., 6s.

Tourists breaking the journey will do best to stop at Garron Tower, Cushendall, or Ballycastle.

Intermediate fares :—Belfast to Larne, 3s. 4d. 2s. 6d., 1s. 9d. Larne to

Glenarm, 1s.; Carnlough, 1s. 4d.; Garron Tower, 1s. 9d.; Cushendall, 2s. 6d.; Ballycastle, 5s.; Causeway, 7s. 6d.

For Causeway to Portrush and Belfast, see p. 99.

Private Cars can be hired at Larne at from 6d. to 10d. a mile for one-horse; 1s. to 1s. 4d., two-horse; Henry M'Neill and Co. are the car-proprietors.

* * * The morning steamer from Stranraer, running in connection with the night mails from London, reaches Larne in ample time for the through service to the Causeway. There are also through day trains from London to Stranraer.

Route. From Belfast the line passes between Cave Hill on the left and Belfast Lough—at high tide as seen from here a charming sheet of water, at low a dismal plateau of mud—and reaches (7 m.) *Carrickfergus Junction*, whence the direct line to Portrush strikes back to the left. Then we reach

9½ m. **Carrickfergus** (*Imperial, Morrison's*. Pop. 9,000), a very poor town in itself, but interesting as having once been the capital of Ulster, and for its fine Anglo-Norman *Castle*, built in 1178 and still garrisoned. It stands on a rock washed by the sea on three sides at high tide. The entrance retains its portcullis, and the walls contain apertures for firearms and pouring molten lead on the enemy. The chief feature, however, is the massive square keep, 90 ft. high.

The town was named after King Fergus, buried at Monkstown, 5 miles S.W.

History. King John resided in the castle in 1210. In 1315 it was taken by Edward Bruce, but soon afterwards fell into the hands of the O'Neills, and was held by them for two centuries. In 1689, when in the possession of the party of James II., it was taken by Duke Schomberg, and on the quay, outside the walls, the stone on which William III. landed the following year is still to be seen. In 1760, the castle was occupied for five days by the French under Thurot, who landed at Kilroot Point.

Portions of the walls of Carrickfergus—notably the *North Gate*—are still standing.

The *Church of St. Nicholas* contains monuments of the Chichester family.

From Carrickfergus the line proceeds to (11½ m.) *Kilroot*, where Dean Swift held his first preferment, 1695. Then, hugging the shore and affording a lovely view across, it reaches (14½ m.) **Whitehead**.

From **Whitehead** (*ref.-room: Marine*, on Promenade; *The Whitehead*. Boarding establishments, *Beach House* and *Earlwood House*) it is a pleasant stroll of 1½ miles by a made path to **Black Head**, the northernmost point on Belfast Lough. Cars (6d.) run round by road, but leave you nearly half a mile beyond the Head, with a most awkward scramble to reach it.

Taking the path, we coast along a rough shore with, here and there, erratic glacial boulders, and on approaching the promontory it is best to take the upper path that leads over the top, whence is a fine sea-view—the Firth of Clyde, Ailsa Craig, Mull of Galloway; possibly Slieve Douard (S.) and the Isle of Man. Then we descend by steps and walk round the rock at its foot by the aid of little wooden galleries and bridges. The rock is an abrupt black mass, basaltic in character and pierced by several caves to which access is given. Rejoining the upper path you return the same way. Total time 1¼–1½ hrs.

On **Isle Magee**, in reality a peninsula (7 m. long), opposite Larne, are several objects of interest:—the *Gobbins*, basaltic cliffs, 250 feet high, and

caverned, half-way down the east side; and a *cromlech*, known as the "Druid's Altar," near the landing-place. Ferry from Larne Harbour (2*d.*). Road to Gobbins. The wonderful cliff path to the Gobbins passes over thirty-seven bridges, one of them latticed tubular.

The line now, passing the square shell of *Castle Chichester* on the right, crosses an isthmus to (16½ *m.*) *Ballycarry* and Larne Lough, skirting the latter all the way to Larne. About *Glynn* (22 *m.*) we may notice, on the left, the first manifestation of the peculiar scenery which constitutes so great a part of the beauty of the Antrim Coast—undercliff produced by landslip. The approach to Larne is very pretty when the tide is up.

23 *m.* **Larne (Town) Station** [Ref.-rm. P.O. in Main Street. Del. 8.10 a.m.; des. 12.30, 5.40, 7.10; Sunday, 5.30. Hotels: *Laharna*, a new large hotel at end of Main Street; *Olderfleet*, by the harbour (family), also *King's Arms* (c.t.; 7*s.* 6*d.* a day); *Castle Sweeney* (c.t.), 6*s.* 6*d.* a day; *Eagle*, close to station; *Courtney's Temp.*; *M'Neill's Royal*, near P.O.]. The town of Larne is fairly situated, but its streets, except the main one, are narrow and tortuous, and it has nothing in itself to detain the through tourist. Its chief buildings are the modern *Town Hall*, and the *Almshouses* on the slope of the hill. From the flints found here, and almost all along the coast to Garron Point, there is clear evidence of prehistoric settlements. By the harbour are the remnants of *Olderfleet Castle*, a 13th-century tower, at which Edward Bruce landed when he made his fatal invasion of Ireland in 1315. Visitors remaining in Larne for an hour or two should drive or walk up the winding road (*see below*) for about 1½ miles for the view. The rail goes on to **Larne Harbour Station** (Hotel, *Olderfleet*).

Larne to Glencoe, 4 *m.*; *Car, there and back*, 5*s.* A charming drive, affording from the high ground, which is reached by a new winding road, a glorious prospect across the sea to Scotland. Glencoe is a very picturesque village (*small inn*) with a pretty waterfall descending in three threads.

Larne to Ballymena (*by rail*), 25 *m.* This little toy-gauge line is only interesting as forming a connection by which passengers arriving by the *Stranraer* boat most quickly reach *Portrush* and the *Causeway*—the former place being reached about 10.45 a.m. The morning express occupies one hour between Larne and Ballymena. Return third-class tickets to the *Causeway* are issued for 6*s.* 3*d.* Also for the circular tour, rail and coach by *Parkmore* for about 5*s.*

Larne to the Causeway.* The fine coast-road, which was made at a cost of £37,000, reaches the sea ¾ *m.* from Larne and then skirts it all the way to *Cushendall*. From Larne it commences with a long gradual rise. In two miles it passes through a short tunnel. From hereabouts the lighthouses on the *Maidens Rocks*, 5 *m.* out to sea, are seen, and, in clear weather, the front view extends up the coast to *Runabay Head* beyond *Cushendun*; to the *Mull of Kintyre*, *Ailsa Craig*, just to the right of the "Maidens" rocks—"Paddy's Milestone"—so called as being

* A fine level road for cyclists as far as *Cushendun*, beyond which there is a long up-and-down to *Ballycastle*, and again very rough going to the *Causeway* (inland road best, but featureless).

half-way between Glasgow and Belfast, and the Mull of Galloway. On the left is the residence of Mr. Stewart Clark, of Paisley thread renown. Then (4 m.) the road doubles round *Ballygalley Head*, from which rise a number of basalt pillars locally called the "Cornsacks." On a low rock on the right, once insulated, are the tiny scraps of *Carncastle*, traditionally connected with a rebel chief, O'Hallaran by name. Then, as we turn west, a pleasant view opens out in front, and ($5\frac{3}{4}$ m.) a small half-way inn is passed. Ailsa Craig is now exactly opposite. At 9 miles a lofty range of upper cliff discloses itself on the left, drawing nearer as we proceed. Hence to Glenarm this upper cliff has given way and formed a broken undercliff, the material being limestone and chalk. In winter-time the slipping is almost continuous, and the road suffers a great deal from it. The hill-side is strewn with boulders of all shapes and sizes. A hole in the rock on the right ($10\frac{1}{4}$ m.) is called the *Madman's Window*. For the last mile or so into Glenarm the cliff, now chalk, rises almost sheer from the road. Hereabouts are large quarries. The flints may be seen collected by the road-side for shipment to Glasgow. Seaweed for kelp is also largely collected.

Glenarm ($11\frac{1}{2}$ m.; *Antrim Arms*, c.t., *Sea View*; *mail car to Ballymena*, 16 m., 2s.; *abt.* 1 p.m.) is beautifully placed at the opening of a green wooded valley, but is greatly spoiled by the rival limestone and red iron-ore industries and the chemical works passed on entering it. The colour-contrast produced by them is striking. The village consists of two unattractive streets, in one of which are the inns, while at the bottom of the other, across the river, stands the modern gateway of *Glenarm Castle*, an incongruous Gothic building in a charming park. It is a seat of the Antrim family, and the gateway bears an inscription to the effect that it was built "With the leave of God by Sir Randle McDonnell, Knight, Erle of Antrim, having to his wife Dame Aellis O'Neill, 1636. *Deus est adjutor meus.*" House and grounds and the beautiful glen above, which contains a *salmon leap*, about 4 miles up it and, $\frac{3}{4}$ mile further, a waterfall called the *Bull's Eye*, are closed without distinction to visitors.

For a good view ascend the steep street beyond the inns (*abt.* 3 min.) to the waterleet. Walk along it and drop again to the shore end of the village (10 min. in all).

To see the **glen** take the Ballymena road (*not* the mail-car route, which is by Carnlough) for 3 miles or so. For the first mile a high wall obstructs the view. The road makes an almost continuous ascent along the north-west side of the valley, and affords a fine retrospect across the sea to the Mull of Kintyre. It is possible (but hardly worth the candle) to drop down to the salmon leap and the Bull's Eye.

In the churchyard (N. side), on the right as we quit the village, are traces of a *monastery* founded in the 15th cent.

Between Glenarm and Cushendun the pedestrian will probably prefer the **old roads**, which go up and down hill above the new coast-road, but are never far from it. They start a little north of Glenarm, Carnlough, and Glenariff respectively, and afford charming views. From Glenarm you follow the Ballymena road for a little way, and then keep straight on across a lovely broken undercliff of rock, fern, and wild flowers.

Between Glenarm and Carnlough the undercliff is very picturesque, being broken into little knolls. The first part is very rough in consequence of frequent landslips. **Carnlough** (14½ m.; *Londonderry Arms*, c.t., *Hamill's Hotel*, fronting the sea) is a pleasant little watering-place on the edge of the strath of Carnlough Bay. Villas and bathing-boxes abound, and with a little more enterprise the place would be very popular. At it a mineral line, constructed by a late Marquis of Londonderry, crosses the road. It connects large quarries with the harbour. Hence the old (upper) road passes in 4 miles the entrance to **Garron Tower** (from the new road it is reached by steps), which has been converted into a first-class hotel (c.t., 50s. to 63s. a week). It is a castellated, battlemented building on a bold platform of rock at the foot of densely wooded hills, and *was* a seat of the Londonderry family. For the best view ascend a little eminence, marked by a flagstaff, in the grounds S. of the house.

The new road may be also gained by going to the left of the house, across a field or two to a gateway and then down a little glade that opens on to the sea.

The new road still skirts the sea and passes close under the Tower. By its side the chalk forms isolated stacks. The Tower is 7 miles from Glenarm. A little past it, where the road bends to the left, an inscription cut in the wall of rock records the gratitude of Ireland to England for help given during the potato famine of 1847, but much defaced where England is mentioned. Beyond this, on the left, is the singular stack called *Clough-a-Stookan* ("the stone of the corn-stacks," or the "White Lady." The "Husband" is farther on). Then, 5¼ m. short of Cushendall, the old road that passes the entrance to Garron Tower converges.

With high cliffs on the left the road now follows the sweep of **Red Bay**, which, with its beautiful sandy beach, affords one of the finest scenes on the route—the chalk has changed to red sandstone—to **Waterfoot** (*pub. houses*), a hamlet on the north side of the wide *Glenariff* (*Blaney's Temp.*, c.t. P.O. at Bridge, 7-8. Del. 9.15, Sun. 11.30, callers; des. 4.45, Sun. 7.20), which is also the postal name of the village, best seen from S. side. Cars for the Glen await the arrival of the coach.

In the storm of December 21st, 1894, a black wooden hut to left of the road was blown a distance of 21 feet. At Fleetwood during the same storm the velocity of the wind rose to 107 miles an hour—a "record" as far as concerns the British Isles.—*See paper by C. Harding, Royal Meteorological Society.*

A railway, now disused, was constructed for the development of the iron ore in this valley. It ascends for several miles and forms a terrace along the hillside. The remnants of the pier built for the same still exist. 3½ miles up the valley, and reached either by a narrow lane from Milltown or by a good road from the N. side of the bridge at Waterfoot, are the chief **Falls of Glenariff** (see p. 92-3) —*Es-na-Crub* (fall of the hoof) and *Es-na-Larach* (fall of the battlefield). They lie, each in a wooded dell, above the watersmeet—the former, half-a-minute's walk along the southern branch, the latter, 7 minutes along the northern. To reach the watersmeet, where there is a footbridge, leave the main road 2¾ m. from Waterfoot and then, from a by-road, drop to the bottom of the valley first

by a lane and then by a path. *Es-na-Larach* is a long fall broken by a ledge; *Es-na-Crub* is more spreading and shawl-like. There are, after rain, numerous other pretty falls, some descending almost sheer from the cliffs that rise from the valley on the west. Paths ascend the *Es-na-Larach* stream and join the main road near the Parkmore P.O., $1\frac{1}{4}$ miles short of the station (p. 93).

Turning to the right when over the bridge at Waterfoot the road again skirts the shore, passing, on the left, two small caves, then through a natural archway, now supported by masonry, and opposite which there is a stone pier, and some distance below the bare ruins of *Red Bay Castle*.

The **old road**, still the best for pedestrians, again strikes out a course of its own, about 500 yards beyond the Waterfoot bridge, and passes close to the castle, whence there is a beautiful view across Red Bay. Then it continues straight and pleasant, to Cushendall.

Route continued, p. 94.

Cushendall.

Map p. 89.

Distances:—Belfast, 43 *m.*; Larne, 25; Glenarm, 13; Ballycastle, 16; Causeway, 29.

Postal Address:—"Cushendall, Co. Antrim." **Tel.** Cushendall.

Hotels: *Delargy's Cushendall*, S. side of bridge; *Kilnadore Cott* (left on entering village, C.T.); *Chard's Temp.*; *M-Killop's Boarding House* (C.T.).

P. O. open 7 a.m. to 8 p.m.; *Sun.* 9-10 a.m.; Desp. abt. 6.40 a.m., 1.45, 4.30 p.m.; *Sun.* 1.40 p.m.; Del. 9.40 a.m., 7.45 p.m.; *Sun.* 11.40 (to callers). **Tel. Off.** 8 a.m. to 8 p.m.; *Sun.* 9-10 a.m.

Mail-cars to Ballycastle (3s.) abt. 1.5 and 2.35 p.m.; Glenarm and Larne (2s. 6d.), at 2.10 and 3.50 p.m. The **tourist car** leaves for Ballycastle and the Causeway at 2.35 (after 45 minutes' halt), and for Glenarm and Larne abt. 3.50 p.m.

Public cars to Parkmore by Glenariff (7 *m.*, 9d.) several times a day in connection with trains to Ballymena and Belfast (see also p. 86). There is a large Temperance Refreshment-house at Parkmore Station. See *Yellow Inset*.

Cushendall (the "foot of the Dall"), though in itself void of interest, is the most prettily situated village in County Antrim. The square tower in the centre of the place is modern and erected for no particular purpose. The village skirts the north side of the river Dall—a pleasant little stream—and climbs by the old road a tremendously steep hill, at the top of which is the old church. The name of the parish is Layd.

For charm and variety of excursions Cushendall is the best halting-place on the Antrim coast. No one with the slightest capacity for climbing should omit the excursion to the top of Lurigethan and thence along the ridge, as described on p. 204 ("Mountain Section").

A little bay $\frac{1}{3}$ *m.* distant, past the *Glens of Antrim Hotel* and through an avenue, affords a delightful dip from a shore of sand sprinkled with pebbles. A little bathing-box can be secured for threepence.

Layd Old Church. The neglected and romantically situated graveyard of this roofless church is the bourn of a favourite stroll from Cushendall.

From the *Glens of Antrim Hotel* (now closed), follow the coast road, *up-hill*, for $\frac{3}{4}$ mile; then straight on by old road for 50 yards, through a rusty iron gate on the right, and down a grass road. The church lies at the foot of a little valley opening on to the sea. It has two compartments with several pointed windows, but is bare of ornament. There is a piscina on the south side and a crypt under the west tower—a vault of much later date is a very incongruous object, a sycamore the reverse.

In the graveyard abound the tombs of the MacDonnells of the Glens. On one the motto is *Toujours prés*; on another, *Semper paratus*; on a third, near the west wall and dated 1720, "Sword in hand." Close to this, and railed off, is a modern Iona Cross (1845) 20 feet high, to the memory of Dr. MacDonnell, M.D., of Belfast. On the centre of the cross the five Acts of Mercy are finely carved.

The walk may be agreeably continued by returning to the old road, and, at its fork with the new, entering a lane which, after several turns, reaches *Glenville*, a modern house, from the front of which there is a beautiful view over Cushendall, Lurigethan, etc. Exactly opposite is a quadrangle enclosed by monster stone walls, now used as a farmyard. Pass alongside this into the lane; then left and continue, passing a lane on left, you enter the middle Cushendun road, $1\frac{1}{2}$ miles N. of Cushendall.

"**Ossian's Grave,**" 3 m. Hard to find, and, to some, perhaps, hardly worth finding—even by the staunchest devotee of "Ossian."

Take the Cushendun *coach* road up the valley for $1\frac{3}{4}$ miles; then turn left, up the Glen An road, and in 15 minutes turn square to the left; a little beyond the mill turn square (*L.*) round the end of some thatched cottages. Pass through a farmyard to a holly-bush at the end of the second field. Bear up to the right 60 yards and past a gate up a steep field to an old hawthorn. A few yards further are from 30 to 40 stones, some upright, the locally reputed "grave of Ossian, son of Fingall."

The "**Doggies' Grave.**" This, though not so romantic an object of search as the last described, is, at any rate, authentic. It is simply a little record, in stone, of the existence of four bow-wows and a cat:—

Tiny, Rowley, Topsy, Gem.

Poor Pussy at the end of them.

Turn up the drive of the house behind the "Glens of Antrim," and in 200 yards take a red path to the right for a like distance till it reaches a gate; then the path (*L.*) that drops to and crosses the stream. The graves are in the field just beyond and above the edge of the bank.

Glenariff. The Falls in the upper part of this valley, where it narrows to a romantic little glen, were originally opened up by the late Mr. Conway E. Dobbs and Mr. Hassard, the two owners of Parkmore Glen, who constructed nearly all the paths, and also planted or preserved from being burned as firewood every tree in Glenariff. The work has been admirably carried on and extended by the Northern Counties Railway Co., rustic bridges and galleries

having been constructed from a point on the main road $1\frac{1}{4}$ miles below Parkmore Station ($6\frac{1}{4}$ from Cushendall) to the bottom of the Glen, a distance of a mile. The bridges and galleries are substantial and picturesque. The bottom of the glen is $5\frac{1}{2}$ miles from Cushendall. The easiest plan is, of course, to walk down, but the effects are much better if you walk up. At the bottom is a luncheon and tea house (*temp.*) in the chalet style. The walk up, taken leisurely, will occupy from 30 to 40 minutes. The descent by the main road is gradual and good cycling. For full particulars of times from Belfast *viâ* Parkmore Station, refer to the Railway Co.'s Tourist Programme, pp. 39-42.

From Cushendall turn left out of the Parkmore car-road in $4\frac{1}{2}$ miles ($2\frac{3}{4}$ beyond Waterfoot), and first by a lane, then by path, descend to the *tea-house*, just beyond which, across the bridge, is **Es-na-Crub** ("Fall of the Hoof")—a spreading, shawl-like cascade over dark perpendicular rock.

Recrossing the bridge (there is a walk on both sides of the stream we are now going to ascend) we come in five minutes to the most charming of the falls, **Es-na-Larach** ("Fall of the Battlefield"). Here are two falls with an intermediate basin, somewhat resembling Stock Gill in Westmorland. Great varieties of colour may be noticed about here; that of the stream, however, is marred by iron-ore mines in the bleak moorland above. A rustic arbour has been built over the stream.

Still ascending, we come in 15 minutes to a more open and less interesting part of the glen, which is here crossed by a wooden bridge, enabling those so disposed to return by the other side to the tea-house. Above this again is the *Hermit Fall*, of no account, and then we enter the cañon, which is rendered passable by stairways, bridges, and galleries—a tiny edition of the Gorges of Pfäfers and Triente in Switzerland, and reminding the English Lake tourist of Tilberthwaite Gill. It is extremely pretty. On emerging, the path rises at once to the main road, which it joins opposite *Parkmore P.O.*, $1\frac{1}{4}$ m. short of **Parkmore Station** (p. 100.)

Glen Dun and Glen An, a round of about 15 m. *Car and pair abt.* 12s. An interesting half-day's excursion, though no part equals the exceptional attractions of Glenariff. The outward journey is identical with the Ballycastle car-route (*below*) as far as ($4\frac{1}{2}$ m.) the *Glen Dun viaduct*, from the far side of which the road up the narrower part of the Glen begins. The stream meanders through cultivated ground with bare green hills on each side. The last part of the ascent to the **Keeper's Lodge** ($9\frac{1}{2}$ m., light refr.) is steep. Here, on a barren upland, four roads converge. Our route turning sharp to the left crosses in another mile or so the watershed between Glen Dun and Glen An, and then drops by a regular descent along the left side of the latter valley between Knocknacreeva on the left and Tievebulliagh—a pointed peak—on the right, till it rejoins the main Cushendall road, $1\frac{1}{2}$ miles short of that village.

Main Route, continued from p. 83. Between Cushendall and Cushendun there are three roads:—(a) The *main* (coach and cycling) one is the most inland and follows a valley; (b) the *middle* one, which is to be preferred by pedestrians on account of the views; (c) the *third* one passes close by Layd Church (p. 91) and overlooks the sea. Pedestrians wishing to go by the Glen Dun viaduct should take the middle road for $2\frac{1}{4}$ miles and then descend by a footpath to the main one, reaching it a little short of the point at which the latter splits into two branches, one going to the viaduct, the other to Cushendun, 5 m.

The mail-car goes by Cushendun, adding a mile to the distance.

From the **viaduct**, a modern erection which spans **Glen Dun** at a considerable height, there is a good view up that green and narrow valley.

(b) This road begins with a break-neck hill out of the village. From the high ground thus reached there is a fine view (S.W.) up the Ballymon valley, flanked by Lurighetan on the left, and Tievebulliagh on the right, and Trostan in the middle. Then, due west, we look up Glen An, and pass under the west slope of the brambly, artificial-looking slope of **Tieveragh**. A rough descent, with a fine front view over Glen Dun, brings us, if bound for Cushendun, into the main coach road, $1\frac{1}{2}$ miles short of the village (*see below*).

(c) This road, after crossing the valley, in which is Layd church (short cut across by old road) rises sharply, and affords a splendid retrospect over Red Bay to Garron Point. It also commands a wide stretch of sea eastwards, in which the Mull of Kintyre and Ailsa Craig are conspicuous. Finally it descends abruptly to Knocknacarry (*below*).

* * * Those who wish for a pleasant stroll, eight miles out and in from Cushendall, are advised to go by route (b) and return by (c). Knocknacarry is a pleasant little half-way house.

Cushendun (the foot of the Dun) is a poor little village occupying the strath, about half a mile wide, that forms the sea-board of Glen Dun. Considering its pleasant situation, the brightness of the bay which it skirts—well adapted for bathing—it is singularly deficient in accommodation. With a little enterprise (landowner co-operating) it has great possibilities. There are two or three licensed houses in the village, the best being the little inn and store at Knocknacarry ($\frac{3}{4}$ m. back towards Cushendall), and a few lodgings, notably Mrs. Morrison's (*temp.*), a small house with carriage drive at the top of the hill on right before descending to the bay (4s. a day).

The *church*, some 50 years old, is by no means an adornment. At the north end is a ruined tower—all that remains of a castle. The large house next the church belongs to the Lord of the Manor (Lord O'Neill).

Just S. of the village, 6–8 minutes' walk, are some **caves**, only remarkable for their conglomerate formation. Turn off to the right just before coming to the bridge, and bear left at the old mill. The caves are short natural tunnels, and between is a large uninhabited house called *Cave House*.

From the top of the cliff S. of the village there is a fine view embracing the Mull of Kintyre, Sanda, Ailsa Craig, and the higher part of the S.W. of Scotland. Inland, Glendun and Tievebulliagh are the chief features.

In Craiga Wood, $1\frac{1}{2}$ m. off the road to the viaduct along the N. side of the river, is a **stone altar** thus described in "An Unknown Country" by the author of *John Halifax, Gentleman*.

"Up Glen Dun, more than a mile from the sea" (that is, on the north side of the river between the viaduct and the sea) "is an old **stone altar**, where people used to worship before there was any chapel in the Glens. It lies in the hollow of a hill outside Craiga Wood—by an oak-tree that is older than the altar, and a Runic stone that is older than the tree. Great stones form the back of the altar, which is supported by the roots of the ancient oak split in two..... The altar is in the form of all Christian altars, but with two arms built out on either side. In place of the crucifix is the Runic stone, why so called I know not, for it is more like the top of an Irish cross.....The figure carved on it in deep relief, though much weather-worn, is either a Christ or a Saint.....Below are letters, but so much defaced that one cannot make out whether they are Roman or Irish characters."

The altar stands in the S.E. corner of the Craiga Wood 5 minutes W. of the R.C. Church and 8 minutes E. of the Old (Clady) Bridge, which is $\frac{3}{4}$ mile E. of the Viaduct. In reality it is simply an old crucifix carved on a gray stone with an undecipherable inscription. All the rest, altar included, is modern. Votive offerings are hung up all around.

Cushendun to Ballycastle by the coast-road, 13 to 14 *m.* For pedestrians, and indeed for carriage-folk who can put up with a bit of shaking and do not mind getting out about every quarter of an hour, this is decidedly the best route to Ballycastle. The sea-views are splendid. Passing over the bridge we take the first turn to the right, and then by the first to the left up a steep lane we can visit the cairn erected to the memory of Shane O'Neill (Ulster King in 1567) in 1907. It is 30 feet in diameter, and commands a good view. Returning down to the road we cut off a corner by a path that leads up to the scanty remnants of the *Castle*, then join the road and ascend to a considerable height, doubling back round a coombe and then keeping well up to **Runabay Head** ($3\frac{3}{4}$ *m.*). There is a splendid view across the sea, including the Mull of Kintyre and, in clear weather, the pyramid of Ailsa Craig—"Paddy's Milestone," half-way between Belfast and Glasgow. Then our course is down past the R.C. chapel of *Culranny*—a pretty little glen. Then up again by a new white road over *Green Hill*, beyond which we look down, over Portaleen Bay, to the Coast-guard station on Torr Head. Descending again, we avoid a corner by an obvious short cut, zigzagging first, and rise again to a table-land which, without much descent, extends for nearly two miles (view opens out in front), at which distance, about $\frac{1}{4}$ mile beyond the National School of Ballyucan, a cart-road on the right strikes off for **Murlough Bay** (1 *m.*, see p. 97). The little détour is quite worth making, the bay with its broken wooded undercliff being particularly charming. Two miles more and we are at **Ballyvoy (Inn)**, where we join the car-route (see below) 3 *m.* from Ballycastle.

The car-roads both from Cushendun and the viaduct zigzag up to a high level (650 *ft.*) of heath-covered moorland, whence there is a very fine retrospect. Pedestrians cut off corners by old road. Rathlin Island, with its white cliffs, comes into view in front, and a long descent brings us to (13 *m.* from Cushendun) **Ballyvoy (Inn: Fairhead Hotel, 3 m. from Fair Head; tea-room $\frac{2}{3}$ m. further)**; then, passing Bonamargy Abbey, we enter Ballycastle.

Ballycastle.

Map p. 89.

Approaches :—(a) *By rail* direct from Belfast, 69½ *m.*; in 2¼ to 3¼ *hrs.* Ord. fares: 8s. 10d., 7s., 5s. 6d.; ret. 14s. 6d., 11s. 6d., 9s. Ret. cheap day (10s., 8s., 6s.) and week-end (with hotel accommodation) tickets.

(b) *By rail*, Belfast to Larne, 23 *m.*; thence by car, 41 *m.*; twice a day, in about 8½ hours. For fares, *see* p. 86.

(c) *By car* from the Causeway, 13 *m.*; morn. and aft., 2s. 6d.

For *Circular Tours*, *see* p. 86 and Tourist programmes issued by rail and car companies' cars to Cushendall and Larne abt. 11 a.m. and 5.45 p.m.

Hotels :—*Marine*, facing the sea, ½ *m.* from centre of town; bkft., 2s. 6d.; din., 4s. *Antrim Arms* (C.T.), centre of town; inclusive terms, 8s. a day; 50s. a week. *Boyd Arms* (C.T.); *The Royal*.

P. O. box closes 2.35 p.m., *viâ* Stranraer; 5.20 p.m. (*Sun.* 3) *viâ* Holyhead. Del. 2.20 p.m.; *Sun.* 10.20 a.m.

Golf Course :—*See Golf Section.*

Fishing :—*See Fishing Section.*

Distances :—*By rail*, Ballymoney, 16¼ *m.*; Ballymena, 36¼; Belfast, 69½; (*road*), Causeway, 13 *m.*; Cushendall, 16; Glenarm, 29½; Larne, 41.

Pop.: 1,500. **Market-day**: Tues. **Fair**: Second Tues. in month.

Improved communication by rail, a new and well-placed hotel, and an attractive golf course and good tennis lawns opposite the same have within the last few years greatly increased the popularity of **Ballycastle** as a visitors' resort. The situation at the foot of the whale-backed Knocklayd and close to the curve of a sandy bay, is pretty, without being in any way striking, and the town is rather above than below the average of Irish towns. It has nothing, however, of special interest. The Poor House is still its most conspicuous building. Fair Head, the picturesque White Rocks, Kinbane, etc., between the town and the Causeway, and Knocklayd afford a number of pleasant rambles.

As the Ordnance Map shows, Ballycastle was once almost a colliery district; the coal strata lying at some elevation between the basalt and sandstone. The workings, however, have long ceased, and Ballycastle has little cause to lament the cessation. In 1898 a Barnsley Mining Engineer stated that there were "2½ million tons of coal in the mines"—in quality somewhat superior to the best Scotch and quite as good as the average used in London.

Fairs are held once a month. At one time they are said to have lasted a week, day and night. The sale of "old clo'" is an amusing feature: a ball-room suit for 1s. 9d.

Fair Head (636 *ft.*; 5 *m.*). This headland, forming the N.E. angle of Ireland, though displaying less wonderful regularity than the cliffs adjacent to the Causeway, is even more shapely, and equally worth visiting. A car, holding 4 persons and the driver, may be hired to the farm of *Cross*, which is 20 minutes' walk from the extreme point, for about 5s. Pedestrians, however, will do best to follow the coast-road from the east side of the bridge, past the abandoned collieries and a stone quarry, and then (3 *m.* from bridge) climb to the ridge by a path that (2 *min.*) crosses the top

of a little waterfall. By this route the total distance is 5 miles. They can then either return by Cross or—far better—keep to the cliff for another 2 miles and join a by-road that winds up from the shore at Murlough Bay and, in a mile, joins the highroad from Torr 5 miles from Ballycastle (13 m., *abt.* 5 hrs. in all). The cliff itself is, of course, best seen from a boat. A good plan is to hire one to Murlough Bay and walk back over the cliff.

Keeping as near the ridge as possible, you pass between it and the little Lough Doo, beyond which is the larger Lough-na-Cranaigh (“Lake Dwelling”)—the finds, spears and other implements, are in Canon Grainger’s collection in Belfast Museum.

Do not try any route that leaves the highroad between the points of divergence at Ballycastle Bridge and at Ballyvoy. The best short pedestrian round is by the shore route to the Head (5 m.); thence along the cliff to a lane (7) that connects the beautiful and broken cliff of *Murlough Bay* with the main (coast) road (8), entering it $4\frac{1}{2}$ miles from Ballycastle. From the inn at Ballyvoy you keep along the left-hand road for two-thirds of a mile (tel. wire); then turn left up a lane and right again almost at once, crossing a streamlet and then turning left to the untidy little farms of Craighad and Cross, whence a rough scramble brings you on to the head in a long mile.

The *Head* is a splendid cliff, more than 600 feet in height—the upper half a precipice of huge basaltic columns sheer or overhanging, the lower a steep slope of scree and débris. The better views of it are obtained from the east side, but it is difficult to get a comprehensive one from any point on the cliff itself; the panorama, however, is very fine, extending westward to White Head, beyond Ballycastle, the Causeway cliffs, and Inishowen Head on the far side of Loch Foyle. Ballycastle itself nestles very prettily at the foot of Knocklayd. Then, across the beautifully tinted sea, you command Rathlin Island with its white southern cliffs, which might be mistaken for the long terrace of a fashionable watering-place, and its lighthouse, and, still farther, Islay with, may be, the Paps of Jura rising above and beyond it; farther east the long stretch of Kintyre, over which in clear weather the sharp peaks of Arran appear, and to the right of the Mull the wee isle of Sanda and the pyramid of Ailsa Craig. Close at hand Torr Point with its white coast-guard station is a feature.

Half a mile beyond the Head and some minutes after crossing a wall we come to a grassy depression from which the *Grey Man’s Path* descends to the scree between perpendicular cliffs only a few feet apart. An oblong stone bridges the chasm. The descent, alarming at first sight, is more slippery than dangerous, and from the bottom the face of the bold headland is well seen. The “Grey Man,” we need hardly state, is a fanciful creation. His one leg is still to be seen crossing the chasm.

Proceeding along the edge between it and little Lough Fadden, we come to **Murlough Bay**, which has a beautifully wooded and diversified undercliff, a large edition of the “de luxe” undercliffs in the south of England. The return route needs no description beyond that given on p. 95.

On the moorland, just behind Fair Head, there are two or three lakes, and close to the farm of Cross, a mound, *Dunmore Hill*,

which is said to be a Roman fort. In returning by Cross, recollect it is the farm S. by E. of Lough na Cranaigh.

Bonamargy Abbey (1 m. E. of Ballycastle; date uncertain) was the burial-place of the Antrim family, whose vault has been covered by an unsightly modern chapel. The name signifies mouth of the river Margy—the name by which the Glenshesk and Carey enter the sea.

Rathlin Island (6 m.; boat 15s. to 20s.) can only be visited in calm weather. The only landing-place, Church Bay, is fully exposed. It has fine cliffs looking north and north-west, and on an almost isolated rock, 1 m. north-east of the landing-place, *Church Bay*, is the fragment of a *castle* to which the Bruce fled from Scotland in 1306. Here he is said to have watched the spider attach its thread after six ineffectual attempts, and to have learnt therefrom the lesson which resulted in Bannockburn. St. Columba, too, is fabled to have dropped in at Rathlin on his way from Ireland to Scotland, and, of course, founded a church.

Gobban Saer's Castle. 2 m. from Bridge—short cut from town. This consists of the scanty remains of a plain oblong building nearly 40 feet long, interesting for the fable of the original proprietor having been the architect of several round towers. The way from the bridge is by road along W. side of river, turning first right then left in $\frac{1}{4}$ mile. $1\frac{1}{2}$ miles further you come to an iron gate, 5 minutes' walk to the left of which is the "Castle"—according to Dr. Reeves an "old chapel." Guide-books describe the proprietor's Cave, but this has been filled up, and no trace left. Its position was 40 yards S. of the Castle, under the hedge. "Years ago, on the roof of the cave, were found two incised crosses."—*Rigby*.

Armoy ("East Plain,") 6 m. by rail (*Brizzett's Temp.*). This little village only claims the attention of the tourist on the score of its **Round Tower**, and its proximity to Knocklayd. The tower is in the churchyard, a short mile from the station, through the village. It is 35 feet high, and is remarkable as having the smallest doorway of all the Round Towers.

For ascent of **Knocklayd** see "Mountain Section," p. 206.

Ballycastle to the Causeway. 13 m.; steep hills and very rough approaching Ballintoy. (*Cars, 2s. 6d., about 9.30 a.m. and 6.10 p.m.*) The road turns right at the top of the main street and in 3 miles forks. Take the right branch. $1\frac{1}{2}$ miles further a farm is reached on right at foot of hill past long stone wall. Beneath it (6 min., steep track) is the rope-bridge which crosses a chasm from 80 to 100 feet in depth to the island of **Carrick-a-Rede** (charge 2d., two refreshment huts). The shortest way to it is along a fence from about the top of the hill. This frail structure consists of two parallel ropes with cross ones on which two planks are laid, and a rail of the same material. Its use is for the valuable salmon-fishery on the island. Carrick-a-Rede signifies the "Rock-in-the-road," and is so called because the island intercepts the salmon. The bridge is put up in March and taken down in October. The outstanding island to left is Sheep Island.

$5\frac{1}{2}$ m. **Ballintoy** is a small village (Hotel: *Carrick-a-Rede*, c.t.; Post Office opposite hotel) with a church dated 1733 on the site of an older one, beyond which the road, considerably improved, skirts the sea again at *White Park Bay*; a very pretty inlet (*Limanaich Inn*). For route to Causeway by Dunseverick, see p. 112. Then it goes inland past (10 m.) *Lisnagunogue* (locally "Gunnog," pub. house). Two miles further it turns sharp to the right and reaches (13 m.) the *Causeway* and *Royal Hotels*.

For **cyclists** in a hurry the best way from Ballycastle to the Causeway or Portrush is by the inland road by Bushmills, which is practically level all the way with a good surface, but void of scenic interest.

For the **Causeway**, see p. 106.

(2.) Belfast to the Giant's Causeway by Portrush; also Londonderry. (Map opp. p. 112.)

Also to **Parkmore**, for **Glenariff** and **Cushendall**, twice a day, in 2½ hrs. **Ret. Fares**, 9s. 2d., 7s. 6d., 6s.

. For cheap ret. fares, see Belfast and N.C. Excursion Bills.

Distances:—Belfast to Coleraine, 61½ m.; Portrush, 67½ m.; Causeway (tram), 75½ m.

— Coleraine to Londonderry, 33½ m.

To Portrush 6 or 8 trains a day in 2¼–2¾ hrs. (*fares*, 8s. 6d., 6s. 8d., 5s. 5d.).

.. L'derry about 6 trains a day in 2¾–3¾ hrs. (*fares*, 12s., 9s. 6d., 7s. 11d.).

Special Expresses run to Portrush, etc. (Sat., M., Th.) in less than two hours. First-class tickets, including board and lodging at *Northern Counties Hotel* for 2, 3, or 7 days, at 30s., 40s., and 73s., respectively.

By leaving Belfast abt. 6.30 a.m., 4 hours or so may be spent at the Causeway, and Belfast again reached by the same route. *Return fares* (available two months), 14s. 2d., 11s. 2d., 9s. 1d.; for the whole round, by Portrush, the Causeway, and the Antrim coast, 22s., 20s., 18s. (see also p. 86).

The Route. To **Carrickfergus Junction** (7 m.), see p. 87.

Here the course of the train is reversed, and going inland and westward we pass (10½ m.) *Ballyclare Junction* and (13 m.) *Doagh*. Hence the line traverses the valley of the Six-Mile Water to **Antrim** (22 m.; p. 82), where the town is on the left and the Round Tower on the right. These, as well as Lough Neagh and the Shane's Castle demesne, which extends from near Antrim to Randalstown, are fully described on pages 82, 83.

From Antrim the main line reaches (25 m.) **Cookstown Junction**, beyond which the little sharp peaks on the right are Big and Little Colin.

Cookstown and Derry Central Branches. There is not a great deal to see on these branches. The "Derry Central" rejoins the main line at Macfin Junction, 5 miles short of Coleraine. Quitting Cookstown Junction we reach (2 m.) **Randalstown**, where is the entrance to Shane's Castle Grounds (see p. 82). For some miles beyond this the line forms a complete semicircle and affords wide views across Lough Neagh (p. 83). At **Toome Bridge** (11 m.; *O'Neill Arms*) the Bann is crossed just below the point at which it issues from the lough. This is a favourite fishing resort. "the best about Lough Neagh, because Lough Beg (the 'Little Lake') just below it affords capital and constant sport when the Great one is too boisterous or sullen."—*Hi-Ream*. Here, too, are eel-weirs. Thence we proceed over a dull country to *Castle Dunsin* (15 m.) and **Magherafelt** (17½ m.; *Walsh's Hotel*; Pop. 1,500), whose three spires, rising from the undulating ground on the left, make a pretty picture. [Hence to **Cookstown**—*Stewart Arms, C.T., Royal, Maune's Temp.*; Pop. 3,700—it is 11 miles. The town consists mainly of one wide street a mile long. Two miles from it is *Killymoon*—a costly castellated mansion built by Nash.]

At **Maghera** (24½ m.; *Walsh's, C.T.; Commercial, C.T.; McNicholl's*) one of the oldest Christian churches in Ireland, with a remarkable door inside the base of the tower, surmounted by rude sculpture representing the Crucifixion, is an object of interest to the tourist. The founder, St. Luraich (*loc.* "Lowrie"), is buried in the churchyard, and has a well opposite the inn.

From hereabouts there are full views of the Sperrin range of hills on the left, and there is a good walk across them through the Pass of Glenshane to Dungiven (14 m., described on p. 114). The next place of any interest on our present route is **Kilrea** (33½ m.; Inns: *Commercial, Mercer's, O'Kane's Temp.*; Pop., 900). The town stands on a hill to our right and commands a view of the river Bann, which, however, is not seen from the line. The country about here is bog and presents nothing of interest all the way to **Macfin Junction** (47 m., see below).

Ballymena (33 m.; *Adair Arms*, ½ m., *Royal* ⅔ m. from station, 'buses; *Albert Temp.*, c.t.; Pop. 10,000) is the second in size and importance of the "linen" towns of Antrim. It is a fairly-built town in the shape of a cross and has a handsome new church at its far end, built to replace one that was burnt down. The tower is castellated. The East window represents the True Vine. The town contains a *Linen Hall* frequented by buyers on Saturdays. *Ballymena Castle*, rebuilt, is a picturesque structure, rather in the Scottish Baronial style. Field-Marshal Sir George White (hero of Ladysmith) was born near by.

Eight miles east of Ballymena, **Sliemish Mountain**, on which St. Patrick is said to have spent his boyhood as a shepherd, rises to the height of 1,437 ft.

Ballymena to Cushendall (20 m.). A narrow-gauge railway (steam tram) with about three trains a day, goes as far as **Parkmore**, 13 m., 1s.; abt. 50 min.; whence Cushendall is reached in an hour by public car, traversing Glenariff (see p. 92). The cars (9d.) run in connection with trains from Belfast, and in conjunction with the cars between Cushendall and Larne (see p. 88) offer a delightful circular tour. At *Knockanally Station* (8 m.) there is a fair little hotel. Early in the route Sliemish (*abore*) is conspicuous on the right. From Parkmore (850 ft.; large *Temp. Refr.-room*) it is a very pleasant walk to Cushendall, and only a slight detour is required to visit the Glenariff Falls on the way (see p. 92-3). The glen is entered opposite Parkmore P.O., 1¼ m. from the station.

From Ballymena our line threads the valley of the Main, passing several small stations—amongst them *Killagan* (43 m.), 3½ miles west of which are two cromlechs, the *Broadstone*—3 upright stones and a topstone about 10 feet in diameter—and another consisting of 8 upright stones and a topstone measuring 8 ft. by 5½. Then it crosses the watershed a few miles short of **Ballymoney** (53½ m. Inns: *Royal, Antrim Arms*. Pop. 3,000), a market-town of no interest to the tourist.

Ballymoney to Ballycastle (16¼ m.). This is a narrow-gauge line affording the shortest railway route to Fair Head and an opportunity of making the tour of Ballycastle, the Causeway, and Portrush from Belfast in a day. Near Conagher, 1½ m. back from the first station, Dervock, is the ancestral home of the late President M'Kinley, U.S.A. At **Stranocum** (6¾ m.) a *southern*—underground dwelling—has been discovered. It is under an old fort 1¼ m. from the station (left turn in ½ m.) and on the policies of Stranocum House. The River Bush encircles three sides of the fort. The dwelling has a cave-like entrance by a flight of five steps, and consists of five chambers varying from 6 to 30 feet in length, from 1¾ to 2¾ in width, and from 4 to 5 in height. The smallest, more like a rat-hole, is only 2 feet high. The walls are formed by rough boulders and the roof of horizontal stones. Of "fuds" there was next to nothing. At **Armoy** (10¼ m.), there is a Round Tower (p. 98); then, approaching Ballycastle (p. 96), the line passes to the left of Knocklayd (1,695 ft.).

At *Macfin Junction* (57 m.) the Derry Central line (p. 99) joins us on the left, and then, at 61½ m., we reach

Coleraine (*Refr.-rm.* Hotels: *Clothworkers' Arms*, c.t., $\frac{3}{4}$ m. from station, on far side of Bann Bridge, 'bus; *Corporation Arms*, in town, 'bus; in station yard *Shelbourne*, *Westbrook Temp.*, and two railway hotels. Post Office, nearly opposite Town Hall, 7-8; Sun. 8-10; del. 9.15, 10.50, 1.15; desp. 12, 4.20, 6.30. Pop. 6,000). The town gives its name to a special description of linen and is an important centre of that industry. It also boasts salmon-fisheries on the Bann, which is here close to its estuary, a fine stream, though spoilt commercially by the bar at its mouth. Coleraine whisky and "Sweet Kitty's" pitchers have also something more than a local reputation.

The town dates from the 6th century (the old part, W. of the bridge, is called Killowen and is in Co. Derry), and the name is in Irish, *Cuil Rathen*—the "corner of ferns," from an old legend related in *Joyce's Local Irish Names*. At present it shows little sign of its antiquity, the only buildings likely to attract attention being the *Church* (open 10 till 2), which has an exceptionally fine modern Perp. tower and an elegant porch, and the *Town Hall*—the latter in the "Diamond," or central square of the town.

The original church was founded in the 5th cent. In 1614 the Hon. Irish Soc. of London rebuilt the then existing structure, but the present structure, though on the old lines, only dates from 1884. It is a very successful piece of work. There are some monuments from the previous building, e.g. to a "Right Vertuous Gentlewoman, Mrs. Ann Munro. 7 children, whereof two sonnes are alive. Ye other five as forerunners did go to posses Heaven before her. A good christian, a loving daughter, a carefull mother, a dutefull wife," *d.* March 3, 1647.

The **Salmon Leap** is worth visiting. It lies $1\frac{1}{2}$ miles up-stream from the far side of the bridge ("Clothworkers' Arms")—high-road all the way—in opposite the Leap. Another route, more interesting, but rather intricate, is from the S. side of the Diamond by Meeting Street till, issuing from the town, you come to ($\frac{3}{4}$ m.) a cottage on the right at the entrance to *Mount Sandal Wood*, through which (by permission) descend by a path, which ends close by the Leap. The Leap is a barrier of rock, partly artificial, 12 feet high, and crescent-shaped. By its side is a lock for navigation purposes. A boat may be hailed from the other side above the Leap.

Mount Sandal is an old hill-fort from which flints have been taken.

For **Coleraine to Londonderry**, see p. 112.

From Coleraine the Portrush branch quits the main line at once and, affording a good view of the town and the river Bann on the left, reaches ($6\frac{1}{2}$ m.) *Portstewart Station*.

The **Village of Portstewart** (*Montagu Arms*, Auto., 50s. to 60s. a week; *M'Gowens's Temp.*, 30s. a week; *York*, opposite golf links; *Carrig-na-Cull*, c.t., facing harbour; *Anchor*, *Portstewart Castle*, smaller; boarding establishments, *Henry's* and *Donore*. Post Office, on front, 7-8; Sun. 8-10 a.m.; del. 9.30, 6.20, Sun. 10.20; desp. 5.50 p.m., Sun. 3.15), is $1\frac{1}{2}$ miles from the station and connected with it by a steam tram (*fares: 4d. and 3d.; ret. 6d. and 4d.*). It is a strikingly situated little watering-place, and has firm sands near at hand, though the shore of the bay in front of the houses is rough and rocky. The best bathing-place is *Port-a-Habble*, south of the village. There are baths facing the harbour. The little cliff-stroll round by *Black Castle*, the most conspicuous artificial feature of the place, affords a good view

across the wide mouth of Lough Foyle to the hills of the Inishowen Promontory of Donegal—also well seen from the village. A breakwater has been erected.

Portstewart has a **history**. It was a frequented watering-place when Portrush was only a fishing hamlet. Between 1830 and 1840 Charles Lever, the dashing novelist, dispensed medicine here. His home was Verandah Cottage, in Main Street and to it he took his bride, Miss Kate Baker, of Navan. Then, in 1842, the village was visited by Thackeray, who, however, seems to have been as little pleased with it as Lever was the reverse. The Irish novelist, we are told, expressed before his death a wish that he had never left Portstewart; the English satirist thanked Heaven that he was a "Cockney." "The sea," he said, "is not more constant roaring here than scandal is whispering."

In the old church of *Agherton*, 1½ m. south of Portstewart, the father of Dr. Adam Clarke, whose statue we shall see at Portrush, exercised the calling of schoolmaster towards the end of the last century, and at the beginning of the present one the doctor was a frequent visitor.

From Portstewart to Portrush by road is 4 miles. Approaching Portrush leave the road at the railway arch and take the path alongside the line.

Between Portstewart Station and Portrush we get a view over the sea extending to Glengad Head beyond Inishowen Point.

Portrush.

Postal Address: "Portrush, Co. Antrim."

Maps pp. 89 and 105.



Large **Ref.-rm.** and *The Pavilion* at the very commodious station.

Hotels:—*Northern Counties* (C.T., gar.), in the hands of the Railway Company, first-class; Bed and Att. from 4s.; Bkfst. (table d'hôte), 2s. 6d.; Dinner (ditto), 4s. 6d.; full terms from 63s. a week, sea or fresh water baths, hot or cold. *Metropole* (gar.), Sat. to Mon., 15s. 6d. *Golf Hotel*, on West Shore at Links. *Portrush*, tourist and comm., from 40s. a week. *Oshorne Temp.* (C.T.), 42s. and 49s. a week. The above are from 4 to 6 minutes' walk of the station. *Eglinton*, Bed and Att., 2s. 9d., Bkfst. 2s., opposite station. *Londonderry* and *Railway*, both at station, small. *Lansdowne* (temp.), from 35s. a week. *Lloyd's* (temp.).

Private Hotels:—*Lismore*, *Alexandra*, *Windsor*. Boarding Establishments, *Donaghy*, C.T., *Lynn*, C.T.

Distances:—Causeway, 8 m.; Ballycastle, 20; Coleraine, 6; Londonderry, 39½; Belfast (by rail), 67½, (coast) 77; Portstewart, 4.

P. O. (2 min. from station), open 7-8; *Sun.* 8-10 and 2.25-3.25. *Chief desp. abt.* 11.50 a.m., 3.55 p.m., *Sun.* 3.15 p.m. *Del.* 10.45 a.m., 1.10 and 7.25 p.m., *Sun.* 9.30 a.m. **Tel. Off.**, open 8-8; *Sun.* 9-10.

Res. Pop., abt. 1,400. **Golf Links** (very fine). *See Golf Section.*

Steamers (weather permitting):—To Morecambe (12s. 6d.), *Mon.* and *Th.*; to Glasgow (10s.), *M., W., F.*; from Glasgow, *Mon. & Th. even.*; from Morecambe, *Tu., Th., & Sat.*

The s.s. "Melmore," which runs in the summer months between Glasgow and Mulroy Bay (*see p.* 137), calls at Portrush on Friday mornings, proceeding to Mulroy Bay *via* Londonderry. To Glasgow, 10s.; *Ret.*, 13s. Mulroy, 7s. 6d., 10s.

Rail to Coleraine, Londonderry, and Belfast; **Electric Tram** to the Causeway.

Portrush is the chief watering-place in the north of Ireland. Flints found in the sand-dunes prove there was a prehistoric settlement here. The present town owes its popularity to its position and natural advantages, as well as to the proximity of the

Giant's Causeway. Situated on the narrow isthmus of a short peninsula, it has, like Llandudno, two sea-frontages. From the easterly one the shore—a splendid strand—is commanded as far as the cliffs over the Causeway; from the westerly, on which side is the port, to Inishowen and almost as far as Malin Head. The houses rise (north and south) in three tiers, the highest being that on the east. The aspect of the lodging-houses, however, is generally westward. There is no specially constructed Parade or Esplanade on the scale which is regarded as essential at most English watering-places of high aspirations, but the grand stretches of firm sand and the walk round the little promontory are more than an equivalent. The sands eastward extend two miles towards Dunluce Castle. Another point in which Portrush resembles Llandudno is the absence of trees.

The **bathing** is capital. There are enclosed baths at the Bath-house; women have a special place at the east end of the mass of rocks leading to the strand; and a little west of this, at a spot known as "Blue Pool," accommodation is provided for men who can swim. The pleasantest place, however, for those who do not want to be cooped up is the south side of the harbour pier, where is a footing of firm sand at a slope suited alike to swimmers and non-swimmers.

The promontory, *Ramore Head*, beyond the town only extends a few hundred yards. It is rocky but low and traversed by paths. Its surface is smooth grass sprinkled with rock, and it is the favourite promenade of the loiterer. The cliff seen beyond the Causeway heights is the north side of Rathlin Island.

A mile north-east are the *Skerries*, a line of rocky islets, tilted from the south.

Dr. Adam Clarke, the Methodist divine and commentator (1760-1832) was a native of Portrush. A granite obelisk and a small church near the station are memorials of him.

Boating. In fair weather excursions may be made to the Skerries ($1\frac{1}{2}$ m.), Dunluce Castle ($3\frac{1}{2}$ m.), the watering-places of Portstewart (4 m.) and Castlerock (7 m.), and to the Causeway itself. No one should miss the cliff (tram) route to the Causeway, but the row, displaying the feet of the weather-worn deeply pierced cliffs, has (as far as Dunluce Castle) its own special interest quite apart from the road-route.

The *charge* for a boat and two men to the Causeway and back (as far as Pleaskin, and allowing some hours for seeing the place) is 16s.

Excursions.

Dunluce Castle ($3\frac{3}{4}$ m. by land, $3\frac{1}{2}$ m. by sea. Charge for boat with 2 men, 8s.) may be made the object of a special excursion, or taken on the tram-route to the Causeway, being only a few yards off the road. The walk over the sands to it (climbing to the road in 2 m.) is also very pleasant. The sea-route affords an oppor-

tunity of examining the fantastic array of arches and caves by which the low chalk cliffs in the latter half of the distance are pierced, and which are further spoken of in the "Tram Route" below.

The Castle is entered from the land by an iron gate opposite a farmhouse, a little way left, off the main road; from the sea it is reached through the cave, but only in calm weather. It is a straggling ruin with a multitude of walls and gables, and here and there a tower,*—a combination which, when outlined against the sky, is very effective, but scarcely noticeable when it appears in front of the higher ground behind it, the chalk having changed to dark basalt rock of the same colour as the walls a little west of the ruin. There are two parts—the *Outbuildings*, which were always on the mainland, and the *Castle* itself, on what was once an island, but is now a small peninsula. The connection is by a path two feet wide across an archway that spans the shallow chasm. On the far side are a courtyard, banqueting hall, dungeons, and other apartments usually found in mediæval strongholds. There is a fine view from one of the towers and, from the west window of the north chamber, a particularly pleasing vista of the coast westwards with its many natural caves and arches—said to number 27—as far as Portrush. The walls here rise flush with the rock below—so much so that parts of them have fallen into the sea. The rock below is burrowed by a cave into one end of which a descent may be made from the castle, and into the other boats may be steered.

The remains of what was once the parish church of the "town" of Dunluce—said to have been burned down in 1641, are $\frac{1}{4}$ mile from the Castle, S. of the road. A slab inside the church is to the memory of "Florence McPhilip, alias Hamilton, 20 July, anno 1674.

"Death can dissolve but not destroy,
Who sows in tears shall reap in joy."

The word "town" has a local significance, or insignificance. A native of the Mulroy Promontory once pointed out to the writer a small group of dwellings as his birthplace, "an' it's a big town with eleven houses." On Fairhead there are two "toons" with ten houses between them.

The Castle has no authentic history beyond the facts that the English held it in the 15th century, and that afterwards it was successively in the hands of the M'Quillan and M'Donnell families.

Portrush to the Giant's Causeway, 8 m.

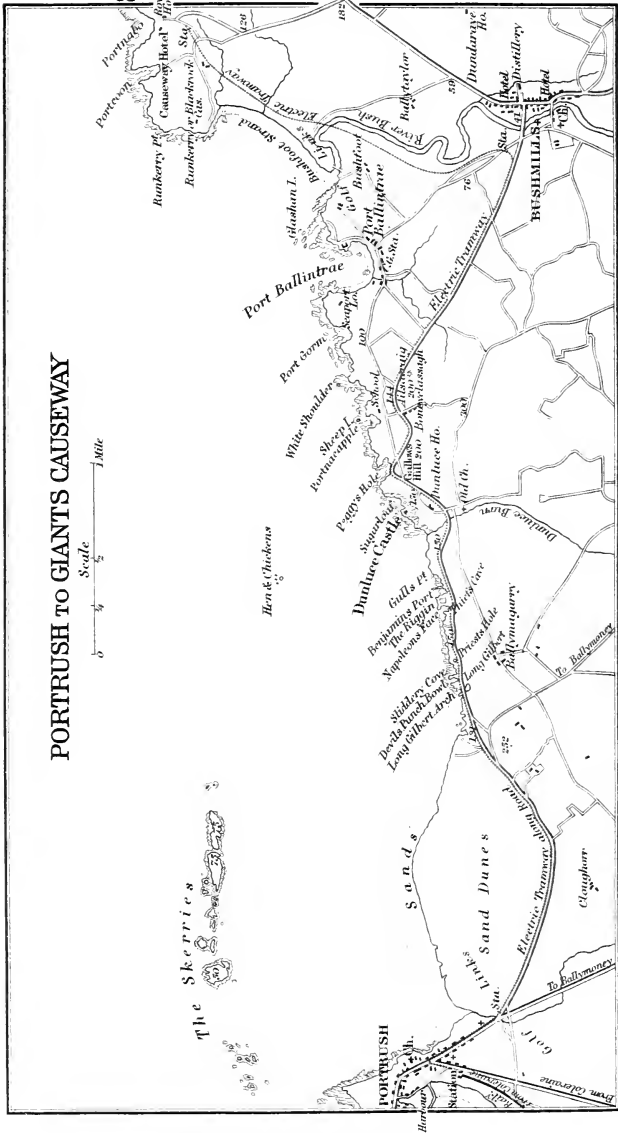
Electric Tramway (8 m.). *Fares, single, 1s. 6d., 1s.; ret. 2s., 1s. 6d.* About 10 times a day from 9 a.m. to 8.15 p.m.; Sundays about 6 times, from 9.50 to about 4.35. Last back from Causeway 7.15 week-days, 6 p.m. Sun. See *Yellow Inset*.

This is the premier electric tramway of the United Kingdom. It was opened in September 1883 by the Lord Lieutenant, Earl

* The more easterly round tower is called the "Banshee Tower."

PORTRUSH TO GIANTS CAUSEWAY

Scale
0 1/4 1/2 1 Mile



Spencer. The electricity is generated at a salmon leap on the river Bush, a mile above Bushmills, and was originally conveyed alongside the line by a rail shaped like a T, the connection with the cars being by brushes which gathered the electricity by rubbing along the top surface of the rail. This has been done away with, and the overhead system adopted. A speed of 10 miles an hour may be attained. Mr. W. A. Traill, C.E., was the originator of the project, and the late Sir William Siemens designed the plant.

Tickets to see the electric machines on the Bush may be had of the manager at Portrush, or at the *Causeway Hotel*.

The line starts at the railway station and keeps the seaward side of the road the whole way, commanding fine views of the coast from near Malin Head, in the west, to the cliffs over the Causeway in the east.

Route. For the first 2 miles the road curves round a waste of sand-dunes, beyond which it reaches the cliff about the beginning of the *White Rocks*, already mentioned in the Dunluce excursion. Looking down upon these we may note ($2\frac{1}{2}$ m.) *Napoleon's Nose* and a rude basin called the *Devil's Punchbowl* or *Priest's Hole*; and ($3\frac{1}{4}$ m.) a really fine arch called the *Ladies' "Wishing Arch."* Then ($3\frac{3}{4}$ m.) comes **Dunluce Castle** (p. 103). A little beyond this at a turn in the road, and the highest point on it, there is a splendid view extending seawards as far as Islay in Scotland. The whale-back (Wrekin-like) ridge in front is Knocklayd, over Ballycastle.

Pedestrians, who should cross the sands for the first two miles, or those who take a private car, may also inspect, just after the road reaches the cliffs:—The *Piper's Arch*, *Long Gilbert Arch*, crossed by the road, close to lime-works; *Sliderry Cove* ($2\frac{3}{4}$ m.), *Finn M'Cool's Nose* (150 yds. further); then, by a green path between wooden posts, from a projection called the *Riggin*, *Lord Brougham's Nose*, the *Thief's Care*, the *Lion's Paw*, the *Ladies' Wishing Arch*, and the *Four Sugar Leaves*.

6 m. **Bushmills** ($\frac{1}{4}$ m. off our route. Hotels: *Kane's Comm.* and *Fam.*, same proprietor as *Royal* at Causeway; *O'Neill's* (C.T.); *Antrim Arms* (C.T.); *McDowell's Commercial*. P.O.: Chief desp. 10.40, 4.10; *Sun*, 2.40. Del. 10.5, 2.7) is a neat and pleasant little town with an open square as its centre. It is named after the river Bush and a mill now in ruins. Salmon and whisky are its strong points. Some years ago the salmon-fishing was let for £800. The water-wheels as seen from the bridge are primitive and picturesque.

Between the village and the Causeway is the sylvan demesne of Dunderave House (Sir F. E. Macnaghten).

A quarter of a mile short of Bushmills the tram sweeps round to the left out of the road and, passing near the hamlet of *Port Ballintrae* with its coastguard station, and then a mansion called *Blackrock House* (Lord Macnaghten) down on the left, and the Bushfoot Golf Course (9 holes), ascends to its terminus at the foot of the private grounds of the *Causeway Hotel*, and the same distance ($\frac{1}{3}$ th mile) from the *Royal*.

The best cycling route on to Ballycastle (14 m.) runs direct from Bushmills, but is featureless, as is that from Portrush to Ballymoney ($12\frac{1}{2}$ m.).

The Giant's Causeway.

Post and Tel. Address :—"Causeway, Bushmills" (for post add "Co. Antrim"). Delivery, 10.45 a.m., 3.5 p.m. Despatch, 10 a.m., 3.10 p.m.

Hotels :—*Causeway*, B. & A. from 4s. 6d. ; Bkft. 1s. 6d. to 2s. 6d. ; Din. (t.d'h.), 4s. 6d. Full terms, 45s. to 60s. a week ; kiosk attached. *Royal*, C.T., assiduously conducted ; B. & A., 2s. 6d. ; Din., 2s., 2s. 6d. ; Sat. to Mon., 12s. ; no extras.

Public Car to Ballycastle (13 m., 3s. 3d.), Cushendall (29 m., 7s.), Glenarm (42½ m., 10s. 6d.), and Larne (54 m., 11s., arriving at 6 p.m.), about 8.15 a.m., arriving at Belfast by train, 23 m. from Larne, about 7.15 p.m. **Char-a-banc** for Carrick-a-Rede about 11.45.

Also to Ballycastle and Cushendall about 2.30 p.m., reaching Belfast (rail by Ballymoney) about 8.35 p.m. **Tram-car** to Portrush (8 m., 1s. 6d., 1s. ; *ret.* 2s., 1s. 6d.) about 15 times a day, in about 1 hr. ; 9 times on Sunday. See *Yellow Inset*.

* * * The Causeway itself has been purchased by a syndicate (offices, Coleraine), and a charge of 6d. a head is now made for admission. The delightful Cliff-top walk, however (*p.* 110), is still free, and it is only fair to state that the boat charges are reasonable. As Shakespeare says, "there's good in everything."

Arrangement of Time, Guides, Boats, &c. From between the hotels a cart-track descends in half a mile to the Causeway, and those who have only an hour or two to spare should walk down at once. If you wish to identify the special curiosities of the place, a guide (*see below*) is necessary. The limits to which the unassisted tourist can go are—the free run of the Causeway itself without distinguishing its specialities, a scramble down to Portcoon Cave, and the walk along the edge of the cliffs as far as one likes towards Dunseverick Castle. For the last delightful excursion our map and description will, we hope, be sufficient guidance ; but those who have the time should first take the long course (*see below*) under the cliffs and then the walk over them. The Caves are impressive, but not unique ; and if anything has to be left out, they are the things of which the omission will cause least regret. The *Causeway* may be scampered over in an hour from the hotels and back ; the *Long Course*, with the Causeway, will take from two to three hours, and the *Cliff-walk* about the same time ; the *walk* down to *Portcoon Cave* and back half an hour.

The *Long Course* by boat extends westward to the two caves and eastward to the Horse-shoe Bay beyond Pleaskin ; the *Short Course* takes in the Caves and the Causeway only.

Guides :—To Grand Causeway and back, 2s. 6d. ; with the boats, or to Pleaskin, 3s. (3s. 6d. for a large party).

Boat Charges for the *Long Course*, four passengers or fewer, 6s. ; from four to eight, 7s. 6d. : *Short Course*, four or fewer, 4s. ; four to eight, 6s. To Dunseverick Castle, 10s. This is the published hotel tariff, and, as a rule, considerably lower than the average of the haphazard scale which formerly prevailed. A small extra gratuity is not refused.

There are also a number of outsiders with whom the visitor may, if he please, strike a bargain for their boats and services. Speaking generally, we may say with regard to both classes—the “regulars” and “irregulars”—that the boats are safe and the men civil and communicative. (We have known Nos. 4 and 19 for years.)

In any case it should be recollected that the Long Course extends eastward to the Horse-shoe Bay just under Benbane Head, the farthest point visible as you row under the Chimney Tops, and *beyond* Pleaskin. The Ordnance map has caused some confusion by marking Benbane Head “Bengore Head,” which is some distance further and not seen until Benbane is passed. Benbane Head is the most northerly in the line of cliffs.

As to the “**Specimens**” so importunately thrust before the tourist’s eye at every turn on the Causeway itself, though we are by no means inclined to stand warranty for the whole, some are undoubtedly genuine and obtained with much trouble and bold climbing, especially on the apparently inaccessible ridge called the “Horseback” (p. 111). Still, few visitors will be hard upon Thackeray for his language when he said he “would see them all — first. It is wrong to swear, I know, but then it relieves the mind *so* much.”

General Description. This natural phenomenon consists of some 40,000—the counting is said to have occupied three months—vertical basaltic columns, in form irregular polygons, varying from three to nine in the number of their sides, rising to different heights and as closely packed as the parts of a Chinese puzzle when fitted together into one figure. On their horizontal surface some are convex and some concave, and they are split across horizontally at irregular intervals, fitting one another “ball-and-socket” like—to use Lyell’s expressive phrase. Most have six sides; a large number five or seven; three, including the smallest stone in the Causeway, have four sides, diamond; of nine-sided columns there are said to be only three, and of eight-sided, one—the Keystone. There is also a solitary one on the E. with three sides.

This peculiar formation—so regular and yet so varied—is, we are told, the result of the cooling of a lava-stream, which covered this part of the country, as it flowed from the volcano that disorganised it; while losing its heat the lava would naturally contract and therefore become cracked.

Geographically the Causeway is a continuation of the basaltic formation which crops up in the Shiant Islands between Skye and Stornoway, Loch Staffin, and the Quiraing in Skye, and at the famous Fingal’s Cave of Staffa—points between which the “Giant” is reputed to have taken a hop, skip, and jump.

At first sight of the Causeway the visitor may be tempted to exclaim with Thackeray, “Good God! have I come 150 miles to see this?” The feeling of disappointment will, however, quickly vanish. The attraction is not the Causeway alone, but the unique line of cliffs to the east of it.

1.

On foot from the hotels. Descending by the cart-track, we look down on *Portnabo* (“Cow’s Bay”), from the east horn of which project two peaks called the *Stookans*—that is “corn-stacks.” Our way is between them and the main cliff to the next bay, *Portganniay* (“Sandy Bay”), at the far side of which, close to a little building, the Causeways begin, and we pass through the turnstile (toll, 6*d.*). The slender stacks high up in front, beyond

the next and largest bay, Portnoffer, are the Chimney Tops. Stepping first on to the **Little Causeway**, we come at once to the *Giant's Well*, a shallow perennial basin of pure water with a floor of three hexagons. The basalt protruding hereabouts from the cliff-side is called the *Giant's Cannon*. So far the cliffs only display the columnar structure to a slight extent, the chief example being a fine row of pillars high on the cliff beyond the centre of Portnoffer, called the *Giant's Organ*.

Just about the middle of Portnoffer a track may be noticed zigzagging up the scree of the lower cliffs and working through the upper and sheer part. This is the **Shepherd's Path** and, we may as well say at once, is not so formidable as it looks. Any one may, after examining the Causeway, ascend by it to the cliffs and so escape the circuit involved in going round by the hotels.

A peculiar little rock just topping the waves near the "Well" is the *Highlander's Bonnet*.

The three Causeways—called respectively the "Little," "Middle" or "Honeycomb," and "Grand Causeway"—are partly separated by protrusions of shapeless basalt called "whin-dykes," which differ from the regularly formed columns as much as rough-hewn differs from dressed building-stone. These dykes occur at several places along the coast; in fact it is mainly to the alternation of the several kinds of basalt that the picturesqueness of the Causeway scenery is due.

Before leaving the Little Causeway, the visitor's attention is directed to an octagon (this shape is rare) and a pentagon, hexagon, and heptagon all together; then, stepping on to the **Middle (Honeycomb) Causeway**, after noticing the smallest column—a square—his course is directed to a part on which the columns rise one above another to an uneven little platform about 10 feet high. In this is the *Wishing Chair*, a comfortable seat with back and two arms. This is the great rallying-point of the "specimen" sellers. Hence a bit of rock on the Stookans, supposed to resemble a woman in a crouching attitude, is pointed out as the "Giant's Grandmother." Close by is an *oblong* column.

Proceeding now to the **Grand Causeway**, we pass *Lord Antrim's Parlour* and are shown the smallest pentagon, the largest column with a convex top, a concave one with the print of a horse-shoe, the most perfect hexagon, diamond and pentagon in turn, and the *Lady's Fan*—a wonderfully exact arrangement of five pentagons, sunk round a hexagon, which represents the handle. Next comes an octagon (sunk), called from its central position the *Keystone of the Causeway*, and, just above the east side, a couple of nine-sided columns more or less perfect, south of which, as we return towards the cliff over a surface a little broken with grass, is the one *triangle*—marred by the depredation of some stupid tourist.

We now pass to the left of the **Giant's Loom**, a row of columns averaging 30 feet in height and each cut across by 30 to 40 joints—perhaps the most striking exhibition of Nature's handiwork on

the Causeway. Round this, turning to the right, we pass through the *Giant's Gateway*, for which the south side of the Loom serves as a door-post.

Here ends the orthodox round. The walk under the cliffs may be extended past the Shepherd's Path into Spanish Bay, but beyond this point as far as Hamilton's Seat it is fit only for adventurous natives and goats.

Portcoon Cave *by land*; 10 min. from *Causeway Hotel*. Take a path across the fields westward to a deep recess—Portcoon Bay—among the rocks, and clamber round the base of the east (near) side; not practicable at high tide. So doing you may drop into the cave from a side archway, and reach its inmost recess. A singular isolated reef at the entrance to Portcoon Bay is one of the several *Seagull Islands*.

2. The Short Course.

Portcoon and Runkerry Caves *by water*. From Portnabo, the bay below the hotels, the boat almost at once reaches the mouth of *Portcoon Cave*, which is nearly 150 yards long and 40 feet high. The entrance is remarkably fine. Inside, the clearness of the water and the pink tinge imparted by the lichen of the cave will be noticed. A fault runs all through the roof. In calm weather the boat may get fifty yards up the cave.

Hence, passing the Seagull Skerry at the mouth of Portcoon Bay and *Leckinroy Cave*, access to which is precluded by a bar of sunken rock, we reach

Runkerry Cave. This is nearly twice as large as Portcoon, being 250 yards long and 60 feet high, and may, at favourable times, be entered for eighty yards or more. A windyke is at its entrance, and the roof is also tinged with a pink colour, due to the growth of a certain lichen. High up on the right are patches of maidenhair fern.

Both these caves are in the basalt, broken only by faults in their roofs. Opposite Runkerry is a skerry called the "Milestone." It is six miles from Portrush, and a long two from Horse-shoe Bay.

Our boat now turns back and lands us on the east side of the Grand Causeway, described above.

3. The Long Course.

Row to Pleaskin. After examining the Causeways those who proceed to Pleaskin will pass in succession *Roverin Valley Point*—the sharpest of all—the *Amphitheatre*, *Chimney Point*—to be known by its chimney-like stack, under which the contortion of the pillars is remarkable—*Spanish Bay* ("Port-na-Spania"), so called from the loss with nearly all on board of one of the Armada vessels—note the "Spanish Organ" in the centre; *Benanouran*, with a sharp level-topped ridge called the *Horse-*

back close below it; and *Hawk's Head*, the next point to which is *Pleaskin*. Of the low rocks, or reefs, on the way the most noteworthy are the one containing the *Giant's Eyeglass*—a natural arch—and the *King and his Nobles*, another *Seagull Island*, and, beyond *Pleaskin*, the *Horse-shoe Harbour*, over which are the *Nurse and Child*. There is also pointed out a very fanciful *Lion's Head* in the red ochre beds, and a *Lover's Leap*. Here, under *Benbane Head*, on which is *Hamilton's Seat*, we may in calm weather lie to for a few minutes before returning. Some will, by special agreement, proceed on past *Benbane Head* and *Bengore Head* to *Dunseverick*. The cliffs are on a descending scale, but still very singular and interesting. As our boatmen are sure to point out all the features of the above route, we have preferred to give more detailed description under the "cliff-top walk" (*below*), where a guide's services are not necessary.

4. The Cliff-top Walk.

As far as *Hamilton's Seat* ($2\frac{1}{2}$ hrs. there and back) this walk should on no account be omitted, and it may very well be extended to *Dunseverick* ($2\frac{3}{4}$ hrs.), whence it is $3\frac{1}{2}$ miles back by a good direct road to the hotels.

From the hotels, starting by a rough cart-track, go a little right of the first two Points (the *Snout* and *Aird Point*)—or make for *Aird Point*—and you reach the edge that overlooks *Portnoffer* a little short of the top of the "Shepherd's Path" mentioned on p. 108, and in view of the "Giant's Organ." The next Point—very narrow and cut off by a wooden railing—is called *Roverin Valley Point*, and forms the west horn of the **Amphitheatre**. The cliffs that encircle this little bay are about 350 feet in height and perpendicular except for the grass-grown scree which reaches about half-way up from the bottom, and a narrow green ledge or two, on which the Giants sat in council, higher up. The shape faithfully reflects the name, and the smallness of the bay intensifies the impression created by its surroundings. Here, too, the number and the variety of the strata begin to be much more manifest. High up are two rows of fairly regular columns separated by a green ledge; beneath them a band of red lithomarge which continues past *Bengore Head* eastward; underneath this a strip of yellowish ochre, and then the scree of shapeless grass-grown basalt dropping to the black shingly shore.

Walking round this beautiful little bay we reach its broader, eastern horn, a smooth grass-plot called **Chimney Point** from the stacks which rise from an inaccessible ridge of rock that projects beyond it—one of them pre-eminent. These stacks are said to have been mistaken by a Spanish Armada captain for the chimneys of *Dunluce Castle*, and the mistake caused the loss of his vessel, which struck on a rock in the next bay eastward, hence

called *Spanish Bay*, "Port-na-Spania." (Half-way down is the *Spanish Organ*.) From this standpoint the view is fine. Eastward headland overlaps headland to Benbane Head, over which are the cliffs of Rathlin and, further away, the Mull of Kintyre, while across the sea Islay and the Paps of Jura may in clear weather be also descried. Westward we trace the Donegal coast almost as far as Malin Head.

Rounding this bay we have a slight descent and then come to **Benanouran Head**, which rivals Pleaskin in height. Near it is a small pond or two. Below it a razor-backed level ridge, called the *Horseback*, projects, and, looking down eastward, we see a succession of reefs—first, one containing an archway called the *Giant's Eye-glass*, and a ridge with little stacks called the *King and his Nobles*; then another *Sea-gull Island*, very like the rest; and lastly, just behind Benbane Head, a wee horse-shoe bay, at the back of which a little rock-figure is called the *Nurse and Child*.

Between Benanouran and Pleaskin is a smaller projection called *Hawk's Head*. A slight descent follows, and, passing through a little gate, we are on **Pleaskin**, the prince of the Causeway cliffs and 400 feet above the sea. For the view proceed to the next head, (**Benbane**), 30 feet lower, and green. A red scar near the extremity is called **Hamilton's Seat** and is the favourite view-point. It is called after the Rev. Dr. Hamilton of Derry, who a century ago was one of the first to draw public attention to the district. Looking back from this point we have the full front of Pleaskin, showing the most regular arrangement of the various strata we have named in connection with the Amphitheatre; beyond it the headlands as far as the Chimney Tops, the Portrush promontory, Downinill Head, and the coast to Malin Head; eastward are Rathlin with its white cliffs and the parts of Scotland already named. The whale-back mountain S.E. is Knocklayd, overlooking Ballycastle.

Bengore Head (367 ft.) is 20 minutes' walk further, across a stone wall from which is a steep path down to the shore. It displays the same kinds of formation, but in consequence of the coast trending south-east the back view is lost. Eastward, however, the sheer scarp of Fair Head may be seen.

About $\frac{1}{4}$ mile beyond Bengore Head we may notice four rectangular pillars in a row some way below the top of the cliff. These are the *Four Sisters*. Below them is the *Giant's Peephole* and, a little above, a single pillar called the *Giant's Granny*. Except as a means of identification, all these names, we need hardly say, are nonsense.

From this point to Dunseverick the cliff is generally on the descent, but continues to display the same features. Without going all the way a road may be entered about half a mile beyond Bengore Head at *Portmoon Farm*, and the hotels may be regained in a short three miles. Opposite Portmoon Farm is the first

simple path down to the shore east of the Causeway. It leads to a salmon-house on a little greensward.

The scanty remains of **Dunseverick Castle** are finely situated on an isolated rock $1\frac{1}{2}$ miles beyond Portmoon.

The Causeway to Ballycastle (for **Fair Head**), 13 *m.*; **Cushendall**, 29; **Carnlough**, $31\frac{1}{2}$; **Glenarm**, 42; **Larne**, 54; **Belfast** (by train), 71. *Through-car every morning to Larne (7s. 6d.); and every aftn. to Ballycastle (2s. 6d.). For Circular fares, etc., see p. 86.*

Posting Charges: To Carrick-a-Rede and back, 7s. 6d. to (for the day) 12s. 6d.; to Ballycastle, 10s. to 12s. 6d.; return, 15s.

This route is fully described the reverse way on p. 86, as is also the delightful variation made by taking the coast-route between Ballycastle and Cushendall. The car-route reaches the shore in 5 miles, and keeps near it as far as Ballycastle, whence it crosses a dull upland for several miles, affording a splendid view when the descent to Cushendun begins. After that it is very fine all the way, especially at *Red Bay, Garron Point*, and near *Glenarm*.

Cushendall should be made the half-way house (p. 91).

Portrush to Coleraine and Londonderry, 40 *m.*

About 7 or 8 *trains* a day in $1\frac{3}{4}$ -2 hrs.; *Fares*, 5s. 6d., 4s. 2d., 3s. 2d. Change at Coleraine, $6\frac{1}{2}$ *m.*

For *trains* and *fares* from Belfast, see p. 99.

Few tourists will quit the North of Ireland without going to see the good old town of "Derry," as it is locally called, and indeed, apart from its historic interest, the town is itself worth visiting, and, moreover, the route to it a very pleasant one. Those who are including the Donegal Highlands in their tour will, of course, halt at it on their way from Dublin, Belfast, or the Causeway, or *vice versa*.

From Coleraine (p. 100) the line crosses the river Bann and then runs parallel with the south bank of its estuary—dull and flat except for the "benty hillocks" which abound seawards—to (6 *m.*) **Castle Rock** (*Ref.-rm., small Hotel and Temp. Hotel*), a pleasantly situated little watering-place with detached villas looking on to the open sea, and within easy sailing distance of Portstewart and Portrush. The shore here is of firm sand. There is an old pier.

To the west the ground rises at once to the demesne of **Downhill** (Sir Hervey Bruce) (P.O. at station), and on the edge of the cliff is an Italian Temple, called after one Anna Mussenden, a relative of a former bishop.

Castle Rock to Downhill by road (3 *m.*), a pretty road down to the inn and station at Downhill, passing between Downhill Castle (Sir Hervey Bruce) and Duncruthen Abbey. From the station at Castle Rock take the road S. for a mile till you join the Coleraine and Limavady main road, which leads direct to Downhill.

N.B.—The shore route is blocked by the grounds of Downhill Castle.

For route from **Downhill** over **Binevenagh** to **Limavady**, see p. 207.

Beyond Castle Rock we pass through two tunnels separated by a rough little chasm. Beyond them the splendid sandy beach is noticeable, and as we pass *Downhill* (7 *m.*) the broken ground sinks into a perfectly flat triangular promontory, dotted with white

ABOVE
2000
FEET

2000
TO
1000

1000
TO
500

500
TO
250

250
TO
SEA
LEVEL

Inishrahall
Gurran
Streck

Malin Head
Trawbreaga B.
Ulachy
Tillagh P.
Dunallan
Glenahilly
Glenahilly

Tory Island
West Tor
Tor
Tor

Tory Sound

Hein Head

Fanad H.
Fanad

Dunallan

Inishboinn
Bloody Foreland
Inisharney
Frofin Is.

Ullahane Is.
Ullahane

Arán Island
Arán
Arán

Thre Russes
Thre Russes

DONEGAL

LISTONDEWRY
Listondewry

Binnish Cnecharratke
Binnish Cnecharratke

LIFEPOND
Lifepond

STRAILINE
Strailine

Sturval
Glen P.
Glen P.
Molain Bay

St. Bees
St. Bees

Ru Stack
Ru Stack

Castle
Castle

Newtown
Newtown

Silve Leag
Silve Leag
Carrigan B.
Molain B.
Molain B.

St. Bees
St. Bees

Ru Stack
Ru Stack

Castle
Castle

Newtown
Newtown

St. John's Point

OMAGH

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cottages and extending to Magilligan Point. On the left is the well-named "*Umbra*" in a bowery glade under the cliffs. On the far side of Lough Foyle, beyond Magilligan Point, stands Merville, where the steamers of the Anchor line call on their voyages to and from America. There is a small station at **Magilligan** (10 m.).

Magilligan Strand, 1 m. from Magilligan Station, *hotel* on way.

The Magilligan promontory is a flat almost equilateral triangle, each side measuring from 4 to 5 miles. The north side extending from Downhill to the Point, forms one of the finest stretches of firm yellow sand in the kingdom. On the west the sand degenerates into mud, and visitors will not extend their walk on this side further than necessary. As the tide recedes the beach is found covered with shells, the most abundant being the long razor fish. Shell-hunters, however, will find a great variety.

The apex of the triangle fronts Greencastle on the Inishowen peninsula, and an old tower of defence corresponds to one on the other side. The view of the old gray gabled castle across the blue water is very attractive.

If we must return another way, it is best to follow the west shore, till in nearly 2 m. we come to a streamlet. Following up this for a short distance and then crossing it we come to a short railed-in tower which marks the base-line taken by the Ordnance Surveyors in 1826. Hence, crossing a field or two, we reach, close to the Presbyterian Meeting House, a road that in $1\frac{1}{2}$ miles reaches **Bellarena Station** (no inn).

Beyond Magilligan, the shapely basaltic summit *Binevenagh* rises terrace-fashion and richly wooded at the foot, to a height of 1260 feet. Beneath it we pass (13 m.) *Bellarena* station—so called from a residence of Sir Frederick Heygate, which is a good mile further, on the left and a little short of the crossing of the *river Roe*. This stream comes down from Dungiven and Limavady. Then, after traversing the broad alluvial flat which extends a good distance up the stream, we come to (17 m.) **Limavady Junction**.

Limavady June. to Limavady (3 m.) and **Dungiven** (13 m.).

Limavady (*Alexander Arms, Short's Commercial, C.T.*, in Main Street, $\frac{1}{4}$ m. from station. Pop. 3,000) is picturesquely placed, the range of hills (best seen from railway bridge) extending from Binevenagh to Benbradagh being seen across the valley. The town is ordinary, its main street extending S.W. from the station. At the far end is *Roe Bridge* with a fair river view, but the scenery is much finer higher up the stream, and the following is far the best excursion to take:—

Carrick Rocks, Dog's Leap, and Kames Rock. All these are reached by by-roads diverging from the main road to Dungiven. A car may be taken for about 5s. For Kames Rock you turn right out of the main road, which goes S. at right angles from the main street nearly opposite the hotel, in a long mile, and $\frac{1}{3}$ m. further left at Roe House. The *Rock* overhangs the stream $\frac{1}{4}$ mile further. It is not high, but the scene is very pretty.

Hence we may take a path near the stream to *Largy Bridge*, 1 m., just below which is the **Dog's Leap**, a strikingly picturesque scene in which the river, closely cribbed and confined, makes a sharp bend through a rock-strewn, tortuous gorge. A little fall from a tributary mill-stream enhances the effect.

Here, or at the top of the steep pitch that rises from the bridge, we may have arranged for the car to meet us and, rejoining the main road in $\frac{3}{4}$ m., we keep along it for another $1\frac{1}{2}$ miles, passing ($\frac{1}{4}$ m.) a wayside inn. Then diverging again, along a by road, we reach in half a mile *Carrick Church*, whence a foot-path through the churchyard to start with, descends through a wood to **Carrick Rocks**. This is a very charming river-defile, more remarkable for wood than rock, and extending about a quarter of a mile. The stream is about

its ordinary width and is spanned by a foot-bridge. The distance back to Limavady station by direct road is $4\frac{1}{2}$ miles.

The road from **Limavady** to **Dungiven** goes perfectly straight most of the distance, and will scarcely tempt us to desert the rail. From neither is there anything special to note unless it be the *Beresford Monument* in the left front and, beyond it, the summit of Benbradagh. At Bovenagh Church, 7 m., the road sweeps to the left and passes through the avenue and rookery of *Peltipar House*; then it crosses the Roe and enters **Dungiven** (*O'Kane's*. Pop. 750). The village consists of a long street up-hill from the railway, and having at the S.E. end, opposite the church, the *Skimmers' Co.'s Castle*, built in 1618, and consisting of a central hexagon tower with two wings and round turrets at their ends. It is closed in on three sides by a loop-holed wall with parapets on its north and east sides, and a series of rounded vaults underneath. As seen from the south it has a fine baronial appearance.

For **Dungiven Abbey** take the path on the right at the east end of the village, opposite the R.C. Chapel, 1 m. from station. Exactly opposite an old chapel a large standing-stone is seen on a rising ground to the right, and 100 yards beyond this are the Abbey ruins. They consist of a small nave and chancel connected by a plain round arch and part of a belfry-tower at the S.W. corner. On the N. side of the nave are a Pointed window and a low round-topped doorway. Note, too, on the S. side of the chancel a fine Decorated arch, below which is the recumbent *effigy of Coo-eu-nu-gall*, chief of the O'Cahans, with helmet and short sword; on the front of the tomb are six more figures armed with helmet, sword, and spear.

The abbey was founded in 1100 by the O'Cahans, and afterwards restored.

Dungiven to Maghera, 14 m. by fair mountain road. Very primitive licensed house abt. two-thirds of the way near top of pass. This unfrequented route through the **Sperrin** Mountains, of which the highest point is *Mt. Sawel* (2,240 ft.), attains a height of about 800 feet, and after passing its summit-level (**Glenshane Pass**) commands a fine and very extensive view across the plain of the Bann to the heights of Antrim. The road is somewhat rough for cyclists. After ascending through the village a comparative level is maintained for some miles and there is no heavy climb until *Eden Bridge* ($6\frac{1}{2}$ m.) is reached. The next three miles are steeper. Hills of no special interest flank the road almost all the way. From the summit-level, after passing the little alehouse, the view opens out. It extends N.E. to Knocklayd, Trostan, and the Oshendall heights; Colin Top and Sliebish due E.—the latter very striking; S.E., Lough Neagh; S., Slieve Gullion; and S.W., Sawel, and other Sperrin Mts. During the descent the three spires of Magherafelt, in this respect the "Coventry" of Ireland, are effective objects.

For **Maghera**, see p. 99.

From Limavady Junction the line hugs the shore, which is here a muddy morass interspersed with green, the tide receding to a considerable distance, almost as far as *Eglinton* ($25\frac{1}{2}$ m.). Hereabouts the lough suddenly narrows, and when *Culmore* ($28\frac{1}{2}$ m.) is passed we have a close view of the opposite side, well wooded and sprinkled with villas. Then, as we approach Londonderry, the windings of the line afford us effective views of the city with its cathedral-spire rising above everything. The modern Gothic building, conspicuous on the north side of the city over the water, is the *Magee College*. The station at which we arrive is on the east side of the river, a mile from the centre of the town, which is on the west side. *Omnibuses* (6d.) to all the hotels. *Ferry to Middle Quay*, 1d.

LONDONDERRY

Scale of 1/4 Mile

Tramways thus —

RAILWAY STATIONS

Belfast and N. Counties E 6
(Midland Railway)

Donegal F 6
Great Northern E 5
L'Derry, L'Kenny &
Lough Swilly, North of A 4

Landing Stages C 6

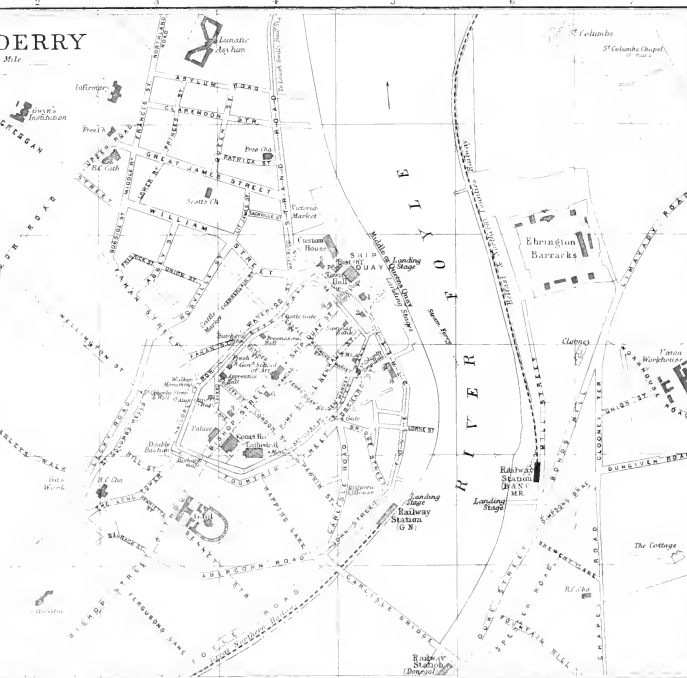
HOTELS

1. City C 5
2. Criterion C 5
3. Imperial D 4
4. Jury's D 6
5. Northern C 4
6. Roddy's D 4
7. Ulster C 4
8. Gowrie's Temp. D 5
9. City Cafe C 4

Leisurely

PUBLIC BUILDINGS, ETC

Cathedral D 4
St Eugene's R.C. Cath. E 3
Post Office C 4
Town Hall C 5
Custom House C 4
Opera House E 5
Walls C 4, D 3, & D 4
Walker Monument D 3
Bishops Gate D 3
Butcher .. C 4
New .. D 4
Ship Quay C 4



Londonderry.

(Locally "Derry.")

Plan opp. p. 115, and Map p. 112.



Railway Stations :—*Great Northern* (west side of river, end of Foyle St.) for Enniskillen, Belfast, Dublin, etc.; *Midland (Northern Counties Com.)* (Mill St., east side of river) for Portrush and Belfast, also for Strabane and S. and W. Donegal; *Londonderry and Lough Swilly* (narrow gauge), 1 m. from Ship Quay, by Strand Road (*tram*).

Tram, from G.N. Station to Londonderry and Lough Swilly Station along Foyle St. and Strand Road (1½ m.; 1d.).

Buses (1d. outside, 2d. inside) between Ship Quay and all the stations.

Ferry (1d.) from *Middle Quay* to *Waterside*, close to Northern Counties Station. Every ten minutes (7.50 a.m. to 6.40 p.m.)

Hotels * (buses from all):—*Imperial* (C.T.), Bishop St., pleasant and quietly situated (bed and att. from 3s. 6d.; b.kfst., 1s. 6d. to 2s. 6d.); *City* (rebuilt), Foyle St.; *Ulster*, Guildhall St. (C.T.; bed and att., 3s. to 5s.; b.kfst., 1s. 9d. to 2s. 6d.; 8s. 6d. a day for 3 days; 52s. 6d. a week); *Northern Counties* (Auto., pit garage), Ship Quay Place; *Metropole*, Foyle St.; *Gouldie's Temp.*, Foyle St., in the busy part of the town; *Roddy's*, Bishop St.; *Criterion* (C.T.), Foyle St.; *Diamond Temp.* (C.T.).

Cafés :—*City Temperance*, bottom of Ship Quay St. (excellent); *Criterion* (C.T.), Foyle St.

Post Office (close to Queen's Quay; open always). *Chief despatches* (Belfast) 5.40 a.m., (Dublin) 7 a.m., 3.10, 9 p.m., (England) 3.10, 3.35, 4.30, and 9 p.m., (Scotland) 5.20 and 6.15 p.m. *Chief deliveries* (England and Scotland) 7, 10.35, 11.30 a.m., 3.30 p.m., (Belfast and Dublin) 7 a.m., 3.30 p.m. Sunday, 8 a.m.

Tel. Office always open.

Theatre ("Opera House"), Carlisle Road, E 5.

Cab Fares :—From stations, 6d. (one or two persons); by time, 1s. 6d. first hour; 1s. each succeeding one.

Steamers to Heysham (Midland), Mondays and Thursdays, 5 p.m.; Greenock and Glasgow (Burns and Laird), daily, 6.30 p.m. (12s. 6d.); Liverpool, Wednesdays and Saturdays, about 3 p.m. (12s. 6d.); Fleetwood (L. & N.W. and L. & Y.R.), Tuesdays and Fridays, 4 p.m.; Moville, Mondays, Wednesdays, Thursdays, and Saturdays, 3.30 p.m.; London (Clyde S. Co.), daily; America (Anchor Line), Saturday, by tender, at 4 p.m.

Pop. 39,892.

The *City of Londonderry*, which has grown round the site of the ancient Abbey founded here by St. Columba in A.D. 546 and burnt by the Danes in 783, is strikingly situated on an eminence which is half surrounded by the Foyle, here a wide tidal river. Neat and compact, without any great architectural pretensions, it may easily be explored by the tourist in two or three hours.

* Since our last edition several of the hotels have been rebuilt, notably the *City*, which can be recommended as a commodious, comfortable, and well-managed house.

The word "Derry" ("Oak-grove"), by which the city is generally known throughout the north of Ireland, acquired the prefix "London" in the time of James I., the city having been rebuilt mainly by the assistance of a company of London merchants, still existing as the London Irish Society, after its destruction by the O'Neills. On the 18th December, 1688, the famous siege began, which lasted till the 12th August 1689. Throughout that period the inhabitants defended the city with unflagging resolution against the army of James II. A barrier or "boom" was placed across the Foyle below the town to prevent relief by sea. The Governor of the town, at the beginning of the siege, was Colonel Lundy, who turned traitor and made several attempts to admit the enemy. Foiled in these attempts, and finding his life in danger from the indignation of the garrison, he made his escape in the dress of a porter. It was then that the Rev. George Walker essayed the task which he so nobly performed—that of sustaining the courage of his fellow-citizens through all the hardships and privations entailed by the protracted siege. At length, when the actual siege had lasted 105 days, the "Mountjoy," a merchant-man of the Orange fleet, succeeded in breaking through the boom and relieving the city. It is stated that 2,300 of the citizens perished during the siege. The anniversaries of the closing of the gates (Dec. 18th) and of the relief of the city are still observed.

The city is easily seen by making the circuit of the walls, which were built in 1617–18 at a cost of £8,500 (a large sum then). Visitors at the *City, Ulster, or Northern Counties Hotels* should begin at the Ship Quay Gate, and those staying at the *Imperial* or *Roddy's* at Bishop's Gate. In coming from the Northern Counties Station, the chief part of the city is reached by crossing **Carlisle Bridge**, a fine but unpicturesque iron lattice structure nearly $\frac{1}{4}$ mile long. It was opened by the Earl of Carlisle in 1863, and cost over £100,000.

Its heavy appearance is accounted for by the fact that underneath the carriage-way there is a railway, connecting the three lines—Gt. Northern, Northern Counties, and Dougal.

The finest public buildings cluster round Ship Quay, where is a handsome *Town Hall* in the approved Gothic style, with a lofty clock tower. Barring the tower, this was destroyed by fire on Easter Sunday 1908, but is about to be restored. Close by are the *Custom House*, the *Post Office*, and the *Harbour Offices*.

Mounting the **walls** over the Gate from the bottom of Ship Quay Street, near the quay, and, going with the sun, we cross Market Street, on the level. The large building with the handsome façade on the left is *St. Columb's Temperance Hall*, and on the right is the Y.M.C.A. Then ascending, we cross the end of Ferry Quay Street by the *New Gate*, under which comes the main thoroughfare from the bridge to the centre of the town. A little further (after crossing London Street), in passing the Cathedral on the right, we may notice in the east angle of the graveyard a small gray *obelisk*, with pedestal, erected on a mound, and commemorating the "illustrious men who distinguished themselves in the siege," and "other eminent citizens." The bodies were originally buried within the cathedral, but were exhumed during alterations in 1861 and "reverently re-interred in the north aisle" by the "Apprentice Boys."

Bending to the right at the *Ferry Bastion* we come to *Bishop's*

Gate, which spans Bishop Street, so called from the Bishop's Palace close at hand (W. side of street). This gate was rebuilt in 1789, and is a triumphal arch in memory of William III.

Here it is best to descend to the street, and passing on the right the *Court House*, a classic building with Ionic façade, surmounted by the royal arms and emblematic figures of Justice and Mercy, to turn up *St. Columb's Court* to the

Cathedral of St. Columb.

(*Key kept by Mr. Geo. Wylie, Verger, 10 Artillery Street, pl. D 4.*)

Services : *Sunday*, 8 and 11.30 (Choral) a.m., 4 (children), and 6 (Choral) p.m. *Week-days*, 10.30.

This historic building has in recent years undergone great alterations, and received the addition of a chancel. It would be misleading to speak of restoration in a case where every one who remembers the building a few years back will acknowledge that the change is magical.

Without any pretension to the scale and magnificence of the more important cathedrals of Britain, the interior of this one now presents to the eye a most attractive appearance—the details being good and harmonious—none of them shabby, and none ostentatious. The work has been executed under the architectural supervision of Mr. J. G. Ferguson, of Derry, and the re-opening took place on Feb. 18th, 1887. “Consecrated by Bishop Bramhall, this cathedral affords in its eventful history a sort of embodiment and exemplification of the changing fortunes of the Church of Ireland. In 1644 the church was used interchangeably by various Protestant bodies as well as by Church people. In quite recent times all the characteristic features of cathedral worship were wanting.”—*Guardian*.

Mr. Wilfred Blunt once asked a verger if there were any “canons” of the Cathedral. The reply was, “No! they are outside, on the walls.”

The original building consists of a nave with two aisles, and a lofty tower surmounted by a plain octagonal spire, rebuilt at the beginning of the present century. Nave, aisles, and tower are battlemented, and at the east end of the aisle two small coroneted towers stand out, while a couple of still smaller bartizan turrets similarly adorn the end of the nave. The aisles have also been extended to the end of the new chancel, the additional length being 35 ft., making a total length of 149 ft., independent of the tower, with a breadth of 66 ft.

Entering at the west end we see in the vestibule under the tower a *bomb-shell* which fell in the churchyard during the siege, and is said to have contained the terms of surrender as proposed by Gen. Hamilton. The reply was “No surrender.” On the wall close by is a curious record relating to the foundation of the cathedral by the London Companies, in 1633 :—

ANO DO
1633

IN TEMPLO
VERUS DEUS
EST VEREQ.
COLENDUS.

CAR REGIS
9

If stones covld speake
Then Londons prayse
Shovld sovnde who
Bvilt this chvrch and
Cittie from the grovnde
VAUGHAN AED.

Beside this there has now been placed a Latin inscription commemorating the recent work.

Hence, entering an inner vestibule (now used as a baptistery) underneath the west gallery, we have on either side the *Bishop's robing-room* and a vestry, and then pass into the **Nave**, against the west end of which stand the six *old stalls*, three on each side. The nave and chancel are separated from their aisles by nine pointed arches on each side, seven belonging to the nave and two to the chancel. The eye of the visitor is at once struck by the beauty of the new open-timbered *roof*, supported by shafts resting on sculptured stone corbels, which represent the Bishops (16) and other dignitaries connected with the Cathedral.

On the N. side of the nave is a curious coloured mural **monument** to John Elvin, alderman and mayor, who came over at the first plantation of this city, and died 1676, in the 102nd year of his age.

At the E. end of the nave, on the right hand, is the *Bishop's Throne*, containing the original *Chair* used at the consecration by Bishop Bramhall, in 1633, and opposite to it the new *Pulpit* of carved Caen stone, with pillars of red Cork marble.

In a niche in the front of the pulpit is a seated figure of St. Columba, the patron, holding the "cathach" or case of the famous "Fighting Psalter" in his hand.

The *nave* is separated from the new **Chancel** by a low stone screen, and between the chancel and its aisles are oak screens. On either side of the chancel are the Chapter stalls and two rows of choir stalls.

The *East Window* has five lights, and represents, in the upper part, the Ascension, and, below, the Commission to the Apostles. Below it is the *Reredos*, of Caen stone, beautifully carved in five panels. The central one shows the Agnus Dei, with the shamrock below; to the left, the vine, rose of Sharon, and lily of the valley; to the right, the Passion flower and the oak, on the base, oak and ivy.

The latest painted window is that to Canon Babington, by Heaton and Butler.

The *Banners*, one on each side of the E. window, were taken from the French during the siege. They have been twice renewed, but the staffs are original. The tassels were renewed in 1888.

On no account omit to examine the grand mahogany carving—"cornet, flute, harp, ... and all kinds of musick"—on the *old oak organ* front which stands against the west wall in the gallery.

The new organ, by P. Conagher & Co., is in the N. aisle of the Choir.

The ascent of the **Tower** by steps and steep ladders is to some extent an athletic feat, but well rewarded. The view, as charming a one of the kind as can be wished for, comprises the city, the Foyle (with the site of the "boom"), which seems to compass it on three sides, and the green hilly country round about.

The tower and spire are perfectly plain, yet most effective. Before returning to the walls pass under the gate, and turn right then left down Long Tower Street to the new R.C. Chapel, where in the N.E. corner outside will be seen *St. Columb's Stone*. It is now at the foot of a calvary. It was taken up from St. Columb's Wells Street in 1897, enshrined in 1898, and blessed by Pope Leo XIII. (see inscription).

Continuation of Walk.

Remounting the Wall at the Bishop's Gate, we come to the *Double Bastion*, which contains the "great gun" of the siege, "*Roaring Meg*." A hundred yards further stands **Walker's Monument**, a massive Doric column 90 feet high, with a colossal figure of the hero of the siege, Bible in hand, on the top. (*For adm. apply to the caretaker of the Memorial Hall, a little way further on.*) Round the pedestal are the names of other gallant defenders:—"Mitchelburne, Baker, Murray, Cairnes, Leake, Browning."

The general inscription runs:

"This MONUMENT was erected to perpetuate the memory of the Rev. GEORGE WALKER, who, aided by the garrison and brave inhabitants of this City, most gallantly defended it through a protracted siege, viz., from the 7th Dec., 1688, O.S., to the 12th of August following, against an arbitrary and bigoted monarch heading an army of upwards of 20,000 men, many of whom were Foreign mercenaries, and by such valiant conduct in numerous sorties, and by patiently enduring extreme privations and sufferings, successfully resisted the besiegers, and preserved for their posterity the blessings of civil and religious liberty."

There is a fine view from the gallery at the top of the tower. We read in a local guide-book that the sword fell from the statue on the night upon which the R.C. Emancipation Bill was passed.

The fine church, conspicuous some distance N.W. of this part of the wall, is the *R.C. Cathedral of St. Eugene*. A grand spire has just been added. It has beautifully carved centre and side altar-pieces. Noticing on the right the new *Apprentice Boys' Hall*, a Gothic castellated building, we next pass the *Presbyterian Meeting House* and come to Butcher's Gate, just beyond which is the *Freemasons' Hall*—plain classical in style. South of the town is a large showground with pavilion.

Butcher's Gate forms the communication between the Diamond and the low western part of the town outside the walls. A greater contrast than that afforded by the trim neatness of the part within the walls and the squalid untidiness without, on this side, there could not be. *St. Columb's Well*, near at hand, is marked by a pump, but it is not worth visiting. Descend and pass

along Butcher Street to the **Diamond**, as the square which forms the nucleus of the city is called. Its centre is occupied by the Government School of Art, formerly the Town Hall, on which the Arms of the City—a ship—may be noticed. On the north side, looking down Ship Quay Street, there is a bronze statue of *Sir Rob. Alex. Ferguson* (1796–1860), who represented Derry in Parliament for 30 years. The statue is locally called the “Black Man.”

A walk as far as the **Magee Presbyterian College**, about a mile north of the town, by the Strand Road, and overlooking the Foyle, may be recommended. The college is called after the donor, Mrs. Magee of Dublin, and cost £20,000, its object being the training of Presbyterian ministers for Ireland. A substantial *Technical School* has been erected in Strand Road on left half-way towards Swilly Railway Station.

Grianan of Aileach ($5\frac{1}{2}$ m. W. of the city, 803 ft.). This is a bare round hill, surmounted by a supposed palace of prehistoric kings of Ireland, and has lately been restored by a local gentleman, Dr. Bernard, to what was, as far as could be judged, its original form. Antiquity apart, the drive or walk (rather dull) may be taken for the sake of the finely comprehensive view of Lough Swilly, the Donegal mountains, and Lough Foyle commanded by the hill, which is quite isolated. A car may be taken to within $\frac{3}{4}$ m. of the summit.

* * * A couple of miles or so may be saved by using the Lough Swilly railway as far as Bridge End Station (5 m. from Derry; small pub. ho.).

From the quay cross Waterloo Place and go up William Street and Creggan Street, passing *St. Eugene's R.C. Cathedral*, noticed in the view from the walls (p. 119). In about two miles, on breasting a rise, the hill and tower come into view. The road is nearly straight till ($4\frac{1}{2}$ m.) you come to a meeting of five ways at two cottages. Hence take the rough (left-front) road and make direct for the top.

The *enclosure* (as restored) is circular, 76 ft. in diameter inside, and with walls 16 ft. high, leaning slightly inwards from their external base, and divided into three—in places four—tiers, circus-fashion, inside. These tiers are connected by steps, and the lowest of them is pierced for some distance by unlighted galleries. The width at the top is reduced to less than 2 feet. There is only one entrance.

The *view* comprises a great part of Lough Swilly, with the mountains of Donegal—prominent amongst them the double-crested Errigal—rising to a height of nearly 2,500 feet. Between Lough Swilly and Lough Foyle, Slieve Snaght is the chief height. Derry is hidden, but the windings of the Foyle, south of it, are well seen. The foreground generally is bare, but the valley between Derry and Lough Swilly is fertile and populous.

For Derry to Donegal (by rail), see p. 163; *to Enniskillen, Belfast, and Dublin*, p. 176.

Donegal Section.

Maps opp. pp. 132, 159, and 125.

Cycling :—See *Pink Inset*.

Distances :—The greatest difficulty with which the guide-book writer has to contend in County Donegal is the local treatment of distances. Eleven Irish miles are equal to fourteen English. The railways, of course, adopt the English scale, but the car-proprietors professedly adopt the Irish. Wittingly or unwittingly, however, in some cases they, too, follow the English, or, to say the least, are very elastic in their reckoning of Irish. It would be far better to reduce all distances to the English scale, and charge accordingly—say 6*d.* a mile for one person, 8*d.* for two, and so on.

It is quite impossible for visitors to “think” in Irish miles, when concerned with intermediate distances. We have therefore always given the distances in English miles, adding, where posting usages render it desirable, the equivalent Irish.

The completion of two of Mr. Balfour’s **Light Railways** from Donegal to Killybegs, and from Stranorlar to Glenties, has greatly facilitated access to Donegal. The Londonderry and Lough Swilly railway has also been extended to Carndonagh (*p.* 128), thus tapping the interesting parts of the Inishowen peninsula, and what is still more important the line has also been extended to the north-west seaboard at Burton Port *via* Cresslough and Gweedore.

General Remarks. Before describing the various routes through County Donegal, it may be as well to offer a few general observations upon the places best worth seeing, the means of conveyance, and the accommodation to be met with. The source of attraction which the county possesses for the lover of nature is twofold—the rugged grandeur of a great part of its coast, and the bold-featured wildness of its remoter inland parts. To begin with the **coast scenery**—there are no absolutely sheer cliffs as high as those of Croghan in Achill or of Hoy in Orkney, or indeed as the cliffs of Moher in Clare; but *Horn Head*, on the north coast, and *Glen Head*, on the west coast, will bear comparison with any similar scenes in our islands. *Slieve League*, which rises nearly 2,000 feet above the sea, is not a perpendicular cliff, but a rugged chaotic mass of rock and scree descending to the water’s edge at an average angle of 40 to 50, the grandest bit of its kind, we think, in the kingdom. Very fine, too, is the south side of Loughros Beg Bay near Ardara, where *Slieve Tooley* is the crowning height. *Malin Head*, the most northerly point of Ireland, makes a very poor show on the map, its height being only 125 feet. The effect, however, of the isolated skerries which rise with vertical strata from the western extremity of the Head—not from the signal station, where visitors are sure to be disappointed—and descend so sheerly and darkly as to have given the gulf below the local name of “Hell’s Hole,” is surprisingly impressive. The *Bloody Foreland*, with which the geography books make us so familiar, is merely a long regular slope shelving gradually down from the foot of a round hill—1,038 feet high—the duller part of the whole coast of Donegal, though the view from the top is very fine.

As to those parts of **inland Donegal** which attract the tourist,

though it must be confessed that, from the general lack of richness and decisive contrast in the valleys, the scenery is of that character which is apt in the course of a long drive to "load the heart and tire the eye," still there are features whose counterpart one will hardly meet with in any other of our touring districts. With regard to **Mountains**, there is nothing in Great Britain itself of the same type short of Sutherland, to which county inland Donegal bears a decided resemblance. The steep scree-strewn slopes of the range from Muckish to Errigal boldly outlined against the sky and dropping hundreds of feet in one bare and even slope with scarcely a scrap of vegetation, fairly correspond to the Sutherland peaks from Foinaven to Ben Arkle and the Stack, and though the latter range is on a larger scale it contains no separate height so striking as *Errigal*, which, as seen from one part of the drive from Dunfanaghy to Gweedore, rises so sharply and gracefully to a single peak as to remind the Swiss tourist of the Matterhorn.

The general direction of the Donegal ranges is north-east to south-west; the one next east of Errigal is the *Derryveagh range*, in which *Slieve Snaght* (2,240 ft.) and *Dooish* (2,147 ft.) are the chief summits; then, considerably lower, come the *Glendowan heights*, which may be said to complete the Highlands of North Donegal. In the south part of the county are the *Blue Stack Mountains*, occupying the area of a triangle between Stranorlar, Donegal, and Glenties. These attain a height of 2,219 feet, and may be called a fine cluster without any predominant peak. The south-west part of the county is hilly or mountainous throughout, but contains no rival to Slieve League, its south-westerly point, in height or grandeur. The peninsula of *Inishowen* rises to 2,000 feet in its *Slieve Snaght* and is generally wild and hilly. Donegal abounds in **Lakes**—nearly all naturally wild in character with little wood or cultivation on their borders, except where here and there enterprising proprietors have successfully struggled against poverty of soil and inclemency of weather and built and planted by their sides. The indiscriminate praise accorded to them by over-zealous admirers is apt to defeat its own purpose by raising the anticipations of visitors to too high a pitch. One writer speaks of Lough Salt, which is in reality a lonely tarn with a fairly precipitous hill rising a few hundred feet above it on one side and hillocky ground on the other three, as "one of the wonders of the British Islands." This description needs to be qualified with a very large grain of the commodity from which the lake receives its name. The most picturesque lake in Donegal is the *Dunlewy Lough* near Gweedore; the most impressive, as seen from its lower end, *Lough Veagh*.

Bearing in mind the above facts, the tourist who visits Donegal for its scenery should so contrive his tour as to avoid too many long inland journeys. However dreary be the country you are traversing, there is always relief when the changeful sea with its tortuous shores and headlands far and near breaks upon the view a few hundred feet below or, it may be, lapping the pebbles close

at our feet; and except about the Bloody Foreland, no part of the Donegal Coast can be called dull. The **Antiquities** are not so numerous as in other parts of Ireland. Chief amongst them is the restored *Grianan* (p. 120), six miles from Derry, which should be visited as much for the view it commands as for itself. Forts and other remains may be seen about Dunmore Head. Tory Island was once the home of the one-eyed Balor, and also of the saintly Columba (p. 152). In Inishowen there is a Druidical circle between Moville and Culdaff, and a fine cross by the road-side at Carndonagh; but the most visited remains are the time-worn ones of Glen Columbkille, immortally associated with the memory of St. Columba, who—to judge from his ubiquity—must in his angelic character have borne the wings as well as the name of “a dove.” Not satisfied with Columba, the natives have even laid claim to Prince Charlie as a temporary resident! Of Round Towers Donegal has practically none—a fact for which some tourists, who are minded as Artemus Ward was in respect of Michael Angelo, may not be altogether unthankful.

In the extension and improvement of its **Hotel Accommodation**, Donegal has not been left behind by other tourist resorts of Ireland. In addition to the old-established first-class though somewhat small houses previously existing at Gweedore and Carrick, an almost continuous line of communication from Derry round the coast has been effected by the erection of purely tourist hotels at Buncrana, Portsalon, Mulroy (Rosapenna), and just on the Donegal border—Bundoran. Filling up the gaps there are good and reasonable hotels (mostly tourist and commercial) at Letterkenny, Ramelton, Dunfanaghy, Dungloe, Glenties, Ardara, Killybegs, Donegal itself, Stranorlar, and Ballyshannon. At Crolly Bridge and Dungloe there is comfortable accommodation for anglers and others, while the small houses duly mentioned at Falcarragh and Creeslough may be relied on for neatness and cleanliness. The two latest additions are the Portnoo and Dawros Head Hotels on the shore beyond Ardara and Glenties (see p. 158). The spread of golf has, of course, been one cause of this greatly extended accommodation, and golfing tours (see *Golf Section*) are now among the attractions announced in the Railway Companies' Tourist Programmes.

There is also daily communication between Londonderry and Portsalon (rail to Fahan; ferry to Rathmullan; thence coach) and between L'derry and Rosapenna (rail to Fahan; ferry to Rathmullan; thence public car *via* Milford), the train leaving Derry for both routes a little before noon (see p. 133), also every Tues. and Fri. to Portsalon. Rail (9.50, returning 5.30 p.m.) to Fahan, steamer to Portsalon.

Consequently the tour round the coast may be comfortably made as follows:—

Londonderry to Buncrana (Golf and bathing) . . .	12 m.	rail.
Buncrana to Portsalon (Golf and bathing) . . .	14	rail and boat.
*Portsalon to Mulroy (Rosapenna) (Golf and bathing)	13 m.	road.
*Rosapenna to Dunfanaghy (Horn Head	15	„

*Dunfanaghy to Gweedore (Fishing, etc.)	16½	. road or rail.
*Gweedore to Croly Bridge (")	3½	. road and rail.
*Croly Bridge to Dungloe (")	8	. road and rail.
*Dungloe to Glenties (General scenery)	17	. road.
*Glenties to Ardara (")	6	. "
*Ardara to Carrick (Slieve League)	14	. "
*Carrick to Killybegs (Scenery)	10	. "
Killybegs to Donegal	19	. rail.
Donegal to Ballyshannon (Salmon Leap)	14	. road or rail.
Ballyshannon to Bundoran (Golf and bathing)	4	. rail.

And so on either by rail (or rail and boat) to **Enniskillen** (44 *m.*) or road to **Sligo** (22 *m.*).

An alternative starting point is **Letterkenny** (*p.* 142), on the Lough Swilly Railway, 25 miles from Derry, and the starting place of the mail-cars to Ramelton and Rathmullan, Milford, Portsalon and Mulroy, Dunfanaghy, Falcarragh, and Gweedore. For railway, *see p.* 143.

Locomotion (except by the various railways and by the above-mentioned cars between Rathmullan, Portsalon, Rosapenna, and Killybegs, and that by steamer from Derry to Moville) is by jaunting car. Between Letterkenny and Dunfanaghy a "van" or "long car," accommodating about a dozen passengers, runs. The other services are by mail-cars, which have room for four passengers, who must not be too fastidious as to equipment. The fares are much less than in England and Scotland—from 1½*d.* to 2*d.* a mile. Private cars may be hired at 8*d.* a mile for two passengers; 9*d.* or 10*d.* for three, and 10*d.* or 1*s.* for four, with about 2*d.* a mile to the driver. Eleven Irish miles make fourteen English, but on some trips the English scale is adopted.

Those who include the Inishowen Peninsula in their explorations will avoid the angle involved in returning to Derry, by taking the steam-ferry from Fahan Pier, 4 miles south of Buncrana, across Lough Swilly to Rathmullan. The boat crosses to Rathmullan about six times on weekdays (twice on Sundays), but more in connection with trains from Derry than from Buncrana to Fahan; or a row-boat may be taken direct to Rathmullan (*see p.* 132).

Reverse Routes. The plans which we have above sketched out may of course be reversed, in which case there is no doubt that tourists, whether coming from the west by Sligo, or from the north by Londonderry or from other directions by Belfast or Enniskillen should make Donegal itself their starting-point and thence travel to Carrick, Ardara, etc.

Following our plan of describing from east to west we begin with

INISHOWEN PENINSULA.

(Map opp. *p.* 125. Cycling, *see Pink Inset.*)

Routes.

- Day 1 Steamer (every afternoon at 3.30) to *Moville*.
 " 2 *Malin Head* and back to *Carndonagh* (*see p.* 126).
 " 3 Hire to *Buncrana* by *Gap of Mamore*, thence rail to *Derry*; or take

* The public car which, for two or three seasons, ran between these places has been discontinued.

car or train on to *Fahan*, 4 *m.* beyond Buncrana, and cross ferry to *Rathmullan*. (This is the best plan for those proceeding round Donegal.)

Conveyances in Inishowen.

Rail between Derry and Buncrana (12 *m.*; abt. 7 trains a day in 30 to 50 *min.*; 2*s.*, 1*s.* 3*d.*, 10*d.*); Clonmany (22 *m.*) and Carndonagh (30 *m.*; abt. 3 trains a day; 4*s.*, 3*s.*, 2*s.*; 1½ *hrs.*).

Steamer, Derry to Moville (18 *m.*, 1*s.* 3*d.*; ret., 2*s.*), about 4 p.m., returning about 8 a.m. Extra boats, Tu., F., Sat. (*See Yellow Inset.*)

Mail-cars, Derry to Moville (18½ *m.*, 3½ *hrs.*, 2*s.*), long-car about 6 a.m. and 2.30 p.m., returning about 7 a.m. and 4.15 p.m.; also (single-horse) about 2.30 p.m., returning 7 a.m.

Moville to Culdaff (9½ *m.*, 1*s.*) about 9.20 a.m., returning 2.30 p.m.

Londonderry to Carndonagh, direct (20½ *m.*, 3½ *hrs.*, 2*s.*), about 6 a.m.; continued to Malin Village, 24 *m.*, and Ballygorman (3 *m.* short of Malin Head), 31½ *m.*, passing Malin Village about 10 a.m. and returning from Ballygorman about 10.40 a.m. *Fare* from Malin to Ballygorman, 1*s.*; also to Carndonagh about 3 p.m., returning 6.30 a.m.

Londonderry to Moville (18 *m.*; *Steamer, see above*). This sail is a very pleasant one, and loses nothing of interest that is seen from the road route. The boat starts from Middle Quay near the Post Office. For a considerable distance the tower and spire of the old Cathedral are very effective objects in the retrospect. On the left *Magee College* is seen and the new spire of the R.C. Cathedral, and in about 2 miles a red mark, almost hidden, by the river-side, also on the left, shows the place where the famous **boom** was stretched across the river in 1689. It was broken through by the "Mountjoy" and the "Phoenix" on the 30th of July in that year. The white mansion, just short of it, is Boom Hall. The channel for the next few miles is narrow, and its banks are well wooded. Then, as we pass the *Culmore Lighthouse*, the banks suddenly recede, leaving at low tide a vast expanse of mud. On the right is the wide alluvial plain that rises on its north side to the finely outlined cliff of Binevenagh (1,260 *ft.*), from the foot of which it extends in one unbroken level to Magilligan Point, seen far ahead. The hills of Inishowen on the west side of the lough rise directly from the shore, and attain their greatest height in the Scalp (1,589 *ft.*) and Slieve Snaght, the "snow mountain" (2,019 *ft.*), just visible from opposite Carrow Keel ("Quigley's Point"). There is nothing else of special interest till we land on the Moville quay.

From **Moville** by road, *see Pink Inset.*

Moville.

Hotels: *McCConnell's*, 5 min. from quay (B. & A., 2*s.* 6*d.*), a comfortable, well-conducted little house; *Prospect* (C.T.). *Steamer and mail-cars, see above.* *Post Office*, open 7-8, Sun. 8-10.25; *Desp.* about 7 a.m., 4 p.m., Sun. 4 p.m.; *Del.* about 9.30 and 3.40, Sun. 9.30. *Pop.* 1,200.

Moville has something more than a local reputation. In itself it is a prettily situated watering-place, with good bathing and a

delightful slope of gorse-dotted greensward alongside the shore, with a short promenade. It is best known, however, as the place at which (off Greencastle) the steamers of the Anchor Line between Glasgow and New York call to take up or put down the Irish and English mails. These are conveyed to or from Derry by steamer. On the outward journey the boats usually drop anchor in Lough Foyle on Friday morning, but as the mails do not reach Derry till noon, it is necessarily some hours before they weigh anchor again. The passengers have time to go ashore and take a car to Greencastle and back. Many a Britisher has trodden his native soil for the last time at Moville, and at Moville, too, many a one has set foot on the Green Isle for the first and last time.

The village itself, wide-streeted and airy, calls for no further notice. A few hours' leisure will be best spent in a car-drive to **Greencastle** (3 m.; *licensed house*) and **Inishowen Head** (6 m.). At first the shore is well wooded. At Greencastle, which is half a mile off the road to Inishowen Head, are the picturesque remains of a 14th-cent. castle of the O'Neils, and a modern fort commanding the entrance of the lough, but the point to make for is **Inishowen Head**, a mile beyond the two lighthouses. The cliff is over 300 feet high and commands a grand view including Binevenagh, Portstewart, Portrush, and the cliffs over the Causeway, in front of which the "Chimney" (p. 108) may be detected.

The highest point close at hand, half a mile east of the Head, is Crockalaghta (567 ft.), and behind that the ground rises to over 1,000 feet. The cliff itself, too, all but reaches the 600 ft. level about $1\frac{1}{2}$ miles to the north-east, but the "going" beyond that distance is very up-and-down. Lovers of coast-walking will see on the map a way of returning to Moville or of proceeding to Culdaff, when they have had enough of it.

Moville to Malin Head (pron. "Mawlin").

(a. *Direct*), *Moville to Malin Village*, $12\frac{1}{2}$ m.; *Ballygorman* (pub.-ho.), $18\frac{1}{2}$; *Ballykillin*, $20\frac{1}{2}$. *Mail-car from Malin Town to Ballygorman*, see p. 118.

(b. *By Culdaff*), *Moville to Culdaff* (pub.-ho.), $9\frac{1}{2}$ m.; *Malin Village*, $13\frac{1}{2}$. (*Mail-car abt. 9.20 a.m. to Culdaff, 1s.*)

The mail-car has several hours to wait at Culdaff, and the driver will probably agree, for an extra 3s., to take passengers on to Malin Village, where one or two private cars are kept. Otherwise there is nothing gained by making the angle by Culdaff unless you proceed 5 miles further to Glengad Head, a little beyond which the cliff attains a height of 670 feet—continuing still higher—but not sheer for several miles towards Malin Head. It is a rough road from Culdaff to Glengad Head, but a very fair one from near the Head to Malin Village. There are no cars at Culdaff.

Routes (a & b). Going inland and uphill from the middle of Moville the road rises to nearly 400 feet and affords a fine retrospect over Loch Foyle. (The main route for the first two miles as

marked on the Ordnance Map is the old disused one.) Then, as it descends again across a dull peaty tract, there is on the left front a view of Slieve Snaght, Bulbin (peaked) and Raghtin More, three of the chief heights of the peninsula. At Gleneely (6 *m.*) there are a P.O. and a public-house, and $\frac{1}{4}$ *m.* further the direct route (*a*) diverges to the left.

The Culdaff road (*b*) continues due north, and in 2 miles passes under a small *Druidical circle*, which crests an eminence on the right. Then it drops to **Culdaff**, a small village with two licensed houses. (*Mail-car returns to Moville and Derry abt. 2.30 p.m.*) The grounds of Culdaff House on the right are prettily wooded. The tide comes close up to the village.

For **Glengad Head** (5 *m.*) a rough road ascends northwards through a poor but inhabited region to the *Coastguard Station*. The view across to the Causeway, and, may be, Jura, Islay, and Kintyre, is very fine. Hence it is 7 *m.* by direct road to Malin Village. Pedestrians, however, who have reached Culdaff by the mail-car, should take a hill-road that goes almost due west from the Head for 6 miles and enters the Malin and Malin Head road 3 miles north of Malin Village. Hence to the point at Malin Head is 6 miles; thence back to Malin Village, 9 *m.*; total walking about 22 miles, supposing the car taken on to near Glengad.

Between Culdaff and Malin village the road is dull and flat, the Malin Head promontory being separated from the rest of Inishowen by a wide low stretch of peaty moor.

Malin Village [*O'Doherty Arms (little sleeping accomm.)*]. *Mail-car to Carndonagh* ($3\frac{1}{2}$ *m.*) and *Derry* (24 *m.*, 2*s.* 3*d.*) about 3 and 4.55 *p.m.*; to *Ballygorman* (for Malin Head, $6\frac{1}{2}$ *m.*), about 10 *a.m.*] is a small village built round a triangular green, with an ivy-clad church, a primitive bridge of 9 arches, and a Hall. There is nothing to prevent us starting for the Head at once. The best plan is to take the shore route along Trawbreaga Bay in going, and to return by the direct inland one. The two unite $1\frac{1}{2}$ miles short of the licensed house at Ballygorman, where it is best to put up the car.

Except at high water, **Trawbreaga Bay** is a waste of sand, and even when the tide is up, the vast accumulation of that substance upon Doagh Island—in reality a *peninsula*—at its outlet, gives it the look of an inland lake. Our road, after coasting along for a couple of miles, goes for a mile or so across the sand—heavy travelling,—then it rises inland, leaving the cliffs of Sheemore on the left. One inconspicuous group of rocks at the foot of this hill is called the “*Five Fingers*.” A little way out is Glashedy Island, but the most noteworthy object is *Binnion*—an isolated hill rising (W.) from the sea to a height of 818 feet.

Those who have anticipated increasing wildness in approaching Ireland's most northerly point, or have perhaps read that Malin Hall is the most northerly residence in Ireland, will be astonished at the density of the population in this remote quarter. The wide valley and the low hill-sides are dotted all over with little farmsteads, and of a better class than those which line the shore farther west. Cultivation in small enclosures is abundant and fairly varied. On quitting the shore we take the lower road, and

after a good mile turn left down the valley. In another $1\frac{1}{2}$ miles our road enters the main one, which, the same distance onward, reaches the *licensed house* before mentioned. The road continues good for a long half-mile further, at which distance we come to the new pier—made for the protection of fishing boats—and the Coastguard Station. It is possible to drive $1\frac{1}{2}$ miles further—to the wretched group of cabins called *Ballykillin*, but it is pleasanter to walk. So doing, in about $\frac{1}{2}$ mile beyond the cabins, we gain the most northerly eminence, on which stands the **Telegraph Station** (230 ft.), originally one of a series of similar buildings which signalled from one to another the passage of ships, but now kept up by particular Lines to telegraph the approach of their vessels. The view from it is extensive, reaching as far as Scotland, where the twin Paps of Jura are seen in clear weather. Hard by is a group of skerries called the *Garvan* (“rough little”) *Isles*, and further away, 5 miles from the mainland, the lighthouse on the larger island of *Inishtrahull* is seen. The “Paps” are almost in a line with this.

The scenery of **Malin Head** itself is at its western end, and as it is almost hidden until you are close upon it, visitors often miss it altogether. Here the land shoots out several sharp, jagged edges of rock with almost vertical strata. One razor-ridged mass in particular is isolated, and the tumult of the tide, as it plunges through the narrow gorge between it and the almost equally sheer cliff of the mainland, has presumably originated the local name “Hell’s Hole” applied to the scene. Looking south and westwards along the coast from about here, we see Binnion and Dunaff Head, the latter standing sentinel over the eastern side of Lough Swilly. Fanad Head on the far side of the same lough is low, but in the distance we have the sheer cliff of Horn Head (p. 150).

In returning to Malin village by the main road alongside the telegraph wire there is nothing to note except the long ascent that begins about half-way, passing between Crockraw (637 ft.) and Farragan Hill (758 ft.). From its summit (430 ft.) a wide view opens in front over Malin village and Carndonagh to Slieve Snaght and other principal hills of the peninsula. From Malin village to Carndonagh the road is quite flat until by a gentle rise it enters the latter place.

Carndonagh.

Hotels: *O’Doherty’s* (C.T.); *Canny’s*. **Mail-cars** leave for *Derry* (direct) *abt.* 6.30 a.m. and *3.30 p.m.: *arr. from Derry* *abt.* *9.30 a.m. and 6 p.m.; leave for *Malin*, *abt.* *9.40 a.m. *Sundays also; also for *Malin and Culladuff* 8.15 a.m., returning from *Culladuff* 4.40 and *Malin* 4.55. For *Culladuff* only at 10 a.m. and on to *Malin Head* 10.15. *Pop.*, 720. *Hire to Malin Head and back*, 7s. 6d. to 9s.

Public Car for *Malin Head* at 8.15 a.m., returning to meet 6.35 train.

Rail to Buucrana (18 m.) and **Derry** (30), see pp. 129 and 132.

Carndonagh is a small town built cross-wise, its chief street forming a wide market-place, of which, as is not unusual, the

potato-weigher, looking uncomfortably like a gallows, is the chief ornament. The inn accommodation is fair of its kind, and all tourists should halt here for the sake of enjoying on the following day the fine drive to Buncrana through the Gap of Mamore from Clonmany Station. There is a good view of Slieve Snaght from the town.

The direct road to **Buncrana** ($12\frac{1}{2}$ m., 13 m. to station; car, 7s. 6d.) rises to over 600 feet in the pass between Slieve Snaght and Bulbin in 5 miles. It traverses a wild heathy country and is only interesting for the views in front and behind, and the pretty **Mintiaghs Loch**, which lies $\frac{1}{4}$ to $\frac{1}{2}$ mile right of the road, a mile beyond the col. Slieve Snaght (6 to 7 m. from Carndonagh) is easily climbed from the road (see "*Mtn. Sc.*," p. 207).

The mail-route to **Derry** (21 m.) passes to the east of Slieve Snaght, attains its col in (500 ft.) $6\frac{1}{2}$ m., and drops to the Moville and Derry road at Carrowkeel, 11 miles short of Derry ("Quigley's Point").

Carndonagh to Clonmany, $7\frac{1}{2}$ m.; **Gap of Mamore**, 14; **Buncrana town**, 22; **Station**, $22\frac{1}{2}$. Car, 12s. to 14s. This is a delightful day's drive in fine weather. It is best to take lunch either from Carndonagh or Clonmany, and eat it in the "Gap," from the highest point of which Mamore Hill (1,381 ft.) may be ascended in 20 to 30 minutes, and a capital view enjoyed from it.

The **road** goes west out of Carndonagh and in half a mile comes to the church, opposite to which, at the corner of a lane, is a fine old *Cross*, with time-worn sculpture. Beyond the church we take the right-hand turn and pass *Tirnaleague House*, the residence of the landlord of the town, with an avenue of ash-trees. Proceeding, we have Binnion (818 ft.) in front, and the sandy Trawbreaga Bay with the so-called *Doagh Isle* on the right. At the northern extremity of the latter the old *Castle of Carrickabraghy*, an old stronghold of the O'Dohertys, is seen, and, beyond it, Malin Head with its sharp little peaks and white signal-station. The rocky little Glashedy Isle is also conspicuous.

As far as Clonmany the new **railway** may be used, a convenient train starting at 11.35, and occupying about 20 minutes on the journey. The line sticks close to the road route. The only place of interest is **Ballyliffin** (6 m.), a slumberous group of houses, very depressing in appearance, until the railway came, and the eyes of the people were opened to the great possibilities they possessed in the splendid stretch of fine sand which fringes the three-mile-long crescent of Pullan Bay, from Binion to Carrickabraghy Castle, open to the broad Atlantic. On the hill above the station a small hotel has been built, and cars meet the trains. The place is in high favour with the Derry folk.

At one time the village is said to have celebrated a kind of Donnybrook Fair—"whisky and fightin' for a week." **Clonmany**—called on the Ordnance Survey "Dunally"—is $1\frac{1}{2}$ miles further, and very prettily placed in a hollow alongside a river of the same name (Clonmany). *Innishouen Hotel*. Free fishing (salmon, trout).

Clonmany to Buncrana, 11 m. The line follows the Clonmany river almost to its source (3 m.) and then descends by the side of *Mintiagh's Loch* to *Drumfries*, where the road joins the Carndonagh and Buncrana road 5 miles from Clonmany.

For some way beyond Clonmany the road-side is well timbered. We pass an ivied church on the right, and soon get a good view of Dunaff Hill (682 *ft.*) in front. It rises in a great knob surrounded by sea and land very little above sea-level. Approaching it the road turns sharp to the left and, skirting the Raghtin Hills (1,657 *ft.*), reaches in $2\frac{1}{2}$ miles the foot of the Gap of Mamore, affording a good view across Lough Swilly with Muckish in the distance. Numerous farmsteads dot the low corn-growing ground which opens on to the lough at a lovely beach of sand called *Lenan Bay*.

The ascent to the **Gap of Mamore** is as steep and rough a mile of carriage-road as can be encountered anywhere. Only light vehicles can accomplish it, and bipeds must of course walk. During the ascent a splendid view opens out across Lough Swilly. Three distant mountains rise in isolated masses: the longest-backed one—that on the right—is Muckish; the next—a pyramid with its top rounded off—Errigal, and the last, somewhat similar in shape, Dooish. These are the chief summits of the Donegal Highlands. The view back, too, as we ascend, is very pleasing. The top of the gap (760 *ft. above the sea*) is a narrow pass between the boulder-strewn Croaghcarragh on the right and the heathery Mamore Hill on the left. The latter is the better of the two to ascend. Climb to the ridge and stick to it till you have the hollow between it and Raghtin More just in front of you. The view is grand and comprises the sinuous expanse of Lough Swilly (except the part hidden by Croaghcarragh), and the north Donegal mountains, Slieve Snaght now appearing to the left of Dooish. The Inishowen Slieve Snaght just peers over the shoulder of Bulbin, which is the mountain close at hand a little south of east. In the north-east the telegraph station on Malin Head is again seen, and, in clear weather, the Paps of Jura and Islay may be discerned to the right of it. Southward is an expanse of moorland, and the position of Buncrana can be discerned. The best descent is along the ridge so as to rejoin the road some way down the pass.

The descent of the pass on the south side is more gradual, and the road is grass-grown. A straight mile, 450 feet of descent, brings us to *Owenerk Bridge*, where we cross an equally straight road leading from Clonmany to Lough Swilly. Our road ascends again for a considerable distance, still overlooking Lough Swilly, and two miles from Owenerk Bridge passes a small licensed house on the right. A new R.C. chapel is a conspicuous feature near the shore below us. Beyond it are Dunree Head and Fort. The former is the extreme point of the Urris Hills, which include Mamore and Croaghcarragh. On the opposite side of Lough Swilly this range is continued by the Glenalla Mountains—well seen from our road, which, after being joined by the one from Dunree, passes in $1\frac{1}{4}$ miles a quarry whence Londonderry has been supplied with a good deal of its stone. The prominent mountain now in front is the *Scalp* (1,589 *ft.*), and soon we join the direct routes from Carndonagh and Clonmany. Looking back

up the valley, the knob of Binmore breaks the downward sweep of Slieve Snaght to the former road. Then, as we enter Bunrana through a nicely wooded and cultivated country, the Castle and its grounds are seen on the right.

Bunrana.

Maps pp. 125 and 132.

—◆—

12 m. from Londonderry by rail (2s., 1s. 3d., 10d.).

Tourist Tickets:—From Dublin, 47s. 9d., 36s., 23s. 3d.; from Belfast, 22s., 17s. 4d., 13s. Combined **railway** and **hotel** tickets, see "Gt. Northern Tourist Programme."

Hotels:—*Lough Swilly* (C.T.), a large first-class house standing by itself on the shore, $\frac{1}{2}$ m. from station. Bed and Att. from 3s. 6d.; Bkft. (t.d'h.), 2s. 6d.; Din., 3s. 6d. Free use of golf-links. Swimming and medical baths attached by covered way. *McConnell's*, fam. and comm., in village, $\frac{3}{4}$ m. from station (scrupulously neat).

Return Car Fares (4 pass.):—Fahan Pier, 2s. 6d.; Mamore Gap and Dunree, 8s.; Carndonagh, 7s. 6d.; Clonmany, 10s.; Malin Head, 15s.; Moville, 15s. **Pair-horse Wagonettes**, double.

Golf Links ("Lisfannan"), 1 m. from hotel, past station; (Ladies') 5 min. from Hotel. Good **Bathing**. (See *Golf Section*.)

P. O., open 7-8; *Sun.* 9-10. *Desp. abt.* 8.20 and 5; *Sun.* 4.40. *Del.* 7.40 5.30. **Tel. Off.**, 8-8; *Sun.* 8-10. **Pop.** *abt.* 800. For Trains and Mail-cars, see p. 125.

Bunrana is in the parish of Lower Fahan ("Fawn"). The new Church is featureless. The old one is on the road to Dunree Fort. St. Mura is said to have "governed the Abbey at Upper (or South) Fahan with great success."

Bunrana ("Mouth of the River Crana") is a pleasant, very prettily situated little watering-place with a cincture of cultivation and trees, all the more welcome for their contrast with the wild and barren country the tourist may have traversed along any of the routes from Carndonagh or Clonmany. Centuries ago, we are told, it was "a place of some importance;" then it decayed, revived again in the last century, and latterly it has been galvanized into increased life and vigour by the construction of the convenient little narrow-gauge railway from Derry, which has made it the best halting-place for those who are including the Inishowen peninsula in their tour through Donegal. Private lodgings may be had. Except just in the estuary of the two streams (Crana and Mill) the tide retires a very little way, and the shore is shingly.

The town consists mainly of one wide street half a mile long, a little beyond the north end of which is the entrance to the Castle—a single tower that once formed part of a stronghold of the O'Dohertys. Adjoining it is a comparatively modern castle, built in 1717 by Sir John Vaughan, who brought about the revival mentioned above. The Castle Grounds are open to visitors.

At N. end of village turn down left to the entrance gate; then along drive to a six-arched bridge close to which is the tower (above). Then, passing through
North Ireland. L

an iron gate a path (*l.*) leads to the shore, which may be followed over rough stones for $\frac{1}{4}$ *m.* to a new **Fort**. From the iron gate a sycamore avenue runs right. From the bridge an avenue leads up into the main road. The whole forms a pleasant hour's stroll.

Buncrana to Portsalon, 4 *m.* rail or road to Fahan; ferry to Rathmullan; thence coach or steamer (Tues., Fri.), (*p.* 133). (In fair weather a sailing or row boat may be taken down the lough, 9 *m.*)

Those who make Buncrana their starting-point for the Inishowen peninsula should consult our remarks on *p.* 124 as to routes and facilities of travel. The first thing to do is to hire to Carndonagh or Clonmany through the Gap of Mamore.

Buncrana to Rathmullan (*across Lough Swilly*). The steam-ferry from **Fahan Pier**, 4 miles south of Buncrana (*p.* 133), crosses Lough Swilly to Rathmullan (3 *m.*; 4*d.*) five or six times a day in the summer. As, however, it always runs more in connection with trains *from* Derry than from Buncrana, tourists often hire or walk to Fahan Pier, a pleasant stroll past the golf-ground with the lough in view all the way; or take a boat direct from Buncrana to Rathmullan (3 $\frac{1}{2}$ *m.*, 5*s.* with two men). *For Rathmullan see next route.*

For ascent of **Slieve Suacht** see *p.* 207.

LONDONDERRY TO NORTH-WEST DONEGAL (DUNFANAGHY AND GWEEDORE).

The usual route now is by rail to Gweedore, and to Creeslough (for Dunfanaghy) *viâ* Letterkenny. We shall first, however, in accordance with our plan of moving from east to west, describe the route by Rathmullan, Milford, and Mulroy Bay to Dunfanaghy. This route may also be joined at Milford from Ramelton (4 *Irish*, 5 $\frac{1}{2}$ *Eng. m.*) or from Creeslough; also the route from Rathmullan to Portsalon; thence by Mulroy, Carrigart, and Rosapenna—a delightful route—to Creeslough and Dunfanaghy.

The line is now open right through to Burton Port on the Atlantic seaboard (*p.* 142).

(a) By Rathmullan. Map *p.* 112.

For (b), by rail viâ Letterkenny, see p. 142.

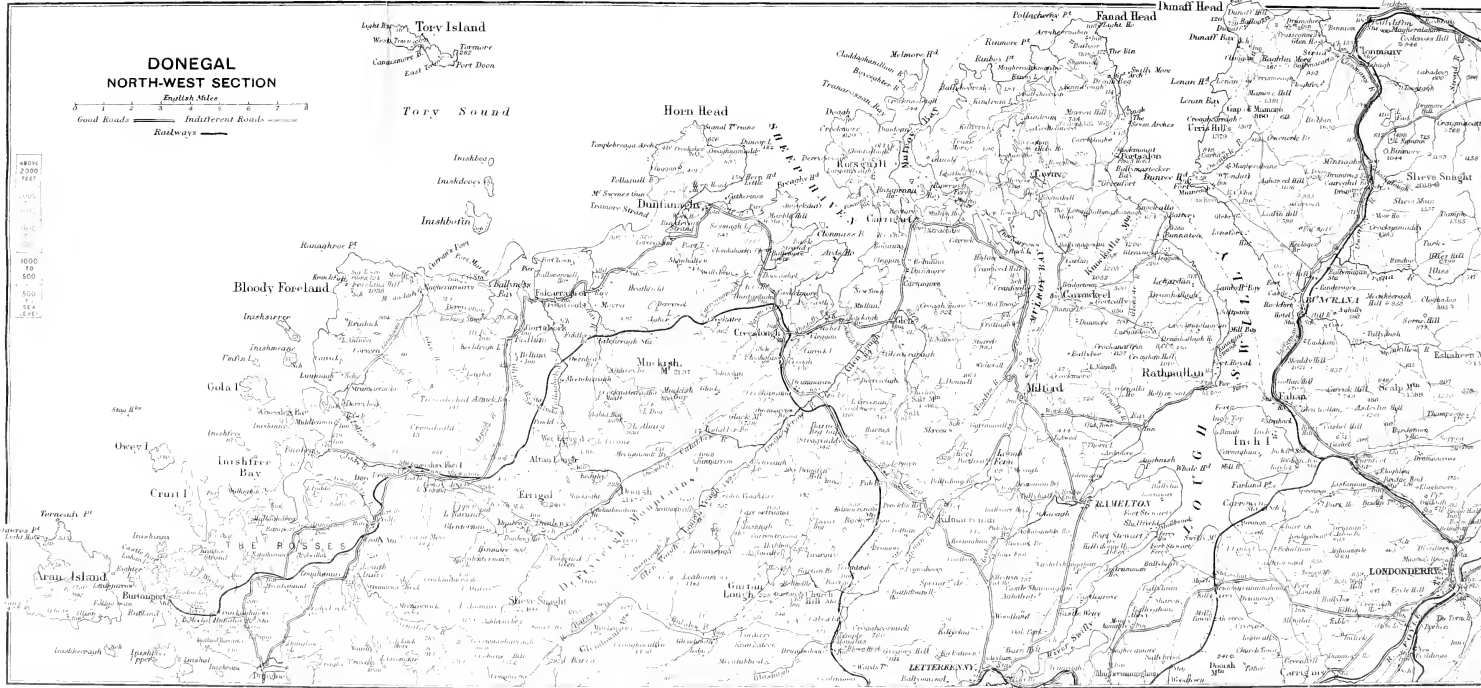
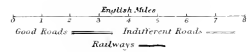
Distances:—*Derry to Fahan Pier* (train), 8 $\frac{1}{2}$ *m.*; *Rathmullan* (steam-ferry), 11 $\frac{1}{2}$ *m.*

Rathmullan to Milford (public car), 7 $\frac{1}{2}$ *m.*; *Glen* (by hill-road from *Mulroy Bay*), 16 *m.*; *Creelough*, 20 *m.*; *Dunfanaghy*, 26 *m.* (equal to 20 $\frac{1}{2}$ Irish miles).

* * * From Milford to Glen by the coast-road past Crawford Bridge (4 $\frac{1}{2}$ *m.*) and Carrigart (9 $\frac{1}{2}$ *m.*) the distance is 14 miles, and this is the more attractive route except for the fine distant views commanded by the hill-route.

Public Conveyances:—Rathmullan to Milford, Carrigart, and Rosapenna (arr. 5) abt. 1 p.m. (4*s.*); also to Milford and Portsalon abt. 1.15 (arr. 4.15). Milford to Carrigart (1*s.* 9*d.*, abt. 9 a.m., returning 2 p.m.). Creeslough to Dunfanaghy, abt. 9 a.m. (mail-car through to Gweedore) and 4 p.m. (two-horse car).

DONEGAL NORTH-WEST SECTION



This is the most interesting route, because it affords almost continuous views of more or less captivating coast-scenery.

Route. From Derry to Fahan the line traverses a green shallow valley, with the heights that culminate in the Scalp Mountain (1,589 ft.) on the right and the restored Grianan of Aileach (*p.* 120) on the left. At Inch Road (7 *m.*) we reach a sandy inlet of Loch Swilly. **Fahan** (*small ref.-rm. at station*) is pleasantly placed on the hill-side among trees, and the pier is close by. Hence, crossing to Rathmullan, we get a good view up and down **Lough Swilly** with Buncrana snugly ensconced away to the right. The lough is surrounded by low hills assuming the proportions of mountains towards its opening. Its shelving shores are but sparsely wooded, but its wide expanse and graceful windings give it a character of its own, especially when seen from high ground. Slieve Snaght and the rectangular little Binmore breaking its western slope are conspicuous. The name signifies "Lake of Shadows," and those who have seen a good sunset from Buncrana, or watched from the road to Mamore the sun struggling through the clouds over the calm expanse of the lough, will recognize its appropriateness.

The **Sail** between **Fahan** and **Portsalon** enables one to fully comprehend its attractions. At first, looking westward, across Donegal we may recognize Errigal by its twin little peaks. To the left of it is Slieve Snaght. The Inishowen Slieve Snaght is also conspicuous, with Binmore, shaped like a dromedary, at its foot. Due north the Gap of Mamore may be noticed. The chief hills skirting the lough are the Knockalla range ("Devil's Backbone"), almost as jagged as the Coolin Hills of Skye, on the left and the Urrie Mtn. on the right. These appear at one time to have formed parts of a continuous range running parallel with the other Donegal ranges farther west. Duuree Head, on which is a fort, has a striking appearance.

On Thurs. and last Sat. in the month a steamer leaves for a cruise on the lough at Buncrana, returning to Buncrana at 6 and Fahan 6.45.

On the far side of the lough is—

Rathmullan.

Hotel:—*Pier*, opp. pier.

Mail-car to Ramelton (5 *Irish m.*, 1s.) on arrival of the 5.15 p.m. steamer from Fahan, and to Letterkenny (12 *m.*, 2s.) abt. 5 p.m. Van to Ramelton, abt. 5.50 p.m. Steam-ferry to Fahan (for Derry), 5 or 6 times a day. Coach abt. 1 p.m. to Rosapenna in connection with midday train from Derry; to Portsalon abt. 1.15; also to Milford on arrival of 5.15 steamer from Fahan on Wed. and Sat.

Post Office, open 7-8; Sun. 8-10.15. Desp. abt. 8 a.m., *3.30 p.m. Del. *9.15 a.m., 5.50 p.m. *Sunday also. **Tel. Off.**, 8-8; Sun. 9-10.

Golf Links at Macamish (2 *m.*), 9 holes.

This village (*Pop.* 500) contains nothing of special interest except a building, half *Abbey* and half dwelling-house, a few hundred yards south of the hotel, on the way to Ramelton or Milford. The ecclesiastical part is of the Pointed order, and was originally a Priory of Carmelite Friars, while the domestic part adjoining is Tudor in style. Ivy mantles the walls, and the graveyard is, as

usual, prolific of weeds. As a whole it is very picturesque. In front of the Abbey is the tomb of the Hon. W. Pakenham, captain of the frigate "Saldanha," which was lost with all hands in 1811. Close to the hotel a fort, corresponding with one opposite on Inch Island, guards the upper reaches of Lough Swilly.

It was from here that the O'Donnells, the O'Neills, and the Earls of Tyrconnell and Tyrone sailed for France in 1607, thus ending the resistance to English rule; and another leader, Wolfe Tone, was taken prisoner here in 1798.

The bathing at Rathmullan is very fair, of the *al fresco* order, though the shore is rather rough and rocky. Just N. of the town there is pretty timber and park-like scenery.

Knockalla Battery, 8 *m.* A road extends for this distance along the western side of Lough Swilly, nowhere, except towards the end, more than $\frac{1}{2}$ *m.* from the shore, and affording good views across the Lough to Buncrana and the hills of Inishowen—including Slieve Snaght and the Scalp Mountain. At the Battery the road is brought to an end by the **Knockalla range**, which strikes from the south-west and drops abruptly to the water. Its rugged outline has given it the local name of the "Devil's Backbone," and it is a conspicuous feature in the views from many vantage points farther west.

The pedestrian crossing the cliffs from the Battery will descend in a mile to the wide sandy sweep of *Ballymstocker Bay*, whence it is from 8 to 9 miles to the Lighthouse on **Fanad Head**—a low-lying promontory in strong contrast with Dunaff Head on the opposite side of the lough. On the way are **Portsalon**, 2 *m.*, *p.* 136, and the **Seven Arches**. For route thence to Milford, see *p.* 135.

Rathmullan to Ramelton (5 *Irish*, 6 $\frac{1}{2}$ *Eng. m.*; *cars*, see *p.* 133). The road skirts Lough Swilly and the estuary of the Lannan river all the way, affording good views across the water. For *Ramelton*, see *p.* 144.

Quitting Rathmullan our route passes the Abbey, and for nearly three miles skirts Lough Swilly, being identical with the road to Ramelton (*p.* 144). The shore is wooded all the way. Then the road turns inland, and getting rather rough ascends gradually for the next two miles through a peat bog and old forest, affording a good back-view over the lough to Grianan of Aileach (*p.* 120) and the hills beyond Derry, while to the left, in the lower and richer country, Ramelton may be seen. Nearing the highest point we see, straight ahead, Dooish and Errigal—triangular heights with rounded-off tops, Errigal distinguishable by a nick which gives it a double peak. The hill to the right, very much nearer, is Lough Salt Mountain.

In 5 miles from Rathmullan we join the mail-road from Ramelton to Milford, just after skirting, by a bit of new road, the north side of a tiny lough. Then, continuing over high ground, we pass, on the right, the *Union Workhouse*—a large plain building, and another mile brings us down to

Milford. [*McDevitt's*, B. & A., 2s. 6d.; *Baxter's* (smaller); both comfortable; *Dickson's* (c.t.); *Farne House*. *Mail-car to Ramelton* (5 *Eng. m.*, 6d.) *abt.* 6 a.m. and 4 p.m.; *to Carrigart* (9 *m.*, 1s.) *abt.* 9 a.m., *ret.* 2 p.m.; *to Tamney* (9 *m.*) and *Portsalon*

(12 m., 10½ by direct route, 2s.) *abt.* 9 a.m.; *ret.* 2 p.m. to Rathmullan (*Wed. and Sat.*) for 11.50 steamer to Fahan for 1 p.m. train to Derry.] The village of Milford occupies the side of a steep hill, up which its chief street ascends. It is prettily situated, with sylvan surroundings, and from the broken ground behind the inn at the top of the street there is a good view of Mulroy Bay.

Milford to Kerrykeel, 4½ m., and **Portsalon**, 10½. *Mail-car daily abt.* 8.45 a.m. (2s.). This car goes round by Tamney (9 m.), hence to Portsalon, 4 m., arriving 10.45 a.m. An interesting drive or walk and very fair for cycling.

From Milford the road, following the wire, descends by a long and steep hill to the shore of the apparently landlocked Mulroy Bay—one of the prettiest inlets in Ireland, though of not much account at its south end, but eminently picturesque where it widens out. As we approach **Kerrykeel** (*small inn with a bed or two*), the end of the Knockalla range (“Devil’s Backbone”) is a striking feature. Kerrykeel (formerly “Bridgetown”) is a small village. From it rough and hilly roads cross the peninsula to Knockalla Battery (5½ m.; p. 134) and Rathmullan (6½ m.; p. 133).

Abt. 1½ miles S.E., on a hill called Crockmore, is a *Cromlech* on four legs, which support a horizontal stone 15 feet long.

Our road continues along the shore of the bay for 1½ miles and then forks.

(a) The **left** branch (mail route) continues along the way to **Rossnakill** (3½ m. from Kerrykeel; beds at *Fullarton’s inn*, clean and tidy), little hamlet with a very neat licensed house (draper’s), and, a mile further, **Tamney** (*pub.-ho.*), whence the mail-car crosses to Portsalon.

Beyond Tamney the eccentric Mulroy Bay forms another lake, joined to the main part of it by a winding channel, and dotted with islets. Of *Moross Castle*, situated at the narrowest part of the channel, a mile W. of Tamney, fragments of two walls still remain. It was a fortress of the MacSweenys (p. 137).

On the largest of the islets there is a ring of earth and stones. Inland to the west, 2 m. N.W. of Tamney and just above **Kindrum** (*small inn*), **Cashelmore**, on which are the remains of buildings, rises to a height of 560 feet. It commands a very fine view over the sea to Horn Head and Tory Island, with Muckish and Errigal in striking outline more to the south, while on the far side of Mulroy Bay, at its entrance, stands the old tower of Melmore.

At a farmhouse, at the foot of Cashelmore, a “Queen of France” first saw the light of day. She was the daughter of a farmer named Patterson, married Jerome Bonaparte, but was divorced at the instance of the great Napoleon and died in America at the age of ninety-three. This was, of course, sufficient in the eyes of the simple natives hereabouts to establish her claim to the title we have quoted.

Cashelmore is locally said to “fatten four sheep, feed five, and starve six.” In *Kindrum Lough*, to the N. of it, a peculiar kind of black, speckled trout affords good sport. The lough is separated from the sea by a sandy tract.

(b) The **right-hand** branch from the fork goes direct to **Portsalon**, turning right at cross-roads, ¾ mile short of the hotel.

Portsalon.

Maps pp. 132, 125.

Postal Address "Co. Donegal." *Tel.*, "Portsalon."

Tourist Tickets :—From Dublin, 46s., 37s., 26s. 6d. ; from Belfast, 25s. 6d., 21s. 6d., 18s. 9d.

Hotel (first class, English comforts. B. & A. from 4s. ; Bkft., 1s. 6d. to 2s. 6d. ; Din. from 3s.).

Post arr. abt. noon, dep. abt. 2. Close to hotel. **Tel. Off.**

Approaches (in summer) :—From Derry (12.0) by L. Swilly R. to Fahan (12.30). Steamer (12.45) to Rathmullan. Portsalon by hotel coach. From Derry (9.50) ; Fahan (10.20), Tues. and Fri. Steamer to Portsalon, arriving 12.30. Pier opposite hotel. Return Steamer, 5.30 p.m. *See Yellow Inset.*

Coach to Rathmullan abt. 8.30 a.m., connecting by (11.50) ferry (to Fahan) and train with aft. mail from Derry (3s. 6d.), returning about 1.15. Fares to Derry, 3s. 6d., 3s., 1s. 8d. **Mail-car** to Letterkenny, abt. 2 p.m., not much used for passengers. **Steamer** to Fahan, Tu. and Fri. about 1.30 p.m. Rathmullan to Fahan about every 2 hours, Sun. 3 and 8 p.m.

Golf-course (18 holes) close by the Hotel. An excellent course and finely situated. Visitors, 5s. a wk. ; 1s. day. Not crowded in August.

Distances :—Milford, 10½ m. ; Rathmullan, 17 ; Ramelton, 16 ; Letterkenny, 21 ; Londonderry, by Rathmullan, 19.

Portsalon has recently become one of the favourite tourist resorts in North Ireland, owing to the enterprise of Col. Barton, the owner of the surrounding neighbourhood (including a very fine golf course of 18 holes), who has constructed a beautiful castellated hotel, delightfully situated, and providing every comfort at reasonable charges. Tennis, golf, fishing, and shooting can be indulged in, and also excellent bathing from the beautiful strand of Ballymastocker Bay, 2 m. in extent. Although far from the madding crowd, it is well served by char-à-bancs and cars to convey visitors to view the delightful scenery in the vicinity. The view from the turret of the hotel tower across and up Lough Swilly is charming. "Why did we not know of this place before?" is the exclamation of many a visitor.

The most interesting natural feature in the vicinity is the **Seven Arches**, which are reached by following a laue that starts a little way above the P.O., for about a mile, and then turning down to the shore across a field. The arches are sea-worn caves, the roofs of which have in places fallen in. A good scramble may be enjoyed through, above, and about them. Approached by boat they are thus described :—"A boat may be taken past some caves, then by an islet, called from the profile it presents the 'Judge,' and round Green Fort Island, to the *Seven Arches* (2 m.), which may be approached on foot by a narrow passage 450 feet long and only five broad. At its N. end we reach a strand divided into two by a fine natural arch. From this strand a cave with a narrow entrance runs 130 feet inland, and beyond this are the Seven Arches, whereof one, forming a grand entrance 100 yards long from the sea, divides into two. Beside the left-hand one is another cave, 120 feet long. The right-hand one is again divided into four beautiful ones, through any of which a passage may be made on to the boulder strand, whence another arch leads towards the north."—*Rev. Canon Baillie.* The Scottish tourist will be reminded of the Bullers

of Buchan in Aberdeenshire. One of them is called, from its pillar-like formation, *Leach-an-Bochan* ("Tether-stack Rock").

From Portsalon to **Fanad Head Lighthouse** the distance is about 7 miles by road. Pedestrians may cross into this road from the Seven Arches (see *Map p. 125*) and visit St. Columb's well, marked by a huge cairn. At the little hamlet of **Doaghbeg** ($4\frac{1}{2}$ m.) is a very fine natural *Arch* called the "Great Arch," and near by is the Swilly Rock where H.M.S. "Saldanha" was wrecked in a snowstorm in 1811 (*p. 134*). Three of its cannon are at the hotel. At the *Bin* ($5\frac{1}{2}$ m.) the cliff rises to the height of about 350 feet. Fanad head is low, but commands a fine view. Another favourite excursion is to the fishing village of Ballyhoorisky, where the "kelp" industry can be seen in full swing. All around there is ample study for the geologist, botanist, and conchologist.

Portsalon to Rosapenna by Rawross Ferry (about 14 m.).
Map *p. 132*.

Pedestrians save 4 m. by crossing Moross as well as Rawross Ferry. Neither route good for cyclists, who had best go round by Milford. *Car* to Moross Ferry, on the other side of which a car may be wired for from Rosapenna. *Fare* for two persons abt. 12s.

Besides being shorter this is a pleasanter route than the one by Milford round Mulroy Bay, which is about 21 miles. *Car* for two, 10s.; for three or four, 12s.

After passing the cross-roads the carriage-route goes to the right in a short mile ($1\frac{3}{4}$ from Portsalon).

Pedestrians keep on direct by a rough road to (3 m.) **Rossnakill** (neat inns, *p. 135*), whence, after passing through the village and turning to the left we reach (5 m.) **Moross Ferry**. Note the primitive flax-crusher on the way. The fragment of *Moross Castle* (*p. 135*) is on the near side of the ferry, to cross which you shout for a boat (3d. each), and from the other side bend up to the left and, taking the right-hand branch at a fork close to some cottages, keep on till the road overlooks the all but landlocked *Bullogfeme Bay*, on which are two tiny islets. The long hogsback of Muckish—an omnipresent mountain in this part of Donegal—is seen ahead over the south end of Sheep Haven, with Wee Errigal, Errigal, and Dooish to the left of it. Then a sharp descent leads to **Rawross Ferry** (4d. each), where again the boat is kept on the other side close by the steamer-pier, at which a Glasgow boat calls about once a week. This is generally known as **Mulroy Pier**. From it carriages take two sides of a triangle, but there is a direct rough road to Carrigart ($1\frac{1}{2}$ m.) where we join the mail-route from Letterkenny via Milford (*below*).

The *carriage-route*, in order to avoid Moross Ferry, makes a wide circuit round the northern arm of the eccentric Mulroy Bay, passing under a small height (366 ft., worth climbing) at the junction of the road from Tamney. Then it goes on to (5 m.) **Kindrum** (*pub.-ho.*) and crosses elevated ground, with fine views in front, Muckish, etc., to Rawross Ferry.

Milford to Carrigart (9 m.) and Rosapenna ($10\frac{1}{2}$) direct; also to Creeslough (12), *viâ* Glen. Map *p. 135*.

Leaving Milford by the road that turns left out of the steep street—nearly opposite M'Devitt's hotel—we descend a long, winding and steep hill to ($1\frac{1}{2}$ m.) *Bunlin Bridge*, over the straight little glen of that name, beyond which we bend to the right along the shores of **Mulroy Bay**, passing the pretty little *Bunlin Waterfall*. This landlocked inlet is about 12 miles long, and winds like a river from the sea to its widest part ($1\frac{1}{4}$ m.), which we are now approaching. From a point called "The Narrows,"

where it expands to this width, a branch channel goes back northwards and forms another (smaller) inland lake (*see p. 137*). The hills around are of moderate height, but the shores are broken and diversified, and the whole forms a very pretty scene.

Route to **Rosapenna** continued next page.

Nearly 3 miles from Milford the **direct road to Glen**, and so on to Dunfanaghy, winds up the hill to the left. Cyclists will, in any case, find it to their advantage to adopt the coast-route by Carrigart (*p. 139*).

This *hill-road*—a very fair one except for a steep drop into Glen Village—almost immediately enters a barren, unoccupied region. As is the case in the north of Scotland and other remote parts of our country, the impression of wildness conveyed by the scenery results from the very slight elevation above sea-level at which the soil becomes incapable of cultivation. Here and there little patches have been reclaimed and rudely enclosed, but from parts of this road neither house nor enclosure can be discerned. From the higher ground, about 300 feet, there is a fine view back to Dunaff Head, Raghtin More, Slieve Snaght, and the jagged ridge called the “Devil’s Backbone,” while in front the level ridge of Muckish (the “pig’s back”), in combination with Aghlamore, Aghlabeg, Errigal with its peak slit into two, and Dooish, forms a very distinctive mountain-outline. Then, descending to Glen, we have the ramifying expanse of Sheep Haven in front, with Horn Head rising finely behind it and, inland, Glen Lough and the valley of the Glencarrow River stretching in a line south-west to Lough Veagh and the *col* beyond it. The fine mansion—so exceptional a feature in these parts—across the narrows of Sheep Haven is *Ards House*.

Glen is a dilapidated little village with no less than four licensed houses. Considering the poverty of the neighbourhood and the fact that a large proportion of the people are abstainers, it is difficult to see whence comes the need of or the profit from so many.

It is worth while to halt for a couple of hours at Glen and take a walk up the steep road that is seen going due south. At the highest part of this road, 3 miles away and 815 feet above the sea, is **Lough Salt**, a mountain-tarn which has had a great deal more than its due meed of admiration from enthusiastic writers, to be taken with a grain of the commodity, as is the legend of St. Patrick having slain his last snake in its waters. It is a small sheet of water, nearly a mile long and less than a quarter wide. On the east side Lough Salt Mountain rises in scree capped by crag to a height of 1,546 feet—750 feet above the lake; the rest of the surroundings are low hilly ground. Perhaps a more impressive scene is the deep-set almost circular little taru called **Lough Reelan**, into which Lough Salt empties itself by a streamlet $\frac{1}{4}$ mile long. Standing between the two lakes the solitude is very palpable. Also ascend the hillock north of the lake. Tory Island is in the view—over the Horn promontory. The road alongside Lough Salt descends from the south end of the lake to **Kilmacrenan** (8 m. *from Glen*; *p. 148*). There is also a pathway going slantways up the steep side of Salt Mountain, by which Milford may be reached in about 7 miles, or Kilmacrenan in 5. We have not travelled either route.

From Glen the road proceeds over a wide waste of heath thickly strewn with slabs and blocks of granite, and in $1\frac{3}{4}$ miles crosses the *Lackagh River*—a fine salmon-stream strictly preserved. Half a mile further, near a pub.-ho., a road strikes off to *Doe Castle* ($\frac{3}{4}$ m., p. 141). A flat pleasantly wooded little strath succeeds, and then we rise again—by new (for carriages) or old road—to *Creeslough*, where we rejoin the rail from Letterkenny.

For **Creeslough** (where the mail-car for Dunfanaghy calls abt. 9 a.m., the two-horse car abt. 4.30 p.m.) and the rest of the way, see p. 149.

To resume: proceeding along the **main road** which skirts *Mulroy Bay*, we pass almost at once *Cratlagh Wood*, a spot saddened by the memory of the assassination of the then Earl of Leitrim and his two servants in 1878. Beyond it, $1\frac{1}{2}$ miles, *Cranford Bridge* is crossed, and a couple of miles further the lough contracts into the "Narrows," where the river-like portion of the estuary begins. Breasting the hill beyond *Cranford Bridge*, we have a very fine view of the bay and its surroundings, rugged and ragged. The road cuts across to *Carrigart*, passing on the way the entrance gate of *Mulroy House*, for some way visible among the woods, the modern seat of the Leitrim family, and leaving, a mile away on the right, the *Mulroy Pier* and *Rawross Ferry* (p. 137).

Carrigart (Hotel: *Friel's Commercial*. Mail-car abt. 2 p.m. to Milford and Letterkenny; *Char-à-banc* daily to Milford, 1s. 6d., and Rathmullan, 2s. 6d., in connection at Fahan with midday train to Derry) is a small and tidy village, remarkable chiefly for the cathedral-like proportions of its R.C. church, which stands half a mile W. of the village (see p. 141).

In the village is the new (Protestant) church, and in front of it the old one. Adjacent to these there has lately been erected a beautiful *Marble Cross* on a pedestal of granite and freestone, with the following inscription:—

"This cross was erected to the memory of the Right Honourable Robert Bermingham Clements, Fourth Earl of Leitrim, by his grateful tenantry and many devoted friends, in recognition of his sterling character and valuable public services. He loved his people, and by his own request lies buried in the adjoining churchyard."

This nobleman was nephew to the earl who was murdered in 1878, and it is pleasing to record that the wording of the memorial is a faithful reflex of the feelings at present subsisting between the different parties mentioned in it.

From *Carrigart* to **Rosapenna** by road the distance is 2 miles, lessened to $1\frac{1}{2}$ by crossing the sands, which can be accomplished except for an hour or two on either side of high tide, but is at no time pleasant walking.

Rosapenna.

Postal Address :—"Rosapenna, Carrigart, Co. Donegal."

Tourist Tickets :—From Belfast, 29s. 9d., 22s. 10d., 16s. 6d. From Dublin, 55s. 3d., 40s. 6d., 26s. 9d.

Post arrives about noon, departs about 2.

Golf Course (18 holes), one of the best in Ireland. (*See Golf Courses*, xxi.)

The **Means of Access to Rosapenna** are : (1) *Char-à-banc* every weekday from Rathmullan *viâ* Milford (*see p.* 133); (2) *Mail-car* daily from Letterkenny *viâ* Ramelton (*p.* 143, not much room for passengers); and (3) S.S. "Ganimore" from Glasgow every Thursday at 1 p.m. to Mulroy Pier, 3 m. distant (*p.* 137), calling at Portrush and Derry, and reaching Mulroy Sat. evening, leaving again Tues. 9.30 a.m. *Fares*:—12s. 6d.; *ret.*, 20s. Steerage, 3s. 6d. and 6s. Also *char-à-banc* to Creeslough to connect with 8.42 train, returning on arrival of the 12.25 from Derry. *Fare*, 2s. 6d. Coach from Hotel, 10.15 a.m., returning at 2.10.

The *char-à-banc* returns from Rosapenna every morning in time to catch the midday boat from Rathmullan, reaching Derry by train about 1.30.

Car Fares from Hotel:—Carrigart, 9d. each (*minimum* 1s. 6d.); Mulroy Pier, 1s. each (*min.* 2s.). *Return*, half above rates.

Including Return and Drivers' Fees:—Ards, 10s.; Creeslough, 8s.; Doe Castle, 6s. 6d.; Dunfanaghy, 12s. 6d.; Kilmacrenan, 12s.; Letterkenny, 14s.; Lough Salt, 9s.; Milford, 9s.; Ramelton, 11s.; Rathmullan, 12s. 6d.; Gweedore, 22s.; Mevagh, 3s. 6d.; Glen, 6s. 6d.; Lackagh Bridge, 6s. 6d.

* * * From Rosapenna to Portsalon by Rawross and Moross Ferries will amount to about 10s. for 2 passengers, and 12s. for 3 or 4.

Rosapenna Hotel (B. & A. from 2s. 6d.; Bkfst., 2s. 6d.; Din., 5s.; full terms abt. 12s. to 17s. 6d. a day; open early in April to abt. middle of October) is a modern first-class house built by the trustees of the late Earl of Leitrim, and recently much enlarged and electric light added. The material is wood and the style familiar to Scandinavian tourists, the design having come from Stockholm. The hotel occupies an isolated position in the midst of "benty hillocks," with the waters of Sheep Haven on one side and Mulroy Bay on the other. On the sandy beaches of the former—Tramore and Trabeg—there is good bathing (*bathing-boxes* just across the rise behind the hotel). An excellent drive is to Melmore Head (4 m., 2s.). Close by the hotel have been found prehistoric grindstones, bronze brooches, pins, etc. For fishing, *see Special Section*, p. xvii.

The original "Rosapenna" stands about $\frac{1}{2}$ mile E. of the hotel. The Rev. Dr. McDevitt in his "Donegal Highlands" speaks of it as the "Buried Mansion of Lord Boyne," and describes it and its surroundings in language somewhat akin to that in which Claud Melnotte paints the home to which, "could love fulfil its vows," he would lead the haughty Pauline, "Lady of Lyons"—"A palace lifting to eternal summer," etc. "So sweet, indeed, was the vegetation all round that his lordship, after his usual morning walk among the hills, invariably found his boots dripping with wild honey."

For the further statement that "Lord Boyne's display at Rosapenna has disappeared beneath the waves of red sand, leaving only a few pieces of broken masonry to record its fate" any visitor can vouch, but one may be excused for suggesting that the red sand was there before Lord Boyne. Anyhow, we cannot accept a picture of what is apparently a country-house in a park near

London as a faithful representation of either the buried mansion or the modern hotel, any more than we can without protest allow the bridge or causeway at Dunfanaghy leading to Horn Head to be represented by Clifton Suspension Bridge, or Dunlewy Church at Gweedore by Worcester Cathedral! The excellent work we have quoted from displays a freedom of illustration which is somewhat misleading.

The fine-shaped conspicuous mountain S.W. from Rosapenna is Muckish, with the more distant but loftier Errigal just peeping over its left shoulder.

Ganiamore, 682 ft., $1\frac{1}{2}$ miles N. of hotel ($1\frac{1}{2}$ hrs. there and back). Every one should ascend this little hill, which affords an all-round view unequalled in the neighbourhood. A cart-road runs N.W. from the hotel between Rosapenna Lough and Trabeg Sands, from the far end of which a rough lane ascends to the hill, which is most easily climbed by flanking round a little to the left.

The *sea-view* embraces Horn Head and Tory Island (W.); Fanad, Dunaff, and Malin Heads (N.E.). South-west over the land are the Bloody Foreland Hill (round-topped), Muckish, and others. Errigal is hidden by Muckish, the most prominent hill to the left of which is Slieve Snaght. South, Salt Mountain; east and south-east, the Inishowen Slieve Snaght, (to right of it) The Scalp, over Lough Swilly, and (to left of same) Bulbin.

At *Mevagh*, near the shore, E. of Ganiamore, are several **antiquities**—an old church, cross, inscribed stones, etc.

Rosapenna to Glen, 5 m., and Lough Salt (8). A rough up-hill road, especially beyond Glen. Except a general westward view there is nothing remarkable as far as **Glen**, for which dolorous village and the way on see p. 138.

Rosapenna to Creeslough (8 m.), **Dunfanaghy** ($14\frac{1}{2}$), **Falcarragh** ($21\frac{1}{2}$), and **Gweedore** (32). Map p. 132.

This route joins the main (mail-car) road from Letterkenny to Gweedore (see p. 147) at Creeslough. It is a very fair one, though somewhat hilly about Creeslough and Falcarragh.

From Rosapenna the road goes round the sandy bay and, without entering Carrigart, passes the cathedral-like *R.C. Chapel*, which accommodates worshippers for miles round, as may be guessed from the enormous *bell*, which is placed outside, apart from the building, and measures $4\frac{1}{2}$ feet in diameter. It is by Byrne of Dublin. Thence our road overlooks Sheep Haven, on the opposite shore of which is **Ards House**, a large mansion in finely wooded grounds, whereon the roots of an old forest may be here and there observed. Further on we are opposite **Doe Castle**, an old, heavy-looking building, formerly a fortress of the M'Sweenys. It consists chiefly of one square keep with battlemented walls and round towers, and a modern domestic addition in the centre. It dates from the 16th century, when it was built by a lady named Quinn, who afterwards married one of the "M'Swine" family. In the next century it was the scene of much active local contention, being the "strongest fortress in Tyrconnel." It now belongs to Mr. Stewart of Ards. In the dairy the old *gallows* are still to be seen, and on the lawn outside are *cannon* captured at Seringapatam, at the siege of which General Harte, the then owner of the castle, was present.

At **Lackagh Bridge** (6 *m.*), a picturesque spot, we join the road from Milford viâ Glen. A little farther on the road goes off to Doe Castle, and nearly opposite is a wayside licensed house. Then, after a descent to the Dunally river, the driving road, in order to avoid the steep pitch beyond the bridge, turns left alongside the stream and joins the main road (*above*) $\frac{3}{4}$ mile S. of **Creeslough**. The rough road over the bridge is considerably shorter.

(b) By Letterkenny.

Map *p.* 112.

For (a) by Rathmullan see *p.* 133.

Lough Swilly Railway from Derry to Letterkenny, 25 *m.*, abt. 4 trains a day in $1\frac{1}{3}$ to $1\frac{1}{2}$ hrs.; 3s. 4d., 2s. 4d., 1s. 6d. For routes on, see *p.* 143, etc. Now also from Letterkenny to Burton Port viâ Creeslough, Duufanaghy Road, and Gweedore. 3 trains a day (1 Sun.). Fares from Derry to Creeslough, 6s. 10d., 5s., 3s. 3d.; Dunfanaghy Road, 7s., 5s. 1d., 3s. 4d.; Gweedore, 9s. 8d., 7s. 1d., 4s. 8d.; and Burton Port, 11s. 8d., 8s. 7d., 5s. 8d. The *Londonderry Station* is at the Graving Dock, 1 *m.* from Ship Quay along Strand Road (tram to all trains from G.N. Station and Carlisle Bridge, 1d.).

This long little line, which belongs to the same company as the Buncrana line (*p.* 131), and having a gauge of only 3 ft. 4 in., embraces in its sinuous course every class of scenery—pastoral, lake, river, and mountain—and affords to tourists a convenient access to the highlands and coast-line of North-west Donegal.

As the extension beyond Letterkenny follows the road-route as far as Temple Douglas (only 7 *m.* from Church Hill), we shall first describe the rail journey thus far and then give the rail and road routes onward.

Derry to Letterkenny. At first the line skirts the river, of which there is a very pretty view up to the "boom" (*p.* 125). Soon, however, we turn inland, proceeding along a wide flax-growing valley with the Inishowen hills on the right, and, as we approach ($\frac{1}{2}$ *m.*) *Bridgend Station*, the Grianan of Aileach (*p.* 120) crowning a round hill on the left. Then at *Junction* (6 *m.*) the Buncrana branch (*p.* 131) diverges, and a little further we reach the side of Lough Swilly. Far away on the other side Dooish and Errigal are in view—the former a single peak, the latter one of three with a little notch on its summit. Close at hand, on the right, is a rude watch-tower. Aileach continues to be conspicuous for some time. Then at *Carrown Station* (9 *m.*) the line enters a rough limestone tract, passing on the left another tower, and commanding a fine view across Lough Swilly to Ramelton, with the straight-backed Muckish, the chief landmark of Northern Donegal, conspicuous in the far distance. From **Newtown Cunningham** (12 *m.*) there is a short cut by road and ferry to Ramelton.

Fort Stewart Ferry. Persons taking this route must hire or walk to the ferry (2 *m.*), which is a mile wide, and then, unless they have previously ordered a car to meet them, walk another 3 *m.* for *Ramelton* (see *p.* 144). *Fort Stewart* (1 *m.* north of the ferry) was built nearly two centuries ago. *Fort*

Stewart House is close to the ferry, and the ruins of *Killydonnel Abbey* 1 m. south on the road to Letterkenny. For times, see *Yellow Inset*.

Keeping inland, we now pass (16 m.) *Sallybrook* and (17 m.) *Manor Cunningham*, where *Errigal* again comes into view. Then, while tickets are being collected at **Pluck** (21 m.), we may notice an upright stone on the crest of a field on the right. Its antiquity is attested by the fact that stone vessels have been dug up beneath or around it. It is much appreciated by the cattle, and the natives confuse its use with its origin. Hence, doubling the south end of the lough, we look down it to the *Inishowen* mountains, and soon see Letterkenny on the hill-side in front of us. The station is half a mile short of the hotels.

Letterkenny.

Map p. 132.



Tourist Tickets:—From Dublin, 49s., 36s. 6d., 23s. 9d.; from Belfast 23s. 6d., 18s. 4d., 13s. 6d.

Railway Stations:—Co. Donegal and Strabane (opened January 1909), both $\frac{1}{2}$ mile from town.

Hotels:—*Hegarty's* (C.T.), *McCarry's* (Auto., C.T.), *Orr's Temp.*

Hiring Distances (Irish miles): Ramelton, 7; Rathmullan, 12; Kilmacrenan, 6; Dunfanaghy, 18; Gweedore (direct), 22, by Gartan Lough 26, by Dunfanaghy 34; Gartan Lough (Church Hill), 8; Glenties, 22; Duugloe, 26; Strabane, 14; Stranorlar, 11.

Post Office:—Open, 7-8; Sun. 7-10 a.m. *Desp. abt.* 7.30 a.m.; *abt.* *6.0; *Del.* *7 a.m.; 3.0, 8.30 p.m. *Sun. also (del. to callers). **Tel. Off.**, 8-8; Sun. 9-10 a.m.

Mail-cars:—To Ramelton (1s.), Rathmullan (2s.), Milford (2s.), Portsalon and Carrigart (3s. 6d.), 6.30 a.m.; Dunfanaghy (2s. 6d.) and Gweedore (6s. 6d.), 6.30 a.m.; Church Hill (1s. 6d., *ret.* 2s. 6d.), 6.35 a.m.

Letterkenny, as the name implies (*Leitr*, a "slope"), stands on the slope of a hill. It consists of one long street, rising steeply from the north bank of the *Swilly*, just where the valley has expanded into a wide and rather bare strath. In the centre is a square with a small clock-tower, but by far the most important building is the County Asylum, a little way up the *Dunfanaghy* road.

The town is fairly busy and thriving, though its local importance has somewhat suffered since the railway brought *London-derry* within easy business reach. It is also the chief postal centre of the district.

There is nothing in Letterkenny itself to detain the tourist, but two or three days may be well spent in making excursions—to *Ramelton*, *Rathmullan*, *Milford*, and *Mulroy Bay*; to *Gartan Lough* (Church Hill), and *Glen Veagh*. A most interesting drive is to *Glen Veagh Bridge*, on the *Gweedore* road; thence along *Lough*

Veagh and up the glen to the top of the pass, where the Dungloe road is joined.

Letterkenny to Ramelton (*English m.*), $8\frac{1}{2}$; Rathmullan, $14\frac{1}{2}$; (—Ramelton to Milford, 5; Kerrykeel, $9\frac{1}{2}$; Portsalon, $15\frac{1}{2}$). Map *p.* 132.

Mail-car to Ramelton (*1s.*) and Rathmullan (*2s.*) abt. 6.30 a.m. Cars in connection from Ramelton to Milford, Carrigart, Kerrykeel, and Portsalon. The return journey from Milford may be varied by taking the route either by Kilmacrenan by train or by Ballyarr and Drumman Bridge. (*See Map, p. 132 and below.*)

These routes afford a succession of good near and distant views, without actually passing through very remarkable scenery. At Milford the route from Rathmullan (or Ramelton) described on *p.* 134 is joined.

The Ramelton road goes east from Letterkenny past the station and soon begins the winding ascent of a long hill (pedestrians will keep the straight *old* road from just beyond the station), from the top of which it continues on high ground (from 300 to 400 ft.) until a correspondingly long descent is made into Ramelton, the course being quite straight for the last few miles. Fine views are gained from time to time across Lough Swilly and to the Inishowen hills.

Ramelton (Hotel: *Stewart Arms, Boyle's*; car about 5 p.m. to Letterkenny; 7 a.m. and 3 p.m. to Rathmullan, in connection with steam-ferry to Fahan, *see p.* 133) consists of a wide sort of promenade alongside the Lannan, ending in a steep street at the top of which are the hotel and post office. The valley above is deeply wooded and picturesque, and across the river is a big rookery. Tourists from Derry coming by Fahan and Rathmullan (*p.* 133) or by Fort Stewart Ferry (*p.* 142) may conveniently make this a starting point for the Donegal tour. The published *charges for a single car* (1 or 2 persons) are: to Letterkenny, 4s.; Rathmullan, 3s. 6d.; Dunfanaghy, 10s.; Gweedore, 12s. 6d., etc. Fishing may also be had. Car leaves daily (except Sunday) to catch the 8.5 a.m. steamer for Fahan.

From **Ramelton to Milford** (Mail-car, 7 p.m.) it is $5\frac{1}{2}$ miles by direct road, but a prettier route (*7 m.*) is up the river-side. At a bridge on the left ($\frac{1}{2}$ m.) there is a very good river-bit, beyond which the road crosses the stream at *Tully Hall* ($1\frac{1}{2}$ m.). Hence for Milford turn to the right, and re-cross the river $\frac{1}{2}$ m. further, at *Drumman Bridge*. The road then ascends and affords a full view of the pleasant **Lough Fern**, a peculiarity of which is that the stream which supplies it (the Lannan) quits it within $\frac{1}{4}$ mile of the point at which it enters it. Then after ascending to a considerable height and affording a fine view of the Salt Mountain, the Kilmacrenan valley, etc., the road drops into the route from Rathmullan (*p.* 134) near the Union Workhouse. For **Milford** and route onward, *see p.* 134.

Route on to Rathmullan. After crossing the bridge the road keeps near the river estuary, and halfway is joined by the route between Rathmullan and Milford, described on *p.* 134.

Letterkenny to Church Hill (10 English m.). Map p. 132.

As this route coincides with the rail the road description must suffice for both.

Quitting the town, passing old town station, by the steep hill that drops to the Swilly we follow for several miles the green, well-wooded valley of that river, passing on the right (1 m.) the demesne of *Ballymacool*, and beyond it, on the opposite side, *Rockhill*. A little further, beside the road, are the ruined church and graveyard of *Conwal*, the mother church of Letterkenny. In the stream close by the natives wash their feet before entering Letterkenny to avoid quarrelling with their neighbours before returning. There is also a Holy Well. Then (3 m.) we pass the *Glebe House* of Letterkenny, a white square building opposite a pretty part of the river. A couple of miles further, just past New Mills Station, the road to Fintown and Glenties goes off on the left, crossing the river near a small licensed house. Up to this point there is also a road along the S. side of the river.

The **Fintown road** follows the Swilly almost to its source, beyond which it crosses a wild district and attains a height of 800 feet, descending to *Lough Finn*, 1 mile short of Fintown Station on the Stranorlar and Glenties line (p. 164). *Distances*:—Letterkenny to Fintown Inn, 19 Engl. m.; Glenties, 28 m. The route is very little used.

Our road, now passing Fox Hall (station), crosses the line and bears to the right and ascends for half a mile, soon affording a wide view in front, in which Errigal appears, and then a strip of Muckish. Then again crossing the line, on the right is the little hamlet of *Temple Douglas*, and in front a new National School and what was once a "model farm." Then the hilly route to Dungloe goes off on the left.

To the Poisoned Glen, Doochary Bridge, &c. The road, a good one, ascends for some miles and then drops to the level of *Gartan Lough*, of which a good view is afforded. On the far side of it is the *Glenveagh* property, purchased many years ago by the late Mr. Adair, and the unhappy scene of one of Ireland's tragedies. The tenants were dissatisfied with their landlord, and a couple of his agents were murdered. The murderers were not given up, and the whole glen was evicted, probably to the ultimate advantage of its inhabitants. "They'll live to bless instead of curse," was the remark made to the writer by one who has elsewhere been put down as a "home ruler" whom one would not "like to meet in a lonely road." The district is picturesque but incapable of supporting anything beyond the scantiest population.

At 12 Engl. miles from Letterkenny we come to the hamlet of **Glendowan**, with a very quaint but clean little *licensed house* and a P.O. Then, after crossing the strath at the south of Gartan Lough, a long ascent up a wild uninhabited valley of the Glendowan mountains takes us to the *col* (850 ft.) of the main valley of Donegal, which we strike at right angles, 4 m. from Glendowan. To the right there opens out a fine view down into the narrow trough in which lies Lough Veagh, with Lough Veagh Castle by its side, and a desolate strath northwards extending to Glen Lough and the sea beyond it; to the left our own road bends and maintains a level for some distance.

* * * A rough cart-track (now impassable from land-slides) drops steeply to about one mile south-west from the head of Lough Veagh. This is erroneously marked on the maps as a *new road*, and so described in our previous edition. Thence, however, there is a private road to Glenveagh Bridge (see pp. 146-7).

To reach the head of the Poisoned Glen from the point at which the roads meet, continue along the chief road towards Dungloe for $\frac{1}{4}$ mile, and then leave it by a short cart-track on right that leads to a quarry from which stuff for mending the road is got. Here there is a small stream, and by following it up at right angles to the road you have left you will in from 20 to 30 minutes reach a rocky gap (1,400 *ft.*) in the Derryveagh range, from which the descent into the **Poisoned Glen** is very steep but practicable. The walking throughout is detestable—heath, bog, and stones—but the view from the gap down into the glen itself with the Dunlewy and Nacung Loughs beyond, and Errigal rising to a peak on the right of them, is very striking. Wise folk will go no further. The scramble down is obvious and, on the right, safe, and in 3 Eng. miles you will reach Dunlewy church, whence it is $5\frac{1}{2}$ more Eng. miles by road to Gweedore Hotel (*see p.* 154).

Continuation of road to Doochary Bridge. A few hundred yards beyond the divergence for the Poisoned Glen we reach the highest point of the *col* (850 *ft.*) and get a good view past Lough Barra into the Gweebarra valley. Hence it is $8\frac{1}{2}$ Engl. miles to Doochary Bridge (*p.* 157), $18\frac{1}{2}$ to Glenties (*p.* 158), and $16\frac{1}{2}$ to Dungloe (*p.* 157).

Our road now makes a smart ascent to a height of about 500 feet, and from it, as also from the train, we have one of the finest views on the route—the length of the Lannan valley, brown, shaggy, and dotted with rocks and small holdings, thoroughly characteristic of the half-wild regions of Donegal. Then another steep fall and rise brings us to **Church Hill** (the station is $1\frac{3}{4}$ m. to the east; *Wilkin's Hotel*, c.t.; *St. Columb's*, c.t.), a conspicuous village in which the chief buildings are a church with a square tower. From the village the road descends a long hill, with pretty glimpses of Gartan Lough through the trees, among which (some years ago) a storm wrought great havoc, to a bridge at the foot of the lough. On the shore of the lough is a new hotel, the *St. Columb* (well spoken of; fishing).

A good road strikes off to the left a little way down this hill and, after affording a pretty view across the lough with Muckish in the background, joins in 2 Eng. miles the road to the Poisoned Glen and Dungloe (*p.* 145) a mile short of Glendowan hamlet. This makes a circular drive of about 21 m. from Letterkenny.

Gartan Lough measures about 3 miles by 1. On its east side, among pleasant woods, is the demesne of *Belleville*. From the opposite shore the moorland rises gradually to the Glendoan hills, and hereabouts is the Glenveagh district (*see p.* 147). Our road, after crossing the bridge, turns to the right up a shallow pass, after breasting which it looks down on *Lough Akibbon* to the left. This is almost an extension of Gartan Lough, a mile long, and narrow. On the far side of it, some way up the hill, are the ruins of a chapel, in which the story goes that St. Columba was born in 520 A.D. He was educated at the Monastery of Clonade, leaving as an exile to Iona in 564. Beyond the lough we bend to the left, and, passing a poor little licensed house, make a long ascent and enter, $4\frac{1}{2}$ miles from Church Hill, the direct road from Letterkenny to Gweedore, at a point $12\frac{1}{2}$ miles from Letterkenny.

Turning to the left the road descends, with a fine view of Muckish in front, to **Glenveagh Bridge** (15 *Engl. m.*), close to which is a small police-barrack. Looking to the left we have a

full-length view of Lough Veagh reposing in a deep trough with its modern castle disproportionately large.

The **Glenveagh Valley** divides the granite tract of the "Rosses" on its west from the main Silurian districts of the county.

Lough Veagh. The road skirting the lough is private and kept up by its owner, Mrs. Adair, who, however, admits tourists (driving and on foot) by ticket obtained at the lodge gate. Motors go to a shelter ($1\frac{1}{2}$ m.) just short of the Castle. Horsed vehicles, etc., can proceed to some cottages 1 m. beyond the head of lough (*p.* 145) passing (in $1\frac{1}{2}$ m.) through the yard of **Glenveagh Castle**, a modern building with late additions, which can hardly be said to add to the beauty of the scene. *Lough Veagh*, the most decided and striking in style of all the Donegal lakes, occupies a deep and narrow defile nearly 4 miles long, the valley beyond rising sharply from a height of 150 to 850 feet in 3 miles. On its east side the steep hill-flank is thickly wooded, a feature being the holly and other evergreens. Close to its far end a still narrower *gorge* ascends to the left, threaded by a lovely streamlet and flanked by hills on which there is not a bare spot—an oasis, indeed, in the surrounding desert. Thence there is only the cart track (impassable, *p.* 145), which in $6\frac{1}{2}$ Eng. m. from Glenveagh Bridge joins the Letterkenny and Dungloe road $\frac{1}{4}$ m. short of the point at which we turn off for the Poisoned Glen (*p.* 145).

The prospect in the other (north) direction from Glenveagh Bridge is dreary, the valley expanding into a flat peat-bog. Proceeding, our road again slightly rises through a region of utter desolation till in a short mile it reaches the side of the Calabber river, which it follows for another $1\frac{1}{4}$ miles to **Calabber Bridge**, where are one or two houses.

Hence a road, crossing the bridge, ascends to **Muckish Gap** (2 m.; 800 ft.), whence it descends alongside the Ray river to Falcarragh (Crossroads), 8 Eng. m. (*see p.* 152).

The beautiful but bare peak of Errigal now appears in front, and we have a long ascent of 3-4 miles to a height of nearly 900 feet. From about the top a glimpse on the right of Altan Lough is afforded, lying between Errigal and Aghla More. From the *col* a fine view opens out in front. Then, skirting Errigal, we descend towards Dunlewy Church and Lough, looking, as the road bends to the right, up the Poisoned Glen on the left. On the south side of the lough, among woods, is *Dunlewy House*. Then, passing near the new R.C. Church, with a round tower, we have before us the less interesting Lough Nacung, and, $1\frac{1}{2}$ miles short of Gweedore, join the mail-car route from Dunfanaghy. For Gweedore, *see p.* 154.

Letterkenny to Dunfanaghy, $21\frac{1}{2}$ m.; Falcarragh, 29; Gortahork, $31\frac{1}{2}$; Gweedore, 39. Map *p.* 132.

. In posting along this route, the distances are charged in Irish miles:—18 to Dunfanaghy, 34 to Gweedore. The railway does not join the route until $1\frac{1}{2}$ m. short of Barnes Gap.

Mail-car in $6\frac{1}{2}$ hrs., abt. 6.30 a.m. *Fares*:—Kilmacrenan, 1s.; Creeslough, 2s.; Dunfanaghy, 2s. 6d.; Falcarragh, 4s.; Gweedore, 5s. 6d.

Two-horse car to Dunfanaghy in 4 hrs., abt. 1.30 p.m. *Fares*:—Kilmacrenan, 1s.; Creeslough, 2s.; Dunfanaghy, 2s. 6d. Or by train. *Fares*:—Kilmacrenan, 2s. 2d., 1s. 8d., 1s. 1d.; Creeslough, 3s. 6d., 2s. 8d., 1s. 9d.; Dunfanaghy Road, 3s. 8d., 2s. 9d., 1s. 10d.; Falcarragh, 4s. 10d., 3s. 8d., 2s. 5d.; Gweedore, 6s. 4d., 4s. 9d., 3s. 2d.

Tourists should arrange to stay at least half a day in Dunfanaghy for the purpose of visiting Horn Head. Of the conveyances the middle-day car is considerably the more comfortable. A three days' tour may be made by stopping the first night at Dunfanaghy, where there is good accommodation; the second at Gweedore; and thence returning direct by train, or by Church Hill, *p.* 137. For rail and road route as far as Church Hill, *see p.* 146. Between this and the next station, Kilmacrenan, there is nothing of note except the Rock of Doon, for which *see below*.

The road turns to the left at the top (N. end) of the main street, and begins at once the ascent of a hill nearly two miles long, passing on the right the huge *County Asylum*. Then, bearing to the left, at the top of the hill we find spread before us a great part of Donegal. Muckish, with its long straight back, is in front; to the left of it Dooish and the notched summit of Errigal. From this point the road descends for a good mile, passing at the bottom a neat little licensed house, opposite which the direct road to Milford, past Ballyarr, the residence of the late Lord George Hill, diverges to the right. Our road crosses a flat and then makes another ascent, from the top of which Kilmacrenan and its wide valley come into full view. As we again descend there is a pretty view of Lough Fern away to the right, and the driver will point out a rock to the left of Kilmacrenan, which is close to the Doon Well (*p.* 142). Short of Kilmacrenan we cross the Lannan river at a very pretty spot. Just above the bridge the channel splits into two or three serpentine streams, which, below, again gathered into one, rush down a rocky little gorge. Across the bridge the carriage-road sweeps round to the right to avoid the steep pitch of the straight road, and in so doing passes very near the square battlemented tower which, except a fragment or two of out-buildings, forms the solitary remnant of *Kilmacrenan Abbey*, a foundation ascribed to St. Columb.

There are several little licensed houses (*Taylor's*, c.t.; *Long-head's Temp.*; *M'Cafferty's*, commercial) in **Kilmacrenan** (6½ *Eng. m.*). Beyond the village, crossing the stream and passing the church, the rectory and a rookery on the right, we pass in half a mile the divergence of the mountain road by *Lough Salt* to Glen (*see p.* 138) on the right, and ¼ mile further, on the left the road that leads in 1½ miles to the Rock and Well of Doon.

On the **Rock of Doon** "the O'Donells were always inaugurated by priests whom they regarded as descended from St. Columb"—*Lewis*; the **Well of Doon**, a little south of the rock, is a healing spring still frequented, as a host of crutches and sticks, left as thank-offerings, testify.

In front of us as we proceed, the Salt Mountain and the heights of Crockmore present a very broken and rugged surface. A little beyond (9 *Eng. m.*) the direct road to Gweedore (*p.* 146) strikes up on the left, and just beyond the divergence we pass, on the right, the large R.C. *Chapel of Termon*, beyond which the new railway comes alongside and continues to follow the same course through the defile of **Barnes Gap** (11½ *m.*), through which we pass between Crockmore on the right, and Straggraddy on the left.

A very little constitutes a "gap" in Ireland, but this is more striking than the average. From it the road descends to and crosses the *Owencarrow* river by *New Bridge*, the rail bending to the west crosses the river by a fine viaduct 380 yards long and 40 feet high. The scenery about here is very dreary and desolate, but the omnipresent Muckish shows his full stature in front, and looking up the river to the left we see the deep precipice-flanked hollow in which lies Lough Veagh. Muckish now monopolizes the scene until we reach (16½ *Eng. m.*) *Creelough*, the rail passing under the road just before the station is reached.

Creelough (*Harkin's Hotel*, c.t., a snug little house with four bedrooms, 50s. a week; week-end, 12s. 6d. *Mail-car to Dunfanaghy, Falcarragh, and Gweedore, about 9 a.m.; van to Dunfanaghy, about 4.45 p.m.; for Carrigart, 3.15, ret. at 7.10; mail-cart and char-à-banc to Rosapenna about 3.10 p.m. on arrival of mail train from Derry, 2s. 6d.*) is attractively placed about 150 ft. above sea-level and overlooking Sheep Haven. It is a great fishing and shooting centre, and the nearest station to Rosapenna, Glen, Carrigart, and Mulroy.

From *Creelough* the road descends, and in two miles, after quitting the railway (at *Dunfanaghy Road Station*) which turns west, under Muckish, forks nearly opposite the entrance to the *Ards House demesne* (p. 141). The right-hand branch is the shorter of the two, the left-hand the easier. Nothing of special interest occurs until, approaching *Dunfanaghy*, we skirt the splendid strand of the western arm of Sheep Haven, with the high ground of the Horn Head promontory on the far side of it and the golf links along the shore. A wee sand-hill, only surrounded at high tide, is *St. Catherine's Isle*. *Road Route continued p. 151.*

Rail Route continued. From *Dunfanaghy Road Station* the rail runs a trifle south of west, passing Lough Agher on the right, and widely around the base of Muckish (2,197 feet) on the left to *Falcarragh Station* (see p. 152) and *Fiddler's Bridge* where the river Ray is crossed, the road coming in from the left being from Muckish Gap. Thence turning south-west *Cashelnagore Station* is reached after crossing the *Tullaghobegly River*. Here a flagstone quarry is being worked, and there is fine trout fishing in the numerous lakes bordering the line. Turning west again beyond *Lough Trusk* on right passing under our road route in 6 *m.* *Gweedore Station* is reached (see p. 154).

For continuation of Rail Route, see p. 155.

Dunfanaghy.

Map p. 132.

Postal Address:—"Dunfanaghy, Co. Donegal."

Hotels:—*Stewart Arms* (C.T., enlarged, good), at entrance to village; *Bed*, 2s. 6d.; *Bkfst.*, 2s.; *Din.*, 2s. 6d. to 3s. *Hogg's Temp.* (small, but good). *O'Donnell's*. **Post Office**, open 7-8, Sun. 9-11.10. Del. about 10.10 a.m.; Desp. 2.40 p.m. **Tel. Off.**, 8-8; Sun. 9-10. **Mail-Car** to Sta. about 2.45 p.m.; to Falcarragh (7 m., 1s.) and Gweedore (17 m., 2s. 6d.) 10 a.m. Pop. about 600. Mr. Sterrilt's cars meet all trains at Dunfanaghy Road. (Fare 1s.)

Dunfanaghy is not only the most convenient place for breaking the journey between Letterkenny and Gweedore, but is also the place from which to visit Horn Head. The village consists of the regulation long and wide street with a central square or "Diamond." At the far end are a new Presbyterian Church and the Poorhouse. A feature of the place is its splendid stretch of sand, affording a good bathe when the tide is up. There is an excellent golf-ground with 18 holes close to the village.

Horn Head (626 ft.). This is the highest headland in the North of Ireland, and one of the finest not only in Ireland but also in the British Isles. A walk round the edge of it may be made to occupy a whole day, and no tourist should devote less than half a day to it, the distance from Dunfanaghy to the extreme point being over 3½ miles by drivable road and nearly one on foot, and the circuit thence back again bringing the total to 9 or 10 miles—rather more if M'Swiney's Gun is visited.

The Head is at high-tide almost an island, as an inlet of Sheep Haven leaves little more than a sand-heap between itself and the open sea on the west side. The road from Dunfanaghy goes west out of the village and in half a mile crosses this inlet by a heavy bridge of many arches (represented in one Guide-book by the Clifton Suspension Bridge), from the parapet of which the youth of the neighbourhood catch small fry by the score when the tide comes rolling in. Beyond it a gateway introduces us to the demesne of *Horn Head House* (C. F. Stewart, Esq.), and hence a good road, to be followed to its end, takes us to within 15 minutes' walk of the "Horn," just under the highest point of the promontory (Crockshee, 703 ft.), on which is a building. At first huge sand-heaps, burrowed by rabbit-holes, are on our left; then, fifty minutes after starting, we pass between the two highest points of the promontory, and get a peep at the Bloody Foreland to the left of a billycock-shaped height close to us. The road ends close to a height with a cairn and a pole on it, and from here we see the ruined signal-station and the Head a good half-mile in front of us. A slight descent and a rise leads to them. Keeping near the cliff we get a view of the grand eastern side of the Head, in parts deeply caverned, and

mottled with black, white, and ruddy brown tints—the formation being a mixture of diorite, quartzite, and slate. The *Signal Station*, long superseded by the telegraph on Tory Island, is a big gaunt ruin. Beyond it the sheer cliff is broken now and again by steep green corries—grass-grown screes—on the steepest of which sheep and goats contentedly graze.

No promontory is more fitly named than *Horn Head*. Its extreme points rise just like two horns 620 feet above the sea, the rock being to a great extent sheer. The view is very extensive—Tory Island and the round hill that sinks to the almost level tract of the Bloody Foreland to the west; Dunaff Head, Malin Head, and the lighthouse-crowned island of Innistrathull to the east; inland the Devil's Backbone, Muckish, The "Aghlas," Errigal, and other heights.

Westward from the Head there is a considerable descent, but the cliffs continue high and varied in colour and formation, with inlets and caves, which can be entered by boat in *very* calm weather. From $\frac{3}{4}$ to one hour's walk—crossing another high point of the promontory, and again descending—will bring you to a point from which looking back you may see a beautiful natural **arch** called **Templebreaga**. From this point you may either return direct to Dunfanaghy, crossing the valley of grass and sand (alongside the cable) that opens on to the delightful little *Pollaguill Bay*, or you may continue along the shore and, half a mile beyond the bay, come to a celebrated blow-hole called *M'Swiney's Gun*, among jet-black rocks. For some cause or other, probably a falling in of rock, this organ of ocean's warfare does not now shoot and roar as it was wont.* South of it stretches another beautiful beach of sand—*Tramore Strand*—whence you may return to Dunfanaghy in two miles.

In the breeding season the Head is frequented by myriads of sea-birds, including the guillemot, sheldrake, cormorant, sea-parrot, shag, gannet, stormy petrel, and speckled diver. "It is the largest breeding-place for sea-fowl in Ireland."—*Hart*. The primitive boats called "currachs" can be seen here.

Dunfanaghy to Falcarragh (Crossroads), 7½ m.; and Gweedore, 18, route continued from p. 149.

Mail-car abt. 10 a.m.; to Falcarragh, 1s.; Gweedore, 2s. 6d. Private Car, 10s. 8d. to 13s. 4d.

The ordinary driving-road between Dunfanaghy and Falcarragh is from half a mile to a mile longer than the direct one as shown on the Ordnance Survey, because the latter goes over the small intervening hills and the former round them.

Starting south from the middle of Dunfanaghy we pass on the right the sandy isthmus that prevents Horn Head being an island.

* We read in an excellent work on the county—"The Donegal Highlands"—that the report of the "gun" is said to have been heard as far as Derry—a distance of 30 miles. The statement possibly emanates from the gentleman who saw America from Croagh Patrick. He does not tell us, however, whether the famous "Roaring Meg" on the walls of Derry "suitably responded."

Except the range from Muckish, which now presents its north-west flank, to Errigal there is little to notice in the way of scenery till the higher ground at Falcarragh is reached. In *Ray Old Churchyard*, however, a little off the road, 2 miles short of Falcarragh, is an old *cross* of a single stone said to have been brought from Muckish by St. Columb, and in the grounds of *Ballyconnell*, a mile further (entered from the driving, not the direct road) is the *Stone of Cloghineely*, fabled to be the block on which a famous giant of Tory Island, Balor by name, chopped off the head of an equally renowned chieftain of the mainland, MacKineely, because the latter objected to his (Balor's) stealing his still more famous cow, Glasgavlen. Traces of iron-ore on the stone attest the bloody character of the deed. The proper name of the place is, we are told in Dr. Joyce's "Irish Names of Places," Cloch-Chinnfhaelaidh, "the stone of Kinfaela."

A little beyond this the road passes a new Catholic chapel and enters

Falcarragh [Postal address, "Falcarragh, Letterkenny" (*Errigal, M'Ginley's*, with beds, a clean and well-kept little house), as it is called for distinction's sake by the postal authorities; or **Crossroads** as it is locally called (*mail-car to Gweedore, 1s. 6d.*, about 11.15; *to Dunfanaghy, 1s.*, about 1.40 *p.m.*)] is a village, consisting of one wide street, commandingly placed, the mountain-view on the one hand and the sea-view, which includes Tory Island and Horn Head, on the other, being good in themselves and by contrast with each other.

From Crossroads to the extreme point of the **Bloody Foreland** the distance is about 10 miles, and to Gweedore Hotel by the more circuitous road-route under Bloody Foreland Hill, about 16 miles. Neither route is to be recommended, as the scenery is very dreary, the Foreland itself very tame, and the only interesting part of the road-route—that in which it approaches the sea—is most conveniently visited from Gweedore itself. The one special interest would be to the humanitarian, and that the sad one of seeing under what wretched circumstances people can live. There is, however, a wide and fine view from the **Foreland Hill** (1,638 *ft.*).

A more interesting route is the road (a good one) that crosses the Muckish and Errigal range by **Muckish Gap** (6 *m.*, 800 *ft.*), by which it is about 12 miles to *Creelough* (*p.* 149) and 8 miles to *Calabber Bridge* on the Letterkenny and Gweedore road (*p.* 147). From about 3½ miles along this road **Muckish** may be ascended in about 1½ hours. (See "Mountain Section," *p.* 210.)

There is a beautiful full-length view of the Errigal and Muckish range from the road between one and two miles S. of Falcarragh, near the crossing of the Tullaghobegly stream.

We have already seen Tory Island on our way to Falcarragh, and we may also note the singularly artificial appearance of Horn Head—the two horns becoming very recognizable, while the more westerly one has the look of a leaning tower. **Tory Island** (from *torach* = towery) is particularly well seen during the descent of the hill from Crossroads. "In remote times it was a principal stronghold of the Fomorians." We have just alluded to its fabled occupation by giants, and the fancy which accepts the fable needs very little further stretching to see, in the broken rectangular line of cliffs

that rises from the eastern end of the island, the ruins of a giant's castle. Possibly the story of the occupation may be traced to this fantastic resemblance. The island has a few inhabitants, fishermen "to trade." The ubiquitous St. Columb is said to have visited it in the sixth century and established his monks; "the foundations of seven little cells can be identified."—*MacDevitt*. "It displays very fine rock-forms and the vertical wall at the east end is grand." There is a lighthouse at its north-west point and a Lloyd's signal station. The distance from Crossroads to its south-east end is about 7 miles. The name is probably a shortening of the Irish word signifying "tor," and is very appropriate.

No rents or taxes are said to be collected, and there is no doctor, excise officer, or policeman. There is a public-house and a round tower, and the ruins of two churches, but it is without rats, cats, or potato disease. The *Wasp* gunboat was wrecked on Tory Island, Sept. 22, 1884, with the loss of all but six hands, when sent to collect the rents due.

Descending to the Glenna river the road comes in 2½ miles to **Gortahork** (*inn*), where we change mail-cart. About here the road for the Foreland goes off. (A prolonged stay at *Bedlam* is inadvisable; the inn is preferable to that.) Our route goes due south, and is on a gradual ascent for several miles. The chief feature of the view is *Errigal*, which loses its double peak and rears to the sky a single pyramid becoming more and more graceful as we approach it. It would be difficult to imagine a mountain-outline of simpler and at the same time more real beauty. The range is continued towards Muckish by Mackoght ("Wee Errigal"), Aghla Mor, Aghla Beg, and Crocknalaragha. Horn Head, too, preserves its characteristic figure—more strange than beautiful—behind us until we reach the highest point on the road (*abt.* 500 *ft.*), and begin the descent into the Gweedore valley. Some deserted mines are passed on the right, and the country which, so far, has been fairly populous and cultivated all the way from Dunfanaghy becomes barren and unoccupied. In front, as we descend, is the Upper and larger Lough Nacung, and near its farther end the new R.C. Chapel—with a tower modelled after the old round ones—is conspicuous. Approaching the lake we join the direct route from Letterkenny to Gweedore (*p.* 146) and cross over the new railway; and then, passing a few cabins called *Meenacung*, and the smaller Lough Nacung, soon enter the courtyard of the *Gweedore Hotel*.

Gweedore.

(300 ft. above sea.)

Map. p. 132.

Railway Station :—Nearly opposite hotel.

Tourist Tickets :—Dublin, 59s. 6d., 43s. 10d., 28s. 9d.; Belfast, 34s., 26s. 2d.; 18s. 6d.

Postal Address : “Gweedore, Letterkenny.” *Tel. Off.*, 8-8; *Sun.* 9-10.

Hotels :—*Gweedore* (tel. office, C.T.), bed and att., from 4s.; bfast., 2s. 6d.; din., 3s.; 70s. week; boats, 2s. day and 2s. 6d. per boatman. *Doogan's Temp.* (near).

Conveyances :—*Mail-car* to Falcarragh (Crossroads) (1s. 6d.), Dunfanaghy (2s. 6d.), Creeslough, Kilmacrenan, and Letterkenny (6s. 6d.), abt. 9.30 a.m.; to Dunbeg abt. 1.50 p.m.

Distances :—*To Letterkenny direct* :—Moneymore (Dunlewy Lough), 4 m.; Mellons (Calabber Bridge), 11½; Glenveagh Bridge, 13; Kilmacrenan, 21; Letterkenny, 28.

By rail, 63 m., from Londonderry.

— *To Letterkenny via Dunfanaghy (mail-route)* :—Falcarragh (Crossroads), 10½ m.; Dunfanaghy, 18; Creeslough, 24½; Kilmacrenan, 33; Letterkenny, 40.

To Donegal and Stranorlar :—Crolly Bridge, 3 m.; Annagary Bridge, 5½; Dungloe, 13; Doochary Bridge, 21; Fintown, 26 (—Stranorlar, by rail 42); Glenties, 35 (Donegal, 52½); Ardara, 41 (Donegal, 58½); Glencolumbkille, 57; Carrick, 63; Killybegs, 73; Donegal, rail, 92; Glenties (rail), 52½.

* * * An element of confusion in the matter of distances is introduced into these routes by some of them being locally reckoned by Irish, others by English miles. Eleven Irish miles make fourteen English. The above are all English, calculated from experience and measurements on large-scale maps.

There is compensation for this, from an Irish point of view, as is shown in the following lines :—

“The miles in this country much longer they be,
But that is a saving of time, do you see?
For two of our miles being equal to three,
Shortens the road to a great degree.”

Gweedore as a tourist's and sportsman's resort is the creation of the late Lord George Hill, of Ballyarr, near Letterkenny, who in 1838 bought an estate here of 23,000 acres, and included in his general improvement scheme a church, schools, a post-office, and the *Gweedore Hotel*.

Not only as a territorial landlord, but also on frequent occasions acting as “mine host” at his hotel, his Lordship won golden opinions, and it is pleasant to record that since his death, which occurred in 1879, the hotel has continued to be a well-managed, comfortable house. The ascent of *Errigal* is best made from here (see “Mountain Section,” p. 208).

There is sea-bathing at Bunbeg, 4 miles away, and a fresh-water plunge may be enjoyed in the river Clady, just opposite the hotel. The Gweedore river, by the way, is some distance from the hotel, the nearest attainable point on it being Crolly Bridge, 3 miles on the road to Dungloe, or by rail.

Fishing.—See *Special Section*. (The hotel is an angler's home.)

There is a fair show of trees and a little cultivation in the immediate neighbourhood of the hotel, but the general character of the surrounding country is heathy moorland rapidly breaking into mountains. The finest scenery is eastward, between the hotel and Lough Veagh, including Errigal, Dunlewy Lough, the Poisoned Glen, and Glen Veagh.

Derrybeg, 4 *m.*; **Bunbeg**, 6; returning direct to **Gweedore**, 10. A pleasant little drive or walk. Take the by-road to the right $1\frac{1}{2}$ miles from the hotel. This skirts a barren hill-side and reaches, at *Derrybeg*, the R.C. chapel just outside which Police-Inspector Martin was murdered by the populace in 1889 while fulfilling his duty in arresting Father M'Fadyen.

The road leads to the Foreland and in 12 miles comes out into the main mail road thrown back near *Gortahork* (p. 153), $2\frac{1}{2}$ miles short of Falcarragh. Length of round from Gweedore, 19 *m.*

Turning for *Bunbeg*, we pass M'Bride's Temp. Inn (with fair accommodation) and a small licensed house a mile further. Thence to Middletown, where there is a power-loom factory in connection with the Donegal Industrial Fund, Wigmore Street, London. Beyond it a sharp drop to the right past the Protestant Church takes us to the tiny harbour of Bunbeg, where a coasting steamer calls about once a week.

The **Poisoned Glen**—one of the most detestable bog-walks in the kingdom. The way is by the road from the public-house to the Protestant Church (5 *m.*) and thence up the Cronanty Burn for 2 miles. There is a track for some distance, and then the way is along the level bottom of the glen, to the left of the stream, till we come to the foot of the *gap*, whence a very steep climb of about 1,000 feet, keeping to the left under the cliffs, takes us to the top of the gap. (*For description of view, see p. 146.*) From this point it is 20 minutes' walk into the road from Doochary Bridge to Letterkenny (p. 143).

Gweedore Hotel to Moneymore (Dunlewy), 4 *m.*; **Calaber Bridge**, $11\frac{1}{2}$; **Glenveagh Bridge**, 13; **Kilmacrenan**, 22; and **Letterkenny**, $28\frac{1}{2}$.

For the first $1\frac{1}{2}$ miles this road is the same as the one to Falcarragh; then it is carried a little way above *Upper Lough Nacung*, past the new R.C. chapel, which is built partly of white marble and has a round tower—the most conspicuous artificial object in the neighbourhood. Errigal, bare and stony, rises finely on the left, and then we look down upon *Dunlewy Lough*, considerably the most beautiful hereabouts. At the far end is *Dunlewy House*, amid rich woods which descend to the water's edge, and are all the more charming from the rarity of sylvan features in this part of the county. Beyond the lough is the Protestant Church, a plain building with a tower. *For rest of route, see p. 147.*

Railway continued from p. 149. Between Gweedore and Burton Port, the terminus of the L. & Lough Swilly Railway, there are but two stations—namely, *Crolly Bridge* and *Dungloe Road*. As far as the former the line runs a little west of the road to Dun-

gloe, the station being about $\frac{1}{2}$ m. beyond the bridge. Then, passing under the new direct road to Dungloe, it runs south-west, passing several small lakes, and passes under the road to Burton Port (old Dungloe Road), and in a few miles reaches Dungloe Road Station, and passing under the road again and crossing an arm of Lough Meela turns west, striking the shore about a mile short of *Burton Port Station* (75 m. from Derry).

Gweedore to Dungloe, 10 m.; (— **Doochary Bridge**, 18; **Fintown**, 23; whence by rail to **Glenties**, $8\frac{1}{2}$; or **Stranorlar**, 16). **Gweebarra Bridge**, 18; **Glenties**, 24; **Ardara**, 30
Maps *pp.* 112 and 159.

The construction of a new road between Crolly Bridge and Dungloe, and the substitution of Gweebarra Bridge for the old Russell's Ferry, have diverted the old main route to Glenties via Doochary Bridge, and shortened the road-distance to that village by 5 or 6 miles.

This may be described as the connecting road between the scenery of North and South Donegal. It traverses a wild, rather featureless inland region, but commands, about Crolly Bridge and when approaching Dungloe, good views, and a fine prospect of the hills S. of Loughros Bay from about Gweebarra Bridge. The Fintown route also crosses a picturesque part of the Gweebarra valley at Doochary Bridge.

Starting west from Gweedore, map *p.* 132, the road crosses the Clady River ($\frac{1}{2}$ m.) by *Bryan's Bridge*, beyond which it winds round the hills to (3 m.) **Crolly Bridge**, which spans the Gweedore River. Here is a neat little hotel (*Gallagher's*, 42s. a week, or, with fishing, 62s.). There is excellent river and loch-fishing (salmon and sea-trout), the Gweedore river being within a stone's throw, and Loch Anure $1\frac{1}{2}$ miles away. A carpet factory has recently been established here. Our (new) road passes the latter, and goes on to Dungloe, shortening the old distance by about 3 miles. The hill-sides about here are rough and picturesque and strewn with boulders. A little beyond Crolly Bridge the L. Swilly Railway strikes off to Burton Port.

From Crolly Bridge the old route proceeds to ($2\frac{1}{2}$ m.) **Annagarry Bridge** (*pub.-ho.*), where it skirts and crosses a muddy little inlet, and then ascends by several little loughs, gaining, as it reaches higher ground, a view of the island of **Aran** with a little tor lying off its most northerly point. This island may be remembered as the scene of great destitution several years back. One of its highest points is called the *Frenchman's Hill*.

The road then turns west through a little gap, and the next sea-view is across Gweebarra Bay to Dunmore Head (430 ft.) with Crohy Head nearer to hand. Two miles short of Dungloe a road strikes off to **Burton Port** (*Sweeney's*; *O'Donnell's*, C.T.; *Boyle's Temp.* on Dungloe Road; and plenty of lodgings) (3 m.), whence it is about $2\frac{1}{2}$ miles by boat across to Aran Island. The trout-fishing is excellent. This is the terminus of the railway (*p.* 142), and is 5 miles from Dungloe. Mail-car to Fintown 3 p.m.

A large herring fishery and kippering establishment has been erected by Messrs. Sayer of London on *Edernish Island*.

Dungloe (Inns: *Boyle's*, a well-kept and popular house; *Sweeny's*, c.t. Mr. S. Hanlon, manager of the Rosses Fishery, has also good accommodation for visitors; also Mrs. Doherty. P.O., 7 to 8; del. 9.55; Sun. 11.50. Desp. 3.35; Sun. 1.20. *Day-car* (2s. 6d.) to *Fintown* abt. 9.25 a.m.; *mail-car* (2s.), 3.45; Sun. 1.25 p.m. *Pop.* 450). The village consists of a broad street rising steeply from the bridge that crosses a little torrent just as it falls into the sea. Except as the centre of the Rosses Fishery, which extends over numberless lakes ("a hundred and one gems" is the local description), the place has no interest. On to Glenties direct, *p.* 158.

From Dungloe it is 5 miles by a winding shore-road that starts west from the middle of the village to **Crohy Head** (map *p.* 159), which commands a grand view of Gweebarra Bay and the many sandy inlets that here pierce the coast.

Another way from Dungloe to Glenties (13½ *m.*) is by **Ballynacarrick Ferry** (7½ *m.*), but as there is no boat for carriages this can only be accomplished by pedestrians. The route, too, is dull and the road bad.

Dungloe to Doochary Bridge (8 *m.*) and **Fintown Station** (13).

Mail-car, see above.

The road strikes east from the middle of Dungloe (Map *p.* 159), and passes a succession of loughs forming part of the Rosses Fishery. It traverses a wild, scantily populated district, with little to occupy the attention, unless it be distant views of Errigal and the Derryveagh heights, until, a mile beyond *Nasnahida Lough*, it suddenly zigzags down into the **valley** of the **Owenwee**, which runs up between the Derryveagh and Glendowan ranges and from its watershed is continued in a direct line by Glen Veagh (*p.* 147) and the Owencarrow valley to the north coast. This is the main valley of Donegal and, though tame, as remarkable a feature in the configuration of the country as is the course of the Caledonian Canal in Scotland, with which it almost coincides in direction.

The valley is crossed at the hamlet of **Doochary Bridge** (2 *pub. ho.*), whence, looking up-stream, we have Slieve Snaght (2,240 *ft.*) on the left and, opposite to it, the Glendowan range, of which the chief peak is Moylenanay.

It is a pity that there is no regular inn and posting-house at Doochary Bridge, as it might be a good starting-point for the alternative route to Gweedore by Glenveagh and is, as it were, the southern portal to the wild scenery of the Errigal district.

From the bridge it is 8½ miles by road up the valley to the *col* between the Gweebarra valley and Glen Veagh, and 6½ miles further to **Glenveagh Bridge**, whence to **Gweedore** the distance is 13 miles (*see p.* 147). The road passes (5½ *m.*) *Lough Barra*, and from about the *col* the tourist may make his way to Gweedore by the Poisoned Glen (*p.* 145). *Lough Veagh* is 3 miles further.

From Doochary Bridge it is a fine cycling run of 10 miles to **Glenties**, the first four along the S. side of the Gweebarra river; then, turning up-hill the road crosses high ground into the *Fintown* and *Glenties* road, which it joins 3 miles

short of Glenties. The mountain on the left front, as we descend, is Aghla Mor. Approaching Glenties the monster poorhouse is very conspicuous on the right.

Beyond Doochary the road to **Fintown**, after crossing the bridge, strikes up to the left and continues an up-and-down course until the descent is made to the inn at Fintown, whence it is about half a mile on to the station. Hence to Stranorlar or Glenties by rail *see p. 164*.

Lough Finn is a long and narrow lake lying under Aghla Mor (1,961 *ft.*), which rises from its south side. Its scenery is impressive but lacks variety. The road along its north shore crosses the watershed, and runs alongside the rail to Glenties.

Fintown to Letterkenny (18 *m.*). This is a wearisome road until, about half-way, it enters the cultivated part of the Swilly valley. It is not a tourist route, though it is fairly well spoken of for cyclists. At 6 miles, near the source of the Swilly, it crosses the watershed (780 *ft.*).

To **Stranorlar** the road winds alongside the Finn all the way. For the first half the country is wild, and the valley flanked by hills of moderate height. Then we come to **Cloghan Lodge** (10 *m.*), the seat of Sir W. H. M. Style, to whom a great part of the reclamation of the adjoining country is due. Here the river makes an S bend just before being joined by its tributary the *Reelan*; also a pretty fall. For the rest of the distance there are roads on both sides of the river. The country is cultivated and pretty. The south road passes through **Ballybofey** and is the shortest both for that station and Stranorlar. (*For Stranorlar, see p. 164.*)

Main route continued.—The road passes south through the village and up a short stiff ascent, followed by successive rises and falls between Croagnashallog, Derrydrud, and Drehidarone Bridges (5 *m.*), whence it is level to Cloghbagie Bridge; beyond which the new part commences, passing (7½ *m.*) *Toome Lough* and crossing (8½) the new **Gweebarra Bridge**, nearly a mile above the old Russell's Ferry. Hence another new bit of road (but rough for cycling) takes us in 2¾ miles into the road from Maas to Glenties at 3 miles from **Glenties** (an easy run).

On to Ardara, p. 159.

Glenties.

(“Glens” from its position).

Map *p. 159*.



Post Office in Main Street, 7 to 8. Del. 7.50 and 12.40; Sun. 10.25. Desp. 2.40 and 5.55; Sun. 2.35. *Telegraph office.*

Hotels:—*O'Donnell's* (C.T.; B. and A., 3s.); *Cannon's Temp.* (C.T.; B. and A., 3s.; 7s. a day; 42s. a week); *Molloy's Family and Commercial* (smaller).

Rail to Fintown, 8½ *m.*, and Stranorlar, 24½ (*p. 164*). **Pop.** *abt.* 450.

Distances:—Ardara, 6 *m.*; Carrick (*via* Ardara), 20 *m.*; Donegal, 17½, Dungloe (*via* Ballynacarrick Ferry), 13 (by Doochary Bridge), 18.

Mail-cars:—To Ardara (1s.), Portnoo (“Narin” in Postal Guide), and Rossbeg (2s. 6*d.*), 7.15 a.m. (*Sun.* 11.0). Starting back at 2.55 p.m. from Rossbeg (*Sun.* 12.45 from Narin).

Nearly all Donegal villages are of the same mould—one street, straight, fairly wide, and continuous—and all that need be said of

Glenties is that its street is longer and suggestive of greater prosperity than the average. At the north end is the huge poorhouse already mentioned, at the other the police-barrack. Physically the site of the village—at the meeting point of two glens—is picturesque, and the country round is fairly wooded. Visitors should walk past the police-barrack and ascend to the *bell-turret* behind the *R.C. Church*. Thence the view south-eastward extends to the Blue Stack Mountains of which the chief peaks visible are Silverhill and Caughin (Carn). (*For ascent, see Mountain Section, p. 214.*) Identifying peaks is difficult hereabouts, because the Ordnance Survey often contents itself with dense black shading without giving height or name to what appear to be the chief peaks, and the natives are indifferent on the subject. Hose-knitting is a staple industry of Glenties.

The fishing in the streams about Glenties is all preserved, but we understand leave may be obtained from the agent at Mount Charles.

There is a direct road from Glenties to **Stranorlar** by the Owenea river; then crossing the watershed (791 *ft.*) S.W. of Aghla Mor mountain, and descending to the valley of the Finn by its tributary, the Reelan. *Total distance to Stranorlar Station, 23 m.; Cloghan Station, 16.*

Glenties to Narin (Newport. *Portnoo Hotel, 7s. day; 42s. wk. (1s. ext. in August), same propr. as Glenties: Cannon's Temp. enlarged and renovated), 8½ m.; and Ardara, 15½ m. Mail-car, see p. 158.* The road goes west from the north end of Glenties, and presently affords views across Gweebarra Bay. In 7 miles it joins the route from Ardara, for a description of which and of Narin, see p. 160. By adopting this route you avoid the double journey between Ardara and Narin.

Three miles along this road, the new road across Gweebarra Bridge (6 *m.*) to Dungloe (14) strikes off (*see p. 158*).

Glenties to Ardara (direct), 6 m. A very pleasant drive throughout. Turning right at the south end of Glenties we follow the Owenea valley for some distance, and then cross to its fellow, Owentocher.

In 1¾ miles a direct road to **Mount Charles** diverges on the left. It soon enters the Owentocher valley, and beyond the watershed (8 *m.*; 500 *ft.*) descends by a wide and fairly populous valley, watered by the streams that rise in the Blue Stack mountains. *Distance to Mount Charles, 14 m.; Donegal, 17½ m.*

The view in front, as we proceed, becomes very good, the mountains, of which Slieve Tooe (1,692 *ft.*) is the chief, descending very effectively into Loughros Bay beyond Ardara, and the wild Glengesh being well seen in front. The close surroundings of our road are more like the rural scenery of England than anything we have seen in our tour round the north and west coast. About Ardara there are even tall hedges.

Ardara [pron. *Ardra* ("Height of the Rath," from an old fort hard by). Hotels: *Nesbitt Arms, c.t.; Ardara Temp., c.t. Pop., 550. Mail-car (2s. 6d.) abt. 11 and 5 p.m., Sun. 1.25, to Glenties*] is an exception to the regulation plan of Donegal villages. Its streets rise, from its lowest part, like three spokes of a wheel, while the

situation is, perhaps, more picturesque than that of any other village in the county. The place is also the one centre for exploring the coast-scenery of Loughros Bay, the south side of which is specially fine. Good walkers will not shrink from the walk (the road is just drivable) to Glencolumbkille (15 *m.*) and Carrick (21 *m.*), making a detour of 4 miles (*there and back*) to Glen Head on the way. The smaller excursions we will proceed to describe in a few words.

Capital trout and salmon fishing may be obtained in the lakes and rivers about Ardara and Glenties.

(1) **Ardara to Portnoo** (postal "Narin") 7 *m.*, *Portnoo Hotel* and *Davros Bay Hotel*, 11; 16 from Glenties. *Post-car* (return), 10s. for day. An hour or two should be allowed at Narin for the purpose of ascending to Dunmore Head, which is $1\frac{1}{2}$ miles beyond the end of the road.

Travellers making the Donegal tour northwards may proceed to Glenties direct from Narin (8 $\frac{1}{2}$ *m.*, *see p.* 159). Pedestrians may reach Dungloe in 18 miles by crossing the Gweebarra at the new Gweebarra Bridge (8 $\frac{1}{2}$ *m.*).

From Ardara the road goes north, descending to and crossing (1 *m.*) the Owenea river. Hence it keeps near the generally dry strand of the estuary. A little beyond **Kilclooney Bridge** (4 *m.*) a cromlech, locally called the "Bed of Diarmid and Grainú" * with a top-stone nearly 20 feet in diameter and 4 supporting stones, is passed on the right hand, and $1\frac{1}{2}$ miles further a road comes in from Glenties. Beyond this we reach Gweebarra Bay with the little island of Inishkeel—a peninsula, except at high tide—a little way out. At its east end are the ruins of a couple of churches. **Narin** (*Portnoo Hotel*, *p.* 159), the chief part of which is called Newport (*Portnoo*), is a small fishing village. From it tracks lead up to **Dunmore Head** (430 *ft.*), on which are a coast-guard station and the remains of several old forts. The extreme point is $1\frac{1}{2}$ miles west of Newport.

Several loughs lie to the south of Dunmore, the largest being **Kiltooris Lough** with *O'Boyle's Island* containing the fragments of a castle of that family. In the narrow belt between lake and sea stands the *Douros Bay Hotel* (late Eden Lodge), which, like the Portnoo Hotel, is a new summer visitors' resort. Doon Lough, south-east of the Head, has a round fort called the "Bawan" in its centre.

The view from the highest point of the Head is extensive in all directions, and specially across Loughros Bay to the cliffs that rise under Slieve Tooley.

(2) To **Loughros Point**, 6 *m.*; *Post-car* (*ret.*) *abt.* 5s. This comparatively level spit of land lying between the strands of Great and Little (*mor* and *beg*) Loughros Bay affords the best view of the fine cliff-line south of Loughros Beg, and on a bright day makes a very pleasant drive. The strand, or sandy portion, extends the greater part of the way, but the incoming tide breaks beautifully on to it, and there is little or no mud. Farmsteads are passed at short intervals all the way. On the opposite side, near Maghera, the cliff is pierced by deep caves, which may be approached by land at low-tide, or by boat from Cloughboy (*see map p.* 159)

There is also a good "Balfour" road for 5 miles along the south shore of Loughros Beg Bay, ending at the hamlet of **Maghera**, where three fine sea-caves may be visited at ebb tide. One of them is nearly half a mile in length. Sea-birds in great variety and wild goats are to be seen here. Hence it is about $2\frac{1}{2}$ miles to the top of Slieve Tooley (1,692 *ft.*). The cliff itself rises to about 550 feet, 2 miles beyond Maghera, and to 800 at **Tormore Point** (almost sheer to the west), which is 5 miles beyond the top of Slieve Tooley. Hereabouts the rock scenery is peculiarly chaotic. From Tormore to Glen Head the distance will be from 4 to 5 miles (for details, *see p.* 169).

* A runaway pair, who, according to the Ossianic story, baffled their pursuers by spending alternate nights at this cromlech and at one on the top of Car-noween—a dozen miles to the south-east.

Ardara to Inver, $11\frac{1}{2}$ m.; **Mount Charles**, 15 m.; and **Donegal**, $18\frac{1}{2}$ m. *Mail-car* (2s. 6d.) *abt.* 2.25 p.m.; *Sunday*, 1.10.

The Donegal road is an exception to the other routes from Ardara, in its following no particular valley but making a long ascent and then continuing over high ground for several miles till it drops to Inver, where it joins the mail-route from Killybegs to Donegal.

Starting south-east from the middle of Ardara we pass for some distance between woods and fences, and then ascend for a couple of miles or so, attaining a height of about 500 feet, which elevation is maintained over a long tract of dreary upland for about four miles. There is a good retrospect across Loughros Bay during the ascent, and from the upland the peak of Errigal and the summit of Slieve Snaght are in sight, while on the right are the hills stretching away to Slieve League. In front the boldly scarped hills that rise from the road between Ballyshannon and Sligo, south of Donegal Bay, are conspicuous, Benbulbin, being, though not the highest, the most striking of them. A long, perfectly flat ridge to the left of this range is Cuilcagh, which stands S. of the Sligo and Enniskillen railway and close to the source of the Shannon. At 7 miles (600 ft.) the road forks, both branches leading to Inver. The mail-car takes the left-hand one, but turns right again in $\frac{3}{4}$ mile. Then, as we descend to Inver, the Blue Stack Mountains are well seen on the left, and Barnesmore Gap, through which comes the railway from Stranorlar to Donegal, may be easily recognized. Inver, with its church-spire, is seen below. The sea-level is reached at *Inver Bridge*, whence, after entering the Killybegs and Donegal road, we have another stiff ascent to **Mount Charles**, for which and the rest of the way to Donegal, see p. 166.

Ardara to Glencolumbkille (*abt.* 17 m.) and **Carrick** (21 m.). *Post-car to Glencolumbkille and back*, 10s. 4d.; *through to Carrick*, *abt.* 15s. *Map p.* 159.

This road is rough and, during the ascent of Glengesh in the first five miles, very steep. It is, however, unquestionably the route to take. The alternative is to Killybegs ($9\frac{1}{2}$ m., 5s. 4d.); thence mail-car or hire to Carrick (19 m.), or Carrick may be reached direct in 14 miles. For moderate walkers out-and-out the best plan is to hire through, but leave the car at the point where the new road mentioned below diverges at the "Glen" bridge, and after taking the walk along it and over Glen Head, to rejoin the carriage at Glencolumbkille.

Turning south, opposite the new R.C. Chapel at Ardara, we pursue the Killybegs road for $1\frac{1}{4}$ miles and then turn to the right up **Glengesh**, one of the wildest and most clearly defined valleys hereabouts, running up between Barkillin (1,291 ft.) on the right, and Glengesh Hill (1,652 ft.) on the left—both nameless on the Ord-

nance Survey. The bottom of the valley is as verdant as a Westmorland dale. Towards the top (*abt.* 800 *ft.*) the road gets very steep and zigzags back. A little short of the watershed a road (quite drivable) turns right and follows the barren upland valley of the Owenteskiny river for several miles before making a long descent alongside the *Murlin River* to the village of *Glencolumbkille*, commonly called "Glen."

At the expense of an extra 3 miles or so this route affords a splendid cliff-walk by which to reach Glencolumbkille. From the near side of the "Glen" bridge (11 *m.*) a new road strikes over the ridge, past Lougheraherk and Dearney to the left down a small valley to **Port** (16 *m.*), whence a path leads over the cliff past the Sturral and Glen Head, as described the reverse way on page 168 to Glencolumbkille (*abt.* 5 *m.* from Port).

The carriage-route, however, continues $1\frac{1}{2}$ miles further and then turns to the right down the Crow River, which it quits in a few miles, at the point where the Glen River is crossed. Thence it proceeds direct to Glencolumbkille.

For description of the village, *see p.* 168.

For **Carrick** direct the road follows the Glen River from the bridge at which the "Glen" road goes off (*see map*; *distance* 14 *m.* *Car-hire, abt.* 8*s.*). On nearing Carrick note the profusion of the "Osmunda."

The direct road from **Ardara** to **Killybegs** ($9\frac{1}{2}$ *m.*, *car-hire, 5s. 4d.*) passes in 4 *m.* the *Nick of the Barr* (or *Ballagh, abt.* 500 *ft.*), and then descends by the Stragar River, joining the Donegal and Killybegs road, 2 miles short of Killybegs close by Ardara Road Station. This route is to be preferred to the Inver one (*p.* 161).

SOUTH DONEGAL.

Tourists who travel from south to north through Co. Donegal have the choice between Londonderry, Enniskillen, and Sligo as starting-places. From Derry they either go without change from the Midland (Northern Counties Committee) Station on the east side of the river (*see plan, p.* 115), or they proceed to Strabane by the Great Northern, and there change on to the Donegal line—the stations of the two companies being practically the same. There are about three through trains a day on the Donegal line, running through to Donegal and Killybegs, and changing at Stranorlar for the Glenties branch. The line is narrow-gauge throughout.

From Enniskillen the route is either by Strabane (45 *m.*) or by the Bundoran branch to Ballyshannon (40 *m.*), and thence by train to Donegal ($14\frac{1}{2}$ *m.*), or still better, by steamer the length of Lough Erne (*p.* 181), leaving Enniskillen about 10 a.m., and catching the afternoon train at Belleek 4 *m.* short of Ballyshannon. *Steamer fares, 2s. and 1s.* From Sligo the route is by road (mail-car) to Bundoran ($22\frac{1}{2}$ *m.*) then train to Ballyshannon (26 *m.*) and Donegal. Two cars a day.

Londonderry to Donegal.

Map p. 112. Gt. Northern Route, p. 184. **Cycling**, see *Pink Inset*.

Distances :—Strabane (rail), 15 m. ; Stranorlar, 29 ; Donegal, 47. About three trains a day to Donegal in 2 to 2¼ hrs. **Fares** : 6s. 6d., 5s., 3s. 10d.

Starting from the Midland Station at Derry the line skirts the east bank of the Foyle for 3 miles, presenting charming cross-views of the city. Then it turns in amongst the hills and is no way remarkable until it re-enters the Foyle valley beyond *Ballymagorry* station, 3 miles short of Strabane. The stream is wide and the banks for the most part are low and alluvial.

Strabane (*pron.* Strabán. Hotels: *Abercorn Arms* (Auto., c.t.), Castle Street, bed and att., 4s. ; *Commercial*, about ½ m. from station, where is a refreshment room on the west side (Donegal platform); *Victoria Temp.* (c.t.), Main Street; and restaurant. Pop. 4,200). The three or four spires of Strabane make the town externally in appearance the Coventry of Ireland. One of them (10 min. from station) belongs to a cathedral recently erected.

This **Cathedral**, one of the handsomest Gothic erections in Ulster, at south end of the town, cost nearly £15,000. The elaborate *spire* is nearly 200 ft. high. The chief porch forms its base. *Inside* note the pillars of polished Aberdeen granite: the high and side altars of white Italian marble, and the large E. window with colours and figures burned in at the making. The "*stations*" are justly admired.

The town is an active agricultural centre, and has a substantial new Town Hall with clock tower, but has no claim on the tourist, by whom it is, perhaps, best seen from the railway, in conjunction with its neighbour **Lifford**. The latter lies to the west of the line and enjoys the distinction of being the "county town" of Donegal, though its population does not reach four figures. Between Strabane and Lifford the *Mourne* coming from the south, and the *Finn* from the west—both considerable streams—join their waters and together assume the name *Foyle*. Both are crossed by long bridges, and the church-tower of Lifford is very picturesque with ivy.

Strabane to Letterkenny, 18 (14 *Irish*) m. Since Londonderry was substituted for Strabane as the starting-point for the Letterkenny mails, this can hardly be called a tourist route, the scenery along it being commonplace. A new railway has been constructed by the Midland Company by way of Raphoe, Convoe, and Glenmaquin, and was opened Jan. 1, 1909. See map, p. 159.

The road crosses the rail a little south of the station, and the Finn by the old 12-arched bridge just beyond. Then, after passing through Lifford, it affords a good retrospect over Strabane. The *Deele*, a small tributary, is crossed, and soon afterwards, beyond a roadside inn, from which there is a branch road to Raphoe, we ascend to high ground and continue along it for several miles. **Raphoe** lies considerably to the left of the car-route and is not seen. It is a small town of about 900 inhabitants, and up to 1835 was the seat of a bishopric, which was, however, in that year annexed by Derry. The Cathedral is of no account, and the Bishop's Palace is in ruins. The name **Beltany**, a place

3 miles S. of Raphoe, reminds us of the times when the old Druidical "neel-fires" were lighted on the 1st of May in honour of the God Bel, as Mr. Robertson, in his "Gaelic Topography of Scotland," tells us was the custom on Ben Ledi in Perthshire. On a hill here is an ancient stone circle.

Our road, after continuing over high ground for a good distance, descends and crosses the Letterkenny railway at *Manor Cunningham Station* (11½ m.). During the descent fine views present themselves across Lough Swilly. For the rest of the way we keep more or less near the railway described on p. 142. For **Letterkenny**, see p. 143.

Route continued. Crossing the river Mourne we have a good view of the spires and bridge of Strabane on the left, and on the right of the 12-arched bridge that spans the Finn at Lifford. Then, striking to the right on to the Finn Valley branch, we keep the north side of that river all the way to (14 m. from Strabane).

Stranorlar (Hotel: *Kee's*, ½ m. back from station; pop., 420; Eng. let. desp. 2.15, 7.30; Sun. 7. Del. 7, 11.15, 6.15; Sun. 7). The station is between Stranorlar and **Ballybofey** (*pron.* Ballybo-fay) (*M'Gee's* and *McGlinchey's*; pop. abt. 1000), which are situated in respect of each other similarly to Strabane and Lifford, being separated by the Finn, which is here crossed by another bridge of many arches. There are several mansions in the pleasant neighbourhood—notably *Drumboe Castle* near the river. The most conspicuous building, however, is a new R.C. Chapel. The Protestant Church is prettily placed in a beech-grove beyond *Kee's Hotel*. There is no refreshment-room at the station. Stranorlar is the better of the two places to put up at.

Cycling from Stranorlar. First rate to Strabane, good to Donegal; 17 Engl. m. Half-way house, with bed. Very fair to Glenties. To Derry best by Raphoe.

Stranorlar to Glenties (24½ m.) *by rail*, narrow gauge. A convenient route into the heart of Donegal, not to be recommended, however, to those who have not already travelled or do not intend travelling the main route to Donegal and Killybegs. The scenery is pastoral and fairly interesting. At **Cloghan** (7 m.) we pass the ruined church of *Kiltveoge*, and a little further on, at a bend of the river, there is a very picturesque salmon leap and bridge. Just above **Ballinamore** (13 m.) is a good little inn for anglers. The salmon are said to run up a smaller branch of the river, not the main stream, from a point above here, the reason given being that St. Patrick, having mistaken a salmon for a stepping-stone, slipped and fell in just below Lough Finn, and, in high dudgeon, inflicted his saintly curse upon this part of the river. The next station is **Fintown** (16 m.; inn, cars to *Dungloe* at 6.45 a.m., and 12 noon, see p. 157) on the shore of Loch Finn, a fine sheet of water with a steep and lofty hill, Aghla Mt. to the south of it. A little further on the line attains its summit level (500 ft.) and then drops through barren country to **Glenties**, affording a good view in front. For *Glenties*, see p. 158.

Leaving Stranorlar station, the bridge and village of Ballybofey, the R.C. Chapel and the woods of Drumboe are on the right. Then, ascending a wide and bare valley with mountains to the north of it, the line reaches (6 m. from Stranorlar) *Loch Mourne*, a mournful sheet of water, beyond which the hills close in, and we pass by a semicircular depression called **Barnesmore Gap**—a small edition of the Drumochter Pass on the Highland Railway—into a wild narrow glen, beyond which in front, as we descend, the blue waters of Donegal Bay may be seen,

and the scarp of Benbulbin to the left of it. The glen becomes very pretty on the right, and in a few miles we catch sight of **Lough Eask**, with fairly wooded shores and a fine sweep of mountains—the Blue Stack range—circling behind it. *For ascent, see Mountain Section, p. 214.* *Lough Eask House* and other demesnes are on its shore, and on the island at its south end are the ruins of *O'Connell's Castle*. *Clar Bridge* station is 2 miles beyond Lough Eask, and in another 2 miles we reach

Donegal.

Map p. 159.

Hotels :—*Arran Arms* (C.T.; bed and att., 3s.); *Erin Temp.* (C.T.); *Smullen's*; *M'Ginty's*, all in the "Diamond." *Pop.* 1,400. **Mail-car** to Ballyshannon, 7 a.m.; *Sun.* 2.20. See description of routes.

Post Office (in "Diamond") open 7-8; *Sun.* 8-10. Desp. 12.55 p.m. and 6.5 p.m.; *Sun.* 4.20. Deliv. abt. 7.20 a.m., 12.45, and 7.30 p.m.; *Sun.* 8.45. **Tel. Office** open 8-8; *Sun.* 8-10.

Donegal is a prettily placed but dull little town, with a central square or "Diamond" from which branch out the different mail-routes. The Abbey and the Castle are the only things to detain the tourist.

Donegal Abbey. Take the road that leads south past the quay. The little nook of *Donegal Bay*, seen from here is very pleasing—soft and subdued in character. In 350 yards go over a stone stepstile, or through an iron gate on the right. The abbey, overlooking the bay, is close at hand. It is a Franciscan building of the 15th century. Parts of the *chancel*, with the east window, the north side of the *nave*, and the south wall of the transept remain. On the latter side are the *cloisters*, with a doorway, and a number of fine small round arches forming two arcades, 8 on the east and 6 on the north side. In the churchyard, which is utterly neglected, is a cross, 12 feet high, to the Rev. J. Doherty (*d.* 1881). A return may be made by the waterside.

It was in this Abbey that the "Annals of the Kingdom of Ireland" by the Four Masters was written.

Donegal Castle (*right of Killybegs road, key kept by S. Glen, Quay*) shows beautiful remains of the Elizabethan order, and was the former residence of the O'Donnels. "Tyrconnel," meaning the "land of Connel," is the Celtic name of Donegal. The ruins consist of one block, with two bartizan turrets, one of which has been renewed. The *Kitchen*, the *Wine Cellar*, and the *Drawing-room* are the chief remaining apartments. In the Drawing-room is a mantel-piece finely carved with figures and fruit, and the arms of the O'Donnels and Sir Basil Brooke, who is thought to have rebuilt the whole.

Donegal to Killybegs, 19 *m.* (rail); and **Carrick**, 29 *m.*, to Killybegs about 3 trains a day in $1\frac{1}{4}$ hrs.; one Sunday train at 10.5; mail-car (2s.), 8.40 a.m., Killybegs to Carrick (map, p. 159).

(a) The *Railway*, 2 *m.* longer than the road, which is hilly throughout, but fair going, rises to **Mount Charles** ("Monte Carlo," 4 *m.*; *Commercial, Temp.*, c.t.; *Quin's Temp.*, Bay View) through a well-wooded country passing *The Hall* (Marquis of Conyngham) and affording a fine view over Donegal Bay of the boldly scarped mountains of Sligo—the most conspicuous being the cliff of Benbulbin. Mount Charles is a very strikingly situated village in full view of the sea. Its population is 250. It has ten licensed houses, and it is a very healthy place! From it the line descends to (8 *m.*) **Inver**, at the *mouth*, as the name implies, of the River Eany, affording a fine view of the Blue Stack Mountains on the right. Beyond Inver we cross the base of the long St. John's Promontory, or rather "Spit," at the end of which is a lighthouse. Then (12 *m.*) comes the considerable village of **Dunkineely** (*inns*), and soon after, at $14\frac{1}{2}$ miles (**Bruckless**) we pass a round belfry tower separated from the church to which it belongs. A charming view down the almost landlocked Killybegs Bay follows, and passing ($16\frac{1}{2}$ *m.*) **Ardara-road** (for route to Ardara see p. 162) we reach $2\frac{1}{2}$ miles further Killybegs itself.

(b) The **road** rises to 300 feet at Mount Charles, drops to sea-level at Inver, rises again to about 200 at Dunkineely, whence, after another drop to sea-level, it ascends about 150 feet before finally dropping to Killybegs Harbour.

Killybegs.

Map p. 159.

Distances:—(*rail*), Donegal, 19 *m.*; Stranorlar, 37; Glenties, 62; Strabane 51; Derry, 66; Enniskillen, 96; (*road*), Ardara, $9\frac{1}{2}$; Glenties, $15\frac{1}{2}$; Dungloe (by Doochary), 40; Gweedore, 53; Carrick, 10; Glencolumbkille, 16.

Hotels:—*Coane's, Rogers'*, c.t., both fair and reasonable, fam. and comm.

A considerable village, gaining much picturesqueness from the unevenness of its site, and possessed of several good buildings—the Schools, R.C. Chapel, and Coastguard Station amongst them.

The bay affords excellent anchorage and a pier has been built. The village is also of some account as a fishery station.

In its beautiful harbour the largest vessels can safely ride at any state of the tide, while at Fintragh, two miles beyond it, there is a lovely bathing strand. In the gardens of Fintragh House fruits ripen in the open air such as one only expects to find in the most favoured nooks of the sunny south. With a little enterprise there is a fine future for Killybegs.

For **Killybegs to Ardara** ($9\frac{1}{2}$ *m.*), see p. 162.

Killybegs to Carrick, 10 *m.*, and **Glencolumbkille**, 16. Map p. 159. *Mail-car to Carrick* (2s.) at 8.15 a.m. From Killybegs

the road traverses hillocky ground for $1\frac{1}{2}$ miles and then descends to *Fintragh Bay*, on which, amid the last woods, we may notice *Fintragh House*. There is a beautiful sandy beach here, and as we make the long ascent beyond, the view across Donegal Bay to the shapely inland cliffs on the south side of it becomes very fine. In the mid-distance is the lighthouse on the long peninsula that ends in *St. John's Point*, and S.E. we may detect the long flat top of *Cuilgach* near *Enniskillen* and the source of the *Shannon*. On our right the mountain-side is dotted high up with a line of cottages, and in front we look along the coast to *Muckros Head*, the western horn of *Fintragh Bay*, and 8 miles by road from *Killybegs*.

At this point is a remarkable bit of cliff called "*Muckros Market House*." It consists of huge horizontal layers of limestone and shale as regular as you cut slices off a loaf, the upper layers projecting flat a considerable distance beyond the lower. The cliffs extend a quarter of a mile, and there are several other caves. Proceeding, you may reach *Kilcar* in about 2 miles. *Osmunda* abundant.

Towards the hill-top, half-way between *Killybegs* and *Carrick*, the road goes inland, and as soon as the highest point is reached the landward slope of *Slieve League* comes into full view. Down in the valley, on the left, at the head of a tiny bay, lies the village of **Kilcar** (*pub.-houses*) a rather slovenly village, through which the mail-car runs. Then ($8\frac{1}{2}$ m. from *Killybegs*) we may proceed by either the new road (left, a mile longer) or the old road (right). In either case the view in descending to *Carrick* is very charming, its features being *Teelin Bay*, *Carrigan Head*, and *Slieve League*.

10 m. **Carrick** (*mail-car to Killybegs* (2s.) about 2.35 p.m. *Glencolumbkille Hotel*, a capital modern house frequented by tourists and anglers, who have free fishing—salmon, white and brown trout—on two rivers and several lakes. B. & A. abt. 3s. 6d.; Bkft., 2s. 6d.; Din., 3s. 6d.) is a neat little village, owing its popularity to its position near the foot of *Slieve League* and on a favourite route through *Donegal*. For *Ascent of Slieve League*, see "*Mountain Section*," p. 212. It is the home of a remarkable series of rare alpine plants. Those who wish to see this splendid cliff without ascending it may either drive (car 4s.), or walk to *Bunglass Road* along W. side of river for $1\frac{1}{3}$ miles; then second turn beyond stream, and uphill-road, till you come to a path leading to the beautiful green-sward of **Bunglass**. To the left, on a beetling cliff is the old watch-tower on **Carrigan Head**, 350 ft. above the sea. In front is a huge cliff, which is absurdly called perpendicular, whereas its strong point is that it is not perpendicular. No perpendicular cliff could ever display such a marvellous contrast of colour—geological and botanical. Its only rival in this respect in the kingdom is to be found in the famous *Screes* over *Wastwater* in *Cumberland*, which also owes as much to vegetable as mineral peculiarities. Oddly enough, the height of the two only varies by six feet, the height of *Slieve League* being

1,972 feet, and of the Wastwater Screes 1,978 feet. Wastwater, however, is 204 feet above the sea, so in precipitous descent the Irish cliff has the pull by all but 200 feet.

Some way below the edge of the cliff, 96 feet above our viewpoint, is a spot called the "Eagle's Nest." Tennyson might have stood on this spot when he wrote:—

"He clasps the crag with hooked hands,
Close to the sun in lonely lands,
Ring'd with the azure world, he stands.
The wrinkled sea beneath him crawls;
He watches from his mountain-walls,
And like a thunderbolt he falls."

Carrick to Glencolumbkille, 6 *m.*; and **Ardara**, 23. *Post-car to Glencolumbkille and back*, 7s. 6d. (1 or 2 persons; 10s. 3 or 4); *through to Ardara*, 12s. 6d. and 15s. *Map p.* 159.

There are three ways of continuing the tour northwards from Carrick. (a) The easiest is by private or public car to Killybegs (10 *m.*, *p.* 166), and thence by private car to Ardara (9½ *m.*). This will only be adopted by those who have made a special visit to Glencolumbkille, and who shrink from the rough road thence by Glengesh (*see p.* 161) to Ardara. (b) Up the Glen river and its tributary the Crow, and from the latter by Glengesh (14 *m. in all*, *p.* 162); this for such as have seen Glencolumbkille and wish to reach Ardara by the finest route. (c) By Glencolumbkille and Glengesh. This last is the only one calling for description here. The circular drive is best made by Malinmore, and back direct; whole distance 16 *m.* The splendid cliffs of Glen Head are thus presented with an effect as striking as it is sudden.

For a day's excursion, abt. 18 miles by car and 5 on foot, the drive to **Port** by the new road from Glen Bridge, and walk thence over the cliffs to Glencolumbkille, where the car should be rejoined, is strongly recommended. See map *p.* 159, and description on *pp.* 161, 169.

From the hotel the road follows for two miles the course of the small Owenwee River, which flows from the hollow between Slieve League and Leahan.

At this distance a branch road of five miles strikes off to the hamlet of **Malinmore**, which is close to the sea, on the north side of Malin Bay. **Malinbeg**, also close to the sea, is two miles farther south, opposite the islet of *Rathlin O' Birne*, on which is a lighthouse, and under the hill of Leahau (1,418 *ft.*). There is farmhouse accommodation at Malinmore. Just S.W. of Malin Bay is a horseshoe bay with a beautiful beach called **Trabane** ("white strand"), and the walk, sometimes tedious, may be continued along the cliff (*see p.* 212) to the culminating height of Slieve League. In Malin Bay there is also a fine "stack." There are coastguard stations at Malinmore and on *Rathlin O' Birne*.

Hence we surmount a dreary moorland, and at about 4 miles commence a steep descent into the valley, in which lies the scattered and rather object-looking village of **Glencolumbkille**. There is a primitive public-house here. The glen itself is only a small

one, flanked by low mountains. Its interest lies in the remains which bear witness to its connection with the world-famous St. Columb, and the splendid cliff-scenery of Glen Head. The former are on the road to the latter, a mile north-west of the village, and near the farthest huts on a little hillock about in a line with the tower on the Head. The road crosses the river by a bridge, beyond which, on a mound just on the near side of the church, is an old and much-worn *Cross*, said to have been erected by the saint himself. Then we take a path that crosses the end of the bay by stepping-stones, with a rough causeway beyond, and ascend to the saint's "*Bed*," which consists of a few slabs of stone in an oblong of rough stones, with heaps around it just in front of the huts. One particular stone is said to have been placed there by St. Columb, and is now regarded as a talisman against blindness—the saint having lost the sight of one eye.

A little way beyond and above the *Bed* is the "*Well*," with a huge pile of stones, continually increased by the contributions of the "faithful," who have an implicit belief in the virtues of the mountain-spring, and leave all manner of testimonials to its healing properties. It lies to the right of the path, and is easily missed.

Beyond this we can ascend for a mile to the old *Martello tower* on the summit of **Glen Head** (745 *ft.*), one of the finest cliffs on the Donegal coast, far inferior in height to Slieve League, but much more abrupt. There is a wide view from the top, though no great extent of coast is seen, except northwards to Aran island. The razor edge of Sturrall, just beyond it, is grand. It is a decided "One-man's Path," and might be thought as easy as Striding Edge or Slieve League; but Mr. Hart, in his "*Climbing in Ireland*," gives an indirect but decided warning. He writes:—

"The knife-edged saddle is very rotten, but leads to a firm block of rock—Errigal visible—nearly 1,000 feet above the sea . . . the passage is not pleasant."

The coast to Ardara. A very fine but rough walk, not much less than 20 miles, and a good day's work. From Glen Head keep the edge of the cliff, passing **Sturrall**, which projects $\frac{1}{4}$ mile or so. Hence the coast trends eastward, and in a good three miles breaks into another wild agglomeration of rock called **Tormore Point** or **Port Hill** (815 *ft.*), before reaching which, however (2 *m.* beyond Sturrall), we pass a narrow cleft with vertical sides and descending almost to sea-level. It is called the *Sarpit*, or "**Port**." For new road hence see *p.* 162. Between it and the Port promontory is a *soi-disant* little harbour—the original of the name Port—and a bothy or two, whence we ascend to the promontory and from the cliff top look down the broken and distorted line of crag that ends in *Tormore Island*—Mortehoe on treble the scale. The island is a great breeding-place of sea-birds, and is accessible from the mainland at low-tide.

The cliff now circles down to sea-level, at a spot called *Puliska*, where, at the foot of the Glenlough streamlet, there is a quiet little bay. Thence Slieve Tooy blocks the way, the cliffs again rising to a great height. We have no personal experience of the route over it to Maghera. It is probably the best plan to go inland, and along the ridge of the mountain, descending by the Owenwee River to the hamlet of *Maghera*, a rough 9 or 10 miles from Port. Along the cliff-route there appears to be a precipitous descent from a height of 331 *ft.* opposite Gull Island to the streamlet main from Lough Adoochree, whence *Ardara* is reached by road in 5-6 miles (*pp.* 159, 160).

Donegal to Ardara, $18\frac{1}{2}$ m.; *mail-car* (2s. 6d.), *abt.* 8.30 (*Sundays only*). *Map p.* 159.

As far as *Inver* (7 m.) the route is the same as to Killybegs (*p.* 166), and the rest of it is sufficiently described the reverse way on *p.* 161. For *Ardara*, see *p.* 159.

Donegal to Ballyshannon, $14\frac{1}{2}$ m.; **Bundoran**, $18\frac{1}{2}$; and **Sligo**, 41. *Map p.* 176.

Mail-cars:—Donegal to Ballyshannon (2 hrs., 2s.), *abt.* 7 a.m. (*Sun.* 8.30); returning *abt.* 4.10 p.m.; Ballyshannon to Sligo (4 hrs., 3s. 6d.) *abt.* 7 a.m. and 3 p.m. (*Sun.* 2.30.)

There is a rail connection to Bundoran by 12.25 and 7.5 (Donegal Railway) changing at Ballyshannon to G.N. line with one half to one hour to wait. For Bundoran they may proceed from Ballyshannon by train about 10, 2.16, and 8.10, or they may hire at any time (4 m.). The "lions" of Ballyshannon—the "rapids" and the "salmon leap"—may both be seen from the bridge between the hotels and the railway station.

The route is fairly interesting as far as Ballyshannon, beyond which it runs for about 15 miles near the sea, affording a fine view across Donegal Bay; then it turns inland along the foot of the cliff-like limestone ridge of which Benbulbin (1,712 ft.) is the most striking though not the highest summit.

Quitting Donegal we pass Donegal Abbey (*p.* 165) and, half a mile further, the fragments of Magherabeg Abbey. The country hereabouts is well wooded and pastoral.

From **Laghy** ($3\frac{1}{2}$ m., *lic. ho.*) a road 13 miles long goes over a bleak and dull country to Pettigo (*p.* 185).

At **Ballintra** ($7\frac{1}{2}$ m., *pub. ho.*, note the walnut-tree) we enter the limestone district. At *Brownhall*, $1\frac{1}{2}$ miles to our left, the Ballintra River plunges down a deep wooded gorge called "The Pullins," pursuing a course alternately above and under ground after the characteristic manner of streams in limestone districts, finally coming out on to the level through a natural arch a little short of Ballintra. The *Piper's* and the *Sheepskin Caves* contain stalactites and stalagmites. Rosstownlough (station) is a rising watering-place with a three-mile firm strand.

There is nothing else of special note till we reach ($14\frac{1}{2}$ m.)—

Ballyshannon.

“Mouth of Shannagh’s Ford.”

Hotels:—*Imperial, Royal Temp.* (Auto. and Mot. U., C.T.), *Graham’s Temp., Assroe Temp.*, all north of river.

Post Office:—Open 7–8. Del. 8.20, 10.40, 2.40, 4.55; *Sun.* 8.30. Des. 11.20, 4.50; *Sun.* 4.10. **Tel. Off.** 8–8.

Railway Stations:—G.N. over bridge on south side of river. Donegal, on north side of river. Rail to Enniskillen and Bundoran; mail-cars to Sligo (*see p.* 172) and Donegal about 4 p.m., *Sun.* 2.20.

Pop. 2,750.

The town rises from both banks of the Erne at the head of its estuary. An old buttressed bridge of 12 arches spans the stream, and from it the visitor may see the two features of the locality—the rapids, $\frac{3}{4}$ mile up-stream, and the salmon leap, $\frac{1}{4}$ mile below. A little above the bridge an eel-weir is thrown across the river. The slope on which the northern (chief) part of the town rises gives it from a distance an attractive appearance, which, however, hardly bears the test of closer investigation. The south side is very mean and untidy. The G.N. station is, on that side, 8 minutes’ walk from the bridge, on which is a tablet recording the town as the birthplace of the poet, W. Allingham.

For the **Rapids** take the road that goes east from the Market Hall, parallel to the river, and in $\frac{3}{4}$ mile, after passing, on the right, the Convent, cross a stone step-stile into the fields. The stream is for 100 yards, more or less, confined by limestone rocks to a narrow channel down which it pours its troubled waters with headlong speed and, after much rain, an almost deafening roar.

For the **Salmon Leap** go west along the narrow street, in which is the Post Office, for $\frac{1}{2}$ mile and, passing the graceful Presbyterian Church, cross a stile opposite the National School. The fresh water leaps into the tidal estuary over a barrier of rock that forms an obtuse angle in the direction of the stream in the middle. At low-tide the height is about 20 feet, but at spring-tides the sea-water rises to within a few feet of the top. The cataract is a very fine one, and in the spring months, when the salmon are coming up from the sea, the scene is exciting. Funnel-shaped traps are laid in different parts, into which the unwary fish now and again leap.

The river is divided into seven beats, and there are four miles of fishable water—between Ballyshannon and Belleek. The charge for salmon-fishing is £4 a week; trout, £1.

Of **Assaroe Abbey** (1 mile N.W. of the town), a Cistercian foundation of the 12th century, a few fragments remain.

There are many Danish Rathes near Ballyshannon. (*Rail to Enniskillen, see p.* 184.)

Ballyshannon to Bundoran (4 m.) and **Sligo** (26 m.). *Cars abt. 7 a.m. and 3 p.m. Fare 3s. 6d.; continuation of route on p.* 174 (*abt. 4 trains a day to Bundoran*). *Map p.* 172.

The road traverses an almost level tract of country that lies between Donegal Bay and a range of bold and lofty limestone cliffs till, approaching Sligo, it recedes a little from the shore, and enters a more undulating region.

Bundoran.

Postal Address:—"Bundoran, Ireland."

Map opposite.

Tourist Tickets from Dublin:—35s. 6d., 27s. 6d., 18s.; from Belfast, 27s. 6d., 22s., 15s. for one passenger; less in proportion for two, three, or four. **Express** from Dublin (Amiens Street) about 9 a.m., Belfast, 9.30, in 4 $\frac{3}{4}$ –5 hours, see *Great Northern Tourist Programme*; also for combined rail and hotel tickets (see p. 48).

Hotels:—*Great Northern* (first-class; commanding situation, on golf-ground, overlooking the sea, $\frac{1}{2}$ mile from station, closed from Oct. 20th to April 6th): full terms, 63s. a week; bed and att. from 3s. 6d.; lunch, 2s. 6d.; bkft., 1s. 6d. to 2s. 6d.; table-d'hôte din., 4s. *Central*, late *Sweeny's*, bed and att. from 2s. 6d.; din., 3s. *Meehan's*, *O'Gorman's*, east end; *Royal*, west end; *Atlantic*, east end, smaller, and *The Lodge*, C.T. (Board. Hse., Reavy); *Hamilton's*, from 55s. a week; *Marine*, about 45s. a week. **Large Tea Rm.** to right above station at popular prices.

Rail to Ballyshannon (4 m.), Enniskillen (44 m.), about 4 trains a day in 1 $\frac{3}{4}$ –2 hrs. **Fares**: about 2d., 1 $\frac{1}{2}$ d., and 1d. a mile.

Coaching Excursions (July and Aug.) from Great Northern Hotel, 3 or 4 days a week to Donegal, by the Pullins (3s. 6d.); round Loch Melvin by Garrison and Belleek, Mullaghmore by coast, etc.

Distances:—(By rail), Ballyshannon, 4 m.; Enniskillen, 44; Londonderry, 87; Belfast (by Enniskillen), 130; Greenore (by Enniskillen and Dundalk), 120; Dublin, 160.

Through passengers by night boats from England leave Dublin about 9 a.m., Greenore 9.40, and Belfast (from Scotland also) about 9.30, reaching Bundoran about 2.25.

Mail-cars:—To *Sligo* (3s.), abt. 7.45 a.m. and 3.35 p.m.

Post Office, 2 Bay View Terrace:—Open 7–8; *Sun.* 8–10.30. Chief desp. about 11.5, 4; *Sun.* 3.30, 5; del. 9.45, 3. **Tel. Off.** open 8–8; *Sun.* 8–10.

Bundoran is the favourite—perhaps the only—watering-place in this part of Ireland. It consists of one irregular street, parallel with and a little way off the shore, in length nearly a mile. The "fashionable" part is the western half. The situation is somewhat bare and unprotected, but in full command of a fine open sea, with the Donegal Mountains, ending in Slieve League, on the far side, 12 to 20 miles away. Inland the tameness of the foreground is relieved by the singular cliff-like mountains we have already mentioned. Along the shore are sandy nooks, well adapted for bathing, and the low limestone cliff is a good deal contorted. There is a path along the cliffs in both directions:—*Eastward* round the golf-course to (1 m.) the Fairy Bridge, and then down to a splendid bay of yellow sand; *westward* for nearly two miles over the low cliff, consisting mostly of horizontal sandstone slabs to the mouth of the Drowes River, which flows out of Lough Melvin. In both directions the walk is in fine weather of a breezy and delightful character, and the views across Donegal Bay to Slieve League and the heights extending thence to the Blue Stack Mountains; while to the south-west the strangely sculptured Dartry Heights—or rather cliffs—Benbulbin and others—of the

individual names of which the Ordnance Survey has been extremely neglectful, are very striking.

The weakness of Bundoran is dulness and bareness of foreground landwards, and treelessness. In this last respect it is even worse than Llandudno. So far, too, the town is somewhat of a laggard in the amenities of an up-to-date watering-place. There is no gas, and up to within a late period it had no chemist or barber. The general appearance of the place is somewhat mean and the shops are poor. Apparently no provision is made for wet days. The splendid golf-ground, however, and the erection of the new hotel (electric lighted) have given the place a tremendous fillip.

The **climate** (much recommended by the late Sir Morell Mackenzie) is excellent, bracing, and at the same time free from extremes of heat and cold. Though the town is 200 miles further north than London, the isothermal line on which London stands passes as much as 80 miles north-west of Bundoran. Needless to say the Gulf Stream is accountable for this peculiarity.

The average yearly rainfall is a little over 40 inches.

Bundoran looks its liveliest on a fine Sunday in the season. Two heavy excursion trains, starting from Derry and Cloues respectively, bring their scores of holiday-makers on that day.

The **Bathing** is excellent, though somewhat primitive. Still many will prefer the freedom of a semi-alfresco loose box comfortably carpeted with hay, the use of which may be obtained at 1*d.* or 2*d.* a head, and a bucket of fresh water as a footpan, to the dank discomfort of an orthodox English bathing-machine at 6*d.* Ladies are somewhat more scrupulously provided for. With a good westerly or nor'-westerly breeze a fine sea comes rolling in. On occasions the rocky horizontal slabs that form the shore west of the town are very tempting for a dip, the chief resorts being Priest's Pool and Rogney. There are also some baths in a meadow by the church.

The **Fairy Bridge** is reached in about 1½ miles' walk by a lane at the side of the *Central Hotel* and across the sands and up some steps and by a fenced-off path along the cliff and round the golf-ground. It is a fine natural arch formed by the irruption of the sea, which has also caused a good deal of land or rather rock-slip about here. Beyond it is the fine stretch of the *Tullan Strand*, which extends to the narrow mouth of the Erne, 1½ miles distant.

Westward from the town there is a path near the cliff-edge as far as the mouth of the river *Drowse* (2 *m.*). Towards the end of it a tower is passed which contains rough and broken pieces of sculpture, the eccentric work of a Mr. Cassidy, formerly owner of the Bundrowes salmon-fishery.

We now rejoin the road and cross the Drowes, noticing the fishery works. A few yards further is a small licensed-shop on the right and there is another at **Tullaghan**, half a mile further, just beyond which, on the left of the road, is an old cross 10 feet high, removed to this spot in 1778 from the seashore and erected by Thomas Dickson. Close by, up a by-road, the scanty ruin of *Duncartry Castle* crowns a mound from which there is a fine view of the Dartry Mountains and across Donegal Bay; and close by is *Duncartry Cottage*, thatched, gabled, and reminding one somewhat of the cottage—*Plas Newydd*—of the two famous Irish ladies of *Llangollen* at the town of that name.

Lough Melvin, 2 miles distant by the road that strikes S. from the middle of the town, is a fine sheet of water 8 miles long by from 1 to $1\frac{1}{2}$ wide. About eight **islets**, mostly well-wooded, stud its surface. The most central one, *Inish Temple*, is so called from an old church on its southern shore, a mile E. of which, close together, near the northern shore, are *Inishkeen* ("beautiful island") and *Rossnit*. A tiny islet $1\frac{1}{2}$ miles from the W. end of the lough, and within a stone's throw of the S. shore supports the ruin of *Rossclogher Castle* with an old *church* or "abbey" on the mainland opposite. The castle was a stronghold of the McClancys, chiefs of the Dartry district. The drive round is $23\frac{1}{2}$ miles.

The north shore of the lough is tame, but on the S. side the hills rise to a considerable height (1,700 ft.), and the scenery is very picturesque. At their feet are the residences, *Kinlough House* and *Mount Prospect*. The lough affords excellent salmon and trout **fishing**. (See *Fishing Section*.) Besides the hotels at Bundoran and Belleek ($4\frac{1}{2}$ m. from the E. end of the lough, p. 185) there is a small angler's inn at **Garrison** (*Scott's*; 12 visitors; 4s. a week), a village at the E. extremity, so called from its having been a military station in the rebellion of 1641, and a licensed house at Kinlough, the nearest point to Bundoran, besides other lodgings.

From just beyond Mt. Prospect, 3 m. from Kinlough, a road strikes off to the head of **Glen Aniff**, after descending the full length of which it enters in about 6 miles the Belleek and Manor Hamilton Road, 6 miles short of the latter town.

Bundoran to Sligo (direct pedestrian route), *via* Glencar Waterfalls; about 22 m. This is a very fine walk which can, however, be shortened by taking a car for the first 8 miles or so. A mail-car leaves Bundoran about 9.15 a.m. for Glenade, $8\frac{1}{2}$ m. Leave Bundoran by the Manor Hamilton road (W. side of bridge) and drive or walk to within 1 or $1\frac{1}{2}$ m. of the head of Glenade Lough (8 m.), passing (3 m.) the village of Kinlough ("Head" of "Lough" Melvin; *pub.-ho.*). Thereabouts a road diverges on the right, crosses the valley, and seems to lead nowhere in particular. Go down this road and on the side of the mountain opposite you will see—apparently the only way up the cliffs—a sort of path ascending from left to right. That is the route, and near the top you will pass, left, a very fine detached rock strikingly like an old castle. From the top of the climb the view is superb over Donegal Bay to Slieve League, etc. Keep a course about S.W., but avoid bearing too much to the left. The descent is by the Glencar waterfalls gorge, and the path down it affords another lovely view. You join the level "path" (p. 195) near its foot. Road into Sligo, unless you have time and energy to go over the hill from the foot of Glencar to Lough Gill; *map p. 172*.

Continuation of Route from Donegal, p. 171. From Bundoran the road, running some distance from the shore draws nearer to the mountains—the most remarkable of which is *Benbulbin* (1,722 ft.), with a square cap-like summit, dropping at first sheer and then with a steep regular slope seawards; nearer to hand are the sharp ridges of *Ben Weeskin*, presenting, as seen in passing, a striking likeness to Saddleback in Cumberland. As far as Grange, the largest village on the road, the route, nearly straight, is thickly sprinkled with cottages, neat and cleanly in appearance, and is well bordered with trees. There are frequent houses of call.

8 m. *Cliffony*, 12 m. *Grange* (inns). At the latter the road turns due south and passes under Benbulbin and the ridge that extends south from it, ending in King's Mountain.

Drumcliffe (17 m.; *pub.-ho.*) has a church with a fine tower conspicuous for miles round; also the remains of a round tower and a cross, on opposite sides of the road.

The **Cross** is a fine specimen of Celtic art, 13 ft. in height, richly scrolled, and embellished with the usual Scriptural subjects. Of the original church, ascribed to St. Columb, nothing remains.

Beyond this, making a slight ascent, we pass, on the left, the Asylum, and, reaching the shore of Sligo Bay, enter **Sligo**. For the town, see p. 190.

Inishmurray.

Map p. 172.

There is no regular communication with this island (1½ by ½ mile), which lies out in the Atlantic to the north of Sligo Bay. The distance from Sligo is about 20 miles (18 from Grange) and only antiquaries will undertake the voyage, for which they must charter their craft. "The group of ruins here," says Lord Dunsraven, "offers the most characteristic example now in existence of the earliest monastic establishments in Ireland." These ruins, which comprise small churches or oratories, beehive huts, altars, etc., are chiefly within a great stone fort, or *cashel*, of Pagan origin. The repairing and refurbishing which the antiquities underwent some years ago, when they passed into the charge of the Board of Works, has robbed them somewhat of their venerable appearance. The people of the island are scarcely less interesting than the antiquities. In 1895 they numbered 103, and were living in comparative comfort. They live chiefly on barley, potatoes, and fish, but each family has a cow or two, and a horse or donkey. The dress is of native homespun. Once a year a priest visits them, and this is the only opportunity for contracting matrimony. On Sundays they conduct public worship for themselves in a sixth century church.—From the "Tourist Guide to the Midland G.W. Railway of Ireland."

DUBLIN to ENNISKILLEN, DERRY, and DONEGAL.

By "Great Northern" Railway.

Maps pp. 30, 176, 112.

Distances:—Dublin to Dundalk, $54\frac{1}{2}$ m. (see p. 30). Dundalk to Clones, 39 m.; Enniskillen, 62; Bundoran Junc., $70\frac{1}{2}$; Omagh, 88; Strabane, 107; Londonderry, 122 m.

—Enniskillen to Sligo (rail), $48\frac{1}{2}$ m. by the Sligo, Leitrim, and N. Counties Railway.

—Bundoran Junc. to Bundoran, $35\frac{1}{2}$ m.

—Strabane to Stranorlar, 14 m. (—Glenties, $38\frac{1}{2}$) to Donegal, 32; Killybegs, 51.

Time:—Dublin to Enniskillen, $3\frac{1}{2}$ – $4\frac{1}{2}$ hrs.; Bundoran, $5\frac{1}{2}$ hrs.; Donegal, $6\frac{1}{4}$ – $6\frac{3}{4}$ hrs.; Killybegs, 7 – $7\frac{1}{2}$ hrs.; Londonderry, 4 – 6 hrs.

*² The mail-trains, morning and night, and the afternoon express, run *via* Portadown to Londonderry, quitting the above route at Dundalk, and rejoining it at Omagh.

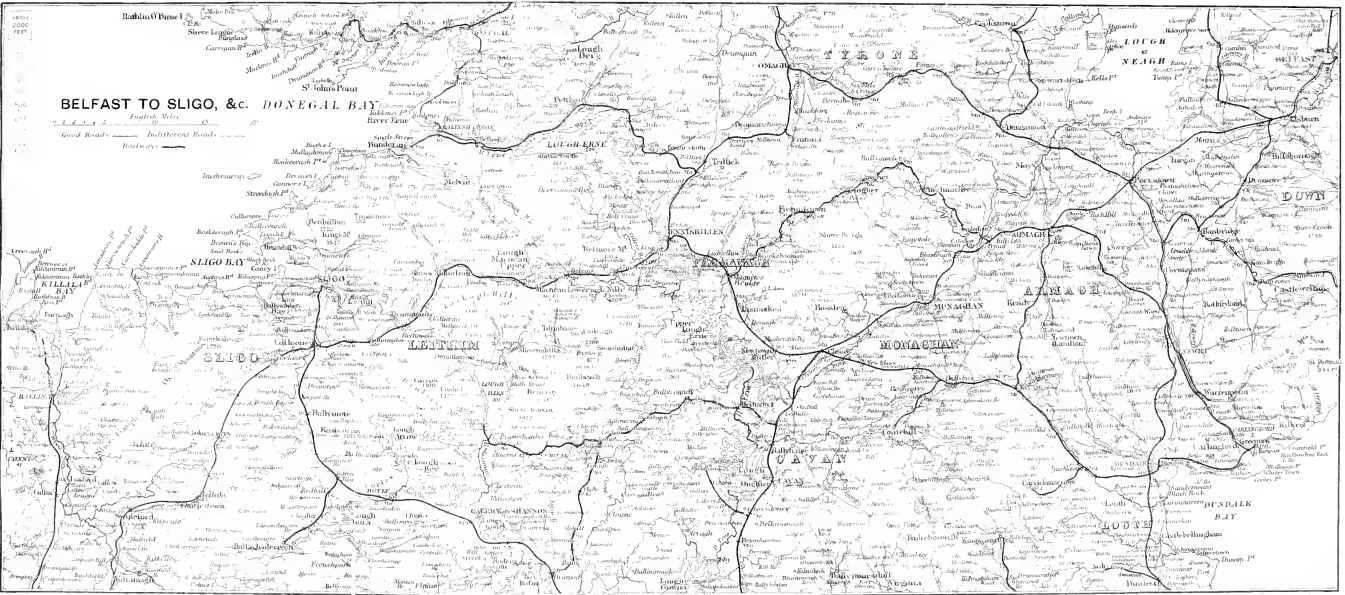
For Tourist Ticket arrangements see "G.N. Tourist Programme." Address:—Sec., Amiens St. Station, Dublin.

Dublin to Dundalk, p. 30. **Cycling**:—See *Pink Inset*.

Between Dundalk and Enniskillen the only interest possessed by this route is at Clones. The whole is through an agricultural district. *Inniskeen* (7 m.) has the fragments of an old church, a cross, and the stump of a round tower rising above its little modern church on the left. This is the junction for Carrickmacross (lace). Then we see Slieve Gullion (1,893 ft.) away to the right. *Castleblaney* (*Fleming's Hotel*; 18 m.) and *Ballybay* (*Leslie Arms*, c.t.; $24\frac{1}{2}$) are prettily placed little towns engaged in the linen trade, the latter the junction for Cootehill (great horse fair), the former being the junction for Armagh. Approaching Clones, a new and pretty R.C. Chapel may be noticed on the right.

Clones, pronounced as a dissyllable [pillar box at station. *Ref.*—*rm.* at station down platform. Hotels: *Lennard Arms* (Auto. and Mot. U., c.t.), B. & A., 2s. 6d.; *Robinson's Temp.*, both a few min. walk from the station; *Hibernian*, near station (smaller). Post Office, in Diamond: Open, 7–8; Sun. 8–10 a.m. Del. 7, 9.35; Sun. 7 a.m. Des. 2.15, 8.35 except Sat.; Sun. 8.35 p.m. Pop. 2,000], has a striking situation on the sides and crest of a small hill, and antiquarian objects of quite sufficient interest to detain the traveller if the people thought it worth their while to "tidy up" a bit. The accommodation, however, is purely local, and the "lion" of the place is approached through a jungle of nettles.

Walking from the station, which is a most important junction, up the main street we come in five minutes to the Diamond, or Market-place, in which stands the *Old Cross*, about 15 feet high, on a square platform. It is perfect in form, and some of the sculpture is fairly preserved: the usual designs of Adam and Eve, with the serpent coiled round the tree between them, and that of the sacrifice of Isaac being easily recognized. Whether de-



BELFAST TO SLIGO, &c. DONEGAL BAY

English Miles

Good Roads ——— Indifferent Roads ———
Railways ———

Scale
1:250,000
Feet

Rathlin O'Byrne I.

Slieve League

St. John's Point

Donegal Bay

Sligo Bay

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signedly or not, the altar in the latter compartment forms, with the tree below, a cross.

Proceeding across the Diamond, and descending Whitehall Street, we come to Abbey Lane, in which on our left is a small dingy building called the *Abbey*, and dating from early in the 12th century. It has a round-headed doorway at its west end, and a small deep-splayed round-headed window on its south side. The *key*, as also that of the enclosure in which stands the tower, is kept by the town superintendent in Cara Street near by.

The *Round Tower*, by the rudeness of its masonry, and its horizontal lintels throughout, suggests an exceptional antiquity. Otherwise it is much as its fellows. Its conical roof is missing. Were the characteristic nettles cleared away the visitor might find some very old tombs in the surrounding graveyard, several of them sculptured with, to say the least of it, quaint devices, about which information is best obtained on the spot. These grounds are now under the care of Office of Public Works, Dublin. Sir Thomas Lipton was born at Lipton's Brae, one mile out of the town.

An hour is enough time for Clones, the most "Irishy" of towns.

Clones to Monaghan. 13 *m.*; **Armagh.** 29; **Belfast,** 64½; *p.* 78.

Clones to Cavan. 15 *m.*; rail in 35-50 *min.* Hotels: *Farnham Arms, Imperial, Royal* (all C.T.). Post Office, on right through town; open, 7-8; *Sun.* 8-10 a.m. Tel. 8-8. Del. 7, 10.30; *Sun.* 7. Des. 1.20, 4.30, 7, 9.20; *Sun.* 6 p.m. **Cavan and Inny Junc.** (Dublin and Sligo line, *p.* 186), 34 *m.*—a route of no interest to the tourist. Map, *p.* 176.

From **Cavan.** An interesting trip may be taken from Cavan, by road and water for about six miles to the S.W., by way of Kilmore Palace, to the ruins of Clogh Oughter Castle. **Kilmore Palace**, about 3 miles west of Cavan, by a devious road, past more than one wooded demesne, is the residence of the Protestant Bishop of Kilmore, and close by the Palace is the Protestant *Cathedral*, standing in an old graveyard, a plain oblong structure with a sculptured stone slab. In this graveyard is the tomb of Bishop Bedell, who died during the rising of 1641-2, and who, although a Protestant and an Englishman, was treated with much respect by the Catholic insurgents. The *Cathedral* (rest.) has a Norman doorway.

About 3 miles N.N.W. from Kilmore Palace on an islet, Lough Oughter, about a furlong from the shore, are the ruins of **Clogh Oughter Castle**, in which Owen Roe O'Neill, the ablest leader of the Confederate Irish, died in 1646, shortly after Cromwell's landing in Ireland. The castle consisted merely of a round tower, about 50 feet in diameter, and the same in height. Two-thirds of it are still standing. The situation is most picturesque, the lough being here shut in by richly wooded banks and green fields. A boat can be had more readily on Sundays than on week-days for the visit. The whole country hereabouts is intersected by lakes in a remarkable way, land and water being almost inextricably mixed up with each other over a district about six miles in length by three or four broad, some parts of which should be interesting exploring ground for a tourist provided with a Rob Roy canoe.

The **River Erne** follows a winding course through this latter, connecting it with Upper Lough Erne, the scenery of which is of a similar character.

From **Ballyhaise Junc.** (8½ *m.*) there is a branch line to **Belturbet** (13 *m.*; *McGaughen's, Lavn Temp., C.T.*), a small town on the Erne, 4 miles above its expansion into Upper Lough Erne. It contains the fragment of a round tower.

From **Belturbet** there is a light railway to **Dromod** (33 *m.*) on the Dublin and Sligo line (*p.* 186). About 3 trains a day in 2-2½ *hrs.* From **Ballinamore Junc.** a branch goes off to **Drumshanbo** (12 *m.*; *p.* 183), and **Arigna**, 14.

Except as connecting links, these lines call for no comment. They pass a number of small lakes, several containing well-wooded islands.

At **Drumshambo** (*Lough Allen*, C.T., B. & A., 2s. 6d., pop. 500), which is only half a mile from the southern end of Lough Allen, it may be necessary to hire a car for the drive to Drumkeeran, as Arigna, 3 miles farther west, the terminus of the Light Railway, is merely a station, without any village near it. From Drumshambo to **Carrick-on-Shannon** (p. 189) is 8 miles by road, 9 to the station. Between Drumshambo and Arigna both road and railway cross the Shannon near where it issues from Lough Allen in the form of a stream not navigable for barges, which, however, have access to the lake through a canal from the navigable part of the river.

The ruins of the long-disused *Arigna Ironworks* are to be seen, on a mountain-side, about a mile from Arigna Station. From Arigna, the road to Drumkeeran (9 miles) passes near the western shore of **Lough Allen**, which is a fine sheet of water about 8 miles long by 3 wide at its northern end, in shape like a harp, and having a range of 3 mountains—Slieve Anierin (or Iron Mountain), 1,922 ft.; Bencroy, 1,707 ft.; and Slievenakilla, 1,793 ft. in height, by its eastern shore, which together form a striking background to the view. The lake is in some parts hidden from this road by intervening hills.

Drumkeeran (pop. 352) is a village of about 50 houses, with, however, good accommodation for travellers at J. Buchanan's, where cars can also be hired.

The nominal sources of the Shannon ("Shannon Pot," p. 183) are about 7 miles to the N.E. of the lake, near the foot of Cuilcagh Mountain (2,188 ft.). Its main branch, however, rises about 10 miles west of Lough Allen on another slope of that great elongated limestone mass.

From **Drumkeeran to Mount Hamilton**, 12 miles by road in a northerly direction, the country is wild and not without interest, although there are no very striking features. Between 3 and 4 miles from Drumkeeran, the road passes by *Bellavel Lough*, $1\frac{1}{2}$ miles in length, and partly surrounded by hills.

Route continued. **Newtown Butler** (44 m.; *Maguire's Temp.*, c.t.), was the scene of a hot skirmish between the native Irish and the Enniskilleners in 1689, wherein 2,000 of the former fell, and only 20 of the latter.

At **Castle Crom** (3 m. W. of the town, on a tiny peninsula of Upper Lough Erne), the seat of Lord Erne, amid the ruined walls of the old castle, is a yew-tree a thousand years old, with branches covering a diameter of eighty feet, and "so intertwined, overlapping and grown into one another, that it is impossible to count them." This wonderful tree, however, plays "third fiddle" to the famous 3,000-year-old of Fortingall in Perthshire, and the 2,000-year-old of Darley Dale, near Matlock.

The old Castle withstood two sieges at the time of the Siege of Derry. One of its defenders, as an *in terrorem* argument, had two sham cannons made of tin, and hauled them about "with great difficulty."

Beyond Newtown we may get a glimpse or two of the mazy Upper Lough Erne, with the limestone hills in which the Shannon takes its rise in the distance beyond it, where the hog's back of Cuilgach may be recognized. *Lisnaskea* (51 m.; *Commercial*, c.t.), *Maguire's Bridge* (52 $\frac{1}{2}$), where the *Clogher Valley* line to Tynan on the line between Armagh and Monaghan diverges, and *Lisbellaw* (57) stations, are passed, and then, skirting the demesne of Castle Coole on the left, we enter **Enniskillen** Station (*Ref.-rms.*, 'buses to *Imperial* and *Royal* Hotels, about $\frac{1}{2}$ m. distant).

For continuation of route, see p. 184.

Enniskillen.

180 feet above the sea.

Map p. 176.

Hotels:—*Imperial, Royal* (B. & A., about 3s. 6d.), $\frac{1}{3}$ – $\frac{1}{2}$ m. from station, 'buses, *Railway; Reynold's Temp.*, 17 Forthill Street (all C.T.); *Liddy's Temp.*

Ref.-rms., Down platform.

Post Off. ($\frac{1}{2}$ m. from station), open 7–8 (Sun. 7–10 and 5–6); *Chief desp.* 12.55, 8.15 (Sun. 7); *del.* 8, noon, 3, 9 (Sun. 8). **Tel. off.** open 8–8 (Sun. 8–10, 5–6).

Distances:—Belfast (*via* Clones), 87 m.; Dublin, 116 $\frac{1}{2}$ m.; Londonderry, 60 m.; Sligo, 48 $\frac{1}{2}$ m.; Bundoran, 44 m.

Pop. abt. 6,000.

Enniskillen is a veritable town amid the waters, being almost encircled by the rambling channels that connect Upper and Lower Lough Erne. The name signifies "Island of Kethleen," a mythical queen-consort of Tory Island. The place consists almost entirely of one long, irregular, but fairly tidy street, at both ends of which one or other of these channels of the River Erne is crossed—at the far (N.W.) end by a bridge that has been rebuilt. The hotel accommodation has been greatly improved.

The town is an important military station, and the Enniskillen regiments have been to the fore in many a fray. A granite obelisk at junction of the station road is to those who fell in the Boer War, 1899–1902.

The Barracks are at the far (N.W.) end of the town.

History: In the middle ages Enniskillen was a fortress of the Maguires, Lords of Fermanagh. In 1595 the Castle was besieged and taken by the English, in the absence of its then owner, Hugh Maguire, who, however, very quickly returned and got his own again; but the one great event in the history of the place was the gallant and successful attack made by its Protestant population on the soldiers of Lord Mountcashel, at Newtown Butler, on August 1st, 1689, the very day of the relief of Londonderry. They had previously fortified their town against the Catholic party.

From a lodge close to the junction of the station-road with the main thoroughfare, or by a flight of steps nearer the station, we may ascend a wooded knoll which has recently been beautifully laid out as a **Pleasure Ground**. It is crowned by a lofty **monument** to Sir Lowry Cole, Col. 27th Reg., who distinguished himself in the Peninsular and other wars. It is a fluted Doric column erected in 1843. In front of it is an elegant clock tower and a band stand, in temple form, in honour of Thomas Plunkett, M.R.I.A., who "transformed and beautified these grounds." Note the three little pentagon pillars—fugitives from the Causeway. There is a very good view from the tower, to admit of which the trees have been cut down in two directions. A flight of more than a hundred steps also leads to the top. The toil of

ascending is well repaid. The long straight ridge of Cuilgach, in which the Shannon rises, is seen beyond Florence Court in the south-west, and in the north-west the Blue Stack Mountains of Donegal may be descried beyond Lough Erne, from whose waters, near at hand, rise the Church and Round Tower of Devenish, and, still nearer, the Portora School. Due west is a strip of the Benbulbin range. The Town Hall has a square tower with clock, and in its niches are statues of Enniskillen soldiers.

The picturesque sky-line of the town itself has been woefully spoiled by the long straight roof of the new **R.C. Church**.

Walking through the town we pass, on the left, this otherwise fine building. Note particularly the reredos and the beautiful double arcade of the altar-rail with Connemara pillars; also the windows of the apse and the frescoes, in place of windows, between the "stations" of the north aisle. The general style is 13th cent. Gothic. Nearly opposite, on the apex as it were of the town, is the *Parish Church*, which has a Perp. East window, with very good stained glass. In the *chancel* are the well-worn colours of the Enniskillen regiments. Note also a fine 17th-century *font*. The slim spire of this church errs in the reverse way to the body of the R.C. one. The Wesleyan Methodist Church is also a fine structure.

Crossing the new west bridge, and passing through a well-to-do suburb, we reach ($1\frac{1}{2}$ m. from station) an eminence on which stands the *Royal Portora School*, founded, on another site, by Charles I. It overlooks the Erne and is a good view-point.

1 m. south of Enniskillen, entered from the main-road in that direction, are the fine demesne and mansion of **Castle Coole** (Earl of Belmore). The house is classical in style. Special permission is required to visit the grounds.

Devenish Island.

2 m. by water. Boat from near the West Bridge, *abt.* 3s. The tourist should by all means make this little excursion. The row is a very pretty one and the remains on the island are well worth inspection.

Just below the bridge the two streams that make Enniskillen an island unite and flow on in a gradually narrowing channel. Portora School (*above*) is finely situated on the left, and beyond it, on the right, are the works which have lately been executed to improve the navigation. Then, passing on the left the rapidly crumbling ruins of *Oldcastle*, we enter *Lower Lough Erne*—hereabouts little more than a narrow channel with low banks fringed by bulrushes. Another mile brings us to the south-west corner of *Devenish Island*, where a landing is easily effected. The island is a green pasture without any trees, measuring $\frac{3}{4}$ by $\frac{1}{2}$ mile. The ruins are at the south end. They consist of a Priory, a tower and a smaller church. Of the **Priory** a square tower, supported by Pointed arches, and one wall of the choir are all that remain. A stairway

leads into the tower, and near its foot is an inscribed stone—bearing the following inscription in Lombardic characters:—

“ Matheus O’Dughagan
hoc opus fecit
Bartholomeo O’Flauragan
Priori de Damynis
A.D. 1449.”

Adjoining this is a graveyard.

The **Round Tower** is a little way farther east. It was recapped and very carefully restored in 1835, and is now regarded as one of the finest of its kind in the country. The height is about 84 feet. An unusual feature is the rich cornice round the base of the cap with sculptured heads beneath. The door is 10 feet above the ground.

Beyond this again is a smaller **church** of much older date than the Priory, and quite unadorned. It shows only bare walls with one very narrow deeply splayed round-headed window, a doorway with steps, and a square window above in the north wall.

The “Father” of Devenish is reputed to have been St. Molaisse, who died in the sixth century.

A steamer, “Lady of the Lake,” now runs as far as Castle Caldwell, on the Lower Lough, from Enniskillen (East Bridge Quay), nearly 20 miles, and back. *Fares:—Single, 2s., 1s. 3d.; return, 3s., 2s. For sailings, see Yellow Inset.*

The boat starts from the river-end of a short lane opposite the *Royal Hotel* and one minute from the *Imperial*. It has an unlicensed refreshment bar.

Lough Erne.

The characteristic of these isle-studded loughs is sylvan and verdant beauty, and the sail along the chief or Lower one would be still more enjoyable had not it been ridiculously overpraised by writers who seem to see in it a combination of the Killarney Lakes, Lough Gill, and Windermere.* It specially needs bright, sunny weather, and under that influence the multitude of green, wood-covered islets, with which the upper part of the lake is studded, go far to atone for the monotonous character of its shores, which slope gently to the water’s edge all the way round except on the south side of the widest part, where they rise from near the water’s edge to a height of a thousand feet. The lake is 19 miles long and, in its widest part, 5 wide. The greatest depth is above 200 feet. Of islands and islets it boasts about 50, being, in this respect, the fresh-water Clew Bay of Ireland. The sister lake—Upper Lough Erne—may be described as *all* island.

The Sail. The first part as far as Devenish Island is described on page 180. Then comes the most charming part of the voyage—between the western shore and a succession of **islands**, the

* Even the usually discriminating Mrs. S. C. Hall writes: “Nothing in Great Britain, perhaps nothing in Europe” (? Not even *Luc-erne*), “can surpass the beauty of this lake.”

largest of which, *Ely Island* (6 m. from Enniskillen), is passed on the left. A little short of it, on the shore, is the scanty ruin of *Castle Hume*, built by the family of that name in the middle of the 17th century. *Ely Lodge*, on Ely Island, is the seat of the Marquis of Ely. Then, as we still pass between verdant islets, we may notice on a green point of the west shore the *Rossclare Hotel*, which commands a beautiful view across and up the lake. On *Innismacsaint*, passed on the left, are more ruins and an ancient cross. Beyond this the lake spreads out to its widest, and in front is *Boa Island*, $3\frac{1}{2}$ miles long, and by far the largest on the lake. It is also the dullest. The south shore is the most interesting part of the surroundings. In front the Blue Stack Mountains of Donegal come into view, and soon we reach the Castle Caldwell landing-place in Bleanalung Bay.

If the boat proceeds to the far end of the lake, Castle Caldwell is left a good deal on the right, and the rest of the sail is uninteresting, especially the river part, which extends for a couple of miles between low banks to the landing-stage, whence it is 10 to 15 minutes' walk to the hotel (*p.* 185); 5 more to the station at **Belleek**.

Florence Court, Marble Arch, etc.

To **Florence Court** by road, 7 m. (car *abt.* 6s.), or rail to Florence Court Station, $5\frac{1}{4}$ m.; thence walk, $2\frac{1}{2}$ m. Florence Court to **Marble Arch** *abt.* 4 m.; **Belcoo Station**, 9 m. Belcoo to **Enniskillen** (rail), $12\frac{1}{4}$ m.

This is an interesting excursion, introducing the tourist to the skirts of the limestone hills which form such a strong feature in the scenery between Enniskillen and Sligo. The road is for the most part level and to the pedestrian rather tedious. There is an inn about 3 miles out of Enniskillen, but not another short of Belcoo (*see p.* 183).

Florence Court (south from its station) is finely placed on rising ground about 2 miles in front of the little outpost hill, called *Benaghlan* (1,218 ft.), which with its green zigzag path has a very tempting look and is well worth strolling up. The mansion (Earl of Enniskillen) is Italian in character, consisting of a somewhat heavy central block with an arcade of the same height as the ground floor on each side, the entire length of the façade being 300 feet. Special permission is required to see the interior, which, besides pictures by eminent masters, contains a fine Geological Museum. A skeleton of the Irish elk is noteworthy.

Re-entering the road some way beyond the point at which we left it, we reach in $3\frac{1}{2}$ miles the outlet of a wooded little defile lying between two green knolls. A mile or so up this is the **Marble Arch**, as it is called. As we have so often had occasion to notice in limestone districts, the stream has eaten its way through the rock, and here it gushes out again.

Hence the road on to **Belcoo** (*p.* 183) passes along the south shore of Lower Lough Macnean,

Enniskillen to Sligo.

Map p. 176.

48½ m. *Abt. four trains a day in from 2¼ to 2¾ hrs. Fares: 8s. 6d., 6s. 6d., 4s. 1d.* (The Sligo, Leitrim, and N. Counties Railway Co., offices at Enniskillen.)

This little line forms a very convenient route for tourists who are bound from the east side of Ireland for Donegal. Sligo itself, with its surroundings, and the car-drive from it to Bundoran and Ballyshannon, are of sufficient interest to warrant the detour. A good plan is to leave the train at Manor Hamilton, and drive thence to Sligo either by Glencar (p. 194) or by the north side of Lough Gili—next to Killarney the most charming lough in Ireland; or telegraph to the "Victoria" at Sligo for a carriage to meet you at Dromahair (p. 184).

The line between Enniskillen and Sligo passes for the most part through a green valley, in which the husbandman does not seem to have attained the perfection of his art. Here and there it shows very pretty bits.

Route. Making a sharp curve to the south, the line soon crosses by a fine viaduct the straggling waters which connect Upper and Lower Lough Erne, and reaches (5½ m.) *Florence Court Station*, which is the nearest one to the grounds of Florence Court (see p. 182). A few miles further we reach the north shore of *Lower Loch Macnean*, on the far side of which is a striking limestone cliff with meadows at its foot and a line of low peaks beyond.

At **Belcoo** (12½ m.; *Hamilton Arms*, c.t.) the stream which connects the *Lower* with the *Upper Loch Macnean* is crossed, and in the next few miles we come into view of the latter three times, obtaining on each occasion a very pleasing peep up it. We are now only a few miles from the source of Ireland's chief river, the Shannon, which rises among the limestone hills southward.

Belcoo to Shannon Pot, *abt. 6 m.; car, 5s.* A new road strikes southward opposite a church in ruins, a mile west of Belcoo village, and at once ascends, affording wide but rather bare views. The "Pot" or source of the Shannon is ¼ mile to the left of this road, and may be reached by diverging a little beyond a bridge to a cottage on the brae. It is merely another instance of water collecting for some little distance under ground before it issues into the light of day.

Continuing along the road for another 5 miles or so you will come to the little Post Office and public-house of **Glangoolin**, situated in the heart of the limestone hills that form the north-west corner of County Cavan. The most prominent heights are *Cuilgach* (2,188 ft.) and *Slievenakilla* (1,793 ft.). From Glangoolin it is 26 miles by road to **Carrick-on-Shannon** (p. 189) through *Dowra* (5 m.), formerly "Taber," and **Drumshambo** (18 m.; p. 178), skirting the E. side of **Lough Allen**, or 32 through Drumkeeran (12½ m.) and along the west side (p. 178).

The line passes now for some distance through the limestone range that extends from the long level-backed *Cuilgach* (2,188 ft., 6 m. south of *Belcoo*) almost to the shore of Donegal Bay. Passing

Glenfarne (17½ *m.*) we come to **Manor Hamilton** (25 *m.*; *Jeter's*, c.t.; *M'Morrow's Temp.*, *Imperial* (both smaller); *Pop.* about 1,000). The town is half a mile north-west of the station, and prettily situated amongst the hills. The name is derived from the family, who owned a 17th-century mansion—now an ivy-clad ruin. The *Episc. Prot. Church* stands on a hill within the walls of an old fort, with the remains of bastions at the four corners.

Two roads leading through the hills from Manor Hamilton call for a word of notice: (*a*) up the picturesque Bonet valley to **Glenade Lough** (6 *m.*). This continues to (13 *m.*) **Kinlough** (*inn*), a small village at the foot of Lough Melvin, whence it is 2 miles on to Bundoran (*p.* 172); (*b*) to **Glencar Lough**, at the near end of which, on the north side, there are lovely waterfalls (*see p.* 194), usually visited from Sligo.

Manor Hamilton to Sligo by Lough Gill, *abt.* 16 *m.* The best station for pedestrians to start from, who wish to see Lough Gill on their way to Sligo, is Dromahair (*see below*). The road reaches the lough at its extreme end, and the driver should be instructed to follow the narrow—just traversable—lane above the lough instead of the highroad. *For description, see p.* 191.

From Manor Hamilton the line proceeds with Benbo (1,365 *ft.*) on the right to (33½ *m.*) **Dromahair** (*Jeter's Abbey*, c.t.). The village is pleasantly situated half a mile north of the line, and contains an old *manor-house* considerably modernized, occupying the site of a castle of the O'Rourkes, and, on the far side of the river Bonet, which flows past the village into Lough Gill, the ruins of the *Monastery of Creavelea*, founded early in the sixteenth century by the wife of the then O'Rourke for Franciscan monks.

By the north side of Lough Gill to Sligo the distance is 12 miles, and the walk or drive (cars at Dromahair) affords the best possible views of Lough Gill (*see p.* 191).

At *Collooney* (42 *m.*) we join the main line (*Mid. G.W.*) from Dublin. Near the station on the left is a "1798" memorial. The church stands prominently on the hill; and at **Ballisodare** (44 *m.*, *Mulragh's*) we cross the Owenmore River, which in its short course between the bridge, on our left-hand, and the sea, plunges over a succession of cataracts—highly picturesque and greatly over-praised. Between this and Sligo the isolated Knocknarea (1,078 *ft.*) is prominent on the left.

For Sligo, see p. 190.

Main Route continued from *p.* 178.

Map *p.* 176.

Enniskillen to Londonderry, 60 *m.* There is some very pretty river-scenery between Omagh and Strabane, and the approach to Derry is picturesque. Elsewhere the route is ordinary. Passing one or two little loughs on the left, we reach (6 *m.*) *Ballinamallard*, and (8½ *m.*) **Bundoran Junction** (*Temp. Ref.-rm.*).

Bundoran Junction to Ballyshannon, 31½ *m.*; and **Bundoran**, 35½ *m.* This branch traverses the country north of Lower Lough Erne, which,

however, does not come into view till we have passed Pettigo (15 *m.*). So far there is nothing to comment on. **Pettigo** (Inns: *Eakin's, Flood's, Red Lion*) is prettily placed on the little river Termon, to the right of the line. By going up a lane from the east end of the station with a turn to the right almost at once, we may reach an eminence from which there is a good view of Lower Lough Erne—looking from here rather like a flooded lowland.

Five miles north of Pettigo and in County Donegal is **Lough Derg**, an outlandish sheet of water containing an island to which from the middle of June to the middle of August pilgrims throng in their hundreds. It is called "Station Island" or "St. Patrick's Purgatory," and is entirely occupied by buildings for the accommodation of the penitents, who are conveyed to it in a ferry-boat for 8*d.* St. Patrick, says one account, was here miraculously favoured with an exhibition of the pains of purgatory—hence the name.

Pettigo to Donegal, 16½ *m.*; *car abt.* 10*s.* The road goes mostly over a bleak upland and is not "worth the candle."

Beyond Pettigo the line skirts Lough Erne, on the far side of which is Shean North (1,135 *ft.*). Then, passing the outlet of the lough and skirting the river, it reaches (27½ *m.*) **Belleek** (*Johnston's Hotel*, C.T., good and pleasant situation; *Commercial*, C.T.), famous for its fine porcelain made from local felspar and Cornish clay; lightness and delicacy of tint are the peculiarities of this beautiful ware. Visitors are courteously conducted through the works, which they will hardly leave without purchasing some little memento. Large sluice-gates have been erected here at a cost of nearly a quarter of a million, by means of which the flood-waters of Lough Erne are got rid of with the greatest expedition.

These sluice-gates occupy the position of what was formerly the Falls of Belleek—the first of a series of cascades by which the Erne falls nearly 150 feet in the 4 miles between Belleek and Ballyshannon, the first part of which is very beautiful. The second rush of water is at a bend of the stream approached through the garden of the hotel and just above the railway-bridge.

The most interesting *road* to Ballyshannon (4 *m.*) is on the north side of the river. It crosses the railway close by the station. At a turn a little way on take a path through the wood overlooking the stream and notice the eel-weirs. This brings you to *Cliff House*, beyond which the road is again joined.

From Belleek it is 4½ miles to **Garrison** (*Scott's Hotel*), at the east end of *Lough Melvin*, which contains trout and has boats for anglers (*see p.* 173).

The line now crosses to the south side of the Erne and reaches (31½ *m.*) **Ballyshannon**, and (35½ *m.*) its terminus at **Bundoran**. For these places, *see pp.* 171-3.

For Fishing, see Fishing Section.

Proceeding, the line passes (10 *m.*) *Trillick*, (14 *m.*) *Dromore Road*, and (20 *m.*) **Fintona Junction**. The town of *Fintona* (*pop.* 1,500; *Eccles' Arms*) is ¾ *m.* to the right and connected by tram. Then, without anything special on the way, we come to

Omagh (28 *m.* *Post Office*, new, on right in Bridge Street, 8 to 8. *Telephone Office*. Del. 7, 10.15; des. 3.50, 10.25. *Refr.-rms.*, both platforms. Hotels: *White Hart*, *Auto.* and *Motor Union*, good, ½ *m.* from station, 'bus; *Royal Arms*, *Temp.*, *Auto.*, c.t., 'bus. *Pop.* 4,789), the county-town of Tyrone, well built and prosperous-looking, but not a tourist resort. There is a splendid new *R.C. Cathedral*, with a spire nearly 100 feet high, on the way from the station to the town, and the *Old Market Place* to the right—out of Bridge Street—is a curiosity. The Town Hall, in Corinthian style, with clock, has a commanding position at top of Bridge Street. In front of it is an ornamental drinking fountain, and lower down a bronze and granite statue. Here the line from Belfast

by Portadown, which is also the mail-route from Dublin to Derry, comes in (*see p. 78*).

From Omagh the line follows the course of the tributaries of the Foyle and the Foyle itself all the way to Derry. First we have the *Strule* on the right, and in 2 miles we cross its little affluent the *Fairy Water*. Then, just after crossing the *Strule* for the third time at the point where its affluent the *Owenkilloe* comes down from the Sperrin Mountains on the right, we reach **Newtown Stewart** (36 m.; *Abercorn Arms, The Café*, both c.t.; pop. 1,000), a picturesquely placed little town with a quaint old bridge of six arches and a ruined tower. It stands on the lower slope of a hill with the attractive name of *Bessy Bell* (1,327 ft.), and opposite to a sister-height of lesser stature, *Mary, Gray* (828 ft.). Both are round-topped hills. Three miles south-west is *Baron's Court*, the seat of the Duke of Abercorn.

The ground on the right now breaks into hills, which culminate in the chief summit of the Sperrin range, *Mt. Sawel* (2,240 ft.), and furnish many feeders of the Foyle.

Below the junction of the *Owenkilloe* the *Strule* becomes the *Mourne*, and under that name flows through a rocky channel to **Victoria Bridge** (40 m.), whence is a well-appointed steam tramway to *Castle Derg* (*Royal*, 6 m. distant). We then cross the stream twice, and, passing *Sion Mills* (42 m.) on the right, are joined by the Finn Valley line on the left. A few yards further we again cross the *Mourne* just short of the point at which it joins the Finn, the two together becoming the *Foyle*. Right and left respectively are the bridges of *Strabane* and *Lifford*, and we draw up at **Strabane Station** (45 m.). *For the town and the Finn Valley branch to Stranorlar and Donegal, see p. 163.*

The rest of the way is down the flat alluvial valley of the Foyle, which is crossed 3 miles N. of *Strabane*, and its west bank skirted the whole distance. *Montgevin Castle*, occupied by James II. during the siege of Derry, on the left, between *Porthall* (48 m.) and *St. Johnston* (52 m.), and the picturesque approach to Derry dominated by its Cathedral spire, are all that require comment.

For Londonderry, see p. 115.

DUBLIN TO SLIGO.

(By Midland Great Western Railway.)

Maps *p. 30* and *176*, and Sketch Map, *p. 1*.

Distances:—Mullingar, 50 m.; Longford, 76; Carrick-on-Shannon, 98; Sligo, 134.

The ordinary morning down train to Sligo connects by a short train with North Wall. Dublin to Sligo in 4 to 5½ hrs. **Fares**: 25s. 2d., 17s. 10d., 11s. 2d. Limited Mail in each direction 1st and 2nd only at express fares. Passengers arriving at North Wall by the night boat from Holyhead have time to breakfast (2s.) at North Wall or Broadstone Station, or on train.

For Tourist Ticket arrangements see "M.G.W. Tourist Programme." Address: Sec., Broadstone Station, Dublin.

The journey from Dublin to Sligo by this route is for a great part of the distance over bog, and correspondingly monotonous. On leaving Broadstone Terminus we see, right, *O'Connell's Monument* at Glasnevin, and, left, the *Wellington Testimonial* in Phoenix Park. The line to Mullingar follows closely the Royal Canal, which connects that town with Dublin; this is not to be confounded with the Grand Canal joining the Liffey and Shannon. Passing **Blanchardstown**, $4\frac{1}{2}$ m., the *Dublin Observatory* is on Dunsirk Hill, right. At **Clonsilla**, 7 m., is the junction for Trim and Navan (*p.* 39).

Trim, the "Ford of the Elder-bushes" (Inns: *Connel's, Railway, C.T.*), the county town (*pop.* 1,500) of Meath, on the Boyne, is 30 miles from Dublin by rail *viâ* Clonsilla and Kilmessan, and 12 miles by rail, *viâ* the latter, from Navan. The station is $\frac{3}{4}$ m. N. of the town, which lies quite aside from ordinary tourist traffic, but for the archaeologist is in one of the most interesting districts of Ireland, and by making it the starting-point of a round of about 10 miles, going by one bank of the Boyne and returning by the other, an unusual number of ruins can be visited. Of modern works the town has not much to boast. There is a lofty column, on the green at the top of Dublingate Street, erected in 1817, in honour of the Duke of Wellington (who as a small boy went to school here, in the converted Talbot's Castle—Shakespeare's hero) and surmounted by his statue.

Going S. from the station, in half a mile we pass near the Parish Church, which has an ivied tower built in 1449 by the *Ld.-Lieut. Richard, Duke of York*. The rest is almost entirely of the present century. There is a detached fragment of an earlier chapel. Proceeding, and going through a passage E. of High Street, we come to the most conspicuous feature of the place—the lofty **Yellow Steeple** (on the site of the destroyed *St. Mary's Abbey*, founded by *St. Patrick* in 432), a ruined tower, 125 ft. high, supposed to have been built about 1450 by *Richard, Duke of York*, to whom is also attributed the tower of the Parish Church. Of the *old walls* of the town some portions are left, with two gates, the *Watergate*, across the river, and the *Sheepgate*, the latter a round-headed arch a little to the S. of the steeple. The **Castle**, S. of the river and Market Place (*key near entrance*), is, however, the great thing here. It was founded in 1173 by *Hugh de Lacy, Lord of Meath*, and rebuilt soon after 1220. The works consist of a triangular line of works, defended by round towers and strengthened on the land sides by a moat and enclosing a great keep. The triangle measures, W. 116 yds., N.E. 171 yds., S.E. (towards the river) 192 yds. The keep, 60 ft. high, is square, with nearly square towers projecting from the middle of each face, one of which, however, is gone. Both in the gateway tower on the W. side of the works and in the round gateway tower near the river the portcullis grooves remain.

"The *history* of Trim, as a town and stronghold of the 'Pale,' is that of Anglo-Norman rule in Ireland." In 1395 it was fortified by *Roger Mortimer*. In 1399 *Richard II.* imprisoned the future *Henry V.* in it. Afterwards several Parliaments were held in it. A mint was established by *Richard Duke of York* in 1459, and in 1649 it surrendered without a struggle to *Cromwell*. For full description see *M.G.W.* "Tourist Programme."

On the left bank of the Boyne, a mile below the town, are the ruins of the *Abbey of St. Peter and St. Paul* (or *Newtown Abbey*), founded in 1206 for Augustinian canons, and on the S. of the river, which is crossed by an old bridge to Newtown-Trim, are those of a *Priory of St. John the Baptist*, consisting of ruined towers and a small chapel. Supposing the traveller to be making the round suggested above, then about 2 m. from starting (by the Dublin road) he will pass the Anglo-Norman keep (abt. 1200) of *Scurroughstown Castle*, a rectangular tower with a round tower at two opposite angles. Beyond this, turning to the left (the Drogheda road) and going under the railway, in 2 m. from the turn the unimportant ruin of *Trubley Castle* (another fortalice) is $\frac{1}{3}$ m. on the left, close to the river. At cross-roads, 1 m. onward, turn to the left and cross *Bective Bridge* to the fine ruins of the fortified **Bective Abbey** (nearest station, *Bective*,

$2\frac{1}{2}$ m.). This well-preserved Cistercian monastery was founded about 1150, but most if not all the remains are a good deal later. In plan the buildings form a quadrangle, and at the S.W. corner is a strong tower, having square angle towers, and containing a large vaulted chamber. Within the quadrangle are the beautiful *cloisters*, late Early English in style. The church, no longer existing, is supposed to have stood on the N. side. The domestic buildings, on the E. side, are well preserved. From the Abbey by road on the left bank of the Boyne it is $4\frac{1}{2}$ m. back to Trim, or 5 m. to Navan (p. 39). In the latter case *Clady Church* (ruin) and its curious little bridge, about a mile from Beective, can be visited; it is on the left bank of the Boyne.

About 4 m. S. of Trim is **Dangan Castle**, partly old and partly modern, but of little interest except from the fact that the Duke of Wellington spent his early boyhood here. On the way to it is *Laracor* village, for some years the home of Swift and "Stella," but with no relics of either of them to show.

Lucan, 9 m., is $1\frac{1}{4}$ m. N. of the village (*Spa*), which is prettily situated on the Liffey and is served from Dublin by electric cars running from Park Gate (p. 18). Its fame as a spa has departed, but it is a favourite residential neighbourhood. Next, right, is seen the ruined tower of Confey Castle, and we cross the Rye Water to *Leixlip* (*Lax-lob* "salmon-run"), 11 m., where the station is $\frac{3}{4}$ m. N.W. of the little town and about a mile from the picturesque *Salmon Leap* on the Liffey, whose waters there form a broken fall. *Leixlip Castle*, an Anglo-Norman foundation, is on the river-bank. It has been converted into a private residence.

Celbridge, the home of Swift's "Vanessa" (Esther Vanhomrigh), is $3\frac{1}{2}$ m. S.W. from Leixlip and $1\frac{1}{2}$ m. N. from Hazlehead on the G.S. & W.R. Further on, *l.* of the line, is the Round Tower of Tughadoe, and then we skirt Carton, the demesne of the Duke of Leinster.

Maynooth (15 m.; Hotel: *Leinster Arms*, c.t., 3 min. from sta.) is a town of about 1,200 inhabitants. Near the station are the ruins of the *Castle* of the Geraldines of Kildare, which was founded in 1176 and much strengthened in 1426. The keep is the principal part remaining, but there are sundry other towers and works. The *College of St. Patrick*, for the education of candidates for the R.C. priesthood, was established in 1795, and from that date down to 1869 (when it was commuted) received a much debated Parliamentary grant. The present large and handsome buildings were erected in 1846 by Pugin. The *Parish Church*, close by, has an unusually massive W. tower, which is supposed to have been constructed partly with a view to defence. At the east of the town is the main entrance to *Carton* (Duke of Leinster), and the fine park is open to the public on week-days. The mansion, classical in style, was built in the last century.

After passing *Kilcock*, 17 m., we enter on a flat country, which continues till, after an introduction to a bit of genuine bog, we approach

Mullingar (Hotels: *Greville Arms*, 10 min. from sta.; *Kelly's*, c.t.; *Ennel View*), an important military centre and market-town of about 5,000 inhabitants. In itself it is uninteresting, but it is a good headquarters for the angler who would fish the famous Westmeath lakes. See *Fishing Section*.

The Sligo line here diverges N. from that to Galway, and in a few minutes we run alongside *Lough Owel*, left, which is pretty and a relief amidst much dreariness. At *Multyfarnham*, $57\frac{1}{2}$ m., on the left of the station, is *Wilson's Hospital*, an important Protestant Orphan School. On the right is the village, with the remains, still in part occupied, of a Franciscan monastery. The lofty steeple is conspicuous. The *Inny*, which flows from Lough Derravaragh, is crossed on the way to *Inny Junction*, $61\frac{1}{2}$ m., where the line to Clones (*p.* 176) strikes northward. *Edgeworthstown*, $67\frac{1}{2}$ m., is a little village famous as the home of the Edgeworths, of whom Miss Maria Edgeworth (d. 1849), the novelist, is the best known to Englishmen. She resided at Edgeworthstown House from 1782 till her death in 1849. "Internally the house is substantially unaltered." **Longford** (76 m.; Hotel: *Longford Arms*, c.t.; pop. 4,400), the county town of Longford, is in no sense a tourist rendezvous, though it contains some impressive buildings—viz. the R.C. Cathedral, a classical building with a lofty steeple and an altar of Sicilian marble; the Parish Church, with a spire; St. Mary's College, and the handsome Convent of Mercy. Here the Royal Canal ends. We are now in the basin of the Shannon, and the scenery improves. From **Dromod** a light railway runs N. to **Ballinamore Junc.** (16 m.), whence it strikes E. to **Belturbet** (34 m.), and W. to **Drumshambo**, 28 m. (*See p.* 177.) Beyond *Dromod*, 87 m. (*see p.* 178), the line passes close, left, to Lough Boffin, and the Shannon is crossed on the way to *Drumsna*, 93 m. At 98 m. is **Carrick-on-Shannon** (Hotels: *Church's*, c.t.; *The Bush*, convenient for fishing the Shannon loughs), the county town of Leitrim, with a pop. of about 1,400 (*see p.* 178). There is nothing to detain the tourist here, but at **Boyle** (107 m.; *Rockingham Arms*, c.t.; pop. about 3,000), on the river of that name, the angler has some of the best lough-fishing (Lough Key, Lough Arrow, Lough Gara) within easy distance, while for the archæologist there are the important ruins of a Cistercian abbey founded in 1161. These are on the N. bank of the river in private grounds, but a visiting card will at once obtain admission for the tourist. The Church, cruciform, with a massive central tower, is of unusual interest in its architectural details. The prevailing styles are Norman and Early English. The domestic buildings are less well preserved but cover a large area.

From **Carrick Station** to **Drumshambo** (*p.* 178), at the foot of Lough Allen, is 9 miles, the road passing through the village of Leitrim ($3\frac{1}{2}$ m.).

The *Curlew Mtns.* (about 800 ft.), to the N. of Boyle, afford a comprehensive and pretty view of the lakes in the neighbourhood.

At *Kilfree Junction*, 113 m., a branch line of 10 m. diverges S.W. to Ballagherreen.

This branch skirts the W. side of Lough Garra to Edmondstown, 7 m., and ends at **Ballagherreen**, a town of 1,600 inhabitants. The traveller from Sligo to Galway might drive $13\frac{1}{2}$ m. to Ballyhaunis Station or to Castlereagh, 13 m. on the main line, thus avoiding the tedious detour by Mullingar.

Ballymote (120 m.; *Morrisson's Hotel*) is a large village of 1,000 inhabitants, with the remains of its once famous *Castle* and of a *Franciscan Monastery*. In the latter the ancient Book of Ballymote (*p.* 13) was written. Then at *Collooney* (128 m.) the direct line from Enniskillen comes in on the right; also the new light railway from Claremorris. For *Ballysodare* (130 m.) and the rest of the way see *p.* 184. The station at **Sligo** is nearly a mile from the hotels.

S l i g o .

Map *p.* 172 and Plan opposite.

Hotels:—*Victoria* (Motor Union, C.T.), in Albert Street, a little above the Upper Bridge (first-class), *Imperial* (C.T.), close by the Upper Bridge; both about $\frac{3}{4}$ m. from station; 'buses. *Central Temp.*, C.T.; *M'Elhenny's Private Hotel*, C.T.

Railway Station at east end of Wine Street (Sligo, Leitrim, and Northern Counties, and Midland and Great Western).

Rail to Enniskillen, 48½ m.; Dublin, *viâ* Mullingar, 134 m. **Cars** to Ballina, 37 m., once a day, 5s.; to Buadoran, 22 m., 3s., and Ballyshannon, 26 m., 3s. 6d., once a day.

Private Cars: About 10s. single, 20s. pair-horse, a day.

Steamer (under Government subsidy) to Rosses Point, Ballycastle, Belderrig, and Belmullet, Tuesdays and Thursdays, but some weeks Mondays, Wednesdays, and Fridays about 7 a.m., returning next day early (7 hrs.; mixed cargo: saloon, 6s. 6d.; return, 10s. June, July, August, and September, 7s. 6d.; return available one week.

Post Office (a new building at foot of Lower Knox St., a continuation of Wine St.):—Open 7-8.15; *Sun.* 8-10 a.m. *Chief Desp.* about 2.45 and 8.30 p.m.; *Sun.* 10.30 p.m. *Del.* 7 and 11.30 a.m. **TeL. Off.**: open 8-8; *Sun.* 8-10 a.m.

Pop. (1901) 11,000.

Golf Course of 18 holes at Rosses, 5 m. (car).

Sligo, the capital of the north-west of Ireland, rests its attractions on its surroundings rather than on itself, though the slope on which a portion of the town is built, the towers and spires of its churches and public buildings, the bold clear-cut limestone heights which rise some distance from it, and the proximity of the sea, give it a picturesque and striking appearance when seen from any of the many elevations in the neighbourhood. The *port* is formed by the estuary of the river, three miles in length, which connects Lough Gill with the sea, and the best part of the town is on a level with the quay. The finest church is the *R.C. Cathedral*, on the way to the station—Romanesque in style, vast and imposing rather than graceful in appearance. The organ cost £1,500, and was in the Liverpool Exhibition. The chimes play a variety of tunes. Of the public buildings in the town, the *Town Hall*, the *Custom House*, and the *Court House*—opposite the *Victoria Hotel*—are the chief. The streets are in no way remarkable, but give evidence of a greater activity and prosperity than falls to the lot of most towns in the west of



SLIGO

Scale of 1/4 Mile

Ireland. The hotels are well placed near the river, the *Victoria* being a well-appointed house with English comforts, and a consultation with whose proprietor will ensure the maximum of enjoyment.

In its surroundings Sligo offers a variety of excursions which may well detain the leisurely tourist. The drives round Lough Gill and Glencar Lough, to Drumcliffe and Lissadill House, the circuit or ascent of Knocknarea, and a visit by car to the quaint little watering-place called Rosses Point, are all worthy of the time required for the excursions; but first we will describe the one attraction of Sligo itself.

To the tourist Lough Gill is the magnet of Sligo, and should on no account be omitted from his programme. The isolated hill of Knocknarea is also a very remunerative ascent.

Sligo Abbey

(*key at house opposite; see opt.*) is reached by turning up Abbey St. between the two hotels. It is badly situated, and its many interesting architectural features appear to great disadvantage in consequence of the neglected state of the grounds. "Untidy" Ireland nowhere exhibits more strikingly its characteristic fault. The original church, erected by Maurice Fitzgerald, Chief Justice of Ireland, in the middle of the thirteenth century, was partly destroyed by fire in 1414, but the greater part of the chancel seems to have escaped, its architecture being of the former date. The East Window, of four lights, retains its mullions and tracery, and, like the lofty lancet lights on the south of the choir, is very graceful. The south side of the choir has five lofty pointed windows. Under the E. window is the *Great Altar*, Dec. and in nine compartments, with a nearly obliterated cross of the Knights Templars. This altar is considered almost unique, and is in fair preservation. On the south wall is a *monument* (1623) to *O'Connor Sligo*, which represents him kneeling with his wife. Above are the initials A.C. and a crest of three hearts over a figure. On the north side is a low doorway.

The central tower is small, but the groined roof below it should be noticed, also the carving of the corbels of the west arch. The nave has three arches standing on its south side and two double-lighted windows on the north. On the latter the *Crane tomb* (1616) is an elaborate piece of carving.

From the north of the Nave a doorway opens to the **Cloisters**, the gem of the building. Along three sides runs a passage containing 46 low pointed arches. The pillars are massive and most of them plain, but on five or six of them on the north side various emblems are carved—one is called the "True Lover's Knot."

The other parts of the building, north of the chancel and including the chapter-house, are in a very ruinous state. Of the condition in which the graveyard is allowed to remain it is impossible to speak in too condemnatory terms. Interments within the Abbey have ceased.

Lough Gill (*Row-boat from the Upper Bridge, abt. 5s. Car round the Lough, 24 m., abt. 12s.*). Without the slightest pretension to grandeur or wildness, this lake is one of the most charming sheets of water, not only in Ireland, but in the British Isles. This character it owes to its wooded shores, the graceful outline of the hills that surround it, and to its islands, in which leading constituent of beauty no lake in Britain, except Loch Lomond, surpasses it. Though of considerable size—about 5 miles long by $1\frac{1}{2}$ broad—it is compact without being formal, and all its attributes blend together in thorough harmony. The lake is 20 feet above sea-level.

Those who visit it by boat will traverse $2\frac{1}{2}$ miles of lovely park and woodland scenery before they reach the lake itself, and may, of course, protract their excursion to their heart's content; but the most adequate impression of the peculiar beauty of the lake is obtained by driving round it, taking care to follow the old, narrow, and just passable road which goes to the right $\frac{1}{2}$ m. beyond the workhouse. Make Dromahair (*Abbey Hotel*, p. 184) the half-way house. Total distance about $2\frac{1}{2}$ m. About $\frac{3}{4}$ m. beyond the fork, on the right, visitors are admitted to the demesne of **Hazelwood**, which is entered from the road $1\frac{1}{2}$ miles out of Sligo, and is remarkable for the fineness of its timber—especially the evergreens, which include the arbutus. The house (Capt. Wynn) stands on a peninsula between the lake and the river.

About $1\frac{1}{4}$ m. further the road again forks, the right-hand one being the shore road, and the left-hand branch passing on the left the deer park in which is a fine collection of cromlechs much resembling Stonehenge. Further on the roads again unite, and hugging the shore we come to the remains of *Newtown Castle*, chiefly residential. Up the stream near by is the delightful *Fern Glen*, a luxuriant spot. A little further east is a ruined tower near the shore, and then you should pass through Moore's *Smiling Valley*, in which *O'Rourke's Round Table* can be seen to the north (see "Annals of the Four Masters").

Another route. The south shore of the lough may be reached by road in 3 miles, and an effective view obtained. Leave the town by Albert Road—a wide thoroughfare; then, 1 mile from the bridge, just beyond the Cemetery, turn to the left. In another mile, a little past a wood, the lake suddenly bursts on the eye, below to the left—a lovely vista-view to which winding shores and richly wooded islands are the chief contributors. Southward, a line of bare limestone rocks affords a happy contrast.

The **Islands**, of which the chief are *Church Island* (with some ruins) in the middle, and *Cottage Island* (where tea and light refreshment may be had) in the south-west angle, are the sweetest charm of Lough Gill. Near the west shore is a *Holy Well*, "Tober N'alt," with an altar beside it. On the opposite shore the *Doonie Rock*, a favourite resort, affords a fine view.

A very fine view, including Lough Gill, may be obtained from **Cairn's Hill** (392 ft.), so called from a huge mound, 100 yards in circuit, by which it is crowned. Take the Albert Road south past the cemetery and (1 mile from the hotels) the by-road left for 500 yards; then passing through a gate you will reach the cairn in a few minutes. The view includes Sligo, Lough Gill with its islands, the Bulbin range of cliff-like hills, Ballysodare, Knocknarea, and, southward over a wide flat, the Keish Mountain, near Ballymote.

See Fishing Section.

Rosses Point, motor 'bus or car (6d.; ret., 1s.) about 3 times a day. For a good morning dip take the car at 7 a.m. and return at 9. It is a pleasant road trip alongside the estuary, with Benbulbin and King's Mountain on the right, the Lough Gill hills behind, Knocknarea on the left, and behind it the Ox Mountains.

Three-quarters of an hour brings you to Rosses, as quaint and tidy a little village as you could wish to see—"Sligo-super-Mare"—with four nice little hotels—or rather inns (*Royal, Elsinore, etc.*)—and an abundance of trimly thatched, scrupulously whitewashed cottages. For the bathing (12 *min.* walk from pier), turn west, then north, past a conspicuous house, and, after passing through a swing-stile, and gaining the open a little short of two new houses, go left alongside a wall to the extreme point, travelling over the new **Golf Course**, which is a fine one of eighteen holes. (*See Golf Section.*) For swimmers there is a spring-board at the extreme point; for others a sandy nook a little right of it. Swimmers should be careful not to get into the tideway of the river. The view up the estuary, Sligo way, is very pleasing.

Knocknarea, 5 m. to the foot (Strand Hill); 12 m. round (car). This is one of the best short excursions from Sligo. The hill stands by itself, on a promontory formed by two bays, and commands a most extensive all-round view. Its height is 1,076 feet, and it may be ascended either (*a*) from the glen on the south side or (*b*) from a small *inn* at Strand Hill, where a little accommodation and an abundance of shooting and sea-fishing may be enjoyed. (*a*) The road passes under the railway half a mile S.W. of the station, and continues pretty straight for about $5\frac{1}{2}$ miles, getting well-up on to the hill-side, to *Primrose Grange School*, whence the ascent is easily made in half an hour. First, however, the *Glen*, which lies between the upper and lower road, should be visited. It is a deep cleft in the limestone rock, about half a mile in length. Ferns and other plants abound in strong contrast with the general bareness of the hill-side. The way down to the little inn will be understood from the following:—

(*b*) From Sligo the road goes past the station and over the railway, keeping pretty straight for the north side of the hill on which Strand Hill is situated. It is possible to begin the ascent some way short of the inn, as the hill descends in green slopes towards Sligo. On the far (west) side its flanks consist of sheer limestone cliffs which forbid access.

From the inn to the top takes about 40 minutes, the way being across some fields and two or three walls and then by a path that is seen from the foot bearing slantways to the left. When this ceases, pass to the right of a couple of caves in which ferns luxuriate. A plateau is soon gained. On it is a huge pyramidal heap of stones, forming the actual summit, 200 yards in circumference and called *Misgaun Meave*, from the story that Meave, queen of Connaught, nearly 20 centuries back, a strong-minded lady with three husbands, is buried here. The view spreads across the breadth of Donegal Bay to Slieve League and the heights that intervene between it and the Blue Stack Mountains. Then, much nearer, rise the bold cliffs of Benbulbin and King's Mountain, with Truskmore (the highest in the range) to the right of them; eastward, the wooded shores of Loch Gill with Sligo looking its best to the left of it; southwards, over Ballysodare

Bay, the lower hills towards Boyle and Carrick; while to the right of the range between Sligo and Ballina, a little west of south-west, we may in clear weather descry the conical peak of Nephin in Connemara. Due west the coast-line may be seen as far as Downpatrick Head on the far side of Killala Bay, and northwards, just below us across the bay, the little watering-place of Rosses Point with the lighthouse on Oyster Island in front of it.

It is worth while to follow a fence to the west end of the hill so as to look down the cliffs; thence, to descend, go either right or left—if right it is necessary to keep the cliff almost to the point at which you gained the plateau in ascending.

Continuing the round from the inn the road soon reaches the foot of the steep western side of the hill—cliff and green slope—passing *Rockville House*—beyond which there are oyster-beds. On the left hand, a little further, we pass the “*Glen*” (p. 193). Thence, passing *Seafield House*, and noticing Ransborough Chapel high up on the left, we return by a featureless road to Sligo.

Carrowmore. About 3 miles from Sligo, on the S.E. side of Knocknarea, are from 60 to 70 *stone cairns*, said to be sepulchres of heroes slain in the battle of North Moytura which occurred fabulously long ago. They are spread over an area of about two square miles. “Except in the district of Carnac in Brittany, there is no other collection of Celtic sepulchral monuments equal to them.”—*Glimpses of Erin*. Chief among them is the “*Cromlech*” (locally, “*kissing-stone*”), a rough boulder with four supports, the whole standing 7 ft. high. (*See also Lough Gill*, p. 192).

Lissadill, 10 miles away, on the north shore of Drumcliffe Bay, has beautiful grounds, to which visitors are admitted. It is a seat of Sir Jocelyn Gore-Booth. The road passes (6 m.) Drumcliffe (p. 175). Sir J.’s hobby is model floriculture, especially daffodils, of which he is said to possess the finest in the kingdom.

Glencar Lough and Waterfalls—a round of 20 miles. *Carriage and pair*, about 20s. This is a very pleasant drive, and the dell which contains the falls is one of great beauty. The road from Sligo goes north, passing near the huge asylum on the right, and then skirting a stream. From the high ground further on there is a wide and fine view, of which the leading features are the fertile plain, with the tower of Drumcliffe church conspicuous in its centre, and the cliffs of King’s Mountain and Benbulbin in the background. In about $5\frac{1}{2}$ m. the road to the waterfalls diverges to the left, and descends to the shore of **Glencar Lough**, a picturesque sheet of water 2 m. long, with abundant wood and fine cliffs on its north side and a steep grassy slope on the south. The regular **Waterfalls** are near the east end, a little beyond *Glencar Cottage* (refreshments); but before coming to them there is one formed by the water of the Strath-an-ail-an-Erd stream which comes over the cliff, and which becomes remarkable when there is a strong wind from south-west or south-east, as much of the water is then driven upwards and back on to the mountain. When in this condition it can be seen from Sligo. Passing on to the other

falls, the path commences on the far side of the stream, and takes us in 5 *min.* to the *lowest fall*, in which the water makes a sheer leap of about 40 feet over a perpendicular cliff, somewhat like Hardraw Scour in Yorkshire. Thence we wind up by a path west of the stream into a field, from which the wood is entered by a stile some way *right* of a gate. A stiff ascent, mostly by steps, succeeds, with lovely peeps into the deep gorge below. Then the path crosses the stream, and, avoiding a sharp bend to the right (12 *min.* from the lowest fall), we descend to the foot of the *middle fall*, higher, narrower, and less sheer than the lowest. In its descent it makes a twist, which may remind us of the Corra Linn Clyde fall. Here we again cross the stream, and, after following the path down-stream for two minutes, turn sharp up to the right, and in 10 *min.* or so more enter the Swiss Valley, a level path that runs along the precipitous hill-side parallel with the lake, of which and the surrounding landscape it affords a fine view. Following this path to the right for 2 *min.* we look down on the *highest* and longest *fall*—a very fine broken dash into a deep abyss, of which, however, it is difficult to get a satisfactory view. Hence, retracing our steps, we continue along the level path for 7 or 8 *min.*, and when, after affording a fine view, it comes to an end, turn down at an acute angle to the left, by a path which brings us into our previous course near the middle Fall.

From Glencar onward to Manor Hamilton is 8 *m.* The return to Sligo is best made by continuing for about 1½ *m.*, and then turning sharp back to the right along the road that runs some way above the south shore of the lough.

On the south side of the lough is a cliff called the **Protestant's Leap**, from a story that in the time of Cromwell a Protestant lured a search-party of horse to destruction by first taking the fatal leap himself.

For **Inishmurray** (20 *m.* by row-boat, 14 from Rosses Point, 8 from Grange) *see p.* 175.

Sligo to Bundoran, 22 *m.*; **Ballyshannon**, 26; and **Donegal**, 41. Map *p.* 176.

Mail (or other) **car** to Ballyshannon, *abt.* 6 a.m. and 3 p.m., in 4 to 4½ *hrs.* **Fares**: Bundoran, 3*s.*; Ballyshannon, 3*s.* 6*d.*; or train from Bundoran to Ballyshannon, and thence by Donegal Ry. to Donegal.

This route, which passes between the sea and the mountains of Sligo, affording fine views over Donegal Bay, is described on page 171.

Sligo to Claremorris (53 *m.*; *Commercial, Imperial*, both C.T.) by **Collooney** (6 *m.*). A light railway has been opened from Collooney, making the distance from Sligo to Westport (Connemara) 80 miles. Trains, however, run awkwardly for the through journey.

Sligo to Ballisodare, 5 *m.*; **Dromard**, 11; **Skreen**, 15; **Dromore West**, 23; **Culleens**, 27; and **Ballina**, 37. Map *p.* 176.

Inns at Ballisodare, Skreen, Dromore West, and Culleens.

Public car, *abt.* 6.15 a.m. and 2.30 p.m., in *abt.* 5½ *hrs.* Fare, 5*s.*

This route forms the connection between the Donegal and Connemara touring districts. After passing *Ballisodare* (p. 184) it skirts the *Ox Mountains*, the chief summit of which is Knockalongy (1,778 *ft.*). Up to Dromore West it is pleasant travelling, with fine views of Knocknarea, the Benbulbin range, and, if clear, across Donegal Bay to Slieve League. *Dromore West* (*Quirk's Hotel*, good) is pleasantly situated, but beyond it a dull half-reclaimed bog is crossed with little relief to the eye except when the bold isolated mass of *Nepin* is in front. Geese and pigs are important travellers.

For **Ballina** (pron. Bally-ná; Hotels: *Moy, Imperial*, C.T.) see "Ireland, Pt. II.;" 12 min. walk from hotels to station (follow wires).

P. O. opp. hotels. Box closes abt. 1 and 9.30 p.m.

Mountain Section.

CO. DOWN.

Map *p.* 75.

Carlingford Mountain ("Slieve Foye"), 1,935 *ft.* *Ascent* $1\frac{1}{4}$ – $1\frac{1}{2}$ *hrs.* *Descent to Omeath Station*, $1\frac{1}{2}$ –2 *hrs.* A most remunerative climb, the mountain being interesting and the view very fine all round.

Quit Carlingford (*p.* 71) by a rough lane that ascends steeply from the middle—left turn at the tower close by station, then right—between stone walls. On reaching open ground, make for the ridge between the rocky summit of the mountain itself and a lower one—Barnavave—east of it. You will reach the ridge some way to the right of a green track that crosses it. Then right, by a fair track that goes through a trough-like hollow and to the top from the side that overlooks Dundalk Bay—a scramble between rocks. The top is so bestrewn with rocks as to afford shelter from any wind—not unlike that of Helm Crag over Grasmere. The *view* extends over Carlingford Lough to Warrenpoint, Rostrevor, Greencastle, Kilkeel, and to the principal heights of the Mourne Mountains—Slieve Bingian and Slieve Donard almost in a line, N.E.; Slieve Lamagan, Slieve Bernagh and Slieve Muell in order to the left; northward the Bann Valley; N.W., Newry and the rich country beyond; southward, the low-lying coast as far as the Skerries and Lambay Island—possibly Howth; S.W., the spires of Dundalk.

The descent may be varied as shown on the map. To keep to the ridge for a long distance is tedious.

From Warrenpoint (*p.* 72) or Rostrevor (*p.* 73).

Slieve Ban—Rostrevor Mountain—1,595 *ft.*; 3– $3\frac{1}{2}$ *hrs.* up and down. From Cloughmore (957 *ft.*, *p.* 74) you continue ascending the green slope and gain the highest point by doubling round the head of the hollow that lies north of the stone. The view extends south to Howth Head and, possibly, the Wicklow Mountains; eastward the Isle of Man is visible, and north-east the main ridge of the Mourne range, the nearest height of which is the Eagle Mountain. To the right of it are Slieve Lamagan and Slieve Bingian. If Slieve Donard is to be seen, it is north-east over Slieve Lamagan. A little west of north the low ground through which the Bann flows is seen between the hills, and in clear weather the wide expanse of Lough Neagh may be faintly descried with the hills behind Belfast to the right of it. The charm of the prospect, however, is the bird's-eye view of Rostrevor itself, Warrenpoint and Carlingford Lough lying close below. For variety in descent, see *p.* 75.

Eagle Mountain, 2,084 ft.; **Pigeon Rock**, 1,749; and **Slieve Muck**, 2,198. A very enjoyable day's walk from Rostrevor of some two-and-twenty miles (7 saved by taking last car from Kilkeel), except that for from 1 to 1½ miles near the source of the Yellow Water the going is about as bad as heather and peat can make it.

Follow the *East Hilltown* road as far as the bridge over Yellow Water river (3½ m.; p. 75). Cross this and take a cart-track which winds steeply up the hill on the right. Keep to the north side of the stream, as near as possible to it for about 2½ miles, crossing the bad part mentioned. An eight-foot wall is above you. Then, bending abruptly to the right, you strike the ridge ¼ mile S. of Shanlieve. Hence a fine mountain-view N.E. includes Slieves Bernagh, Donard, and Bingian.

Hence follow the high wall over a dip to Eagle Mtn., which commands a splendid **view**, including a stretch of plain northward with the Slieve Croob group near Ballynahinch in the background; also a strip of Dundrum Bay. The great bulk of Bingian is due E., with "Wee" Bingian like a sugar-loaf at its south end. S. and S.W. the sea, Carlingford Lough, Dundalk Bay, and Clogher Head.

For **Pigeon Rock** follow the wall throughout.

For Muck, either follow the wall to the first depression (very steep) or zigzag down N.E. (precipitous) and then double round the south and east slopes of Slieve Magganmore, striking the Hilltown and Kilkeel road a little short of its summit level (1,215 ft.) and close to the source of the Bann.

Hence to **Newcastle** by road is 11 miles; to **Hilltown**, 5½; to **Kilkeel**, 7½.

Turn left and take the right road at fork, beyond which ascend through wall up a grassy slope to the right (close by the Bann), and turning S. from the top of the ridge you will reach the top of **North Muck**, 2,198 ft. Hence it is a very easy mile to **South Muck** (very steep on E. side). These smooth heights form as it were the axle of the Mourne Mountains. The view E., S., and N. is very similar to that from Eagle Mountain, with Bingian still more in evidence, while W. is the range we have just traversed. The little peak out at sea far S. is Lambay Island.

Continuing to descend along the ridge we re-enter the road near a wood, beyond which, bending to the right, a road (*see map*) leads into the Kilkeel and Rostrevor road in 5 miles at a point 3 miles from Kilkeel and 7 from Rostrevor. The first part of this road traverses a very pretty valley with the lower green hills all round.

From Newcastle.

SLIEVE DONARD (2,796 *ft.*).

(Anciently Slieve "Slainge.")

Maps *pp.* 65, 75.

A more remunerative mountain excursion than the ascent of Slieve Donard from Newcastle can hardly be found anywhere. The first part is through the delightful grounds of Donard Lodge, and the last up a grassy, boulder-strewn slope; the middle part only is wearisome, but not more so than are the generality of ascents through valleys of peat and heather. The view from the top displays a strongly marked contrast of mountain, plain, and sea, while the descent can be easily made by an entirely different route from the ascent. It is best to devote a day to the excursion, though it may easily be accomplished in six hours. We shall ascend by Donard Lodge and the Glen River, and descend to the coast-road at Bloody Bridge.

The mountain is named after Donard, a saint of the seventh century, who lived here as a hermit and built a chapel on the summit. In the townland of *Murlogh* below he was a bishop, and had an episcopal seat.

Route (*see also p.* 200). Entering the grounds of Donard Lodge (*see p.* 66), we pass the house and turn up to the left on the near side of the bridge over the stream. The only other necessary direction until the open moorland above the grounds is reached is to keep close to the stream. In so doing we turn aside in about three minutes after leaving the bridge, with the water sliding down a rocky trough on our right. On our way we pass a foot-bridge, just above which is a waterfall, partly artificial. Hence is a splendid retrospect view over the trees. Our route is between gorse, bracken, and evergreen shrubs, and in another three minutes we reach the *Hermit's Fall*, which is a double slide over a huge boss of rock. A little above this the streamlet that supplies the Spa comes out, and immediately above this we come to a stone bridge by which a cart-road crosses the stream. Crossing the bridge and following a rough path, still close to the stream, on the other side, we reach in from ten to fifteen minutes the boundary-wall of the Donard Lodge demesne. During this part of its course the stream makes a succession of falls and slides, the trees become more sparse, and the Lower Silurian rocks give place to granite.

We are now about 650 feet above the sea, and the next hour of the ascent is very tiresome—of the same order as Glen Sannox in Arran and Glen Sligachan in Skye—granite, heather, and ruts. Looking up the glen we have the Eagle Rock and Slieve Donard on our left; Shanslieve and Slieve Commedagh on our right; straight in front is the *col*—a semicircular hollow—which is rather stiff climbing, and best accomplished by bending a little to the left near a stream-course. Once above this (1,850 *ft.*) we have

a fine mountain-and-sea view to refresh us, and only a steady climb of from 40 to 45 minutes to the top of the mountain, which lies to the left at right angles to our previous course.

From our stand-point—the *col*—the Mourne Mountains circle round us on the right in striking array. The most noteworthy points are the *Castles*—a steep rock with a gash in it; the range of the “Broken Mountains” (Slieve Bernagh and its neighbours) due west, and Slieve Bingian—recognizable by its broken outline and a fall descending from a tarn high up on it—almost in front. To the left of these we look down on to the level sea-board between Annalong and Kilkeel and a wide expanse of sea.

For the rest of the way we have simply to go up and up a pleasant greensward till the tumble-down cairn at the top is reached. Around it are grass, moss, and stones. If the day be warm and the atmosphere clear, we shall be in no hurry to leave this splendid natural observatory. Landwards we are already pretty familiar with **the view**, which, however, extends southward down the coast as far as Howth Hill. In this direction the Carlingford Mountains are seen over the dip to the right of Slieve Bingian; the Isle of Man is due east; and across the sea to the north of it projects the Mull of Galloway, with, maybe, Merrick and the other Kirkcubrightshire mountains in the far distance. Northward is a wide stretch of undulating ground, broken by the eminence of Slieve Croob, looking from our view-point like a fertile plain interspersed with villages. Dundrum Castle and Downpatrick Cathedral are prominent objects, and if we go a few hundred yards north to a large pile of stones, we shall see Newcastle a stone's-throw, as it were, below us. Far away, a little to the left of Dundrum, is Cave Hill, overlooking Belfast. In very clear weather the summits of Scafell and other Cumberland fells and the Wicklow heights may be discerned.

In *descending* for Bloody Bridge it is best to start almost due south in the direction of the *Chimney Rock*, as the next height—650 feet lower—is called, and then to turn to the left along the valley, in which we shall see a rough track, which begins about 1,100 feet above the sea and drops to several little farms, whence, twisting about a good deal, we enter the coach-road from Rostrevor a little south of Bloody Bridge.

Hence the road back to Newcastle is described on page 68.

Another descent may be made more directly towards Newcastle by Thomas Mountain, but we have not tried this. Those who do so must remember to avoid the Eagle Rock on the left.

SLIEVE DONARD, SLIEVE BERNAGH, etc., by Bloody Bridge.

Distances and times the same as those given in ascents the reverse way (*pp.* 199-200).

A full day should be given for the whole round, something under 20 miles; for Donard alone from 5 to 6 hours.

After crossing *Bloody Bridge* (p. 68), commence the climb in about a furlong by a lane that does a little right-angle work (*see map*), and then follow the directions given the reverse way on page 200. After scaling the ridge (about $\frac{3}{4}$ hr.) bend up to the *col* between Slieve Donard and Slieve Commedagh. For Donard you may make a more direct cut, and then drop to the *col*.

Then, leaving the summit of Commedagh on the right, proceed along the rough slope beneath the ridge, without ascending, to the **Hare's Gap**.

Just W. of Commedagh and N. of the neck between that mountain and Slieve-na-Clough are the **Castles of Kivittar**, broken perpendicular rocks of fantastic shape. To see them, diverge till you are a little over the ridge.

From the Hare's Gap to the summit of **Slieve Bernagh** which is of the roughest character, with several rocky peaks, is a steep zigzag climb.

The **view** embraces the whole group of the Mourne Mountains; the Isle of Man, between Slieves Donard and Commedagh; N.E., over the Hare's Gap, the Spires of Bryansford and Castlewella; Dundrum Bay, Downpatrick Cathedral, and Strangford Lough; Grey Abbey—a white speck—and the Mull of Galloway. To the N. Slieve Croob, over the Reavy Loch. In the N.W. Lough Neagh and the Sperrin Mountains. Close at hand Slieve Meal (round-topped) hides Hilltown. S.W. Slieve Gullion and, over Lough Shammagh, Carlingford Mountain. Due S. Greencastle Tower, Greenore, and Lambay Island.

For the **descent** no further instructions are needed than those given below.

A correspondent kindly sends the following as a much more direct route for ascending **Slieve Donard** :—

"The climb can easily be made in two hours, and the long valley trudge avoided.

"Leaving Newcastle by the lane which commences at the P.O. after turning to the left leave the lane at the next turning, crossing two fields. This takes you up to the demesne, close to the gamekeeper's cottage. You then make your way through the demesne until you reach the stream near the point at which it enters the demesne. The stream should be crossed there, and you continue walking in the direction of the summit of the mountain, observing in the near eminence a dark spot, which is where the stream exudes. Ascend with this stream on your left; once over the steeper part, it is all plain going. Continue in the same direction, almost straight towards the summit. When near the top, avoid the rocky part by sloping a little to the left or right.

"If you have not time to continue on to the *col* between Slieve Donard and Slieve Commedagh, and thence back, after also surmounting *Shan Slieve*, a very good way direct back from Donard is to return the first part like the ascent; then sloping to the right, to take the depression between Millstone and Thomas Mountain, you can return either through the demesne or on the southern side of it, or the journey can be continued along Millstone on through the plantation bordering on the demesne. In fact, there is a great choice of routes for the return journey."

SLIEVE BERNAGH by **Bryansford**, returning over **Slieve Donard**, a *fine mountain walk of about 18 m. 8-9 hours*.

Continue along the main road for 2 miles beyond Bryansford. Then (5 m.) proceed about 250 yards beyond the divergence of the

Rathfriland road on the right. Here, just across a bridge, three roads diverge; take the middle one. About half-way down the ridge slope will be seen a path over stepping-stones. Do not cross these, but continue down the slope over a bridge and, where four roads meet (6 *m.*), keep straight on through a gate along the road which skirts the western side of Clonachullion (870 *ft.*) and proceeds up the *Trassey Valley*. The track is clear almost the whole way up to the **Hare's Gap**, 9 *m.* (at a guess, 1,500 *ft.*). Here three paths diverge, (*a*) up **Slieve Bernagh** (very steep), *above*; (*b*) to the right on about the same level along the back of Slieve Bernagh; (*c*) to the left, ascending gently on the back of Slieve-na-Glough. This ceases, near the fork of two streams, which eventually form the Kilkeel river. Splendid views are obtained down the valley, and by ascending the right-hand stream to the depression between Slieve Commedagh and a nameless hill S.W. of it, Slieve Bernagh behind and Slieve Donard in front are seen to perfection, while just to the left is a range of granite precipices called the "Castles," half a mile long, weathered into the most striking similitude of giant masonry. After skirting the base of these precipices and peeping into their chasms, we gain by a slight ascent the ridge (or *col*) between Slieve Commedagh and Slieve Donard.

For **view** and **descent** to Bloody Bridge or Newcastle direct by Glen River and Donard Lodge *see p.* 200.

For Bryansford direct proceed along the slope half-way between the Glen stream and the tops of Commedagh and Shanslieve, and by a sheep-track about on the level of the lower shoulder of Shanslieve; these descend to a gap in the wall which bounds the demesne of Donard Lodge. Thence inquiry at some cottages will enable you to enter a pleasant field-path leading by an open gate into the Tollymore demesne, through which Bryansford is easily reached.

SLIEVE BINGIAN (2,449 *ft.*).

To many visitors, this commanding height will appear the finest in the whole range—an impression due no less to its bold outline than to its comparative isolation. The starting-places are Kilkeel and Annalong, and the walk from one to the other, over the mountain, is one of about 15 miles, and will take from 5 to 6 hours.

From Kilkeel, follow the main (Newcastle) road for a mile; then turn left along the *Colligan Bridge* road, which in 2 miles (3 from Kilkeel) passes *Pratt Memorial Church*—a neat little structure. Hence the view in front, W. to E.—Eagle Mountain, Slieves Muck, Bingian, and Donard—is very fine. At the fork, 1½ miles further, take the right-hand branch, and a few yards onward turn square in the same direction (the road straight on to a miners' track, leading up the *Happy Valley*, *p.* 204). Cyclists must stop here, but cars can proceed ¾ mile further. Half a mile beyond the corner, *New Bingian School* is passed. Then (5¼ *m.*) at a stream, turn left by a quarrymen's track, which passes through an iron gate and over boggy waste ground to a larch-plantation slightly on the

right and at the foot of the mountain and close to the granite quarries. Climb the quarry and proceed by the left side of the wall to the ridge between the east and west shoulder of the mountain—the actual top is not visible till you have scaled the ridge. To reach it, make a long horseshoe bend and work up between the huge blocks which compose the top of the main ridge. This ridge strikingly resembles that of Slieve Bernagh (*p.* 201). One block of granite is 48 feet long without a crack. The shapes and forms assume strange appearances—animals, pancakes, Assyrian bulls, etc. There is good natural shelter.

View (*see Map, p.* 75). This is most extensive towards the south, and east, and north-east points of the compass, the rest of the Mourne group somewhat blocking the way in other directions. A little N. of N.E. Slieve Donard distinctly asserts his supremacy, posing as a pyramid; then come Commedagh and, due N., Bernagh—the distant heights visible over the slight depression in this range being Slieve Croob, Divis, and (possibly) Cave Hill, over Belfast; more to the west, Slieve Muell (pointed) and Loch Shammagh and (W.) Slieve Muck. Lough Neagh is seen N.W., and Slieve Gallion beyond it. A little S. of W. is Eagle Mountain, a long ridge with Slieve Gallion beyond it. S.W., Carlingford Mountain, and a very fine view of the mouth of the lough with Dundalk Bay beyond—the land prospect being terminated by Clogher or, possibly, Lambay Island. Eastward, a wide expanse of ocean, and the Isle of Man, broadside; lastly, N.E., St. John's Lighthouse beyond Newcastle.

Descent. Start N.E. towards the little *Bingian Lough* and Donard. From the lough the ground is rough and steep to the comparative level of the West Annalong river, on approaching which turn S.E. beneath the lower slopes of the east shoulder of Bingian along a miners' road. Follow this for a mile, and at a fork take the left-hand branch which passes between Big and Little Carrick—two minor heights—into a main cross-road; going E. along this, you cross, in $\frac{2}{3}$ mile, Dunnywater Bridge, whence a good road reaches **Annalong** in $2\frac{1}{2}$ miles.

HILLTOWN to KILKEEL over the hills, 14 m.; 5 hrs.

Follow the Kilkeel road (*p.* 76) and ascend till (4 m.; abt. 1,200 ft.) the road from Newcastle is seen coming over the gap between Spelga and Ott Mountain to join it. A turf-cutters' road ascends to the left into the hollow of Spelga. Pass this and take the next, by which you may make your way across to the Newcastle road. Hence another turf-cutters' road ascends into the hollow of *Carn Moor*, to reach the dip to the right of which, however, some boggy ground has to be traversed. At the top of the ridge climb a wall, and then an easy descent leads along the upper feeders of the Kilkeel river, which, by a great curve, rounds the base of a long mound of gray granite sand. From the end of this mound a road passes away to the right, by which the Hilltown

and Kilkeel road may be rejoined. Following the stream, however, a rough descent among heather and stones leads to the corner at which *Miners' Hole* is marked on the map. Traces of it are hard to discover. Proceeding, a well-marked sheep track leads down the right bank of the stream of the **Happy Valley** which, in $1\frac{1}{4}$ miles, we cross by *stepping-stones*. This part of the valley is almost level and good going, while the retrospective views to Slieve Bernagh, etc., are remarkably fine. To the left, Slieve Bingian dominates the valley, its rugged crest being almost always visible.

In the valley are new waterworks for Belfast.

Beyond the stepping-stones to Kilkeel, a short 6 miles, no directions are needed.

A short hill-walk from Bryansford, 4-4½ hours. Follow the Slieve Bernagh route as far as the path to the stepping-stones (*p.* 202). Cross these, ascend through a farm-yard, and make your way up a grassy slope past an old lime-kiln to a road along the eastern slope of Clonachullion. Half a mile further this crosses a streamlet and continues into a turf-cutters' road, ascending the shoulder of *Luke's Mountain*, and passing over the dip between it and *Slieve-na-Glough*. Hence a descent through grass and heather, keeping to the left of a rocky chasm, can be made to a gate leading into the Tollymore demesne from behind. Passing through the grounds you emerge at the Bryansford gate close to the inn. This last part of the route is by permission except on such days as the grounds are open to visitors.

CO. ANTRIM.

Map *p.* 89.

From Cushendall (*p.* 91).

LURIGETHAN (1,154 ft.), $2\frac{1}{2}$ m.; $2\frac{1}{2}$ - $3\frac{1}{2}$ hrs. up and down.

This little mountain in miniature forms the bold northern abutment of the long line of cliff which extends in a direction from N.E. to S.W. above the wide vale of Glenariff. It is a splendid view-point, an easy climb, and should not be left out by any one who sojourns for a day or two at Cushendall. It is also a most enjoyable walk over short grass and dry ground along the edge of the ridge, which is $3\frac{1}{2}$ miles in length, into the highroad just above the Glenariff Falls. Whole length of round, returning by highroad, 13 miles, $4\frac{1}{2}$ -5 hrs. The hill was once fortified.

For the first $1\frac{3}{4}$ miles the route is along the more direct (western) Ballymena road, which goes off from the main coach-road on the south side of the bridge. There, from a lime-kiln, we climb a little way by a cart-track that leads to an old quarry, passing, *not* ascending, the tramway on the right. The striking conical hill behind is Tievebulliagh.

Quitting the track about where it bends back to the quarry, proceed over a steep grass slope in your previous direction till you come to a wire fence, turning up alongside which you come to an old grass road that winds up this part of the hill from nowhere

in particular. Here a little care is required to hit the path which forms a continuation of the road and bends up through the craggy bluff to the top. Any other access is awkward. In ascending be careful to note the route, so as not to miss it in going down.

The actual summit is some way beyond the top of the crag, but the "going" is so pleasant that you may wander where you like. The **view** seaward extends from Tornamoney Point beyond Cushendun, which is itself hidden, to Garron Point, the special charm being Red Bay. To the right of Tornamoney is the Mull of Kintyre, with its lighthouse; then Goat Fell in Arran, Ailsa Craig ("Paddy's Milestone"), a pyramid in mid-ocean; the Carrick Fells S. of Ayr, and possibly the Mull of Galloway. To the left of Tornamoney, almost due N., is the dull outline of hills between Cushendun and Ballycastle, relieved by the whale-back of Knocklayd—in shape the "Wrekin" of Ireland. Otherwise, inland the prospect is one of near and dull eminences, of which Trostan is the highest and Tievebulliagh the most striking.

To see Glenariff, which is really the *bonne bouche* of the view, proceed to the edge of the cliff overlooking it. The whole expanse of the wide, flat, and cultivated valley is stretched below like a carpet of many colours. It is, however, best seen by walking along the cliff for 600 yards or so to a wire fence and about 200 yards beyond. From this point a glimpse of Lough Neagh may be had a little W. of S. with Sliemish Mountain (*p.* 100), isolated, to the left of it. A little to the right from this point is a stony plateau, from which the Paps of Jura may be detected almost due north.

Proceeding along the ridge as near to the edge as the gullies permit (avoid Crockalough), in about three miles from the view-point the track approaches a large black "toad-stone" just opposite some cottages on the right. The main road lies some distance below. To reach it go round a glen and across a turf-wall to a clover-field and a cottage; then a fence, stream and path (*l*) to a hawthorn, whence drop diagonally to the far corner of a grass-field, on the other side of which you strike the Parkmore road at a point 5 miles from Cushendall and a long 2 from Parkmore Station. Just beneath is the Refreshment House at the foot of the Glenariff Falls (*p.* 93).

Trostan, 1,817 *ft.*, as the highest hill in the Cushendall district—indeed in Antrim—is sometimes ascended, but it has no special feature, except its height, and the view is by no means equal to that from Lurigethan. Still it may be recommended as a variety, and those who appreciate the further variety of bog may extend the walk to the more graceful peak of Tievebulliagh, and return by a wonderfully straight road down the long slope to Cushendall.

Follow the western Ballymena road—as to Lurigethan—for 4 miles; then diverge to the right by the old road now disused—bridge destroyed—and turn up as soon as convenient, avoiding the rather steep slope into the boggy valley on the right. The way is rough, and the top flat, stony, and bare, but there is no difficulty. The view is more extensive than that from Lurigethan,

but except the green valley leading down to Cushendall, the foreground is mostly bog. The mountain is a centre from which streams radiate in every direction. Tievebulliagh (*below*) is 2½ miles away, N.N.E., and the way to it is obvious, if not inviting.

Tievebulliagh, 1,346 *ft.*, a really interesting 10 miles' walk, without any difficulty. The peak is the only striking one in the district. Take the Glenaan road for 4¼ miles. Then just short of a cottage on the right, drop to the Glenaan stream, and work up to the top passing through the remains of four stone huts. The points of the view are the valleys of Cushendall and Cushendun—the other objects will be recognized from our description of Lurigethan (*p.* 204).

An easy descent is made in an hour by a remarkably straight good old road which enters the main road a mile short of Cushendall.

From Ballycastle (*p.* 96).

KNOCKLAYD.

(“Broad Hill,” 1,695 *ft.*)

This whale-back mountain is the most conspicuous elevation in the north-east of Ireland beyond the mountains, though in actual height it is inferior to Trostan and one or two others. Its appearance is striking rather than attractive. The “proud Salopian” will be reminded of his native “Wrekin.” The ascent is collar-work all the way. The usual way up is from Cape Castle station on the west side. On the east it may be climbed from the Glenshesk valley, as shown on the map. On this side the ascent is grassy and spongy.

(a) **From Capecastle Station** 3¼ *m.* from Ballycastle by rail. The road, passing out of the town to the left of the Workhouse, is sufficiently shown on the map. In 3 miles turn square to the left, just after passing a blacksmith's shop (*no inn*), a rough road ascends to the quarries about half-way up, whence bear slightly to the right to attain the highest and driest ridge.

(b) **By road from E. side**, 2–2½ *hrs.* Proceed as for Gobban Saer's Castle (*p.* 98) to the iron gate, a mile beyond which, after crossing a stream, turn up through a gate on the near side of the first of two cottages. The path soon crosses the stream and disappears. Keep alongside the stream, recrossing it in ¼ mile and then making pretty straight for the top, towards which you cross a blaeberry-covered brae.

The summit is crowned by a big cairn. It commands a fine **view** all round, especially in the Scottish direction, in which in clear weather we may see over Rathlin Island to Islay and the Paps of Jura, the Arran Mountains (N.E.) in the Firth of Clyde, Kintyre, Ailsa Craig, and the hills in South Ayrshire; westward the end of the Causeway cliffs, Inishowen Head, Slieve Snacht, and other heights of the Inishowen promontory; and, S.W., the Sperrin

heights. To the S. the prospect is uninteresting and blocked a good deal by Trostan and other heights west of Cushendall.

The return by either route needs no description.

A descent may also be made to Armoiy, taking a direction S. of S.W., keeping near a stream and passing (1 *m.*) some cottages and entering in another mile the road from Ballycastle to Armoiy round the east side of Knocklayd, at a point $2\frac{3}{4}$ miles from **Armoiy Station** (*p.* 100).

CO. DERRY.

BINEVENAGH (1,260 *ft.*).

Maps *pp.* 89, 125.

This remarkable limestone cliff standing boldly out over the Vale of Limavady and Lough Foyle affords a very fine view-point, and the walk from Downhill station over it to Limavady, from 11 to 12 miles by fair road, is well worth taking. Though Castle Rock and Downhill are almost adjacent, they are $2\frac{1}{2}$ miles apart by road, there being no public way over the intervening cliff. The best plan, therefore, is to take the mid-day train from Portrush, Portstewart, or even Castle Rock.

From the station and little inn at Downhill the road, "Bishop's Road," rapidly rises till in $2\frac{1}{2}$ miles it attains a height of 800 feet, after which it strikes away from near the edge of the cliff, and the traveller, leaving it just beyond a small ruined hut, will make tracks for himself. The actual summit is half a mile S. of the best view-point (1,235 *ft.*).

The features of the **View** are the richly wooded country close beneath, the perfect and bare flat of Magilligan strand, the whole expanse of Lough Foyle, as far as the point at which it suddenly narrows to the width of a river; the Inishowen promontory with Slieve Snaght forming its centre-piece and crown; the wide plain of Limavady, and the continuation of the limestone range southward.

By carefully picking your way you may **descend** to either Bellarena or Magilligan Station; but to regain the road, go S.E. over the actual summit, from which you will hit it at 5 miles short of Limavady, whence there will probably be a train about 6 o'clock.

CO. DONEGAL.

SLIEVE SNACHT (INISHOWEN).

(The "Snow Mountain," 2,019 *ft.*)

Maps *pp.* 125, 132.

From Buncrana (*p.* 131; half a day) the ascent of this mountain is very easy and remunerative, with but little bog. Either take train to Drumfries (5 *m.*), or from the north end of the village follow the main road to (1 $\frac{1}{2}$ *m.*) the R. C. chapel at Cock Hill, close to which the road crosses the river. In $\frac{3}{8}$ mile further

walkers may keep the direct road, which in $1\frac{1}{2}$ miles rejoins the newer road a mile short of *Drumfries* ("Carroghill" on Ordnance map) *School*, whence continue by first lane (*r.*) and ascend direct by the side of the right-hand one of two streams, traversing here and there some boggy ground.

An alternative way up (or down) is by the road that goes east from *Cock Hill* (see map) for $1\frac{1}{2}$ miles; then to the left across the Crana and up the ridge over or just under Crocknamaddy and Slieve Main. This, however, is more to be commended as a descent.

From the summit there is a fine all-round **view** with a weak foreground. Over the sea between N. and E. are Islay, with maybe the Paps of Jura; the higher part of Kintyre, behind which Goat Fell in Arran may be detected in very clear weather; Rathlin Island, the Causeway cliffs, Fair Head, and, over Lough Foyle and Magilligan Strand, Knocklayd, shaped like a dish-cover, with the featureless heights near Cushendall to the right of it; across Lough Foyle the scarped cliffs from Binevenagh to Benbradagh, overlooking the plain of Limavady, and to the right of it the more distant Sperrin heights, of which Sawel Mountain (2,240 *ft.*) is the chief. Due S., Derry is hidden by the intervening Scalp range: but S.W. there is an exquisite view of the windings of Lough Swilly, imparting to the scene that particular grace which Windermere as seen from Wansfell possesses. Far away beyond, 50 miles distant, are the Blue Stack Mountains, and to the right of them, nearer at hand, the group of which taken in order from left to right rival the Slieve Snacht. Dooish, Errigal with its tiny twin peaks, and Muckish are the champion heights. Between these and our view-point are the "Devil's Backbone" and Salt Mountains; then, away W. and N.W., Tory Island, Horn Head, Melmore, Fanad and Dunaff Heads, Binnion, and almost due N., over the strand of Trawbreaga Bay, Malin Head, and the lighthouse on the islet of Inishtrahull.

Of all mountains in North Ireland, we venture to think the Inishowen Slieve Snacht would be the best seat for an Observatory.

If we make the **descent** along the ridge S.W., with very slight dips between the intervening heights, we have the charm of the Lough Swilly view, as referred to above, all the way till we enter the road.

ERRIGAL (2,466 *ft.*).

Map *p.* 132.

From **Gweedore Hotel** (*p.* 147) $6-6\frac{1}{2}$ *m.* to top; *abt.* 6 hours up and down. This mountain is not only the highest but the shapeliest in Donegal, its upper part being more like that of Croagh Patrick, on Clew Bay, than any other Irish eminence. The ascent is rough from any side, and very steep from all points except the south-east. In respect of its twin tops, it is the *biceps Parnassus* of Ireland, though it would certainly have been rather a chilly haunt for the Muses of any nationality. The whole range from Errigal

to Muckish shows fine peaks, those of Aghla More and Aghla Beg being inferior to Errigal only. There is a small fourth-rate spirit-store patronized by drovers on the highroad (*p.* 155), overlooking Dunlewy Lough, $4\frac{1}{2}$ miles from Gweedore, and beyond it a disused barrack on the hill-side. From between these two the ascent is best begun, and it will take $1\frac{1}{2}$ hours. Going by a quarry and in a direction N.E., you will in 20 minutes cross a track coming up from the right, and in another 10 minutes turn up square to a broad plateau at the foot of screes; then make direct for the highest visible point (10 *min.* more). On the right a most remarkable scree shoots down in the direction of Altan Lough. The rest of the way is a steep climb up a narrowing ridge to the first of the two peaks, whence it is 4 minutes' walk to the second. The last part of the ascent and the top are utterly bare.

The **view** from the top is most extensive, but of course without any richness of foreground. Altan Lough lies close below on the north side; Dunlewy and Nacung Loughs on the south. To the north and west a tremendous expanse of sea; to the left of Muckish, Horn Head, and Tory Island over the inlet of Ballyness Bay; to the right of it, Dunaff Head, and the hills of the Inishowen peninsula beyond Lough Swilly, with, it may be, the round back of Knocklayd near Fair Head in the far distance; then the "Devil's Backbone" (Knockalla) between Mulroy Bay and Lough Swilly and Salt Mountain. East and south, respectively, Dooish and the Donegal Slieve Snaght are close at hand. Beyond Dooish is the high ground near Derry, seen over the upper reaches of Lough Swilly, and, over the wide uplands of Slieve Snaght, the Blue Stack Mountains and the bold broken cliff-line over the east shore of Donegal Bay, to the right of which are Slieve League and other heights in the south-west corner of the county. The farthest possibility is, we think, Cuilgach, a long level ridge 60 miles away S.S.E. near Enniskillen. On it the Shannon rises.

An alternative but *very steep* route down is from the southerly peak to a point in the road well to the left of Dunlewy Church. The name of Errigal signifies a "small church"—why given we know not.

From **Errigal** to **Muckish**, as an eagle might fly, is 7 miles; taking the intervening heights of *Aghla More* (1,916 *ft.*), *Aghla Beg* (1,860), and *Crocknalaragagh* (the "Mare's Hill," 1,554), it might be called 10-12 miles—4 to 5 hours' good walking. We have not traversed it, and therefore take the liberty of quoting the words of Mr. H. C. Hart in his "Climbing in Ireland" (Longman, Green & Co. 3s. 6d.):—

"All these hills can be gone over in a day, though some, especially Errigal, will ask a second visit. From Dunfanaghy over the summit of Muckish, Aghla, Beaghy (the precipice overlooking Altan Lough) is a bit of mountaineering which can be most thoroughly recommended." (We should be thankful for information on this subject.)

In this and such-like walks in Ireland a great deal depends on the amount of bog to be traversed, and the dips between the peaks are occasionally something to shudder at in this respect, *vide* the "Poisoned Glen," *p.* 146). The route to follow would seem to be to the right of *Mackoght* ("Wee Errigal")—a precipitous cliff—*Beaghy* overlooks the south shore of Altan Lough—past the head of *Altan Lough*, bending right and then left for *Aghla More*; thence to *Aghla Beg* by the

right of Lough Feeane and Nabrackbaddy: then by the outlet of Lough Aluirg to *Crocknalaragagh*, across *Muckish Gap* (whence a descent may be made by a good road to Falcarragh, 6 m.: p. 152), and over Muckish to **Creeslough** (*below*).

MUCKISH (2,197 ft.).

Map p. 132.

Muckish (the "Pig's Back"—an appropriate name) ranks next to Errigal in height, and from its position at the north extremity of the West Donegal heights is the most conspicuous of all, its long back being a landmark from the sea-coast, and all elevated spots in the eastern part of the county. The geological formation is mica-schist, and like the rest of the range it is a very bare mountain. "From a height of 500 feet the white quartz sand has been exported to the glass works of Dumbarton."

The **ascent** is best made from Creeslough, whence the summit is 6 or 7 miles distant—2½ to 3 hours' good walking. From Falcarragh about the same distance. Consequently a fair day's walk is over the top from one to the other of the above places. *For Creeslough see p. 149; Falcarragh, p. 152.*

(1) **From Creeslough** follow the Dunfanaghy road till you come to a lane on the left at about the eighth telegraph-post. Turning up this you pass 1¾ m. from Creeslough *Kilmackilloo* Nat. School, ¼ mile beyond which take the right-hand turn and cross a bridge, avoiding a turn to the left a little further on. Note how the previous outline of Muckish is reversed from this point. The peak of Dooish is seen up the valley to the left. Half a mile further cross another bridge and bend smartly up to the left. Then, at a *shepherd's cottage* at the green foot of the mountain the road becomes a turf-track. Hence a direct but very steep ascent may be made to the summit, 1,700 feet above. The easier way is to continue for nearly half an hour, and leave the track (which goes on to Muckish Gap) where it rises sharply at a roofless building, turning right, up the near side of a streamlet, following which you strike up the heathery grass ridge left of the big S.E. gully. Thus you reach the first (S.W.) cairn, whence is a very fine view of Errigal behind, with the snowlike streaks down its northern face. To its left are Slieve Snaght and, much nearer, Dooish, the latter very wrinkled.

The **Summit-level** is marked by four cairns, between which you can travel as you like, but, if foggy, keep to the ridge from the first one, bearing left, for ten minutes; then at a mossy patch turn right along the ridge for the big cairn. In the hollow of the heap of stones near are ferns and bilberries. The "going" along the top is very rough. The **View** (best from most N.E. cairn). Starting with Creeslough and its lough (N.E.) we look over Sheep Haven to the Rosapenna Peninsula, Fanad, Dunaff, and Malin Head, the Slieve Snaght and other Inishowen heights beyond the "Devil's Backbone;" then a little S. of E. Salt Mountain above Greenan Lough, with a strip of Lough Swilly. South-east over the

Derryveagh Chain, Cark Mountain near Letterkenny. A little W. of S. the Blue Stack heights cut the horizon. To N. and W. almost all is the Atlantic over Horn Head, Tory Island, and Inishbofin, the Foreland Hill and Aran Island conspicuous.

Descents :—(a) To Muckish Gap by line of ascent into the track near the roofless building, thence to the gap (*p.* 147), 1 *m.* (b) By the gully to the S.W. (not the south-eastern one), leaving the edge some way short of the extreme west cairn. By this route you strike the road about $\frac{3}{4}$ mile W. of Muckish Gap. (c) To *Falcarragh*—easiest route—by western slope till you drop into the road about $3\frac{1}{2}$ *m.* from *Falcarragh*.

(2) **From Falcarragh.** Follow the road for about $3\frac{1}{2}$ miles, and then climb by the slope mentioned in descent (c). If this appear too boggy, adopt either of the other routes of descent—(a) or perhaps (b). The farther east the more precipitous and rocky, but the less bog. The south-west crags should not be tried in fog.

For Remarks on route on to Errigal see p. 209.

SLIEVE SNACHT (West Donegal. 2,240 *ft.*).

Map *p.* 132.

Few tourists will trouble to ascend this mountain, 2,240 feet, especially when they are informed that the first part of the “going” is of the Poisoned Glen (*p.* 146) order. The best ascent is from the top of that most uncomfortable defile, which, as described on *p.* 138, is easily reached from the road between Glen Veagh and Doochary Bridge, the nearest licensed house to which is the little one at Glendowan (*p.* 145), 6 *m.* distant, on the Letterkenny side, whence along the high ground it is $\frac{3}{4}$ hr. to 1 hour’s walk to the summit.

From Gweedore the route is so bad that we will not describe it.

The upper part of the mountain is wild and rugged, with curiously formed boulders, and on one side a kind of giant’s pavement, the actual top being of grass and stones. The strong points of the **view** are the Errigal group on the N. side, Errigal itself, Muckish, and Dooish being the chief heights. The Blue Stack mountains rise 15 to 20 miles to the south. The view to the west, over the lake-studded Rosses to Aran Island and the sea is dull, but more interesting S.W. over Gweebarra Bay. In the opposite (E.) direction there is nothing very striking.

DOOISH.

(Presumably the “Black (*Dhu*) Mountain.” 2,147 *ft.*)

Map *p.* 132.

This mountain rises steeply from the road between Gweedore and Calabber Bridge, and may be climbed from about the highest North Ireland.

point (828 ft.), a good 8 miles from Gweedore (10 from Creeslough). Not having made the ascent we cannot prescribe an exact route; the summit is about $1\frac{1}{2}$ miles from the road. The features of the view should be the full length of the Errigal range, and a very comprehensive prospect N.E. and E.

SLIEVE LEAGUE.

(*Sliabh Liag*, "the Mountain of the Flagstones." 1,972 ft.)

Map p. 159.

For general remarks on this superb cliff, and the best land route for viewing it from below, see p. 167.

Though usually spoken of as a precipice, Slieve League is scarcely in any part absolutely sheer, and nowhere sheer from top to bottom. In height and gradient of slope it corresponds very closely with the screes overhanging the Cumbrian Lake of Wastwater, the approximate figures being—

	Height above Water.	Slope.	Angle.
Slieve League	1,972	1 in 1·29	38 degrees.
Wastwater Screes	1,978	1 in 1·21	39½ "

In its colouring it is said to be surpassed only by "Inspiration Point," in the Yellowstone Park, U.S.A.

The part of Slieve League of any altitude which most closely approximates to the sheer is down from the "Eagle's Nest," where from a height of 1570 feet the slope is 1 in ·25, or a quarter.

We may casually remark that perhaps the biggest precipice-looking inland cliff in the kingdom is the northern cliff of Ben Nevis. This falls 1,500 feet in 990, or 1 in ·66—two-thirds.

From Carrick.

(a) **Direct.** Follow the road along the right bank of the river for $1\frac{1}{2}$ miles. Take the first cart-track to the right, a little beyond the pier. The road, rough at first, soon becomes a half-grass track and is seen ahead bending to the left round what seems to be the bed of an old lake. At the bend we leave the cart-track, which keeps on rather to the right and ascends to some lime-works (not seen). Our track soon bends to the right again round the shoulder of an inner hill and ascends a grassy gully with the top of Slieve League above on the left. The plateau above is soon reached and, crossing it, we pass near the remains mentioned on p. 213, and come to the edge of the cliff at its lower (eastern) top. The prospect is splendid, but its chief feature is the jagged rocky ridges and hollows of Slieve League itself, dropping abruptly to the water's edge. The actual (western) top is $\frac{2}{3}$ mile distant (p. 213).

(b) **By the "Balfour" road**, a route to be omitted by no one who wishes to see the cliff properly. As far as **Bunglass** (4 m.) this is described on page 167. Thence ascending by the edge of the cliff, we come in about 100 ft. to the **Eagle's Nest**, the point at

which the cliff is most abrupt (*see above*). The **One Man's Path** over crags, which begins about $\frac{2}{3}$ *m.* beyond this, and 400 feet higher (1,500 *ft.*) runs along the edge of the cliff (if path it may be called). After ten minutes' scramble up it (it is about as steep as the last pitch of Scafell Pike), you come on to more even ground, and in another 20 minutes gain the eastern end of the summit-ridge (1,889 *ft.*). Hence to the actual summit (1,972 *ft.*) by an easy track over peat is $\frac{2}{3}$ mile (10 *min.* easy walk).

View. Looking N. we see Glen Head with its tower, and to the right of it the toothed edge of Sturral; more to the right Slieve Tovey blocks the way. Just under Glen Head is the valley of Glencolumbkille, in which, just over the left end of Lough Auva (seen below), the field containing the saint's bed and pillow may be detected with a glass. N.W., 35 miles away, the cone of Errigal is seen over Lough Oona, and, to the right of it, Slieve Snaght. More to the east, and nearer, the Blue Stack heights. To the south the whole of Donegal Bay, with the mountains of Sligo and Mayo on the far side. The most conspicuous of them is the square-topped Benbulbin, an inland cliff which drops to the plain with great abruptness, and, considerably W. of it, Nephin in Mayo, resembling from this point a truncated cone. From it the hills stretch away to Benwee Head, the N.W. corner of Mayo. A long ridge S.E., flat as a roof-top, is Cuilgach, near Enniskillen, on the slopes of which are the sources of the Shannon.

The unique beauty of the view, however, is the cliff itself, falling nearly 2,000 feet in one long rocky confusion—the result of thousands of years of storm and aerial denudation. Eight or nine chimney-stacks on the slope below seem to be made of stouter material, and to have successfully resisted the attack of the elements. Commonplace people may be reminded of the stacks of a factory.

At the eastern summit, marked by small white stone-heaps, the top of the cliff is 1,889 feet above the sea. Due N. of it, 500 yards distant, is the ruin of the Oratory, or Hermitage of St. Asicus (Bishop Asaach) and of a saint variously spelt Hugh MacBrick, McBreacón, MacBrice. (For the stories of these saints see MacDevitt's "Donegal Highlands;" and for a similar Bishop's cell on Slieve Donard see *p.* 199 above.) The whole is comprised in an area of about 45 by 40 feet, but the chief space enclosed is only 21 by 9, and 6 feet high in parts. About 20 yards W. and N.E. are the Holy Wells, and 32 yards N. an open spring.

The pilgrim's direct road down to Carrick is marked by a line of cairns.

"Two outliers of conglomerate containing impressions and casts of *stigmara* and *annelid tubes* on the summit of Slieve League" point to "the once wide extension of the carboniferous strata over the older metamorphic rocks of West Donegal."—*Hull*.

In continuing along the cliff towards Malin-beg (4-5 *m.* distant), you descend the first thousand feet in $\frac{2}{3}$ mile, and almost reach the sea-level at **Trabane Strand** (*p.* 168), just short of Malin-beg, for which and the way back *see p.* 168.

BLUE STACK MOUNTAINS (or Croaghgorm).

(*Blue Stack*, 2,219 ft.; *Lavagh More*, 2,211 ft.; *Binmore*, 1,035 ft.; and a nameless height, 2,118 ft.)

Map p. 159.

Ascent. 2½ hours from Lough Eske Station to gap between Blue Stack and Binmore; to nameless height, 1 hour. **Descent** to Cloghan Station, 2 hours. Whether we travel westward by the Donegal Railway from Stranorlar to Glenties or Donegal this range is a predominant feature in the distance. One or other of its heights backs up every picture we see, with the exception of the passage round the foot of Aghla Mountain on the northern branch and through Barnesmore Gap on the southern branch.

On a future occasion we hope to give the ascent from Glenties. We must now suffice ourselves with giving the ascent from Lough Eske Station.

From the station turn left, and at the junction of five roads turn sharp to the right, taking the road along the E. shore of the lake to bridge at Carnaveagh. Cross it and steer N.W. towards the E. extremity of a low turf bank to the top, where you look S.W. down the English valley. Then turn N. over the shoulder of the rocky ridge, and gain the stream running S.W. towards Inver. Go W. along this stream and then slightly N. of E. to its source, meeting the stream which descends from a gap between Blue Stack and Binmore, and up to a bridge over the Edergole stream, which follow to the gap. This is 200 ft. below the summits. Strike up due W. to the summit of Blue Stack ($\frac{2}{3}$ m.). The ridge is full of rocky hummocks and couloirs, and a compass and good map are necessary. Follow this N.E. to Binmore, and then in the same direction to the nameless peak (2,118 ft.). The depression between the peaks is slight but very rocky, and even there are smooth slabs. From nameless height go due N. along ridge if clear, straight on to Caughin (1,868 ft.) or to the gap, and then descend down steep slope to the stream running through Letterkillew to Cloghan. Following the stream, much boggy ground is encountered. At Letterkillew there is a road which goes straight to Cloghan village, where the railway is reached.

The view from the summit ridge is very good. *Lavagh More* could no doubt be easily taken from the ridge of Blue Stack, but *Silver Hill* and *Caughin* are outliers, and need special treatment.

INDEX.



N.B.—Where more than one page is referred to, that on which a locality is particularly described is given first.

Telegraph Stations are indicated by an asterisk. The names enclosed in [square] brackets are required to complete the **postal address**, and it is well to add "Ireland."

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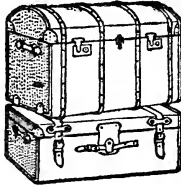
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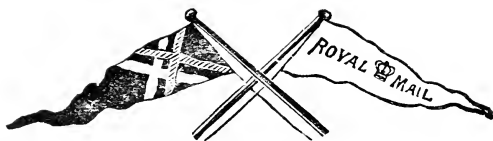
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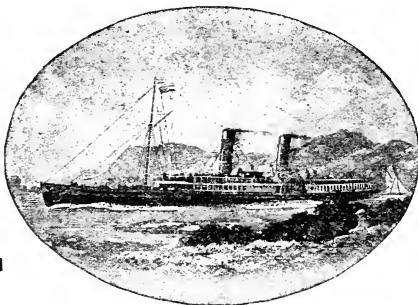
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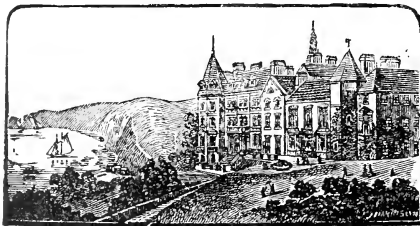
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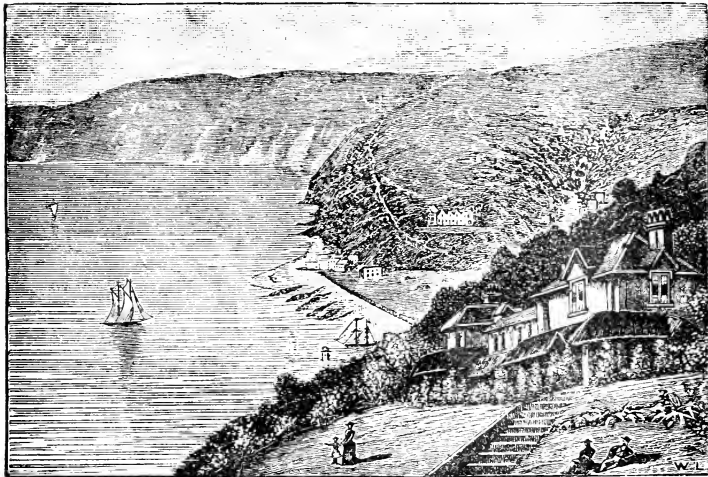
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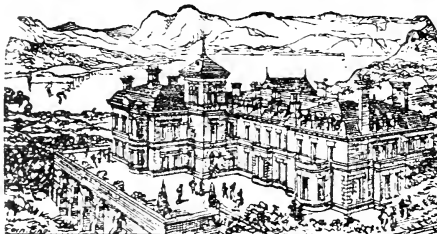
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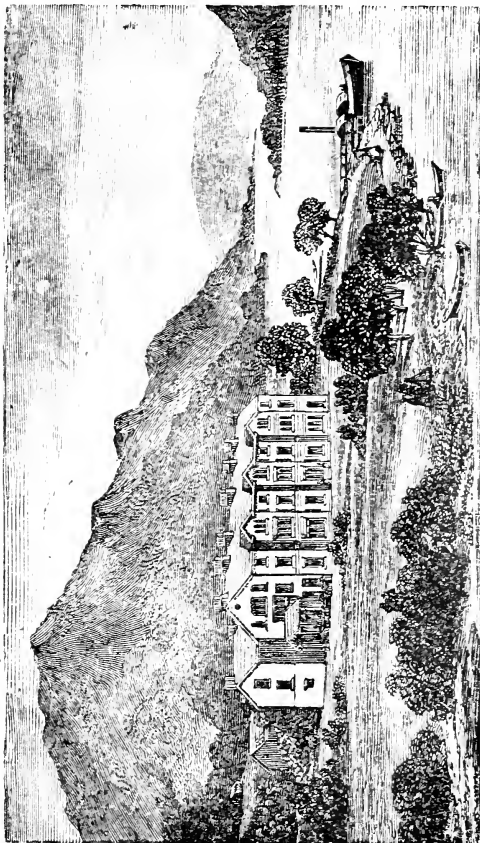
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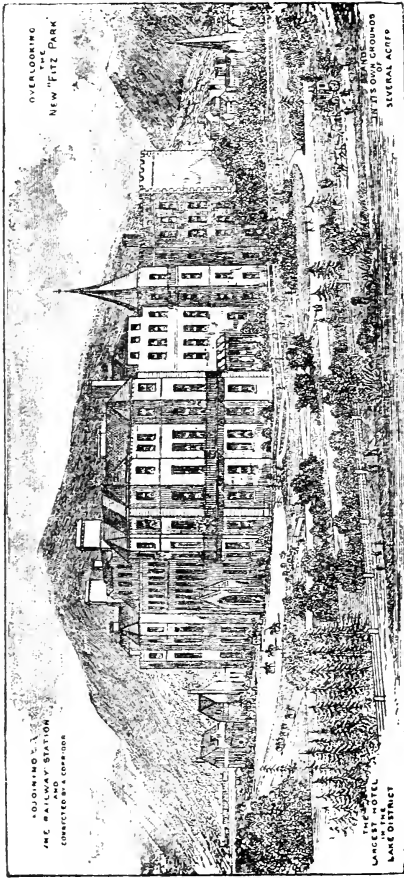
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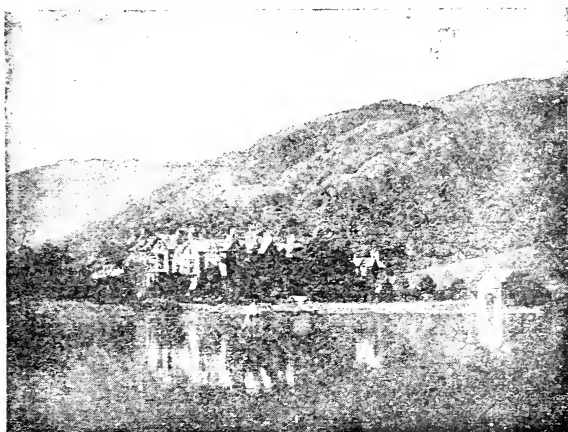
GRASMERE.

Patronized by Queen Mary when Princess of Wales, the late King Edward, The Duke of Connaught, and the Nobility.

Delightfully situated on the shore of the Lake, within two minutes' walk of Dove Cottage, the early home of Wordsworth, and six minutes' walk of Grasmere Church.

"The loveliest spot that man hath ever found."—WORDSWORTH.

THE ONLY HOTEL ON THE LAKE.



FISHING AND BOATING.

Garage.]

VIEW OF HOTEL FROM THE LAKE.

[Petrol.

Coaches Daily to Keswick, Ullswater, Langdales, Coniston, Windermere, and round Thirlmere. *Direct pony-tracks* to Easedale Tarn, Borrowdale, Derwentwater, Ullswater, and the tops of Helvellyn and Fairfield.

Communication by Through Trains:—

From **London** (by L. & N.W.R. to Windermere, and thence by motor or coach),
in 7½ hrs.
,, ,, (by Midland and Furness Railways, and up Lake Windermere), in 8 hrs.

Telegrams—"Prince Hotel, Grasmere."
Telephone No. 4, Grasmere.

J. COWPERTHWAITE,
PROPRIETOR.



AT THE FOOT OF WINDERMERE LAKE.

A DELIGHTFUL COSY CORNER.

Also an Excellent
Winter Resort.
Sheltered from North
and East Winds.

GOLF (9 holes).

FISHING (Salmon, Trout,
Char, Pike, Perch).

BOATING. POSTING.

PRIVATE GROUNDS extend for ½ mile on the margin of the Lake. Lovely Panoramic Views from Gummer's How (1,654 feet), and Fins-thwaite Tower (605 feet).

Within a mile of Lake Side Station and Steamboat Pier of the Furness Railway, 7 miles from Grange-over-Sands (F.R.), 9 miles from Ulverston (F.R.), and 10 miles from Windermere (L. AND N.W.).

N.B.—Passengers by Train or Steamer alight at Newby-Bridge Station.

SWAN HOTEL (Newby=Bridge),

Officially appointed by R.A.C.,
M.U., A.A., and C.T.C.

One of the oldest Hostelries in the English Lake District, and patronized for centuries by Royalty, Nobility, and Celebrities, the good old-fashioned style being studiously retained by the present owner.

This favourite old Coaching House is one of the most charming retreats in the Lake District, and the Tariff is so economically arranged as to offer facilities for families and parties desiring rest, recreation, and pleasure, such as are offered by no other first-class Hotel in the English Lake District. Every attention is paid to the Culinary department, being supplied by home farm produce. The Hotel is in the midst of lovely scenery well wooded, surrounded by hills, and on the shore of the Lake. For boating, free fishing, lovely walks and drives, and for retirement, this Hotel is unsurpassed in the district.

EDWIN WAUGH says: "Home-like and well furnished." NATHANIEL HAWTHORNE says: "The gem of the Lakes." GUIDES GENERALLY say: "One of the loveliest beauty spots." WORDSWORTH says: "The River Lake."

Motor Garage for 30 Cars.

Wet Docks and Motor

Launches on Hire.

Cosy Hall Lounge.

Reading and Writing
Lounge.

Pergola by the Lake.

Ideal for

Afternoon Teas.

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Bridge, via Ulverston.

Goods Address—
Lake Side, F.R.

Telephone—

2 Newby-Bridge.

Telegrams—

"Revell, Newby-
Bridge."



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Chlorodyne

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**The Most Valuable Medicine
 ever discovered.**

Clifton Down Hotel



Telegrams :
"Suspension, Bristol."

Telephones: Visitors, 3111 Bristol.
Management, 550 Bristol.

THE LEADING AND BEST FAMILY HOTEL IN THE DISTRICT.

Headquarters of the Bristol and West of England Aero Club.

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Own Lock-up Garage. Inspection Pit. Night Porter.
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Express trains by Midland and Great Western Railways from all parts—connected by unrivalled service of Motor Taxi-cabs, Motor 'Buses and Electric Trams.

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Away from Tramway and Railway Stations, yet within easy distance of either. Off the Main Road and attendant noises from heavy traffic.

COMFORTABLE.

Under the immediate personal supervision of the Managing Proprietor and his wife, whose motto is :

"COMFORT without OSTENTATION."

Special "En pension" Terms. Week-end Railway Fares
— to Clifton Down. —

Illustrated Tariff Booklet free on application.

Under Management for past Eleven Years of
GABRIEL E. KOPP, Lessee (15 years at Café Royal, London).

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. . . THE . . .

IMPERIAL HOTEL.

Every Home Comfort carefully studied. Situated on the favourite East Cliff. Highest Elevation.

Two minutes from Electric Lift leading to Undercliff Drive and Pier.

TELEPHONE—1529.

TELEGRAMS—

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IN ITS . .
OWN . . .
GROUNDS.**

**SHELTERED
FROM
COLD WINDS.**

**The BOURNEMOUTH IMPERIAL and
GRAND HOTELS, Ltd.**

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THE . . .

GRAND HOTEL.

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IN THREE
ACRES OF
WELL-
PLANNED
GARDENS.**

**COVERED
LOUNGE.**

Situated in the most Central Position of the Town.

Terrace due south, where invalids and others can rest in quietude, surrounded by the health-giving pines, and in reach without fatigue of all places of amusement: Theatre, Winter Gardens, Pier, Etc.

TELEPHONE—134.

TELEGRAMS—

“GRAND, BOURNEMOUTH.”

**The BOURNEMOUTH IMPERIAL and
GRAND HOTELS, Ltd.**

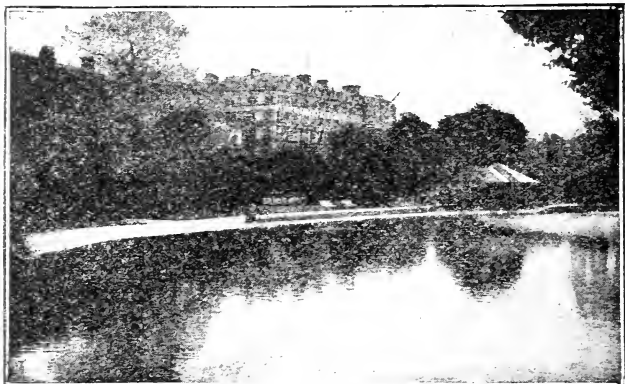
Ireland.

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“The best hotel in Dublin.”—*The Queen.*

CHARMING SITUATION OVERLOOKING STEPHEN'S
GREEN PARK.

MOST CENTRAL POSITION. MODERATE CHARGES.



CHOICEST CUISINE & WINES.

ELECTRIC LIGHT, PASSENGER
AND LUGGAGE LIFTS.

FREE GARAGE.

SHELBOURNE HOTEL,
DUBLIN.

Ireland.LONDONDERRY.

ULSTER HOTEL,

GUILDHALL ST. and POST OFFICE ST.

FIRST-CLASS Family and Commercial. Most central position, and fitted with all modern appliances. Hot, Cold, and Shower Baths. Omnibus attends all Trains. Telephone 163. Electric Light throughout. Cook's Coupons accepted.

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Miss KELLY, Proprietress.

VALENCIA, CO. KERRY.

40 miles by rail west of Killarney, and 16½ hours from London by the G. W. Railway, Fishguard, and Rosslare.

ROYAL HOTEL.

VISIT the Kerry Highlands, Valencia, Co. Kerry. Some of the most Magnificent Scenery in the British Isles. Situate on the Grand Atlantic Route. Railway Station: "Valencia Harbour."

The **ROYAL HOTEL** has been patronized by their Majesties the King and Queen and their Royal Highnesses the Duke and Duchess of Connaught and family. Hot and Cold Sea-Water Baths; water pumped daily from the Atlantic. Bathing, Boating, Sailing, Fishing, etc., in front of the hotel. The Atlantic Cables, connecting the Old and New World, can be seen in full operation. A Visitor wrote "that the pure, bracing air at Valencia was like champagne, a tonic for both mind and body."

Pretty Nine-Hole Golf Course near the Hotel.

Posting.

Terms very Moderate.

Ireland.**THE SLIEVEMORE HOTEL, DUGORT, ACHILL ISLAND,
CO. MAYO, IRELAND.**

REMODELLED and enlarged to meet the requirements caused by the New Railway to the Island, promoted by Mr. A. J. Balfour. Situated in the immediate vicinity of the Grand Mountains of Slievemore and Croaghau, and the Menawn "Cathedral" Cliffs; close to the Bathing-strands and the Seal Caves of Dugort. The cooling breeze from the Atlantic in summer makes the air of Achill most charming, and people suffering from dyspepsia or nervous exhaustion are greatly benefited by a short stay in the Island.

The trips to the adjacent islands and whaling stations by boat are very interesting to the antiquarian, naturalist, and pleasure-seeker. Good white and brown trout fishing and shooting now attached to the Hotel. Hot, Cold, and Sea-water Baths on the Premises.

Long Cars meet the trains at Achill Sound to convey the visitors through to Dugort.

Special arrangements can be made if visitors will correspond with the Proprietor,

Telegrams—"SLIEVEMORE, DUGORT."

JOHN SHERIDAN.

NOTE.—Sheridan's Slievemore Hotel is not connected with Sheridan's Strand Hotel.

SLIGO.**VICTORIA HOTEL**

(FIRST CLASS).

Patronized by His Excellency the Lord-Lieutenant (Earl Dudley),
the Nobility, and Gentry.

Tourists, Anglers, and Families will find every convenience, combined with
cleanliness and moderate charges.

PRIVATE ROOMS, LADIES' SITTING-ROOMS. BATHS (HOT, COLD, AND SHOWER).
BILLIARDS AND GOLF.

Gentlemen staying at this Hotel have the privilege of Free Fishing for
Salmon and Trout on Lough Gill. Boats for hire. Posting in all its branches.
Omnibus attends all trains. Garage.

Cook's Coupons accepted.]

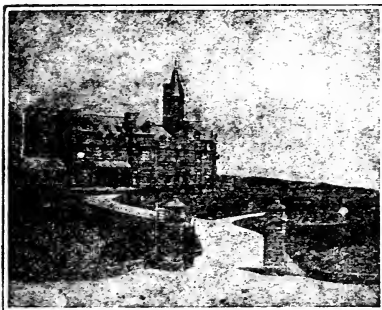
J. A. HALL, Proprietor.

Ireland.

NEWCASTLE, CO. DOWN.

SLIEVE DONARD HOTEL.

(Owned by the Belfast and Co. Down Railway Company.)

AN IDEAL GOLFING AND HOLIDAY RESORT.

SPLENDIDLY situated in its own grounds commanding fine views of the Mourne Mountains and the Sea. 120 Bed rooms and several Suites of Apartments, Handsomely Furnished Coffee, Drawing, Reading, Billiard, and Smoke Rooms. Sea and Fresh Water Baths.

Royal County Down Golf Links adjoining. Visitors of the Hotel have the privilege of playing at reduced rates.

Tennis Courts, Croquet Greens, Etc. Electric Light throughout. Elevator. Perfect Sanitation. First-class Cuisine.

Garage. Cycle House.

Petrol kept.

Tariff and Particulars on application to W. F. COLLINS, Manager.

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and the River Foyle.Opposite Landing Stages of American
and Cross Channel Steamers, and con-
venient to all Railways. Central
Starting-point for Donegal Highlands.
Nearest Hotel to Railway for Giant's
Causeway.'Bus and Porter attend all Trains
and Steamers.

Electric Light throughout.

Terms Moderate.**COOK'S COUPONS ACCEPTED.**

Telephone 198. Telegrams—"City Hotel."

THOS. O'KANE, Manager.*Headquarters of Royal Automobile Club, A.A., and U.K.C.T.A.*

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BETTWS-Y-COED, which has been immortalized by David Cox and other artists, may well be described as the axle of a wheel of beauty. It abounds in delightful walks through woodland, river, and mountain scenery, each in its way famous, and by means of good train and coach services there is ready access to all the Snowdon Region. The "Waterloo" is one of the premier hotels of North Wales, and in its accommodation and equipment leaves nothing to be desired.

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OMNIBUS MEETS TRAINS.**

Recommended as a Centre for American Tourists.

***The Best Centre for Motoring. Excellent Roads.
Garage, with Inspection Pit.***

Headquarters Royal Automobile Club and the Motor Union.

Telephone: No. 18 Bettws-y-Coed.

Mrs. McCULLOCH, Proprietress.

North Wales.**CAPEL CURIG.****COBDEN'S HOTEL**

SITUATED on the banks of the Llugwy, amidst some of the finest scenery in Wales. Five miles from Bettws-y-Coed, within easy distance of Snowdon and other places of interest. Connected with the Hotel there is good Salmon and Trout Fishing; also 15,000 acres good rough shooting.

*Headquarters, R.A.C., etc. Billiard Table
and Garage.*

LLANGOLLEN.**THE HAND HOTEL**

On the Banks of the Dee.

ONE of the most convenient in this "Lovely Vale," and second to none for comfort, catering, and situation.

60 BEDROOMS.

LARGE PRIVATE SITTING-ROOMS.

ELECTRIC LIGHT THROUGHOUT.

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EXTENSIVE MOTOR GARAGE FOR 40 CARS.

FAVOURITE STOPPING-PLACE BETWEEN LONDON & HOLYHEAD.

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HAND HOTEL, LLANGOLLEN.

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Temperance, Commercial, and Family

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HOTEL,

20 & 21 CLAYTON SQUARE,
LIVERPOOL.

THIS Hotel contains upwards of 100 Rooms, including COFFEE ROOM, PRIVATE SITTING ROOMS, BILLIARD and SMOKE ROOM. The BEDROOMS are well ventilated and comfortably furnished. Headquarters, Cyclists' Touring Club.

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THE
PORTSONACHAN
HOTEL,
 — **PORTSONACHAN.**

THIS is the leading anglers' hotel on Lochawe. It is beautifully situated on the lake, being eight miles from the one end and sixteen miles from the other, thus allowing ample room for drifting in either direction.

It contains large Coffee Room, Ladies' Drawing Room, Smoking Room, Billiard Room, and Private Sitting Rooms.

NUMEROUS DAILY EXCURSIONS
 can be made from Portsonachan at
 special reduced rates.

Sanitation up to date.

Good Salmon and Trout Fishing Free.
 Tariff and Pension Terms very Moderate.
 Post; Telegraph Office in buildings.

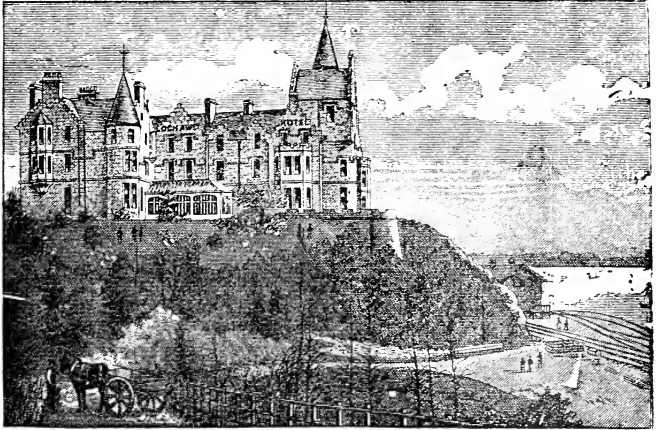
THOS. CAMERON, Proprietor.

NOTE.—Hotel Steamer "Caledonia" connects with trains at Station. See Time Tables.

Scotland.

LOCH AWE HOTEL.

(LOCH AWE STATION, CALEDONIAN RAILWAY.)



**Passenger Lift from Station to Hotel.
ELECTRIC LIGHT THROUGHOUT.**

Splendid 9-hole Golf Course in Vicinity.

Also Putting Green in Hotel Grounds.

**MOTOR GARAGE WITH PIT. PETROL AND OIL.
ACCUMULATORS CHARGED.**

Illustrated Brochure on application.

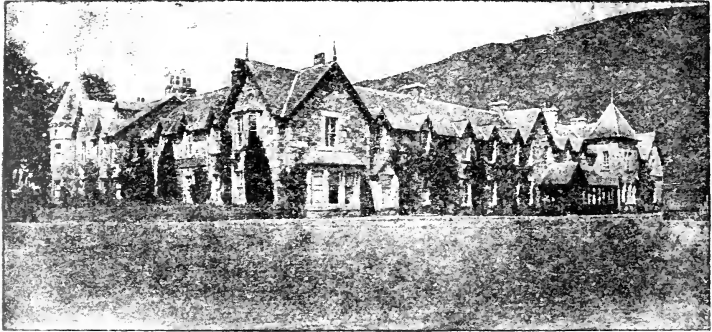
Splendid Saloon Steamer (SS. "Countess of Breadalbane") runs in connection with Hotel.

Telegrams—"Hotel, Loch Awe."

D. FRASER, Proprietor.

Scotland.

LOCH RANNOCH.

DUNALASTAIR HOTEL

THIS HOTEL is the original and leading Hotel in the District. Comfortable and well-equipped. Situated at the foot of Loch Rannoch, and on the Banks of the River Tummel. Patronized by Nobility and all the Leading Families.

Fitted Throughout with Electricity.

FREE TROUT FISHING AND BOATS ON LOCH AND RIVER.

SALMON NOW ADDED.

This Hotel has the longest stretch of River Fishing in the District.

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Parties can be met at Rannoch Station, West Highland Railway, or Struan Station, Highland, by sending a wire.

Post and Telegraph Office one minute's walk from the Hotel.

HEADQUARTERS ALL AUTOMOBILE CLUBS.

GOOD STABLING AND GARAGE. PETROL.

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Telegrams—"MACMILLAN, KINLOCH RANNOCH," and
"MACMILLAN, STRUAN, CALVINE."

47
Scotland.

Invercauld Arms Hotel

BALLATER, near BALMORAL CASTLE.

Principal and only Licensed.

FIRST CLASS. PATRONIZED BY ROYALTY.

Deeside is the Select Tourist Resort of Scotland.

POSTING, PETROL, GARAGE, AND MOTORS.

FIRST-CLASS 18-HOLE GOLF COURSE.

BOWLING AND TENNIS COURTS.

WILLIAM PROCTOR, *Lessee.*

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WEST-END

BOARDING ESTABLISHMENT.

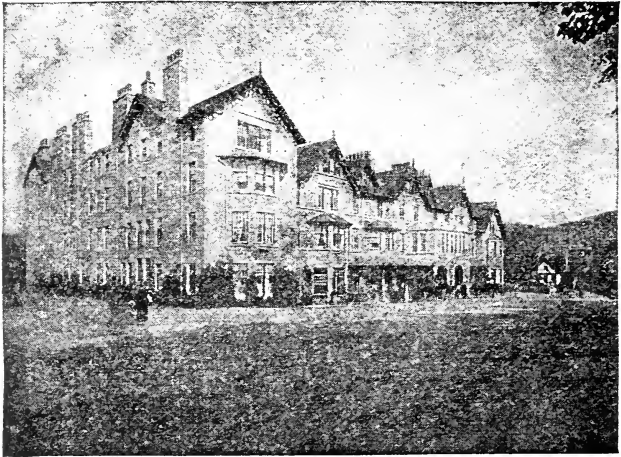
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The HOTEL is Luxuriously Furnished and Equipped with every Modern Improvement. Suites of rooms, with private bathrooms. ELECTRIC LIGHT and PASSENGER ELEVATOR. PERFECT SANITATION.

MOTOR CAR SERVICE between BRAEMAR and BALLATER.

Splendid New Coach Route.

PERTH to BRAEMAR, by BLAIRGOWRIE.

A well-appointed Four-in-hand Coach will leave the Station Hotel, Perth, daily during the Season at 9.30 a.m., arriving in Braemar at 6 p.m., commencing June 6

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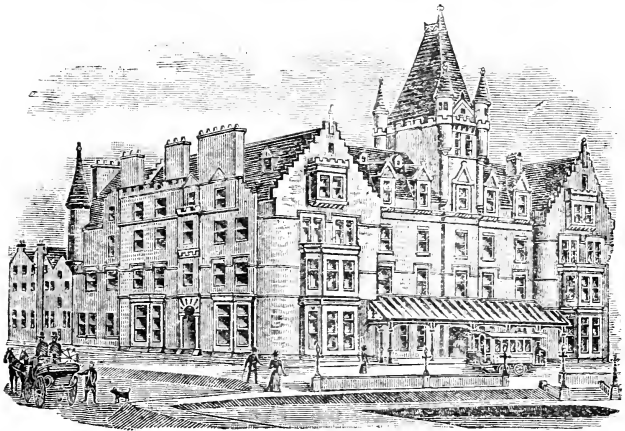
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L. MACDONALD, Proprietor.

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laid out by the Railway Company, is one of the best in the Kingdom.

LADIES' COURSE of 9 HOLES.**Putting Green and Putting Course.****CRUDEN BAY HOTEL**

OWNED BY

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Occupies a charming site overlooking the Bay.

LIGHTED BY ELECTRICITY. LIFT. GARAGE.

Special Accommodation and Convenience for Golfers.

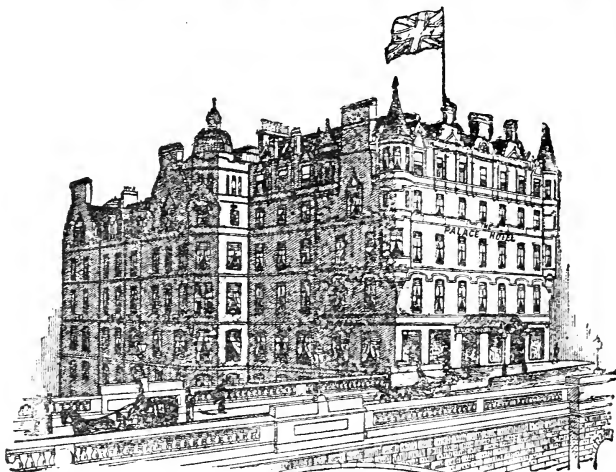
Bowling Greens. Tennis Courts. Croquet Lawns.

Electric Tramway for Visitors between Cruden Bay Station and Hotel.

Address Inquiries to The **MANAGER**, Cruden Bay Hotel, Port Erroll, N.B.*The Palace Hotel, Aberdeen, also owned by the Great North of Scotland Railway Company (see page 50).*

Scotland.

ABERDEEN.

THE PALACE HOTEL.*Owned by the Great North of Scotland Railway Co.*

FRONTS UNION STREET—IN MOST CENTRAL POSITION OF THE CITY.

*Electrically Lighted. Hydraulic Lifts. Lounge. Garage.***EXCELLENT CUISINE. MODERATE CHARGES.**

COVERED WAY FROM STATION PLATFORM.

Luggage removed to and from the Hotel free of charge.

Personally Patronized by their Majesties the King and Queen, and many other Royal and distinguished Visitors.

**STATION
HOTEL,****ABERDEEN.***Owned and managed by the
Great North of Scotland
Railway Company.*

Comfortable and Commodious Commercial and Family Hotel.

ELECTRIC LIGHT. LIFT.Address Inquiries to MANAGER; or to MANAGER, Palace Hotel, Aberdeen*The Cruden Bay Hotel also owned by the Great North of Scotland
Railway Company (see page 49).*

Scotland.

MOULIN HOTEL, PITLOCHRY.

Three-quarters of a Mile from Pitlochry Station, and
550 feet above Sea-level.

SMOKE ROOM. BEAUTIFUL SITUATION.
INVIGORATING AIR. POSTING. MOTOR.

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M. G. HARPER, Proprietress.

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THIS Hotel affords excellent accommodation for Tourists and Families. It is situated amidst enchanting scenery on the banks of the River Forth, at the *Starting Point* of the *Road* to the Trossachs and Loch Katrine, over which Coaches are run daily during the Summer. Boats on Loch Ard and Loch Chon for Fishing and Pleasure Parties. Tennis Lawn. Golf. Posting. Billiards. Garage. Petrol.

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Telegrams—"BLAIR, HOTEL, ABERFOYLE."

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CALEDONIAN TEMPERANCE HOTEL.

This is the only First-class Temperance Hotel in

CALLANDER.

Large Dining-room, Public Drawing-room, also Ladies' Drawing-room. Private Sitting-rooms. Hot and Cold Baths. Billiard Room.

Tickets for the Trossachs Coaches to be had at this Hotel.

W. A. BIGGS,
Owner and Manager.

Telegrams—"BIGGS, CALLANDER."

Scotland.**BLAIR ATHOLL.****ATHOLL ARMS HOTEL.**

(ADJOINING RAILWAY STATION.)

*FIRST-CLASS FAMILY HOTEL.
MODERATE CHARGES.*

SITUATION unrivalled as a central point from which to visit the scenery of the Perthshire Highlands, such as Killiecrankie, the Queen's View of Loch Tummel, Lochs Tay and Rannoch, Glen Tilt and Braemar, the Falls of Bruar, Garry, Tummel and Fender, Dunkeld, etc.

This is also the most convenient resting-place for breaking the long railway journey to and from the North of Scotland.

*ELECTRIC LIGHT THROUGHOUT.**GOLF. SALMON AND TROUT FISHING.**GARAGE. PETROL AND OILS KEPT.*

Telegrams, "Hotel, Blairatholl."

D. Macdonald & Sons, Proprietors.

BALLATER.

(NEAR BALMORAL.)

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FIRST-CLASS Residential. Under the personal supervision of Mr. and Mrs. G. T. Lamond.

Recreation Pavilion, Croquet Lawn, and Garden opposite. Within one minute's walk of Excellent Golf Course (18 holes), and Bowling Greens and Tennis Courts.

Garage, Pit, and Petrol near.

Private Four-in-hand drives to all the places of interest in the neighbourhood.

Telegrams: "Loirston, Ballater."

Scotland.

BALMACARA HOTEL,

Balmacara, Ross-shire.

IN the midst of beautiful scenery. Most central Hotel for visiting the far-famed Loch Duich, Loch Long, Falls of Glomach, Duncraig, and Skye. Magnificent views of Skye Hills from Hotel. Splendid Drives. Routes: Rail to Strome Ferry, or Kyle of Lochalsh, thence drive; steamers "Claymore" and "Clansman" from Glasgow and Oban, or swift passenger steamer from Oban during touristseason; and also from Mallaig, the terminus of the West Highland Railway. Parties coming by steamer should order conveyance, as landing-place is over a mile from Hotel.

POSTING. BOATING. SEA AND LOCH FISHING.

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Three minutes' walk from Steamboat Pier and Ardlui Station, West Highland Railway.

THIS Hotel is beautifully situated amidst unrivalled scenery, and commands a magnificent view of the Loch. The Hotel has been remodelled and refurnished, an addition has been made, and the lavatories and sanitary arrangements are new, and have been carried out on the most improved principles.

Visitors staying at this house will find every comfort and attendance, and have boats and fishing free. Delightful daily tours can be arranged to Loch Katrine, Loch Awe, Loch Tay, Loch Long, etc. Passengers travelling south by West Highland Railway change here for Loch Lomond and Loch Katrine.

Parties boarded by week—special Week-end Terms, August excepted.

MOTOR GARAGE. PETROL.

Telegrams—"DODDS, ARDLUI."

D. M. DODDS, Proprietor.

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