

DUBLIN
CHAMBER OF COMMERCE
YEAR BOOK
(WITH WHICH IS INCORPORATED KINGSTOWN)

1917

FIRST ISSUE

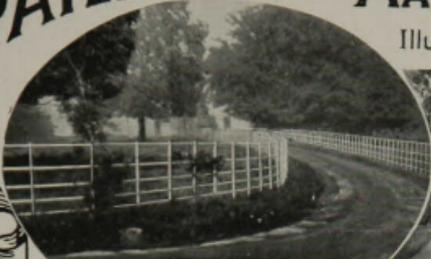


OFFICIALLY ISSUED IN THE INTERESTS
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OF DUBLIN & DISTRICT

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TRADE MARK SECTION

EDITED AND COMPILED WITH AUTHORITY OF THE CHAMBER BY THE SECRETARY

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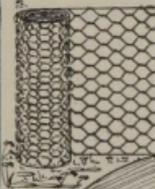


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Cristalizada
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JOHN GOOD.

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HILL, JAMES W.

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KENNAN, R. W.

LEONARD, PATRICK.

MARTIN, FRANK V.

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THE HIGH SHERIFF OF THE CITY.

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GENERAL MEETINGS of the Chamber are held in May and November, the exact dates of which are fixed by the Council.

COUNCIL MEETINGS are held monthly.

It was the intention to publish this book in 1916, or the beginning of 1917, but owing to war conditions it was found impossible to do so.

The Introduction has been written by Mr. Richard W. Booth, J.P., who was President from February, 1916, to February, 1917.

PRESIDENTS OF THE CHAMBER.

1783. TRAVERS HARTLEY.	1838. ARTHUR GUINNESS, D.L.
1784. TRAVERS HARTLEY.	1839. ARTHUR GUINNESS, D.L.
1785. TRAVERS HARTLEY.	1840. ARTHUR GUINNESS, D.L.
1786. TRAVERS HARTLEY.	1841. ARTHUR GUINNESS, D.L.
1787. TRAVERS HARTLEY.	1842. ARTHUR GUINNESS, D.L.
1788. TRAVERS HARTLEY.	1843. ARTHUR GUINNESS, D.L.
*1805. JOSEPH WILSON.	1844. ARTHUR GUINNESS, D.L.
*1805. ALDERMAN NATHANIEL HONE.	1845. ARTHUR GUINNESS, D.L.
*1805. JOHN DUNCAN.	1846. ARTHUR GUINNESS, D.L.
*1806. WILLIAM HONE.	1847. ARTHUR GUINNESS, D.L.
*1806. RANDAL MACDONNELL.	1848. ARTHUR GUINNESS, D.L.
*1806. BARTHOLOMEW MAZIERE.	1849. ARTHUR GUINNESS, D.L.
*1807. GEORGE CARLETON.	1850. ARTHUR GUINNESS, D.L.
1820. JOSHUA PIM.	1851. ARTHUR GUINNESS, D.L.
1821. JOSHUA PIM.	1852. ARTHUR GUINNESS, D.L.
1822. JOSHUA PIM.	1853. ARTHUR GUINNESS, D.L.
1823. LELAND CROSTHWAIT.	1854. ARTHUR GUINNESS, D.L.
1824. LELAND CROSTHWAIT.	1855. ARTHUR GUINNESS, D.L.
1825. LELAND CROSTHWAIT.	1856. ARTHUR GUINNESS, D.L.
1826. LELAND CROSTHWAIT.	1857. THOMAS CROSTHWAIT.
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1828. ARTHUR GUINNESS, D.L.	1859. THOMAS CROSTHWAIT.
1829. ARTHUR GUINNESS, D.L.	1860. THOMAS CROSTHWAIT.
1830. ARTHUR GUINNESS, D.L.	1861. THOMAS CROSTHWAIT.
1831. ARTHUR GUINNESS, D.L.	1862. THOMAS CROSTHWAIT.
1832. ARTHUR GUINNESS, D.L.	1863. THOMAS CROSTHWAIT.
1833. ARTHUR GUINNESS, D.L.	1864. THOMAS CROSTHWAIT.
1834. ARTHUR GUINNESS, D.L.	1865. THOMAS CROSTHWAIT.
1835. ARTHUR GUINNESS, D.L.	1866. THOMAS CROSTHWAIT.
1836. ARTHUR GUINNESS, D.L.	1867. THOMAS CROSTHWAIT.
1837. ARTHUR GUINNESS, D.L.	1868. THOMAS CROSTHWAIT.

* At this period a chairman was elected for three months. Randal MacDonnell, however, served six months and George Carleton eight months during the years 1806 and 1807 respectively.

- | | |
|---------------------------------------|-------------------------------------|
| 1869. THOMAS CROSTHWAIT. | 1893. MICHAEL MURPHY. |
| 1870. THOMAS CROSTHWAIT. | 1894. JOHN R. WIGHAM. |
| 1871. WILLIAM DIGGES LA TOUCHE, D.L. | 1895. JOHN R. WIGHAM. |
| 1872. WILLIAM DIGGES LA TOUCHE, D.L. | 1896. JOHN R. WIGHAM. |
| 1873. WILLIAM DIGGES LA TOUCHE, D.L. | 1897. JOHN E. BARRY. |
| 1874. WILLIAM DIGGES LA TOUCHE, D.L. | 1898. JOHN E. BARRY. |
| 1875. WILLIAM DIGGES LA TOUCHE, D.L. | 1899. SIR JOHN E. BARRY. |
| 1876. WILLIAM DIGGES LA TOUCHE, D.L. | 1900. J. MALCOLM INGLIS. |
| 1877. WILLIAM DIGGES LA TOUCHE, D.L. | 1901. SIR J. MALCOLM INGLIS. |
| 1878. WILLIAM DIGGES LA TOUCHE, D.L. | 1902. SIR J. MALCOLM INGLIS. |
| 1879. WILLIAM DIGGES LA TOUCHE, D.L. | 1903. SIR JAMES MURPHY, Bart. |
| 1880. WILLIAM DIGGES LA TOUCHE, D.L. | 1904. SIR JAMES MURPHY, Bart., D.L. |
| 1881. WILLIAM DIGGES LA TOUCHE, D.L. | 1905. MARCUS GOODBODY. |
| 1882. JOHN BAGOT. | 1906. MARCUS GOODBODY. |
| 1883. JOHN BAGOT. | 1907. LAURENCE MALONE. |
| 1884. JOHN BAGOT. | 1908. LAURENCE MALONE. |
| 1885. SIR RICHARD MARTIN, D.L. | 1909. JOHN MOONEY. |
| 1886. SIR RICHARD MARTIN, Bart., D.L. | 1910. JOHN MOONEY. |
| 1887. SIR RICHARD MARTIN, Bart., D.L. | 1911. JOHN MOONEY, C.V.O. |
| 1888. JOHN LLOYD BLOOD. | 1912. WILLIAM M. MURPHY. |
| 1889. JOHN LLOYD BLOOD. | 1913. WILLIAM M. MURPHY. |
| 1890. JOHN LLOYD BLOOD. | 1914. RICHARD K. GAMBLE. |
| 1891. MICHAEL MURPHY. | 1915. PATRICK LEONARD. |
| 1892. MICHAEL MURPHY. | 1916. RICHARD W BOOTH. |

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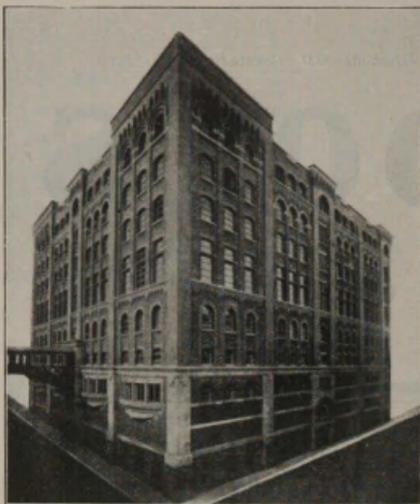
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* Members serving in H.M. Forces.

Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1897	ADAM, JAMES	..	Gentleman	Holywood, Palmerston Park.
1898	AIMERS, J. M.	..	..	.. 37, College Green.
1916	ALLEN, B. E.	..	..	.. Drogheda.
1913	ALLEN, DAVID, JUN.	..	..	.. 40, Great Brunswick Street.
1883	ALLEN, HENRY J.	..	..	.. 1-3, Parliament Street.
1890	ALLEN, SAMUEL	..	..	.. 60, William Street.
1904	ANDERSON, EDGAR	..	..	.. 9, Upper Sackville Street.
1884	ANDERSON, JAMES C.	..	..	.. 37, College Green.
1890	ANDREWS, ALBERT A. P.	..	..	.. 19, Dame Street.
1914	ANDREWS, CYRIL N.	..	..	.. 19, Dame Street.
1888	ANDREWS, EDWARD H., D.L.	..	..	.. 19, Dame Street.
1895	ANDREWS, REGINALD A.	..	..	.. 20, St. Andrew Street.
1915	ARGHO, JOSEPH	..	..	.. Picture Dealers and Frame Makers, etc.
1911	* ARNOTT, LOFTUS P. (CAPT.)	..	..	.. 16/18, Christchurch Place.
1915	ASHENHURST, W. C.	..	..	.. Castle Martyr, Middleton, Co. Cork.
1865	AUNGER, ROBERT	..	..	.. 15, Talbot Place.
1896	AYKROYD, ALFRED C.	..	..	.. 27, Nelson Street.
		..	..	.. 9, Usher's Island.
1882	BAGOT, ANDREW G.	..	..	.. 13, Lower Ormond Quay.
1911	BAILEY, W. R.	..	..	.. 15, Westmoreland Street.
1916	BAIRD, DAVID G.	..	..	.. Talbot Place.
1903	BAIRD, WALTER	..	..	.. North Wall.
1903	BAKER, P.	..	..	.. 17, Merchants' Quay.
1903	BAKER, SIR A. F.	..	..	.. 5, Clare Street.
1916	BARNARD, WILFRED	..	..	.. 108, Grafton Street.
1898	BARNETT, WILLIAM	..	..	.. 202, Great Britain Street.
1902	BARRINGTON, J. L.	..	..	.. Commercial Buildings, Dame Street.
1874	BARRINGTON, J. P.	..	..	.. 119, Francis Street.
1912	BARRY, DAVID	..	..	.. North Wall.
1871	* BARRY, SIR JOHN E.	..	..	.. 12, Mountjoy Square.
1909	* BATTERSBY, GEORGE L.	..	..	.. Mountjoy Square.
1890	BEATTIE, ANDREW, D.L.	..	..	.. 46, Fitzwilliam Square.
1900	BEATTIE, LEWIS S.	..	..	.. 13/14, Grafton Street.
1911	BECKETT, J. WALTER	..	..	.. Barrow Street.
1877	BENNETT, GEORGE	..	..	.. 8, Winton Avenue, Rathgar.
1913	BESSON, PAUL G.	..	..	.. Dawson Street.
1904	BETHELL, FRANK	..	..	.. Bray.
1891	BETSON, EDWARD F.	..	..	.. 20, Eden Quay.
1910	BEWLEY, FENEST 10/12, Westmoreland Street.
1885	BEWLEY, FRANCIS Peter's Row.

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Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1878	BEWLEY, JOSEPH	Bewley & Manly	Stockbrokers	8, Anglesea Street.
1865	BEWLEY, SAMUEL	Bewley, Sons & Co., Ltd.	Merchant	Knappton, Kingstown.
1886	BEWLEY, WILLIAM	Bewley, Sons & Co., Ltd.	Wine Merchants	18, Henry Street.
1871	BEWLEY, W.M. F.	W. & R. Jacob & Co., Ltd.	Biscuit Manufacturers	Peter's Row.
1912	*BLACK, GIBSON		Army Pay Department	Blackheath, Clontarf.
1883	BLAKE, JOHN D.		Gentleman	22, Charlestown Avenue, Rathmines.
1895	BLAKE, THOS. J.		Gentleman	Bunowen Castle, Clifden, Co. Galway.
1887	BLOOD, ADAM LLOYD	Wm. Finlader & Co.	Solicitors	52, Dame Street.
1900	BOLTON, R. DENNIE	Samuel H. Bolton & Sons	Building Contractors	164, Rathmines Road.
1898	BOLTON, WILLIAM	Wm. Bolton & Co.	Wine and Spirit Merchants	35, Westmoreland Street.
1903	BOOKER, GEORGE	Calcuttan Insurance Co.	Secretary	31, Dame Street.
1915	BOOTH, E. W.	Booth Bros.	Mechanical Engineers and Tool Manufacturers.	Stephen's Street.
1894	BOOTH, RICHARD W.	Booth Bros.	Mechanical Engineers and Tool Manufacturers.	Stephen's Street.
1910	BOOTH, THOS. E.	Booth Bros.	Mechanical Engineers and Tool Manufacturers.	Stephen's Street.
1892	BOYCE, R. B.	Boyle, Low, Murray & Co.	Bankers and Stockbrokers	35, College Green.
1916	BOYD, W. R. E.	General Electric Co., Ltd.	Manager, Irish Branches	13, Trinity Street.
1915	BOYDELL, J. F.	Jno. Plunkett & Co., Ltd.	Maltsters	Robert Street.
1878	BOYDELL, JAMES	Jno. Plunkett & Co., Ltd.	Maltsters	Robert Street.
1903	BOYDELL, WM. C.	Jno. Plunkett & Co., Ltd.	Maltsters	20, North Earl Street.
1912	BOYERS, JOSEPH	Boyers & Co.	Drapers and House Furnishers	1, Nassau Street.
1912	BRADLEY, RICHARD	Messrs. Sharples	Solicitor	3, Palace Street.
1913	BRADY, JAMES	Lett Brothers	Wine Merchants	Commercial Buildings, Dame Street.
1889	BREWETON, THOS. B.	Independent Newspapers, Ltd.	Manager and Secretary	Carlisle Buildings.
1916	BREWSTER, W. T.	Independent Newspapers, Ltd.	Hardware Merchants and Wax Chandlers, etc.	64, Grafton Street.
1912	*BRIEN, CAPT. FREDERICK G.	Lambert, Brien & Co., Ltd.		
1906	BROCCUY, LOUIS LE	Greenmount Oil Co., Ltd.	Oil Manufacturers	137, Harold's Cross.
1915	BROOKS, G. T.	Railway Passengers' Assurance Co.	Secretary	1, Dawson Street.
1908	BROOKS, W. BURNLEY	Messrs. Sharples	Drapers	1, Nassau Street.
1892	BROPHY, WILLIAM	Dock Milling Co.	Corn and Flour Merchants	5, Burch Quay.
1869	BROWN, JOHN	Walter Brown & Co.	(Secretary) Flour Merchants and Millers	Borrow Street.
1913	BROWN, WILLIAM	Walter Brown & Co.	Flour Millers	32, Hanover Street East.
1916	BRUY, CHARLES W.	Leinster Street	American Vine Consul	Leinster Street.
1916	BUDAS, JOHN	Mitchell & Co. (Belfast), Ltd.	Importer and Agent	82, Harcourt Street.
1915	BULLOCK, WILLIAM	London and North Western Railway Co.	(Manager) Distillers	85, Talbot Street.
1898	BURGESS, H. G.	J. & W. Burgess, Ltd.	Manager	North Wall.
1904	BURGESS, W. ROBINSON	Henry Pattison & Co., Ltd.	Woolen Merchants	Athlone.
1884	BURKE, EDMUND		Tea Merchants	48, Thomas Street.
1913	BURKE, MARTIN J.		Solicitor	53, Waring Street, Belfast.
1916	BURKE, R. J. E.		Merchant	Minmore, Shillelagh, Co. Wicklow.
1908	BURKE, WILLIAM L.	National Bank	Late Manager	College Green.
1908	BURNS, JAMES A.	"Shell" Marketing Co., Ltd.	Manager	70, Grafton Street.

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Year of
Election to
Chamber.

NAME.	FIRM.	BUSINESS.	ADDRESS.
1898 BURRELL, JOHN ..	Scottish and Irish Motor Service	Merchant ..	Carrick Manor, Monkstown.
1917 BUTLER, J. G. W. ..	Butler & Briscoe	Managing Director	5, Sorrento Terrace, Dalkey.
1889 BUTLER, JOHN P. ..	..	Stockbrokers	18, College Green.
1908 BUTLER, THOMAS ..	..	..	97, Lower Baggot Street.
1912 BUTLER, WILLIAM B. ..	M. G. Wilkinson	..	22, St. Andrew Street.
1917 BYRNE, ALFRED ..	Byrne, Mahony & Co.	Member of Parliament	176, North Strand Road, Dublin.
1883 BYRNE, GEORGE ..	Byrne, Mahony & Co.	Corn Merchants ..	4, Copje Street.
1910 BYRNE, GEORGE CONNELL ..	Byrne, Mahony & Co.	Corn Merchants ..	4, Copje Street.
1904 BYRNE, GERALD ..	Fountain Head Foundry	Solicitor ..	7, Lower Ormond Quay.
1915 BYRNE, M. W. ..	..	Bell Founder and Engineer	42, James's Street.
1868 CAFFEY, JAMES ..	The Shamrock Motor Engineering Works ..	Motor Engineer	Mark's Lane.
1908 CALLAGHAN, THOMAS P. ..	London & North Western Railway Co. ..	Goods Manager	North Wall.
1914 CAMPBELL, ANTHONY ..	McLoughlin & Harvey, Ltd.	Builders and Contractors	19-25, Dartmouth Road.
1915 CAMPBELL, A. G. ..	A. G. Campbell & Sons, Ltd.	Artisan Well Engineers	Emmett Road, Inchicore.
1879 CAMPBELL, JOHN ..	J. & G. Campbell, Ltd.	Wine Merchants ..	58, Upper Sackville Street.
1883 CAMPBELL, ROBERT N. ..	Ringsend Bakery	Baker ..	Ringsend.
1912 *CAMPBELL, WM. PHILPOT ..	Royal Exchange Assurance Co. ..	Secretary ..	5, College Green.
1902 CANTWELL, JAMES J. ..	Cantwell & McDonald	Wine and Whiskey Merchants	12, Wellington Quay.
1913 CARLTON, A. E. ..	R. Dickeson & Co., Ltd.	Wholesale Grocers & Army Contractors	18, Upper Exchange Street.
1915 CARLYLE, ROBERT H. ..	..	Stockbroker	StarLife Buildings, 12 College Green.
1913 CARPMILLS, D. W. ..	..	Merchant ..	Talarkey Park Drive, Cowper Gardens, Upper Rathminne.
1896 CARTON, D. ..	E. & D. Carton	Salesmasters, Auctioneers and Valuers	33, Smithfield.
1907 CASSON, JOSEPH GEORGE W. ..	Casson & Co.	Wine Merchants ..	11, William Street.
1884 CHAMBRÉ, WILLIAM ..	..	..	..
1915 CHANCELLOR, J. W. ..	Chancellor & Son	Wine Merchant ..	Strathmore, Rostrevor, Co. Down.
1883 CHARLES, R. H. ..	Minster & Leinster Bank, Ltd.	Watch and Clock Manufacturers	7, Grafton Street.
1904 CHAYTOR, CHARLES HENRY ..	Montgomery & Chaytor	Manager ..	2, Lower Baggot Street.
1908 CHILDE, GEORGE ..	Paul Bros., Birkhead	Solicitors ..	13, Molesworth Street.
1910 CLANCY, GEORGE D. ..	D. & T. Fitzgerald	Millers ..	5, Ashdale Road, Terenure.
1906 CLARK, J. HURBAD ..	..	Solicitors ..	20, St. Andrew Street.
1915 CLEMENTS, JAMES ..	Switzer & Co., Ltd. ..	Painter and Decorator	Fleet Street.
1874 CLOVER, W. W. ..	Commercial Buildings Co. ..	Costumiers, General Drapers, and House Furnishers.	90-93, Grafton Street.
1915 CLUNE, PATRICK ..	Department of Agriculture ..	Secretary ..	Commercial Buildings, Dame Street.
1908 COADE, J. ROBERTSON ..	Cantrell & Cochrane, Ltd. ..	Civil Servant	4, Upper Merrion Street.
1899 COBBE, DAVID ..	Piggis, Son & Co., Ltd.	Mineral Water Manufacturers ..	Nassau Place.
1911 *COCHRANE, SIR STANLEY H., D.L.	Cantrell & Cochrane, Ltd. (Governing Director)	(Secretary) Grain Merchants ..	Commercial Buildings, Dublin.
1887 CODD, EUGENE F. ..	..	Mineral Water Manufacturers ..	Nassau Place.
1886 CODD, JAMES F. ..	Thos. Fottrell & Co.	Merchant ..	The Grange, Mountmellick, Queen's Co.
1908 COGAN, D. J. ..	..	Malt Factors and Corn Merchants	46, Fleet Street.
1916 COGHLAN, CHARLES ..	Dublin Employers' Federation, Ltd.	Provision Merchant	115, Thomas Street.
..	..	Secretary ..	Commercial Buildings, Dame Street.



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Combined Rail and Hotel Tickets are also issued from DUBLIN to KILLARNEY and KENMARE during the Winter months.

Express Corridor and Special Fast Tourist trains are run during the Season.

NAME.	FIRM.	BUSINESS.	ADDRESS.
1915 COLEMAN, J. F.	M. Coleman	Stock, Contractor and Risk Cover Manufacturer.	25, Chancery Street,
1884 COLLINS, EDWARD TENISON	North British & Mercantile Insurance Co.,	Local Manager	1, Dawson Street,
1900 COLLINS, EUGENE F.	Casby, Clay & Collins	Solicitor	19, Eustace Street,
1906 COLLINS, GEORGE	Bank of Ireland	Solicitors	21, St. Andrew Street,
1889 COMERFORD, ROBERT F. S.	Flour Miller	Governor of Bank	63, Dawson Street,
1901 CONAN, OWEN J.	Tailor and Robe Maker	Wine Merchant	Renovale, Rathdrum,
1910 CONAN, WALTER	Builder and Contractor	Provision Merchants	44, Kildare Street,
1916 CONNOLLY, GEORGE	Jackson, Conran & Co.	Provision Merchants	38, Upper Dominick Street,
1882 CONNOLLY, THOMAS	Jackson, Conran & Co.	Provision Merchants	47-51, Poolbeg Street,
1908 CONRAN, CHRISTOPHER	Hayes, Conyngham & Robinson	(Director) Pharmaceutical Chemists	47-51, Poolbeg Street,
1914 CONYNGHAM, HENRY	Dublin Clothing Co., Ltd.	(Manager) Clothing Manufacturers	12, Grafton Street,
1915 COOKE, GEORGE A.	J. & C. Cooney Bros.	Victuallers	2/3, Usher's Quay,
1911 COONEY, CHRISTOPHER	Paterson & Co., Ltd.	Officer in H.M.'s Army	14, Upper Baggot Street,
1909 *COOPER, CAPT. BRYAN RICO	Barton, Copland & Hamilton	Match Manufacturers	Markree Castle, Collooney,
1888 COOPER, JOHN H.	Moore & Corther	Merchants	Commercial Buildings, Dublin.
1910 *CORDNER, H. V.	Post Office Telephones	Funeral and Job Carriages Establish-ment.	4/5, Eustace Street,
1908 CORRIGAN, ALD. P. W.	Coyle & Co., Ltd.	General Superintendent for Ireland	5, Lower Camden Street,
1903 COWLEY, E.	Coyle, Ltd.	General Insurance Brokers	Crown Alley,
1906 COYLE, ALFRED B.	Coyle, Ltd.	Tea Merchants	7, Anglesea Street,
1913 COYLE, HUGH	Coyle, Ltd.	Ladies' Tailor and Outfitter	30, Upper Abbey Street,
1911 CRAIGLE, ROBERT	G. & T. Crampton	Cattle Salesmaster, etc.	24, Grafton Street,
1892 CRAMPTON, GEORGE J.	Blackrock Hosiery Co., Ltd.	Builders and Contractors	37, Prussia Street,
1881 CRAWFORD, H. SHARMAN	Great Northern Railway of England	Builders and Contractors	Hammersmith Works, Pembroke Road,
1915 CROKER, E. O'R.	Crowe & Brown	Wine Merchants	17/19, Sycamore Street,
1913 CROSKERRY, F. H.	W. & L. Crowe, Ltd.	Hosiery Manufacturers	Brookfield Avenue, Blackrock.
1889 CROWE, JOHN J.	W. & L. Crowe, Ltd.	Representative	The Oriel, Portlannington,
1900 CROWE, WILLIAM	W. Crowley & Co. Ltd.	Solicitor	30, Lower Ormond Quay,
1893 CROWLEY, MICHAEL	Hibernian Fire & General Insurance Co., Ltd.	Stockbrokers	40, Dame Street,
1911 CRUISE, W. A. R.	Laurence Cuffe & Sons	Timber Merchants, Builders and Contractors,	South Richmond Street,
1915 CUFFE, LAURENCE C.	Irish Feather Co.	Chartered Accountants	16, College Green,
1915 CULHANE, J. C.	Laurence Cuffe & Sons	General Manager and Secretary	49, Dame Street.
1874 CUMMING, J. W.	W. Curtis & Sons	Cattle Salesmasters	Smithfield.
1897 CUNNINGHAM, JOHN	Midland & Great Western Railway Co., Ltd.	Hide, Skin, and Feather Merchants	Tara Street.
1911 CURTIS, G. A. M.	W. Curtis & Sons	Merchant and Importer	214, Clonliffe Road.
1910 CUSACK, MAJOR J. W. H. C.	Midland & Great Western Railway Co., Ltd.	Contractor and Builder.	Johnville, Dalkey.
1914 *CUSACK, R. S. O.	W. Curtis & Sons	General Engineers	98/99, Mid Abbey Street.
	Midland & Great Western Railway Co., Ltd.	Chairman	Broadstone Terminus,
	W. Curtis & Sons	Engineer	82, Berlin Road, Catford.

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Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1913	EGAN, PATRICK J.	Brewer and Merchant ..	Tullamore.
1911	ELLIOTT, GEORGE	.. .. .	Insurance Manager ..	75, Pembroke Road.
1916	ELLIOTT, GEORGE	.. .. .	Wholesale Provision Merchants	11, Garden Lane.
1913	ELLS, W. J., LL.D.	.. .. .	Solicitor ..	29, Grosvenor Place, Rathmines.
1910	ELVERY, JOHN H.	.. .. .	Waterproof Merchant ..	47 & 48, Lower Sackville Street.
1872	EVANS, E. C.	.. .. .	Ship Broker ..	27, City Quay.
1913	EVANS, HUGH	.. .. .	Commercial Agent ..	Howth Road, Clontarf.
1898	EVANS WILLIAM A.	.. .. .	Insurance and Mortgage Broker	37, South Frederick Street, and 27, Longford Terrace, Monkstown.
1912	EVERARD, SIR N. T., BART., H.M.L.	.. .. .	Tobacco Manufacturers..	Randestown, Co. Meath.
1914	FAGAN, PETER J.	.. .. .	Forage Contractor ..	15 & 16, Usher's Island.
1889	FARCLOUGH, JOHN	.. .. .	Manufacturers' Agent ..	Oveca Lodge, Malahide.
1880	FALCONER, ROBERT A.	.. .. .	Printers and Bookbinders	53, Upper Sackville Street.
1909	FALKNER, HENRY C.	.. .. .	Wine Merchants ..	36, Dawson Street.
1876	FARRELL, LEWIS	.. .. .	Distillers ..	John's Lane Distillery.
1897	FAWCETT, GEORGE	.. .. .	Gentleman ..	Roscrea, Tipperary.
1912	FAWCETT, GEORGE F.	.. .. .	Gentleman ..	Cominmarket.
1905	FAYLE, EDWIN	.. .. .	Gentleman ..	Marsden, Greystones.
1882	FERGUSON, JOHN	.. .. .	Corn Merchant ..	62, Lower Gloucester Street.
1912	FERRIER, ALEXANDER F.	.. .. .	Wholesale Warehousemen	59, William Street.
1915	FIELD, WILLIAM	.. .. .	M.P. (St. Patrick's Division)	Blackrock, Co. Dublin.
1877	FIGGIS, ARTHUR L.	.. .. .	Grain Merchants ..	Commercial Buildings, Dame Street.
1882	FIGGIS, CHARLES E.	.. .. .	Grain Merchants ..	Commercial Buildings, Dame Street.
1882	FIGGIS, HENRY W.	.. .. .	Grain Merchants ..	Commercial Buildings, Dame Street.
1913	FINDLATER, WILLIAM	.. .. .	Wine Merchants, etc.	30, Upper Sackville Street.
1880	FISHER, JOSEPH D.	.. .. .	Wholesale and Retail Linen and Woollen Drapers, Silk Merchants.	South Great George's Street.
1912	FITZGERALD, EDWARD	.. .. .	Corn Merchant ..	Commercial Buildings, Dame Street.
1911	FITZGERALD, MARTIN	.. .. .	Sugar Refiners and Wine Merchants	Thomas Street.
1889	FITZGERALD, PATRICK	.. .. .	Corn Merchant ..	16 & 18, Blackhall Street.
1876	FITZGERALD, WILFRED	.. .. .	Stockbrokers, Agents Sun Fire and Life Insurance Co. (Director) Manufacturers of Cinematograph Films.	1, St. Andrew Street.
1916	FITZGIBBON, H. M.	.. .. .	Stockbroker ..	34, Dame Street.
1909	FLEMING, SAMUEL H. G.	.. .. .	Insurance Official ..	23, Suffolk Street.
1916	FLETCHER, A. H.	.. .. .	Wine Merchant ..	3, College Green.
1888	FLOOD, MAURICE P.	.. .. .	Newspaper Proprietors ..	Terenure.
1915	FLYNN, WILLIAM J.	.. .. .	Drapers ..	4, St. Michael's Terrace, Upper Grafton Street.
1912	*FORREST, MAJOR JAMES	.. .. .	Manager ..	71, North Wall.
1904	FORSYTH, ALEXANDER	.. .. .	Whiskey Distillers ..	Thomas Street.
1915	FOTRELL, CHRISTOPHER	Solicitor and Clerk of the Crown and Pease.	46, Fleet Street.
1872	FOTTRELL, GEORGE		

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— DUBLIN —

Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1870	FOTTRELL, JOHN E.	John Power & Son, Ltd.	Whiskey Distillers	Thomas Street.
1879	FOTTRELL, JOHN G.	George D. Fottrell & Sons	Solicitors	46, Fleet Street.
1900	FOWLER, JOSHUA	Bangmond Flour Mills	Manager	Ringsend.
1911	FRAME, DAVID	Hammond Lane Foundry Co., Ltd.	Iron Founders	111, Great Brunswick Street.
1905	FRANKS, THOMAS C.	O. & R. Fry	Solicitor and Land Agent	21, Lower Fitzwilliam Street.
1877	FRY, OLIVER	William Fry & Sons	Wholesale Provision Merchants	12, Hawkins Street.
1911	*FRY, PHILIP G.	London & Lancashire Fire Insurance Co., Ltd.	Solicitors	14, Lower Mount Street.
1900	FRY, SIDNEY LAWRENCE	Local Manager	Local Manager	18, College Green.
1883	FRY, SIR WILLIAM, D.L.	William Fry & Sons	Solicitors	14, Lower Mount Street.
1903	FRY, WILLIAM HOUGHTON	William Fry & Sons	Solicitors	14, Lower Mount Street.
1913	GALLAGHER, JOHN	F. & C. Clayton & Co., Ltd.	Woollen Manufacturers	Millbrook, Navan.
1907	GAMBLE, L.	The Liverpool & London & Globe Insurance Co., Ltd.	Secretary	1, College Green.
1892	GAMBLE, RICHARD KEENE	Brooks, Thomas & Co., Ltd.	(Chairman) Builders' Providers	4, Stockville Place.
1899	GANDY, JAMES	Gandy, Sons & Co.	Auctioneers and Salesmasters	18/20, Usher's Quay.
1910	GANDY, RICHARD	Gandy, Sons & Co.	Auctioneers and Salesmasters	18/20, Usher's Quay.
1896	GARDNER, JOHN	Craig, Gardner & Co.	Chartered Accountants	41, Dame Street.
1871	GARDNER, SIR ROBERT	Craig, Gardner & Co.	Chartered Accountants	41, Dame Street.
1883	GARRATT, JOSEPH H.	Joseph Garratt & Co.	Tea and Sugar Merchants	82, Thomas Street.
1909	GARRETT, ROBERT	Turraun Peat Works	Corn and Flour Agent	Mount Pleasant, Ballinasloe.
1876	GEOGHEGAN, RICHARD C.	Turraun Peat Works	Gentleman	32, Ennerville Avenue, S.C.R.
1915	*GEOGHEGAN, R. H.	Gibson, Lloyd & Co.	(Managing Director) Insurance Brokers	Ferbane, King's Co.
1913	GIBSON, W. G.	Gibson, Lloyd & Co.	(Managing Director) Insurance Brokers	30, Angelsea Street.
1888	GILBERT, GEORGE	Cherry & Smalldridge	Importers	23, Eastcase Street.
1902	GLYNN, HENRY RICHARD	Cherry & Smalldridge	Miller and Shipowner	Kilrush, Co. Clare.
1914	GODKIN, EDWARD J.	J. & P. Good, Ltd.	(Managing Director) Printers and Mustard Manufacturers	Seville Place.
1906	GOOD, JOHN	J. & P. Good, Ltd.	Builders and Contractors	55, Great Brunswick Street.
1912	GOOD, MATTHEW, L.L.D.	J. & P. Good, Ltd.	Solicitor	5, Dawson Street.
1912	GOOD, PETER	A. & L. Goodbody	Builders and Contractors	35, Great Brunswick Street.
1882	GOODBODY, A. E.	Robert Roberts & Co. (Ireland), Ltd.	Solicitors	30, College Green.
1915	GOODBODY, E. G.	Goodbody & Webb	Merchants	44, Fleet Street.
1876	GOODBODY, JONATHAN	Goodbody & Webb	Stockbrokers	50, Dame Street.
1884	GOODBODY, J. PERRY, D.L.	Hugh Moore & Alexanders, Ltd.	Miller	Clara.
1886	GOODBODY, MARCUS	J. & L. F. Goodbody, Ltd.	(Chairman) Wholesale Druggists	The Linenhall.
1898	GOODBODY, ROBERT	Goodbody, Webb	Jute Spinners	Charlestown, Clara.
1912	GOODFELLOW, GEORGE	Goodbody, Webb	Builder, etc.	4, Morehampton Road.
1908	GOEVAN, JOHN	Goewan Bros.	Wholesale and Retail Drapers	12 & 13, Camden Street.
1881	GOULDING, SIR WM. J., BART., D.L.	W. & H. M. Goulding, Ltd.	Fertiliser and Acid Manufacturers	East Wall.
1916	GRADY, E. C.	W. & H. M. Goulding, Ltd.	Merchant	26, Westmoreland Street.
1911	GRANDY, HENRY	W. & H. M. Goulding, Ltd.	Tailor and Outfitter	Nassau Street.

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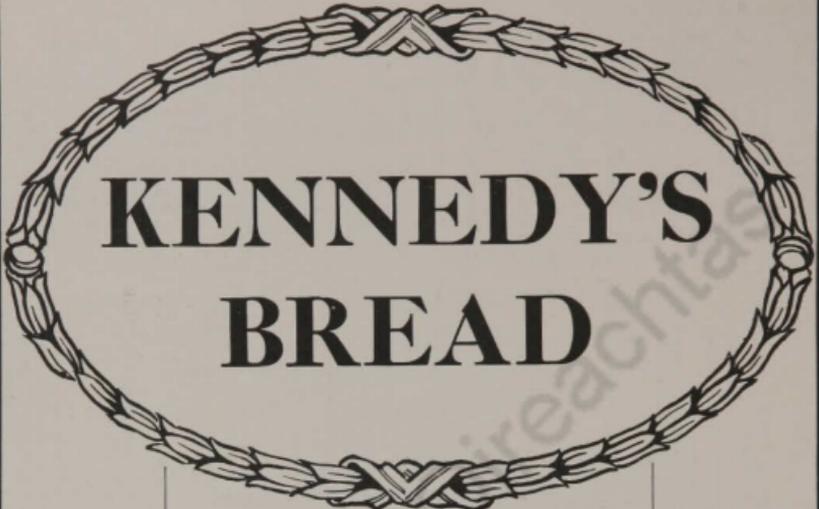
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Year of
Election to
Chamber.

Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1916	GREHAM, T. A.	Independent Newspapers, Ltd.	Advertising Manager	Carlisle Buildings, Dublin.
1908	GREENFELL, HORACE C.	Commercial Union Assurance Co.	District Manager	37, College Green.
1886	GRIERSON, P. H.	McKenzie & Co., Ltd.	(Director) Agricultural Machinery and Implement Merchants.	Park-na-Silla, Bray.
1905	GRIFFIN, CHAS. H.	Henshaw & Co., Ltd.	Gentleman	48, Brighton Square.
1908	GRIFFIN, GEORGE	Turrann Peat Co.	Wholesale & Retail Hardware Merchants	4, Christchurch Place.
1915	GRIFFITH, F. P.	Sir John P. Griffith & Sons.	Pat. Litter Manufacturers	17, Westland Row.
1916	GRIFFITH, JNO. W.	Sir John P. Griffith & Sons.	M.Inst.C.E.	6, Dame Street.
1914	GRIFFITH, SIR JOHN P., C.E.	Sir John P. Griffith & Sons.	Engineer	6, Dame Street.
1909	GUARD, WESLEY	McArthur, Nash & Co.	(Manager) Iron, Steel and Metal Merchants.	15, Merchants' Quay.
1883	GUILDRIE, FRANCIS	Guinness, Mahon & Co.	Merchant	Newtownbarry, Wexford.
1900	GUINNESS, GERALD	Guinness, Mahon & Co.	Bankers	17, College Green.
1853	GUINNESS, H. R.	Guinness, Mahon & Co.	Bankers	17, College Green.
1906	GUINNESS, HON. A. E.	A. Guinness, Son & Co., Ltd.	Brewers	James's Gate.
1905	GUINNESS, HON. RUPERT	A. Guinness, Son & Co., Ltd.	Brewers	James's Gate.
1906	GUINNESS, HON. WALTER E.	A. Guinness, Son & Co., Ltd.	Brewers	James's Gate.
1907	GUINNESS, H. S.		Gentleman	Burton Hall, Stillorgan.
1916	HALL, A. A.	"Irish Times," Ltd.	(Secretary) Newspaper Proprietors	Westmoreland Street.
1901	HALL, FREDERICK	R. & H. Hall, Ltd.	Corn Merchants	37, College Green.
1871	HALLIGAN, JOHN	City of Dublin Flour Mills & Bakeries	Millers and Bakers	25, Usher's Island.
1913	HALLIGAN, MICHAEL J.	Dan Murphy, Ltd.	Wholesale Provision Merchants	Mary's Abbey.
1916	HALLIGAN, VINCENT	City of Dublin Flour Mills & Bakeries	Millers and Bakers	25, Usher's Island.
1912	HALPIN, JAMES J.	Messrs. O'Mara (Representative of)	Bacon Curers	Limerick.
1898	HAMLYN, ARTHUR	Hamlyn & Co.	Manufacturers of Cattle Food.	22, Bachelor's Walk.
1896	HARPER, ALEXANDER.	Alexander Harper & Co.	Flour Merchants	14, Fownes Street.
1916	HARRIS, GEO. M.	Dublin Tramways Co., Ltd.	General Manager	74, Merrion Road.
1913	HARRISON, FRANK	Wheeler & Hartle	Agent	5, Fleet Street.
1911	HARTE, E. C.	Wilson, Hartnell & Co.	Stockbrokers	5, Westmoreland Street.
1886	HARTNELL, H. C.	Shirley, Spence & Belford, Ltd.	Publishers.	Commercial Buildings, Dame Street.
1916	HARTNETT, D.		(Managing Director) Wholesale Druggists.	Mary Street.
1910	HATTE, WILLIAM M.		Land Agent	32, Nassau Street.
1911	HAUGHTON, A. E.		Agent	1, Crown Alley.
1902	HAYES, FREDERICK	Hayes & Sons	Architect	42, Nassau Street.
1896	HAYES, WILLIAM S.		Solicitors	42, Nassau Street.
1913	HELD, MICHAEL	Quinn's Agency	Sheet Metal and Galvanizing Works	32, Upper Kevin Street.
1912	HENNESSY, FRANK		Merchants Office	Estacade Street.
1887	HENRY, ALFRED		Solicitor	22, St. Andrew Street.
1911	HENRY, JAMES		Solicitor	11, Molesworth Street.
1902	HEWAT, WILLIAM	Thos. Hewton & Co., Ltd.	Coal Merchants	18, Westmoreland Street.
1913	HICKEY, JOHN	Hickey & Co.	Drapers and House Furnishers	North Earl Street.
1910	HILL, H. B.	James Hill & Son	Auctioneers and Upholsters	10, Bachelor's Walk.
1877	HILL, JAMES W.	Hill & Sons	Woolen and Tweed Mills	Lycan.



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TELEGRAMS:
"BREAD, DUBLIN"

NAME.	FIRM.	BUSINESS.	ADDRESS.
1899 HILL, R. H.	White, Tomkins & Courage, Ltd., Belfast.	(Representative) Oat Meal Manu- facturers.	Verona, Kimmage Road.
1884 HILL, R. O.		Miller	Drogheda.
1915 HILTON, JOHN	Hilton Bros.	Bedstead Manufacturers	75, Townsend Street.
1883 HINES, A. H.		Stockbroker	12, Anglesa Street.
1909 HOBSON, FRANCIS		Manufacturers' Agent	8, Cope Street.
1870 HOEY, CHARLES	D. & T. Fitzgerald	Solicitors	20, St. Andrew Street.
1870 HOGAN, JOHN F.	French & Hogan	Stockbroker	17, Trinity Street.
1868 HOGG, RT. HON. JONATHAN, P.C.	William Hogg & Co.	Wholesale Wine and Tea Merchants	12, Cope Street.
1908 HOLLWEY, JOHN		Ship Broker	Corn Exchange Buildings.
1912 HOLMES, ROBERT M.	Robert & Co., Ltd.	Drapers, Lace Merchants, & Fur Importers	82, Grafton Street.
1915 HOOKER, WILLIAM F.		Flour Merchant	22, Temple Bar.
1910 HOPKING, R. S.	Bass, Ratcliff & Gretton, Ltd.	(Dublin Manager) Brewers	Upper Sackville Street.
1908 HOWELL, C. E., L.L.D.	Standard Life Assurance Co.	Secretary	59, Dawson Street.
1913 HOWES, ALFRED W.	W. & R. Barnett	Gentleman	Beechmount, Londonderry.
1911 HUBBARD, MORLEY	Arthur Hughes & Co.	Grain Merchant	Commercial Buildings, Dame Street.
1875 HUGHES, ARTHUR	Arthur Hughes & Co.	Grain Merchants	10, Burch Quay.
1910 HUGHES, SAMUEL J.	Arthur Hughes & Co.	Gentleman	5, Woodville, Sandford Road.
1913 HULL, A. E.	Alex. Hull & Co.	Building Contractor	Burch Quay.
1914 HUME, WALTER		Agent	Ringsend Road.
1912 HUMPHREY, F. W.	Humphrey & Armour	Fire Assessor	16, College Green.
1909 HUMPHREY, JOHN		Printers	2, Walton Terrace, Richmond Road.
1913 HUNTER, J. H.	J. H. Hunter & Co., Ltd.	Wholesale Seed, Grain and Manure Merchants.	2, Crow Street.
1916 HUTCHINSON, W. D.	Edward Dillon & Co.	Merchants.	24, Anglesa Street.
1890 HUTTON, FRANK M.	John Hutton & Sons	Motor Car Factory and Carriage Builders	115, Summerhill.
1890 HUTTON, NOEL T.	John Hutton & Sons	(Manager) Wine Growers, Shippers and Distillers.	46/47, Upper Sackville Street.
1911 HYDEE, CHARLES J.	W. & A. Gibbey, Ltd.		
1884 HYLAND JOHN	John Hyland & Co.	Wholesale Wine and Spirit Merchants.	Commercial Buildings, Dame Street.
1913 IRELAND, WILLIAM		Tea and Wine Merchant	48, Lower Baggot Street.
1914 IRWIN, G. M.	S. Irwin & Co., Ltd.	Coal Merchants	19, Upper Sackville Street.
1866 IVEAGH, RT. HON. LORD, K.P.	A. Guinness, Son & Co., Ltd.	(Chairman) Brewers	James's Gate.
1888 JACOB, CHARLES E.	W. & R. Jacob & Co., Ltd.	Biscuit Manufacturers	Bishop Street.
1878 JACOB, GEORGE N.	W. & R. Jacob & Co., Ltd.	Distillers	Bow Street.
1879 JAMESON, ANDREW	John Jameson & Sons, Ltd.	Distillers	Bow Street.
1881 JAMESON, GEORGE	John Jameson & Sons, Ltd.	Cinematograph Apparatus Dealers	185, Great Brunswick Street.
1911 JAMESON, JAMES T.	J. T. Jameson & Son, Ltd.	Distillers	Bow Street.
1865 JAMESON, JOHN	John Jameson & Sons, Ltd.	Solicitors	10, Ely Place.
1899 JELLETT, M. BARRINGTON	Barrington & Son	Auctioneer and Merchant	Maryboro', Queen's Co.
1916 JESSOP, G. V.			

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DUBLIN.

OFFICE:
203, PARNELL STREET.

Year of
Election to
Chamber.

Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1916	JOHNSTON, THOMAS	..	..	..
1915	JOHNSTONE, JOHN	..	Building Contractors	.. 21, North Great George's Street.
1914	JONES, IRETON F.	..	Shirt Manufacturer	.. 34, Parliament Street.
1903	JONES, RICHARD	..	Nurseryman	.. Delany, Co. Wicklow.
1915	JONES, RICHARD	..	Wholesale Butter and Egg Merchants	.. 9, Little Green Street.
1915	JOYCE, GORDON F.	..	Secretary	.. 15 & 16, Eden Quay.
..	..	..	Acting Manager	.. 5, College Green.
1914	KAPP, A. H.	..	..	..
1912	KAVANAGH, JERROLD	..	Tobaccoists and Pipe Manufacturers	.. 113, Stephen's Green.
1881	KEATING, WALTER	..	Produce Brokers	.. 12/14, College Green.
1874	KEEFE, JOHN J.	..	Agent to the Ardilliam Estate	.. Sibyl Hill, Raheny.
1911	KEHOE, ROBERT	..	Flour and Meal Merchants	.. Blanchardstown.
1914	KELLET, DAVID	..	Tea Merchants	.. William Street.
1900	KELLY, AMROSE A.	..	Drapers and Milliners	.. 19/21, South Great George's Street.
1915	KELLY, HENRY	..	Wine Merchants	.. 1/2, Westmoreland Street.
1912	KELLY, JOHN F.	..	Representative	.. Chapelized.
1895	KENNAN, ROBERT W.	..	Corn Merchant	.. Commercial Buildings, Dame Street.
..	..	..	Engineers and Implement Makers	.. "Valmai," St. Kevin's Park, Upper Rathmines.
1900	KENNAN, WILLIAM THOMAS.	..	(Managing Director) Engineers and Implement Makers.	.. Fishamble Street.
1894	KENNEDY, HUGH	..	Baker and Confectioner	.. 124, Parnell Street.
1916	KENNY, J. W.	..	Commercial Agent	.. 34, Dartmouth Road.
1915	KENNY, KEVIN J.	..	Advertising Agent and Chilian Vice-Consul.	.. 11, Eblana Terrace, North Circular Road.
1913	KEOGH, A. J.	..	Auctioneer	.. 10, Lower Ormond Quay.
1913	KEOGH, MICHAEL F.	..	General Manager	.. Broadstone Station.
1909	KEOHLER, T. G.	..	(Secretary) Printers and Stationers	.. Dame Street.
1900	KERNAN, GEORGE	..	Gear Cutters and Motor Engineers	.. Mark's Lane, St. Brunswick Street.
1885	KEVANS, EDWARD	..	Chartered Accountants	.. 31, Dame Street.
1916	KIDNEY, ROBERT J.	..	Incorporated Accountant	.. Star Life Buildings, College Green.
1909	KILBEY, HENRY G.	..	Director	.. Inns Quay.
1903	KILLEAN, J. W.	..	Solicitor	.. Dame Street.
1911	KING, R. H.	..	Civil Engineer	.. College Green.
1910	KING, ROBERT	..	Bottle Makers	.. Charlotte Quay, Ringsend.
1909	KINNEAR, JAS. A.	..	Accountants	.. 8, Westmoreland Street.
1906	KINSELLA, T. O'KEEFE	..	(Managing Director) Fertilizer Manufacturers.	.. Mill Street.
1911	KLINGNER, AUGUSTUS.	..	Chartered Accountants	.. 36, College Green.
1915	KNOWLES, EDGAR	..	Dublin Manager	.. Commercial Buildings, Dame Street.
1912	KNOWLES, PERRY	..	Merchant	.. 19, Brunswick Street, Liverpool.
1913	KOENIGS, FREDERIC	..	Wine Merchant	.. Thomas Street.
1882	KYRKE, VERNON	..	Manager	.. 40, Nassau Street.

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Year of
Election to
Chamber.

Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1904	LAIDLAW, JAMES	..	Coal Merchants and Ship Owners	.. 13, Great Brunswick Street,
1915	LAIDLAW, T. K.	..	Gentleman	.. Somerton, Castleknock,
1883	LAMBKIN, CHARLES E.	..	Wine Merchants	.. Upper Sackville Street,
1914	LANDY, JOHN	..	Baker	.. The Hissel, Butterfield Lane, Rath- farnham Street,
1910	LARMOUR, S. J. H.	..	Manufacturers' Agent	.. 6, William Street,
1916	LATIMER, J. T. WOOD	..	Estate Agent	.. 18, Cope Street,
1915	LAYNG, CHARLES J.	..	Accountant	.. Dame Street,
1891	LEASK, H. MARTYN	..	Manufacturers of Linseed Cake and Linseed Oil.	.. 14, Sir John Rogerson's Quay.
1914	LEASK, JOHN	..	(Director) Tobacco and Wine Merchants,	.. D'Olier Street,
1910	LEASK, ROBERT	..	Secretary	.. 39, Westmorland Street,
1891	LEE, EDWARD	..	Wholesale Warehousemen	.. 6 & 7, Upper Abbey Street,
1911	LEONARD, JOHN	..	Butter and Egg Merchants	.. Little Green Street,
1900	LEONARD, PATRICK	..	Cattle Salesmasters and Auctioneers	.. 17, Lower Dominick Street,
1912	L'ESTRANGE, ARTHUR	..	Motor Engineers	.. Slicio,
1878	LETT, L. S.	..	Wine Merchants	.. Commercial Buildings, Dame Street
1912	LIGHTFOOT, PETER	..	Potato Factor	.. Mary's Lane,
1907	LONG, EUGENE J.	..	Leather Merchants	.. Linzick,
1880	LOW, GAVIN	..	Lord Agents and Cattle Salesmasters	.. 49-50, Prussia Street,
1916	LUMLEY, T. G.	..	Merchant	.. 25, Eaton Square, Terenure,
1883	LUMSDEN, JOHN	..	Gentleman	.. Wolflea, Adelaide Road,
1911	LYNCH, SIR JOHN P.	..	Solicitors	.. 30, Molesworth Street,
1902	LYON, ABRAHAM	..	Insurance Company Representative	.. Altona, Howth Road,
1900	LYSTER, GEORGE H.	..	Solicitor	.. 34, Dawson Street,
1915	LYSTER, P. J. H.	..	Representative	.. 8, Victoria Road, Rathgar,
1913	McARDLE, EUGENE	..	(Director) Wine and Tea Merchants	.. Lower Baggot Street, & Henry Street
1892	McBRIDE, JOHN	..	Victuallers	.. 34, Upper Baggot Street,
1915	McCABE, M. J.	..	Fish Merchants	.. Beaufort, Rathfarnham,
1913	McCABE, WILLIAM	..	Fish Merchants	.. 11, Rathgar Road,
1913	McCONNELL, WILLIAM	..	Resident Secretary	.. 116, Grafton Street,
1869	McCORMICK, SAMUEL S.	..	Coal Merchants and Ship Owners	.. 7, D'Olier Street,
1908	McCREA, E. H.	..	Wholesale Shirt and Collar Makers	.. Wood Street,
1882	McCULLAGH, THOMAS R.	..	Managing Director	.. 11, Burch Quay,
1901	McDONALD, ALPHONSUS	..	Gentleman	.. Medina Villa, Kimmage Road,
1917	McDONALD, HOWARD	..	Coal Merchants	.. D'Olier Street,
1874	McENNERY, AMBROSE	..	Wholesale Tea and Wine Merchants	.. 20, William Street,
1915	McVOY, MICHAEL	..	(Director) Wholesale and Retail Tobaccoists,	.. North Earl Street,
1911	McVOY, P. J.	..	Wholesale and General Merchant	.. 10, Mary Street,
1879	McFARLAND, ANDREW	..	Tobacco Manufacturers	.. 38, Lower Ormond Quay,
1914	McGLOUGHLIN, CHARLES	..	Constructional Engineers and Brass Founders.	.. 47, Great Brunswick Street,

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Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1915	MCGOLDRICK, JOHN	Flour Agent	Drogheda.
1916	MCGOWAN, THOMAS	.. .. .	Machinery and Metal Merchant	.. Store Street.
1873	MCGRATH, BERNARD	.. .. .	Tea and Wine Merchants	.. William Street.
1914	MCGUINNESS, C. J.	.. .. .	Electrical Engineer	.. 38, Upper Gardiner Street.
1916	MCGUGH, WILLIAM	.. .. .	Secretary	.. 7, Templemore Avenue.
1915	MCKEHEXIE, JAMES	.. .. .	(Manager) Agricultural Engineers	.. Leinster Street.
1909	MCKNIGHT, JOHN P.	.. .. .	Woolen Manufacturer	.. Cork Street.
1914	MCLEAN, JOHN H.	.. .. .	Brewers	.. Russell Street.
1911	MCLEAN, JOHN H.	.. .. .	Printers, etc.	.. 40, Lower Ormond Quay.
1911	MCLOUGHLIN, HENRY	.. .. .	Building Contractors	.. Dartmouth Road.
1876	MCANUS, VERY REV. MONSIGNOR.	.. .. .	.. .. .	.. Chapel House, Meath Street.
1916	McMILLAN, WILLIAM	.. .. .	Shipbuilders	.. Ringsend.
1915	McMORROUGH, J.	.. .. .	Manufacturers' Agent	.. 58, Mid Abbey Street.
1915	McQUILLAN, W. F.	.. .. .	Sack and Tarpaun Manufacturers	.. 9 & 10, Chancery Street.
1912	MACAULEY, JAMES	.. .. .	Wholesale Fruit Merchants and Salesmasters.	.. Corporation Market.
1916	MACAVIN, J. P.	.. .. .	Representative and Secretary of Dub. In Master Bakers' Committee.	.. "Star" Buildings and Commercial Buildings, Dame Street.
1895	MACDONNELL, BERNARD	.. .. .	Whiskey Distillers	.. Thomas Street.
1910	MACIE, JOHN	.. .. .	Auditors and Accountants	.. 39, Nassau Street.
1916	MACMARA, JOSEPH D.	.. .. .	Tobacco Importers	.. 57, William Street.
1879	MACONCHY, CHARLES W.	.. .. .	Gentleman Farmer	.. Kilvaree, Templeogue.
1916	MADDOCK, S. W.	.. .. .	Secretary	.. Mount Jerome, Harold's Cross.
1916	MAGEE, JAMES M.	.. .. .	Chairman Bay Urban District Council	.. 1, Wyndham Park, Bray.
1914	MAGILL, W. E.	.. .. .	Newspaper Proprietors	.. Westmoreland Street.
1914	MAGUIRE, W. R.	.. .. .	Wholesale Ironmongers	.. 10, Dawson Street.
1904	*MAHONY, EDMUND J.	.. .. .	Corn Merchants and Flour Importers	.. 4, Coppe Street.
1883	MAHONY, JAMES	.. .. .	Corn Merchants and Flour Importers	.. 11, Westland Row.
1913	MAIBEN, JOSEPH M.	.. .. .	Laboratory and Assay Furnishers	.. Fumbally's Lane.
1913	MAKIN, ERNEST	.. .. .	Brewers	.. Russell Street.
1864	MALONE, LAURENCE	.. .. .	Stockbroker	.. 8, Anglesa Street.
1886	MANLY, ARTHUR	.. .. .	Clerk to Pembroke Council	.. Merrion Road.
1875	MARSH, A.	.. .. .	Gentleman	.. Balcarris, Santry.
1902	MARSH, A. T.	.. .. .	Wholesale Wine Merchants.	.. 1, St. Andrew Street.
1911	MARTIN, CHARLES O.	.. .. .	Stockbrokers	.. 46, Fleet Street.
1893	MARTIN, FRANK V.	.. .. .	Timber Merchants and Builders' Providers.	.. 36, College Green.
1904	MARTIN, FRANK V.	.. .. .	Building Contractors	.. Grand Canal Street.
1916	MARTIN, G. A.	.. .. .	Malt Factors and Corn Merchants	.. 46, Fleet Street.
1899	MARTIN, LAURENCE	.. .. .	Local Secretary	.. 36, College Green.
1912	MARTIN, W. A.	Optician, etc.	.. 5, Dame Street.
1914	MASON, THOMAS H.	Officer in H.M. Army.
1912	*MATTERSON, W. M.

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Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1914	MATTHEWS, MARCUS B.	Northern Banking Co.	Bank Manager	114, Grafton Street.
1888	MAXWELL, J. B.	Maxwell & Weldon	Solicitors	40, North Great George's Street.
1911	MAYES, THOMAS	Alex. Comyns & Co.	Woolen Merchants	College Green.
*1910	MAYNE, MAJOR A. B.		Officer in H.M. Army	Kildare Street Club.
1912	MEENAN, G. B.		Civil Engineer	94, Botanic Road.
1903	MERCER, ERNEST		Merchant and Miller	Durrow, Queen's Co.
1914	METCALF, GEORGE		Building Contractor	8, Princes Street South.
1910	MIDDLETON, J. R.	McMaster, Hodgson & Co.	Wholesale Druggists	121, Capel Street.
1883	MIDDELETON, THOMAS B.		Solicitor	26, Eustace Street.
1885	MILEY, D. O'CONNELL		Solicitor	12, South Frederick Street.
1885	MILLAR, FITZADAM		Wholesale Tea and Wine Merchants	10, Thomas Street.
1916	MILLAR, H. J.	A. Millar & Co., Ltd.	Wholesale Tea and Spirit Merchants	10, Thomas Street.
1911	MILNE, JOSEPH	W. H. & M. Goughing, Ltd.	Fertilizer and Acid Manufacturers	East Wall Road.
1903	MINGH, MATTHEW, J.	Joshua Watson & Co., Ltd.	(Managing Director) Malsters	13, Bachelor's Walk.
1912	MITCHELL, ROBERT	R. Mitchell & Co., Ltd.	Manufacturers of Upholsters' Trimmings	10, Parliament Street.
1883	MOLESWORTH, A. N.	Canada Life Assurance Co.	Manager for Ireland	48, Nassau Street.
1911	MONKS, PATRICK		Baker, etc.	North King Street.
1914	MONTGOMERY, S. S.	Irish Glass Bottle Co.	Secretary	23, Strand Road, Sandlymount.
1908	MOODY, ABRAHAM H.	Ulster Bank, Ltd.	Manager	College Green.
1914	MOON, JOHN		Railway Contractor	Commercial Buildings, Dame Street.
1897	MOONEY, F. MORGAN	Morgan, Mooney & Co., Ltd.	Fertilizer Manufacturers	Sir John Rogerson's Quay.
1875	MOONEY, JOHN, C.V.O., D.L.	Johnstone, Mooney & O'Brien, Ltd.	Bakers and Confectioners	Balls Bridge, Leinster Street, and Jones Road.
1910	MOONEY, JOSEPH	Dublin Electric Tramways Co., Ltd.	Director	Cabra Lodge.
1916	MOORE, GEORGE T.		Legal Accountant	17, Upper Ormond Quay.
1872	MOORE, GODFREY		Sugar Agent	21, Fownes Street.
1905	MOORE, JOHN		Gentleman	Drogheda, Louth.
1903	MOORE, R. H.	Moore & Cordier	Agents	4/5, Eustace Street.
1915	MOORE, THOMAS LEVINS	Hibernian Bank	Director	Ashton, Castleknock.
1889	MOORE, WILLIAM	R. & H. Hall, Ltd.	Corn Merchants	37, College Green.
1915	MORAN, JOHN		Solicitor	34, Lower Ormond Quay.
1913	MORAN, M. J.		Milliner, Costumier, etc.	4/8, Talbot Street.
1898	MORRISON, E. A.	Morrison & Symes	Gentleman	24, Anglesa Street.
1867	MOSES, MARCUS T.		Wine and Spirit Merchant	Kilbride Tower, Bray.
1890	MULLIGAN, LAURENCE		Drapers and General Warehousemen	51/52, Manor Street.
1909	MURPHY, C. J.	Clerk & Co., Ltd.	Manufacturers' Agent	Lower Abbey Street.
1916	MURPHY, E. F.	Edward Murphy & Son	Insurance Brokers	49, Clarendon Street.
1909	MURPHY, G. V.	Coyle & Co.	Steamship Owners	7, Anglesa Street.
1865	MURPHY, SIR JAMES, BART., D.L.	Palgrave, Murphy & Co.	Steamship Owners	17, Eden Quay.
1865	MURPHY, JOHN	Palgrave, Murphy & Co.	Steamship Owners and Coal Merchants	17, Eden Quay.
1873	MURPHY, SIR MICHAEL, BART.	Michael Murphy, Ltd.	Wine Merchants	3, Bercsford Place.
1881	MURPHY, MICHAEL	J. & G. Campbell, Ltd.	Railway Contractor	58, Upper Sackville Street.
1876	MURPHY, WILLIAM M.			39, Dame Street.

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— EXTENDING THROUGH EVERY PART OF —
THE CITY AND SUBURBS, WHEREBY ALL PLACES OF
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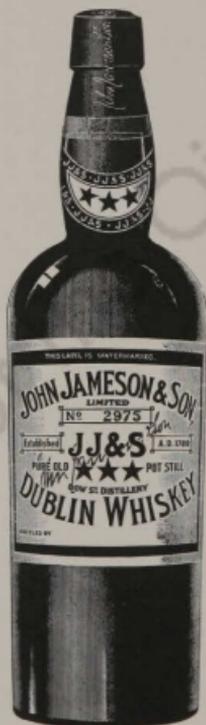
Admittedly the Best Tram Service in the World

Year of
Election to
Chamber.

Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1916	MURRAY, E. J.	Sir James Murray & Son, Ltd.	Chemical Works, Magnesia Turers.	Graham's Court, Temple Street.
1907	MYERSCOUGH, FREDERICK	Coyle & Co.	Insurance Brokers	7, Anglesea Street.
1915	NASH, W. P.	John Morgan & Son	Wine Merchants	36, Lower Gardiner Street.
1914	NEAGLE, WILLIAM	Great Southern & Western Railway Co.	Wine Merchant	Commercial Buildings, Dame Street.
1914	NEALE, E. A.	William Ruddell, Ltd.	General Manager	Kingsbridge.
1909	NEARY, THOMAS	W. & R. Jacob & Co., Ltd.	Caterer, Wine and Spirit Merchant	1, Chatham Street.
1912	NESBITT, WILLIAM	Bowley & Draper, Ltd.	Tobacco, Snuff and Cigar Manufacturers	144, Francis Street.
1867	NEWSOM, ALFRED	Provincial Bank of Ireland	Gentleman Farmer	Mount Wilson, Edenderry.
1900	NEWSOM, G. A.	J. T. Caley, Norwich	Biscuit Manufacturers	Bishop Street.
1904	NICHOLL, A. F.	Browne & Nolan, Ltd.	Coal Merchant and Colliery Agent	9, Great Brunswick Street.
1880	NICHOLL, THOS. J.	Jas. H. North & Co.	Coal Merchant and Colliery Agent	9, Great Brunswick Street.
1885	NICHOLSON, SAMUEL	E. & J. Burke, Ltd.	Mineral Water Manufacturers	23, Mary Street.
1903	NICOL, ROBERT	O'Brien & Co.	Manager	12, Stephen's Green.
1912	NOLAN, A. J.	Johnstone, Murray & O'Brien, Ltd.	Representative and Foreign and Colonial Produce Agent.	Coye Street.
1892	NOLAN, WM. R.	Licensed Grocers' & Vintners' Association	Publishers and Printers	41, Nassau Street.
1914	NORTH, FRANK L.	W. & P. Thompson, Ltd.	Horns, Land and Estate Agents and Auctioneers.	110, Grafton Street.
1914	*NUGENT, FRANK	Patrick O'Connor & Sons	France, O.H.M.S., British Expeditionary Force, and Whiskey for Export.	Dolphin Hotel, Essex Street.
1871	NUTTING, SIR JNO. G., BART., D.L.	O'Dea & Co.	Mineral Water Manufacturers	16, Bachelor's Walk.
1915	O'BRIEN, M. F.	O'Brien & Co.	Bakers and Confectioners	Henry Place.
1861	O'BRIEN, WILLIAM	Johnstone, Murray & O'Brien, Ltd.	Secretary	Balls Bridge.
1914	O'BYRNE, MARTIN	W. & P. Thompson, Ltd.	Wholesale Wine Merchants	Commercial Buildings, Dame Street.
1908	O'CALLAGHAN, R. M.	Patrick O'Connor & Sons	Gentleman	85, Lower Gardiner Street.
1910	O'CONNOR, MAJOR G. B.	O'Dea & Co.	Cattle Salesmaster and Auctioneer	Ulane Rae, Roehstown, Co. Cork.
1915	O'CONNOR, JOSEPH	Leinster Mills	Auctioneers and Cattle Salesmasters	Wylestown, Naas, Co. Kildare.
1887	O'CONNOR, P. J.	Thomas Freeman	Household Furniture Manufacturers	49, Queen Street.
1910	O'DEA, MICHAEL	Thomas Freeman	Miller	42 & 43, Stafford Street.
1886	ODLUM, RICHARD E.	Thomas Freeman	Miller	Maryborough.
1912	ODLUM, W. CLAUDE	Thomas Freeman	Miller	Naas, Kildare.
1912	ODLUM, WM. PERRY	Thomas Freeman	Wholesale Provision Merchants, Ham and Bacon Curers.	Portarlington.
1914	O'DONNELL, E. J.	Thomas Freeman	Insurance Assessor	5/7, Fade Street.
1913	O'DOWD, THOMAS	Athlone Woollen Mills Co., Ltd.	Corn Merchant and Importer	61, Haddington Road.
1870	O'FARRELL, THOS. A.	Commercial Union Assurance Co.	Managing Director	Commercial Buildings, Dame Street.
1916	OLIVER, JAMES	Keheo, Donnelly, Ltd.	Insurance Inspector	Athlone.
1912	OLIVER, JOHN E.	Keheo, Donnelly, Ltd.	Ham and Bacon Curers	Landley, Carrickbreck Road, Sutton.
1914	O'MARA, JAMES	Keheo, Donnelly, Ltd.	Managing Director	Brickfield Lane.
1875	O'REILLY, B. H.	Keheo, Donnelly, Ltd.	Managing Director	9, College Green.

John Jameson's Three Star Whiskey

Bears a reputation of over 130 years' standing, and during that period the Quality of J. J. & S. has never varied from the high standard which has made it the choice of all Whiskey connoisseurs



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H.M. THE KING

ESTABLISHED
1780

THE LANCET says:—"We have evidence also of its being a standard product, inasmuch as an analysis of a sample obtained independently on the market gave results which accorded exactly with those given by samples submitted to us direct from the Distillery. This is a matter of some importance when the Medical Practitioner considers it advisable to recommend this kind of stimulant to the patient."

Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1884	ORMSBY, THOMAS	..	..	..
1916	ORR, AUGUSTINE W.	..	Solicitor ..	South Frederick Street.
1901	OWENS, HAMILTON C.	..	(Managing Director) Mineral Water Manufacturers.	Upper Sackville Street.
1901	OWENS, HAMILTON C.	..	Tailors and Breeches Makers ..	.. 54, Dame Street.
1917	PARKES, FREDERICK W.	..	Electrical Engineer ..	.. Great Brunswick Street.
1907	PARKES, JOHN, JUNR.	..	Iron, Steel and Copper Merchants ..	.. 111, The Coombe.
1912	PARKES, JOHN	..	Iron, Steel and Copper Merchants ..	.. 111, The Coombe.
1913	PEARSON, J. B.	..	Structural Engineers ..	.. Newcomen Works, North Strand.
1910	PEATE, JOHN M.	..	Branch Manager ..	.. 55, Dawson Street.
1916	PEMBERTON, H. T.	..	Tea Merchants ..	.. 22, Lower Ormond Quay.
1916	PERRY, J. C.	..	(Director) Printers and Publishers ..	.. Findlater's Place.
1890	PERRIN, ROBERT	..	Proprietor..	.. 13, College Green.
1864	PERRIN, WILLIAM	..	Director ..	.. 12, Anglesa Street.
1887	PERRY, ARTHUR	..	Miller ..	.. 21, Kildare Street.
1900	PERRY, E. W.	..	Wine Merchants ..	.. Belmont, King's Co.
1892	PERRY, FRANK W.	..	Stockbroker ..	.. 30/31, College Green.
1874	PERRY, GEORGE	..	Packing-case Makers ..	.. 29, Camden Row.
1915	PERRY, G. V.	..	Packing-case Makers ..	.. 29, Camden Row.
1909	PERRY, M. EVANS	..	Engineers ..	.. 7, Rostrevor Terrace, Rathligar.
1869	PERRY, R. MIDDLETON	..	Gentleman ..	.. 73, Leinster Road.
1912	PETRIE, WILLIAM	..	Sack Contractors and Rick Cover Manufacturers.	.. 36, Usher's Quay.
1913	PHELAN, M. F.	..	Bedstead and Mattress Manufacturers	.. 1, South Brown Street.
1912	PHIBBS, J. PULLAR	..	Motor Engineer and Motor Car Dealer	.. Scoville Place Works.
1915	PHILLIPS, HENRY	..	Traffic Manager ..	.. Harbour, James's Street.
1902	PHILLIPS, R. S.	..	Corn Merchant ..	.. 5, Foster Place.
1916	PHILLIPSON, B. A.	..	Manager ..	.. 40, Lower Baggot Street.
1902	PICKEMAN, W. C.	..	Music Dealers and Pianoforte Manufacturers.	.. 112, Grafton Street.
1885	PIGOTT, JOHN A.	..	Stockbrokers ..	.. 31, Dame Street.
1902	PIM, CONRAD A.	..	(Director) Wholesale Tea, Wine and Spirit Merchants.	.. 36, Lower Ormond Quay.
1916	PIM, E. G.	..	Poplin Manufacturers, etc. ..	.. 22, William Street.
1895	PIM, EDGAR A.	..	Chairman ..	.. 22, William Street.
1862	PIM, FREDERIC W.	..	Poplin Manufacturers, etc. ..	.. 22, William Street.
1885	PIM, HENRY LEOPOLD	..	Director ..	.. Merton, Saval Park, Dalkey.
1856	PIM, JAMES	..	Chartered Accountants ..	.. 36, College Green.
1895	PIM, J. HAROLD	..	Judge of the High Court of Justice ..	.. 10, Herbert Street.
1887	PIM, RT. HON. JONATHAN	..	Wholesale and Retail Drapers ..	.. South Great George's Street.
1864	PIM, JOSEPH TODHUNTER	..	Bellevue Maltings ..	.. Island Bridge
1910	PLUNKETT, BERTRAM	..	Gentleman ..	.. Killaragh, Foxrook, Co. Dublin.
1900	PLUNKETT, RT. HON. SIR HORACE, P.C., K.C.V.O., D.L.	..	Irish Agricultural Organisation Society. (Plunkett House)..	.. 84, Merrion Square.

JOHNSTON, MOONEY & O'BRIEN

LIMITED

Fancy Bread and Biscuit Bakers

(To His Excellency the Lord Lieutenant)

HERE are few industries in which, during recent years, more progress has been made than in the process of bread-making, in which hand-labour has been to a great extent superseded by machinery, very much to the benefit of the manufactured articles from a hygienic point of view. In this direction no firm has done more than Messrs. Johnston, Mooney & O'Brien, Limited. The Company was formed in 1889, by the amalgamation of the firms of Messrs. Johnston & Co., Balls Bridge Bakery, Mr. T. O'Brien, 7 and 8, Leinster Street, and Mr. John Mooney, Clonliffe Flour Mills, Jones Road, Dublin.

The Bakery at Balls Bridge was established in the year 1846, and in 1886 was re-built and greatly enlarged. The old machinery was replaced by that of the most up-to-date type, and everything then available was made use of to make the Bakery complete in every detail. Since then many improvements have been introduced in machinery and ovens, and the Company has expended large sums in obtaining such as were suitable for the business, so that now the equipment leaves nothing to be desired for the manufacture of the high-class bread for which the firm is so well and favourably known.

The area of the premises is about four acres, and is fully occupied by the necessary building for bakehouses, bread-shop, offices, extensive stabling, and every convenience for a business of this character.

The Bakery proper is a large building, providing for the various operative processes of the trade, and contains thirty-five ovens of the most improved principle, the machine room, in which are five large dough-making machines, and, over this, the flour store.

The delivery department consists of the bread stores, in which is stocked the bread as it is taken from the ovens, and the covered space in which are loaded the vans (about eighty-five) daily engaged in the delivery of bread in the city and suburbs, and along the coast between Howth and Greystones.

The Bakery and Confectionery Establishment, 7 and 8, Leinster Street, was established many years ago by Mr. O'Brien, father of the present director of that name. The building is of handsome proportions, with fine plate-glass frontage, the windows being divided by polished granite columns, surmounted by a richly decorated corner façade of considerable architectural beauty of design. The interior is very finely decorated, the walls being inlaid with handsome mirrors. The commodious and well-fitted Restaurant is very attractive, and every provision is made for the comfort and convenience of visitors. Here also may be inspected artistically designed bride-cakes, and a wide selection of high-class confectionery of excellent quality.

The Clonliffe Flour Mills, Jones Road, were acquired by Mr. Mooney in 1883, by whom they were entirely re-modelled on the then new system of Roller Milling, by which the quality of the flour was much improved and the output largely increased.

The businesses thus amalgamated have been very successful, giving large employment and supplying both city and country districts.

Balls Bridge Bakery, 7 & 8, Leinster St., DUBLIN
and Clonliffe Flour Mills, Jones Road,

Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1896	POLLETT, W. H.	..	.. Tea Agent	.. Cope Street.
1915	POLLOCK, G. L.	..	.. Accountant	.. Grafton Street.
1905	POLLOCK, THOMAS	..	.. Accountants	.. 39, Dame Street.
1912	POONSBY, CYRIL	..	.. Law & General Stationer & Bookseller.	.. 116, Grafton Street.
1912	POOLY, CHAS. W.	..	.. Manager	.. Leinster Chambers, 43, Dame Street.
1895	PORTER, E. A.	..	.. Civil Engineer	.. 35, Parliament Street.
1912	POTTER, FRANCIS J.	..	.. Accountant	.. Dame Street.
1888	POTTERTON, WILLIAM.	..	.. Salesmasters, Seed and Wool Merchants	.. Smithfield.
1908	POULTER, HENRY C.	..	.. Manager	.. 3, College Green.
1898	POWER, GODFREY T.	..	.. Secretary	.. 60, St. Lawrence Road, Clontarf.
1885	POWER, SIR THOS. TALBOT, BARR.	..	.. Distillers	.. Thomas Street.
1916	PURSER, MARK	..	.. Agricultural Engineer	.. 102, Tullow Street, Carlow.
1915	PURETILL, M. J.	..	.. Public Accountant	.. 32, Nassau Street.
1908	RAMSAY, D. L.	..	.. Nurserymen	.. Balls Bridge.
1893	RATHBORNE, H. B.	..	.. Gentleman	.. Dreenan, Boa Island, Pottigo, Co. Fermanagh.
1887	READ, JOHN B.	..	.. Inland Waterway Carrying Co.	.. Grand Canal Harbour.
1883	READ, TURNER O.	..	.. Gentleman	.. Rosena, Tipperary.
1913	READE, W. J.	..	.. Silk and Poplin Manufacturers	.. 115, Cork Street.
1915	REID, J. F.	..	.. Hat Manufacturer	.. 9, Grafton Street.
1913	REID, R. J.	..	.. Match Manufacturers	.. Commercial Buildings, Dame Street.
1891	REINHARDT, JOHN	..	.. Paving Contractors	.. Mark's Lane.
1916	REYNOLDS, A. G.	..	.. Accountant	.. 1, College Street.
1911	RICHARDSON, THOS. H.	..	.. Lime, Cement and General Carriers	.. Tara Street.
1870	RICHARDSON, WM. HENRY	..	.. Chemical Manure Manufacturers	.. Ringsend.
1915	RICHARDSON, W. H. J.	..	.. Shirt Manufacturers	.. 52, High Street.
1911	RIDGEWAY, CHARLES	..	.. Upholsterers and Cabinet Makers	.. 28/29, Grafton Street.
1877	RITCHIE, THOMAS	..	.. Wine and Spirit Agent	.. 6, Foster Place.
1912	*ROBERTS, ALBERT	..	.. Painters and Decorators	.. 133, Lower Baggot Street.
1872	ROBERTSON, WILLIAM.	..	.. Governor	.. Hermitage, Dundrum.
1915	ROBERTSON, W. P.	..	.. (Managing Director) Printers and Publishers.	.. Crowe Street.
1913	*ROBINSON, ERNEST S.	..	.. Coal Merchants and Ship Owners	.. Westland Row.
1883	ROBINSON, H. J.	..	.. Life Insurance	.. 24, Angelosa Street.
1910	ROBINSON, NORMAN H. S.	..	.. Coal Merchants and Ship Owners	.. 21, City Quay.
1901	ROBINSON, P. B.	..	.. Manufacturers Agents	.. 39, Lower Ormond Quay.
1912	ROBINSON, SIR THOMAS W.	..	.. (Chairman) Wholesale Woollen, Silk, Clothing and Trimming Warehouse.	.. Grafton Street.
1899	ROBINSON, JAMES S.	..	.. (Director) Wholesale Woollen, Silk, Clothing and Trimming Warehouse.	.. 26, Lower Bridge Street.
1887	ROGHE, MICHAEL K. (Managing Director) Provision Merchants.	.. 103, Francis Street.

TELEGRAMS: "PLANING, DUBLIN."

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Electric Sawing, Planing, and Moulding Mills at
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Saw Mills and Joinery Works.

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Shop Fronts and Fittings.
Church Roofs.
Altar and Communion Rails.
Galleries, etc.
School Folding Screens & Fittings.
Doors, Windows, and Frames.
Moulding, Carving and Turning
to Architects' Designs.

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Large Stock always on hand of—

Timber—All kinds.
Slates—Welsh, Bangor, & Killaloe.
Corrugated Iron Sheets.
Roofing, Ridge and Flooring Tiles.
Fireclay Goods of every description.
Sewer Pipes and Fittings.
Ironmongery.
Rainwater Goods and Connections.
Grates, Mantels, and Ranges.
Plaster and Plastering Laths.

Agents for the celebrated "BURHAM" LONDON PORTLAND CEMENT.

66/68, Thomas Street, DUBLIN.

Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1897	ROGERSON, W. K.	Boyle, Low, Murray & Co.	Bankers, Public Notaries, Stockbrokers	35, College Green.
1881	ROONEY, JAMES	..	Cigar and Tobacco, Merchant	17, Suffolk Street.
1900	ROONEY, COL.	..	Gentleman	32, Belgrave Road, Monkstown.
1904	ROONEY, P. V.	..	..	24, Mount Merrion Avenue, Blackrock.
1899	ROSS, WILLIAM	Ross and Walpole, Ltd.	Engineering Works	65, North Wall.
1887	ROSSITER, JOHN J.	..	Gentleman	168, Rathgar Road.
1880	ROURKE, JAMES	City Bakery	Baker	7, Store Street.
1914	RUSSELL, JAMES L.	Great Northern and Hunter & Ruxton	Chief Agent in Ireland	5, North Wall.
1911	RUXTON, ROBERT	..	Stockbrokers	22, Fownes Street.
1916	RYAN, F. W.	..	Barrister	86, Lower Leeson Street.
1888	RYAN, JOHN	..	Gentleman	30, Fitzwilliam Square.
1894	RYAN, JOHN J.	..	Stockbroker	24, Angelsea Street.
1915	RYAN, JOHN P.	..	Merchant	Lakelands, Kimmage Road.
1913	SAICH, G. M.	Clyde Shipping Co.	Manager	30/31, College Green.
1894	SCALLAN, JOHN L.	John L. Scallan & Co.	Solicitors	25, Suffolk Street.
1903	SCOTT, WALTER	Dublin Dockyard Co.	Shipbuilders, Engineers, etc.	East Wall Road.
1910	*SEALE, ARTHUR H.	E. & W. Seale, Ltd.	General Outfitters	97/99, Grafton Street.
1911	SEALY, RICHARD J.	Commercial Buildings Company	Director	William Street.
1914	SENIER, HAROLD	Yeates & Son, Ltd.	(Manager) Manufacturing Opticians	2, Grafton Street.
1898	SEXTON, ALFRED	..	Gentleman	Purbeck Lodge, Monkstown.
1903	SHACKLETON, EBENZER	E. Shackleton & Sons	Flour Millers	Carlow.
1906	SHACKLETON, GEORGE	Geo. Shackleton & Sons, Ltd.	Flour Millers	Anna Liffey Mills, Lucan.
1882	SHANKS, JAMES	Walter Brights, Ltd.	Mineral Water Manufacturers	55, Townsend Street.
1894	SHANNON, DENIS A.	Shannon & Co.	British & Foreign Marine Insurance Co., Ltd.	44/45, Dame Street.
1889	SHANNON, JAMES R.	..	Gentleman	Rookwood, Merrion Road.
1891	SHANNON, WILLIAM	..	Solicitor	19, Upper Ormond Quay.
1914	SHARPE, ROBERT W.	..	Civil Engineer	18, Lemster Square, Rathmines.
1892	SHAW, JOHN	John Shaw & Sons	Commission Agents	1, Wellington Quay.
1911	SHAW, SIR A. W.	W. J. Shaw & Sons	Bacon Curers	Limerick.
1900	SHERIFF, W. P.	Northern Assurance Co.	Secretary	7, Westmoreland Street.
1912	SHORTALL, SIR PATRICK	..	Builder and Contractor	Parliament Street.
1900	SIDFORD, W.	..	Booksellers and Stationers	18, Grafton Street.
1908	SIDFORD, DERMOT R.	J. G. Rathborne, Ltd.	Candle Manufacturers and Oil Refiners	202, Great Britain Street.
1909	SILLAR, GEO. C.	William Carter & Son	..	28, Great Britain Street.
1907	SIMINGTON, JOHN J.	"Irish Times," Limited	Managers	31, Poolbeg Street.
1892	SMALLEY, JOHN	Jas. Winstanley	..	31, Westmoreland Street.
1900	SMALLEY, RALPH	Jas. Winstanley	..	42/45, Back Lane.
1915	SMITH, A. H.	..	..	42/45, Back Lane.
1910	SMITH, ARTHUR F.	..	..	10, Burch Quay.
1915	*SMITH, CLIFFORD C. S.	The "Perfect" Dairy Machines, Ltd.	..	7, Upper Pembroke Street.
1915		Mid Abbey Street.

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Plumbers, Road and Sewer Contractors, etc., etc.
Specialities—Tanks, Manhole Covers, and Columns

ESTIMATES FREE

Year of
Election to
Chamber.

NAME.	FIRM.	BUSINESS.	ADDRESS.
1915 SMITH, EDMUND ..	Smith & Sheppard ..	Surgical Instrument Makers ..	.. 124, Stephen's Green.
1910 SMITH, R. M. ..	Irish Agricultural Wholesale Society, Ltd. ..	Manager ..	.. 151, Thomas Street.
1908 SMYTH, JOHN A. ..	Beverley, Smith & Sons ..	General Carriers ..	.. 30, South Anne Street.
1904 SMYTH, RICHARD R. ..	Patriek J. Smyth & Co. ..	Sack Manufacturers ..	.. 14, Hawkins Street.
1908 SPENCE, THOMAS ..	Union Assurance Society, Ltd. ..	Manager ..	.. 16, College Green.
1913 SPENDE, ARTHUR W. ..	William Spence & Co. ..	Engineers and Millwrights ..	.. 107, Cork Street.
1898 SPICER, JOHN ..	John Spicer & Co. ..	Millers ..	.. Navan.
1910 SPRING, JAMES ..	Punkett Bros. ..	Baltic Maltings ..	.. Island Bridge.
1912 STANFORD, THOMAS ..	Anderson, Stanford & Ridgeway, Ltd. ..	Purchasing Warehouses ..	.. 28, Grafton Street.
1914 STANLEY, THOMAS ..	Junior Army & Navy Stores ..	Manager ..	.. D'Olier Street.
1905 STANUELL, CHARLES A. ..	.. ..	Solicitor ..	.. 137, Stephen's Green.
1909 STEPHENS, H. F. ..	Fred Sutton & Co. ..	Solicitors ..	.. 52, Dame Street.
1891 STEPHENS, WM. SKELTON ..	.. ..	Malster ..	.. 2, Hanover Street.
1876 STOKES, ROBERT ..	Stokes Bros. & Pim ..	Chartered Accountants ..	.. 36, College Green.
1911 STORAH, H. ..	Vulcan Boiler & General Insurance Co., Ltd. ..	District Secretary ..	.. 1 & 2, Foster Place.
1889 STRAHAN, FRANCIS ..	Dublin Distillers Co., Ltd. ..	Representative ..	.. Marrowbone Lane, Jones Road, etc.
1911 STRONACH, COLIN ..	Adam Miller & Co., Ltd. ..	(Representative) Wholesale Wine Merchants ..	.. Thomas Street.
1874 STUART, THOMAS ..	.. ..	Gentleman ..	.. 37, Belgrave Square, Monkstown.
1916 SULLIVAN, J. M. ..	Film Company of Ireland ..	Director ..	.. 34, Dame Street.
1907 SUPPLE, RICHARD ..	.. ..	Merchant ..	.. 7, Angelsea Street.
1902 SWAYNE, FRANK R. ..	National Mutual Life Association of Australasia, Ltd. ..	Resident Secretary ..	.. 3, Westmoreland Street.
1913 SWIRLES, ROBERT S. ..	R. Atkinson & Co. ..	Irish Poplin Manufacturers ..	.. College Green.
1915 SWISS, FREDERICK ..	"Quaker Oats" ..	Representative ..	.. Commercial Buildings.
1899 *SYMES, GEO. B. ..	Bruce, Symes & Williams ..	Stockbrokers ..	.. 37, Dame Street.
1897 SYMES, JOSEPH M. ..	Bruce, Symes & Williams ..	Stockbrokers ..	.. 37, Dame Street.
1911 TAYLOR, ARTHUR ..	.. ..	Arbitrator and Valuer ..	.. William Ville, Howth Road.
1916 TAYLOR, J. A. ..	Dunlop Rubber Co. ..	Irish Manager ..	.. Westland Row.
1888 TAYLOR, WILLIAM ..	.. ..	Agent ..	.. 89, Donore Terrace, S.C.R.
1879 TAYLOR, WILLIAM ..	William Hogg & Co. ..	Wholesale Tea and Wine Merchants ..	.. 12, Cope Street.
1879 TEDCASTLE, GEORGE ..	Tedcastle, McCormick & Co. ..	Ship Owners and Coal Merchants ..	.. 13, Great Brunswick Street.
1890 TELFORD, DAVID ..	Craig, Gardner & Co. ..	Chartered Accountants ..	.. 41, Dame Street.
1913 THOMPSON, CHARLES ..	Thompson's Motor Car Co., Ltd. ..	Taxi-Cab Proprietors, Motor Car and Motor Traction Agents ..	.. 19, Great Brunswick Street.
1866 THOMPSON, GEORGE R. ..	Thompson, & D'Olier ..	Wine Merchants ..	.. 9, Eustace Street.
1913 THOMPSON, WILLIAM M. ..	J. & R. Thompson ..	Building Contractors ..	.. Royal Terrace, Fairview.
1911 TIGHE, E. K. BUNBURY, D.L. ..	Dublin & South Eastern Railway Co. ..	Director ..	.. Westland Row.
1916 TODD, G. PAUL ..	Baird & Todd ..	Engineers ..	.. Talbot Place.
1911 TOMLINSON, JOHN E. ..	Robert Perry & Sons, Ltd. ..	(Director) Brewers ..	.. Rathdowny.
1911 TOMLINSON, R. G. ..	A. Millar & Co. ..	(Director) Wholesale Tea, Wine, and Whiskey Merchants 10, Thomas Street.

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Seed Sowers, Hoes, Sprayers, Threshers, Chaff
Cutters, Root Cutters, Corn Crushers, Land
Rollers, Churning Machines :: :: etc., etc.

New Patented Designs Excellent Workmanship
Agents everywhere Catalogues on application

PHILIP PIERCE & Co., Ltd.

Mill Road Iron Works, **WEXFORD**

Year of Election to Chamber.

Year of Election to Chamber.	NAME.	FIRM.	BUSINESS.	ADDRESS.
1908	TOMLINSON, W.	John Jameson & Son, Ltd.	Distillers	Bow Street.
1915	TONGE, THOMAS	Tonge & Taggart, Ltd.	Iron Founders	Windmill Lane.
1908	TULLOCH, GEORGE H.	Craig, Gardner & Co.	Chartered Accountants	41, Dame Street.
1888	TURBETT, R. J.	R. E. Turbett & Sons	Wine Merchants	123, Upper Abbey Street.
1910	TURNER, HENRY	Ulster Bank	Manager	College Green.
1906	TURNER, W. S.	Wm. Coates & Son, Ltd.	Flour Agent	2, Osborne Villas, Terenure Road.
1911	TWEEDY, ROBERT M.	John Tyler & Sons, Ltd.	Electrical Engineers and Contractors (Managing Director) Boot Manufacturers	5, Leinster Street.
1914	TYLER, A. H.	Great Western Railway of England	Irish Traffic Manager	11, Nassau Street.
1914	TYRRELL, THOMAS P.	J. Tyrrell & Co.	Corn Merchants and Maltsters	19/20, Long's Place.
1883	USHER, FRANCIS J.	F. J. Usher & Co., Ltd.	Maltsters	Commercial Buildings, Dame Street.
1900	*USHER, ROBERT HARDY	F. J. Usher & Co., Ltd.	Maltsters	Commercial Buildings, Dame Street.
1912	VARIAN, ISAAC	Varian & Co.	Brush Manufacturers	91/92, Talbot Street.
1910	VERNON, FANE, D.L.	Great Northern Railway Co.	Chairman	1, Wilton Place.
1879	WALDRON, RT. HON. LAURENCE, P.C.		Stockbroker	10, Anglesea Street.
1912	WALKER, JOHN	W. G. Walker & Sons	Asphalte Contractors	60, St. Enoch Square, Glasgow.
1898	WALLACE, HUGH	Wallace Bros., Ltd.	Steamship Owners and Coal Merchants	Westmoreland Street.
1916	WALLACE, JAMES T.	Wallace Bros., Ltd.	Accountant and Auditor	74, Dame Street.
1872	WALLACE, WILLIAM	Wallace Bros., Ltd.	Steamship Owners and Coal Merchants	Westmoreland Street.
1891	WALLIS, C. J.	John Wallis & Sons.	General Carriers and Railway Agents	33, Bachelor's Walk.
1891	WALLIS, JOHN D.	John Wallis & Sons.	General Carriers and Railway Agents	33, Bachelor's Walk.
1883	WALLIS, WILLIAM A.	Walpole Bros., Ltd.	Cattle Salsmaster	17, Lower Ormond Quay.
1867	WALPOLE, EDWARD	Walpole Bros., Ltd.	Linen Drapers and Damask Manufac- facturers.	Suffolk Street.
1903	WALSH, JOHN T.	Dolphin Hotel, Ltd.	Flour Agent	78, Marlboro' Road.
1880	WARD, JOSEPH	Baker, Wardell & Co., Ltd.	Director	Ardmore, Killiney
1912	WARDELL, JOHN D.	Baker, Wardell & Co., Ltd.	Tea Merchants	76, Thomas Street.
1901	WARHAM, WILLIAM	Phoenix Assurance Co., Ltd.	Carrier	3, Edlin Street.
1912	WARNER, JAMES R.	W. Watson & Co.	Secretary	10/12, Trinity Street.
1915	WARNOCK, ROBERT	Warren, F. F.	Short Manufacturers	8/9, Upper Abbey Street.
1904	WARNOCK, WILLIAM W.	Ross & Walpole, Ltd.	Corn and Flour Merchant	38, Dame Street.
1906	WARREN, F. F.	Warren, F. F.	Engineers and Ship Repairers	North Wall.
1900	WARREN, R. G.	Bemrose & Sons Ltd.	Solicitor	9, Ennastea Street.
1900	WATSON, A. SYDNEY	Watson, D. M.	Printers and Publishers	Derby.
1915	WATSON, D. M.	Thompson's Motor Car Co.	Pharmaceutical Chemist (Manager) Taxi-Cab Proprietors and Motor Car and Traction Agents.	61, South Great George's Street.
1916	WATSON, ERNEST	Thompson's Motor Car Co.	Motor Car and Traction Agents.	19/20, Great Brunswick Street.
1896	WATSON, GEORGE	Beuce, Symes & Williams	Stockbrokers	37, Dame Street.

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1890	WATSON, JAMES	J. G. Mooney & Co., Ltd.	(Secretary) Wine and Spirit Merchants	..	Gardiner's Row.
1870	WATSON, SIR WILLIAM	City of Dublin Steam Packet Co.	Chairman	..	15/16, Eden Quay.
1911	WATSON, W. T.	Paul & Vincent	Chemical Manure and Farm Imple- ment Manufacturers.	..	8, Blackhall Place.
1890	WEATHERILL, JOHN	John Weatherill & Sons	Ship Owners	..	D'Olier Chambers, D'Olier Street.
1890	WEBB, EDMUND	Standard Hotel	Tea Agent	..	4/5, Eustace Street.
1876	WEBB, THOMAS H.	Standard Hotel	Proprietor.	..	80, Harcourt Street.
1911	WEBSTER, ROBERT	West & Sons, Ltd.	Merchant	..	34, Shop Street, Drogheda.
1910	WEIR, JAMES A.	West & Son	Jewellers, etc.	..	5, Grafton Street.
1916	WEIR, LANGLEY A.	Edmond Johnson, Ltd.	Goldsmiths, Diamond Merchants, and Jewellers	..	102, Grafton Street.
1916	WHELAN, J. H.	"Daily Express"	(Secretary) Manufacturing Jewellers	..	94, Grafton Street.
1915	WHYTEAD, JAMES H. P.	Irish Association for Prevention of In- temperance.	Manager	..	Parliament Street.
1900	WHYTE, BENJAMIN W.	Smyth & Co., Ltd.	Builder and Contractor	..	Sumnerhill.
1910	WHYTE, LEWIS	Irish Association for Prevention of In- temperance.	Balbriggan Hosiery Manufacturers	..	Balbriggan.
1893	WIGHAM, WILLIAM R.	W. Wilson & Son	Secretary	..	4 & 5, Eustace Street.
1912	WILKINSON, M. G.	D. E. Williams & Co.	Stockbroker	..	22, St. Andrew Street.
1913	WILLIAMS, D. E.	Ashenhurst, Williams & Co.	Merchants and Distillers	..	Tullamore.
1915	WILLIAMS, GEORGE	James O'Keefe & Co., Ltd.	Motor Engineers	..	15, Talbot Place.
1915	WILLIS, W. R.	W. Wilson & Son	Merchant	..	Rathdowney.
1898	WILMOT, SAMUEL	Tomsahn & Wogan	Coopers, Box Makers, etc.	..	1/4, Lower Erie Street.
1916	WILSON, FREDERICK	J. H. Woods & Sons	Wine Shipper	..	1/2, Foster Place.
1916	WILSON, W. H.	H. & M. Woods	Stockbroker	..	Commercial Buildings, Dame Street.
1882	WINE, BERNARD	J. H. Woods & Sons	Stockbrokers	..	36, College Green.
1916	WOGAN, CHARLES C.	Salmon Leap Mills	Jeweller and Dealer in Antiques	..	33, Wellington Quay.
1894	WOODS, FREDERICK W.	Wrenn & Field	Lithographers, Engravers, etc.	..	56, William Street.
1902	WOODS, HENRY	Wright & Pim	Gentleman	..	Thorncliffe, Rathgar.
1914	WOODS, HUGH	Royal Insurance Co., Ltd.	Commission Agents	..	2, Crown Alley.
1914	*WOODS, ROBERT	The Employers' Liability Assurance Cor- poration, Fire, Accident, and Burglary (Limited).	Printers and Wholesale Stationers	..	38/42, High Street.
1893	WOOLKEY, FREDERICK	Dublin Artisans' Dwellings Co., Ltd.	Commission Agents	..	2, Crown Alley.
1890	WOOLLCOMBE, ROBERT LOYD, LL.D., F.LINST.	..	Madness and Upholstery Wool Manu- facturers.	..	Leixlip.
1883	WORRALL, F. ST. J.	..	Gentleman	..	14, Waterloo Road.
1906	WRENN, CHARLES L.	Wrenn & Field	Corn Merchant	..	Commercial Buildings, Dame Street.
1891	WRIGHT, H. M.	Wright & Pim	Stockbrokers	..	13, Anglesa Street.
1904	WRIGHT, R. Y. MURRAY	Royal Insurance Co., Ltd.	Stockbrokers	..	34, Dame Street.
1900	YAPP, RICHARD	The Employers' Liability Assurance Cor- poration, Fire, Accident, and Burglary (Limited).	Local Manager	..	45, Dame Street.
1868	YEATS, ISAAC B.	..	Representative	..	43, Dame Street.
		..	Secretary	..	12/13, William Street.

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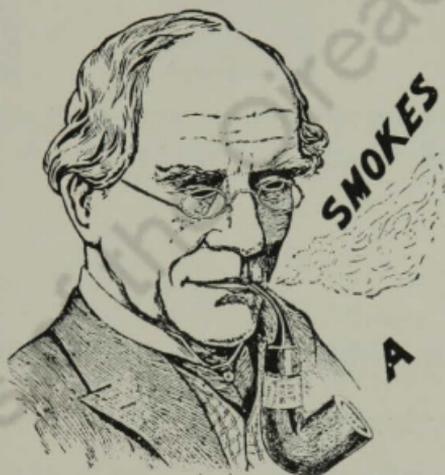
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PREFACE.

THIS, the First Edition of the Commercial Year Book of the Dublin Chamber of Commerce, is presented with the object of advertising and increasing the Trade and Industries of the City, and to point out to those into whose hands it may fall the importance of the Irish Capital as a great commercial centre.

In addition to a Trade Index in four languages—English, French, Russian, and Spanish—will be found an interesting Historical Sketch and a descriptive account of the various important industries in Dublin and neighbourhood, the whole profusely illustrated with half-tone blocks.

The book will have a world-wide distribution, and the Council of the Chamber, under whose auspices the work is issued, desire to record their indebtedness to all who have given their support—advertisers and contributors alike—without which such an extensive undertaking would be impossible.

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INTRODUCTION.

THE Dublin Chamber of Commerce was established in 1783 to promote, by every means in its power, the trade and commerce of the Metropolis of Ireland, and by issuing a Year Book has taken one of the most important of the many enterprising steps recorded in its history. Varying a well-known phrase once uttered by the late Lord Salisbury, it may with truth be affirmed that no trading community can hope to reach, in the domain of commerce, the position which it is competent to attain unless it adopts every method available to bring, in a convenient and attractive form, under the notice of outsiders the natural advantages of its situation, the extent of its resources, the capacity and business endowments of its merchants and manufacturers, and, above all, the branches of industry in which it specialises and excels.

The object of the present publication is to convey to buyers throughout the British Empire and in foreign countries an impression of the peculiarly favourable position of Dublin as a commercial centre, and of its importance as an industrial and manufacturing city. People who have but an imperfect knowledge of the capital of this country are apt to fall into the error of regarding it as a place where only distributing trade exists. Any such existing notion should be effectually dispelled by the chapter in the ensuing pages on the trade and commerce of Dublin. By reason of its unique geographical position and the excellence of its harbour and transit facilities, the metropolis has for centuries been recognised as the chief port and distributing centre of the whole of Ireland. Side by side with this branch of trade manufacturing undertakings have grown up and expanded, and at the present time the manufactures which flourish in the city are numerous and varied. Some of them are organised and conducted on a scale not surpassed, or even equalled, by any other city in the world.

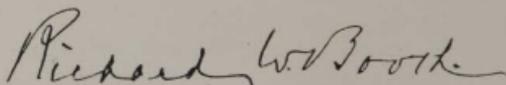
This publication, written in furtherance of the object just indicated, gives, in a concise form, but yet, it is hoped, with sufficient fulness to satisfy the requirements of men of business at home and abroad, a sketch of the various industrial and manufacturing activities of Dublin. It contains in addition an entertaining epitome of the city's history; an authentic and interesting account of the inception and progress of the Chamber of Commerce; a chapter on municipal life and development; an outline of the port, including a description of the many extensive and expensive schemes for its improvement which have from time to time been carried out by the Board responsible for its management and conservancy; also articles on banking, tramways and transit facilities, both by sea and land.

Of special interest is the contribution on the institutions devoted to education and research. It will be observed from this that Dublin was one of the first cities in the United Kingdom to appreciate the advantages of technical education and of the application of science to business. Another noteworthy fact in connection with education is that the city is the home of two Universities—one of quite modern foundation, the other with a history of over three centuries and a world-wide reputation. Students are attracted to Dublin from all parts of the Empire and from foreign countries.

It should be mentioned that the greater part, indeed nearly the whole, of the text, has been contributed by Mr. C. Lehane, B.L., who has undertaken a great deal of research in connection therewith.

Since its foundation more than 130 years ago, the Dublin Chamber of Commerce has taken a prominent and useful part in furthering the trade and commerce of the city ; and never has its utility and value been more strikingly demonstrated than in the present juncture in our history. Commercial men meet to confer with one another, and discuss the ways and means to overcome difficult problems which have to be faced from time to time in the interests of commerce, and the exchange of views in this direction alone more than justifies the Chamber's existence. The promotion of commercial, financial and industrial interests is aimed at, and there is no better institution for the purpose than a Chamber of Commerce, exercising, as it does, its corporate influence to cope with matters of such magnitude ; and certainly no more opportune time than the present could have been selected for issuing a Year Book so as to bring the Chamber into line with other important Chambers throughout the United Kingdom, whose efforts are to secure, after the war, a greater share in the world's markets for the benefit of their respective cities and towns. We must not wait for the termination of the war before making a move ; we should begin now to examine our position. Only by organising and voicing the collective commercial opinion of the community and by vigorous action and strong determination shall we achieve the desired result.

It behoves us to be in a state of thorough preparedness for the great push in trade which is destined to follow in the wake of the war. If our merchants, traders, and manufacturers concentrate with sufficient energy upon the object, there is no reason why the termination of the European conflict should not be the harbinger of an era of increased commercial and industrial prosperity, not only for Dublin, but for our common country.

A handwritten signature in cursive script, reading "Richard W. Booth". The signature is written in dark ink and is positioned above the printed name "Richard W. Booth".

Richard W. Booth.
President.

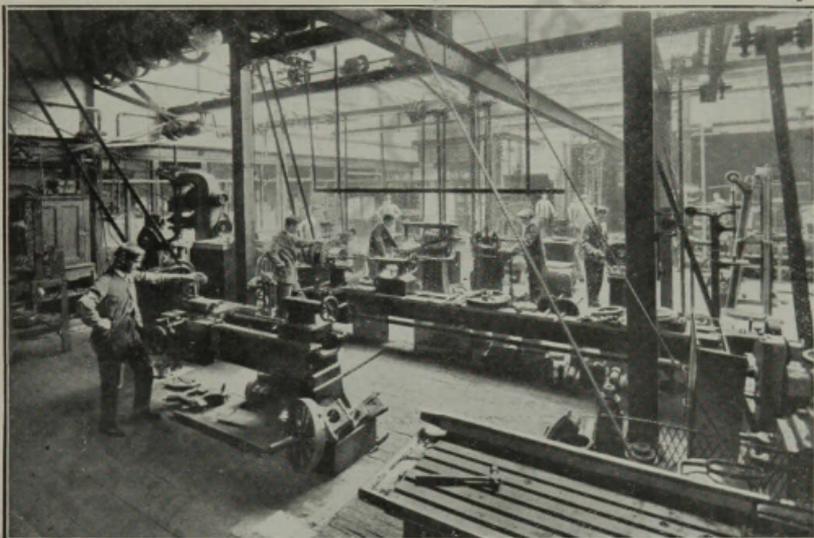
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We have a large and up-to-date factory, furnished with most modern machinery, for the manufacture of Altars, Stations of the Cross, Confessionals, and every description of Church woodwork.

Vestments, we may say, are our leading speciality. We have the largest and best equipped workrooms in the United Kingdom, under most experienced supervision, and are thoroughly acquainted with the rubrics necessary for their manufacture, with the result that we can confidently guarantee absolute satisfaction with any orders entrusted to us.

Vestments are hand embroidered on the premises at any selected design, and with materials that, we can assure you, will hold their colours and not tarnish.

Our catalogue will be sent on request, and we shall be very happy to receive your kind queries, and you may rely on receiving our prompt and personal attention.

A selection of any of above, samples or designs of woodwork, will be sent to Convents and Clergy on approbation.

EXTRACT FROM THE *Freeman's Journal*,
17TH MARCH, 1913.

"It is a pleasure to visit the Showrooms, Workrooms, and Workshops of C. BULL, LTD., 21, Suffolk Street, Dublin. There is an activity and bustle about same that is really inspiring. We visited first the Vestment Warehouses, and saw a display of Silk and Embroidery suitable for Vestments that we are certain could not be excelled in the Three Kingdoms. Next we visited the Workrooms, where the most elegant Embroidery was being executed by skilled workers. It

is opportune to mention that Messrs. BULL have recently taken over the workers and the designs of Dalkey Convent, which institution was for years celebrated for the first-class work they executed and sent to all parts of the world. In the spacious and up-to-date workrooms of Messrs. BULL these workers have a magnificent opportunity of doing justice to the most delicate and intricate designs. In this connection we may mention that the magnificent Gold Vestments and precious Mitre worn by His Grace the Most Rev. Dr. Mannix at Maynooth, on the occasion of his consecration, were the work of this eminent firm. We next proceeded to their Workshops, and were shown the plans of a new factory which the firm are erecting at the rear of their premises. This building will be of the most up-to-date description, and will be fitted with first-class and most modern machinery, thus enabling the firm to turn out with expedition any description of church woodwork. We saw in

course of manufacture seven sets of magnificent Stations of the Cross for different parts of Ireland; also Pulpits, Communion Rails and Altars for India, Australia, and South Africa. It is noteworthy to remark that this firm holds the trade mark both for Vestments and Woodwork of the Irish Industrial Development Association. After what we had seen we came away impressed with the idea that the future welfare of our country is bound up with firms such as this, whose motto is—Advance! Advance!! Advance!!!"



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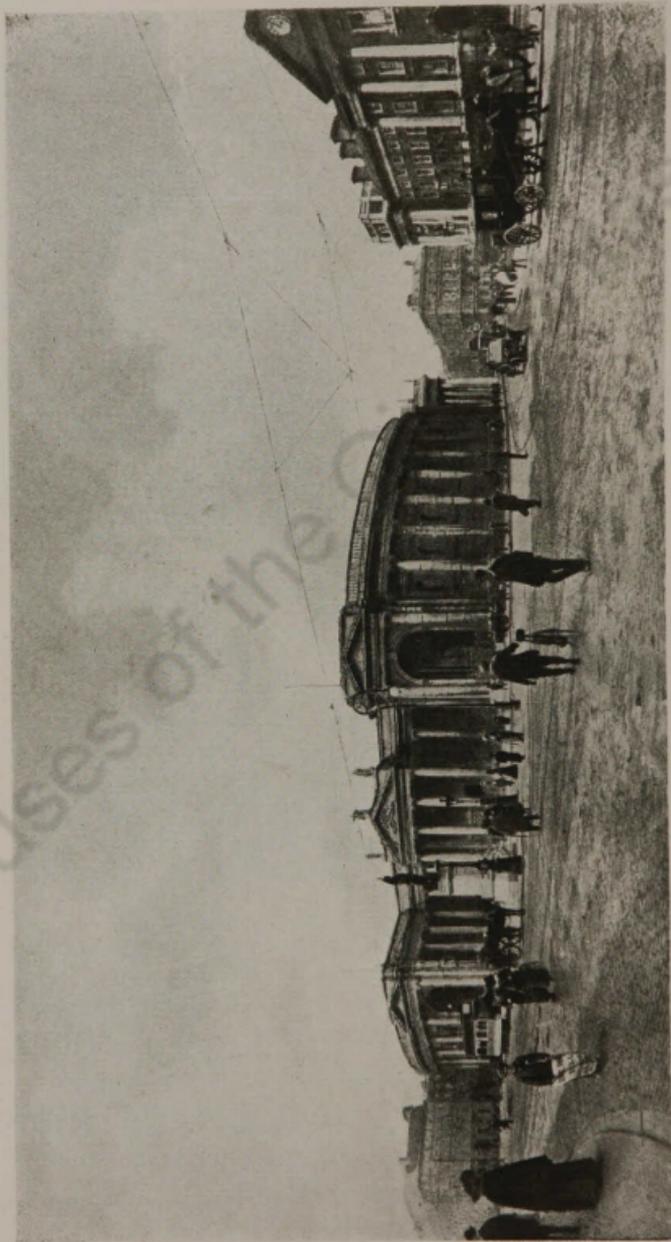
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DUBLIN.

HISTORICAL SKETCH.

THERE are obvious geographical reasons why Dublin should have become the capital of Ireland. It is situated centrally on the eastern coast, close to the mouth of the Liffey, a considerable river which has its source in the Wicklow Mountains. The city lies 292 miles north-west of London, 138 miles west of Liverpool, and 60 miles west of Holyhead. Moreover, Dublin is the first point, north of the Wicklow Mountains, from which there is ready access to the different parts of the country—north, south, and west.

ANTIQUITY OF CITY.

Although Dublin is not as ancient as many other notable and capital cities, it has a just claim to an antiquity of nearly 1,800 years. Its life, therefore, embraces a period substantially coextensive with the Christian era; and, so far as the history of Ireland itself is concerned, carries us back somewhat to days anterior to the introduction of Christianity into this country. The story of the Irish capital, like that of most cities whose origin dates back to the twilight of Christianity, presents to the citizen of to-day its bright and sad sides, its depressing and ennobling phases. It is now proposed to relate briefly the salient features of that story.

No historian or annalist has ventured to fix the precise time when Dublin was first built. More by inference than by direct record do we gather that the place was, in the hands of the ancient Irish, originally a small fishing village. Dublin was called by the Irish, in remote days, Drum-coll-Coil, or "the brow of hazelwood," from the abundance of those trees growing about it. They also called it Baile-ath-Cliath, or "the town of the ford of hurdles." Before the Liffey was embanked by quays and spanned by bridges the communication between Tara and Wicklow was a ford of hurdles, supposed to have been erected across the river near where Whitworth bridge now stands, and to have led to the roadway known at a later period as Stoneybatter. Baile-ath-Cliath is the name whereby the city is called in the Irish language at the present day. Its modern name is derived from Dubh-linn, "the black pool," owing to the peat which formed the bed of the river. The waters of the Liffey then were, and indeed at present are, dark in colour.

EARLIEST RECORD.

It appears that the eastern coast of Ireland was not unknown to Greek and Phœnician traders; and the earliest mention of Dublin by any authoritative writer is that made by the Greek geographer, Ptolemy, who in his map, about the year A.D. 140, places a town nearly in the same parallel as that in which Dublin is situate, and calls it Eblana civitas. It is, therefore, not improbable that even long before his time a village or town existed where Dublin now stands. We next learn that a bipartite division of Ireland was made about the year 191 between "Conn of the Hundred Battles" and his rival Mogha, King of Munster, and that the line of demarcation extended from High Street, Dublin, across the country to the Atlantic Ocean at Galway. The southern portion fell to the Munster king, while the northern portion was allotted to Conn. Mogha, it is related, subsequently paid a visit to Dublin, with the result that he became dissatisfied with the arrangement "because the half of the harbour of Dublin which he observed was commodious for traffic and fishing did not fall within his allotment." We

have thus some evidence that at an early age the commerce of Dublin must have been considerable. Jocelin, in his *Life of St. Patrick*, written in the twelfth century, records that "St. Patrick, departing from the borders of Meath, directed his steps towards Leinster, and having passed the River Finglass, he came to a certain hill, almost a mile distant from Ath-Clíath, now called Dublin, and, casting his eyes round the place and the circumjacent country, he is reported to have broken out into this prophecy: 'That small village shall hereafter be an eminent city; it shall increase in riches and dignities until at length it shall be lifted up into the throne of the kingdom.'" There is, however, an incongruity in that writer's description of the place, because in a later chapter of his work he introduces St. Patrick to "the noble city of Dublin" of which Alpin Mac Eochdaidh was King. But the fact that Dublin was then the seat of a king would indicate that it was a place of some importance. The conversion of the Pagan monarch to Christianity is reported to have followed in the year 445. He was baptised at a well in the south side of the Liffey, and the place became the site of a church dedicated to St. Patrick, which subsequently developed into a cathedral.

SCANDINAVIAN DUBLIN.

Not until the seizure of the city by the Scandinavians in the ninth century do we find anything like a continuous and consecutive narrative of Dublin in Irish annals and histories. Manifestly those sea-rovers and raiders had a keen appreciation of any port which afforded useful and convenient accommodation for the purposes of trade and commerce. For forty years they had had relations of a more or less peaceful character with the inhabitants of Dublin, and at length, in 836, the Danes or Ostmen entered the Liffey with a large fleet, took possession of the city, and made in it a permanent settlement. They extended their conquests through Fingal to the north, and as far as Bray and the mountains of Wicklow to the south. Although the invaders of that time are commonly spoken of as "the Danes," they, in fact, comprised two distinct races, namely, the Danes proper, whom the Irish called Dubh-gaill (dark strangers), and the Norwegians or Finn-gaill (fair strangers). The latter took possession of the country to the north of Dublin; hence the name Fingal, now associated with the title of a branch of the Plunkett family. The territory to the south of Dublin was allotted to the "dark strangers," or Danes.

Roughly speaking, for three centuries Dublin was a Scandinavian stronghold. By obtaining a firm foothold in the city and other maritime centres—they had also established themselves at Wexford, Waterford, Cork and Limerick—the Scandinavians had hoped to conquer the entire country. As it was, they frequently made incursions from Dublin into the interior. According to the Danish historian, Olaus Magnus, the city was taken by the stratagem of snaring a number of swallows and releasing them, each with a lighted sponge fastened under its wings, which speedily set fire to the thatched roofs of the Irish town, and presently reduced it to ashes. However fanciful may be the account given of the ruse by which the town was captured, there can hardly be any doubt that the description of the habitations then to be found in Dublin is substantially accurate. The ancient Irish did not provide for themselves habitations of solid and lasting materials; their houses were built of twigs and hurdles, and covered with sedge or straw. Turgesius or Thorkils, the leader of the first Danish expedition, was slain in the north in 845.

FIRST FORTRESS.

In 840 the Danes built a fortress in the city, probably on or near the ground where to-day stands Dublin Castle. The two branches of the invaders, having quarrelled amongst themselves, were driven out by Malachi of Meath; but his victory was not of long duration. The Danes returned with reinforcements and recovered the city, which they strengthened with fortifications. In or about 853 the invaders of both nationalities accepted the leadership of the Danish Chief, Amlave or Aulaffe. Historians speak of "rest from the Danes" from 875 to 915, but during those forty years of so-called rest the city was twice captured and recaptured. It was in one of these battles that Malachi won the collar of gold "from the proud invader."

BATTLE OF CLONTARF.

In 919 the Danes, reinforced by a great fleet and army, and having secured, perhaps, their greatest triumph in this country, retook Dublin and the country as far as Leixlip. On that occasion they were commanded by Sitric. About the year 944 some of the Danes of Dublin embraced the Christian faith and built the Abbey of St. Mary's. Notwithstanding repeated efforts to drive them out they retained their power over the city till the historic day in 1014 when their sway was finally broken. On Good Friday, 1014, the famous battle of Clontarf was fought. In 1013 war had broken out between Brian Boru, the high King of Ireland, and his tributaries, on the one side, and the Irish King of Leinster and the Danish King of Dublin on the other side. A breathing-space intervened during the winter months, with the result that the Danes were enabled to obtain substantial aid from oversea. All the provincial troops of Munster and Connaught were called out, and many of the chiefs and clans of Ulster joined the aged monarch Brian in his effort against the Danes. Brian had to contend against the most formidable forces that the Danes had ever concentrated in any part of Ireland. Having organised his army, he marched from Kilmainham in the direction of Drumcondra to the plains of Clontarf, where he encamped on the eve of Good Friday. It is believed that he was indisposed to fight on so sacred a day. But Brodor, who commanded the Danish auxiliaries, had consulted an oracular idol in Scandinavia, which declared that if the engagement took place on a Friday, Brian would most assuredly be defeated. He therefore attacked the Irish at daybreak. In an inspiring address Brian is said to have exhorted his troops to summon up their utmost strength and fortitude and extirpate for ever the confederated pirates before them. The battle line extended from the north of the Castle to the mouth of the Tolka. Before night came the foreigners were completely routed, and those who did not fall in the battle fled either to the city or to their ships in the bay. Brodor slew Brian, it is alleged, while the king was engaged in prayer in his tent, and was himself slain by the bodyguard. It is supposed that Rutland Square and its immediate vicinity was the scene of the battle, and the discovery, when the present Rotunda Gardens were being laid out, of a quantity of human bones, together with numberless pieces of iron, is cited in support of this theory.

It is popularly believed that after the defeat at Clontarf the Danes were finally expelled from Dublin. That is not so. They continued to reside within the walls. They were, we learn, permitted to remain "for the purpose of encouraging trade and traffic, as they possessed many ships, and were experienced sailors." We are assured by the annalists that "after Clontarf there was not a threshing floor from Howth to Brandon Head without a Danish slave threshing on it, nor a quern without a Danish woman grinding on it." When the Ostmen or Danes of Dublin were generally converted to Christianity early in the eleventh century, their intermarriages with the Irish became frequent; and it is doubtful whether the kings who ruled in the city for the hundred years or so immediately preceding the coming of the Anglo-Normans should be called Irish or Scandinavian. During the interval between the first Scandinavian settlement and the year 1171 there were twenty-five kings of Dublin, practically all of whom were Danes. In 1021 we find Sitric Mac Aulaf defeating the King of Leinster at the Battle of Delgany. In 1028 he went on pilgrimage to Rome; and in 1038, according to the Black Book of Christ Church, "Sitricus, son of Ablef, Earl of Dublin, gave to the Holy Trinity and to Donatus, first bishop of Dublin, a place whereon to build a church to the Holy Trinity, together with the lands of Bealdulek (Baldoyle), Rechan (Raheny), and Portraherne (Portrane) for its maintenance." On coins preserved in the Dublin Museum this monarch is styled Sitric III., and the church which he endowed was on the site of the present Christ Church. About this period the settlers displayed some activity in church-building, and in 1152 the see was elevated into an Archbishopric by a decree of the Papal Legate published at the Synod of Kells. There is frequent mention of commercial and trading relations between Dublin and Norway during the Scandinavian occupation. When Henry II. came the seat of Ostman sovereignty became the capital of his Irish dominion, and when that dominion was extended in later years it became the capital of Ireland. If not the founders of the city, the Danes were, it must be admitted, the cause of its metropolitan supremacy.

ANGLO-NORMAN SETTLEMENT.

The next stage in the history of Dublin introduces us to events which, in the words of the latest historian of the Anglo-Norman settlement, "mark the first clash of English feudalism and Irish tribalism." In 1162 Dermot McMurrough, King of Southern Leinster, obtained great sway over the remaining Ostmen in the city, "such as was not obtained before for a long time." About this time Lorcan or Laurence O'Toole, his brother-in-law, was consecrated Archbishop. Dermot was a munificent patron of the church. He founded the Convent of St. Mary de Hogges, close to Dublin. Where Trinity College now stands he founded and endowed the Priory of All Hallows. He was, however, guilty of the crime of having abducted Dervorgil, the wife of Tiernan O'Rourke, King of Breffny. That event, coupled with other causes, led to a bitter conflict between the two monarchs; and ultimately Dermot, finding himself opposed and defeated by a powerful coalition, including many of his own subjects, fled the kingdom, seeking aid from Henry II., then in Normandy, to recover his lost possessions. The King accepted the homage and fealty of Dermot, and gave him Letters Patent addressed to all his liegemen, English, Normans, Welsh, and Scots, to the following effect:—"Whosoever these letters shall come unto you, know that we have received Dermot, Prince of Leinster, into our grace and favour; wherefore whosoever within the bounds of our territories shall be willing to give him aid, as our vassal and liegeman, in recovering his dominion, let him be assured of our favour and licence in that behalf." Thus was laid the foundation of the Anglo-Norman invasion. The first band of invaders landed off the Wexford coast in 1169; in the following year Richard Fitz-Gilbert, Earl of Striguil, better known as Strongbow, took Waterford. In pursuance of an arrangement previously made, his marriage with Eva, Dermot's daughter, soon afterwards took place. It was determined that the next move should be on Dublin.

In 1170 Dermot and his son-in-law obtained possession of the city practically without a struggle. Upon Dermot's death in 1171 Strongbow assumed the title of King of Leinster. A revolt amongst the Irish against Strongbow followed, and Dublin was attacked no fewer than three times within that year, one of the most prominent leaders of the Irish being Archbishop O'Toole. The last attempt to regain the town was made by Haskulf MacThorkil, the former Norse Governor; and its failure synchronises with the last appearance of the Danes as a distinctive fighting force so far as Dublin is concerned. Towards the end of the same year Henry II. arrived in the city. Strongbow had previously surrendered his conquests to the King, and was given extensive territory in Leinster. At Dublin Henry had a palace built, in the Irish fashion, for his use, outside the walls near the Church of St. Andrew. His stay extended from November 11th, 1171, to February 2nd in the following year, and during that time he received the submission of many of the native kings and chieftains. During his residence of three months in the city the Irish princes were entertained with great magnificence by Henry, and in that way also he expended large sums in order to conciliate the natives. One authentic memorial of the English monarch's stay is preserved in the municipal archives—the first Charter granted to Dublin. By this Charter Henry granted to his men of Bristol his city of Dublin, to be inhabited, together with all the liberties and free customs which they had at Bristol and throughout his entire land. The piece of parchment upon which the first Charter to the city is written measures only six and a half by five inches, but it may be regarded as the source of that municipal system which by a process of gradual evolution has since become so highly developed. In the year 1172 Henry II. held a general council of the clergy at Cashel, where ecclesiastical laws were established "agreeable to those of the Church of England"; and at a civil synod or parliament, convened at Lismore, the common law of England was extended to this country. The Lismore Council was the forerunner of those parliaments which were subsequently held in Dublin.

FIRST VICEROY.

Before his departure from Dublin, the King appointed Hugh de Lacy governor of the city. He was practically the first of that long line of viceroys who have since represented the King in this country. The representative of the sovereign has from time

to time been called by various names:—Governor, Constable, Justiciary, Lord Deputy, Lord Lieutenant. The survivors of the old Scandinavian population appear to have been settled on the north side of the city in an Ostmen's quarter, called Ostmaneby, or, in modern nomenclature, Oxmantown. Contemporary English chroniclers of that period refer to Dublin as "the rival of our London in commerce." In 1176 the famous Strongbow died, and was buried in Christ Church.

SETTLERS AND NATIVES.

After the departure of Henry, a desultory warfare was carried on between the new settlers and the natives of Ireland.

In 1185 Henry appointed his son, John, Earl of Moreton, Governor or Lord of Ireland, where he continued a considerable time, but his conduct was not such as to commend him to the affections of the native Irish. In 1190 a great part of Dublin was consumed by fire, and in the same year St. Patrick's Cathedral was built on the site of the old parochial church.

DUBLIN CASTLE.

On succeeding to the Crown, one of the first steps of King John was to give orders in 1204 to Myler Fitz-Henry, the Justiciary, to erect a Castle in Dublin. Already the Justiciary had appraised the King that he had no place in which to deposit the royal treasure. Whereupon John commanded him to cause a Castle to be constructed in Dublin "with good dikes and strong walls." He further commanded the Justiciary to compel the citizens to fortify their city and walls. He gave liberty for the holding of two fairs in the year, each lasting for eight days; and intimated that the Justiciary "shall cause it to be proclaimed that merchants may freely come to those fairs."

MASSACRE OF COLONISTS.

A terrible massacre of the colonists took place on Easter Monday, 1209. While amusing themselves, according to custom, in Cullen's Wood, upon which part of Rathmines now stands, the O'Byrnes and O'Tooles swooped down on the citizens from their fastnesses in the Dublin and Wicklow Mountains and slew five hundred of them. This day was for years afterwards commemorated as Black Monday. On each anniversary the citizens marched out to the scene of the action with their banners displayed and defying the Irish. We are informed that the depleted population was reinforced by a fresh colony from Bristol.

REIGN OF KING JOHN.

In 1210 King John arrived in Dublin and established Courts of Judicature, appointing judges, circuits, and corporations as in England. He also divided such parts of Ireland as were then in his possession into counties. The coinage of pence and farthings, of the same standard and fineness as those of England, was commenced in this year. Five years afterwards the King granted a licence to the citizens to erect a bridge over the Liffey, where they pleased. Henry de Loundres succeeded as Archbishop in 1212, and became Justiciary or Viceroy in the following year. It may be observed, in passing, that under the Anglo-Norman régime ecclesiastics often held high offices of State. In that era episcopal viceroys were frequently sent to Ireland. Archbishop Loundres completed the erection of the Castle which had been begun by his predecessor.

In 1216 Magna Charta, or the Great Charter of Liberties, was granted to the Irish by King Henry III.; and by the same monarch a fee-farm of the City of Dublin was granted to the citizens at 200 marks rent. A glance at the State Papers of this period shows that a systematic effort was made in the year 1230 to fortify and enclose the city. A Grant of Customs on articles or beasts brought for sale was made to the citizens to enable them to carry out that work. From the State Papers we derive some idea of the trade of the city at that time. Enumerated in the Customs list were:—wheat, oats,

cattle, horses, sheep, hides, wool, lead, cloth, salt, tallow, cheese, honey, butter, herrings, salmon, and wine. The remainder of the thirteenth century was not very eventful. More disastrous fires are recorded; and there were some contentions between the religious authorities and the citizens.

SIEGE BY EDWARD BRUCE.

In the first year of Edward II. (1308) the title of Provost was bestowed on the Chief Magistrate of the city, John le Decer. In the same year Dublin obtained its first public water supply. A three-mile conduit was constructed from the Dodder, across the fields of Dolphin's Barn, and into the city, where it flowed like an ordinary stream down one of the principal streets. The first Provost, who proved himself a benefactor to the citizens in many ways, provided at his own expense a marble cistern in one of the public thoroughfares to receive water from the conduit, just erected, for the benefit of the inhabitants. We are informed that in 1310 the bakers of Dublin were drawn on hurdles at horses' tails through the streets, as a punishment for using false weights, and other evil practices. In 1315 Edward Bruce, brother to the King of Scotland, who had overrun a great part of Ulster, marched towards Dublin, and encamped at Castleknock, with the object of besieging and, if possible, taking the city. Elaborate defensive preparations were made by the citizens. They hurriedly strengthened the walls, and, destroying for that purpose the Monastery of St. Saviour, erected an inner wall, a fragment of which is supposed to exist still near St. Audeon's Church. They burned outlying portions of the city, including "St. Thomas, his street, least he should upon his repair to Dublin have any succour in the suburbs." Even a portion of St. Patrick's Cathedral was destroyed. Realising the grim resolution of the citizens to offer a desperate resistance, Bruce raised the siege, and marched towards Kilkenny and Limerick.

A CURIOUS EPISODE.

The year 1328 supplies a curious record. One Adam Duff O'Toole was burned in Hoggen (now College) Green for heresy. During this century there were some sporadic conflicts between the citizens and the neighbouring clans. In 1335 the cities of Dublin, Cork, Waterford, Limerick, and Drogheda entered into a combination to protect themselves and punish encroachers on or violators of their franchises or liberties. Under a Bull of Pope Clement V. a university was established in 1320, under the direction of the Franciscans, in St. Patrick's Cathedral by the Archbishop, Alexander de Bicknor, Treasurer of Ireland, and it continued in existence until the Reformation. About ten years later the city suffered severely from a famine. It was also visited during this and the succeeding century with pestilence five or six times.

SITTINGS OF PARLIAMENT.

Among the records of the fourteenth century we find references to sittings of Parliament in Dublin; but some authorities, among them Molyneux and Monck Mason, maintain that Parliaments were held in the capital at a much earlier date. Monck Mason points out that King John held a "Parliament" in Dublin. The Right Hon. J. T. Ball prefers to deal with these early assemblies as "Councils." Under John and Henry III. Councils enacted that the English laws and customs should be in force in Ireland. Until the reign of Edward I. (1272-1302) the constitution of the Councils in Ireland continued as it was under John. Then, about the year 1295, the principle of elective representation of the Commons was introduced; and, for a Council convened by Sir John Wogan, the Deputy, not only Lords Spiritual and Temporal were summoned, but the Sheriffs of certain counties and the Seneschals of certain liberties were ordered to cause two of the better and more discreet Knights of each county and liberty to be elected. The counties and liberties named were:—Counties: Dublin, Louth, Kildare, Waterford, Tipperary, Cork, Limerick, Kerry, Roscommon. Liberties: Meath, Wexford, Kilkenny, and Ulster. With this assembly Councils may, in the opinion of the author of *Irish Legislative Systems*, be justly said to have expanded into Parliaments. It may be mentioned that the early Parliaments summoned in Ireland were not always held at Dublin.

MARQUESS OF DUBLIN.

About Michaelmas, 1394, Richard II., who had previously landed at Waterford, arrived in Dublin with an army of 30,000 foot and 4,000 horse. He is said to have held a Parliament in the winter, and redressed many grievances. Four of the leading Irish princes were knighted by him, and he made a grant to the city of one penny from every house to repair "the bridge" and the streets. It will be observed that at this time there was only one bridge across the Liffey, and in 1385 that collapsed, leaving the citizens for some years dependent on ferries. Before setting out for Ireland, Richard had created his favourite, Robert de Vere, Earl of Oxford, Marquess of Dublin and Duke of Ireland. The King left behind him as Viceroy Roger Mortimer, Earl of March and Ulster, his cousin. Mortimer was slain in battle in 1398 by retainers of some of the chiefs who had sworn obedience to the King, and to avenge that deed Richard determined to visit Ireland again in 1399. In Dublin the King received news of the invasion of his dominion across the channel by Henry, Duke of Lancaster, and upon receipt of that unwelcome intelligence he returned to England, where he was soon afterwards deposed and executed. Describing the visit of 1399, a Frenchman who accompanied Richard in that voyage writes:—"The King marched the next day to the city of Dublin, which is a good town; the best in that Realm, seated upon the sea, and rich in merchandise, where we found such plenty of victuals to relieve our army; horse and foot consisting of thirty thousande or thereabouts, that the prices of the same did not much increase."

EXPEDITION TO SCOTLAND AND WALES.

The most remarkable event in the fifteenth century was an expedition, fitted out in 1405 by the citizens, which invaded Scotland and Wales—these countries being then in arms against the English king. Having fought valiantly and ravaged the coasts, they brought back with them the shrine of St. Cubic, which on their return was deposited in Christ Church. In 1402 the citizens inflicted a severe defeat on the O'Byrnes. For these services Henry IV. in 1409 conferred upon the Provost and his successors the title of Mayor, and granted his licence that a gilded sword should be borne before them for ever, in the same manner as the Mayors of London had it borne before them. King Henry V. landed at Clontarf in 1413, and a Parliament was held which sat for fifteen days. In 1428 the old bridge was rebuilt by the Dominican friars for the convenience of their school at Usher's Island, and a toll of one penny for every carriage and beast of burthen passing over it was charged.

WARS OF THE ROSES.

In the Wars of the Roses in England the citizens espoused the cause of the House of York; and when Lambert Simnel, as son to the Duke of Clarence, laid claim to the Crown of England, his title was recognised in Dublin, and he was crowned in Christ Church in 1486 by the name of Edward VI., in presence of Gerald, Earl of Kildare, Lord Deputy, the Archbishop and clergy, the Mayor, the nobility and the citizens. From the church he was carried in state to the Castle.

After Simnel's defeat at the Battle of Stoke, the Mayor and citizens made an humble apology to Henry VII. for the part they had played in the affair. It is recorded that in 1489 the first firearms that were, perhaps, ever seen in Ireland were brought to Dublin from Germany as a present to the Earl of Kildare. In the early part of the fifteenth century the city was much disturbed by the contentions of the Fitzgerald and Butler families; and in this connection the annals of St. Mary's Abbey relate that in 1434 the Mayor and citizens did penance by walking barefooted through the streets, first to Christ Church, next to St. Patrick's, and thence to St. Mary's Abbey, humbly begging pardon for the offences they had committed by violating the privileges and abusing the Abbot of St. Mary's. These feuds were kept up, and became very acute in the beginning of the next century. Hollingshed relates that, great animosities prevailing between Gerald, Earl of Kildare, the Lord Deputy, and James Butler, Earl of Ormond, the latter marched to Dublin at the head of a considerable force. Under pretence of conciliating

their differences, they met in St. Patrick's Church, the citizens guarding the Lord Deputy; but a quarrel ensuing between them and a part of Ormond's army, the former discharged a volley of arrows, some of which stuck in the images of the rood-loft. The Mayor and citizens were again subjected to ecclesiastical censures.

REBELLION OF SILKEN THOMAS.

In the month of May, 1509, King Henry VIII. was proclaimed in Dublin. One of the most notable events of the sixteenth century in Dublin was the rebellion of Lord Thomas Fitzgerald, better known as Silken Thomas. He was appointed Lord Deputy, in the absence of his father, the Earl of Kildare, who was summoned to appear before Henry VIII. to answer charges brought against him. False reports of his father's execution in the Tower of London having been put in circulation, apparently by the Butler party, Lord Thomas armed his followers and proceeded to St. Mary's Abbey, where the Council was sitting; there he threw down the Sword of State, declaring that he would depend upon his own weapon to avenge his father's death, and that from that hour he was no longer the King's Deputy, but his mortal foe. He put himself at the head of his adherents, ravaged Fingall, took possession of the city, and laid siege to the Castle. Archbishop Alen, an avowed enemy of Lord Thomas and his family, in endeavouring to escape to England, was wrecked near Howth, and conveyed to Artane, where he was put to death by the followers of Silken Thomas. Leaving the conduct of the siege of Dublin Castle to a part of his troops, the rebel Deputy marched against the Earl of Ossory, whom he defeated. Henry sent supplies of troops against him, who relieved the Castle, and, marching into Kildare, reduced the Geraldine stronghold of Maynooth. The rebellion proved a failure; Lord Thomas and his five uncles were captured, and brought to London as prisoners, where they were executed, and their heads set upon six spikes on London Bridge.

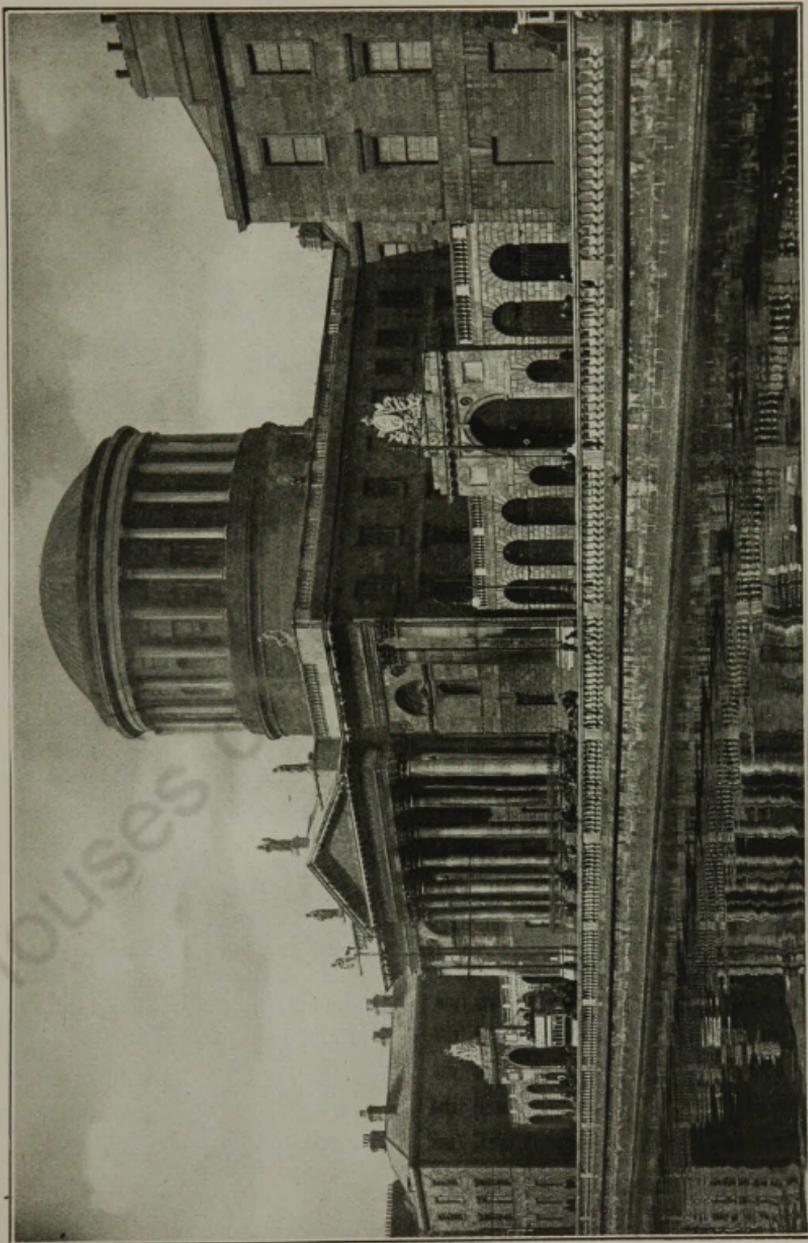
TUDOR AND STUART RULE.

The next stage of our historical survey is concerned with Tudor and Stuart times. In 1509, as we have already seen, Henry VIII. ascended the throne of England; but the Reformation which took place there in his reign was, so far as it was confined to a change of religion, effected only on a comparatively small scale in Ireland. Dublin, being the centre and headquarters of the official and ruling classes, showed a greater tendency than any other part of the country to acknowledge the supremacy of Henry as head of the Church. George Brown, consecrated Archbishop of Dublin in 1535, was the first of the Irish clergy who renounced the Pope's supremacy and acknowledged that of the King. In 1541 the Irish Parliament conferred the title of King of Ireland on Henry and his successors. Hitherto English monarchs had been denominated simply Lords of Ireland. About this period took place the dissolution of the monastic institutions and the enforced transfer of property from Catholic to lay hands, or, in the case of the churches, to the ecclesiastical authorities who adopted the Reformation. By an Act passed in 1536 a Parliament in Dublin acknowledged the King as supreme head of the Church.

THE PALE.

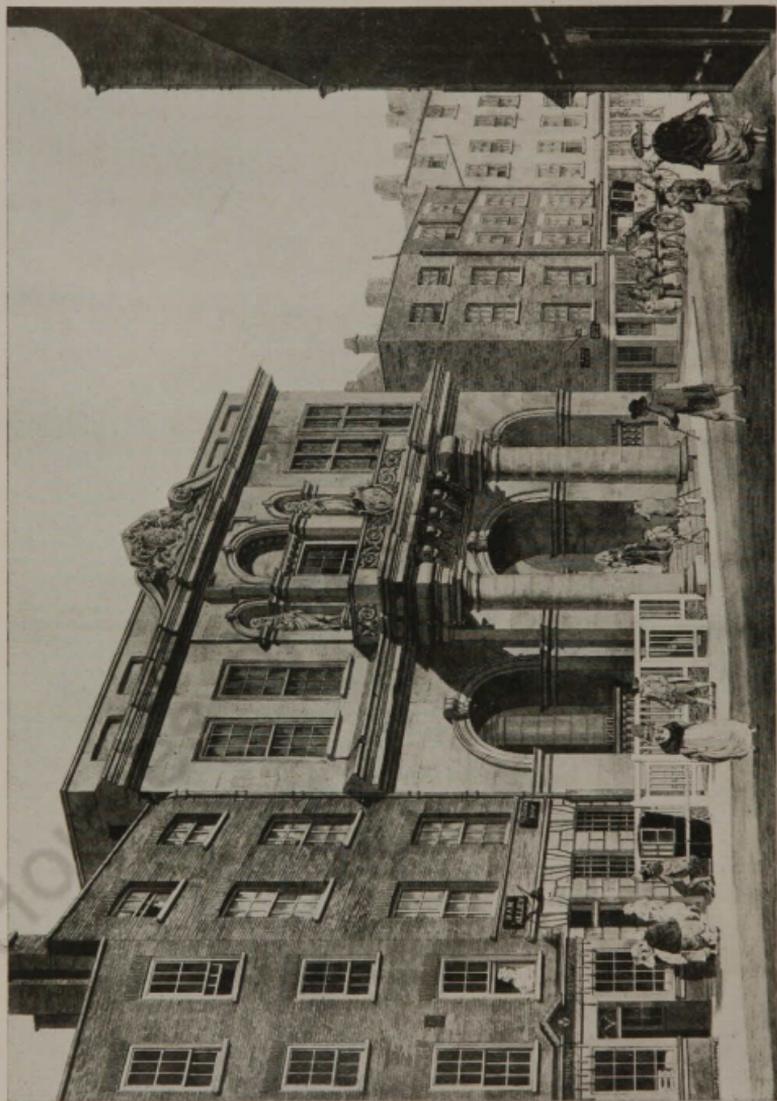
Trouble with the Irish was still, and for many years afterwards, as acute as ever. An elaborate report on "the state of Ireland," submitted to Henry, with "a plan for its Reformation," shows that the only portions of the country in any sense subject to English law at the time were half the counties of Louth, Meath, Dublin, Kildare, and Wexford; and the residents of this region, known as "the Pale," paid "black rent" to the neighbouring native chiefs to secure immunity from attack. Under the vicereignty of Lord Leonard Grey several successes were obtained against the Irish, and the Mayor of Dublin was knighted on the field for valour shown at the head of his train-band.

The beginning of the reign of Edward VI. was marked by some inroads into the neighbourhood of Dublin by the O'Byrnes and the O'Tooles.



[Photo by Chenevior.

THE FOUR COURTS.



THE THOLSEL, DUBLIN, IN 1820.
(By the courtesy of Messrs. Wilson, Hartnell & Co., Dublin.)

In the short reign of Queen Mary a check was put to the scheme of the Reformation. In 1556 the Mayor and citizens attacked and defeated a large body of the clans who had invaded and plundered South Dublin. One hundred and forty of these, having taken shelter in Powerscourt, were forced, after an obstinate defence, to surrender, and seventy-four of them were executed.

THE ERA OF ELIZABETH.

On the accession of Queen Elizabeth to the throne the Protestant religion was restored, and one of the most memorable events in the history of the city during her reign was the founding of the University of Dublin, commonly called Trinity College. In this reign also the Castle of Dublin was, for the first time, equipped as a residence for the viceroys. A plague which broke out in the city in 1575 swept away hundreds of the inhabitants, and so depopulated was the city that grass grew in the streets. In 1586 the Wicklow men ransacked and plundered the King's exchequer within gunshot range of the Castle. About the same time occurred a singular transaction within the Castle walls. Two men belonging to the western tribe of the O'Connors were ordered by the Lords Justices to settle the differences between them by resort to the ancient method of trial by combat. This judicial duel was fought in the presence of the Viceroy. A chronicler of the combat describes it thus:—"And then the Court was called, and the appellant or plaintiff was brought in before the face of the Court, being stripped into his shirt, having only his sword and target; and when he had done his reverence and duty to the Lords Justices and the Court, he was brought to a stool set in one of the ends within the lists, and there sat. After him was the defendant brought in, in the like manner and order, and with the like weapons; and when he had done his duty and reverence to the Lords Justices and to the Court, he was brought to his chair placed in the other end of the lists. . . . And then, when by the sound of a trumpet a sign was given unto them when they should enter into the fight, they arose out of their seats.

In which fight the appellant did prevail, and he not only did disarm the defendant, but also with the sword of the said defendant did cut off his head, and upon the point of the same sword did present it to the Lords Justices, and so with the victory of his enemy he was acquitted."

A PRINCE'S ADVENTURES.

Hugh Roe O'Donnell, Prince of Tyrconnell, better known as Red Hugh, made his adventurous escape in 1590 from the Castle, where he had been detained a prisoner for upwards of three years. When only sixteen years of age he had been entrapped on board a peaceful-looking merchantman sent by the Deputy, Lord John Perrott, to Lough Swilly. The young prince was induced to go on board to taste the wine of the captain. As soon as O'Donnell and his companions were safely aboard, the hatches were closed, the ship put to sea, and the prisoners were subsequently put into the hands of the Deputy. Hugh was confined in a cell overlooking the back gate of the Castle and a wooden draw-bridge which spanned the moat. He and some others let themselves down by a long rope, and fastened the gate on the outside, thus securing for themselves a good start. The military were, however, soon on their track, and they were recaptured. The prince and his companions were then put in fetters in Bermingham Tower. Despite this extra restraint, Hugh contrived successfully to escape just a year later. Ultimately, after much hardship and many bold adventures, he managed to reach his home in Tyrconnell. A fascinating book entitled *The Flight of the Eagle* is devoted to this romantic and thrilling episode by Mr. Standish O'Grady.

In 1594 a great war broke out in the country under the confederation of the Northern chieftains on the Irish side, headed by Hugh O'Neill, Earl of Tyrone, and Hugh Roe O'Donnell. It was on this occasion that the Spaniards sent assistance to the Irish forces and took possession of the town of Kinsale. A few years later both the Irish and Spanish forces were defeated in the neighbourhood of that town. It was practically in the midst of this turmoil that Trinity College, Dublin, was founded. In 1591 "the College of the Holy and Undivided Trinity of Queen Elizabeth, near Dublin," came into

existence and rapidly became a great educational institution (for further particulars of Trinity College see separate sketch). Dublin on the whole escaped the ravages of the Elizabethan wars. About this period the commerce of the city began to increase; the trade of the weavers was organised and it became necessary to provide a new Custom House in the reign of James I. In 1696 one hundred and forty-four barrels of gunpowder, sent by Queen Elizabeth for the use of the royal forces in Ireland, were landed at a place known as "The Crane," at the northern extremity of Winetavern Street. The building mentioned was the original Custom House of Dublin. The barrels, when landed, accidentally exploded, and it is computed that between three and four hundred persons lost their lives.

James I. was proclaimed in Dublin on April 5th, 1603. The opening of his reign and of the seventeenth century found the whole of the County Dublin south of the Liffey overrun by the Leinster clans; but Sir George Carew, the Lord Deputy, reduced the O'Byrnes of Wicklow, and "the mountains and glynnes on the south side of Dublin were made a shire of itself and called the County of Wicklow, whereby the inhabitants, which were wont to be thorns in the side of the Pale, are become civil and quiet neighbours thereof." In 1607 a conspiracy was entered into between the Lords Tyrone, Tyrconnell, Maguire, Delvin and others, to surprise the Castle of Dublin, cut off the Lord Deputy and Council, and establish a Government of their own; but owing to the discovery of the plot, Tyrone, Tyrconnell, Maguire, and several others fled beyond the seas, while some of the parties were taken and executed.

FAMOUS MARKETS.

Early in the reign of James I. the extension of the city beyond the walls became rapid. A map of the year 1610 shows houses extending in all quarters beyond the old walled city. At the north side of the river Church Street was erected, and the site of St. Mary's Abbey was occupied by a block of houses. Thenceforward the growth of the city proceeded almost without interruption. A contemporary writer, referring to the shambles of the fleshers kept in High Street until the reign of James I., observes:—"The great expenses of the citizens maie probable be gathered by the woorthie and fair-like markets weeklie on Wednesdaie and Fridaie kept in Dublin. Their shambles is so well stored with meat and their market with corne as not onelie in Ireland, but also in other countries, you shall not see anie one shambles, or anie one market, better furnished, with the one or the other than Dublin is."

THE CHIEF CITY.

In 1613 the first Parliament representing the whole country, as distinct from the Pale, met in Dublin. The Government had taken steps to secure a Protestant majority, and, on the assembly proceeding to the election of a Speaker, a violent scene was enacted. After a regular mêlée in the House one section of the members seceded, declining to take any further part in the proceedings. The Viceroy, finding progress impossible, thereupon prorogued the Parliament. Two years later a convocation of the Protestant clergy was held, at which one hundred and four articles of religion, to represent the teachings of the Church of Ireland, were drawn up. For these articles Laud, at a later date, substituted the thirty-nine articles of England. Parliament was not summoned again during the reign of James I. The Plantation of Ulster, which was commenced during the reign of the first Stuart king, belongs to the general history of Ireland. It may be mentioned here, however, that the ancient Irish customs of tanistry and gavelkind were abolished during this period by a decision of the King's Bench. Describing the city in this period, Fynes Moryson writes:—"The city of Dublin, called Divelin by the English, and Balacleigh (as seated upon hurdles) by the Irish, is the chief city of the Kingdom, and seat of justice; fairly built, frequently inhabited, and adorned with a strong castle, fifteen churches, an Episcopal seat, and a fair College—an happy foundation of a University laid in our age—and endowed with many privileges, but the haven is barred and made less commodious by those hills of sands."

THE GRACES.

The Irish policy of both James I. and Charles I. was largely influenced by their continual need of money. Charles obtained a subsidy of £120,000 as the result of a bargain with the Catholics, to whom he made certain "concessions" called the "Graces"; and it was during his reign that a Roman Catholic University was founded in Back Lane, Dublin. It was shut up in 1632, but afterwards restored during the administration of Lord Strafford. Soon afterwards, however, it ceased to exist. Violent dissensions between the contending parties were common during the early part of the reign of Charles I.

STRAFFORD'S ADMINISTRATION.

The arrival of Thomas Wentworth, afterwards Earl of Strafford, as Lord Deputy in 1633 is a notable event in the annals of the Irish capital. He subordinated all other considerations to the supreme aim of strengthening the hands of his royal master in the latter's struggle with the English Parliament, which object he conceived would be most effectually promoted by building up an armed force and a steady revenue in Ireland. In the prosecution of his arbitrary measures the autocratic Deputy humiliated the Corporation of Dublin by an early application of the "scrap of paper" doctrine, sneering at their "old antiquated charters," which, he assured the Recorder, pleading the ancient rights of the city, were only of what value His Majesty pleased. The civic officials, on resisting, were dismissed from their employment, flung into prison, and subjected to enormous fines by the Castle Chamber, a tribunal resembling the Court of Star Chamber in England. In 1634 Strafford, bent on obtaining supplies, convened a Parliament and Convocation in Dublin. His summons to the peers was coupled with a regulation that they should come without arms, which was insulting to their pride. The young Marquis of Ormond, chief of the great Butler family, disregarding this regulation, refused to give up his sword at the entrance to the Parliament House, and successfully defied the proud Governor, who had the recalcitrant summoned before his Council. Ormond made the ingenious defence that he had been summoned to attend Parliament as a "belted earl," one "cinctus gladio," or "girt with a sword," and it is recorded that Strafford accepted the plea, and took the young lord into favour. One praiseworthy feature of the Deputy's Irish administration was the encouragement extended by him to the linen manufacture. In 1640 he obtained subsidies from the Irish Parliament to the amount of £180,000. It was the last service he was able to render the King, for he returned to England the same year, on the eve of the great Civil War, and his impeachment and execution followed shortly afterwards.

During Strafford's régime in Ireland Laud reconstituted Trinity College on the lines followed at Oxford. A notable event in the annals of the Dublin stage was the establishment in Werburgh Street, in 1635, of the city's first theatre.

THE WAR OF 1641.

The close of Strafford's administration almost synchronised with the outbreak of the Irish Rebellion. On 23rd October, 1641, the Rebellion was heralded by the abortive attempt of Sir Phelim O'Neill to surprise Dublin Castle, as a preliminary to the capture of the capital. On the eve of the attempt, however, one of the conspirators indiscreetly boasted of his designs to a companion, who lost no time in conveying his valuable information to the Lords Justices. Measures were hastily concerted with the object of averting the threatened peril, reinforcements unexpectedly arrived, and the Government was saved from ruin and Dublin spared much bloodshed. But though the authority of the English Government was maintained throughout the struggles of the succeeding decade, Dublin experienced many vicissitudes of fortune, and the confusion of the Civil War worked havoc alike with the material prosperity of the general body of the citizens and with the municipal finances.

The Marquis of Ormond, whose defiance of Strafford has been already mentioned, was appointed Lord Lieutenant in 1644; and, although he lacked both men and money, he was called upon to withstand the attacks of the Catholic Confederation, which

practically ruled Ireland, with the exception of Dublin and the territory in the immediate neighbourhood. The city was required by the Viceroy to contribute large sums weekly for the upkeep of the defence, and Ormond himself spent £13,000 of his private fortune. The Catholic generals, Owen Roe O'Neill and Preston, blockaded Dublin and harassed the county. The Viceroy, however, held firm within his lines, and the besiegers were at length compelled to draw off from lack of supplies. In the meantime, the Parliamentary Party in England, proceeding from one victory to another, soon found itself in a position to devote its attention to the affairs of Ireland. In 1647 the Viceroy, by direction of his Sovereign, and with the consent of the Irish Parliament, surrendered the capital to the Commissioners of the English Parliament, and sought an honourable exile in France.

THE BATTLE OF RATHMINES.

The execution of the King two years later produced a new situation in Ireland. There was a temporary union of all the factions in the country, and Ormond returned to his native land and put himself at the head of the Royalist forces, which had now been reinforced by many Catholics. While engaged in this task it fell to his lot to lay siege to the capital which he had formerly defended with such spirit. Ormond's attack, however, was foiled, and his army completely dispersed by Michael Jones, the Parliamentary Governor of Dublin, at the Battle of Rathmines in 1649. On 14th August of the same year, and within a fortnight of Ormond's defeat at the hands of the garrison of Dublin, Cromwell himself landed at the head of a considerable army, determined to punish the enemies of the Parliament. He treated the capital mildly, however, and reserved his severities for Drogheda and Wexford and other provincial centres.

It is a curious historical fact that Cromwell was the first statesman to convene a Parliament for the whole of the British Isles, Ireland and Scotland as well as England. In 1654 Dublin returned its mayor as representative of the borough in a united Parliament of the three Kingdoms at Westminster. The Irish capital remained in Cromwellian hands until the Restoration. But in the short interval between the death of Oliver and that event the citizens showed themselves Royalist in sympathy. A party of Royalist officers seized the Castle, declared themselves in favour of a Restoration, and Charles II. was proclaimed in the Irish capital amid scenes of intense enthusiasm.

A GREAT VICEROY.

After the troubled period extending from 1640 to 1660 Dublin enjoyed comparative peace during the reign of Charles II. The Protestant Episcopal Church was restored to its old position, and the first act of the new administration was to appoint twelve bishops to the vacant Irish Sees. The new prelates were all consecrated together in St. Patrick's Cathedral, the pulpit on the occasion being occupied by Dr. Jeremy Taylor, bishop-elect of Down and Connor.

In the distribution of honours which followed the Restoration, the illustrious Ormond, who had attended the King in his exile, had a considerable share. He was created a duke in the Irish peerage, his estates were restored to him, and he was again made Lord Lieutenant. The Irish Parliament voted the incoming Viceroy £30,000; but his losses through his loyalty to the Stuarts are said by Carte to have exceeded a million sterling—an almost incredible sum—and were certainly not counterbalanced by his gains.

The loyalty of the city was handsomely recognised by the King, who conferred upon the Mayor a gold chain as a mark of the royal favour, and allowed the Chief Magistrate to dignify his office by styling himself "The Right Honourable the Lord Mayor." Sir Daniel Bellingham was the first Lord Mayor of Dublin who was thus honoured. The elevation of Dublin to the level of a metropolis, entitled to the same privileges as the capitals of England and Scotland, dates from 1665.

A PERIOD OF EXPANSION.

It was under the auspices of the great Duke of Ormond that the Irish capital first seemed to rise to a sense of its true position, and began to expand on all sides, but especially to the east and north. Practically down to the date of the Restoration Dublin

had remained a walled town, within the ambit of whose fortifications few changes had taken place during the centuries immediately preceding. The walls of the mediæval city, which lay along the south bank of the Liffey, can hardly have measured more than an Irish mile, or encompassed a much larger area than that now enclosed by St. Stephen's Green; the whole space within the walls resembling an irregular quadrangle, near the centre of which stood Christ Church Cathedral. The erection of Trinity College on the site of the old monastery of All Hallows, during the closing years of the sixteenth century, had naturally led to some extensions of the residential quarter in the direction of the new foundation. The houses built, which included Cary's Hospital, subsequently known as Chichester House, occupying the site on which the Bank of Ireland now stands, stood in the area now traversed by the broad thoroughfare of Dame Street. But no organised attempt had as yet been made to enlarge the metropolis. St. Stephen's Green to the south-east was still a common, as was also the ancient Oxmantown to the north of the river; while the space south of the stream and west of the walled city was meadow land.

IMPROVEMENT SCHEMES.

But during the reign of Charles II. a remarkable transformation was effected. Under the auspices of the Duke of Ormond, who probably inspired most of the schemes of improvement, the city expanded on all sides, and houses everywhere sprang up without the walls. The space from Cork Hall to College Green, where it was not already occupied, was speedily filled up. Oxmantown Green, covering the greater part of the district enclosed between the northern quays and the North Circular Road, was now laid out for building, and soon became the most fashionable quarter in Dublin, a position which it held until the middle of the nineteenth century, when its patrons forsook it and went to reside in the southern suburbs and along the shores of the bay. The rise of Oxmantown as a residential quarter rendered it necessary to increase the number of bridges over the Liffey. Hitherto one had sufficed; but to accommodate the rising suburb no fewer than four bridges were built in rapid succession. Two of these bridges were called after Ormond and his son Arran, another after a subsequent Restoration Viceroy, Essex, while the fourth received the title of Bloody Bridge from a fierce riot at its opening between the soldiers and the apprentices. The new suburb was also given a fine river front by the construction of a line of ornamental quays along the left bank of the river. At the same time, but under municipal auspices, the city expanded towards St. Stephen's Green. It has been already mentioned that, as the result of the troubles of the Civil War and the Puritan régime, the material prosperity of Dublin had been greatly injured. The finances of the municipality were not by any means in a flourishing state. In these circumstances, the city fathers bethought themselves of a method of replenishing their exhausted exchequer, which consisted in letting out the lands round the common called St. Stephen's Green as building lots, at the same time providing for the enclosure of the central space. The allotments were taken up by wealthy citizens and the building ground gradually utilized, though the period of its full development extended well into the eighteenth century. The proceeds of the letting of the lands around the common enabled the Corporation to provide for the enclosure of the central space, which soon became the resort of fashionable Dublin. St. Stephen's Green was maintained for many years at the expense of the residents. In the year 1880 the late Lord Ardilaun, with a munificence characteristic of his family, expended £20,000 in converting St. Stephen's Green into a splendid public park for the benefit of all the citizens.

A NOTABLE PROCLAMATION.

In connection with this era of Dublin's development it is interesting to note that the Government of the day showed itself alive to the necessity of adopting measures to protect the city from the danger of fires, which had on more than one occasion in its history threatened it with destruction. Many of the buildings in old Dublin were wooden structures roofed with thatch, and likely, in the event of an outbreak of fire, to fall an easy prey to the flames. That this consideration was present to the minds of the

authorities in the reign of Charles II. is clear from the terms of the following proclamation issued on September 2nd, 1670, which is extracted from the *Calendar of Irish State Papers*:—"We . . . for prevention of some danger by fire and for ornament in the buildings in the city and suburbs of Dublin, do think fit and we do by this our proclamation publish and declare and accordingly will and require that all houses or buildings to be erected within the said city and suburbs of Dublin be built with stone or brick and stone, and that the said houses and buildings be covered with slate or tile and be raised directly upright in the front without any jutting out windows or any other overhanging works whatsoever, balconies only excepted; that all foundations and the walls of the first story of the said houses or buildings be at least one brick length and a half in thickness and the other stories proportionable. And for preventing the inconveniences which may happen by the many houses and cabins in and about the said city which are covered with thatch, we do hereby require all owners of such houses and cabins within one year next ensuing the date hereof to cause such thatch coverings to be removed, and we require all persons whatsoever to take care that no buildings for the future be covered with any such combustible matter, but with slate or tile. All persons to take notice of this proclamation at their perils."

MEMORIALS OF A GREAT PERIOD.

The splendid park of St. Stephen's Green is in itself a great memorial of the enterprise and public spirit of Dublin's rulers and citizens during the era of the Restoration. The enclosure of the area, as has just been explained, was carried out under municipal auspices. Another great work undertaken during the same period was the formation, at the opposite side of the city, of the splendid recreation grounds of the Phoenix Park, which, as first designed, comprised above 2,000 acres, including certain Crown lands that originally formed portion of the possessions granted to the Priory of the Knights Hospitallers at Kilmainham, and other adjacent property to the north and west purchased by the Duke of Ormond. It is to the enlightened and far-seeing policy of the illustrious Viceroy that the citizens of Dublin are indebted for the Phoenix Park, which, together with the park of St. Stephen's Green, has vastly enhanced the amenities of life in the capital.

During this period also Dublin began a series of great public buildings, of which two may be specially mentioned—the Royal Hospital at Kilmainham, built from the design of Sir Christopher Wren, and the Hospital, or Free School of Charles II., better known as the Blue Coat School. In the case of the latter institution the original building has given place to another erected in the eighteenth century.

CHARLES II. AND ORMOND.

The Duke of Ormond had many bitter enemies at Court, including Buckingham and Lady Castlemaine, the latter of whom hated him for having stopped the King's grant to her of the Phoenix Park. Noted for his purity of life and purpose, he was the object of the unceasing attacks of all that was base in the Court. Charles II., yielding at length to the insistence of Ormond's detractors, recalled the Viceroy in 1669. The prestige of the latter, however, remained undiminished, and the King, after the lapse of seven years, was eventually obliged to restore him to his old position. Charles had not spoken to Ormond for nearly a year, when suddenly the Duke received a message that His Majesty would sup with him that night. The King then declared his intention of again appointing him to Ireland, saying next day:—"Yonder comes Ormond; I have done all that I can to disoblige that man, and to make him as discontented as others; but he will not be out of humour with me. He will be loyal in spite of my teeth; I must even take him in again, and he is the fittest man to govern Ireland." Ormond remained Viceroy until the accession of James II., whom he caused to be proclaimed in Dublin.

Ormond's heart was thoroughly in his government and in the welfare of his country. He vehemently opposed the Bill passed in England prohibiting the importation of Irish cattle; and when it was passed he prohibited the import of Scotch linen; and, further, obtained leave for a certain number of Irish vessels to trade with foreign countries. He encouraged by every means in his power native manufactures and learning.

DUBLIN DURING THE REVOLUTION.

An exciting incident in the history of Dublin was the arrival of James II. in 1688, who, having abandoned two of his kingdoms without striking a blow, tardily made up his mind to fight for the third. He entered the city in triumph, and Tyrconnell, who had been appointed Viceroy in the previous year, handed over the Castle to his master. The capital remained his headquarters till the decisive defeat of the Boyne obliged him to abandon it. During the occupation of James the English connection and the Protestant Establishment were alike abolished, and Mass was again celebrated in Christ Church. A Catholic was appointed Provost of Trinity College, and the buildings of that institution were used as a barracks for the soldiers and a prison for recalcitrants. The great need of James was money for the troops, and to supply that he established a mint in the city. Brass and copper, and even baser materials of tin and pewter, were used for minting purposes, and the coinage was debased to an almost incredible extent. At the Boyne the Irish troops under the command of James were routed, and the dethroned monarch himself began the flight, being, it is said, the first to arrive in Dublin with the news of the defeat. He attempted to lay the blame for the disaster on his troops. "The wretched Irish ran," said he. "Yes," retorted an Irish lady, "but apparently Your Majesty ran faster." James fled without delay to France, and the occupation of Dublin by William of Orange followed. During portion of the time of James's occupation, Sir Cloudesley Shovel, in command of a naval squadron, blockaded the city.

The arrival of King William was the signal for the emergence of the dispossessed aldermen of Dublin from their concealment. They were immediately confirmed in all their old privileges, and His Majesty presented a mayoral chain to replace the collar of SS, so called from its shape, which had been presented by Charles II., and had mysteriously disappeared in 1688.

For over a hundred years after the Revolution the Irish capital remained free from any formidable civil disturbances. The Penal Code was enacted, and pressed heavily upon the Catholics; also another series of laws of a different character, enacting tariffs and embargoes, and imposing restrictions of all kinds on the development of trade and commerce. Protestants, as well as Catholics, groaned under the operation of the laws restraining commerce. As a means of obtaining relief from intolerable restrictions, a union of the two Kingdoms was suggested; and, in furtherance of this scheme, a petition was forwarded from Dublin in 1703 praying for a complete union of England and Ireland on the lines afterwards adopted in 1800. The English Government rejected a proposal which, it clearly saw, would necessarily involve the removal of all obstruction to a free commerce between the two countries, and the elevation of Ireland to an equality of trade privileges with England.

PARLIAMENTARY STRUGGLES.

The inception of the parliamentary struggle for Irish autonomy, which continued all through the eighteenth century, dates from the end of the reign of William III., and the capital was the centre of the fight throughout. The claim of the English Parliament to legislate for the whole of Ireland had never been admitted; but in 1719 the supremacy of the Westminster Assembly, and its power to bind Ireland by its decrees, were positively asserted in the famous Statute known as "The Sixth of George I." The English claim to legislate for the whole unrepresented territory of Ireland was boldly challenged by William Molyneux, a member for Dublin University in the Irish Parliament. His book, called *The Case of Ireland*, was ordered by the English Commons to be burnt by the common hangman.

WOOD'S HALFPENCE; THE DRAPIER LETTERS.

A few years later all classes in Ireland were roused to indignation as the result of certain incidents in connection with the provision made by the English Government for supplying copper coinage for circulation in this country. In 1723 the privilege of issuing the new coinage was granted by patent to the Duchess of Kendal, a mistress of the King, who immediately sold her concession to William Wood, an ironmaster of Birmingham. There was no guarantee of the goodness of the new pence and halfpence,

and a popular outcry was raised. Dublin was the principal storm-centre. Both Houses of the Irish Parliament and most of the corporations voted addresses against the coinage, and there was a general resolution to reject it.

In the beginning of 1724 Jonathan Swift, Dean of St. Patrick's Cathedral, came upon the scene, and, in the character of a Dublin tradesman, launched a series of pamphlets, the famous *Drapier Letters*, in which he voiced the general discontent, pouring torrents of ridicule and caustic irony upon Wood and his patent, and lashing the nation into a fury. In his memorable fourth Letter, Swift proceeded to the greater theme, reasserting with commanding power the principles of Molyneux, and claiming for the Irish Legislature the right of self-government. Wood's counters were universally refused, and the Government became exceedingly alarmed. The Duke of Grafton, the Lord Lieutenant, was thought to be too weak to contend with the storm and was recalled, and Carteret was sent over to Dublin in his place. That statesman, however, was equally powerless. A reward of £300 was offered for the apprehension of the author of the Letter; but though he was generally known, no evidence could be obtained. The printer was prosecuted, but the Grand Jury refused to present a bill. Not content with this, it presented all who consented to receive the money. In the end the Government was obliged to withdraw the patent, and to compensate Wood, to whom was allotted, as compensation for the profits which he had to forego, no less a sum than £3,000 a year for eight years.

AUTONOMY AND FREE TRADE.

The parliamentary struggle at the seat of Government in College Green continued to develop during the succeeding decades. A party was formed to resist English authority by constitutional means, and received the name of "the Patriots." During this period the Viceroy was frequently an absentee, but in 1745 the Earl of Chesterfield, a man of cultivated tastes and polished manners, was sent over, and devoted himself with tact and success to the task of keeping the country quiet. He relaxed the Penal Code as far as he could, and permitted the Catholics to assemble in public worship. The forebodings of his advisers as to the effect of the tolerant measures adopted Chesterfield laughed away with the remark that the beautiful Catholic lady, Miss Ambrose, was the only "dangerous Papist" he had met in Ireland. He was recalled after a brief term of office.

The Opposition in the Irish Parliament during this period was led with vigour and ability by Malone, Lucas, and the young Earl of Kildare; and in 1753 the Irish Legislature asserted its right to dispose of a surplus without reference to the King. In 1759, on the mere rumour that a project for a union of Great Britain and Ireland was contemplated, the Dublin mob got out of hand, broke into the Parliament House, and searched for the Journals in order to burn the record of some obnoxious proceedings. Every Member of Parliament they met was obliged to swear hostility to a union. The incident is noted as being significant of the change in the mood of the Irish Protestants who, in 1703, had petitioned for a union with England. Twenty years later the celebrated meeting of the Ulster Volunteers, which was the prelude to the restoration of the parliamentary liberties of Ireland in 1782, inseparably associated with the names of Flood and Grattan, was held in College Green. Freedom of Trade had been granted Ireland in 1779 on the address of both Houses of the Parliament.

DUBLIN THE SECOND CITY IN THE EMPIRE.

In spite of the legislative restrictions and other drawbacks, trade and commerce in the age following the Revolution began to increase in Dublin. The linen manufacture was developed, and a spirit of mercantile enterprise was diffused throughout the country. The Dublin Linen Hall was erected in 1726. Towards the middle of the eighteenth century Dublin was, in dimensions and in population, the second city in the Empire, containing, according to the most trustworthy accounts, between 100,000 and 120,000 inhabitants. Elements of strength in the industrial life of the capital were supplied by the Huguenot refugees, who brought the weaving industry with them, and by the Quakers. This period also witnessed a great extension of local and municipal institutions, and the Port and Docks Board dates from the beginning of the eighteenth century.

(Note.—Further particulars on municipal development will be found later on, also an article on the Port).

Houses of the Oireachtas

and a popular outcry was raised. Dublin was the principal storm-centre. Both Houses of the Irish Parliament and most of the corporations voted addresses against the coinage, and there was a general resolution to reject it.

In the beginning of 1724 Jonathan Swift, Dean of St. Patrick's Cathedral, came upon the scene, and, in the character of a Dublin tradesman, launched a series of pamphlets, the famous *Drapier Letters*, in which he voiced the general discontent, pouring torrents of ridicule and caustic irony upon Wood and his patent, and lashing the nation into a fury. In his memorable fourth Letter, Swift proceeded to the greater theme, reasserting with commanding power the principles of Molyneux, and claiming for the Irish Legislature the right of self-government. Wood's counters were universally refused, and the Government became exceedingly alarmed. The Duke of Grafton, the Lord Lieutenant, was thought to be too weak to contend with the storm and was recalled, and Carteret was sent over to Dublin in his place. That statesman, however, was equally powerless. A reward of £300 was offered for the apprehension of the author of the Letter; but though he was generally known, no evidence could be obtained. The printer was prosecuted, but the Grand Jury refused to present a bill. Not content with this, it presented all who consented to receive the money. In the end the Government was obliged to withdraw the patent, and to compensate Wood, to whom was allotted, as compensation for the profits which he had to forego, no less a sum than £3,000 a year for eight years.

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PANORAMIC VIEW SHEWING O'CONNELL BRIDGE AND LOWER SACKVILLE STREET.

[Photo by Charceilor

Houses of the Oireachtas

THE ROYAL DUBLIN SOCIETY.

In 1731 was founded, chiefly by the exertions of Thomas Prior, and of Samuel Madden, an able clergyman of the Established Church, the Dublin Society. The function of the Society was the encouragement of improved methods of husbandry, of manufacture, and the promotion of useful arts generally. The foundation of the Society must be regarded as one of the most important signs of public spirit in the Ireland of that day. From its foundation down to the present time the Society has continued to play an important part in the history of Irish industry. It offered prizes for the best imitation of foreign lace, the best pieces of flowered silk, of damask, of tapestry, and wrought velvet; for the farmers for draining; for the manufacture of cider, of gooseberry wine, and of beer brewed from Irish hops. About the year 1758, when there was still no public institution for the encouragement of art in England, the Dublin Society began to undertake this function for Ireland, and it discharged it during many years with great zeal. The Dublin Society established an academy under the presidency of a drawing-master named West, who had studied on the Continent under some of the best masters. It also collected models, gave premiums, assisted poor artists, and held annual exhibitions. In modern times the great Dublin Horse Show, held under the auspices of the Society, has acquired a world-wide celebrity. For many years the Dublin Society carried on its work entirely by the voluntary subscriptions of the Irish gentry, and Chesterfield said with truth that "it did more good to Ireland with regard to arts and industry than all the laws that could have been formed." In 1746, however, it obtained a small bounty of £500 from the Civil List; and in 1750 it received a Royal Charter, being afterwards assisted by considerable grants from the Irish Parliament. The famous Bishop Berkeley stimulated the efforts of the Dublin Society to improve Irish art and industry by writing and publishing his famous book *The Querist*.

(Note.—Further particulars of the Royal Dublin Society will be found later on).

EIGHTEENTH-CENTURY EXPANSION—FIRST PERIOD.

The eighteenth century embraced two great periods of expansion in Dublin. The parliamentary struggles, and the consequent quickening of the political life of the country, led to a great influx of the Irish aristocracy into the capital. One of the most important of the effects of this immigration was the rapid extension of the city's boundaries by the growth of residential and business quarters, and the adornment of the thoroughfares with splendid buildings.

The first of these two periods of expansion extends from the beginning of the century to the demise of George I.; the second commences with the reign of George II. and extends to the close of the century. In the earlier period expansions of the city took place towards the north and north-east. The space between the College Park and the river became so thickly populated as to necessitate the erection of a new parish, which is now known as St. Mark's. This extension was in part the effect of the enlargement of the port of Dublin by the clearing of the river channel, and in part the result of the growing wealth and prosperity of the city. North of the river and nearer the sea than the suburb of Oxmantown, built in Ormond's time, whole streets of stately houses were built. The construction at a later date of Carlisle (now O'Connell) Bridge brought Sackville Street and the adjacent northerly streets into contact and communication with the centre of the capital. The fine library of Trinity College, it should be mentioned, was begun in Queen Anne's reign and completed in 1732.

SECOND PERIOD.

It was, however, during the reigns of George II. and George III. that the most notable public buildings, upon which the Irish capital prides itself, were erected. The Parliament House, now the Bank of Ireland, was finished in 1739, the principal architect being the Surveyor-General, Sir Edward Pearce. The handsome façade of Trinity College dates from the reign of George III. Other splendid public buildings, notable monuments of the great architects of the century, are the Royal Exchange (now the City Hall), built by the Committee of Merchants, the Four Courts, and the Custom House.

The two last-named buildings are beautiful examples of the semi-classic style. Many stately additions were made to the residential quarter during this period; and the Wide Streets Commissioners, a body appointed by the Irish Parliament, widened and improved Dame Street and College Green, built Westmoreland Street and D'Olier Street, and amplified Sackville Street.

The handsome General Post Office in Sackville Street dates from early in the last century; but save for this edifice, and the superb group of buildings forming the National Gallery, Museum, and Library, there is little, it has been remarked, in the configuration of the modern streets of Dublin which would be unfamiliar to a citizen of the late eighteenth century.

A BRILLIANT CAPITAL.

Dublin in the eighteenth century was inhabited by a brilliant and hospitable society. The Parliament secured the presence of the aristocracy, and the fashionable functions at the Castle contributed to the sparkling character of Dublin society. Among the Viceroy's especially famous for their hospitality were the Dukes of Dorset and Devonshire and the Earl of Chesterfield. There were, however, vivid contrasts in the life of Dublin, a large mass of the population being sunk in abject poverty, and visitors never failed to be struck by the excessive numbers of beggars in the streets. Among the upper classes there is a dark side of the picture as well, and historians of the period note some traces of an immorality of a graver kind than the ordinary dissipation of Irish life. Stories of the orgies of a club called the "Blasters," or "Hell-fire Club," scandalised the community, and in 1737 a Committee of the House of Lords inquired into the matter, and presented a report in which they deplored a great and growing neglect of divine worship, of religious education, and of the observance of Sunday, as well as an increase of idleness, luxury, profanity, gaming, and drinking. Among the lower strata of society, feuds in which lives were lost and many persons injured between the Ormond and the Liberty boys, between the butchers and the weavers, and between the butchers and the soldiers, were of not uncommon occurrence.

ART AND LITERATURE.

In the Dublin society of the eighteenth century art, literature, and music were encouraged. Handel first brought out his *Messiah* in the Irish capital, and Garrick acted "Hamlet" there before he attempted it in England. There were two theatres, and a great passion for acting. The taste for music is said to have been stronger than that for literature; but booksellers were numerous, and the house of Falkiner, the friend and publisher of Swift, was the centre of literary society. The foundation of the first local newspaper, the *Dublin News-letter*, dates from 1685; *Pue's Occurrences*, which obtained a greater popularity, appeared in 1703; and there were several other papers before the middle of the century.

INCREASE IN PROSPERITY.

During the eighteenth century the Irish capital made rapid strides in prosperity. At the close of the century Dublin contained more than 170,000 inhabitants. As early as 1768 the necessity for increased intercourse with England was recognised by the establishment of three additional packet-boats between Holyhead and Dublin, thus securing six weekly mails between England and Ireland. Travellers who visited the Irish capital towards 1780 remarked that a penny post had recently been established in the city; that new houses and buildings were everywhere springing up; and that twenty stage coaches connected the metropolis with distant parts of the country. To cope with disorders in the city a force of constables was established, replacing the old watch. The body thus formed developed at a later period into the present Dublin Metropolitan Police. The old Custom House on the south-east side of Essex Bridge became so inadequate for the business which passed through it, that in 1781 the foundation was laid of the new Custom House, which was opened ten years later. In 1782 the Bank of Ireland, with a capital of one and a half millions, was established in Dublin. A General Post Office, the Irish Academy, a College of Physicians, and a College of Surgeons speedily followed.

DUBLIN IN THE NINETEENTH CENTURY.

The record of the city during this period is on the whole one of peaceful progress and expansion. Emmet's short-lived insurrection in 1803 was the last flicker of the United Irish Movement. The great political movements of the time, associated with the names of O'Connell, the Young Irelanders, the Fenian Chiefs, and later of Butt and Parnell, although they enlisted in various degrees the sympathy of the populace, left the surface of Dublin life practically untroubled. But a tragic episode in the history of the city was the murder of Lord Frederick Cavendish and Mr. Burke on May 6th, 1882.

INDUSTRIAL EXHIBITIONS.

Events connected with the industrial life of the country worthy of mention are the holding of the Great Industrial Exhibition in Merrion Square, which was opened on May 12th, 1853; the Dublin Exhibition of Arts, Industries and Manufactures, opened in 1872; the Exhibition of Irish Arts and Manufactures, opened in 1882; and of the Irish International Exhibition held in 1907.

ROYAL VISITS.

Royal visits to Ireland during the past hundred years have not been frequent. George IV. landed at Howth in 1821, and, after nearly a month's stay in the capital, embarked at Dunleary, which was re-named Kingstown in honour of the event. Queen Victoria, in the course of her long reign, visited Ireland four times—in 1849, 1853, 1861, and 1900. Edward VII. visited Dublin in 1903, 1904, and 1907; while their present Majesties, George V. and Queen Mary, visited the Irish capital in 1911.

THE DUBLIN CHAMBER OF COMMERCE.

Most of the Chambers of Commerce in the United Kingdom were formed during the latter half of the nineteenth century, but a few were formed much earlier; and of these latter the Dublin Chamber of Commerce is one. There is a difficulty in tracing the circumstances under which our Dublin Chamber of Commerce was founded, documentary authority being scarce; but, fortunately, some light is thrown upon the origin of the institution by the entries contained in the "Rough Book" and the "Fair Book" of the Committee of Merchants, which were acquired some years ago by the Royal Irish Academy. The first minute-book of the Chamber itself, which commences with an entry dated March 18th, 1783, recording the calling of a meeting for March 22nd ensuing, to elect a President, two Vice-Presidents, and a Treasurer, and to determine the duties of a Secretary, throws no light upon the mode in which the Association was first constituted. The next entry in the volume announces the election of the officers named and the appointment of one William Shannon as Secretary at an annual salary of £30. But no trace is to be found in this minute-book of the circumstances leading up to these proceedings. Fortunately, however, as has already been remarked, the minute-books of the Committee of Merchants have been preserved, and this record not only supplies the lost details, but opens up to us also a very interesting chapter in the history of the commercial life of the Irish capital.

ORIGIN OF COMMITTEE OF MERCHANTS.

How the Committee of Merchants came to be founded is set forth in an entry for the year 1768 in the "Fair Book," under the heading "The Case of the Merchants of the City of Dublin." The most general part of that entry is as follows:—

"The Merchants of the City of Dublin (having had long experience of the utter inattention of corporate bodies to the interest of trade, although the original purpose of their institution, and observing the generality of them entirely taken up in contests for little distinctions of pre-eminence among themselves and eagerly engaged in the pursuit in the honours or emoluments of magistracy) formed themselves, in the year 1761, into a voluntary society, composed indiscriminately of all merchants who were willing to join in defraying the necessary expense of such an institution, the mere objects of which were the defence of trade against any illegal imposition and the solicitation of such laws as might prove beneficial to it." In order to carry into execution the purposes in view, the Society from time to time elected committees from among themselves, composed of twenty-one wholesale merchants, "and the choice of those committees has been made on the same liberal principles on which the Society was originally formed, no regard being had in it to any differences of party or opinion, but merely to consideration in trade or capacity and active disposition to be useful. The Committee so chosen have had the pleasure in some material instances of answering the purposes for which they were chosen." It will, therefore, be seen that more than a century and a half ago the merchants of Dublin banded themselves together in an Association for the protection and promotion of trade interests. One of the earliest activities of the Committee was a contest with an official designated a Taster of Wines. In the year 1763, one Thomas Allen was appointed by patent to the sinecure place of Taster of Wines, and endeavoured to enforce, for his own advantage, a fee of two shillings per tun on all wines and other liquors imported into Ireland. The merchants of the city, alarmed at what they considered as a new mode of arbitrary taxation, immediately used their Association for the purpose of resisting Thomas Allen's levy. The struggle against the exaction does not, however, appear to have lasted very long, for Gilbert, in his *History of the City of Dublin*, informs us that the body of merchants in question, "unanimously adopted the idea of building a commodious building for the meeting of merchants and traders, and a

situation having been fixed upon, the purchase-money, £13,500, was obtained from Parliament by the zeal and activity of Dr. Charles Lucas, then one of the city representatives." The merchants presented a petition to Parliament, "setting forth their want of a proper lot of ground to erect an Exchange on; that the difficulties they laboured under for want of such ground were a detriment to trade, and that if a lot of ground was granted to them in Dame Street, opposite Parliament Street, it would be a great advantage to the commerce and trade of the city of Dublin." Their petition was granted, and, as has been stated, Parliament voted the purchase-money. The building so erected was the Royal Exchange (now the City Hall), and the ceremony of laying the first stone of the edifice was performed on August 2nd, 1769, by Lord Townshend, the Viceroy, accompanied by the Lord Chancellor, the Archbishop of Dublin, and the Trustees. We are told that in order to signalise the occasion all the bells in the town rang out, the ships in the harbour displayed their colours, and after the ceremony the Lord Lieutenant was entertained in a magnificent manner at the Tholsel. The earlier entries in the minute-book of the Committee of Merchants are concerned with the steps taken to push forward the work of erecting the Exchange, and to secure the necessary funds therefor, the money voted by Parliament sufficing only to purchase the site. Thus the minute-book records a resolution "that the ground for building an Exchange be conveyed to the Corporation of the Guild of Merchants, and the planning of the building and carrying into execution of the Exchange conducted by a committee of certain citizens therein named, together with fifteen wholesale merchants, freemen of the Guild of Merchants, from among themselves."

The funds for the erection of the building were for the most part obtained by means of lotteries; and an entry in the minute-book dated February 23rd, 1768, records that it was resolved "that a scheme be grafted on the State Lottery now depending in England in order to raise a further sum towards the expense of erecting an Exchange on the reserved ground on Cork Hill, and that an advertisement for that purpose be published in due time in all the Dublin papers, except the *Gazette*." Numerous entries in the minute-book between the dates 1768 and 1778 relate to the progress of the building, one recording a resolution of February 24th, 1769, for the payment of the bills for the expenses incurred by the entertainment of the Lord Lieutenant at the Tholsel in connection with the laying of the foundation-stone. The entry informs us that the payment of the bills—amounting to £298 13s. 1½d.—was sanctioned, "notwithstanding that the Committee were of opinion that they were exceedingly extravagant." The Royal Exchange was first opened in 1779, ten years after the first stone had been laid.

WORK OF THE COMMITTEE.

The minute-book of the Committee of Merchants shows that that body not only performed for several years many of the functions now discharged by the Chamber of Commerce, but was the actual parent of that institution. It is interesting to learn that from the first the Committee of Merchants busied themselves in procuring an amendment of the Irish Bankruptcy Laws, and in movements for the direct importation of spirits from the British plantations without first landing them in Great Britain. The entries in their records show that they were keenly interested in the mercantile development of their own city.

NEW CUSTOM HOUSE.

They vigorously opposed the building of the new Custom House, and also a proposal for erecting Law Courts in College Green, on the ground that the carrying out of these projects would tend to shift the commerce of Dublin from its old centre in the neighbourhood of Essex Quay. Thus an entry in the minute-book dated December 30th, 1773, records that it was resolved "That the removal of the Custom House below Temple Lane slip will tend to draw the inhabitants of the city further down the river, and so furnish a pretext for building a bridge to the east of Essex Bridge, which would be still more injurious to private property, to trade, and to navigation than even the removal of the Custom House." A Committee which waited on the Commissioners of Revenue on the subject record that one of the Commissioners treated them in "so uncivil and rude a manner that they were under a necessity of retiring."

But the growth of Dublin in the eighteenth century was very rapid, especially in an easterly direction; and the inhabitants in the more recently developed districts, east and south-east, being obliged to rely upon ferries for communication across the river, stood badly in need of a bridge. The Commissioners of Revenue pointed out these facts, and the objections of the merchants were, of course, unavailing; but the latter, before surrendering, interviewed the Viceroy, petitioned Parliament, and even enlisted the support of some London merchants. In their petition to the King against the removal of the Custom House they said that the erection of a Custom House "almost without the bounds of the city would be attended by the following amongst other 'dreadful consequences':—It would oblige a very great number of the inhabitants to remove from their present dwellings; this would furnish a plausible pretext for the erection of a new bridge; the prices of coal and other commodities would be greatly enhanced; this project, thus big with ruin to private property and equally repugnant to every sentiment of justice and of humanity, does not appear to have the smallest pretension to public utility." The opposition of the merchants of Dublin had the effect of retarding the erection of the Custom House for about ten years; but at length, in 1781, the Commissioners of Revenue were empowered to proceed with the work on the site so obnoxious to the Committee. Shortly afterwards, Carlisle (now O'Connell) Bridge became an absolute necessity, and its erection helped on the rapid development of the city to the east.

Labour troubles were not uncommon in those days. The Committee report that in 1769 they were informed by several master coopers and master bakers that their journeymen had all combined and refused to work unless their wages were considerably advanced, and had carried this "licentious spirit so far as to brake out into open acts of violence." They resolved to use every means in their power "to suppress this dangerous spirit," and they subscribed £50 to the Corporation of Coopers to enable the latter to defray the expenses of prosecuting the journeymen coopers. Among other questions with which they concerned themselves were the embargo on the export of provisions from Ireland to all places except Great Britain and her colonies, the taking off the duties to which manufacturers of Ireland were subject on exportation and the importation direct into this country of foreign sugars subject to the same duty and enjoying the same drawbacks as in Great Britain, and the encouragement of inland navigation. We have now arrived at the stage when the Committee of Merchants devoted their attention to the establishment of a Chamber of Commerce for Dublin, but before proceeding to deal with the rise and development of the Chamber itself, it will not be amiss to sketch briefly the inception and history of another Society which, to some extent, at any rate, was not unconnected with the Chamber of Commerce.

THE OUZEL GALLEY SOCIETY.

One of the romances of Irish seaborne commerce is enshrined in the story of a vessel known as the *Ouzel*, in the ownership of a Dublin merchant, engaged in the Smyrna trade, which in the closing years of the seventeenth century sailed from Ringsend for the Levant. She carried a valuable cargo, which had, in the usual way, been insured with Dublin underwriters before her departure. For several years nothing was heard of her, and ultimately her owners and all concerned assumed that she had been lost at sea with all hands. The owners in due course made their claims as for a total loss, the underwriters paid in full over the ship and cargo, and the *Ouzel* galley was deemed to have made her last voyage. Soon afterwards, however, to the astonishment of all concerned, the *Ouzel* galley reappeared, and cast anchor in the port of Dublin. Her captain had a strange tale to tell. He related how on the outward voyage, when his ship was proceeding down the Mediterranean, she was captured by Algerine corsairs, who, liking the qualities of such a well-found vessel, did not sink their prize, but appropriated her to their own uses. The *Ouzel*, in the hands of her Algerine masters, preyed on the trade of Europe and was soon stored with a cargo of loot, which far exceeded in value that of the legitimate cargo. But by some fortunate chance the Irish crew of the *Ouzel* were enabled to turn the tables on their late captors, repossess themselves of their ship and its cargo, and return in safety to the port whence they had sailed.

Merchants v. Underwriters.

The return of the *Ouzel*, laden with piratical spoils of immense value, however, gave rise to a long and knotty legal dispute between the merchants and the underwriters. The bone of contention was, of course, the plunder with which the ship was laden. The owners of the *Ouzel*, while offering to repay the amount they had received for the loss of the ship under the contract of indemnity, claimed that the booty now belonged to them. On the other hand, the underwriters declared that, on paying the insurance money, they had acquired a right to any possible profit to be derived from the salvage or recovery of the *Ouzel* galley. The law on the subject of contracts of indemnity was not as well settled as it is now, and the nice point involved in the dispute between the owners and underwriters led to prolonged litigation. No records of this litigation are now traceable; but it is reputed to have engaged the Courts for years without any result being reached. Ultimately, however, the case was withdrawn from the Courts and referred to the arbitration of a committee of merchants, through whom a compromise was effected.

Origin of the Ouzel Galley Society.

With the object of commemorating this triumph of the principle of private arbitration, the merchants of Dublin decided to found a society, which should have for its object the settlement of all commercial disputes without the intervention of the law, and they had the happy inspiration of giving their Association the name of the vessel which had been the means of bringing it into being. And thus about the year 1705 the Ouzel Galley Society was founded. From the rules and regulations of the Society, it appears that it was the duty of all members of the Galley to sit as arbitrators in the settlement of such disputes as might be referred to them, "provided all the arbitrators chosen are members of the Galley." The rules prohibited parties from making any personal applications to members respecting any matter in dispute, and all proceedings were regulated under the guidance of an officer known as the Registrar, to whom a sum of money, arranged according to a fixed scale, was payable by the parties seeking arbitration, "to ensure the payment of the Galley fees," which were appropriated, after payment of the costs of the award, to a charitable fund.

Its Convivial Functions.

But the Society in process of time took a convivial tone, and became highly popular among the merchants of Dublin. Its roll being limited to forty members, admission was highly prized. During the whole of its active existence the Society enjoyed a high character, and included among its members all that was most honourable in the mercantile life of Dublin. Most of the business of the Society was transacted at or after dinner. At these convivial meetings philanthropic objects were never ignored, and after dinner it was customary to vote away in charity the earnings of the Galley.

Some Quaint Customs.

In deference to its marine origin, the Society was organised on a nautical basis. The affairs of the Ouzel Galley were administered by a Council, of which the officers were:—"The captain, two lieutenants, master, bursar, boatswain, gunner, carpenter, master's mate, coxswain, boatswain's mate, and carpenter's mate"; and a peremptory regulation enacted that at the meetings of the Galley, of which three were held annually, "the captain, or in his absence the senior officer on board has supreme command, and any disobedience to him is mutiny." The introduction of officers and new members was conducted "according to the ancient and immemorial usage of the Galley," part of the ceremony being the draming, at a single draught, of a bumper of claret from a glass cup. Guests could only be introduced on the invitation of the captain, officers and crew of the Galley, and at each meeting members were bound, on pain of a fine, to wear a gold medal pendant from an orange ribbon. Finally, the members were "piped to dinner" with a boatswain's whistle. The meetings of the Ouzel Galley Society were held during the

last century at the Commercial Buildings, Dame Street: their dinners were held at various well-known taverns, one of the principal of which was Atwell's Tavern, in Dame Street.

The Galley Wound Up.

From the year 1799 to the year 1869 the Society made 364 awards, many of which dealt with matters of great magnitude. But as legal procedure adapted itself more closely to the needs of the mercantile community, the function of the Society as an institution for promoting arbitration gradually fell into desuetude. As a benevolent and convivial association, however, the Galley continued to exist until the year 1888, when it was voluntarily wound up and dissolved by an order of the Court of Chancery. Its funds, to the amount of £3,300, were at the same time distributed among city charities. An interesting memento of this ancient Society exists in the large painting of a full-rigged ship, which hangs in the news-room in the Chamber of Commerce, with the legend "The Ouzel Galley—1705" beneath it, and which was presented to the Association as far back as 1752 by Alderman John Macarrell, the then captain of the Galley.

CHAMBER OF COMMERCE FOUNDED.

The first reference to the establishment of a Chamber of Commerce for Dublin is to be found in the minutes of the Committee of Merchants under date February 7th, 1783. That entry simply states:—"A paper having been introduced, containing Propositions for the establishment of a Chamber of Commerce in the City,"—Resolved—That the said paper be referred to the Committee of Merchants, and their opinion requested thereon." Nowhere in the records of either book—the "Rough Book" or the "Fair Book"—is there a reference to the subject prior to the date just mentioned. In fact, there is no recorded minute between October 22nd, 1782, and February 7th, 1783—an interval of nearly four months.

Mr. Litton Falkiner, who read a paper before the Royal Irish Academy, June 9th and June 12th, 1902, on *the Commercial History of Dublin in the Eighteenth Century*, copy of which appears in the *Proceedings* of the Academy, thought that it was probably a sense of the deficient authority of the Merchants' Committee, as revealed by the failure of their opposition to the Custom House scheme, which led to the institution of the more formal organisation of a Chamber of Commerce. The change may also have been hastened by an investigation into the conduct of the lotteries held by the Committee, which appears to have provoked some scandal, though no proofs of fraud were established. From February 10th, 1783, or, roughly, 134 years ago, has to be dated the inauguration of the Dublin Chamber of Commerce. The minutes of that date record that:—

"At a meeting of the Committee of Merchants regularly convened by summons for the special purpose of taking into consideration a plan of instituting a Chamber of Commerce in this city, Mr. John Patrick and Mr. Joshua Pim presented to the Committee the plan hereunto annexed, which being received, read and considered, the following resolutions were entered into:—

"That we highly approve of the said plan as forming a broad and firm foundation on which may be expected to arise a superstructure of eminent usefulness in the commercial department."

"That from this measure the trading interest is likely to derive great additional importance and respect, and the public in general the advantages consequent thereto."

"That on the great change expected shortly to take place in the commercial system of Great Britain and Ireland, and probably in that of some other countries, it is highly necessary and peculiarly seasonable by a scheme of this nature to collect the experience and the abilities of every intelligent trader in the various lines of commerce and manufactures, that their united knowledge may be happily directed to the general good."

"That this Committee do therefore most heartily recommend to their fellow-citizens the carrying of the said plan into effect as speedily as possible, and they will think themselves happy in resigning their appointment as the Committee of Merchants when on the liberal and extensive plan now proposed a Council of the Chamber of Commerce shall be elected."

PLAN FOR INSTITUTING A CHAMBER OF COMMERCE.

The plan referred to and adopted by the Committee was comprised under the heading "Plan for Instituting a Chamber of Commerce in this City," and was as follows:—"The present important situation of this country, its lately renewed constitution, its fond hopes of rising commerce and consequently increasing opulence, the variety of commercial regulations necessarily incident to this change of circumstances, and particularly requisite from the late revolution in the political system; every consideration appearing to demand a general union among traders and a constant, unwearied attention to their common interests; from a view whereof, to promote these laudable objects in this particular district, and to hold forth an example for imitation and co-operation to the rest of the Kingdom, it is proposed to institute forthwith a Chamber of Commerce for the city of Dublin.

"That any merchant or trader resident within the said city or its dependencies shall be eligible as a member of this Chamber on his paying one guinea to Mr. John Patrick or Mr. Joshua Pim, who have kindly undertaken to act as Treasurers until a person shall be elected to that office; such subscribers to continue members as long as they shall respectively comply with the rules which shall be adopted by the said Chamber for its good government; and for the continuation of a fund to answer the purposes of its institution.

"That when the subscribers shall amount to one hundred the said temporary Treasurers shall call a meeting by public advertisement, at which said first meeting of the Chamber, or at an adjournment of said meeting, the members present shall choose by ballot a certain number of persons who shall be called the *Council of the Chamber of Commerce*, to continue in office until the 1st of May, 1784; and that an annual ballot for such Council shall be held on every first day of May, not being Sunday, and when Sunday, on the 2nd day of May.

"That it shall be the business of said Council to attend to the interests of commerce, and for that purpose to hold frequent meetings, to confer when necessary with persons in high stations or others, to have a watchful attention to the proceedings of Parliament respecting trade in both kingdoms; to inspect into the methods of transacting business in Dublin, and to continue and recommend improvements therein when such shall be thought expedient.

"That the said Council for the time being shall choose by ballot from among themselves a President, two Vice-Presidents, and a Treasurer, and shall appoint a Secretary with a fixed salary suitable to his services.

"That it be understood that the members of the Chamber of Commerce shall be peculiarly entitled to the protection of the institution on every proper occasion."

Thus did the Committee of Merchants, after an existence of twenty-two years, become merged in the Chamber of Commerce. One month after the final meeting of the Committee of Merchants a ballot, at which one hundred and fifty-three persons appear to have voted, was held for the election of a Council of forty-one members. Mr. Travers Hartley, long the most active member of the old Committee, and a representative of Dublin in the Irish Parliament, headed the list, and at a meeting held on March 22nd, for the election of officers, he was elected President of the Chamber.

This position he appears to have held continuously down to 1788. In that year rules were drawn up for the annual election of officers of the Chamber, but as, with the exception of one entry in 1791, the minute-book is a blank from March 29th, 1788, to 1805, we have no record of any election of officers under the rules.

SUBSEQUENT HISTORY OF THE CHAMBER.

It cannot now be ascertained with certainty whether the Chamber met during the long interval 1788 to 1805; but from the fact that the first minute-book in the possession of the Chamber of Commerce is indexed as "Old Chamber," and that what is referred to as the "second" Chamber began to sit in 1805, Mr. Litton Falkiner assumes that the Chamber as originally started failed to meet for several years, and was, in fact, during a period of seventeen years a less efficient guardian of mercantile interests than

the old Committee of Merchants which it had replaced. The minute-book ends with the year 1807, and no records exist of any meetings from that year until 1820. The proceedings of the Chamber may have been suspended during part, or even during the whole of this interval. But from 1820 the manuscript records have been preserved in perfect sequence, and are in the custody of Mr. R. King Irvine, the present Secretary of the Chamber. There are also in the custody of the Chamber records of the imports and exports of Dublin and other Irish ports for several years in or about its foundation.

THE CHAMBER'S ACTIVITIES.

An examination of the minutes and reports of the Chamber conveys a good idea of the issues relating to the trade and commerce of Dublin which have from time to time arisen. In 1821 the Chamber had to complain of the very defective system on which the butter trade of Dublin had been hitherto conducted. For the better regulation of that trade it was suggested that the several cranes of the city should be concentrated into one establishment. This recommendation was subsequently adopted. "On their own unaided exertions," we are told, "must the merchants of Dublin depend, to raise this great branch of their trade from the state of discreditable depression in which it has too long been suffered to remain, and to place it on a footing proportionate to its magnitude and value."

At this time the woollen manufacturers of England sought to obtain a large reduction in the duty on foreign rape seed. A remonstrance by the Chamber had the effect of inducing the Government to relinquish the proposal. The reasons put forward by the Chamber against the proposed reduction were that under the legislative protection the cultivation of the rape plant in Ireland had progressively and rapidly increased; insomuch as to justify an expectation that, unless checked by some such measure as that in question, the necessity of foreign importations into Great Britain would, at no distant date, be altogether superseded.

Another complaint made in the same year was that the regulations circumscribing the foreign trade of Ireland unduly interfered with the direct shipment of goods to foreign markets, and as an example an Act was cited which prohibited the admission of Irish candles into Great Britain, under bond for re-exportation to foreign countries, in packages of less than 224 lbs.

While the duties on raw silk were nearly similar in both countries, the drawbacks on manufactured silks exported from Ireland were less than the half of those allowed in Great Britain. The representations of the Council of the Chamber led to an enactment equalizing the drawbacks in the two countries. On the general question of protecting duties the Council in a petition to the House of Commons expressed the view that the removal of the protection afforded by these duties to the manufacturers of Ireland would be productive of consequences deeply injurious, and in many cases ruinous, to an important portion thereof.

As early as 1823 the Council urged the desirability of facilitating and improving internal intercourse by the construction of railroads.

The influence of the Council had, in this year, been directed generally to the adoption of such regulations in the local departments as the interests or convenience of trade had been thought to require. It obtained an exemption from the payment of duties on deficiencies in goods taken out of bond for re-exportation. These duties had, in many instances, been found to operate with oppressive severity. The Council drew attention to inequalities in postage, and pressed that a uniform scale should be adopted for the United Kingdom. The postage of a letter from Dublin to London then was 1s. 3d., while from Dublin to Glasgow it amounted to 1s. 11½d.

In 1825 Bills for the Better Regulation of the Coal Trade of Dublin by virtually placing it under the dominion of the Corporation, and for conferring on the Corporation legislative authority to levy tolls and customs on commodities entering and leaving the city, were, through the opposition of Council, defeated.

SILK AND COAL.

The Government determined, under certain regulations, to permit the importation of foreign silk goods into England in 1826; but it was intended that for the first few years at least the importation should be confined to the port of London. The Council pointed out that the effect of this arrangement would prove highly injurious to the direct trade between Dublin and Bordeaux, and as the result of a memorial presented to the Board of Trade the port of Dublin was included in the proposed regulation for the importation of silk goods. A repeal of the duties upon coal imported into Ireland was urged at this time. The Council reports: "To encourage the industry of Ireland and provide the means of employing its numerous population, to accelerate its progress in civilization and wealth, and render its great resources conducive to its own improvement and the general advantage of the Empire, are objects of policy intimately connected with the extension and prosperity of its domestic manufacture; but the immediate tendency of the duty upon coal is to counteract this policy, to frustrate these beneficial objects, and, in discouraging manufacturing industry, to prolong the poverty and wretchedness of Ireland." A petition upon these lines was presented to Parliament.

In 1828 the defects in the Insolvency Laws were considered and remedies suggested for the removal of the grievances of merchants and traders. Complaints against the port charges were at this period frequent.

The report for 1832 states that a Bill was brought into the last session of Parliament to incorporate a company for establishing railway communication between Dublin and Kingstown—this was the first line built in Ireland—and encountered the opposition of the Grand Canal Company on the ground of its tendency to interfere with a project in contemplation for constructing a ship canal between the same places. The Council, being of opinion that the opposition was quite unreasonable, presented a petition in favour of the Bill, which was passed.

THE CORN LAWS.

In the report of 1838 we find, under the heading "Corn Laws," some passages of high significance at the present juncture. The report states that "Associations having been formed in England to obtain a free trade in foreign corn, principally with a view to benefit manufactures, your Council, although anxious to promote the great principle of unrestricted commerce, yet believing that to withdraw the protection under which native agriculture had improved, and which is rendered necessary by peculiar burdens, would not promote the welfare of the people, or increase the stability of the Empire, have forwarded petitions to Parliament against the measure. In these petitions it was urged that the advantages afforded by the markets of England have tended greatly to increase tillage in Ireland, where the cultivation of the soil is almost the only employment of a large population. . . . It was further urged that it would be unwise and impolitic to render our people permanently dependent on enemies or rivals for food." The repeal of the Corn Laws would, it was added, destroy the existing hope of bringing into cultivation the waste lands of Ireland, would render the cultivation of inferior soils unprofitable, and would diminish agricultural enterprise and wealth, and increase the distress of agricultural labourers.

TRANSATLANTIC PACKET.

In 1851 the Council advocated the establishment of a Transatlantic Packet station on the south or western coast of Ireland. In the same year it recorded with satisfaction the defeat of the attempted abolition of the Lord Lieutenantcy. Referring to this subject the report said: "As a measure specially affecting Dublin, it cannot reasonably be doubted that this project would entail great and complicated injury on our local interests; while in its more enlarged and national character no unprejudiced observer could fail to recognise another and a formidable effort of that centralising policy which would sacrifice every interest of Ireland, her agriculture, her commerce, her manufactures, and her national rights, to the aggrandisement of a more favoured part of the Empire."

POSTAL COMMUNICATION.

After the Council had, for seven years, urged on the Government a project for improving the postal and passenger communication between Great Britain and Ireland, it was able to announce in 1858 that a contract, to which the City of Dublin Steam Packet Company was a party, was entered into for the transit of the mails between London and Dublin. In 1861 the Council congratulated the Chamber on the completion of the project which "so long engaged their exertions, the improved postal and passenger communication between London and Dublin."

In 1863 there were references to the protracted distress entailed by the American Civil War, and a series of unfavourable harvests in Ireland.

In 1867 the Postmaster-General informed the Council that the Government had never at any time contemplated entering into a contract with the Cunard Company under which the Cunard Packets would be exempted from calling at Queenstown.

Upon the renewal of the mail contract in 1883, the Chamber agitated strongly for an acceleration of the service between Dublin and London, and protested against the suggestion that the Postmaster-General should be given an option to select the North Wall instead of Kingstown. Fear was then entertained that the employment of inferior boats might be permitted. This fear was set to rest, and the service both by sea and land was accelerated. "The result of the long-continued labours of the Chamber" (says the report) "is so satisfactory that it shows the great power of public opinion when properly organised and brought to bear upon Government, and what has taken place ought to encourage the Chamber to act with similar determination whenever occasion again arises for such effort."

In 1893 and during the following two years the Council took active measures to ensure that the next contract should provide for boats of greater power and speed and of better accommodation for passengers. In 1895 a new contract was entered into with the City of Dublin Steam Packet Company for twenty years from April 1st, 1897. The subsidy allowed was £98,000 a year, and the Company was to provide four new steamers, designed to give an acceleration of half an hour each way in the sea voyage. The Council was not satisfied that the acceleration of the railway service was sufficient.

PORT BILL PROMOTED.

In 1897 the Chamber, which from the earliest years of its existence has most carefully watched over the affairs of the Port of Dublin, decided to oppose a Bill promoted that year by the Port and Docks Board. In consequence of this opposition, the Bill was withdrawn, and the Chamber then determined to promote a Bill itself, providing amongst other things for a reconstitution of the Port and Docks Board on a basis more truly representative of the traders of Dublin. The Chamber guaranteed £300 towards the expenses of promoting the Bill, and the merchants and traders guaranteed £2,500. The measure promoted by the Chamber became an Act of Parliament in 1898, under the title "The Dublin Port and Docks Act, 1898." As the Council states: "The Chamber of Commerce has, in this matter, done a great service to the traders of the city. They have freed the Port and Docks Board and made it representative of the traders."

OVER-TAXATION.

In 1898 the Chamber presented a petition to Parliament drawing attention to the finding of the Royal Commission on the financial relations between Great Britain and Ireland, to the effect that the charges of the over-taxation of Ireland were true, having regard to her relative taxable capacity, and that such over-taxation amounted to about two and three-quarter millions sterling annually. The Chamber prayed the House of

Commons "to take into consideration the findings of the Royal Commission with a view to adopting such necessary measures in relation thereto as the justice of the case demands."

In 1908 the Chamber took a prominent part in opposing an Omnibus Bill proposed by the Corporation. Under the measure the Corporation sought a very wide extension of its powers. At the plebiscite of the electors the Bill was rejected by a large majority.

In 1910 a resolution was passed protesting against the proposals of the Finance Bill of that year as "detrimental to the best interests of the country in general, and more particularly injurious to the commercial and agricultural interests of Ireland, imposing as it would an undue proportion of taxation on that country."

At frequent intervals between 1883 and the present time the question of the American mails has engaged the attention of the Chamber, and the latest resolution passed on the subject asked the Government to insist upon due adherence by the Cunard Company to the terms of the contract of 1903, under which their large liners were to call at Queenstown. Amongst other subjects to which the Chamber has devoted attention are dock accommodation, port dues, bankruptcy laws, County Court procedure, telegraphic communication, merchant shipping laws, recovery of small debts, preferential railway and steamship rates, improvement of lighthouses, and private Bill legislation.

During the one hundred and thirty-four years of its existence the Council has striven with zeal and energy to promote the commercial and manufacturing interests of Dublin.

BADGE OF OFFICE.

In 1913 Mr. William M. Murphy, who had been President during that and the preceding year, presented to the Chamber a gold collar and badge to be worn by the Presidents. He considered that the representative of so important a body should have some badge of office to be worn when attending public functions. In selecting emblems to be embodied in the design, the manufacturers, Messrs. West & Son, made much use of the records of the Ouzel Galley Society, which was in a sense the precursor of the Chamber of Commerce, and was closely associated with it until the dissolution of the Society. The oval portion of the badge consists of a gold frame and a centre plaque, enamelled in colours, with a representation of the *Ouzel* galley, copied from the picture painted in 1752, which is now, and has for many years past been, hanging in the reading room of the Chamber. The collar consists of thirty-two links, four of them being copies of the gold medals originally worn by members of the Ouzel Galley Society; two of the medals showing the obverse—"The Ouzel Galley"—and two the reverse—"a figure of justice"—of the old medals.

MUNICIPAL DUBLIN.

The earliest of the civic muniments of Dublin date from the first Anglo-Norman settlement in Ireland. In 1171-2 Henry II. granted the city its first Charter. By it the Norman monarch "notifies that he has granted and confirmed to his men of Bristowa (Bristol) his city of Duvelina (Dublin), to be inhabited and held by them from him and his heirs, with all liberties and free customs which they have at Bristol and throughout his entire land." In 1174 he granted to his burgesses of Dublin freedom from toll, passage, pontage, lestage, pavage, murage, quayage, carriage, and all custom for themselves and their goods, throughout his entire land of England, Normandy, Wales and Ireland. He commanded that they should be treated as his free and faithful subjects, and prohibited infringements of his Charter under penalty of £10. The Charter of Prince John to Dublin in 1192, ratified in 1200 and 1215, contained an elaborate set of provisions, upon which was engrafted the municipal legislation of later days. The great importance of this Charter is that it defines Dublin and its "liberties." John, Lord of Ireland, granted to his citizens of Dublin, both within and without the walls there, "to have their boundaries, as perambulated on oath by good men of the city under precept from his father, King Henry—namely, from the eastern part of Dublin and the southern part of the pasture which extends so far as the gate of the Church of St. Kevin, and thus along the way so far as Kilmerecaren, and so by the mear of the land to Duvenalbroc (Donnybrook) as far as the Dother (Dodder), and from the Dother to the sea, namely, at Clarade (Poolbeg) near the sea, and from Clarade to Renniuelan; and in the western part of Dublin, from the Church of St. Patrick by the valley, so far as Karnanclonogunethe, and thence so far as the mear of the land of Kylmenan (Kilmainham) beyond the water of Kylmenan, near the Auenelith (Liffey), so far as the fords of Kilmehanoc; and beyond the water of Auenelith towards the north through Ennocnaganhoe, and thence so far as the barns of the (Priory of the) Holy Trinity; and from these barns so far as the Gallows, and so by the mear between Clunlith (Clonliffe) and Crinan so far as Tolekan (Tolka), and thence to the Church of St. Mary of Houstmanebi (Ostman's Town)."

PROVISIONS IN JOHN'S CHARTER.

Among the provisions of the foregoing Charter were the following:—No citizen shall wage battle in the city on any appeal brought against him, but shall clear himself by the oath of forty lawful men of the city; no foreign merchant shall buy within the city corn, hides or wool from a foreigner, but only from citizens; no foreign merchant shall have a wine tavern, unless on ship-board, liberty being reserved to John that out of every ship arriving with wines in Dublin, his bailiff in his place may select two butts of wine, one before and one behind the mast, for John's use, at forty shillings, each being at the price of twenty shillings; no foreigner shall sell cloth in the city by retail; no foreign merchant shall tarry in the city, with his wares for sale, beyond forty days; the citizens may contract marriages for themselves, their sons, daughters and widows without licence from their lords; all tenures, within and without the walls, as already defined, shall be disposed of, according to their pleasure, by the common consent of the citizens.

From the standpoint of municipal authority and jurisdiction, the outstanding feature of the Charter conferred by John was that the citizens should have "all their reasonable guilds as the burgesses of Bristol have or had."

THREE PROMINENT FEATURES.

In 1229 Henry III. gave permission to the citizens of Dublin to elect from among themselves annually "a loyal and discreet mayor" proper for the government of the city. This privilege was not, however, exercised till nearly two centuries later. By an ordinance made by Edward III. in 1363, the citizens were to be impleaded nowhere but

in their Guildhall within the city—in Winetavern Street. There are three features common to these Charters, namely:—(1) Riding the Franchises, (2) the Mayoralty, (3) the Guilds. From an examination of each of these one can observe the gradual processes by which municipal government developed in Dublin, and see also how extensive in many respects were the powers formerly exercised by the city authorities as compared with the present day.

Riding the Franchises.

The citizens were to have their boundaries as "perambulated on oath by good men." We have already seen how these boundaries were defined in the Charter of John. How was this perambulation of the boundaries carried out?

Perambulating the boundaries, riding the franchises, or, as it was commonly called, "riding the fringes," was formerly conducted by the citizens with great pomp and splendour. This manifestation of civic territoriality was observed triennially. On the appointed day the Mayor, Sheriffs, Recorder, Aldermen, and the representatives of the twenty-five guilds, accompanied by a body of horse and a concourse of citizens, took their way out of Dames Gate to the Strand (where Essex Street, Fleet Street, and Temple Bar now stand); thence they rode along the banks of the river to Ringsend, where one of the water-bailiffs (it being low-water mark) was commanded to ride as far as he could into the sea, and cast a spear to show that thus far extended the franchises of the south side of the river and harbour of Dublin. From thence they crossed the Strand to the Blackrock, and so westward to the east side of Merrion. From thence they proceeded through Simonscourt to Milton and Donnybrook roads; to Stephen's Green till they came to the corner house of Kevin's fort, whence they marched through Bride Street, Bull Alley, Patrick Street, and the Coombe to Crooked-Staff. From Crooked-Staff they advanced by the watercourse to the west end of Dolphin's Barn, and from thence by Cut-Throat Lane to Bow-bridge, where they passed under the middle arch to the Hospital-fields over the old Deer-park wall. They next rode eastward through Stoneybatter and Grange-gorman Lane into Finglas Road, and from thence to Drumcondra. After this they proceeded through Ballybough to Clontarf, the limit of the jurisdiction asserted at the north side of the Liffey being close to Raheny.

A committee appointed in 1743 to consider in what manner the franchises "should be rode" reported that "it is the indispensable duty of the several corporations to attend the sword and the chief magistrate in perambulating thereof, and that the masters and wardens of each corporation, with ten at least of the brethren, with the standard-bearer and beadle armed in a decent, orderly manner, with cockades, shall attend the chief magistrate in the whole circuit of the said perambulation. And we are likewise of opinion that any corporation neglecting to ride in the manner above-mentioned shall forfeit the sum of £10, and for not riding at all, £30, for the use of the city." In a modified form this procedure prevails apparently down to the present day.

The mayor of every borough, first elected under the Municipal Reform Act, was, within six months after his election, to cause boundary marks of some durable material to be set up, to mark the metes and bounds of the borough and its wards; and every three years afterwards the mayor and town clerk for the time being were to make "a circuit of perambulation" of the boundaries of the borough and wards, to renew boundary marks if obliterated, and set down in the "boundary book" any change of name which any part of the boundary might have undergone from time to time. Any mayor or town clerk neglecting this duty is liable to a fine of £20, to be recovered by any person "who shall sue for the same."

The Chief Magistrate.

At the beginning of the fourteenth century the chief magistrate was styled Provost, and the first to bear this title was John le Decer. He erected at his own expense in 1308, at the eastern end of High Street, a marble cistern to hold water for the benefit of the citizens. John le Decer was one of the leading, if not the principal, city merchant

of the time. Many instances of his public benefactions appear in the old chronicles. One hundred years later the title of Mayor conferred by Henry IV. upon the Provost was assumed; the first occupant of the office under that designation being Thomas Cusack. He and his successors were granted the right to bear a sword before them. In 1641 Charles I. bestowed upon the chief magistrate the dignity of Lord Mayor; but the title was allowed to remain in abeyance until the attention of the Municipal Assembly was directed to it by the Duke of Ormonde. In 1665 Sir Daniel Bellingham, whose portrait hangs in the Council Chamber, Cork Hill, became the first Lord Mayor of Dublin. At the Restoration, Charles II. gave the Lord Mayor the right to have borne before him a Cap of Maintenance, and presented him at the same time with a Collar of SS, and in lieu of the command of a foot company gave him £500 a year, to be paid in perpetuity out of the revenue of Ireland. During the conflict between James II. and William III., Sir Michael Creagh, who was then Lord Mayor, absconded, taking with him the collar, which only a few years previously had been presented to his predecessor as a testimony of loyal gratitude to the citizens for their adhesion to the Stuart cause. The ancient custom of opening certain courts by proclamation at the city gates was continued into the last century, and on those occasions the purloiner of the mayoral collar was called on to appear in the following terms:—"Sir Michael Creagh, Sir Michael Creagh, Sir Michael Creagh, come and appear before this Court of our Lord the King, holden before the Right Honourable the Lord Mayor of the City of Dublin, or you will be outlawed." The fugitive never returned.

In 1697 William III., by letters dated October 18th, directed and authorised the Lords Justices of Ireland to give orders for preparing and making a collar of SS, with His Majesty's effigies on a medal, to the value of £770, to be worn by the mayors of the City of Dublin for the time being, and presented to Bartholomew Vanhomrigh, the then Lord Mayor. The collar and medal were prepared and made in England by "the most able and skilful workmen or artists in things of that kind." After payment for the collar and medal a balance of about £250 remained to the credit of the Municipal Council out of the grant. The expenditure of this sum on adorning the collar and medal with jewels and ornaments was contemplated, but in 1701 the money was allocated to the purchase of three gold chains for the Lord Mayor and Sheriffs of Dublin, to be worn by them and their successors.

Vanhomrigh, the first mayor to wear the new collar, was a Dutch merchant, resident in Dublin, who had been nominated an alderman of the city by James II. He subsequently became an adherent of William III., and in a few days after the battle of the Boyne he received from the King the appointment of Commissioner of Revenue in Ireland. The Williamite Council elected Vanhomrigh Lord Mayor in 1697. Soon after his nomination he addressed a memorial to Government, in which he prayed that the "ancient, loyal and metropolitan city of Dublin" might, "in everlasting memory of the great services of William III. to its Protestant inhabitants," and as "a mark of his royal grace and favour, be honoured with a collar of SS, with His Majesty's effigies on a medal, to be worn by the mayors of this city successively in all ages to come." Vanhomrigh's daughter, Hester, figured in the mysterious love episodes of Swift as Vanessa. It was Swift who gave her this name. He is reported to have said, "There is nothing ugly about her but her name"—Hester Vanhomrigh. Her father had purchased an estate at Celbridge, and there his luckless daughter, the "White Witch," as Swift described her, died of a broken heart because the famous Dean spurned her love for that of Stella.

In 1700 the Civic Assembly resolved to erect a statue of William III. "in copper or mixed metal," at a cost of £800. In the following year the unveiling took place of the equestrian statue in College Green.

By the Charter of 7 Henry V. the Lord Mayor of Dublin is a Justice of the Peace. The Charter of 2 Richard III. made the Mayor and Recorder Justices of oyer and terminer, and general gaol delivery within the city, its suburbs and liberties. Under the subsequent Charters of 17 Charles I. and 1 George II. the Aldermen of the city were also Justices of the Peace. These provisions as to Aldermen have been repealed, but the authority of a Justice of the Peace to the Lord Mayor is still preserved.

Among the perquisites enjoyed by the Lord Mayor in former times the following, referred to in the municipal records, may be mentioned:—The lessee of the city lands at Baldoyle was, in addition to the rent, bound to give "yerlie one dozen of good lardge linge at Christmas, or in liewe thereof fiftie shillings sterling, to the Maior of the Cittie for the tyme beinge"; the city lessee of the fish market was bound to present annually to the Lord Mayor six salmon and three couple of ling; the town clerk had, on his appointment, to give one hogshead of claret to the Lord Mayor in office at the time and another hogshead to the Lord Mayor-elect. According to rules made by the Assembly in 1665, every Alderman who failed to dine with the Lord Mayor on quarter days was liable to a fine of five shillings, and every Sheriff's peer guilty of a like omission had to forfeit half-a-crown.

The Lord Mayor of Dublin enjoys, together with the Lord Mayor of London, the privilege of being allowed to appear in person at the Bar of the House of Commons to present petitions to the House. During his term of office the Lord Mayor resides at the Mansion House, Dawson Street. This official residence, built in the Queen Anne style, contains some fine apartments, notably the Oak Room and the Round Room; the latter, 90 feet in diameter, was specially built in 1821, for the purpose of entertaining King George IV. There is in the Mansion House a large collection of splendid pictures.

The Old Corporation.

King John, as we have already seen, ordered that "the citizens shall have all their reasonable guilds as the burgesses of Bristol have or had." This brings us to the constitution of the Corporation, which gradually came to be established, and which, with some slight modifications made from time to time, existed down to the enactment of the Municipal Corporations Act of 1840. The full designation of this corporate body was "The Right Honourable the Lord Mayor, Sheriffs, Commons and Citizens of the City of Dublin." At the beginning of the nineteenth century the Corporation consisted of a Lord Mayor, twenty-four Aldermen, and a Common Council—in reality it comprised an upper and a lower house, the Lord Mayor and Aldermen forming the upper house, while the lower house included the Sheriffs and Sheriffs' peers and the representatives of the guilds. The Lord Mayor was elected annually from the board of Aldermen with the approbation of the Common Council and the consent of the Lord Lieutenant and Privy Council. On the occasion of the annual election the Lord Mayor, together with the Sheriffs, Aldermen, and Common Council, marched in procession to the Castle, accompanied by music and the battle-axe guards, where they were entertained. The Lord Mayor was then sworn into office before the Lord Lieutenant, and received a charge from one of the judges. From the Castle they proceeded to the Sessions House, where they opened the Courts and swore in the Sheriffs.

The Aldermen were chosen for life from among such Common Councilmen as had held the office of Sheriff and were termed Sheriffs' peers. The electors were the Lord Mayor, Aldermen, and Common Council. Each Alderman, on his election, paid £400, practically one-fourth of which went to the support of the King's Hospital, and the remainder for the repair and embellishment of the Mansion House.

The Sheriffs were elected annually by the Lord Mayor and Aldermen from a list of eight freemen nominated by the Common Council. Those who had served the office, or paid a fine for exemption, were denominated Sheriffs' peers. The number of Sheriffs and Sheriffs' peers in the lower house was 48. Each Sheriff had to swear before his election that he was worth £2,000 above his just debts.

In the old days the meetings of the Corporation were held in the Tholsel, which stood at the north-east corner of St. Nicholas Street, and was built originally in the reign of Edward II. and rebuilt in 1683 with its main front to Skinner's Row. In 1793 the Corporation acquired a house in William Street as a meeting place. The meeting place to-day is the City Hall. This building was erected in 1779 by the Committee of Merchants as a Royal Exchange, and was purchased by the Corporation in 1852.

THE CITY GUILDS.

The Common Council, numbering 96, were elected every third year by the corporations or guilds, of which there were twenty-five. The guilds embraced the different trades of the city, and at their head were the Merchants, with thirty-one representatives, or the Guild of the Holy Trinity, mentioned in the old Assembly Rolls as the "Trinitie Yeld." An enumeration of the guilds gives us a good indication of the crafts and industries of the city. Besides the Merchants, they included Tailors, Barber-Surgeons, Bakers, Butchers, Carpenters, Smiths, Shoemakers, Saddlers, Cooks, Tanners, Tallow-Chandlers, Glovers, Weavers, Goldsmiths, Coopers, Felt-makers, Cutlers, Painters, and Bricklayers, Hosiers, Curriers, Brewers, Joiners, Apothecaries. In some of those certain early guilds, representing minor trades, had been absorbed as wings. Each of these guilds had its patron saint. For instance, the patron of the Coopers was St. Patrick; of the Butchers, Carpenters, Shoemakers, Saddlers, Glovers, and Weavers, the Virgin Mary; of the Cutlers and Apothecaries, St. Luke; of the Brewers, St. Andrew; of the Tanners and Dyers, St. Nicholas; of the Tallow-Chandlers, St. George; of the Bricklayers, St. Bartholomew; and so on.

MUNICIPAL ACTORS.

An ancient custom amongst the citizens of Dublin was the representation of plays or interludes upon certain occasions by the corporations or guilds. The Viceroy and persons of rank were usually invited to these theatrical performances, at the conclusion of which a splendid banquet was given. As early as 1528 plays were acted during the Christmas season on a stage erected in Hoggen (now College) Green. The Tailors acted the part of Adam and Eve; the Shoemakers represented the story of Crispin and Crispianas; the Vintners acted Bacchus and his story; the Carpenters that of Joseph and Mary; Vulcan and what related to him was acted by the Smiths; and the Comedy of Ceres, the Goddess of Corn, by the Bakers. The Corpus Christi celebrations were also conducted with great pageantry.

ST. GEORGE'S DAY.

A special representation of the legend of the Dragon took place on April 23rd in celebration of St. George's Day. From the chain-book of Dublin we learn that the mayor of the year before was "to find the Emprour and Empress, with their followers, well apparelled—that is to say the Emprour, with two Doctors, and the Empress, with two Knights and two maydens to beare the traine of their gownes, well apparelled," and the Guild of St. George was to pay them their wages. There are other quaint entries in the chain-book relating to the ceremony.

There are numerous references in the old records to the pageants organised by the guilds, and to banquets and junketings. The guilds had codes of rules regulating their respective crafts, and containing stringent provisions with regard to the admission of apprentices. Many of the regulations were, in fact, too rigid, and had in later years a prejudicial effect on some of our industries.

NEW RULES.

Under the title "New Rules" an elaborate set of rules "for the better regulating the Corporation of the City of Dublin" was promulgated by the Privy Council in 1672 in pursuance of the Act of Settlement passed in 1665, which empowered the Lord Lieutenant and Council to make rules, orders, and directions for the better regulation of cities, walled towns, and corporations. These rules prescribed the manner in which the Lord Mayor, Aldermen, Sheriffs, and Common Council were to be elected. Any person elected to these offices or as recorder, treasurer, or master or warden of any guild, was bound, in addition to the oath of supremacy, the oath of allegiance, and the oath usually taken upon admission to office, to take the following oath:—"I, A.B., do declare and believe, that it is not lawful, upon any pretence whatsoever, to take arms against the King; and that I do abhor that traitorous position of taking arms by his authority against his person or

against those that are commissioned by him. So help me God." Dissensions and disputes from a dissatisfaction as to some parts of the constitution having arisen, the Irish Parliament in 1759 passed an Act altering in some respects the former rules. One of these rules provided that nobody could represent the guilds on the Common Council "unless at the time following the business of the guild as his publick occupation, or serving apprenticeship thereto, or following it five years, save guild of Merchants, whose representatives shall be merchants or traders." The Corporation so constituted governed the city till 1840. In the early part of the eighteenth century the city guilds included such names as the following:—*Trinity Guild*—Aldrich, Grattan, Masters, Ward, Blood, Wardens, Aston, Hendrick, Philpott, Phillips, Williamson, Sican, Trew, Stern, Tighe, Edkins, Halliday, M'Culloch, Latouche, Grueber, Cholmonday, Moland, Bulky, Vareilles, Thwaites, Chamney, Elwood, Lord, Archer, Twigg, Burrowes, Bradshaw, Hunt, Walker, Read. *Tailors*—Porter, Powell, Buckley, Owens. *Smiths*—Heatly, Chambers, Barlow, Sidebotham. *Barber-Surgeons*—Green, Freeman, Murdoch, Tye. *Bakers*—Julibert, Meakins, Jones, Duprey. *Butchers*—Lindley, Horton, Kelso. *Carpenters*—Wallace, Nelson. *Shoemakers*—Pazey, Turney, Lewis, Shinim. *Saddlers*—Esdall, Thompson, Blair. *Cooks*—Harris, Knight. *Tanners*—Wilkinson, Dickinson. *Tallow Chandlers*—Chamberlain, Rathborne. *Glovers*—Sweeney, Nuttall. *Weavers*—Woodworth, Jennings, Sherrard. *Shearmen*—Hill, Whelling. *Goldsmiths*—Weldon, Slicer, Barry, Billing. *Coopers*—Allen, West. *Felt-makers*—Boyton, Leathly. *Cutlers and Painters*—Parsons, Wall, Dobson. *Bricklayers*—Kirkpatrick, Wilson. *Hosiery*—Tomlinson, Sands. *Curriers*—Renny, Hutchinson. *Brewers*—Espinasse, Bovan, Emos. *Joiners*—Read, Ryan.

EXTENSIVE POWERS.

Although some services, essentially municipal in their nature, were under the control of independent bodies, still in many respects the old Corporation exercised wider and more varied powers than are vested in the modern Council. On more than one occasion ordinances regulating the rates of wages were made. In 1349 the Statute of Servants and Labourers was transmitted by writ to the mayor and bailiffs of Dublin; it provided that all labourers should "serve another year for the same wages," as was the custom two years previously. In the *Calendar of Ancient Records* for 1555 we find the following entry:—"It is ordeyned by auctoritie aforesaid that a maister maison, maister carpender, and so the maister of every occupation, shall have by the daie when he haith no meate nor drinke fyftene pens, the journeyman xii^d, the prentice x^d; and when he haith meate and drinke, the maister shall have by the daie vi^d, the journeyman iiiii^d, the prentice iii^d; every laborer shall have by the daie, without meate and drinke viii^d, ob., and with meate and drinke, iiiii^d; and if any within the franchises of the cittie do take more than is here ordred, he shall forfait [halfe of] the some he taketh and the gyver shall forfait as mouche, halfe to the accusor or informer, and halfe to the treasurer of this cittie." Again, in 1689 rates of wages were fixed as follows:—For a master workman, tailor, smith, carpenter, joiner, wheelwright and other handicraftsman, two shillings a day; for a journeyman, fourteen pence; and for a common labourer, eightpence.

In the old days, too, the Corporation exercised the function of regulating prices and repressing extortions by traders. From the contents of the Assembly Rolls from 1611 to 1651, it appears that to prevent a scarcity of bread and to counteract combinations among the city bakers to enhance prices unreasonably, extern bakers resident more than a mile beyond the city boundary were permitted on market days to retail bread, provided it had been made from corn purchased in the country, and was good, sound, and of full weight. Regulations were made by the Council to prevent the raising of prices for meat and fish, caused by the practices of the city butchers and fishmongers, who frequently intercepted and purchased the supplies coming with country dealers.

We also learn from the Ancient Records that in 1756 several persons were prosecuted for entering into combinations to extort an exorbitant price for coal from the poor inhabitants of the city; and some dozen years earlier an order was made prohibiting hucksters "from selling water."

In suppressing nuisances measures more drastic than any permitted by the Public Health Code of to-day were enforced. By many of the ancient laws swine were not "to goe abroad into the streets" within the walls, and any person finding hogs in the streets was empowered to kill the animals without rendering himself liable to the owner for compensation or damages. An ordinance of 1693, having recited those laws, that the suburbs were larger and more populous than formerly, as "most persons of note and quality doe dwell in the same," and were much offended by the nuisance of hogs, went on to order that if thereafter any hog was found in the streets, either in the city or suburbs, it should be lawful for any person to kill the same without making recompense to the owners.

Before laws regulating the sale of intoxicating liquors were framed upon a systematic basis, the Corporation apparently exercised the jurisdiction of licensing authorities.

The making, selling, and retailing of "aquavite alias ushkebagh" came under the notice of the Municipal Council in 1618. A petition was presented by the Commons praying that there might be some "frendly and loving course determynd and conceived in this assemblee for the succeeding tyme soe far as concerning the makinge, selling, and retailinge of aquavite alias ushkebagh, whearby they might not be heerafter driven to such chardge and trouble that they have been at"; and it was ordered that inasmuch as the purchase was made to the "Trynyty Yeald" (the Merchants' Guild) the matter should be moved to that guild, and "Mr. Maïor (the Mayor) is to mediate that a freindly and loving course may be coneluded betwixt the petycioners and the Yeald, who wilbe willing to give the petycioners contentment." A few years earlier representations were made to the City Assembly to the effect that strangers were, "without respect of Government," setting up ale and beer taverns, with the result that the city was not only pestered with multitudes of "vagabonds, bad livers, and idle persons, to the great infamy and disgrace of the Government, but a general decay of the poor had followed." It was then ordered that no man or woman but a freeman of Dublin should sell ale or beer by retail.

CONFLICT OF AUTHORITIES.

For many years subsequent to the Anglo-Norman settlement contentions between the ecclesiastical and civic authorities were not infrequent; and on more than one occasion the mayor and citizens had to do public penance for violating the privileges of the Church. Later on disputes arose from time to time between the Corporation and the Castle authorities.

In the 10th of Henry VII., 1495, an Act of the Irish Parliament recites misconduct towards the King of the cities and great towns of Ireland, especially Dublin, by reason of the "amitie and favour which diverse of the said cities and towns did beare to diverse lords and gentlemen," and, for preventing such conduct in future, enacted that no citizen, Burgess or freeman should receive "livery or wages or make other promise or surety for indenture or otherwise with any lord or gentleman." Another Act of the same year enforced the selection of corporate functionaries from among those who resided in the town, by providing that no lords should be called to the councils of boroughs, nor any elected alderman or freeman, unless he was an inhabitant.

Naturally the hours of meeting and the mode in which the old assembly conducted their business are topics not without interest. Under regulations made in 1704 the business of the City Assembly opened at 10 a.m., was resumed at 3 p.m., and closed at 7 p.m., but extension to 9 p.m. was occasionally permitted. Members were to appear with gowns or badges, and the proceedings were not to be disclosed. The reader is now in a position to appreciate fully the wonderful transformation wrought by modern municipal legislation.

MUNICIPAL REFORM.

Under the Municipal Corporations Act of 1840 the constitution of the municipal body was completely reformed. The city was divided into fifteen wards, one Alderman and three Councillors being assigned to each ward, thus limiting to sixty the membership

of the new body. In that Act the general boundary of the city and the boundaries of the fifteen wards were defined. In view of legislation passed subsequently, it may not be amiss to insert here the definition of the general boundary contained in the Act of 1840. It was as follows:—"From the point of intersection of Parkgate Street with a road running northerly along the Phoenix Park wall, along the said Phoenix Park until it meets the Circular Road, and easterly along the Circular Road to the west end of the Roman Catholic Chapel of Saint Peter; thence northerly in a straight line to the west end of Mr. Hay's mill, about three hundred and sixty yards to the westward of Westmoreland Bridge across the Royal Canal; thence in a direct line across the Royal Canal to its northern bank; thence south-east along the northern bank of the Royal Canal to Jones's Bridge; thence northward along the road forming the continuation of Russell Street and Jones's Bridge to its junction with the Clonliffe Road; thence south-eastward along said Clonliffe Road and Ballybough Bridge to the centre of said Ballybough Bridge; thence easterly along the centre of the river Tolka to the centre of Annesley Bridge; thence south-east in the direction of a point distant perpendicularly northward three hundred yards from the south-east corner of the wall extending from Annesley Bridge to the East Wall, to the point where such line is intersected by the prolongation of a line drawn between two points, the one distant three hundred yards perpendicularly eastward from the north-east corner of the East Wall, the other distant perpendicularly three hundred yards eastward from the south-east corner of Mr. Halpin's patent slip in the Ballast Office yard; thence southward along the last-mentioned line and in continuation thereof until that line reaches the mid-channel of the river Liffey; thence westward along the mid-channel of the river Liffey until the line thus drawn is intersected by a line drawn from the centre of Ringsend Bridge to a point on the North Wall two hundred and fifty yards (measured along the said Wall) from its eastern termination; thence southerly along the last-mentioned line to the centre of Ringsend Bridge; thence westward along the road to Dublin (being a continuation of Great Brunswick Street) until it intersects Barrow Street; thence southward along Barrow Street to its point of intersection with Grand Canal Street; thence westward along Grand Canal Street to Macquay Bridge; thence in a westerly direction along the southern bank of the Grand Canal to its point of intersection with the branch leading to the city basin near Griffith Bridge; thence northward in a straight line to the Turnpike Gate, No. 3, at the south-west angle of the Circular Road; thence northward along the said road through Island Bridge, and over Sarah Bridge across the Liffey to its point of intersection with Conyngham Road; thence eastward along Conyngham Road and Parkgate Street to the point first described." The city so circumscribed was nearly surrounded by the Circular Road, 9 miles in extent, and its area was 3,733 acres, whereas the area of the ancient city was only 1,752 acres. Certain parts of the old municipality were not included within the new borough boundary, whereas other portions which belonged to the county were included. The latter embraced a population of 45,626, and the former 12,662, so that the accession to the population of the city, as constituted by the Act, was 32,964. In 1841 the total population was 232,726. On October 25th, 1841, the new Council was elected, and on November 1st following Daniel O'Connell, "the Liberator," was elected Lord Mayor.

ENLARGED BOUNDARY.

The Dublin Corporation Act, 1900, extended the boundary of the borough by adding to the existing city the urban districts of New Kilmainham, Drumcondra, Clonliffe and Glasnevin, and Clontarf and other lands formerly included in the administrative area of the County of Dublin. By this extension the area of the city was increased to 7,911 acres, of which 166 acres are under water.

The Act provided that the old city should continue to be divided into fifteen wards, with the same names and the same number of Aldermen and Councillors as before; and that the added area should be partly divided into five new wards and partly distributed between two of the existing wards, one Alderman and three Councillors being assigned to each new ward. Therefore there are at present 20 wards returning to the Municipal Council 20 Aldermen and 60 Councillors, a total membership of 80. By

the Act of 1840 the Municipal franchise became vested in £10 rated occupiers. The Local Government Act of 1898 assimilated the Municipal to the Parliamentary franchise, and, in addition, included women and peers as Local Government electors.

POPULATION AND VALUATION.

No accurate census of the population of Dublin was taken before 1804. It was then ascertained to be 167,889. At the beginning of the eighteenth century Dublin was, with the exception of London, the largest city in the United Kingdom. In 1798 its population was estimated at 182,370, exclusive of its suburbs. This was nearly treble the number of a century earlier. In the appended table the population and valuation during the half-century 1861-1911 are shewn:—

Year.	Population.	Valuation.
1861	254,808	£512,493
1871	246,326	£550,520
1881	249,602	£657,578
1891	245,001	£686,907
1901	290,638	£740,810
1911	304,802	£972,945

Year after year there has been a normal progressive increase in the valuation, and in 1915-16 it had reached £1,013,478. A few years ago a general re-valuation, the first since 1854, was undertaken. Its effect has been to enlarge the valuation for 1916-17 to £1,163,478.

An idea of the size and scope of present-day municipal problems may be gathered from the fact that the entire annual expenditure, direct and indirect, of the Corporation of Dublin to-day is, roughly, equal to the total national revenue of Ireland in 1751. Among the multitudinous activities of the Corporation are schemes relating to public health, sanitation, drainage, water supply, lighting, housing, education, etc., etc. In recent years great and commendable enterprise has been displayed in carrying out works devised for the improvement and betterment of the city establishment, with the result that to-day Dublin is supplied with every equipment that any modern city can require. It is proposed to give a brief outline of three of the principal municipal enterprises.

DUBLIN WATER SUPPLY.

In the old times the water used by the citizens of Dublin and the people adjacent to it was obtained from the rivers Liffey, Dodder, Poddle, Swan, and largely from wells. As early as 1254 a supply of water was brought to the city from the Dodder by an aqueduct. After the canals were formed supplies were obtained from them. Originally the water was conveyed in wooden pipes; not only was it inferior in quality, but the quantity was hopelessly inadequate. In the fifties of the last century the water problem was recognised to be one of the utmost gravity. The water obtained from the canals had very little pressure, and besides, it was supplied intermittently only every second day. In 1859 Sir John Gray and Alderman Kinahan were requested to select an engineer to advise as to the best way to obtain an abundant supply of pure water. From that time onwards Sir John Gray for years devoted himself with remarkable zeal and energy to the problem. Many schemes were mentioned, numerous water analyses were made, and ultimately it was decided to obtain the desired supply from the river Vartry, in the county of Wicklow. This river was impounded near Roundwood, a distance of 22 miles from the city, and converted into a lake, containing 418 acres and capable of holding 2,400,000,000 gallons of water, equal at the time to a seven months' supply. The gathering ground embraces 34,890 acres. The river Vartry rises at the base of the great Sugar Loaf Mountain, in the county of Wicklow, and, flowing in a southerly direction, enters the sea at Wicklow, after a course of nearly 13 miles. The reservoir at Roundwood is about 700 feet above sea-level; its greatest depth is 60 feet, and its average depth is 22 feet.

The works were commenced in 1863, and were not fully completed until 1868

It was mainly through the exertions and wisdom of Sir John Gray that this splendid water supply was secured. In 1879 a statue of him was erected in Sackville Street by the citizens of Dublin, in grateful recognition of his services in procuring for the city an abundant supply of pure water.

Recently the Corporation acquired 500 additional acres, upon which a huge supplementary reservoir is being constructed which will entirely remove any possibility of a shortage even in the driest summer. This reservoir will contain 1,259,000,000 gallons, or 90 days' supply for the city. The total capacity of the reservoirs will be 3,659,000,000 gallons. About 17,000,000 gallons are received daily in the city; in addition, the township of Pembroke and other outlying districts obtain their water supply from the Corporation.

An analysis obtained from an eminent bacteriologist and expert in the examination of water states:—"I am of opinion that the Varty water complies with the most stringent demands of modern sanitary science." Dublin has to-day one of the finest water supplies of any city in Europe. The total capital expenditure on the original scheme and the supplementary undertaking will be about one million sterling.

ELECTRICITY SUPPLY.

Towards providing light an order was made by the Municipal Assembly in 1616 that every fifth house in the city and suburbs should have a lantern and candle-light set forth from six o'clock to nine on every dark night from All Hallowmas to Candlemas and a fortnight after. The next stage in illumination was horn lanterns, suspended from tapes that hung across the streets.

Early in the eighteenth century improvements were made in the public lighting. The public lamps were supplied with oil made from rape-seed. It was found desirable to have the lamps lighted to an hour beyond that at first fixed for their extinguishment—as between it and dawn various offences had been committed. In 1716 one light was ordered to be placed at each end of "the four bridges," and one in the middle of the same to continue burning all night. When it was proposed one hundred years ago that the city should be lighted with gas, the inhabitants objected to the proposal, alleging that it would be too costly, especially as the existing rates were, in their opinion, too high. Great strides have been made in lighting for public and domestic purposes since the days when the only illuminants were either candles or oil lamps. In the street lighting of Dublin both electric light and gas are utilised; but electricity is gradually becoming the chief illuminating medium for both public and private purposes.

Nearly a quarter of a century ago the Corporation embarked upon the enterprise of supplying electricity for light and power. The pioneer station of the undertaking was in Fleet Street. The supply from this station was first given in 1892, and applications from consumers came in so rapidly that in the winter of 1893 additional plant had to be installed, and further additions to the generating plant were made from time to time up to 1899.

The capacity of this station was found to be insufficient to meet the demand, and it was accordingly decided to erect a new generating station upon a more commodious site. The Pigeon House Fort, on the south side of the Liffey, three-and-a-quarter miles from the centre of the city, was selected. The ground upon which the Fort was built had been ceded temporarily to the Government by the Harbour Corporation in 1798, and was subsequently purchased for the purposes of the War Department as a place of arms for £100,183. In 1893 the Fort and buildings were purchased by the Corporation from the War Office for £65,000, for the purposes of the contemplated main drainage project. By a settlement arrived at with the Lighting Committee, they contribute a rental of £600 a year in relief of the capital charge. There is a small harbour near the Fort which allows of colliers discharging alongside the generating station.

On the advice of the Consulting Engineer, it was decided to adopt the three-phase system of generation and distribution for the general lighting and power supply to private consumers, the Corporation of Dublin being the first to adopt this system in the United Kingdom. The erection of the new station was commenced in 1901 and completed

in 1903, when the entire supply to both new and old systems of mains was given by the Pigeon House. From time to time since then many additions to the generating plant have been made, while the mains originally laid have, owing to increasing demand for electricity, been further extended.

The total units sold in 1903 amounted to 706,000, and in 1914-15 to 9,519,545. In the latter year the gross revenue from the undertaking was £105,440. Up to the end of 1914-15 the capital expenditure on the scheme amounted to £834,756.

DRAINAGE OF DUBLIN.

Lady Morgan's description of the metropolis as "Dear, dirty Dublin" was, no doubt, in her day justified by the defective drainage and sewerage systems of the city. Before the introduction of the main drainage system, now in operation, the sewage of the city was discharged at low tide into the river Liffey. The exit end of each sewer was provided with a valve, which opened outwards; when the tide rose to the level of the valve it closed it. Accordingly it became inevitable that the sewage should be stored in the sewers twice in the twenty-four hours. Sometimes, during unusually high tides, or heavy rainfalls, the capacity of the sewers, or some one or more of them, was insufficient to hold all the impounded sewage, which therefore forced the traps on the house drains and flooded the basements. From the health point of view the effect of this arrangement must have been highly injurious. In the first place, the storage of the sewage in the sewers gradually impregnated the subsoil with deleterious matter; in the next place, the heavier matter in the sewage fell to the bed of the river, causing at times of low tide a most abominable odour. Even apart from the ill-consequences to health, the daily discharge of the contents of the sewers into the Liffey in the very heart of the city presented an unsightly and nauseating spectacle. Moreover, the impression conveyed to the visitor was that the sanitation of the city was still of a primitive and deplorable character. The Liffey had long lost its pristine purity and had become a polluted river; a menace to the health of the community, and a factor tending to the depreciation of all property in the vicinity.

The reformed Corporation had not been long in existence before it realised the gravity of the situation. As early as 1853 the City Engineer reported that the matter discharged into the river by the sewers "renders its bed foul, and, at low water, excessively disagreeable to the inhabitants of the quays, and to the public generally passing by or over the bridges, from the noxious exhalations which rise from it, particularly in hot weather." Prior to that year projects for the better drainage of the city had been submitted. As time went on it became obvious that to remedy the evil a scheme of vast magnitude would be necessary. In 1865 the City Engineer suggested the collection of the sewage by intercepting sewers and its discharge at the East Wall, where a storage tank was to be constructed to prevent the sewers being backed up during high tide. Owing to the state of the city, the Corporation were at that time unable to undertake such a costly enterprise. They were, however, convinced that nothing short of a scheme on the lines recommended would suffice.

In 1870 communications passed between the Government and the Corporation with a view to obtaining a loan for the necessary funds, with the result that a statute was passed enabling the Exchequer Loan Commissioners to lend the Corporation £350,000. In 1871 the Corporation obtained an Act of Parliament enabling them to construct main sewers which would collect the drainage from the other sewers and prevent it from polluting the Liffey. This statute is known as "The Dublin Main Drainage and Purification of Liffey Act, 1871." The cost of the works was estimated at £350,000. Before tenders were invited an extraordinary increase in the price of materials took place, owing to labour troubles and other causes. The lowest tender amounted to £775,000, the next lowest being slightly under £900,000. This was in 1873, and again in 1874 the Corporation sought for and obtained tenders, the lowest being £443,494—a sum which at the time the Corporation had not the power to borrow. Suggestions were next made for the temporary abatement of the nuisance caused by the state of the river. Although by an Act passed in 1875 the Corporation were empowered to borrow £500,000

for main drainage, the Treasury refused to grant a loan for that sum, on the ground that the financial state of the city did not admit of the application of so large a sum for one purpose only.

The passing of the Public Health Act of 1878 enabled the Corporation to raise money by the issue of Stock without applying to the Treasury. In 1891, as a result of the operations for the consolidation of the city debt, the Corporation at last found themselves in a position to grapple with the question. A new Main Drainage Committee was appointed, and in 1892 a Provisional Order was obtained from the Local Government Board enabling the Corporation to borrow whatever sum was required for main drainage works. Operations were soon afterwards commenced. The new system of main drainage consists of two main intercepting sewers laid respectively along the north and south banks of the Liffey, and a third intercepting sewer along the sea road from Dollymount through Clontarf and Fairview. The intercepting sewer on the northern side commences in Parkgate Street at Infirmary Road and ends opposite Marlborough Street, where it is joined by the drainage coming from Drumcondra, Glasnevin, Clontarf and the north-eastern portion of the old city. The sewage is carried under the bed of the river from the north to the south side by means of a syphon at Eden Quay. All the city sewage is thus conducted to one point at Burgh Quay. The syphon under the river is constructed of cast-iron pipes lined with blue bricks, finishing to a diameter of 3 ft. 4 in. It is carried through solid rock at a depth, in the centre of the channel, of 21 feet under the bed of the river. At Burgh Quay the main outfall sewer commences. It is 8 feet in diameter, and about 2 miles in length.

This low-level outfall sewer terminates at the pumping station at Ringsend. At this point the whole of the sewage is pumped into a high-level sewer and conveyed by gravitation to the purification works. The pumping plant is capable of lifting over sixty million gallons of sewage per day. The purification works consist of a series of tanks, which have been constructed on the site of the old harbour which was attached to the Pigeon House Fort. There are altogether eighteen precipitation tanks, each being 94 feet square. At first lime was used in the process of purification, but as it was found by experiment that as good an effluent could be obtained by subsidence, the use of lime was discontinued. The clarified effluent is discharged into the harbour, generally on the ebb-tide, while the solid matter, or sludge, precipitated to the bottom of the tanks, is conveyed to sea by a vessel built for the purpose. Under the Provisional Order the vessel must discharge the sludge "outside the Port and Bay of Dublin, not less than six miles distant from Poolbeg Lighthouse and north of a line drawn due east from the Bailey Lighthouse." In one of his reports the Consulting Engineer for the scheme pointed out that no seaport town of any importance in the United Kingdom treats its sewage by a better method than that at present in operation in Dublin. The money raised for carrying out the whole of the works was borrowed on the security of Stock issued by the Corporation, and not a penny was borrowed from the Treasury. The total capital outlay up to the end of 1914 was £644,000. Besides its beneficial effect on the public health, this splendid scheme has had the result of purifying the Liffey, of suppressing the malodours so intolerable in warm weather, and of rendering less impure the sea water in Dublin Bay.

THE PORT OF DUBLIN.

Dublin is situated on the banks of the Liffey and the Dodder, at the head of a bay about six miles long and five and a half miles wide. The bold promontory of Howth Head bounds the entrance to the bay on the north-east side, while across the stretch of water on the other side, at a distance of about six and three-quarter miles, is situate Dalkey Island. The shape of the bay from Howth round to Dalkey is, roughly, a great semi-circle with the city set midway in its circumference. North, south, east, and west, the scenery is so interesting that travellers have compared it with the panorama of the Bay of Naples, supposed to be the most beautiful in the world.

At the present time O'Connell Bridge, formerly Carlisle Bridge, marks the head of Dublin port, though at an earlier date shipping penetrated as far up the Liffey as Essex (now known as Grattan) Bridge and Merchants' Quay. The ships whose cargoes were unloaded opposite the old Custom House, situate in close proximity to Essex Bridge, were of light draught, and at low water they rested with their keels exposed upon the edge of the river bed. For many centuries the development of the port of Dublin as a commercial centre was retarded by great natural obstacles to navigation, the removal of which was not seriously taken in hand until the creation of the Ballast Board in the early part of the eighteenth century.

"A BARRED HAVEN."

The earliest printed account of the port and harbour of Dublin is that given by Gerard Boate, whose description was written in the forties of the seventeenth century. He describes the harbour as amongst "the barred havens of Ireland," and refers to its shallowness, except the Pool of Clontarf and Poolbeg. "Dublin haven," he writes, "hath a bar in the mouth, upon which at high flood and spring tide there is fifteen and eighteen feet of water, but at the ebbe and neap tide but six. With an ordinary tide you cannot go to the Key of Dublin with a ship that draws five feet of water, but with a spring tide you may go with ships that draw seven and eight feet. Those that go deeper cannot go nearer Dublin than the Rings-end, a place three miles distant from the bar, and one from Dublin. This haven almost all over falleth dry with the ebbe, as well below Rings-end as above it, so as you may go dry-foot round about the ships which lye at an anchor there, except in two places, one at the north side, half-way betwixt Dublin and the bar, and the other at the south side not far from it. In these two latter creeks (whereof one is called the Pool of Clontarf and the other Poolbeg) it never falleth dry, but the ships which ride at an anchor remain ever afloat, because at low water you have nine or ten feet of water there."

But, besides its shallowness, the harbour had another great disadvantage in that it was exposed to violent storms, particularly from the east and south-east. This drawback is also noted by Boate, who remarks that "this haven, besides the shallowness, hath yet another great incommodity, that the ships have hardly any shelter there from any winds, not only such as come out of the sea, but also those which come off from the land, especially out of the south-west; so as with a great south-west storm the ships run great hazards to be carried away from their anchors and driven into the sea; which more than once has come to pass, and particularly in the beginning of Nov., An. 1637, when in one night ten or twelve barks had that misfortune befallen them, of the most part whereof never no news hath been heard since." One of the greatest dangers to navigation was the formation of vast shoals, which extended from Sutton to Old Dunleary, now called Kingstown. In the early years of the eighteenth century the combined waters of the Liffey and Dodder trickled at low water over a vast expanse of sands, which they divided into two great banks, known as the North Bull and the South Bull. Woe betide the vessels lying at anchor outside the narrow channel should they chance, while waiting for the tide, to be caught in a violent easterly or south-easterly gale and driven from their moorings. In this way scores of vessels in the old days were driven upon a lee shore and pounded to pieces by the action of winds and waves. At this period such was the wretched state of the harbour that vessels from foreign ports did not venture into it, but discharged their cargoes in the bay near Dalkey.



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PANORAMIC VIEW LOOKING TOWARDS D'OLIER AND WESTMORELAND STREETS
WITH THE CUSTOM HOUSE ON THE EXTREME LEFT IN THE DISTANCE.

[Photo by Chancellor.

Houses of the Oireachtas

EARLY ENGINEERING PROJECTS.

Perhaps the most formidable obstacle to the development of the port of Dublin was the dangerous shoal lying beyond the extremity of the Great Wall subsequently built, known as Dublin Bar. This great sand-bank stretched from the north side of the bay across the entrance to the harbour in the form of a hook. The deepest water for vessels was round the end of this hook; and across the bank, in a direct line out to sea, there was a depth of only five or six feet at low water of spring-tides. The problem of removing the obstacle to safe navigation presented by the Bar was studied by many eminent engineers and naval officers. As long ago as 1728 Captain Perry projected the construction of a canal as a new entrance to the harbour of Dublin. His idea was to carry the canal through the sands of the North Bull, parallel with the north shore of the bay; and he proposed that the seaward entrance should be in Sutton Creek, near Kilbarrack Old Churchyard, the other to come out nearly opposite Ringsend. At the beginning of the last century Captain Bligh recommended a wall along the north side of the channel; Sir Thomas Hyde Page proposed a similar wall and the formation of an island on the Bar; while Mr. Rennie, the most eminent living authority on the improvement of harbours, also prepared an elaborate scheme. He was not inclined to think that the Bar could be much improved, his estimate for securing an increased depth of no more than three feet being £650,000. In order to provide a better approach to the port, he considered it essential to construct a ship-canal from some point on the adjacent coast where deep water might be obtained, and he finally recommended the entrance to be made close to the present site of Kingstown Harbour. His estimate for this work was £489,734.

None of these plans was adopted, and the project of improving the Bar hung fire for some years. But, finally, the Ballast Board decided upon carrying out a project of their own conception, namely, the making of a wall on the embankment from the Clontarf shore. The object of undertaking this great improvement was to protect the harbour on the north side from the encroachment of sand, to shelter it from northerly and easterly winds, and to direct the tidal and river waters in a fixed channel across the Bar. Under the joint direction of Mr. Giles, and Mr. Halpin, the engineer of the Ballast Board, the rubble embankment known as the Great North Wall was ultimately constructed.

THE CITY AND HARBOUR IN THE SEVENTEENTH CENTURY.

Before describing in greater detail the purposes subserved by the construction of the Great North Wall and the other improvements effected at an earlier and at a later period, it is desirable that the reader should be enabled to form in the mind's-eye a picture of the state of the harbour as it existed in the seventeenth century. A study of some old maps, as well as of information contained in the Assembly Rolls of the Corporation, helps us to form a good conception of the extraordinary changes effected in the channel of the Liffey in the course of two hundred years. In Sir Bernard de Gomme's map, made in 1673, the northern shore of the bay is now represented by the line of Amiens Street and the North Strand, the latter still preserving its original denomination. The site of the Great Northern Railway terminus and a great extent of other land now covered with buildings were still covered by the sea. The southern shore was Townsend Street, then known as Lazar's (corruptly Lazy) Hill, and Denzille Street. From Lazy Hill to Ringsend stretched a wide waste of sand.

Sir Bernard de Gomme at the time of his survey planned a citadel to protect the mouth of the Liffey, the site which he chose for the fortification being in the vicinity of the space now occupied by Merrion Square. At that day the sea flowed almost to the foot of Merrion Square, while the space now occupied by the site of the Crampton monument, D'Olier Street, and Hawkins Street formed a strand extending practically up to the College. A curious illustration of the state of the harbour is found in the fact that during a storm in 1670 the tide flowed up to the College, the water overflowing the bank at Ringsend, Lazar's Hill, and over Mr. Hawkins' wall—that is, at the present Hawkins Street—and up to the College; and at a later period a collier was wrecked where Sir Patrick Dun's Hospital now stands. The *Dublin Chronicle* of January 26th,

1792, records: "A part of the South Wall suddenly gave way, and a dreadful torrent broke into the lower grounds, inundating every quarter on the same level as far as Artichoke Road. The communication to Ringsend and Irishtown is entirely cut off, and the inhabitants are obliged to go to and fro in boats"; and the same journal, in its issue of January 28th, 1792: "Yesterday his Grace the Duke of Leinster went on a sea party, and, after shooting a breach in the South Wall, sailed over the low ground in the South Lots and landed safely at Merrion Square." From old records we find that a frigate was built and launched at Lazar's Hill in 1657.

RINGSEND AS A LANDING-PLACE.

Upon the south side of the river Ringsend was the chief landing-place at the period of Sir Bernard de Gomme's map. Here it was that Cromwell, at the head of an army of 13,000 men, landed in the month of August, 1649; and Ringsend was for many a year a place of arrival and departure for Lord Deputies and their attendant trains. Above Ringsend the navigation became extremely intricate and difficult, for the Great South Wall had not then been thought of, and the sea had not been banked out from the south side of the city by Sir John Rogerson's Quay, but spread itself out over ground now laid out in streets, so that Ringsend—the name *Rin* or *Reen* meaning a spit or point—is shown in the map made in 1673 as a long and narrow tongue or spit of land running out into the sea, the water at its western side spreading over all the low ground between Irishtown and the slightly rising ground on which stand the barracks at Beggar's Bush, and under Sir Patrick Dun's Hospital, and away along a line extending through Great Brunswick Street, Townsend Street, and even to the front of the site on which the Parliament House was subsequently built, facing College Street. The line of frontage of the Parliament House, facing College Street, called the Lords' entrance, is described in the map as "the Old Shore."

In the year 1674 Andrew Yarranton, an authority on harbour works, came to Dublin, and was "importuned by Lord Mayor Brewster to bestow some time on a survey of the port." He complied, and the result was that, considering it impossible to deepen the water on the Bar, he offered suggestions for an artificial harbour and fort for its defence on the strand between Ringsend and "the Town's-End Street." The plans of Sir Bernard de Gomme and Yarranton directed attention to the improvement of the port of Dublin, the trade of which was then carried on by vessels of from 50 to 100 tons burden. The building of the city quay walls and other improvements, including the making of a new straight channel for the Dodder, which latter work was carried out in the last decade of the eighteenth century, resulted in the reclamation from the sea of large areas of land on both sides of the river, which are now extremely valuable.

HISTORY OF THE BALLAST BOARD.

Such were the main features of the port and harbour of Dublin until the early years of the eighteenth century. Under old charters of English monarchs the old Corporations of Dublin possessed certain privileges over the stretch of coast from Nanny Water, near Balbriggan, to Arklow, in County Wicklow; but until 1707 there was no corporate or other body in Dublin entrusted with the conservancy of the river, and especially empowered to raise ballast. In 1676 one Henry Howard petitioned the Lord Lieutenant that a patent might be granted to him, pursuant to a King's letter which he had obtained, for establishing a ballast office. This, however, was opposed by the Lord Mayor and citizens, on the ground that the charter of King John gave to them the strand of the river, where the ballast should be raised; and they prayed that permission to establish a ballast office might be granted to them. The Lord Lieutenant does not appear either to have granted the petition of Howard or complied with the request of the Lord Mayor and citizens; nor did Howard execute a lease of the port of Dublin which the Corporation proposed to make to him at a rent of £50 a year for thirty years. In 1698 we find the Corporation petitioning the Irish Parliament for a ballast office, to be governed by themselves, to whom the river and strand belonged, and complaining that the river was choked up by gravel and sand and ashes; and by the taking of ballast by shipmasters below Ringsend, as a result of which practice the

river had carried great quantities of sand into the usual anchoring places. Nine years more elapsed, and then in 1707 an Act of the Irish Parliament was passed, under the provisions of which the conservancy of the port was vested in the Ballast Board, which was a Committee of the Corporation of the City of Dublin. With the creation of the Ballast Board the engineering history of the port of Dublin may be said to begin. During the two centuries that have elapsed since that time harbour works on a great scale, which have cost Dublin many lives, much material, and a huge expenditure of money, have been designed and carried out; and the task of still further improving the harbour and adapting it to the requirements of modern shipping is engaging the attention of the body which is now entrusted with the discharge of the duties committed by the Irish Parliament to the old Ballast Board.

THE PORT AUTHORITY AT DIFFERENT PERIODS.

It may be convenient to note here that during the period 1707-1916 the conservancy of the port has been vested in one statutory authority, which authority has, however, been differently constituted at various times. From 1707 to 1786 the port vested in the Municipal Corporation, acting through its Committee known as the Ballast Board. From the latter year until 1867 it vested in the Corporation for Preserving and Improving the Port of Dublin. From 1867 to 1898 the port vested in the Port and Docks Board, No. 1, and from 1898 until the present time it has vested in the Dublin Port and Docks Board, No. 2.

Each of these periods marks important stages in the development and improvement of the port.

THE RIVER CHANNEL AND THE GREAT SOUTH WALL.

The first improvement undertaken by the Ballast Board, which came into existence under the Statute of 1707, was the formation of a straight channel from the city to Ringsend. On October 24th, 1710, the Board gave orders to stake out the channel between Lazy Hill and Ringsend. In the same year they gave orders for the dredging of the channel and the forming of a bank on the north side. In 1712 they resolved to enclose the channel, and to carry it straight to Salmon Pool; and this they effected by laying down kishes filled with stones on both sides of the river. In January, 1715, the merchants of Dublin gave it as their opinion that the south side of the channel below Ringsend should be filled in—an improvement which, they conceived, would raise the south bank so high as to be a great shelter to shipping, prevent the encroachment of sand from the South Bull, and direct the river in a straight channel to the sea. Accordingly, the Board commenced the construction of a jetty of frames and piles extending from Ringsend to the site of the present Pigeon House Fort, a distance of 7,938 feet, and thence for a length of 9,816 feet to the eastern spit of the South Bull. The dredging of the channel was also carried on, and served the twofold purpose of supplying ballast for the shipping and improving the navigation. In 1730 an old hulk was sunk to protect the eastern end of the frames, and in 1735 a floating-light vessel was moored there.

Experience proved that the timber-work afforded but an imperfect shelter to the channel; and it was also found that the maintenance of the work was expensive. In 1731 the Ballast Board suggested that, instead of piles or frames, a double dry-stone wall should be built and filled in with gravel. Such was the origin of the project of what is now known as the Pigeon House Road. About 1748 the first length of the timber-work from Ringsend to the Pigeon House was replaced by a double line of rubble retaining walls with sand filling between them. In 1761 the work of replacing the second length to the eastward of the Pigeon House was begun. The first operation was the construction of the present Poolbeg Lighthouse, of cut granite, at the extreme end of the pier, or Great South Wall, as it is now called. A twofold advantage was gained by adopting the unusual course of beginning a work of this kind at its extreme and most exposed point. First, it enabled the Ballast Office to replace without unnecessary delay the floating light, frequently displaced in stormy weather, by a permanent and efficient lighthouse; and, secondly, it had the effect of protecting the new wall while in course of construction. The building of the Lighthouse Wall, as it was then called, made

somewhat slow progress. It was completed about the year 1792. "Taking into consideration the date at which it was undertaken and the appliances then available, this work," says Sir John Purser Griffith, late Engineer to the Dublin Port and Docks Board, "must be acknowledged as a remarkable feat of marine engineering."

THE PIGEON HOUSE.

The curious old building known as the Pigeon House was erected on the Great South Wall in the eighteenth century, and a small harbour was constructed there to afford shelter to the packets "which were exposed to the swell in the channel in easterly winds." A hotel for the convenience of passengers by sea between England and Ireland, and a small Custom House, were built beside the harbour. Up to 1818 the English mails were despatched daily (except Sundays) from the Post Office in College Green, and a long coach conveyed passengers to the Pigeon House harbour, from which, when the tide served, the packets sailed. At that time the average passage to Holyhead occupied twelve hours. In 1798 the Ballast Office sold their property in the Pigeon House and the recently constructed hotel to the Government to serve as a place of arms and a military post, the purchase money being £130,000. In 1848 the Pigeon House Fort was made a close garrison, and the hotel was thrown down. In our time it has been adapted to the uses of an electric light and drainage station for the Municipal Corporation. There are various explanations of the name "Pigeon House," one of the most usual being that the Ballast Office had a servant named Pigeon, who established a sort of hotel at the place called, from its proprietor, Pigeon's House, and later the Pigeon House. According to another explanation, people were struck with a resemblance between the hexagonal fort with its gun-ports and the ordinary dove-cote, which is pierced with a number of little apertures.

WALLING-IN THE RIVER: RECLAMATION WORK.

The making of a new channel by dredging and by the construction of the great mole was a distinct work from the walling-in of the river. The work of making the channel was done directly by the Corporation through the Ballast Board; whilst the walling-in of the river was done by the Corporation for the most part indirectly, by making grants and leases to various persons on condition of building the walls. In 1610 no part of the Liffey to the eastward of the site of Essex Bridge was embanked, and the harbour was open from the city to the Bar. But three years before that date Sir James Carroll petitioned the city for a grant of "so much land as is overflowed by the sea between the point of land that joineth the Staine near the College (that is, about the site on which the Crampton monument now stands) and the Ringsend, and reacheth southward to the Baggot Rath." The petition was granted, and the forming of walls to keep out the tide and take in land on the southern side of the river began probably with the lease to Sir James Carroll. In 1661 and 1662 Mr. Hawkins built the wall to gain the ground from the Liffey near the Long Stone on the strand north of the College, and it is conjectured that this may have included part of Aston's Quay, Burgh Quay, and George's Quay, and the ground gained extended to Townsend Street. The name of Hawkins is continued in the thoroughfare now known as Hawkins Street. The next extension of Hawkins' wall took place in 1683, when a lease was ordered to be made to Philip Crofts of part of the strand on the north of Lazy Hill (now Townsend Street) from Hawkins' wall eastward 280 yards behind the houses on Lazy Hill, the covenant being that the lessee should wall in the ground demised from the sea. In 1713 a lease was made to Sir John Rogerson of the strand between Lazy Hill and Ringsend, the lessee informing the City Assembly that he intended speedily taking in the strand. Between Sir John Rogerson's wall and the place called Mercer's Dock, near George's Quay, there was a gap in the line unbuild of 606 feet in length, and in 1715 the City began to build this wall. Hence probably the name of City Quay, which it still bears.

On the north side the laying down of kishes began a few years after the creation of the Ballast Board. This kishing, designed to form a foundation for the wall, which

is shown in a map made in 1728, was probably finished in 1718 or 1720. At all events, it was so far advanced in the former year that the Corporation anticipated its early completion, and the consequent building of the North Wall. They also anticipated the reclamation from the sea of the land behind the wall, and a map of the period shows the various lots, as set out in Easter Assembly, and perfected by lottery in 1718. So late as 1728 the whole ground known as "North and South Lotts" was still covered by the tide, and the name of Lotts has originated in the resolution of the Lord Mayor and citizens to apportion the parcels out, and "draw lots for them," with the stipulation that they should be enclosed from the river by a wall, and filled up. It required the dredging and filling-in behind it with the rubbish and spoil of the river bottom of 100 years to make land of it suitable for building sites as we know it to-day. On the north side the land reclaimed is now occupied by the Custom House (built in 1781-1791), Commons Street, Mayor Street, etc.; and, on the south side, Great Brunswick Street and some other streets in that locality.

CONSTRUCTION OF THE GREAT NORTH WALL.

But the greatest improvement as regards the trade of the port of Dublin was the partial removal of the Bar at the mouth of the river. The completion of the Great South Wall had accomplished to a great extent the objects aimed at by its designers, but still the channel remained shallow in parts, and the Bar was a constant obstruction and menace to shipping. About the year 1819 the harbour authority, known then as the Corporation for Preserving and Improving the Port of Dublin, found themselves in a position to carry out their own project, already alluded to, of a wall or embankment from the Clontarf shore; and under the joint direction of Mr. Giles, who made an accurate survey of Dublin Bay, the river and Bar, and Mr. Halpin, the Port engineer, the rubble embankment now known as the Great North Wall was constructed, extending about 9,000 feet from the Clontarf shore, its southern end being about 1,000 feet north of Poolbeg Lighthouse, on the extremity of the Great South Wall.

DEEPENING OF THE BAR.

Over 5,500 feet of this wall rose above high water, the remainder being below that level, and the extreme 2,000 feet reached on the average to half-tide only. The engineering aspects of this great undertaking may be best described in the words of Sir John P. Griffith, who, in a paper read by him before a meeting of the Dublin University Engineering Students' Society a few years ago, explained that during the first half of the ebb the tidal and river waters running out of the harbour flow partly over the submerged wall and partly through the harbour entrance between the North Bull Lighthouse at the end of the wall and Poolbeg Lighthouse. "As soon as the tide falls below the level of the wall," Sir John explains, "the water contained within the two great piers of the port passes through the contracted entrance at Poolbeg. The velocity of the stream is thus greatly increased, and a channel was formed across the Bar with 16 feet at low water of spring-tides, where, in 1819, there was a depth of only 6½ feet. As the improvement of the Bar is due to the water discharged from the harbour during the second half of the ebb, any addition to the tidal capacity of the harbour below that level may be expected to produce a corresponding increase in the depth on the Bar. Such an increase in the tidal capacity of the harbour is actually taking place by the lowering of the North Strand, the result of dredging and the wasting away of the bank." In the opinion of the late engineer to the Port and Docks Board, reclamation either within or outside the harbour would endanger the channel across the Bar—reclamation inside by reducing the tidal capacity on which the scour across the Bar depends; reclamation outside by reducing the area upon which sand entering the bay is at present deposited, and thereby tending to drive the low-water mark further out to sea. It would, of course, be possible to maintain the channel across the Bar by suction dredging, without restrictions on reclamation; but still it is true that the tidal waters of the harbour must form an important factor in its economic maintenance.

DREDGING.

Steam dredging was first introduced in 1814, but between that year and 1860 the total average tonnage raised did not exceed 150,000 a year. The work of dredging during this period was confined to the bed of that portion of the river stretching from the city to within 1,000 feet of Poolbeg Lighthouse. Since 1860, however, dredging has been carried on upon a much more extended scale, and the channel between Butt Bridge and Poolbeg has been deepened, straightened, and widened for a length of four miles. A sum of about £800,000 has been expended upon this work, exclusive of cost of plant, which represents a further expenditure of over £150,000, and it is estimated that about 32,000,000 tons of material have been dredged.

In the year 1899 a survey undertaken by Captain Pirie at the instance of the Port Board brought to light an encroachment of the North Bull upon the channel cross the Bar. Hitherto dredging operations had been exclusively confined to the harbour to the westward of Poolbeg. Now, however, as the result of the encroachment of the North Bull upon the channel across the Bar, the Port Board decided to employ suction dredging, and an experimental contract was entered into for the removal of 750,000 tons of sand from the Bar and the pumping of the sand ashore upon the slob lands at the north side of the Alexandra Basin. This having proved successful, the Port Board decided to dredge a channel from the bay to the city with 20 feet depth at low water of spring-tides, and, in order to carry out the work departmentally, contracted for the building of a suction hopper dredger. As the result of this improvement in the channel, the port has been opened to all classes of vessels engaged in the coasting trade at all times of the tide, while the largest class of oversea merchant vessels are able to enter at high water of neap-tides. This has been a great step in advance, but it does not exhaust the possibilities of further improvement, for the depth of 20 feet at low water can be increased.

It is interesting to note that the ideas of the Port Board and their engineer, the late Dr. Stoney, were in advance of those of other port authorities, for the Board introduced the use of hopper barges carrying 1,000 tons at a time when in the Clyde and the Tyne the largest hopper barges were only 400 to 600 tons. The result was that the dredging of the port was done extremely cheap.

PROGRESS IN THE NINETEENTH CENTURY.

In addition to the construction of the Great North Wall and the dredging of the channel, numerous other works of harbour improvement were undertaken by the Corporation for Preserving and Improving the Port of Dublin, which was created by the Irish Act 26 George III., c. 19, and governed the affairs of the port until 1867. These works included the building of the quay walls of the North, South, and East Walls; the building of graving slips No. 1 and No. 2, and of a graving dock; the commencement of the North Wall Basin and the erection of sheds on the North Wall; the construction of timber jetties along North Quay; and the deepening of the North Wall Quays.

The graving dock is 408 feet in length on floor, 70 feet in width of entrance, and has a depth on its sill of 18 feet 3 inches at high water of spring-tides. The dock and the slips, having been built in the early part of the nineteenth century, are insufficient for the large class of vessels now frequenting the port.

During the period from 1867 to 1898, when the port was vested in the Dublin Port and Docks Board, as constituted under the Dublin Port Act, 1867, many improvements were carried out, a list of the most important including the further deepening and widening of the river channel, the construction of additional timber jetties, the building of deep-water quays and of sheds on the north and south banks of the river, and the commencement of the North Quay extension. During this period also George's Dock Bridge was rebuilt, and additional lighthouses were built.

At most of the allocated berths in the port sheds have been provided for the shelter of perishable cargoes, and many of the quays are connected by tramways with the railway system of Ireland.

NORTH QUAY EXTENSION AND ALEXANDRA BASIN.

Since 1898 the port has been vested in the Dublin Port and Docks Board as reconstituted by the Dublin Port Act of that year. By the Act in question the constitution of the Board was enlarged, the classes of traders and shippers as defined in the measure being given representation. By an Act of Parliament passed in 1902 additional borrowing powers to those which it had previously possessed were secured to the Board, and provision was made for raising revenue for the maintenance and improvement of the port by rates on the cargoes carried by the ships entering and leaving the port. Among the most important works carried out under the powers of the Act of 1902 are the following:—the further improvement of the harbour by dredging; dredging the channel across the Bar; further deepening of the North Wall Quay; deepening of City and George's Quays up to Butt Bridge; the making of the eastern breakwater and lighthouse; Alexandra Basin extension and reclamation of lands north of it; the making of the deep-water jetty (Alexandra Wharf) north side of Alexandra Basin; the provision of an electrical generating station and electrical equipment of the port; the erection of additional lighthouses and provision of illuminated buoys; the North Quay widenings and the Twin Scherzer Bridges.

The new deep-water quays and the large tidal basin called the Alexandra Basin have added enormously to the berthage accommodation of the port. From an engineering point of view they are a notable achievement, the credit for which is due to the late Dr. Bindon Stoney. The quays on the river side of the North Quay extension afford berthage of 22 feet at low water, while the berths along the quays inside the Alexandra Basin have a depth of 24 to 26 feet at low water.

CUSTOM HOUSE DOCKS AND WAREHOUSES.

A very valuable asset of the Port and Docks Board exists in the Custom House Docks and Warehouses, which were transferred to the port authority by the Government under the provisions of an Act of Parliament passed in 1866. These docks and warehouses were originally constructed—between the years 1798 and 1822—by the Government at a cost of about £700,000. Towards the middle of the last century they were fast becoming obsolete for the class of vessels then frequenting the port, and the Government of the day, as they were unwilling to expend the large amount of money that would have been necessary to adapt them to modern requirements, transferred the property to the Port Board. The docks are still in the same condition as when they were taken over by the Board. At the date of the transfer the Custom House Docks provided the only quay berths at which a vessel could be afloat, and they still give the potentiality of providing increased deep-water berthage close to the city.

IN THE DAYS OF SAILING SHIPS.

It will be apparent from the foregoing sketch of the improvements carried out in the harbour that the Port Board has worked energetically and consistently with the object of providing for the ever-increasing requirements of shipowners. During the last fifty years there has been a great change in the size and type of the craft frequenting the port. As recently as 1869 the great bulk of the collier and oversea trade of the port was carried on in sailing vessels, though the regular cross-channel trade between Dublin, Liverpool, Holyhead, Glasgow, London and Bristol was carried on by steamers. With a preponderance of sailing vessels in the port, a continuance of easterly winds had the effect of causing great congestion in the river, and it was a common occurrence for the upper portion of the Liffey between Carlisle Bridge and the Custom House Docks to be so crowded with shipping that a person could cross from George's Quay to the Custom House Quay by stepping from one vessel to another. In those days the colliers lay in the river, sterns on to the quay; the coal was weighed on board the ships, sold there to customers, and carried in bags ashore to the carts on the quay. Such a state of affairs caused the price of coal to fluctuate frequently and within wide limits, for the natural effect of prolonged westerly winds was to bring about a coal famine, and of prolonged easterly gales to cause a glut, with a corresponding influence upon prices.

The cross-channel steamers at this period sailed from fixed berths at the North Wall below the Custom House. Owing to the insufficient depth of water, these steamers lay aground for a considerable portion of each tide, and their hours of departure had to be regulated so as to suit the tides. In those days also the trade of Dublin was burdened with a heavy charge as a consequence of the necessity of lightening at Kingstown over-sea vessels drawing above 16 feet. The portion of the cargoes unloaded at Kingstown had to be brought up to the city in lighters, which involved considerable expense.

LIGHTHOUSES.

Previous to 1880 there were but three lighthouses in the river—Poolbeg, at the end of the Great South Wall; the Perch Light, familiarly known to seamen as "The Old Man"; and the North Wall Light. These were all fixed white lights. There are now five lighthouses—Poolbeg Lighthouse, the North Bull Lighthouse, the North Bank Lighthouse, the Eastern Breakwater Lighthouse, and the North Wall Lighthouse. Poolbeg is now the only fixed light marking the channel. All the lights have been improved, and fog-signals have been placed at each station. In addition to the lighthouses the channel is marked by beacons on the north side and buoys on the south. Sir John Griffith recollects that in the seventies it was quite a frequent occurrence for vessels during fogs not to enter the harbour of Dublin, but to anchor in the bay, and there were numerous instances of the London and North Western express steamers staying out all night. This is, of course, a thing of the past, and the cross-channel steamers now enter and leave the river in all conditions of weather.

AN ECONOMIC PROBLEM.

During the period between the seventies and the present time the Port Board has provided much modern equipment, and has dealt in a business-like manner with many of the economic problems associated with harbour construction, trade, and finance. Electric equipment for facilitating the rapid discharge of cargoes has been provided, and an electric crane capable of dealing with loads up to 100 tons has been erected, the need of such powerful machinery having been forcibly brought under the notice of the Board by the necessity of landing in Belfast some railway locomotives intended for Dublin. For quay work the Portal Portable Electric Crane is in use on the quays. The electric generating station is well equipped, and the Board's workshops are provided with electric motors for working the tools. The capital expenditure by the Port Board on modern equipment has, by facilitating the rapid discharge of vessels, proved a great advantage to the port; for in the days of the sailing ships the time allowed for discharge under the charter was frequently one month, and sometimes even six weeks. This system was uneconomical and contrary to the best interests of the port, as the costly deep-water quays were occupied by the same vessel for long periods, and the merchant was only liable to one payment for tonnage rates of the time the ship occupied a berth. The ruling policy now is to make the ships discharge as rapidly as possible, and to use the costly quays to the best advantage. The Port Board, in obtaining increased borrowing powers under the Act of 1902, was largely influenced by this consideration, that modern equipment would enable them to utilise the quays of the port to the best advantage.

FUTURE PROGRESS.

In these days, when ships are constantly growing in size, harbour improvement is of vital importance to the trade of every large port. The record of the old Ballast Board and their successors in the conservancy of the port of Dublin is one of creditable achievement, and the present Port Board will, no doubt, continue to pursue a policy making for the further development of the port and city of Dublin. In the opinion of experts, such a policy can be best promoted by the provision of accommodation for larger vessels, including deep-water berths, where vessels drawing from 30 to 35 feet of water could lie afloat at all stages of the tide, the further deepening and widening of the channel to accommodate such vessels, the extension of the electrical equipment of the port, and the provision of increased graving dock accommodation.

TRADE AND COMMERCE.

Dublin is a city of considerable manufacturing activity as well as a great distributing centre. Its industrial life has undergone many changes, but if some industries which formerly flourished have either disappeared or been carried on only to a more limited extent, many new industries have arisen and are conducted on a scale which has gained for Dublin a reputation surpassed by no other city in the world. It possesses the largest brewery in the United Kingdom; the largest, it might be added, in any country of the globe. Dublin porter and stout are exported to all countries of the world. There are altogether four breweries in the city. The distilling industry in Ireland dates from a very early period, and in Dublin spirits have been manufactured on a large scale for close on a century and a half. The city possesses five first-class distilleries. In or about half a century ago biscuit-making was introduced by a firm which has since made such marvellous strides that it has attained a world-wide reputation for its products. To-day the export of biscuits from Dublin amounts to 16,000 tons, as compared with less than 11,000 tons ten years ago.

In former years nearly every article of daily use was manufactured in Dublin, and the imports then consisted largely of raw materials.

When the export of Irish cattle, alive or dead, to England had been prohibited, in 1663, the Duke of Ormonde, during his second Viceroyalty, took energetic measures to foster both the linen and woollen manufactures, and to develop commercial relations between Ireland and the Continent. "He was," we are informed, "at the charge of sending understanding persons into the Low Countries to make observations on the state of the trade in those countries, their manner of working, the way of whitening their thread, the laws and statutes by which the manufactures were regulated, the management of their grounds for hemp and flax, and to contract with some of their most experienced artists." He brought over 500 families of skilled workers from Brabant; and others from Rochelle and the Isle of Rhé, from Jersey and the neighbouring parts. "At Chappel Izod, near Dublin, there were 300 hands at work in making cordage, sailcloth, ticking and as good linen cloth and diaper of Irish yarn as was made in any country of Europe. This work was carried on under the direction of Colonel Richard Lawrence, who set up at the same time the business of combing wools, which had not before been known in Ireland, and the making of friezes and blankets." These statements in Carte's *Life of Ormonde* would go to show that there were French Protestant colonists in Dublin before the revocation of the Edict of Nantes.

Towards the end of the seventeenth century many Huguenot refugees settled in Dublin. To these refugees we owe the introduction of lace-making into Dublin and Ireland. Poplin-making is at the present day one of the most notable manufactures of Dublin. What exactly is Irish poplin? It has been well described as "a woven fabric composed of pure silk and the finest description of wool. To the former is due its rich, lustrous appearance; to the latter its exquisitely soft 'feel,' and to the combination of both in the proper proportions is due its wonderful wearing qualities. It is made in a great variety of shades, from the most delicate to the deepest tints, and, being dyed by specialists, all colours are the fastest 'dye' procurable, which combination of virtues has won for it the highest reputation in all circles where beauty and durability are appreciated." This industry, which at one time had been brought to a high state of efficiency and gave extensive employment, subsequently, through a variety of causes, declined. Fortunately in recent years there has been a revival, and the poplin manufacture is again in a healthy condition. There is every indication of a development and expansion in the trade.

During the latter end of the eighteenth century and the early years of the nineteenth century the manufacture of glass flourished in Dublin. We learn from Lord Sheffield's admirable treatise on Irish trade, written in 1785, that since the heavy duty was laid, a few years earlier, on glass in Britain, Ireland had made an extraordinary progress in that manufacture—she had little of it before, but nine glass houses

had suddenly arisen in the country. Ireland still imported glass in large quantities; but it was the opinion of the author cited that "she must soon have almost the whole of this trade to the British settlements and the American States. . . . The table glass made in Ireland is very handsome, and apparently as good as any made in England; at the same time, its drinking glasses are 3s. or 4s. per dozen cheaper than English." In the year ending March, 1784, Ireland sent to America alone 532 dozen of bottles and 20,736 drinking glasses. "Yet a principal glass house in Dublin is receiving orders from New York that would employ it two years." As in some other industries, a period of decline set in, but to-day the output of the existing glass-works is substantial.

So famous has Dublin become for its porter and spirits that some people are apt to overlook its excellent aerated waters. There are several aerated water manufacturers in Dublin, and their products command a good market, not only in the United Kingdom, but in foreign lands. One of the firms engaged in this industry, in fact, invented soda water.

The printing and paper trades, always important in Dublin, constitute at the present time a considerable industry.

Dublin possesses some of the largest factories for the manufacture of artificial manures to be found in the United Kingdom. In an essentially agricultural country like Ireland there is an immense demand for fertilisers. The different manufactures and trades will, at a subsequent stage, be dealt with more in detail.

EXPORT AND IMPORT TRADE.

In his *Natural History of Ireland*, Dr. Gerard Boate says that Dublin was "frequented with more ships and hath greater importation of all things than any other haven in the Kingdom." We may now glance at the export and import trade of the city. For the years 1908, 1911, and 1914 the quantity of exports and imports of all commodities, together with the number of live stock, was as follows:—

IMPORTS.

	1908.	1911.	1914.
General Goods ... tons	954,603	1,018,328	1,048,419
Coal "	1,088,380	1,170,400	1,145,777
Timber loads	78,178	94,008	60,839

EXPORTS.

	1908.	1911.	1914.
General Goods ... tons	430,413	466,205	536,631
Timber loads	32,063	19,479	18,261
Live Stock number	922,769	901,671	692,918

As in the trade returns the exports of Ireland to foreign countries and the imports from these places into Ireland usually appear under the heading of exports from or imports into the United Kingdom, there is a great difficulty in segregating the foreign trade of Ireland from the general trade of the United Kingdom. So far as the direct trade of Dublin with countries abroad is concerned, the following compilation may be taken as accurate:—

STATEMENT showing the total Value* (exclusive of duty) of Merchandise imported into Dublin direct from abroad and of Merchandise exported direct to foreign countries from Dublin during the years 1904, 1909, and 1914. (Compiled from the records of the Customs and Excise Department.)

	IMPORTS.			EXPORTS.		
	1904.	1909.	1914.	1904.	1909.	1914.
	£	£	£	£	£	£
Free Goods	2,487,923	2,618,545	2,644,137	79,750	116,003	151,389
Dutiable Goods	283,287	271,666	137,392	70	—	135
Total	2,771,210	2,890,211	2,781,529	79,820	116,003	151,524

* The value of imports is reckoned c.i.f. and of exports f.o.b.

In the returns published by the Department of Agriculture and Technical Instruction and the Port and Docks Board, no account is given of the value of the entire export and import trade of Dublin. The Department gives the quantities for each port and the value for the whole country of each commodity, while the returns of the Port and Docks Board for Dublin give only quantities. The first report compiled by the Department on the export and import trade of Ireland was for the year 1904, and ever since it has published these statistics annually. As they record a progressive and gratifying increase, to which Dublin has contributed substantially, it will not be amiss to give here the extent of Ireland's trade in terms of money. The following statement shows the value of the external trade of Ireland in 1904 and in a few of the succeeding years:—

	EXPORTS.	IMPORTS.	TOTAL.
	£	£	£
1904	49,784,760	54,462,187	104,246,947
1907	59,159,532	62,125,928	121,285,460
1910	65,895,960	65,478,482	131,374,442
1912	67,167,904	73,167,699	140,335,603
1913	73,877,389	73,673,149	147,550,538
1914	77,311,052	73,659,168	150,970,220

Excepting Holland, Belgium, and New Zealand, the external trade of Ireland was, taking pre-war figures, greater in proportion to its population than that of any other country in the world. Ireland is commonly regarded as exclusively or almost entirely an agricultural country with few manufacturing industries. While it is true that agriculture is the staple industry, it must not be forgotten that manufactured products constitute a big proportion of Ireland's trade, being no less than 40 per cent. of her total exports in 1914. As regards the indirect colonial and foreign trade of Ireland which passes to and from Irish ports *via* those of Great Britain, especially Liverpool and London, there are at present no means of distinguishing this from the colonial and foreign trade of Great Britain. However, after examining carefully the quantities of goods shipped across-channel from and into Ireland, and as a result of inquiries amongst traders, it is estimated that about one-fifth of Irish exports go to colonial and foreign countries, while probably one-third of the imports are of colonial or foreign origin.

In the accompanying table will be found details of all the principal items which make up the export and import trade of Dublin:—

COMPARATIVE STATEMENT of Goods and Live Stock imported into, and exported from, the Port of Dublin for the three years 1908, 1911, and 1914.

GOODS, ETC.	IMPORTED.			EXPORTED.		
	1908.	1911.	1914.	1908.	1911.	1914.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Aerated Waters ...	796	499	211	3,707	3,965	3,704
Ale, Beer, and Hop Bitters ...	16,813	17,911	17,827	593	386	192
Apparel ...	1,211	1,026	1,252	341	210	224
Apples and Pears ...	2,960	2,517	2,139	13	167	165
Bacon ...	21,132	14,786	13,980	5,815	6,859	8,335
Barley (Raw) ...	28,180	31,843	14,441	679	4,025	726
Basic Slag ...	7,751	11,025	12,699	14	45	—
Bedsteads ...	764	832	784	31	27	18
Beef and Mutton ...	2,924	4,844	3,325	231	105	5,114
Biscuits ...	922	1,066	1,232	13,541	16,838	15,976
Boards (Flooring) (loads) ...	13,387	15,530	20,425	17	31	445
Do. (Mill) ...	1,510	1,942	2,256	48	37	12
Bottles ...	3,623	5,646	4,969	1,252	1,015	907
Bran and Pollard ...	12,312	10,975	11,907	987	1,838	423
Brandy ...	432	366	332	41	229	324
Bricks ...	14,109	9,958	10,844	8	16	9
Butter ...	1,100	1,523	1,334	8,634	6,643	8,264
Candles ...	1,454	1,563	1,843	78	84	57
Carbide of Calcium ...	559	844	1,467	16	26	149
Carriages, Motor Cars, etc. (number) ...	1,243	1,605	2,299	903	968	891
Cattle ...	384	249	145	332,142	308,661	355,055
Cattle Food, etc. ...	7,480	6,342	6,130	427	564	70
Cement ...	39,720	44,204	42,459	9	68	311
Cheese ...	578	668	1,026	28	27	35
Coal ...	1,088,380	1,170,400	1,145,777	80	29	38
Cocoa ...	445	1,021	1,036	15	17	40
Coke ...	9,173	3,264	6,781	—	8	—
Confectionery ...	2,515	2,994	3,405	344	195	142
Corks ...	536	660	713	32	27	24
Cotton Goods ...	3,513	3,720	3,369	63	65	80
Cotton Seed Cake ...	3,339	3,322	3,296	20	32	16
Do. Meal ...	5,323	5,481	4,863	4	104	—
Creosote ...	303	612	1,171	—	2	30
Deals ... (loads) ...	42,476	53,108	27,189	604	1,005	1,105
Drugs and Chemicals ...	1,460	1,715	2,029	163	223	166
Earthenware ...	2,981	3,661	3,581	81	76	65
Eggs ...	594	348	252	18,228	19,054	21,159
Empty Bags ...	2,716	2,344	2,485	2,574	2,350	3,330
Do. Boxes ...	39,258	43,301	52,345	13,755	17,058	15,633
Engines (Steam) ...	704	868	540	25	82	61
Farming Implements ...	1,642	2,101	2,302	59	51	41
Felt ...	493	587	598	5	44	5
Fireclay Goods ...	2,725	2,985	2,197	2	15	2
Fish (Dried) ...	611	505	601	898	286	128
Do. (Fresh) ...	2,627	4,065	2,765	2,285	2,961	3,105
Do. (Preserved) ...	354	411	613	49	9	15
Flax (Seed) ...	3,305	2,445	1,323	89	14	21
Flour ...	50,188	49,442	53,049	1,683	969	1,202
Fowl ...	594	227	204	4,643	4,667	4,399
Fruit (Dried) ...	2,245	2,543	2,976	47	21	16
Do. (Green and Preserved) ...	4,519	4,245	5,583	64	192	89
Furniture (New) ...	1,560	1,750	1,382	397	385	320
Do. (Old) ...	724	611	789	941	881	1,185
Glass ...	3,772	3,816	3,525	154	149	116
Glucose ...	606	743	727	—	3	—
Grains ...	35	855	552	9,966	11,009	9,871
Grapes ...	421	397	347	2	1	—

GOODS, ETC.	IMPORTED.			EXPORTED.		
	1908.	1911.	1914.	1908.	1911.	1914.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Grease	803	1,029	660	2,117	2,473	2,762
Groceries	1,342	1,286	1,114	288	161	103
Guano	15	159	6,971	123	432	636
Gypsum and Plaster of Paris.	2,588	3,007	2,705	11	1	1
Haberdashery, Drapery, etc.	4,008	3,202	5,203	329	390	388
Hams	780	530	366	473	296	391
Hardware	3,612	3,438	3,198	748	669	625
Hats	343	487	272	9	11	5
Hay and Straw	203	487	987	789	1,268	360
Herrings (Salt)	489	146	263	20	65	168
Do. (Fresh)	1,051	768	471	533	1,536	1,217
Do. (Smoked)	207	191	216	-	16	9
Hides and Skins	57	55	55	4,426	4,541	5,333
Hops	3,177	4,015	4,704	1	4	3
Hosiery	401	355	412	46	37	45
Horses, Mules and Asses (number)	2,232	2,289	1,980	9,209	10,365	8,766
Ice	1,726	3,797	3,501	22	35	2
Indian Corn	50,877	49,563	55,703	8,664	3,299	11,544
Iron (Bolts)	1,412	1,589	1,172	11	9	13
Do. (Castings)	8,604	6,777	5,758	285	252	154
Do. (Hoop)	114	1,040	391	1	-	-
Do. (Nail Rod)	6	5	3	-	-	-
Do. (Ore)	11	62	205	-	13	195
Do. (Pig)	1,030	2,447	1,756	-	1,350	715
Do. (Plate and Sheet)... ..	4,820	6,360	5,715	62	91	204
Do. (Scrap)	109	27	37	12,195	12,153	15,342
Do. (Wrought)	12,709	15,184	14,541	613	469	426
Jute	3,880	2,134	2,705	-	24	33
Kainit	3,154	4,470	4,983	12	62	34
Lard	810	657	431	226	264	256
Lead	1,545	1,972	1,561	464	582	692
Do. (Piping)	185	156	203	53	64	23
Leather	776	961	970	45	44	69
Lemons	512	515	400	4	8	2
Limestone	661	847	1,146	12	13	8
Do. (Shingle)	1,426	1,394	1,349	-	-	-
Linen	1,070	436	281	848	803	450
Linseed Cake	8,676	6,479	9,688	97	130	9
Do. Meal	229	170	329	37	5	9
Machinery	5,670	5,038	5,514	938	597	736
Mahogany	260	362	240	3	7	1
Malt	40,386	45,822	60,337	4,097	3,901	3,371
Do. (Combs)	3	9	-	672	1,198	1,329
Manure (Artificial)	12,224	14,949	15,560	20,611	19,746	22,675
Marble	664	564	525	82	55	37
Margarine	1,314	1,411	1,945	1,042	1,149	134
Matches	493	465	671	36	57	52
Meal	4,357	8,581	8,904	2,929	2,471	3,190
Meat (Coarse)	1,542	2,257	2,221	1,030	894	1,261
Do. (Preserved)	151	247	203	91	365	56
Milk	501	678	667	3,882	4,277	6,677
Mineral Waters	984	948	659	93	87	208
Molasses, Treacle and Syrup	1,908	1,899	1,256	56	81	44
Nails and Screw Nails	1,938	1,964	1,919	33	28	36
Oars and Spars (number)	2,307	9,963	5,459	-	-	20
Oats	6,732	8,161	6,658	2,145	1,543	4,556
Oil (Pet. and Par.)	40,315	29,595	19,552	5,313	6,219	4,453
Do. (Motor Spirit)	-	-	8,225	-	-	233
Do. (all others)	11,962	10,791	13,467	1,014	1,189	686
Oil Cloth	799	859	871	15	5	14
Onions	2,892	3,024	2,805	13	36	12

GOODS, ETC.	IMPORTED			EXPORTED.		
	1908.	1911.	1914.	1908.	1911.	1914.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Oranges	2,769	3,341	2,573	8	9	2
Paint	2,295	2,497	2,275	152	84	38
Paper (all kinds) ...	18,770	19,794	21,207	4,454	5,173	5,259
Periodicals and Newspapers	1,281	1,199	1,179	203	274	370
Phosphate Rock ...	49,796	46,298	56,128	3,035	642	410
Pianos (number)	1,153	1,054	1,122	181	138	161
Pigs (number)	5	-	3	219,213	212,260	64,688
Pipes (Sewer)	100	2,950	3,650	2	2	1
Pitch	802	1,296	918	2,760	1,805	659
Pork	7	1	15	240	310	508
Porter	521	776	709	185,387	217,578	260,596
Potatoes	4,359	4,493	3,764	739	697	1,169
Preserves	2,647	2,844	3,557	30	36	34
Rabbits	80	110	105	1,667	1,497	1,355
Railway (Plant)	9,349	8,241	6,011	84	6	26
Do. (Sleepers) (loads)	6,533	2,455	3,140	357	33	122
Rags	758	529	549	2,241	2,231	2,960
Rye	4,595	2,615	2,181	2	-	25
Salt	7,543	9,704	8,195	64	52	47
Do. (Cake)	649	644	1,039	2	-	-
Do. (Rock)	-	522	254	-	-	10
Seed (Grass)	647	840	863	190	184	21
Do. (other)	1,098	1,090	1,164	83	152	286
Sheep (number)	10,359	3,489	2,937	362,310	370,830	264,409
Shell Fish	60	126	65	2,668	1,605	1,627
Shoes and Boots ...	3,247	3,070	3,508	75	75	69
Slates and Slate Slabs	6,565	8,977	7,730	92	70	14
Soap	2,538	2,691	3,012	418	700	468
Soda	4,949	4,494	4,331	30	59	19
Spokes and Felloes (number)	7,636	14	71,707	32,628	11,715	21,707
Starch	878	1,045	847	9	16	10
Stationery	1,359	1,338	1,296	447	514	524
Staves	3,811	10,074	2,759	442	474	690
Steel	2,030	3,727	5,887	36	749	175
Stones (Paving, Curb, Granite, and Setts), Do. (Broken) ...	3,333	1,355	4,304	38	125	37
Sugar	522	2,224	1,806	-	-	3
Sulphur Ore	33,140	33,734	34,478	369	124	70
Tallow	18,746	22,237	30,393	-	404	250
Tea	404	381	439	223	100	650
Tiles (all kinds) ...	5,659	5,713	6,388	84	76	51
Timber	3,224	3,526	2,578	14	91	9
Do. (Wrought) ...	14,516	21,066	11,029	30,751	18,058	16,016
Tobacco	1,266	1,849	1,566	334	355	574
Toys	2,343	2,284	2,424	448	369	211
Turf and Peat Litter	363	407	265	12	19	25
Vegetables	194	161	279	336	207	2,084
Wax (Paraffin) ...	414	513	223	2,313	1,890	1,570
Wheat	1,455	1,459	1,155	16	25	18
Wheels, Coach and Car (number)	118,043	147,560	132,954	2,317	1,172	2,342
Whiskey	1,913	3,469	6,432	3,487	4,342	3,800
Wine	1,092	1,418	923	10,116	7,588	6,405
Wire (Iron)	3,839	3,925	4,163	1,760	1,790	1,597
Wool	1,473	1,781	1,508	28	40	26
Wood Pulp	444	361	316	3,600	4,068	5,334
Woollens	769	1,148	2,442	-	10	12
Yarn : Linen, Woollen, Cotton, Do. (Coir and Jute)...	579	554	487	573	580	569
Yeast	856	1,018	929	162	219	209
	420	153	174	897	797	1,009
	206	235	232	1,752	1,138	1,376

DUBLIN INDUSTRIES.

THE BREWING INDUSTRY.

Some of the greatest commercial and industrial enterprises of modern times have grown to their present dimensions from quite small beginnings, and among the number of such the brewing industry of Dublin holds a conspicuous place. In olden times it was customary, especially in England, for each household to brew the beer required for its members and workpeople, but it is easy to imagine that with the progress of industrialism and the consequent growth of the large towns this system of private brewing would no longer be adequate to supply the needs of the community. The advantages of brewing on a large scale soon became obvious under the new conditions, and breweries were then speedily established all over the United Kingdom.

For the purposes of this sketch it will suffice to trace the history of the brewing industry in Dublin during a period of 250 years. The story is an interesting one, not only from a commercial and industrial, but also from a social point of view. At the date of the Restoration the total number of houses in the city and liberties of Dublin was less than 5,000, yet it appears from extant records dealing with the state of things existing in 1672 that of these houses no fewer than 1,180 were ale-houses and 91 public brew-houses. It seems a fair inference from these statistics that the liquor traffic in the city was of considerable extent at that date, and that a large proportion of the inhabitants of Old Dublin were not unappreciative of the virtues of a glass of good beer. The importance of the liquor interest is also attested by the fact that a brewers' guild existed in the city, to which, towards the end of the seventeenth century, a representation of two members was allowed upon the Common Council. At this period the malt liquor sold in Dublin was a brown ale, the product of the city brew-houses. No ale or beer appears to have been imported, so that the local brewers had a monopoly of the home market. Hops, however, for the manufacture of the brown ale, had to be imported, and in the year 1732 it was enacted that hops should be imported into Ireland only from Great Britain. There was also some importation, though not on a very great scale, of barley.

For many years the brewing industry was carried on under these conditions, and the Dublin breweries enjoyed prosperity. Towards the middle of the eighteenth century, however, two factors came into play, which had a serious effect upon the Dublin breweries. One of these was the growing taste for spirituous liquors; the other was the competition of the London brewers, who began the export of porter to Dublin under conditions which threatened the very existence of their Dublin competitors. It has already been explained that the staple product of the Dublin brewers was a kind of brown ale, for which there was a large local demand. No porter, which was at the time a favourite beverage in London, was manufactured in Dublin. But in course of time the London porter brewers succeeded in opening up a market for their commodity in the Irish capital. In doing so they were favoured in every possible way by the English revenue laws, which bore with the utmost severity upon the Irish industry, and the result was that this importation of London porter, in conjunction with the increased use of spirituous liquors, drove a number of the Dublin brewing firms out of business. Statistics are available which show that during the period 1762-1773 there was a decrease in the revenue raised from beer and ale of over fifty thousand pounds sterling per annum. During the same period the imports of porter to Dublin increased from 28,935 barrels to 58,675 barrels.

The official records of the Irish House of Commons throw some light upon this subject, especially the report of the proceedings of a Committee of the House which was appointed in 1773 to consider the representations contained in a petition of the Corporation of Brewers. Among the witnesses examined before this Committee were Mr. George Thwaites, Master of the Corporation of Brewers, Dublin, and Mr. Arthur Guinness, founder of the great firm of Arthur Guinness, Son & Co., Ltd. From the evidence of the former, it appears that during the forty years preceding the date of the sitting of the Committee the number of the breweries working in Dublin had decreased from 70 to 30, and that during the period 1763-1773 one-fourth of the brewers

had failed. The causes assigned by the witness for the decay of the industry included the increased use of spirituous liquors, increases in the cost of materials and labour, and the impossibility of raising prices to the retailer. The price charged by the Dublin brewer for his ale to the publicans could not be increased, for if it were the tavern-keepers retaliated by pushing the sale of London porter, the brewers of which were always in a position to undersell the local manufacturer. Thus, while the English brewer, who shipped his commodity to Ireland, drew back 8s. English, the whole amount of the duties payable there, the Irish brewer, who received only 18s. for every barrel of his beer which he sold, had to pay out of that sum a duty of 5s. per barrel to the Crown. The English brewer also enjoyed other advantages, the net result of the whole being that the duty paid in England and Ireland on imported porter was only a small fraction of a shilling per barrel, which, compared with the duty of nearly 5s. 6d. per barrel paid on the Irish brew, placed the Dublin firms at a hopeless disadvantage. The evidence given by Mr. Guinness is additionally interesting because of the disclosure which it contained that, as the result of the operation of the unequal revenue laws, he had intended to start brewing at Carnarvon or Holyhead, if he could obtain suitable premises at either of those places. He was, however, unable to purchase a suitable brewery in Wales, and decided to continue his business in Dublin. What a fortunate circumstance this was for the Irish capital is apparent from the subsequent history of the St. James's Gate Brewery, which has now a far larger output than any other brewery in the world, gives employment to over three thousand persons, and has paid in revenue in some recent years a sum exceeding a million sterling per annum.

The obvious remedy for the state of affairs resulting from the competition on unequal terms of English brewers was for the Irish brewers to manufacture porter themselves. This they accordingly began to do, and the first porter brewery was established in Dublin some five years after the presentation of the petition of the Corporation of Brewers, which led to the investigation undertaken by the Committee of the Irish House of Commons. The manufacture of porter in the city seems to have been a success from the start, and one of its earliest results was seen in a large falling-off in the imports of the English commodity. The first record of an export trade in Irish porter dates from the year 1816, at which period 35 breweries, using 10,000 barrels of corn per month for malting purposes, were at work. In that year, 1,000 barrels were exported. Within the following twenty years the Dublin brewing industry made great strides, and its bottled porter successfully rivalled the London product even in the English metropolis.

Dublin accounts for 862,891 hogsheads of porter out of the total of 889,696 sent out of the country. The estimated value of the porter export from Ireland is £2,446,664.

MALTED GRAIN MANUFACTURE.

Dublin has been the birthplace of the roasted malt industry, and there are to-day in the city three firms carrying on a flourishing business. In the old days when nothing but malt and hops were allowed to be used in brewing, and no chemicals were permitted in the breweries, the malt roasters were under the supervision of the Government, and heavy fines were imposed if the grain was not malted to the proper degree. To-day the excellence of Dublin stout is largely due to the fact that our brewers have not followed the lead of brewers in other countries, who use chemicals and substitutes in enormous proportions, but have continued to make stout of malt and hops only. In addition to supplying the home demands, the Dublin malt roasters export large quantities of malt to Great Britain and foreign countries. Consignments are sent not only to many parts of Europe, but to North and South America, to the Far East, to Australia and to Africa. That the article produced in Dublin is superior to anything to be had elsewhere is attested by the fact that even in countries with heavy tariffs it commands a ready market. Dublin malt enjoys an international reputation.

This brief historical sketch of the brewing industry and malted grain manufacture in Dublin may be fittingly supplemented by a short account of the rise and progress of the great firm of Arthur Guinness, Son & Co., Ltd.



ORIGINAL ENTRANCE TO THE BREWERY

GUINNESS'S BREWERY



GUINNESS'S BREWERY, the largest Brewery in the world, occupies a tract of land, some 50 acres in extent, within the confines of the city of Dublin.

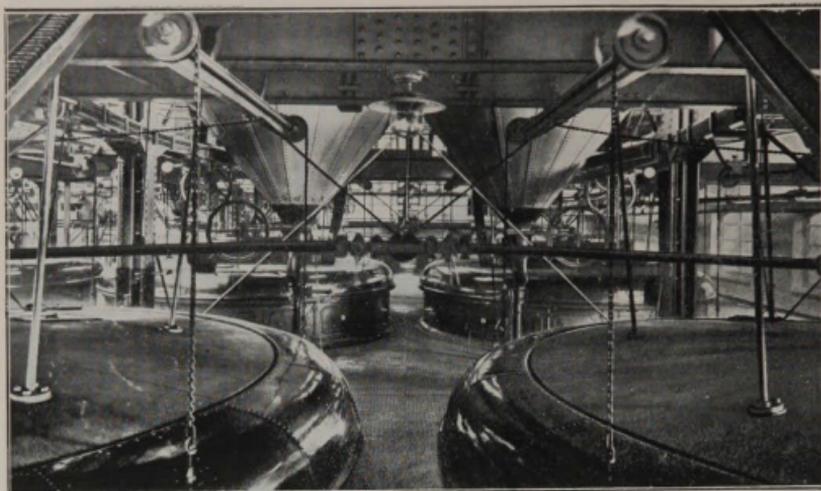
The Brewery was originally founded in the early years of the eighteenth century by Mr. Rainsford, and was purchased from him about the year 1759 by Arthur Guinness, great-grandfather of the present Viscount Iveagh.

Up to the year 1886 the firm was known by the title of Arthur Guinness, Son & Co., but, having been then converted into a limited liability undertaking, the name has since been Arthur Guinness, Son & Co., Limited.

The original Brewery, naturally of small dimensions, was situated on the western side of the city, in St. James's Street, at one of the old city gates, known then as St. James's Gate, and the Brewery as it stands to-day is known as St. James's Gate Brewery.

The value of the concern, estimated about the year 1800, amounted to £30,000. Up to the year 1825 Guinness's trade was almost entirely local, but about that time, the reputation of their Porter for absolute purity and sustaining powers being fully established, circumstances led the Firm to plant agencies in the principal cities of England. From that time forward there was a rapid increase in the trade in Ireland, and also in Great Britain and abroad, and by the year 1860 the export trade had developed to very large proportions.

In 1886, as already mentioned, the Brewery was converted into a Limited Liability Company, with a capital of £4,500,000, divided into £2,000,000 Preference and £2,500,000 Ordinary Shares, there being, in addition, a Debenture issue of £1,500,000. It may be mentioned that the Debentures referred to were subsequently paid off, and in the year



MASH TUNS

1908 the Ordinary Stock was increased, each holder of Ordinary Stock being given two £10 Shares in lieu of each £10 Share previously held by him. This has had the effect of increasing the capital of the Company, which now stands at the sum of £7,000,000.

The manufacture of Messrs. Guinness is now of two qualities, **EXTRA STOUT** and **PORTER**.

PORTER, a lighter quality of brown beer than Stout, is supplied in Ireland exclusively, and is consumed principally on draught.

Guinness's Extra Stout, so well known throughout the world, is consumed both on draught and in bottle, but it is principally as a bottling stout that its reputation is so generally admitted.

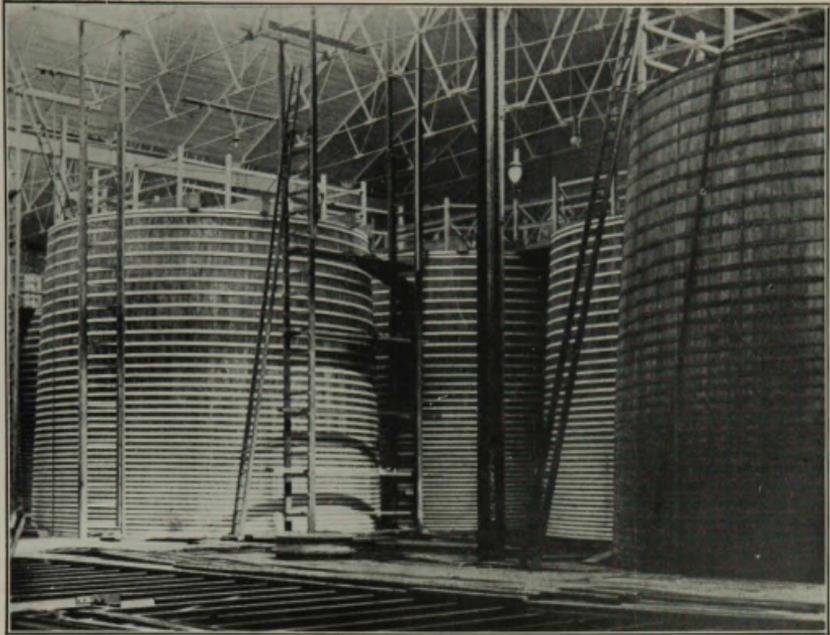
For foreign trade, that is trade in warm climates beyond the limits of the British Isles, a special form of Extra Stout is brewed, and residents in the great Dependencies and in the United States, indeed in almost all countries, will recognise in this the **Guinness's Foreign Extra Stout**, which they are accustomed to drink.

The constituents of this great world drink consist solely of **MALT**, **HOPS**, and **WATER**, and the quantities of these used are necessarily very large. The quantities of malt and hops required for the brewings are best estimated when we say that it needs the barley grown on 160,000 acres to supply Guinness's with malt for one year, and, similarly, it takes 8,000 acres of the best hop-growing land to produce the Kent, Oregon, and Washington hops requisite to brew this famous beverage.

The **BREWING PLANT**, as may be supposed, is very extensive and of the most up-to-date pattern. At the present time there are 33 **KIEVES** or **MASH TUNS**, capable of dealing daily with 7,000 barrels of malt, a barrel being equivalent in weight to 168 lbs.

The **COPPERS**, or boiling vessels, number 17, and have a capacity of 600 barrels each, or, say, over 20,000 gallons apiece.

The process of fermentation is partially carried on in a specially constructed building of very large dimensions which contains 16 **FERMENTING TUNS**, each with a capacity of 1,460 barrels (36 gallons = 1 barrel). The quantity of liquor that can be dealt with



VATS

in this large building amounts to over 65,000,000 gallons in a year. In an older part of the Brewery additional fermenting vessels are provided for dealing with an equal quantity of beer.

The storage of the Stout, which is a very important feature in the manufacture, is provided for by the construction of large VATS, or enormous round wooden vessels made of oak staves bound together with iron hoops. Many of these great vessels, 25 ft. high and 26 ft. in diameter, are of a standard size, and contain about 90,000 gallons of liquor each. The timbers of a vat of this size are held together by $\frac{5}{16}$ ths of a mile of iron hooping, 3 in. wide and $\frac{5}{16}$ in. thick. In all, there are 190 Vats, with a storage capacity of about 14,000,000 gallons.

The work of brewing Stout in such large quantities entails dependence on a number of accessory trades, and the Brewery is provided with an extensive COOPERAGE; large PRINTING WORKS, where all the bottle labels are printed; and ENGINEERS' SHOPS, where mechanical and electrical repairs are carried out.

Railway lines connect the various parts of the great concern, and there are from 7 to 8 miles of narrow gauge track intersecting the Brewery within its walls.

The distribution of this large trade is naturally a matter which interests the man of business, and a visit to St. James's Gate Brewery on any weekday will show rail, shipping, motor, and horse traction busy at work.

The Brewery has direct connection with the Irish railways having their termini in Dublin, and the wagons of all the systems are to be seen assembled in numbers in the delivery yard. The sea-borne traffic is somewhat more difficult to deal with, and has

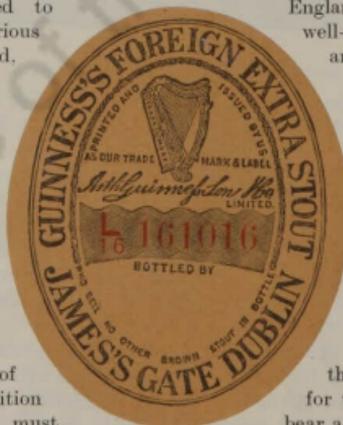


BREWERY LIGHTERS LOADING ON THE RIVER LIFFEY

to be carried by small steam barges down the shallow river and under the many bridges till it reaches the deeper waters of the Port of Dublin, from where large quantities of Stout are daily shipped to England by the Company's own well-known cross-channel lines.

Visitors are welcomed. and guides are provided to works. A most interesting conduct parties round the forenoon can be spent viewing the various processes of manufac- ture, and, at the con- clusion of the visit, guests are conducted to where the famous the Sampling Rooms, beverage can be tasted direct from the cask.

Visitors from over- seas will be most interested in the **Foreign** brewed of one quality Extra Stout, which is in cask to the great only and is supplied in the British Isles, and bottled by some leading Bottlers in New York. Messrs. Guinness are brewers only, and do not bottle any of the beer they manufacture, but they make it a condition for the supply of the Foreign Stout that every bottle must bear a copy of their well-known label on which appears their Trade Mark—the Harp, a facsimile of which is attached.



THE DISTILLING INDUSTRY IN DUBLIN.

Distilling is one of the chief Irish industries, and the fame of Dublin whiskey, in particular, is world-wide. Although the art of separating alcoholic spirit from fermented liquors appears to have been known in the Far East in the times of remote antiquity, it was not until a comparatively late date that distillation was practised in Europe. One of the earliest of the countries of north-western Europe, however, to practise the art was Ireland, for it is recorded that the Anglo-Normans on their arrival here observed that the people were in the habit of making and using a kind of alcoholic liquor, to which they gave the name of "uisge beatha," the modern form of which term is "usquebagh," from which the word "whiskey" is derived. The knowledge of the art of distillation appears to have been universal in Ireland, and its practice was carried on for hundreds of years without restrictions of any kind. It does not appear to have been until the reign of Henry VIII. that the State intervened with the object of restricting in any way the manufacture of spirits in Ireland. In that reign, however, it was enacted that there should be but one maker of *aqua vitæ* in every borough town upon pain of 6s. 8d. In 1556 a statute was passed at Drogheda, which prohibited, under penalty of fine and imprisonment, the making of *aqua vitæ* except under licence obtained from the Lord Deputy.

These restrictions could hardly have proved very effective, however, for the industry of distilling spirits from grain assumed enormous proportions, and was carried on in every county—probably in every parish—in Ireland. At length, in the year 1662, it appeared expedient to the Legislature to subject the industry to taxation, and accordingly a duty of fourpence was imposed upon every gallon of *aqua vitæ* distilled in the kingdom. This duty was increased by progressive stages until in the year 1798 it stood at 1s. 11d. per gallon. By 1804 it had risen to 4s. 1d. per gallon. A different rate of duties was exacted from English distillers, and for a considerable period the Irish distillers enjoyed some advantage in this respect over their cross-channel competitors. It was not until 1858 that the duty on whiskey was made uniform in the United Kingdom.

The great Dublin distilleries still existing, whose product has contributed to make and maintain the high reputation of Irish whiskey, date their origin from the eighteenth century. The Thomas Street Distillery, until lately carried on by the firm of Geo. Roe & Co., Ltd., dates back to 1757, in which year a Mr. Peter Roe purchased a small distillery, which existed on the site of the present one. The Bow Street Distillery, owned by Messrs. John Jameson & Son, dates back to 1779; and the John's Lane Distillery, owned by Messrs. John Power & Son, to 1791. The two last-mentioned distilleries, each of which was founded by an ancestor of the present proprietors, are exclusively pot-still distilleries. The other firms engaged in the distillation of whiskey are the Dublin Distillers Co., Ltd.; the Distillers Co. (Phoenix Park Distillery); and the Dublin City Distillery Co. The Dublin Distillers Co. was formed by the amalgamation of three distinct concerns, The Thomas Street Distillery, Marrowbone Lane Distillery, and the Dublin Whiskey Distillery at Jones's Road. The Jones's Road Distillery was founded in 1872, as already mentioned the Thomas Street Distillery dates from 1757, and the Marrowbone Lane Distillery dates from 1752.

The distilleries established in Dublin during the second half of the eighteenth century were carried on under strict Government supervision, and, of course, had to pay duty to a considerable amount. While this was the case, however, there were thousands of illicit stills working all over the country, the output of which was sold at prices with which the Dublin firms, paying duty, could not compete. This unfair competition tended to restrict the output of the Dublin firms, thereby hampering the development of the legitimate industry. Early in the last century, however, the revenue authorities embarked on a vigorous campaign against the owners of illicit stills, and many thousands of these were destroyed. About the same time also the commercial development of the distilling industry was favoured by a change in the public taste as regards drink; for, while the consumption of beer decreased that of spirituous liquors increased. At the same time, a foreign demand for Dublin-made

whiskey began to grow up, and orders on an ever-increasing scale were executed for large industrial centres in England, for some places on the Continent, for New York and other places in North America, and for the Barbadoes. The demand abroad for Irish whiskey generally rapidly increased in the first two decades of the last century. Thus, whereas the total exports of whiskey for the years 1780-1800 did not amount to 80,000 gallons, the average annual exportation during the period 1801-1820 was nearly 500,000 gallons. A reference to Warburton, Whitelaw and Walsh's *History of Dublin* shows that in the year 1816 there were nine distilleries at work in Dublin, and that in these 18,000 barrels of malt were used per month during the distilling season. In that year, 1,969,726 gallons of spirits were distilled in Dublin, of which 1,553,741 gallons were consumed at home.

The value of the Irish whiskey export trade in the years preceding the Budget of 1909, which enacted a duty of 14s. 9d. a gallon, exceeded two million pounds sterling. A check was given to trade by the Budget referred to, but in the year 1913 the value of the exports had again risen, being £2,008,500. Of this Irish export trade the Dublin distilleries have always enjoyed a very substantial share.

Roughly speaking, the export of whiskey from Dublin in recent years varies between a million and a quarter and a million and a half gallons per annum.

The conditions prevailing in the whiskey trade during recent years have not been of a character to favour the development of its prosperity. The Budget of 1909 dealt a severe blow to the industry, especially in Ireland; and, since the outbreak of the world war, uncertainty as to the liquor policy of the Government and the fear of further restrictions on the manufacture and sale of whiskey have tended to hamper development. It is satisfactory to be able to state, however, that, despite these drawbacks, the distilling industry in Dublin continues to be able to hold its own against foreign competition. If the industry has suffered as the result of the conditions that have recently prevailed, so have its competitors. For the fact that the distilling industry still continues to be one of the great industries that thrive in Dublin we have undoubtedly to thank the clear and far-sighted policy of those at its head in consistently using only the best materials, and in readily adopting the latest improvements in machinery.

MANUFACTURE OF AERATED WATERS IN DUBLIN.

The manufacture of aerated waters is carried on in Dublin on a very considerable scale, and it is satisfactory to find that the demand for such drinks is not by any means limited to the home market. Ireland generally has long been noted for the purity of its mineral water sources, and the virtues of its springs have been recognised by many eminent medical specialists. "St. Patrick's Well," situated somewhere in the neighbourhood of the thoroughfare known as Nassau Street, Dublin, was reputed in olden times to possess remarkable curative powers. But it is not merely to the special qualities of Irish springs that the success of the mineral water manufacturing industry in Ireland, and particularly in Dublin, is to be attributed. Irish chemical research has also made a notable contribution to the building up of the industry, for it is the proud boast of one well-known Dublin firm that they are the inventors of soda water.

There are about a dozen firms engaged in the manufacture of mineral waters and other temperance drinks in Dublin, and some of these have achieved an international reputation for the excellence of their products. Dublin, indeed, enjoys a high reputation for such drinks as ginger ale, lemonade, ginger beer, stone ginger beer, lemon soda, seltzer water, Kali or potass, and lithia water, and several of our manufacturers have been awarded the highest testimonials and numerous gold medals at the principal exhibitions held at home and abroad during the last forty or fifty years. It is estimated that the industry gives employment to about 1,000 persons in Dublin.

The extent of the foreign demand for Irish aerated and mineral waters may be gauged from the fact that the value of the exports for 1913 amounted to £265,812, in which Dublin had a large share.

BISCUIT-MAKING.

Among the great industries carried on in our midst, of which Dublin is justly proud, that of biscuit-making is entitled to a prominent place. Biscuit-making, it is hardly necessary to remark, is an industry which grew up in the last century, for in the year in which Queen Victoria ascended the throne the manufacture of this article of diet was quite insignificant, employing few hands and very little machinery. Since that date, however, the industry has developed at a rapid rate, so that at the present day many millions of capital are invested in it both in these islands and abroad, and employment has been provided for an army of male and female workers. To the citizens of Dublin it is a source of legitimate pride that a great and honourable part in this magnificent development has been borne by a local firm, now of world-wide repute—the firm of Messrs. W. & R. Jacob & Co., Ltd. The history of the enterprise with which Messrs. Jacob are associated may indeed be said to form one of the romances of modern trade and industry. The founder of the firm was the late Mr. William B. Jacob, who in the year 1851 added biscuit-making to the already extensive business of bread-making and flour-milling which he then carried on in Waterford. Mr. Jacob, after a short experience of his new venture, decided to concentrate all his energies on the development of the biscuit trade, and in 1853 he moved the works to Dublin, as being a more convenient distributive centre. From the first the enterprise was a great success, and for a long period the ever-increasing demands of the home market monopolised the energies of the firm. Jacob's biscuits became a household word in Ireland, and when the time arrived at which it became feasible to supply consumers in England and Wales, such was already the reputation of the enterprising Dublin firm that a great demand for their products immediately sprang up across the channel. This development necessitated arrangements for ensuring prompt delivery, and accordingly the firm established extensive depôts in London, Liverpool, and Manchester. This was, however, only the beginning of the export trade in Dublin biscuits. The next step was to open numerous agencies abroad, which was done to such purpose that Jacob & Co.'s biscuits are now exported to all parts of the world. In recent years this export trade has assumed enormous proportions, as may be seen from the fact that its value in sterling amounted in the year 1910 to a sum exceeding £400,000. The extent of the benefit conferred upon labour in Dublin by Messrs. Jacob's great industry may be gauged from the fact that it affords employment to about 3,000 persons.

The secret of the success of this great enterprise is to be found in the excellent qualities of the biscuits and cakes manufactured by Messrs. Jacob, which have commended them to foreign buyers; and it is an interesting fact that the origin of the foreign trade can be traced to quite unsolicited orders for some of the firm's specialities received from distant lands. But to state merely that the success of the enterprise is due to the excellent quality of the firm's specialities does not explain the methods and the complex organisation by means of which the excellence of the goods is ensured. This part of the business can only be understood by bearing in mind the fact that Messrs. Jacob have never ceased to pay unremitting attention to the task of securing thorough efficiency in all departments. To attain this end they have planned the factory buildings and arranged the work so as to enable the handling of the material to be done in the easiest and least costly way. They have also installed plant and machinery of the most approved type, so that the finished article may be turned out as quickly as possible. But, above all else, they have realised that one of the most essential elements in the success of such a business as theirs lies in the character and efficiency of the workers in their employment.

It is not possible within the compass of a short article to describe in detail the organisation of the various departments of the factory, which is perfect in every way, and would have to be seen by a visitor to be fully appreciated. In the well-fitted laboratory, an expert chemist and his staff apply elaborate tests to the raw material, and reject all that is below the high standard insisted upon by the firm. The raw materials of the industry include flour, butter, eggs, sugar, chocolate, milk and flavouring essences, and only the best quality of each constituent is used in the manufacturing process. In huge machines called "Mixers" the blended flour, beaten eggs, the proper quantity of butter, and clean fresh milk, are made into dough, which is then

conveyed to steel rollers, between which it is rolled into sheets of uniform thickness. These sheets or blankets are then fed into a cutting or panning machine, and further thinned out, after which they are passed on a conveyor band to sets of cutters or dies of many different sizes, shapes and designs, which descend quickly as the dough passes along and stamp and cut it into biscuit shape. The next stage in the manufacture is the baking, which is done in huge ovens, some of which are capable of baking no fewer than 700,000 biscuits in a day. The degree of heat maintained in the ovens is different for different kinds of biscuits, some varieties of which require only a gentle heat, while others must be exposed to a fierce one. One of the firm's specialities is "Puff Cracknel" biscuits, which are in a class by themselves, and require special treatment. When cut they are thrown into coppers of boiling water, where they quickly float, remaining apart. After a minute or two they are taken out by perforated trays, through which the water drains, and are put into cold water, from which they are removed, panned, and baked in a hot oven. All these processes are gone through under conditions which ensure a state of perfect cleanliness. In the case of fancy biscuits that require sugar decorations, the work is entrusted to a staff consisting of hundreds of girls, many of whom are indeed artists in sugar and in the making of beautiful designs. The finished biscuits are conveyed to the packing rooms, where they are put into tins that have been thoroughly scalded, and scoured and dried with hot air, the work in this department being done by girls, whose appearance speaks of healthy and happy conditions of labour. As far as possible, all requirements, such as tins, are made on the factory premises by means of ingenious machines and expert workers. The cake-making departments are separate from the biscuit-making departments, and give employment to a large number of girls, who produce beautiful and elaborate designs with a perfect finish. Messrs. Jacob have built up a great reputation for their cakes as well as for their biscuits. In the despatch department the goods are put into large, specially constructed cases, and sent thence to every part of the world—not only to every part of the British Isles, but to Canada, the United States, South Africa, South America, Australia, the Continent, China, India, and even such places as Morocco, the Malay States, the Philippines, and the Gold Coast.

Throughout its whole career the directors of the firm have endeavoured to cultivate a spirit of harmony with the workers, and to make the conditions of employment as favourable as possible. In pursuance of this policy they have of late years given welfare work a very prominent place. In 1906 a lady, who is a certificated nurse, was appointed as Welfare Secretary, whose function it is to supervise all matters relating to the health and general welfare of the girl workers. She attends with the doctor when he sees patients, so that she may keep in touch with those requiring further care. The doctor and his assistant attend daily on the premises, and any employee can obtain medical attendance free. When medicine is required only a nominal charge of 2d. is made. In January, 1907, a dentist was also appointed, and extractions and fillings are free. Those of the workers who have been ill are usually sent to a convalescent home to recuperate. Sewing classes, conducted by qualified lady instructors, are held in the evenings, and the girls are taught to make their own blouses and other articles of clothing. There is also in connection with the factory a Girls' Choral Society, consisting of about 150 girls, who have succeeded in winning many prizes at the annual competitions held by the Feis Ceoil. The Girls' Drilling Society is a popular feature with the employees. The firm have also provided a large swimming bath and a large number of spray baths. The Girls' Dining-room accommodates some 800 persons, and plain, wholesome food is provided at an extremely low cost. In 1908 the firm built a large Institute with a recreation-hall and class-rooms, and over the dining-room is a flat roof-garden, where after dinner the workpeople can go to enjoy fresh air for the time they have to spare. The Total Abstinence Club has been a great success, as have also the ambulance classes, the savings bank, and other kindred associations. In fact no measure has been neglected by the directors which could conceivably tend to the welfare of the little army of workers employed. It may easily be understood how such a policy, intelligently carried out, has contributed not only to raise the tone of factory life, but also to promote the prosperity of a firm whose flourishing condition is a credit to the spirit of Irish enterprise.

THE FERTILISER INDUSTRY.

As might be expected in a country so largely dependent upon agriculture, the manufacture of fertilisers is an important industry in Dublin. The factories are amongst the largest in the United Kingdom, an aggregate of 100,000 tons of chemical manures being turned out annually.

Bones, bruised or broken, were probably the first artificial manure used; but about the beginning of the nineteenth century it was found that fineness of division rendered bones more easily assimilated by plants. This fine division was chemically attained when Liebig introduced the treatment of ground bones with sulphuric acid.

Large quantities of bones collected throughout Ireland are, after their valuable grease is extracted, ground and dissolved by sulphuric acid, and sold as bone manures. But the supply of bones falls far short of the requirements of modern agriculture, and the enormous deposits of tri-basic phosphate of lime in the United States and Northern Africa, though of little value as manure in their natural state, are converted into superphosphate by the action of sulphuric acid, whereby the tri-calcic phosphate, which is insoluble, is converted into mono-calcic phosphate, which is soluble, and therefore readily available to plants.

Upon this conversion from the insoluble form to a soluble state has been built up this chemical industry, which in the Dublin factories transforms upwards of 50,000 tons of raw phosphates into available plant foods.

The demand for these fertilisers in Ireland has grown rapidly within the last few years, largely owing to the work of the Department of Agriculture and Technical Instruction in instituting, through County Councils and under the supervision of their instructors, a series of experimental plots throughout Ireland, showing the beneficial results obtainable by their use by increasing the yield to a value far in excess of the actual cost of the fertilisers employed.

In these experiments, confirmed now by several years' experience, it has been shown that the application to meadow hay of superphosphates, nitrogen compounds, and potash means an increased crop equal to a profit of about £1 per acre after deducting the cost of the manure.

Similarly in the case of the potato crop, so largely grown in Ireland, it has been clearly shown that on land growing an average crop of 3 tons 12 cwt. per acre without manures, the yield can be increased to over 10 tons per acre at a cost of about £4 15s. for manures, giving an estimated profit, after paying for the manures, of £8 10s. per statute acre.

In the growth of oats and barley a profit of 30s. per acre is shown from the use of these chemical fertilisers. In mangolds there is a gain of £6 10s. per acre; in turnips a yield of 25 tons per acre can be secured, as against 4½ tons without manure.

The increased crops which the soil of Ireland may be made to yield under proper cultivation, and with the liberal use of these fertilisers, can scarcely be realised. The consumption of artificial manures is growing year by year, and is only limited by the ability of the farmer to purchase them. The Irish farmer, as a general rule, unfortunately labours under the disadvantage of insufficient capital to enable him to cultivate his land intensively and to obtain maximum crops; but signs are not wanting that under the guidance of the Department of Agriculture and Technical Instruction, Irish agriculture will rapidly advance, and in that advance not the least of the contributing forces will be the assistance rendered by the increased and intelligent use of fertilisers. The factories at Dublin are equipped with all modern improvements. The basis of the business—the manufacture of sulphuric acid—is carried on on a large scale, about 1,000 tons of sulphuric acid being produced weekly. The acid plants at these works are thoroughly up-to-date, and well worth a visit by anyone interested.

The acid is produced from pyrites imported from Spain, the residue, after burning off the sulphur, being re-shipped to England, where the copper contained in the cinders is extracted.

The phosphate of lime, which arrives from Africa and America in cargoes of 4,000 tons or upwards, is ground in specially constructed mills to an impalpable powder before being treated and dissolved by the action of sulphuric acid. The resulting mass

after maturing is withdrawn from the dissolving pits and pulverised to a fine powder, either for application to the land by itself, or in conjunction with nitrogen compounds and potash, which are mixed with the superphosphates by the manufacturers in the proportions which experiment and experience have proved to be most efficacious for the different crops for which they are intended.

The fertiliser industry in Dublin employs upwards of 1,000 men, while other similar factories in Belfast, Cork, Drogheda, Londonderry, and Waterford give employment to an equal number of workmen.

A considerable business in the export of fertilisers is carried on from Dublin, and this export business is likely to be still further developed.

POPLIN AND SILK MANUFACTURE.

Before the advent of the Huguenot to Dublin at the end of the seventeenth century there is no record of any silk or poplin industry existing in Ireland. The French "Dragonades" sent thousands of intelligent and skilful silk-workers to the British Isles, and though from this peaceful invasion England secured the chief benefit, Ireland also gained in great measure, for the linen industry in the North and the silk, poplin, tapestry and velvet trades in Dublin owe their existence to the persecutions by Louis XIV.

In the matter of size, of course, there is simply no comparison between the Northern linen trade and the Dublin silk trade; but, all the same, the story of the latter is one of special interest, and probably, considering its limited extent, there are few industries better known to the commercial world than the Irish poplin manufacture.

By the year 1730, Irish poplin, or tabinet, as it was then called, had attained considerable prominence as a Dublin-made textile; the industry had thriven, and a large part of the city's life was closely bound up with its welfare. Violent fluctuations of prosperity and hardship marked its history as the variations of fashions decreed.

The alien population slowly merged in the native, until at the present time scarcely a trace of French or Flemish origin remains in the weaving trades, beyond a few terms used in loom fittings and in the processes of silk-weaving. Some of the distinctly foreign architecture, and a Weavers' Hall 200 years old, are almost the sole visible remains of the important Huguenot settlement.

From the middle of the eighteenth to the latter part of the nineteenth century was an unprogressive time in the silk trade, the notable features being frequent labour troubles of a violent sort, and sad lack of enterprise, with desperate State efforts from time to time with a view to averting decay.

The strangest expedients were resorted to by the Irish Parliament—not only the imposition of prohibitive duties on foreign silks, but the establishment of a Public Silk Warehouse in Dublin, with the grant of liberal bounties on sale and export of the native goods. It is scarcely necessary at this time of day to record the inevitable failure of this last experiment.

With notable periods of exception, the decline of the Dublin silk trade, due to obstinate conservatism, went on, in spite of tariff and bounty, while foreign manufacturers were sending their products in large quantity to Ireland. The Dublin (afterwards Royal Dublin) Society strove with patriotic zeal, by prizes and every form of encouragement, to stimulate design and craftsmanship, but great progress was never attained.

A report of the Cork Exhibition Committee of 1883 sums up the case fairly:—"The decay of the silk manufacture in Ireland is due mainly to the employers, who, from want of foresight, indolence, or carelessness, let their business get into a crystallised state, which no change of fashion, no competition of new fabrics, no improvements in processes or machines, could influence."

Happily a new state of affairs has succeeded, and, largely owing to the adaptation of Irish poplin to neckwear requirements, the condition of this branch of the silk trade is at present most satisfactory. The introduction of more highly finished and evener woollen yarns as weft, finer sub-division of the silk warps, the newest processes in dyeing, and the most effective novelties in design, rendered the fabric more flexible and luxurious in appearance while sacrificing none of its durability, and marked a wonderful advance

in its favour as a dress textile. Concurrently with this, the employment of Irish poplin as a neckwear article proved a rapid success, so rapid indeed that after less than thirty years its reputation to-day is pre-eminent amongst fabrics for men's wear.

The growth of the tie business abroad has been striking, and in Canada, the United States, Argentina, South Africa, India, and Australia, new and valuable markets are being rapidly opened up.

The absolute purity of the dyes, ensuring freedom from the disintegration of the silk so noticeable in many Swiss and German fabrics, has helped greatly to maintain the reputation of the Dublin weaving houses, and the more modern conditions of employment, as well as of loom fitting and manufacturing methods, are strong influences in the recent development of this historic industry.

It can no longer be complained that the manufacturers are lacking in enterprise, or Irish poplin in adaptability, for while ladies' dress is catered for in every style, its uses in other directions are now manifold. There is an immense output of ladies' and gentlemen's ties, for which there is a progressively increasing demand.

Dublin is the only Irish city where the material has ever been produced, and it is gratifying that this artistic industry, by adapting itself so fully to modern needs, has achieved to-day such a striking renaissance.

Visitors to Buckingham and Windsor and other Royal residences can view with appreciation the Irish poplin panelled walls manufactured in Dublin.

During the Exhibition of 1851, when Queen Victoria visited Ireland, it is worthy of note that Her Majesty visited one of the poplin factories, and it is well known that she took a great interest in this industry and always placed her orders for poplins with Dublin firms.

Many gold medals have been awarded to Dublin firms at such widely distributed places as San Francisco, Paris, London, and Chicago.

WOOLLEN TRADE.

The fleece of the sheep has been used for clothing from the earliest times. The Babylonians, Egyptians, and Greeks were skilled in the manufacture of woollen garments, and Thrace was early known as the "Mother of Flocks."

Ireland, being largely a pastoral country, has always produced a fair quantity of wool in proportion to her size, therefore it is reasonable to infer the manufacture of woollen fabrics would be a branch of industry to which her inhabitants would early turn their attention. The old "Brehon laws" regulated the colours of native cloth to be worn by the different classes of society, while English and continental records show that Irish woollen fabrics were attracting considerable attention in outside markets during the thirteenth, fourteenth, and fifteenth centuries. Later on the influx of Flemish tradesmen, due to political upheavals in their own country, imparted fresh skill and energy to the manufacture, and tended to concentrate it in the district where those industrious refugees had settled. Thus the "Liberties of Dublin" became closely identified with poplin and woollen work. So successful were the united efforts of the natives and immigrants that it has been computed there were over three thousand hand-loomers at work in that district in the middle of the eighteenth century, and the Chancellor of the Irish Exchequer—towards its close—laid statistics before Parliament showing that the export trade had attained considerable dimensions at that period.

After a temporary reverse the industry revived during the latter half of the nineteenth century, and is at present in a very healthy and flourishing condition. There are two important factories in Co. Dublin, and nearly one hundred others dotted throughout the rest of Ireland.

The chief fabrics made are rugs, blankets, friezes, cheviots, serges, and various worsted materials for costumes and suitings.

The demand both at home and abroad is expanding rapidly, so that the woollen trade gives fair promise for the future.

COLLAR AND SHIRT-MAKING INDUSTRY.

The collar and shirt-making industry is so intimately associated with Belfast and the North of Ireland that it will be news to many to learn that in Dublin work of this description is extensively carried on, many hundreds of hands being employed in this industry, and so excellent is the quality of the work turned out, and so highly is it appreciated, that orders are being constantly received from all parts of Ireland and from distant parts of the world. It is more than half a century ago since the shirt and collar industry was started in Dublin.

A large export trade is done, the foreign customers including some of the principal merchants in the West Indies, while an extensive business is also transacted with English mercantile houses. Cross-channel firms quickly appreciate the places where they receive value for their money, and it is, therefore, not surprising to learn that exports to England show a gratifying amount in volume and a progressive development which promises well for the future prosperity of the industry. In these days, when so many efforts are being made to revive Irish commercial enterprise, it is hardly necessary to point out the claims of this industry to local support.

The various factories in Dublin are large and well equipped with the most modern machinery, whilst the workers are highly skilled, and the product is turned out under the most healthful and hygienic conditions.

BALBRIGGAN AND BLACKROCK HOSIERY.

Balbriggan, a sea-coast town some twenty miles north of the city of Dublin, is famous throughout the world for its hosiery. In the year 1740 this industry was first



THOMAS MANGAN,

who made the late Queen Victoria's Stockings during the whole of Her Majesty's reign.

started in the place. In its inception a cottage industry, it gradually developed, and in 1780 the predecessors of the present proprietors of one of the two factories now at

Balbriggan known as the Balbriggan factory absorbed all the small concerns, concentrating them into one establishment. Thenceforward the industry advanced by leaps and bounds, and the demand for Balbriggan hosiery became almost universal. A brisk trade with America and the Continent grew up. The proprietors of one of the factories have in their employment hand-loom workers who have been working for them continuously for sixty years. Only a few years ago one of these workers (now deceased), Thomas Mangan, was the recipient of a photograph bearing her autograph presented to him by the late Queen Victoria in recognition of the fact that for a period of sixty years he had been engaged in the manufacture of hosiery for the Queen and the Royal Family. Amongst others, Mr. Mangan made stockings for the late Empress of Austria, the Empress Eugenie, the late Prince Albert, and the Czarina. He it was who made the stockings exhibited in the year 1853 at the Philadelphia Exhibition, which were awarded a gold medal as the finest stockings ever made.

At Blackrock, about four miles to the south of Dublin, there was started some years ago another hosiery factory, which is under enterprising management, and this factory has made great headway, a large number of hands being employed, and the products exported to Great Britain and the Continent.

In the factories both animal and vegetable material—wool, silk, cotton, and flax—is used in the manufacture of the hosiery, so that all tastes are suited. An absolute rule with the firms is to procure the best obtainable machinery and labour and to use only the finest quality material. In the manufacture of hosiery the Balbriggan factory occupies the leading position in the British Isles.

CORSET-MAKING.

It is a well-known and an acknowledged fact that Dublin has always been, and still is, the seat of corset manufacturing, where the best class of goods are turned out, which are equal to the French in design and finish, but much cheaper in price. Large numbers of hands are employed, the most up-to-date machinery has been installed, and instructors have been brought from France, the result being that a large home and export trade has been built up.

CARRIAGE TRIMMINGS.

Since the old stage coach days Dublin has been known to every coach builder in Great Britain and Ireland as a manufacturing centre for carriage trimmings. The principals of firms engaged in the trade regularly toured England—long before the advent of railways—on the old stage coach, for the purpose of making themselves fully acquainted with the requirements of the trade. Even in those days Dublin was the pioneer in the coach trimming trade. To-day Dublin manufacturers are supplying all the better class motor body and carriage manufacturers with their products; and their goods are in demand wherever quality is a *sine qua non* and excellence more desirable than cheap mediocrity. The production of motor hood coverings both in rubber and chemical proofings has also engaged the attention of manufacturers, and has met with such success that Dublin-made motor hood coverings are now standardised by the most eminent firms in the motor trade.

THE LEATHER INDUSTRY AND BELTING.

Although not quite of the same dimensions as in former years, the leather industry in its various forms gives a good deal of employment. Between curriers and tanners, leather dressers, saddlers, boot and shoe makers and dealers, close on 2,000 persons are employed or engaged in the industry. Boots and shoes of the best material and most durable quality are made in the city. Dublin-made saddlery and harness are the most superior made in this country. More saddlery is exported from Dublin than from any other port in the country. The manufacture of belting is another important section of the leather industry. One of the principal firms engaged in this manufacture has been in the business for the past eighty years. The leather it uses is obtained, as far as possible, from Irish tanneries. In the belting works of the leading firm hydraulic leathers for all

classes of mechanical work are made with the greatest skill by most efficient workmen. The works are supported by most of the large firms of Ireland, and large quantities of belting have also been purchased from the firm by the War Office

JUTE SPINNING.

In Clara, King's County, a firm, founded as far back as 1865, gives employment to between 600 and 650 people at jute spinning. The articles made by the company include the following:—Jute yarn, hay baling cord, millers' twines, and unfinished shop twines; jute cloth and bags of all sorts, including heavy twill coal bags, grain sacks, malt sacks, cement bags, also hop pockets, wool packs, and the lighter Hessian flour bags and sacks, also bacon wrappers and firkin butter covers. The largest proportion of their products go to England, where they have a very high reputation for their heavy coal bags and grain sacks for the English hiring trade, both with the large railway companies and private sack-hiring companies. They manufacture the celebrated "Shamrock Hay Cord" for baling hay. The machinery installed in the Clashawau works, near Clara, includes a 500-h.p. steam engine, a 120-h.p. engine, and turbines giving 80-h.p. water-power. There are 8 systems of spinning machinery, and machinery for making twine and cord, 140 looms, and the necessary cloth-finishing and sack-making and printing plant. The company has a warehouse in Dublin.

SHIPBUILDING INDUSTRY.

Early in the nineteenth century shipbuilding was an extensive and flourishing industry in Dublin. In 1812 there were five shipbuilding yards in operation and these employed between them about five hundred hands. After the last survivor of the principals in the shipbuilding firm of Messrs. Bewley and Webb had died, shipbuilding at the port was practically dormant until 1902 when the old shipyard, formerly worked by the firm just mentioned, was acquired by two enterprising gentlemen, who subsequently formed a company. It need scarcely be said that Dublin, as a centre for shipbuilding and ship-repairing occupies a peculiarly favourable position. There is a large shipping traffic both to and from the port, and also up and down the Channel. It will thus be seen that there was really a need and opening for an efficient shipbuilding and thorough-going ship-repairing establishment in Dublin. Through the enterprise of the new firm the opening years of the present century found the shipbuilding and ship-repairing industry again established and on lines which indicate a bright and progressive future. The principal members of the new company are gentlemen who had already gained a large and varied experience in ship-building, repairing, engineering and salvage work.

The shipyard is near the mouth of the Liffey, and, for economical working, occupies an ideal position, situated, as it is, at the best and deepest part of the harbour where at low tide there is 24 feet minimum draught of water. There is, adjacent to the shipyard, a public graving dock 410 feet long, with a width at entrance of 70 feet, and a mean draught over blocks of 17 feet 3 inches, and attached is also a patent electric slipway for vessels up to 180 feet long. This slipway, for its size, is second to none in the United Kingdom. There is a second slipway capable of dealing with vessels up to 100 feet long. The company have three excellent building berths, and the yard is equipped with the most modern machinery, tools and appliances. So far as the Port and Docks Board are concerned they are making praiseworthy efforts to bring the harbour equipment up-to-date.

No sooner was the yard established than orders began to pour in. Soon it became evident that shipbuilding was once again an industry of no small proportions in the capital. Through the excellent quality of the work turned out, as well as the promptitude with which orders were executed, the shipbuilding yard of the new firm rapidly won a high reputation. The enterprise has been well supported by Dublin merchants and by public bodies throughout the country, such as Municipal Corporations and Harbour Authorities, who have given the company many orders for dredgers. Vessels have been constructed by the firm for English and Scotch owners, and orders

from New Zealand and Vancouver have been fulfilled, while high speed fishing cruisers and coast protection vessels have been built for the Canadian Government. That repairs are carried out efficiently and expeditiously is proved by the fact that the Admiralty has, after inquiries and on inspection of the premises, placed the yard upon the Admiralty list for repairs to vessels up to and including third class cruisers. Some of the repairing contracts undertaken have been of great magnitude and have represented many thousands of pounds. The number of vessels docked for repairs per annum is about 120, representing 85,000 tons gross of shipping. These figures have to be trebled to represent the vessels repaired afloat and in dry dock.

The tonnage launched by the new company rose from 460 tons in 1902 to 1,024 tons in 1906, and to 3,460 tons in 1913. At the present moment the total number of hands employed on shipbuilding, repairs and other work in the yard is between 750 and 800. These workers include platers, rivetters, caulkers, drillers, engineers, blacksmiths, angle-iron smiths, boilermakers, shipwrights, joiners, painters, plumbers, riggers, and numbers of other trades. The average earnings are the same as on the Clyde and at other ship-building centres.

Ringsend, in the days of wooden ships, was important for the amount and quality of the work turned out in that district of Dublin. With the advent and development of steel ships, and the decadence of wooden vessels, the district lost for a time most of its prestige in the industry. The Grand Canal Company's graving docks, once a busy hive, suffered in proportion until a few years ago, namely, in 1912, when the docks and site were leased by an enterprising firm with the intention of re-creating and developing the past-time industry of the district on modern lines, and to meet up-to-date requirements in the building and repairing of all classes of marine work to the limit of what the facilities at the dock sites would permit. Apart from the cross-Channel services and work of repair required on vessels, home and foreign, using the Port of Dublin, a considerable business was possible in meeting the requirements of the proprietors of the canal systems terminating at Dublin.

Expectations have been more than realised. The new firm's motto is to give all reasonable satisfaction to clients, and this, in time, has borne good fruit. Contracts have been secured in competition with other ports, and both building and repair work brought from outside to Dublin. The plant in every one of the various iron and wood-working departments is driven by electricity, which is supplied from Corporation currents and available at all times, which facilitates the usually urgent repair work associated with this industry. The patronage of most of the local shipping firms has been extended to the yard, and this, together with local land work associated with boiler and machinery repairs of every description, which is included in the business catered for, has given a nucleus such as well warrants the inauguration of a welcome industry to a port of the importance of Dublin. A steel screw tug steamer has just been built and delivered to the owners, The British India Steam Navigation Co., Ltd., who are the largest shipowners in the world. Present work on hand includes barges to the order of the War Office.

Although fairly well supplied with labour necessary for the carrying on of their business the firm have recently been reluctantly obliged to refuse offers of work. From an average of 50 workmen employed three years ago the works now find employment for double that number, and pay in wages about £4,000 per year. Over 20 local lads are serving apprenticeships to useful trades, and the opportunity which makes this possible is an aspect which is of some importance in the development of Irish industries, creating as it does the supply of local skilled labour to meet the necessary demand of progressive business.

A third firm is engaged exclusively in the work of ship-repairing.

STRUCTURAL ENGINEERING, ETC.

Dublin as a manufacturing centre has never produced any but the very best goods in all the branches of her many industries—a possible reason for her industries being less widely advertised than those of the larger centres catering for all classes of

trade—and the engineering, scientific, and art metal manufacturers are by no means behind their fellows in this respect. Their products are varied and extensive, and the workmanship and design are of the very best.

In the early eighties Dublin was one of the largest engineering centres in the United Kingdom, taking early to the combination of cast and wrought iron for constructional work, and executing large orders of this kind for England and abroad. At the present time we have many most up-to-date and enterprising engineering works in the city, well equipped and capable of turning out almost anything in the engineering line; and, to emphasize once more the strong point of quality, be it noted that some of these firms have most successfully tackled the manufacture of gauges for the checking of shells and fuses for the Government, one of the greatest difficulties the Ministry of Munitions has had to contend with, owing to the extreme accuracy requisite.

We have manufacturers of iron and wire fences and gates, suitable for woods, fields, avenues, railways, etc.; also of an extensive line of vertical bar railings, for enclosing parks and pleasure grounds, waterworks and manufacturing plants, and of high-class ornamental gates and railings, and builders' ironwork. Sanitary cow-house fittings of a new and improved design, suitable for dairy cows and stores, are a new line recently developed. The manufacture and erection of steel buildings for all purposes, steel roadway and foot-bridges, occupies a good deal of our engineering plant.

Periscopes for the Government are also being manufactured in a large way in Dublin, whence come in normal times some of the largest and most perfect telescopes in the world.

In copper and brass work Dublin, owing to the very large brewing and distilling industries carried on, is also well equipped with good works and capable engineers and tradesmen; it is indeed doubtful if finer copper work or better fittings are produced anywhere than in Dublin. Once again quality is the keynote.

Turning to what may be called the lighter side, there are many firms in Dublin engaged in the production of genuine ornamental iron and brass work. Their output is not mere machine repetition, but the work of real craftsmen and capable designers, having a true intimacy with the materials they work in.

Dublin is happy in possessing many fine examples of old Georgian domestic ironwork, and the very extensive ecclesiastical building carried on in Ireland over the past fifty years has greatly helped to support and improve not only the iron and brass, but also the silver and gold manufactures of Dublin.

Ireland, being an agricultural country, naturally contains and supports many of the largest and most up-to-date agricultural and structural engineering works in the world, and Dublin contains some of the best of these.

It will be seen from the foregoing that Dublin is in a strong position to take her share in the manufacturing revival that is bound to follow the declaration of peace.

MOTOR TRANSPORT AND ENGINEERING.

As the result of the operation of a number of causes, the motor lorry has during recent years been steadily displacing the horse-drawn vehicles, and the merchants and firms which have made the change find it entirely satisfactory. Agencies are held in the city for the supply of the latest and most approved types of motor lorries. Motor-body building and construction is one of the new industries which is fast developing. The quality of the work which is being turned out in Dublin is equal to the finest British coachwork. There are a great number of motor garages and repair shops in Dublin, many hundreds of hands being employed. There is also a well-equipped motor engineering works where motor car parts are made, and gear cutting, etc., is carried on. By careful observation every effort has been made—and with success—to meet the requirements of the Irish motorist.

BUOY AND BEACON LIGHTS.

The manufacture of Wigham's Patent Long-burning Petroleum Buoy and Beacon Lights is carried on in works situate at Stafford Street, Dublin.

These lamps, being intended for use at sea on buoys, or on beacon towers on pier heads, etc., are manufactured from strong sheet copper and fitted with cast copper and gun-metal mountings. They are designed to burn for either 7, 14, 31, 62 or 93 days without any attention, according to the special requirements of the station. Lamps to burn for one month are most generally used, and have proved themselves to be very economical both in first cost and upkeep.

The principle on which the lamps work may be called the moving wick principle, the wick itself being made to pass slowly over a roller in the burner, the flame being burnt on the flat side of the wick instead of on the end; by this means a fresh surface is always being presented for burning, so that the light is just as clear at the end of the time as at the beginning.

The arrangement of the lamp itself is exceedingly simple, and there are no intricate parts to get out of order, nor are skilled mechanics required to attend to the light. The lamps burn ordinary petroleum of good quality, and, being self-contained, no expensive gas works, compressing plant, or receivers are needed as in other systems.

Steel buoys and beacon towers, or cast-iron columns, have been designed to suit these lamps, and are supplied by the manufacturers with the lamps.

The Admiralty authorities have used Wigham light buoys for a number of years in the approaches to their dockyards at Portsmouth, Devonport, Portland, etc. The harbours of Belfast, Cork, Londonderry, Greenore, etc., also use Wigham light buoys and beacons. The Congested Districts Board for Ireland largely use these lights for the west coast for fishing harbours, where they are exposed to the full force of the Atlantic gales. The Manchester Ship Canal Co. some years ago adopted this system for their leading lights on the canal. Large numbers of lamps have been supplied to the Crown Agents for the Colonies for use in Jamaica, British Honduras, British East Africa, Hong Kong, Straits Settlements, Fiji Islands, Solomon Islands, Mauritius, etc., etc. In many cases these lamps were ordered through the Trinity House and inspected by their engineers before shipment.

All the Australian governments have been supplied with these lights, and they are in use in Brisbane, Sydney, Melbourne, Adelaide, and Fremantle harbours. They are also at work in New Zealand at Wellington, Napier, Lyttelton, and Bluff harbours, etc. The Portuguese Government have largely adopted these lights, and they are to be found in nearly all the Portuguese colonies, 14 being in service off Lourenço Marques, 8 off Beira on the Mozambique coast, 10 others have been supplied to Bolana, Portuguese Guiné, and others to S. Tomé, Loanda, Macão and Goa. Among other governments, etc., who have been supplied with these lights may be mentioned the Canadian Government, the Mexican Government, the Natal Government, the Austrian Government, and many ports and harbours at home and abroad.

SURGICAL INSTRUMENTS AND MEDICAL APPLIANCES.

Surgical instruments and medical appliances have been made in Dublin for hundreds of years. Its famous medical schools have produced physicians and surgeons who have been leaders in their respective professions, and its maternity hospitals attract students the world over. Of necessity instruments were designed and made, and many of them now reappear under new names as "inventions." At the present day, practically all kinds of instruments are or can be manufactured, deformity apparatus receiving special attention. Artificial limbs are produced that rival the best products of other countries. In connection with the "Great War" there has been an enormous demand, and the Government requested makers to send samples of their products to London, and appointed an examining committee of celebrated surgeons to select the most suitable makers to whom the work might be entrusted. The Dublin exhibit received special commendation, silver medal, and a proportion of the necessary work was given to the City.

TURRET CLOCK MAKING.

In the seventeenth century Dublin was renowned for its clocks, and clock-making was, and still is, a considerable industry. One clock-making firm in Dublin was established by John Chancellor in 1802, and has since been carried on from father to son. In

1833 John Chancellor invented a new clock escapement, which by special permission he dedicated to H.M. King William IV., and for which he received a gold medal from the Society of Arts, Adelphi. Since then turret clocks have been manufactured for public buildings throughout the world, and Dublin-made clocks may be seen in the Municipal Buildings, Mutra, India, and the Municipal Buildings, Brisbane and Sydney, to mention but a few.

CONFECTIONERY AND JAMS.

The manufacture of confectionery, jams, marmalade, bottled fruit, candied and drained peels, plum puddings, etc., has, from small beginnings sixty years ago, developed into an extensive industry, which to-day gives employment to several hundred hands. The chief factory engaged in the industry is an immense establishment, completely reconstructed within the past few years and provided with the most up-to-date and modern appliances. This firm has customers in all parts of Ireland, and in several places in Great Britain there is a steady and increasing demand for its various manufactures.

SOAP-MAKING.

The manufacture of soap has been carried on in Dublin for a very long period, approximately two hundred years, and at least one firm still carrying on business was established so far back as 1775. Soap-making, perhaps to a larger extent than many industries, has progressed by reason of the application of chemical discoveries to manufacturing methods, and there is a great difference between the old-time soaps made in fire-heated pans by the aid of crude chemicals and rule-of-thumb methods and those of to-day, to which have been applied the care and thoroughness of orderly and scientific treatment. Furthermore, constant research has resulted in the discovery and utility in the soap trade of many new oils and fats, principally in the vegetable world.

The manufacture of soaps in Dublin is one of great importance, being conducted on an extensive scale, while the factories are large and well equipped with modern machinery and laboratory departments. All kinds of soaps are made—bars and tablets in white, yellow, and brown. As well as these household and laundry soaps, milled toilet soaps and a large number of pure and nicely perfumed soaps are produced. The excellence of the shaving soaps manufactured in Dublin is well known.

TOBACCO MANUFACTURING TRADE.

The importance of this trade to the city of Dublin is very considerable employing in its manufacturing side approximately one thousand hands, besides the outside employment it gives to shipping companies, railways, and carters. Without the tobacco trade the importance of the Dublin Custom House would be considerably reduced, so that, taken as a whole, the trade gives very important employment not only to the many workers in the factories, but also to highly paid officials.

Tobacco manufacture in Dublin dates from very remote periods, and though some industries now unfortunately extinct were prior to it, it can be said that the manufacture of tobacco in Dublin is now the oldest industry the city can boast of. There are at the present time four factories in Dublin, though in years gone by there were many more, which unfortunately from some cause or another dropped out of existence. These four are holding their own, and their output is very much larger and the employment they are giving is many times greater than it was a quarter of a century ago.

Some twenty years ago the manufacture of cigarettes was unknown in Dublin, and the consumption of them small. Now things are different—the consumption of cigarettes is enormously increased, and the Dublin firms have laid themselves out to meet the demand, one firm in particular being highly successful and doing a very large trade in this manufacture. This is a branch of the trade that deserves the utmost encouragement, as it gives vast employment to young girls, enabling them to earn fair wages.

Only one of the Dublin firms manufacture cigars, and the support given to this branch of the trade has been most gratifying. Many hands are employed at cigar-making, and the wages earned by them are as a rule highly remunerative. To enable the tobacco manufacture to meet the competition to which it is exposed, and to preserve to the city of Dublin a trade which is conferring upon it such benefits, it is necessary that consumers should not only continue but increase the support which they have hitherto given to the tobacco, cigarettes, and cigars produced with such success in their own midst.

PIPE-MAKING.

Dublin is the only place in Ireland where briar and meerschaum pipes are manufactured. The inception of this valuable industry dates back to 1874; it was started in Grafton Street. After the introduction by the firm of a pipe which has become famous and is a boon to sensitive smokers, the industry rapidly extended, and in 1895 the employees numbered 25. Nowadays an ever-increasing volume of trade keeps over 150 hands continually employed in an extensive and up-to-date factory, where all the operations of pipe-making are carried out—turning the bowl from the rough briar-root (French, bruyère), shaping and fitting the mouthpieces of vulcanite or amber, and mounting with silver, gold or nickel, as well as the manufacture of the leather-covered cases to hold the finished pipes. Many gold medals have been awarded at various exhibitions to the manufacturers for the excellence of their products.

MATCHES.

Dublin possesses a big match factory capable of turning out millions of matches daily. In the factory is installed a number of fast and powerful machines, and hundreds of workers are engaged in feeding them, in gathering and stocking their products and turning out the matches in the best modern fashion. Year by year the methods of production have been improved, and so enormously has the trade grown that the factory has had to be greatly enlarged. In quality the matches produced in Dublin are as good as those supplied by any competing firm, and they are sold on level terms. Considering that this is the only factory of the kind in Ireland, it is more than a local enterprise; it is a national industry, and as such it ought to be supported by the public throughout the country.

THE MILLING INDUSTRY.

Flour milling is one of the largest manufacturing industries carried on in Ireland, and in this branch of industrial activity a foremost place must be assigned to Dublin. An indication of the extent of the industry is given by the fact that the consumption of flour in Ireland amounts to 10,373,000 cwts. per annum, and that, roughly, 8,000,000 cwts. of wheat must be converted into flour in the mills of the country. It is well known that milling is among the most ancient of all manufactures, and that up to 1840 the only method of manufacturing flour was the primitive one of grinding the wheat between two flat circular-shaped stones, about four feet in diameter. The use of iron rollers instead of stones, first tried in 1840, effected a revolution in the milling trade. Among the earliest to recognise the merits of the "*Roller System*," as it is called, were the Irish millers. The quality of Irish flour has, according to the most skilled experts, greatly improved in recent years. Authorities outside Ireland have borne testimony to the enterprise of Irish millers. Messrs. Turner, of Ipswich, milling engineers, in a letter to the Hon. Secretary of the Irish Flour Millers' Association, state:—"Our impression has always been that Irish millers are very much up-to-date in their system of milling . . . Irish millers were eager to face competition, and our experience has been that in no country has there been more eagerness shown for milling improvements than in Ireland." Mr. H. J. Davis, of London, another well-known engineer, writes:—"It is an undisputed fact that the first completely automatic roller in the United Kingdom was that put in for a well-known Dublin firm."

For enterprise and initiative the Dublin millers occupy a leading place in the country with the result that the output of and the employment given by their mills have steadily increased. The most modern processes of manufacture have been adopted by them, and, as a rule, only the choicest wheats obtainable are used. Much the largest import among the grain foods for human consumption is wheat and wheat flour. As there has to be an importation it is, for many reasons, better that wheat should be imported in preference to flour. In the first place the grinding of the wheat affords employment in the mills to many hands, and also in dependent industries, such as carting, sack making, millwright work, etc. In the second place the milling industry is of the utmost importance to the farming community, who require for the feeding and finishing of cattle and pigs bran and pollard, bye-products of the manufacture of flour. The greater, therefore, the home production of flour the better for the Irish farmer. When the flour is imported the foreigner gets the benefit of the bye-products at a low rate and is thus enabled to put his beef and pork into competition with Irish beef and pork on more favourable terms. Considering milling in all these aspects Ireland is more indebted to Dublin than to any other industrial centre in the country. Dublin imports 132,954 tons of wheat, more than one-third, or 36 per cent. of the total imported into Ireland, while its import of flour, 53,049 tons, is only 19 per cent. of that for the whole country. While the imports of wheat and wheat flour for the country at large are, roughly, in the proportions of 7 to 5, the corresponding proportions for Dublin are 13 to 5. A large proportion of the wheat imported into Dublin is ground in the city mills.

PRINTING.

As far as is at present known, printing was introduced into Ireland in the year 1550, when Humphrey Powell was sent over by Edward VI. to establish printing in Dublin. For the next hundred years or so printers in Dublin worked mainly for the State. The printing and paper trades to-day constitute a very important branch of industry in the city. In the first place, Dublin possesses four daily and three evening newspapers, in each of which large staffs of printers are employed. There are close on twenty other firms engaged in the printing trade. The output includes books, magazines, various forms of periodical literature, weekly publications, the accounts and publications of public bodies and companies, etc. There is a very extensive production of educational works. School exercise books and drawing books are supplied to India and Africa in competition with continental houses. Prayer-books produced in Dublin are widely used in all Catholic countries where English is spoken. A remarkably successful feature of the printing business is the colour-printing industry. Machines of the latest type are installed in all the principal works.

PAPER.

The manufacture of paper is an old industry in Dublin. As far back as the year 1795 several brothers named McDonnell carried on mills for manufacturing paper in South County Dublin. These mills were all worked with success till the duty on paper was taken off, when, with one exception, they all gradually shut down. This mill confined its activities to the making of high-class writing and ledger papers, and continuing to prosper other mills have been built to cope with the extra demand for paper. The mills which make the highest class of paper use only linen and cotton rags, and are equipped with the most up-to-date machinery. The rags are passed into automatic dust extracting machinery, are turned and lifted over and over again, while the dust is withdrawn from the machine by a powerful draught of forced air—the air in the room remaining quite clean and pure. The cleaning machinery is so ingeniously arranged that while the cleaning takes place the rags are slowly travelling towards the cutting machinery, and emerging therefrom the rags pass to the boilers, in which they are boiled with caustic soda for periods varying from 8 to 14 hours.

After boiling, the rags are subjected to a combined chemical and disintegrating process which reduces them to pulp, and what will perhaps interest the visitor most of all is to see the milky white pulp fluid, swilling in at one end of the paper-making

machine, passing over troughs, over ingenious draining arrangements, under and over, in and out of a maze of rollers, and finally coming out at the other end—snow white paper, as dry as a bone.

The paper having gone through a finishing process then passes to the calendering and cutting department, where may be seen huge machines accommodating tons of paper at a time. Here it is cut up, packed and boxed, ready for the market.

For the manufacture of writing paper a copious supply of clear good water is absolutely necessary, and in this respect the mills—situated at the foot of the Dublin mountains—are especially favoured. The water is obtained from "Swifts Brook," which is itself called after the famous Jonathan Swift, D.D., who lived at Saggart, the derelict walls of his house being skirted by part of the river.

In 1848 a huge water wheel 52 feet in diameter was installed in one of the Dublin mills, and this great machine remained till last year, after constant use, in perfect order, a monument of mechanical worth and endurance. A modern turbine with Diesel and steam engines now takes the place of this monster wheel.

All kinds of paper for writing, ledger purposes, and for wrapping are manufactured in Dublin in large and increasing quantities, and the trade is one that is marked by exceptional energy and enterprise.

THE MANUFACTURE OF INK.

For the purposes of this note it would be unprofitable to attempt to trace the evolution of writing inks from the crude mixtures used in the thirteenth century to the production of the beautiful fluids to be found in our ink bottles and fountain pens to-day. It is sufficient to know that for hundreds of years Ireland has produced writing inks for home consumption, but probably had no export trade in this product until comparatively late in the nineteenth century.

The black writing inks chiefly in use in the middle of the last century depended on the fact that a mixture of a decoction of gall nuts and a solution of green copperas yields a fluid which turns black after more or less protracted exposure to air. Inks of this class, when manufactured scientifically, are pleasant to write with, but possess the disadvantage that in order that the writing may be visible when made, colouring matter, such as indigo, must be added to the fluid. Such is the character of the so-called "Blue Black" writing fluids, still so much used at the present day.

In the year 1864 a young Dublin chemist, the late Mr. Harry N. Draper, as the result of a long series of experiments, placed simultaneously on the Dublin and London markets a new ink for which he claimed that it differed in character from any known writing fluid and possessed the very special quality that, though containing no added colouring matter, it wrote almost instantly full black and had no tendency to thicken or deposit or corrode steel pens. This ink, named by its inventor "Dichroic," in its fluid state of two colours, a beautiful purple by transmitted light and a black by reflected light, immediately attracted a great deal of attention in scientific and literary circles, and its fame soon spread. Spurgeon used it and praised it. Sir Isaac Pitman recommended it. It found its way to India, and was acclaimed the best for use in hot climates, "as it bears watering, which no other ink will do." On the other hand, specimens sent out to the Arctic regions with the English expedition under Captain Nares in 1876 are as good to-day as was the ink when first bottled. A large trade, both home and foreign, in Dichroic ink was rapidly built up.

A large number of coloured inks are manufactured in Dublin, as well as a special brand of ink for use in fountain pens.

PHOTO ENGRAVING.

Process block-making, although a comparatively modern industry, has been long established in Dublin. Over thirty years ago Milford Lewis, the earliest Irish photo engraver, had a flourishing business in this city. At a time when the number of cross-channel process firms could be counted on the fingers of both hands, and long before

Belfast or Cork had taken up the new industry, Milford Lewis was turning out photo-engraved blocks, much of his output being sent to England. He specialised in the reproduction of curtains, and did a great deal of work for the Nottingham lace manufacturers. A Dublin journal was the first in the United Kingdom to instal its own block-making plant.

There are two block-making concerns in the city working for the printing trade and the general public. Both in price and quality of work the Dublin photo engravers can well bear comparison with any cross-channel firm. Their methods and machinery are thoroughly up to date, and the principal members of their staffs have been trained abroad. All the usual branches of block-making are carried out in satisfactory style by these firms:—Half-tone blocks for news work, magazines, booklets or fine catalogues; line blocks from pen-and-ink sketches, gold blocking and embossing plates, litho transfers, etc., etc. For nine years or more one firm has been turning out three-colour work in first-class style. Until recently its output was limited to small-sized blocks, but it is now in a position to undertake three-colour work blocks up to 14 inches by 11 inches in size.

It will thus be seen that Dublin block users have no need whatever to send out of their own city for illustration blocks, the use of which has now become so essential to every business desiring publicity.

FURNITURE.

Dublin-made furniture cannot be surpassed for its durability and general excellence. Down to 1875 or so the manufacture of household furniture was an important industry, giving constant employment to 1,500 skilled tradesmen. Not through any defects of the manufactures, or any lowering of the quality of the work produced, the trade passed to the large commercial houses. Under the change thus introduced the manufacture of furniture in the city unfortunately dwindled down to small proportions. During the past decade there has been a revival, and to-day first-class substantial furniture, at reasonable prices, is produced in large quantities. The manufacture of church and school furniture has become a speciality. A big business is also done in cabinet-making and shop, office and bank furnishing and fitting. Dublin-made furniture is decidedly the best value in the market.

WIRE MATTRESS MANUFACTURE.

The manufacture of woven wire mattresses in the city of Dublin during the last twenty years has grown into a very considerable business. It might not be generally known amongst foreign and colonial buyers that we have several enterprising firms engaged in this comparatively new industry in Ireland.

When one considers that the port of Dublin is a large timber port, and that pitch pine and other hard-wood timbers are imported as cheaply to Dublin as to Liverpool, London, and other English ports, it naturally follows that one of the great difficulties against competitive manufacturing is successfully got over, and that Dublin makers are quite able to quote any foreign or colonial buyers for their requirements in these goods.

Steel wire from English and American centres is imported as cheaply to Dublin as to the Midlands of England, and it might be of interest to know that several of our Dublin firms have exported considerable quantities of woven wire mattresses to the South African markets for several years past.

Several firms are provided with the most modern plants for weaving the steel wire fabrics, and the employment given to our young women, who soon become expert weavers, is a matter of decided advantage to the city.

Foreign and colonial buyers could not do better than ask their buying agents to obtain quotations from the Dublin wire mattress manufacturers, and they will be agreeably surprised at the competitive prices, good work, and prompt shipment that can be given them for these classes of goods.

PIANOFORTE MANUFACTURE.

The art of pianoforte manufacture, which flourished in Dublin some hundred years ago, has been revived by a firm established for nearly a century. In addition to their already extensive workshops for the renovation of pianos, harmoniums, organs, etc., they have equipped a spacious factory for the production of pianos which, on comparison, will be found equal, if not superior, to instruments of the same class produced elsewhere. The factory was started on the 1st January, 1916. The same firm have in their possession an instrument made in Dublin by Southwell in the year 1794, which has been thoroughly renovated in their workshops.

BELL-FOUNDING.

Bell-founding is one of the oldest of Irish industries. Bells first used in churches are said to have been invented by Paulinus, Bishop of Nola, in Campania, about the year 400. They were probably introduced into this country very soon after. The first Christian bell-founder in Ireland of whom we have any authentic record was Saint Asicus, described as "Priest and Bell-founder," who was consecrated the first Bishop in Connaught by St. Patrick (A.D. 448).

Saint Asicus's first bell, which is in the Dublin Museum, is described as the *Clog an eadhacta Phatriac*—the bell of Saint Patrick's Will or Testament—also called *Campana Sancti Patricii*. It is a plain hand-bell of quadrangular form with rounded angles, and composed of two pieces of sheet iron rivetted together. It has been externally coated over with an alloy resembling brass, and was held by a rude handle at the top. The metal is much corroded, and a hole has been eaten through one of the sides. The history of this bell proves that bells are of the highest antiquity in Ireland, but, besides this, we have it sufficiently well recorded that hand-bells at least were very generally in use here from the first dawn of Christianity.

St. Patrick himself was a very large distributor of them. He bestowed as many as fifty upon churches in Connaught. Wherever bells had appertained to men eminent for holiness, they were preserved with peculiar veneration; oaths were frequently sworn upon them, and these oaths were often deemed more sacred than those taken upon the Holy Evangelists. The most ancient which have descended to us are always small and quadrangular, fitted only to be rung by hand, as by the "aistire," that is, bell-ringer or porter.

In the earlier ages the art of bell-founding, like many others, was known only in the monasteries, and it is recorded that bell-founding flourished in these institutions during the twelfth century. Later on it was the custom for bell-founders to travel from place to place and cast their bells near the churches in which they were to be erected. This was done to get over the difficulty of the then existing so-called roads and the risks which would have to be incurred in transit of such heavy weights for a long distance. At the present time the casting of bells in Dublin is carried on under very different conditions. In the foundry, furnaces of the latest and most approved type are used for smelting the metals. Overhead travelling cranes, capable of lifting enormous weights, carry ladles containing several tons of molten metal from the furnace for pouring into the moulds. The travelling crane also conveys the bells when cooled from one part of the works to another. The machine shop, where the bell mountings are machined and fitted, is supplied with up-to-date tools and machines used in mechanical engineering.

The tuning of bells—a very important part of the work—is carried out by means of special machinery capable of taking in the largest sized bell. In this way a peal or chime of bells can now be tuned to perfection, instead of using the old-fashioned method of chipping and filing the bells.

More than a hundred years ago Dublin was celebrated for the quality of bells produced, and to-day maintains its position for making bells which cannot be surpassed by those made in any other part of the world, for sweetness of tone and excellence of workmanship.

Prior to fifty years ago bell-founding was carried on in Dublin by well-known firms, including Messrs. Sheridan Brothers, of Church Street, and Mr. John Murphy, of

Thomas Street. The Fountain Head Bell Foundry, James' Street, Dublin, absorbed the business of Messrs. Sheridan Brothers, and also that of Mr. John Murphy, and for the past half-century has been carrying on a regularly increasing bell-founding business.

The bells and chimes cast in Dublin have a world-wide reputation for their musical qualities and rich mellow tones. They can be heard in almost every town and village in Great Britain and Ireland, as well as in Australia, Tasmania, New Zealand, Trinidad and Grenada, West Indies, South Africa, West Coast of Africa, India, United States of America, Canada, Newfoundland, etc.

A special feature is the way in which the bells are mounted. In the old-fashioned bells the stock was of timber, generally elm, sometimes oak, and braced and strapped up with iron bands, bars, screws, and nuts. Some of these stocks had to be weighted with plates of iron on the top in order to lower the centre of gravity. This placing of the centre of gravity has been effectually adjusted by O'Byrne's patent mounting. These mountings make the bell easy to ring, preserve the true note of the bell, and prevent the trouble so frequent, that is the cracking which takes place when the attrition of the tongue is always directed to one part. These mountings being made entirely of iron and steel, there is nothing about them to shrink, decay, or get out of order.

STAINED-GLASS INDUSTRY.

The earliest examples of stained glass in Ireland are those fragments found during the progress of the renovation of St. Canice's Cathedral, Kilkenny; some of these date back to the thirteenth century, but being so fragmentary, it is not easy to assign definite dates to all of them. Dublin as a centre for the production of stained-glass windows seems during the early part of last century to have been very much behind the English and foreign cities. The first record of any firm producing or claiming to produce stained glass appears to be an entry in Thom's *Dublin Directory*, 1841, of the name "John Sillery, Abbey Street, Dublin, Stained Glass Window Manufacturer and Casement Maker." This firm seems to have met with some success, as five years later, in 1846, the *Directory* indicates that there were no fewer than eight firms who advertised themselves as stained-glass window manufacturers. The feeling is pretty general that these firms were just repairers of figure windows and only rarely produced a complete window themselves; their principal work consisted, so far as stained glass is concerned, in the making of panels for lamps, etc.

It is only within the last thirty or forty years that any serious attempt has been made in Dublin to produce stained glass of a really artistic and craftsmanlike kind, and the progress in this direction has been remarkable, one firm alone having, within recent years, received three gold medals from the Department of Science and Art, London, and one silver medal, the highest awarded in the particular class at the Franco-British Exhibition, London, 1908, besides very honourable mention at Dresden and other continental art centres. One may say now without any doubt that the stained-glass windows produced in this city, although the industry has been seriously taken up only within comparatively recent years, are well able to take their place with the productions of any city in the world.

The beautiful window of St. Flannin's, Killaloe, Co. Clare; St. Dominic's, Eccles Street, Dublin, and the magnificent west window at the Honan Hostel Chapel, Cork, all bear witness to the marvellous advance which has been made in this great art, which was so typical of the northern countries of Europe in the twelfth and thirteenth centuries. The west window alluded to above has been described by a well-known critic in such matters as the finest window produced since the Reformation.

VESTMENTS, ALTAR REQUISITES, ETC.

An enterprise closely allied with ecclesiastical sculpture and art is the making and embroidering of designs suitable for vestments and altar linens—arts thoroughly understood and carried out to perfection. Workers of the highest skill are employed, and the designs to be submitted to intending customers are almost endless. Foreign and colonial orders receive prompt attention. The production of altar candles is another

extensive industry, which is conducted as a distinct branch from the manufacture of ordinary candles. The oldest firm in Ireland engaged in the production of altar candles is in Dublin, and its establishment dates from the fifteenth century.

Another enterprise of importance which may be referred to in connection with those just mentioned is the manufacture of Irish horn rosary beads. This may, in fact, be regarded as a unique industry. A brief sketch of its inception and progress will not be out of place. An English gentleman was the real originator of this Irish, this Dublin industry. Seeking to find out if anyone in Ireland worked in horn, this gentleman came in contact with the last of the comb-makers living in Dublin. The Englishman proposed that rosary beads should be made from Irish horn. It was demonstrated, after a series of experiments, that horn was an excellent material for this purpose. Complete success crowned the work, and to-day beads made in Dublin are being exported to every quarter of the civilised world.

ARTIFICIAL FLOWERS.

Amongst the artistic industries of Dublin the making of artificial flowers has attained a high state of perfection. Indeed so proficient and skilful are the hands engaged at this pleasant occupation that their products except to the most expert eye might easily pass for the natural article. For the promotion and development of this industry Dublin is indebted largely to the Sisters of Charity, who at St. Vincent's Girls' Orphanage, North William Street, keep employed a host of young girls in the production of artificial flowers. Practically every product of nature in the flower world is used for the designs, and so delicate and consummate is the execution that the wrought flowers command as ready and extensive a market as if they had been plucked from the garden.

MARBLE AND STONE.

Marble work in the eighteenth century was confined chiefly to chimney pieces, many of which, in the "Adams" style, adorned the Georgian houses of that period. Within the past 50 years or so these have been much sought after by lovers of the antique, and have been gradually removed and sold at very high prices. The same fate has befallen the "Bassi" chimney piece, the work of an Italian artist of that name. These were executed in white statuary marble beautifully inlaid with flowers and foliage in coloured cements of a most enduring character.

It was not till 1866 that any important work was attempted in Dublin in Irish marbles. In that year a new impetus was given to the marble trade by the enterprise of a Dublin firm, who spent some £30,000 in the erection of works in Great Brunswick street, fitted with the most approved machinery for sawing, turning, and polishing, and in the opening up of quarries in Galway, Cork, and Westmeath, from which were produced the celebrated Connemara green, Galway black, Cork red and pink, and a very fine grey from Westmeath. These marbles were much appreciated, especially by English architects, who used them extensively in important public buildings. Unfortunately a lull came, chiefly owing to Belgian competition, and these beautiful marbles are not now in such demand. Very fine examples of their use may be seen in the City, in the Engineering School, T.C.D., the National Museum, Christ Church Cathedral, St. Augustine's Church, Thomas Street, the Yorkshire and North British Insurance Offices, etc., and in St. Finbar's Cathedral and the Courthouse in Cork City, executed in Dublin workshops where marble-working machinery is kept well up-to-date. Dublin also has a large output of marble and stone work for interior church decoration, altars, rearedoses, pulpits, etc., many of which are most elaborately and artistically sculptured, and not a few are exported to the Colonies, U.S.A., and other foreign countries.

Is it too much to hope that after the devastating European conflict there may be a great revival of the marble and stone industry of Dublin?

PLASTERING.

Since the early part of the eighteenth century Dublin has been noted for its plaster work, fine examples of which are still to be seen in many of the houses of that period

whose plain exteriors cover stately rooms profusely ornamented. These are too numerous to mention here, but have all been recorded in the volumes issued by the Georgian Society.

Although the moulded plaster in the oldest of these houses was introduced and executed by Italian plasterers, the art was quickly taken up by Dublin men, many of whose names are to be found in existing records. Unfortunately, the styles which came in later of repeating ornaments which could be cast and fixed on afterwards, effectually displaced the artist plasterer, but doubtless equal encouragement in and demand for the art would produce him again.

All classes of plastering and concrete work are carried out in Dublin. An extensive business is done in fibrous plaster work, and some very important jobs executed in recent years by the Dublin firms in this line are:—Belfast City Hall; Letterkenny Cathedral and Bishop's Palace; Law Library, Four Courts, Dublin; G.P.O., Dublin; and Picture House, Grafton Street, Dublin. Phoenix patent fireproof partitions manufactured in Dublin have been extensively used throughout Ireland for the past ten years. Fibrous plaster slabs are also manufactured.

THE BRUSH INDUSTRY.

For over one hundred years brush-making has been one of the most interesting of Dublin industries, and might very justly be called an important one, as giving large employment. Up to sixty years ago South Great George's Street was its centre, and was spoken of as a "street of brush-makers." These factories died and others started, but the trade is still a perfectly healthy one, and the present generation has not allowed its fame to suffer in its hands.

Old names like Ravel, Magrath, Dillon, Chamberlain, Dorrington, Traynor, Kublar, Ledwidge, J. Mahony, junr., J. & J. Mahony, Varian, and two O'Rorkes (tooth-brush makers) were household words in the trade sixty to thirty years ago. Of these names few are now left, but the trade is as energetically worked as ever in its history, and is a business of great value to the city. In addition to the old firms remaining new and enterprising establishments have come into existence in recent years.

Thus we see that the trade is "native of the soil," and no "new broom" liable to the charge of leaving unworked corners in its competition, and that it has withstood the strain of the last ten years, in which wars have closed its markets for material, speaks volumes for its living power. During even those unfavourable days the number of mechanics at this industry largely increased, and with them all forms of labour-saving machinery that the resources of civilization could add to the trade. We doubt also if there is in the United Kingdom a trade in which masters and men are more mutually content and harmonious in object than that of brush-making in Dublin.

Here in this industry we have a very typical example of Irish capacity. The trade is one of the most complicated known, needing personal knowledge, speculation, and acumen to attain even a small success, yet Dublin is recognised as being the best centre in the three kingdoms in which to purchase brushes, and not only of one kind, but of all kinds.

It is interesting to survey the great field from which this trade feeds itself. Its bristles are brought from Madagascar, China, India, Kamtchatka, Siberia, Russia, Poland, France, Moscow, and Petrograd, and other centres. Fibres are gathered from Mexico, India, Madagascar, Ceylon, and virtually from the entire tropical belt wherever the cocoa palm tree grows. "Bass," or, more correctly, "Piasava," is received from the African coast and hinterland, Bahia, the valley of the Orinoco river, and from Palmyra. Cane split for brush-making purposes comes in large quantities from China and Malacca and such centres, while whalebone and whale's hair (finners) are gathered into London and usually dressed there for the brush trade. Timber, that all-important element, comes to the trade from hundreds of world-wide sources—ebony, satinwood, rosewood, mahogany, foreign oak, and native Swedish birch, alder, native sycamore, beech, cherry, elm, and American maple, ash, and so forth. Thus the Dublin brush-maker takes into his net the produce of the world, and could not succeed in his trade without doing so. Brushes for the troops at home and abroad are supplied in large quantities. On the whole the brush-making trade of Dublin is in a flourishing condition.

GLASS MANUFACTURE.

The manufacture of glass held a high place as an Irish industry during the half-century of which the Union was the centre period. The imposition of a heavy duty on glass in Great Britain, and the removal of the export duty on Irish glass in the latter quarter of the eighteenth century, gave a great stimulus to the industry in Ireland; so great indeed that Irish manufacturers, particularly those of Dublin, did a large export trade to the Continent and America in glass of every variety. We are informed that this industry had progressed more than any other after the repeal of the commercial restrictions, and that after the Union the exports of different kinds of glass continued to increase. It is believed that the repeal of the excise on glass in Great Britain in 1845 was, among other reasons, responsible for bringing about a decline in the Irish glass industry. In 1853 there were three flint glass works in the whole country; and in the Report of the Industrial Exhibition held in Dublin in that year it is stated that "lately the manufacture of bottles has been successfully introduced into Dublin, and there are now two large factories in full work. Glass-making offers a wide field to capitalists, for there can be no doubt, from the success of those in the trade, that it is a manufacture in which we would have a chance of competing with our neighbours, at least in the supply of the home market." At the Cork Industrial Exhibition of 1883 Irish glass manufacture was represented by three makers of bottles, chiefly black glass, but occasionally making clear glass. Those three manufacturers were from Dublin. Some of the products of the only flint glass works in Ireland, also situated in Dublin, were exhibited by glass merchants. Reporting on the exhibits of black glass bottles by those three firms the jurors said: "The glass seems in all good, and capable of resisting the action of acids; the bottles are well shaped, have smooth, regular necks, well adapted for corking and uncorking." In all Ireland there are to-day only four factories engaged in the manufacture of glass, and as three of these are in Dublin, the capital can claim this industry as an almost exclusive possession. A certain quantity of pale glass is produced in Dublin, but the three firms are engaged chiefly in the manufacture of dark glass bottles, for which there is available on the spot a sufficiency of the kind of sand required. In recent years marked and gratifying progress has been made in the industry, and at present the output of each of the three firms amounts to between 30,000 and 35,000 gross of bottles per annum, or altogether an aggregate of something approaching 15,000,000 bottles; but considering that 300,000 gross, or over 43,000,000 bottles, are imported, it will readily be seen what an extensive field there is in the home market for the enterprise of the Dublin manufacturers. That market alone would absorb nearly quadruple their present output. Roughly 69,500 gross, or over 10,000,000 bottles, are imported into Dublin.

Ireland as a whole can make any sort of glass. The basis of all glasses in general use is sand, and there is to be found within the country all the necessary materials for the manufacture of glass of all kinds, from the finest optical glasses down to the ordinary bottle. The weathering of the quartz rock of the Muckish Mountain, in County Donegal, has given origin to a species of sand of singular purity. It is a sand suitable for white glass, and for purity of colour and composition none of the sands found in the South of England can compete with it. Efforts are being made to develop the deposits in the Muckish Mountain. At the outbreak of the war the Department of Agriculture and Technical Instruction began an investigation in order to ascertain whether sands suitable for use in the manufacture of clear and white glass, other than those at Muckish Mountain, occurred in Ireland. In the course of this investigation about 250 samples were collected, and, as one of the results, a sand found in the vicinity of Coalisland, together with a sand from Donegal, have been found suitable for the manufacture of white glass, which is made at Belfast. Hitherto sand for white glass has been imported from Belgium. Small experiments carried out at the laboratories of the College of Science have indicated that there are deposits of sand in various parts of the country which might well be further investigated by private enterprise to test their suitability for the manufacture of sheet glass. The Department of Agriculture has manufactured various articles of table glass which in the opinion of experts were superior to old Waterford glass. A great revival in the glass industry is

imminent. In the expansion movement in progress one of the Dublin firms is taking a leading part. It may be remarked that the system of making bottles to-day is the same as it was when bottles were first made. Under this system at least three men and two boys are required to make one bottle; and the bottles produced under existing conditions are never of the same weight and size. From time to time countless experiments had been made with the object of developing a machine that would get rid of these drawbacks, but up to 1907 only semi-automatic machines were available. They were unable to take out of the furnace the right quantity of the molten sand to make a bottle, with the result that that operation had still to be performed by hand. Two men and two boys were required for each pair of machines, so that on the whole they were not of much advantage to the manufacturers. Ultimately in 1907 a machine was invented which overcomes the difficulties to which allusion has just been made. This invention was due to an Irishman—Michael Owens, from Wexford—who was an ordinary glass-worker in an American factory. Paradoxical though it may seem, his original design appears to have been almost primitive, for the device which he at first contrived was operated by nothing more powerful than a simple bicycle pump. His conception was developed by expert engineers; a patent was taken out; subsequently and quite recently the machine founded upon that patent was greatly improved. There are not yet in America many factories which possess that machine, while there is not a single specimen of the improved machine at work in Europe; and it is here the enterprise of the Irish Glass Bottle Company comes in—an enterprise which promises to give Dublin a commanding position in the glass-making industry. The Company are about to instal one of these machines in their factory, and expect to have it in full working order early in 1917. Their factory will then be the most modern and best equipped glass-making house in Europe. This new machine is capable of turning out 75,000 gross of bottles per annum, and as this will be in addition to what can be produced in the existing works, this factory will then be in a position to manufacture 110,000 gross of bottles every year. The new machine will do the work of 150 men and 100 boys. An idea of its elaborate character may be derived from the fact that it is composed of 3,600 separate parts. Dublin exports 12,690 gross, or 1,828,000 bottles, per annum, and with the enlarged production a substantial increase in the export trade might reasonably be expected.

PRODUCTION OF CATTLE FOOD.

One of the most important requirements of a country like Ireland, which depends almost entirely on agriculture, is the production at home of thoroughly reliable food for its cattle. The manufacture of pure linseed cake, pure soft decorticated cotton cake, and compound feeding cakes, and feeding made from dried grains has been carried on successfully in spacious and well-equipped factories in Dublin for many years.

MANUFACTURING CHEMISTS.

There are in Dublin some enterprising and successful firms engaged as manufacturing chemists, wholesale druggists, drug and spice grinders, drysalts, seed crushers, linseed oil and linseed cake manufacturers, and patent medicine dealers. Many first-class preparations have been made by these firms. In recent years the business has grown steadily, and the products of these manufacturers enjoy a high reputation.

SEED TRADE.

In no part of the United Kingdom is the seed trade brought to such a fine art as in Dublin, both as regards seeds and seedsmen. Of course, the environment being almost entirely agricultural, the best endeavours of those supplying seeds are concentrated on the newest and most up-to-date of everything in seeds—and it may be said without fear of contradiction that Dublin has succeeded in capturing all round the cream of the trade in Ireland. The training of assistants has been so perfect and systematic in all branches of the trade that for many years Dublin-trained men have been sought for in the Colonies and elsewhere. Dublin was the first city to adopt a Seed Assistants' Association for mutual improvement.

The Department of Agriculture and Technical Instruction took a kindly interest in the movement, and placed the services of the Royal College of Science at the disposal of the Association for lectures by the professors on botany, diseases of plants, seed-testing, germination and purity, and allied subjects connected with the trade. This Association has now turned its attention to the inauguration of a scheme of examinations for diplomas, so that employers engaging an assistant from Dublin will have an absolute guarantee of efficiency.

The preliminary examination will be based on an elementary knowledge of botany, chemistry, physics, and business methods, so far as these subjects are essential to an understanding of the work carried on in the production, preparation for sale, and distribution of seeds. An idea of what the assistants attending the Course are required to know may be gathered from the syllabus, which provides for instruction under the following heads:—(1) The general principles on which the classification of plants is based. (2) The division of plant groups according to duration, annual life, cycle and habit. (3) The effect of light, heat, and moisture on plants. (4) The time suitable for sowing seeds, planting and pruning of fruit trees, shrubs and economic plants. (5) The proper methods of keeping seeds, as regards light, air, and temperature, the average length of vitality, and conditions necessary to germination. (6) Composition of soils and the making of composts. (7) Nature and uses of manures for gardens and farm, and their unit values. (8) Knowledge of botanical names of cultivated vegetables and farm crops. (9) The geography of Ireland, especially as it relates to the location of towns and the lines of railway by which they are served. (10) Tables of weights and measures so far as they relate to seeds. (11) Nature of the most common diseases of plants, and the proper remedies. (12) Insect pests and their eradication. (13) Best methods of storing and keeping bulbs and tubers in a warehouse. (14) The composition of grass and clover seeds for pasture of various duration. (15) Causes which contribute to the failure of seeds. (16) The sporting, bolting, and cross-fertilisation of seeds. The final examination for diploma will consist of two parts, written and practical.

The written part will consist of questions relating to plant physiology, soils, plant diseases, and methods of propagation so far as they relate to seeds. The second part will consist of practical work—including packeting, parcelling, replying to business letters, seed-testing for purity and germination, stitching and tying of sacks and bags in approved ways, making out invoices, identification from specimens of plant diseases; insect pests, seeds, and weeds; rough soil analysis. With assistants so thoroughly qualified it is not surprising to find that the seed trade of Dublin occupies a prominent part, not only in the commerce of the city, but of the country. The proprietors of the seed establishments are all experts of the highest class in their trade. To their superior ability and to the excellent training of their assistants must be attributed the leading position occupied by Dublin as a centre for the sale and distribution of all kinds of seeds.

BOOT AND FLOOR POLISHES.

Boot and floor polishes are manufactured on a large scale in Dublin, and there is an extensive demand for them throughout Ireland. The polishes produced are of exceptional merit.

TOY-MAKING.

The manufacture of toys was started in Dublin as a relief work for out-of-work dress-makers, box-makers, and milliners on the outbreak of the war, in September, 1914. Its great success justified it being carried on as a commercial undertaking when the relief money ceased in May, 1915, and in the period between May, 1915, and January, 1916, it made such immense strides, and obtained such large orders, that it has been found advisable to form a small company to further increase the output. The difficulties to be overcome at the beginning were enormous, doll-making being practically an unknown trade in the British Isles. In England the heads and limbs were purchased in many cases from Germany. The difficulty of obtaining instructors was great, and obtaining machines under the present war conditions was even greater; but these difficulties have been overcome, and the industry is now established on a firm basis, and a very large home and export trade is being done.

A HUMANE DISCOVERY.

Ireland has long been recognised as a great horse country, and many a prize-winner in the field, and in almost every country where horse-racing and jumping are indulged in—has been of Irish breed.

Read past records of sport in the equine world and it will invariably be found that the winner can be easily traced to Ireland; and where this is not direct it is certainly hereditary.

Thus it was appropriate that it was reserved for Dublin to introduce to the world that marvellous discovery for horse-lameness known as "Reduceine." The inventor is a native of Dublin, and he is a man of enormous experience. In the course of his investigations which led to the discovery of the remedy the ideal arrived at was to *subdue* and *not to cause* pain, to dissolve fibrous and calcareous deposits, removing enlargements solely by absorption, and in all these he has been highly successful.

The preparation evolved has been astoundingly beneficial, as the leading horse-owners, trainers, the most prominent hunting men, grooms, and others, have testified in very flattering terms, not only in Ireland and the United Kingdom, but all the world over.

In the United States of America its sale has reached enormous proportions. It is well known that the use of red-hot irons and irritating blisters are barbarous methods, and since the discovery of "Reduceine" they have become almost entirely obsolete. A galaxy of testimonials and other literature may be obtained by writing to the Reduceine Co., Dublin, and this address will be sufficient coming from any part of the civilised world.

GOODS MANUFACTURED IN DUBLIN.

The Secretary of the Dublin Chamber of Commerce will be pleased to answer inquiries.

- Account Books.
 Acid (Sulphuric).
 Aerated Waters.
 Aeroplane Fabric.
 Agricultural Implements.
 Ale.
 Altar Candles.
 Altar Linen Embroidery.
 Ambulance Stretchers.
 Ambulances.
 Ammonia.
 Ammunition.
 Ammunition Boxes.
 Arm Bands.
 Art Leaded Glass.
 Art Metal Work.
 Artesian Well-boring Appliances.
 Artificial Flowers.
 Artificial Limbs.
 Automobile Trimmings.
- Bacon.
 Bacon Wrappers.
 Bags (Jute and Heavy Twill).
 Bakers' Ovens (Hot Air and Steam).
 Baptismal Fonts.
 Beacon Lights.
 Beads (Rosary).
 Bells (Church, Ship, &c.).
 Belting (Machinery).
 Bicycles.
 Biscuits.
 Blankets (Wool).
 Blocks (Printing).
 Boats.
 Bodies (Motor Car).
 Boilers (Steam).
 Book Production.
 Bookcases.
 Boot Polishes.
 Boots.
 Bottled Fruits.
 Bottles.
 Boxes (Wooden and Cardboard).
 Braces (Men's).
 Brewers' Grains.
 Bridges (Iron and Steel).
 Brooms.
 Brown Malt.
 Brushes (all kinds).
 Buckets.
 Builders' Iron Work.
 Buildings (Iron and Steel).
 Buoy Lights.
 Buoys.
 Butter Firkins.
- Cakes.
 Canal Boats.
 Candles.
 Cap Curtains.
 Caps.
- Cardboard Boxes.
 Carpets.
 Carriage Trimmings.
 Cars (Jaunting).
 Carts.
 Castings (Iron and Steel).
 Cattle Feeding Stuffs.
 Cement Bags.
 Chairs.
 Chemical Manures.
 Chemicals.
 Chemists' Supplies.
 Chocolates.
 Church Bells.
 Church Furniture.
 Church Vestments.
 Church Windows.
 Cigars and Cigarettes.
 Clocks (Turret).
 Cloth.
 Clothes Brushes.
 Clothing (Men's).
 Coachbuilding.
 Coal Bags.
 Collars (Men's), Linen and Soft.
 Collars (Horse).
 Colours.
 Combs (Hair).
 Compasses.
 Concrete.
 Confectionery.
 Cordage.
 Corsets.
 Cotton Cake.
 Cotton Canvas.
 Cotton Duck.
 Cotton and Union Goods.
 Crochet.
 Cups (Silver).
 Cutlery.
 Cycles.
- Dairy Machinery.
 Deformity Apparatus.
 Disinfectants.
 Dough Mixers.
 Dress Goods.
- Ecclesiastical Sculptures.
 Educational Requisites.
 Electrical Engineering.
 Electro-plating.
 Embrocations.
 Embroidery for Altar Linens.
 Engineering Work.
 Engraving.
 Exercise Books (School).
 Explosives.
- Feathers.
 Feed (Horse and Cattle).
 Fertilizers.

- Fibrous Plaster.
 Fireproof Partitions.
 Firkin Butter Covers.
 Fixtures (Office).
 Flour.
 Flour Bags and Sacks.
 Forks.
 Furniture (House, Church, and School).
 Furniture (Upholstery).
 Furniture Polish.
 Fuses for Shells.

 Galvanized Hollow-ware.
 Gas Meters.
 Gates (Entrance and Wicket).
 Gear-cutting for Motors.
 Ginger Ale.
 Ginger Beer.
 Glass (Art Leaded).
 Glass Bottles.
 Grain Sacks.
 Gunpowder.
 Guns (Sporting).

 Hair Brushes.
 Hair Mattresses.
 Hams.
 Harness.
 Hat Racks.
 Hats.
 Hay Baling Cord.
 Heavy Twill Coal Bags.
 Hessian Bags and Sacks.
 Hides.
 Hoods for Motors.
 Hop Bitters.
 Horse Feed.
 Horse Remedies.
 Hosiery (Silk and Cotton).
 House Furniture.
 Household Soaps.

 Inks (Printing and Writing).
 Instruments (Surgical).
 Iron Gates, Bridges, &c.

 Jams.
 Jewellery.
 Jute Cloth and Bags.
 Jute Yarn.

 Kit Bags.
 Knives.

 Laces.
 Ladies' Corsets.
 Lamps (Buoy).
 Lamps and Lanterns.
 Laundry Soaps.
 Lead Piping.
 Leaded Glass.
 Leather Belting.
 Lemonade.
 Lighters (River).
 Limbs (Artificial).
 Linen.
 Linseed Cake.
 Lubricating Oils.

 Machinery Belting.
 Machinery Oils.
 Magnesia.

 Malt.
 Malt Sacks.
 Marmalade.
 Matches.
 Mattresses.
 Medical Instruments.
 Meters (Gas).
 Military Kit Bags.
 Millers' Twines.
 Mineral Waters.
 Motor Car Bodies.
 Motor Gears.
 Motor Hoods.
 Motor Oils.
 Mouldings.

 Nautical Instruments.
 Neckwear (Gentlemen's).

 Oatmeal.
 Observatory Instruments.
 Office Fixtures and Furniture.
 Oils (Lubricating).
 Ornamental Gates.
 Ovens (Bakers').

 Packing Cases.
 Paints and Colours.
 Paper (Writing and Wrapping).
 Paving Material.
 Perfumed Soaps.
 Periscopes.
 Photo Engraving Blocks.
 Pianos.
 Pickles.
 Pillow Cases.
 Pipes for Smoking.
 Plaster (Fibrous).
 Polishes (Boot and Furniture).
 Poplin, Dress Material, Neckwear, &c.
 Porter.
 Pot Still Whiskey.
 Powder (Gun).
 Prayer Books.
 Printing Blocks.
 Printing Inks.
 Projectiles.
 Pyjamas.

 Ready-made Clothing.
 River Lighters.
 Roadway Steel Bridges.
 Roasted Malt.
 Roofing (Iron).
 Roofing (Prepared).
 Ropes.
 Rubber Stamps.
 Rugs (Carriage).
 Ryanite Paving Material.

 Sacking.
 Sacks.
 Saddlery.
 Safety Matches.
 Sails.
 Sauces.
 School Books.
 School Furniture.
 Scientific Instruments.
 Sculpture.
 Sewer Machines.
 Shaving Soaps.

Sheet Lead.
Shell Cases.
Shells (Explosive).
Shields (Competition).
Ships (Iron and Steel).
Ships' Bells.
Shirts.
Shoes.
Shop Fronts.
Shop Signs.
Shop Twines.
Shot Guns.
Silks.
Silver Cups.
Silver Jewellery (Celtic).
Skins.
Smoking Pipes.
Soaps.
Socks (Men's).
Soda Water.
Spring Mattresses.
Stained Glass Windows.
Statuary.
Steamers.
Steel Bridges.
Steel Buildings.
Steel Work (all kinds).
Stockings (Ladies').
Stout.
Stretchers (Ambulance).
Suitings.
Sulphuric Acid.
Superphosphates.
Surgical Instruments.
Suspenders.
Sweeps' Machines.
Sweets.

Tapestry.
Telescopes.
Tents.

Tinware.
Tobacco.
Toilet Soaps.
Tools.
Toys.
Travelling Rugs.
Trimnings (Carriage).
Tugs (Steam).
Turret Clocks.
Tweeds.
Twine.

Umbrellas.
Underwear (Ladies' and Men's).
Uniforms.
Upholstering.

Vertical Bar Railings.
Vestments (Church).
Veterinary Specialities.

Wagons.
Walking Sticks (Blackthorns).
Well-boring Appliances.
Whiskey.
Windows (Stained Glass).
Wire Fencing.
Wire Mattresses.
Wooden Boxes.
Woodwork (Carriage and Motor).
Wool Packs.
Woollen Suitings.
Wrapping Paper.
Writing Inks.
Writing Paper.
Wrought Iron Work.

Yachts.
Yeast.

Zinc Goods.

BANKING.

Dublin is naturally the chief centre of the banking system of Ireland. The history of the development and growth of the great modern joint-stock bank system forms one of the most interesting pages in economic study. In Ireland, as in Great Britain, the joint-stock banks were preceded by private bankers, and the latter by goldsmiths, who superadded to their legitimate trade the pursuit of money-changing and money-lending. Private banks were established in Dublin in the latter part of the seventeenth century. Previous to this the goldsmiths of the capital carried on a deposit business and issued "notes," as the acknowledgment of the deposits were called. The goldsmiths were really safe custodians. In process of time these notes were treated as negotiable, and passed from hand to hand. In 1709 an Irish Statute enacted that notes issued by any "banker, goldsmith, merchant, or trader," whether made payable to bearer or order, should be assignable and transferable by delivery and endorsement. In 1721 it was enacted that goldsmiths' or bankers' notes not paid on demand should carry legal interest from the date of demand, and further, that a banker's real estate should be liable on his death for his notes current. In connection with the phrase "legal interest" it may be mentioned that as early as 1634 the Irish Parliament passed an Act to restrain usury. The Act restricted the rate of legal interest to 10 per cent. This rate was reduced to 8 per cent. in 1704, to 7 per cent. in 1721, and to 6 per cent. in 1737. Bankers' notes became, as has been just stated, instruments recognised by the Irish laws. Gradually the more regular bankers superseded the goldsmiths. Forgery of bankers' notes was made a felony in 1729, punishable by burning in the hand and transportation of the convicted party. In 1773 forgery of any bill of exchange or note was made punishable with death.

THE PRIVATE BANKS.

The most noted of Dublin's early bankers was John Damer. He had been a captain of troop of horse under Cromwell in the civil war, and at the restoration of Charles II. he sold his estates in Somerset and Dorset and settled in Ireland. He plied his trade of usury for many years at a noted tavern in Dublin called "The London," where "he touched the pence while others touched the pot." He died in 1720, having amassed great wealth, which he left to his nephew. After Damer's death there was a temporary run upon the banks. The so-called bankers of the period were, generally speaking, not men of wealth or property, but still, owing to the scarcity of silver and gold, and the exigencies of trade and commerce, their notes were the only circulating medium. However, unrestricted note issues by persons without capital became gradually a great public scandal. Accordingly an endeavour was made in 1720 to arrest the business carried on by bankers. In 1759 one of the principal Acts of the private banking days was passed for the regulation of bankers in Ireland, but it did not succeed in preventing failures. In 1735 there were five private banking firms in Dublin. Over-issue and the rebellion in 1798 swept away many of the banks, but after the rebellion there was a revival. Only one of the private banks of the eighteenth century—that of La Touche & Co.—survived to the latter half of the nineteenth century. This was one of the banks which was pronounced by a Committee of the House of Commons to have much more than enough funds to suffice for all claims upon them. Almost the entire Irish peerage and gentry kept their accounts at La Touche's bank. Lord Edward Fitzgerald, Lord Castlereagh, Flood, Grattan, Curran, Lord Clare, Foster (the last Speaker of the Irish House of Commons), Lord Norbury, Barry Yelverton, Sir Boyle Roche, the Countess of Mornington (the Duke of Wellington's mother), were account holders in La Touche's in the greatest days of its prosperity.

THE BANK OF IRELAND.

The Bank of England was founded in 1694, and the Bank of Scotland in the following year. Although in 1695 the principal merchants of Dublin met and presented a memorial to the Irish House of Commons recommending the establishment of a public bank, nothing was done. In the year 1720 the Earl of Abercorn, Viscount Boyne, Sir Ralph Gore, and others, petitioned the King for a charter of incorporation whereby there might be established a public bank under the name and title of the Bank of Ireland. They proposed to raise a fund of £500,000 to supply merchants, etc., with money at 5 per cent., and agreed to contribute £50,000 to the service of Government in consideration of their obtaining a charter. In their petition they stated that "the raising of a million for that purpose is creating a greater fund than the nation can employ." A counter petition was lodged by Lord Forbes and others, who proposed raising a million and offered to discharge "the £50,000 national debt of that kingdom in five years from the time they should obtain a charter." Ultimately the second application was withdrawn, because Lord Forbes and his friends, "rather than, by a competition, obstruct a proposal of so general advantage, they were willing to desist from their application." The former was accordingly approved of, and the King, on July 29th, 1721, issued Letters of Privy Seal, directing that a charter of incorporation should pass the Great Seal of Ireland. The matter was referred to the Irish Parliament, but the House of Commons rejected a Bill for the establishment of the bank, and the House of Lords took the same view. Both Houses of Parliament declared that "they could not find any safe foundation for establishing a public bank." A protest was, however, entered by some peers, with the result that the Upper Chamber resolved that if any Lord should attempt to obtain a charter to erect a bank "he should be deemed a contemnor of the authority of that House and a betrayer of the liberty of his country." This action of the Irish Parliament was not improbably due to the violent opposition of Swift. It was in 1720 that the South Sea "bubbles" had burst, bringing ruin and poverty to thousands. Swift classed the scheme for the establishment of a bank with the rest of the "bubbles." In an essay entitled "The Swearer's Bank" he recommended that an Act on the Statute Book against profane swearing should be rigorously executed, and that a fine of one shilling should be exacted for every oath uttered. In this way he proposed to obtain subscriptions for a bank erected on such security as "no revolution or change of times can effect."

More than half a century elapsed before the idea of establishing a public bank took practical shape. The first Irish joint-stock bank, the Bank of Ireland, did not come into existence until 1783, by an Irish Act of Parliament passed in the preceding year. The charter of the Bank of Ireland prohibited any other company of more than six persons from issuing notes payable on demand, or within any time less than six months. The bank commenced business on June 25th, 1783, in Mary's Abbey. In 1800 the legislative union between Great Britain and Ireland was carried, and the Parliament House remained derelict until 1802, when the buildings were sold to the bank for £40,000. Ever since the Bank of Ireland has carried on its business in the old Parliament House. This is, at the present day, the finest public building in the city. The House of Lords, with its renowned tapestries, is still intact, being used as a board-room, but the offices of the bank have taken the place of the House of Commons and the Court of Requests. The first governor of the bank was David La Touche, and amongst the first directors was Travers Hartley, the first president of the Dublin Chamber of Commerce, whose foundation synchronises with that of the bank itself.

OTHER BANKS ESTABLISHED.

The capital of the Bank of Ireland, originally half a million, was gradually increased until it reached three millions, Irish currency, equivalent to £2,769,230. Its monopoly gradually disappeared. After its foundation it had as its only competitors the private banks which had been established in Dublin and the chief provincial towns. These institutions proved to be very unsatisfactory, and a series of failures occurred in

the period 1810-20, which led to the amendment of the law. In 1821 banking companies, having any number of partners, were allowed under certain conditions to exist outside a radius of fifty Irish miles around Dublin. At this date the Bank of Ireland was without country branches. In Cork and Belfast there were private banks. Wexford and Mallow had one each also; but the rest of Ireland was without any banks. Under the legislation non-residents in Ireland could not become partners in an Irish joint stock bank. Thus English capital was excluded. To remove this obstacle amending Acts were passed in 1824 and 1825. In the latter year three new banks were established, which, in order of opening, were the Northern Banking Company, the Hibernian and the Provincial Banks. The Provincial Bank immediately opened branches in several towns, and, stimulated by this competition, the Bank of Ireland also opened branches. The Belfast Banking Company started business in 1827, and in 1835 Daniel O'Connell founded the National Bank, which was established at Carrick-on-Suir. It was intended chiefly as a poor man's bank, "to enable the lower classes to invest their small savings, and thus get an interest for their money, instead of trusting their pound notes to an old stocking or a cracked teapot, or even a hole in the thatch." The Ulster Bank began operations in Belfast in 1836. The Royal Bank of Ireland was founded in the same year. In 1864 the Munster Bank, re-named in 1885 the Munster and Leinster Bank, was established in Cork, and soon after took over the business of the Union Bank, an English company which had started in the South of Ireland in 1863. In 1870 it took over La Touche & Co.'s business.

BANKS OF ISSUE.

In 1845 the Irish Bank Act, generally known as the Irish Bank Charter Act, the latest Act on the subject, was passed. By this Act the only remaining vestige of the Bank of Ireland's monopoly (beyond being the Government bank), left by the Act of 1821, whereby banks with more than six partners were prohibited from transacting business in Dublin and fifty Irish miles therefrom, was swept away, and accordingly the whole country was opened to joint-stock enterprise. The Bank of Ireland was to manage the public debt of Ireland, free of charge. Under this Act limitation of note issue was provided for; issuing banks were required to render accounts every four weeks of their note circulation and stock of specie at the head office and principal places of issue, to the Commissioners of Stamps and Taxes, who were also empowered to cause an inspection of books; and promissory notes or bills of exchange for sums under £1 were made negotiable. Six out of the existing nine Irish joint-stock banks are authorised to issue notes, namely, Bank of Ireland, Provincial Bank, National Bank, Ulster Bank, Belfast Banking Company, and Northern Banking Company. The authorised note circulation of these six banks totals £6,354,494. They can, however, exceed the note issue authorised by certificate, provided they hold coin against the surplus note issue. Of this coin the silver must not exceed one-fourth part of the gold. The average amount of coin held by these banks had risen from £4,768,000 in December, 1913, to £11,101,000 in December, 1915, while the average amount of notes in circulation had, in the same period, increased from £9,019,000 to £16,266,000. These increases in coin were due to the fact that Irish bank-notes were made legal tender after the outbreak of the war. The Chamber of Commerce took active measures in pressing upon the Government the need for this course. The depletion of currency by lodgments of gold was made good by the increased issue of bank-notes. The currency, however, had not only to be maintained, but had to be increased in consequence of enhanced prices and increased trade, especially in the case of agricultural products. This demand for increased currency was met partly by Treasury notes, etc., and partly by the still further increased issue of notes by the Irish banks which have more nearly approached their maximum legal issue.

CAPITAL, LIABILITY, DEPOSITS.

The existing joint-stock banks have all adopted limited liability with the exception of the Bank of Ireland. Bank of Ireland stockholders' liability is undetermined, as nothing is said in the charter or subsequent Acts of Parliament on the subject. The nominal capital of the nine existing Irish banks is £26,349,230, of which £7,309,230

is paid up. The reserve funds are much more than half the paid-up capital. There were 853 banking offices in Ireland in 1913, being one to every 5,146 inhabitants. In England there was then only one banking office to every 5,379 inhabitants, while in Scotland there was one to 3,854. Most of the banks have their head offices in Dublin, and those with their head offices elsewhere have branch offices there. In 1854 the National Bank commenced to do business in London, having taken power in its deed of settlement to open in any part of the United Kingdom. The Bank of England resisted this development, but had to withdraw its opposition after consulting high legal opinion.

From the banking statistics issued by the Department of Agriculture and Technical Instruction it appears that the total deposits and cash balances in Irish joint-stock banks amounted on December 31st, 1915, to the large sum of £66,803,000. The steady and remarkable growth of these cash balances in recent years may be seen from the following figures:—

Year.	Amount of Deposits and Cash Balances on December 31st.
1840	5,568,000
1850	8,269,000
1860	15,609,000
1870	24,366,000
1880	29,746,000
1890	33,325,000
1900	43,280,000
1910	54,936,000
1911	57,095,000
1912	57,651,000
1913	62,142,000
1914	66,168,000
1915	66,803,000

It will be observed that in the last three-quarters of a century there has been an increase in the deposits and cash balances in the Irish joint-stock banks of no less than £61,235,000. These figures indicate at once the growth of the operations and influence of banking in Ireland. To the statement that these deposits represent money for the most part "lying idle in the banks," it is replied that the banks, after investing a portion in realisable securities, lend out the greater part of these deposits to customers, either by way of bill, loan, or on current account, and that much of the credit so advanced is made use of by the borrowers for productive purposes. In addition to the deposits in the joint-stock banks there is £11,781,000 in the Post Office savings banks and £2,490,000 in trustee savings banks in Ireland, making a gross total of £81,074,000 for the country.

In connection with the history of Irish joint-stock banks a fact worthy of note is that every bank of issue which was in existence in 1844 is still carrying on business, a record of stability not matched by the English or Scotch banks.

TRANSIT FACILITIES.

As early as 1768 the necessity for increased intercourse with England was recognised by the establishment of three additional packet boats between Holyhead and Dublin, thus securing six weekly mails between England and Ireland. Travellers who visited Dublin in the latter quarter of the eighteenth century were surprised to find that more than twenty stage coaches connected the metropolis with distant parts of Ireland. The introduction of the railway and the steamboat has in Ireland, as well as everywhere else, revolutionised means of transit; and if in the circumstances of the eighteenth century travelling facilities to and from Dublin both by land and sea were considered remarkable, it can be claimed also to-day that the capital is provided with a rail and steamer service which for rapidity and efficiency leaves very little further to be

desired. First, as to the connection between Dublin and Great Britain there are several routes available, all equipped with splendid and comfortable steamers. The most popular route for all parts of England is that *via* Holyhead, the train service from the latter port being that of the London & North Western Railway Company. From Holyhead to Dublin there is a choice of three services. The mail steamers of the City of Dublin Steam Packet Company sail twice daily each way between Holyhead and Kingstown, which for travelling purposes may be regarded as part of the port of Dublin; there is also a service each way daily by the express steamers of the London & North Western Railway. This is the shortest sea journey between England and Ireland, the time occupied in the voyage being only about two and three-quarter hours. All the steamers are magnificently equipped. Trains to and from all parts of Ireland run alongside the boats at Kingstown, and there are through trains in connection with the arrival and departure of boats, so that the traveller disembarking at Kingstown may travel direct by train to any part of Ireland—north, south, east or west. The train journey between Kingstown and Dublin occupies only about fifteen minutes. It may be mentioned that the City of Dublin Steam Packet Company is the oldest steamship company in the world, and that it owns the fastest packet boats in the world. There is also a service daily each way (Sundays excepted) between Holyhead and North Wall, Dublin, by the steamers of the London & North Western Railway. This is a very convenient route, as there is direct rail communication between the quay at the North Wall and the chief stations in the city. A service is maintained between the North Wall and the North of England by the steamers of the City of Dublin Steam Packet Company, which sail every week-day to and from Liverpool. One of the great advantages of this route is that passengers may, during the voyage, enjoy a full night's sleep.

The most direct means of reaching Dublin from Glasgow is by the service of Messrs. G. & J. Burns, Ltd. The boats of this company are extremely comfortable, and sail each way daily (Sundays excepted) between Glasgow and Dublin, calling at Greenock to land and embark passengers. Another route to Scotland is by the Great Northern Railway from Dublin to Belfast and thence to Scotland by any of the services of Messrs. G. & J. Burns.

For those who like a fairly long sea voyage the route from London and the South of England to Dublin is ideal. The sail along the English and Irish coasts is delightful. The steamers of the British and Irish Steam Packet Company sail every Sunday and Tuesday from London, calling at Southampton, Portsmouth, Plymouth and Falmouth, and on Fridays a steamer sails from London direct to Dublin. The steamers from Dublin sail on Tuesdays and Saturdays, calling at intermediate ports, and on Fridays direct to London.

Steamers run also from Dublin to Bristol, Manchester, Heysham, Silloth, Preston, Whitehaven, Maryport, Douglas, Belfast, Waterford and Cork. Briefly put, the following are the principal cross-channel services:—

- L. & N. W. Railway steamship service to Holyhead.
- City of Dublin steamship service to Liverpool and Belfast, and Mail Service Kingstown to Holyhead.
- Burns Line steamship service to Glasgow.
- Duke Line steamship service to Preston and Douglas.
- Tedcastle steamship service to Liverpool, Whitehaven and Maryport.
- British and Irish steamship service to London, Plymouth, Falmouth and Southampton.
- Dublin and Manchester Shipping Company steamship service to Manchester.
- Bristol Steam Navigation steamship service to Bristol.

So far the passenger aspect only of the sea services has been dealt with. Owing to the importance of Dublin as a great distributing centre, and to the magnitude and variety of its export trade, the goods traffic of the port is heavy, and the services between not only Dublin and British, but also Continental and North American ports, are frequent and numerous. The total number and net tonnage of vessels that arrived with cargoes and in ballast from and to foreign countries and British possessions and coastwise

—the cross-channel traffic is included in the coasting trade—at the port of Dublin in 1914 are as follows:—

Arrived—Foreign trade: 259 vessels; 313,954 tons. Coasting trade: 8,368 vessels; 3,185,114 tons.
 Departed—Foreign trade: 124 vessels; 117,504 tons. Coasting trade: 8,504 vessels; 3,855,318 tons.

These figures amount to about one-fourth of the returns for the whole of Ireland. Facts which ought to be noted in connection with the transport of goods are that the various railway and steamship companies and canal companies have ample and spacious shed accommodation; that the quays are equipped with crane facilities; that there is rail communication from the ship's side with all parts of Ireland, thus enabling goods to be transferred direct to rail truck from steamer; that large motor lorries are now used by a number of haulage contractors, enabling rapid delivery in the city; that cargoes can be discharged from the ship's side into lighters and sent direct into the central parts of Ireland *via* the Grand Canal and the Royal Canal, and that the former canal is equipped with motor boats.

RAIL ACCOMMODATION.

Dublin is the centre of the Irish railway systems, and by the four principal lines which have their headquarters there a connection is established with all parts of the country. These lines are the Great Southern & Western, the Great Northern, the Midland Great Western of Ireland, and the Dublin & South Eastern. All these lines are well laid and maintained, and in every respect they challenge comparison with leading railways elsewhere. Speaking generally, they pay exceptionally well as commercial undertakings, and there has been year by year a steady increase in the volume of traffic. The total paid-up capital, including loans and debenture stock, of these four companies is over 31 million pounds, and it represents in round numbers 70 per cent. of the entire capital of all the Irish railways. The first railway in Ireland was constructed by a company formed in 1831 to connect Dublin with Kingstown. This line, six miles in length, was opened for traffic in 1834, and for several years was the only railway in the country. The cost of the construction of the Irish railways has been remarkably low when compared with the cost of those of either England or Scotland, and to this advantage must be partly attributed the fact that the average dividend for Irish railways is higher than that paid in England or Scotland. There are 29 railways in Ireland with a total mileage of 3,411 miles.

The Great Southern & Western Railway, which has its terminus at Kingsbridge, on the south bank of the Liffey near the main entrance to the Phoenix Park, is the most important railway in Ireland. The line is 1,121 miles long. It serves the whole south and south-west districts of Ireland. Among the principal towns served are Cork, Limerick, Waterford, Rosslare, Queenstown, Fermoy, Tralee, Killarney, Clonmel and Kilkenny. From the tourist's point of view the chief places of attraction to which access is given by this line are Killarney and the other beauty-spots of Kerry, Cork, Blarney, Youghal, Killaloe and the Shannon Lake District; the County Clare, with its famous spa at Lisdoonvarna, and its imposing coast scenery; Waterford and Tramore. Popular day trips from Dublin to the Shannon Lakes are given by the company.

Among the industrial enterprises of Dublin the Great Southern & Western Railway Company occupies a conspicuous place. Its locomotive works at Inchicore, within a mile and a half of Kingsbridge, have been in operation since 1846. With the development of the line and of its traffic they have extended, and cover to-day an area of 52 acres, upon which stand about 9 acres of shop buildings. Employment is given in these works to over 1,600 men. Practically all the rolling stock required by the company is constructed there, while repairs, painting, trimming, upholstering, etc., are also carried out at the works. Some 150 cottages have been erected by the company for the accommodation of the workers.

The Great Northern Railway has its headquarters at Amiens Street, quite close to the centre of the city. This line has a mileage of 560 miles, and extends from Dublin in a northerly and north westerly direction to Belfast and Londonderry, and westwards from Belfast to Bundoran on the shores of Donegal Bay. It passes through the most industrial parts of the country and serves many large and progressive manufacturing towns. Besides the port of Dublin it has direct access to the ports of Dundalk, Newry, Drogheda, Belfast, and Londonderry. All the rolling stock is built at the company's works at Dundalk. The company was one of the first in Ireland to adopt steam motors for suburban traffic; the local services between Dublin and Howth are now worked by this means. In recent years the company has constructed an electric tramway, which runs round the Hill of Howth. For tourists the chief points of interest along the Great Northern line are Drogheda and the Boyne Valley, Warrenpoint and the Carlingford district, Enniskillen and the two Loughs Erne and Bundoran.

The Midland Great Western Railway, 538 miles long, has its terminus at Broadstone, not far from Rutland Square. This line serves practically the entire west of Ireland, and runs the whole way from Dublin Bay on the east to the Atlantic Ocean on the west. The railway works are situated at the Broadstone terminus. The buildings comprise the following:—Locomotive fitting and erecting shops, wheel and tyre and general machine shop, boiler shop, smiths' shop, engine and tender paint shop, brass foundry, coppersmiths' and tinsmiths' shop, carriage shop, trimming and upholstery shop, electrical shop, carriage paint shop, locomotive stores, wagon building and repairing shop, saw mill, timber stores and drying shed, and wagon cover shop. With a few exceptions the entire manufacture of locomotives, carriages and wagons is undertaken at Broadstone. For railway purposes alone 600 men are, on a daily average, employed in the workshops. Among the numerous attractive places to which the Midland Great Western Railway gives access are Galway, far-famed Connemara with its entrancing coast and mountain scenery, Sligo and Lough Gill, Athlone and Lough Ree. Ballinasloe, noted for the biggest sheep fair in Ireland, is also on the line.

The Dublin & South Eastern Railway has termini in Dublin at Westland Row and Harcourt Street. The line, which is 161 miles long, includes the Dublin & Kingstown Railway, which was, as already stated, the first railway opened for traffic in Ireland. The main line of the company is from Dublin to Waterford, along the east coast of the island. Statutory running powers have been conferred upon the company over the Fishguard & Rosslare Railway between Wexford and Rosslare, and over the lines of the Great Southern & Western Railway Company between Waterford and Limerick, and are exercised between Waterford and Limerick Junction, a distance of 56 miles. The Dublin & South Eastern Railway forms a portion of the Royal Mail route between London and Dublin, and very thorough arrangements are made at the packet station at Kingstown to cope with the large mail and passenger traffic passing over that route. By the connection formed at Waterford with the lines of the Great Southern & Western Railway Company, a through route of peculiar picturesqueness is given to the south and south-west of Ireland. Among other places of great beauty the Dublin & South Eastern Railway serves the County of Wicklow, one of the most charming spots in the whole country, and not undeservedly styled the "Garden of Ireland." In this county are Glendalough, the seat of the ancient Seven Churches, the Vale of Ovoca, the Glen of the Downs and the Devil's Glen. Kingstown, Dalkey, Bray, Greystones and other excellent watering-places are also on the line.

This company has the distinction of possessing the works in which the first locomotive engine built in Ireland was manufactured. These works are situated in the vicinity of Westland Row terminus, and give employment to over 200 men.

The four railway systems just described are connected by a loop line which, starting from Westland Row, passes over the Liffey by the viaduct close to the Custom House to Amiens Street. Proceeding thence over the Great Northern line it reaches the landing stage for the steamers of the London & North Western Railway at the North Wall. From the latter place runs a line which meets the main Midland Railway beyond Glasnevin, whilst another line, so far in a parallel direction and then running through a tunnel under the Phoenix Park, joins the Great Southern & Western main line at Island Bridge.

Lucan, a very pretty spot, with an excellent spa and hotel, in the neighbourhood of Dublin, is reached by the Dublin & Lucan Electric Railway, which has its terminus on the northern bank of the Liffey beside the main entrance to the Phoenix Park. The line runs along the Liffey Valley. From Terenure, reached by tram from Nelson's Pillar or College Green, runs the Dublin & Blessington Steam Tramway, by the slopes of the Dublin mountains to Poulaphouca. Along the twenty miles traversed by this line there is some charming scenery, and at Poulaphouca there is a magnificent waterfall.

Since the commencement of the war the Great Southern & Western and the other Irish railway companies have been producing munitions in very large quantities for the Government.

INLAND WATER ROUTES.

As a means of internal communication the canals preceded the railways by many years. The Grand Canal is by far the most important trunk inland water route in Ireland. The main line of this canal goes nearly due west from Dublin, traverses the great central plain of Ireland, crosses the Shannon, and continues as far as Ballinasloe in the direction of Galway, a distance from Dublin of about 93 miles. Southwards it is continued to Limerick, the latter part of the journey to that city being *via* the Shannon. A branch line passes by Monasterevan to Athy. From there to the port of Waterford the navigation is formed by the canalised river Barrow. The total mileage of the system worked by the Grand Canal Company is 209 miles. This canal was commenced about the middle of the eighteenth century by the Commissioners of Inland Navigation, who between 1753 and 1772 received grants of public money to the amount of £70,496 for the purpose. The total capital expenditure on the canal is put down at £1,137,680, out of which public grants amounted to £321,674. The amount of goods traffic annually handled by the Grand Canal Company is roughly 300,000 tons. When the Grand Canal had been constructed it was exceedingly profitable to its proprietors, among whom was a shoemaker who had invested a large sum in the undertaking. Offence was apparently taken by the Grand Canal Board at this person, and his meddling in various matters without authority caused a rupture between him and the other members. The shoemaker threw up his seat on the Committee of Management, vowing that he would start a rival canal and carry all the traffic. He formed a new company and obtained an Act of Parliament authorising the construction of the Royal Canal of Ireland. Under these circumstances the construction of that canal was undertaken in 1789. It extends along the north side of the city from the port of Dublin to the Shannon. It passes through the counties of Dublin, Kildare, Meath, Westmeath and Longford, and serves the towns of Dublin, Mullingar and Longford. This waterway has a total length of nearly 96 miles. The total cost of its construction is stated to have been £1,421,900, of which about £360,000 had been provided by free grants. Under an Act obtained in 1845 it was purchased by the Midland Great Western Railway Company of Ireland for £298,059, subject to the obligation of maintaining the navigation and not varying the tolls without the consent of the Lord Lieutenant. Passenger boats known as "Fly-boats" formed a common mode of travelling at the beginning of the nineteenth century, those on the Grand Canal starting from Portobello Hotel, now a private hospital, whilst the boats of the Royal Canal started from the terminus at the Broadstone. References are made to these boats in the novels of Lever and in the *Travels* of Mr. and Mrs. S. C. Hall. They were long and narrow, were covered in, and divided into two classes. Each boat was drawn by two or three horses, and travelled at the rate of seven Irish miles per hour.

DUBLIN TRAMWAYS SYSTEM.

Dublin, one of the first cities in the United Kingdom to introduce street tramways, was also a pioneer in electric traction development. No sooner had electric traction been demonstrated to be practicable for street tramways than Dublin adopted the modernised system, with the result that for nearly two decades the Irish capital possesses the most thorough and efficient tramway service to be found in any city in the United

Kingdom. It is a striking tribute to what individual initiative and private enterprise can accomplish. It will not be amiss to sketch briefly the inception and growth of the Dublin tramway system. Less than half a century ago horse omnibuses provided a service from the centre of the city to a few places in the suburbs. This method of locomotion was necessarily slow and unsatisfactory. The idea of laying down rails in the public thoroughfares on which carriages with flanged wheels could run had only just been conceived when the principle was adopted in Dublin. In May, 1867, the City of Dublin Tramways Company obtained, under the Tramways (Ireland) Act of 1860, an Act originally intended to apply to country roads only, an Order in Council authorising the construction of a line of tramways starting from near the Kingsbridge terminus of the Great Southern & Western Railway, and running thence along the southern quays to O'Connell (then Carlisle) Bridge, through D'Olier Street, Brunswick Street, Westland Row, Merrion Streets (Upper and Lower), Ely Place, Hume Street, Stephen's Green, and terminating at the Exhibition Building (now the National University) in Earlsfort Terrace. George Francis Train, a pioneer of tramways in the early days of his career, actually laid down a small experimental piece of line on Aston's Quay which was never used.

No practical steps were taken for some years to construct the line authorised. Not until 1870 was any further move made. In that year a Bill was lodged in Parliament which in 1871 became law and incorporated the Dublin Tramways Company, with a capital of £240,000, and authorised the construction of about 17 miles of tramways, the offices of the company being in London and the directors being George Richardson, John Humphreys and F. H. Collins of London, and Frederick Barrington and W. L. Barrington of Dublin. The contract for construction was, in July, 1871, entered into with Messrs. Fisher and Parrish, selected because they had had an American experience and had also constructed tramways in London and Liverpool. In 1871 the company acquired by purchase the rights of the City of Dublin Tramway Company referred to above.

On February 1st, 1872, the line from Stephen's Green to Terenure, about 2½ miles in length, was opened for public traffic, and on that day 2,055 passengers were carried. The other lines authorised by the Act of 1871 were quickly constructed, and in August, 1874, sixteen miles of route were open for traffic. The prosperity of this company was an incentive to rivals to come forward. In 1875 and 1876 the North Dublin Street Tramways Company, and in 1878 the Central Tramways Company, were by Acts of Parliament incorporated, and obtained powers to construct lines, some of which directly competed with the older company; and in 1880 the North Dublin Company obtained a further Act of Parliament, which conferred upon that company powers so extensive that the competition became still keener. Eventually towards the end of 1880 the three companies were amalgamated and the Dublin United Tramways Company was incorporated by Act of Parliament. There were then 32 miles of street tramways in operation. The Dublin Southern Districts Tramway Company, incorporated in 1878, constructed a line of tramways from Haddington Road to Blackrock, and another line from Kingstown to Dalkey, leaving the intervening space between Blackrock and Kingstown without any service. In 1883 another company, the Blackrock and Kingstown Tramways Company, was formed to fill this gap. These two lines were subsequently amalgamated.

In 1888 there were barely a dozen electric tramways in the United States; it was not until 1890 that electric traction was shown there to be really practicable for street tramways, and it was not until 1896 that the use of large generating units became at all general in America. It is clear that all the American experiments and developments in electric traction were studied closely by those at the head of the tramway business in Dublin. As a matter of fact, in 1893 the Dublin Southern Tramways Company, anticipating the Dublin United Tramways Company, who were considering the introduction of the new means of traction, obtained an Act authorising the use of electricity as a motive power. In 1896 the whole of the line from Haddington Road to Dalkey had been electrified. Sir Clifton Robinson was the guiding spirit of the Southern Company, and after the line to Dalkey had been electrically equipped, that company sought further powers in order to obtain access to the city. The Bill promoted with that object was resisted by the Dublin United Tramways Company, and after a stiff fight in Parliament it was rejected. This conflict, however, soon led to a complete unification of the tramway

services, as the shares of the Southern Company were purchased by the Dublin United Company. In order to carry into effect the amalgamation of the undertakings the present company, the Dublin United Tramways Company (1896), Limited, was incorporated in 1896 under the Companies Acts, and acquired all the shares of both the Dublin United and the Dublin Southern Companies. Thus were united in one undertaking all the tramways in and around Dublin. In the first half-year of the consolidated working there were over 41 miles of track in operation.

A Bill promoted in 1896 by the Dublin United Company to obtain powers to electrify the whole of their lines was opposed by the Dublin Corporation, and in consequence of this opposition Parliament then refused to give the company these powers inside the city, but authorised the company to electrify certain portions of their system lying outside the city. In 1897 that portion of the Clontarf line lying outside the city was equipped with electricity. In that year also the company were empowered by Parliament to use electric traction on all their lines within as well as without the city. A deputation from the directors, accompanied by their consulting engineer, proceeded immediately to America in order to investigate on the spot the most up-to-date methods. The greater portion of the machinery required for the conversion of the system was obtained in America, as at that time manufacturers in these countries had little experience in producing machinery and appliances of the magnitude required for the Dublin undertaking. Line after line was successively transformed, until in 1901 all horse traction was discontinued. A central generating station of the most modern type was erected on the bank of the Grand Canal Dock, which site was selected on account of the facilities it afforded for the discharge of coal. The coal steamers come into the dock, lie alongside, and the cargoes are discharged direct into the coal bunkers by machinery.

The line from Dollymount to Howth is operated by the Dublin United Tramways Company, and the whole route length of all the lines is something over 55 miles, while the length of track exceeds 100 miles. The lines of the company practically radiate from Nelson's Pillar, the two longest, that to Dalkey and that to Clontarf and its continuation to Howth, terminating about nine miles, and the others from two to four miles from that point. All the cars do not start from the centre of the city, as it has been found more convenient in some cases to start from one of the outlying districts to the north and the south of the city and run through the centre from one to the other of these points, so giving a more frequent service to the busier portions in the centre without having a too frequent and unremunerative service in the outlying districts.

The following figures will give an indication of the growth of the traffic since 1874:—

Year.	Traffic Receipts.	Passengers carried.
1874	£63,248	5,269,546
1882	£105,885	10,578,686
1896	£147,845	24,402,462
1909	£277,581	52,540,090
1914	£306,083	58,300,461
1915	£317,761	60,165,648

It should be stated that the figures given under the head of traffic receipts in the foregoing refer exclusively to passenger traffic. There are other sources of revenue, such as parcels delivery, carriage of goods, etc., which help to swell the revenue. From all sources the total revenue for the year 1915 was £333,899, the largest ever recorded in the history of the company.

Besides the priceless convenience it is to residents in the city and suburbs and to all visitors to Dublin, the tramway system constitutes an outstanding feature of the industrial and economic life of Dublin. The total number of persons employed in connection with the service is 1,700, whose wages come to £127,205 per annum, or a disbursement of £2,446 weekly. Cottages to the number of 221 have been erected by the company for their workers at a cost of £41,888. The Dublin Corporation, the County Council of Dublin and certain township authorities derive by way of rates and wayleaves a substantial revenue from the Tramways Company. No less than £44,000 is paid by the company in rates and taxes and wayleaves. Out of £35,869 contributed in wayleaves

and rates the Corporation of Dublin alone receives £24,180, made up of £10,670 for wayleaves and £13,510 in rates. The total capital expenditure up to date on the tramways has been £2,104,398.

The company own at present 318 cars, which, with the twelve cars belonging to the Clontarf and Hill of Howth Company, are all kept in repair at the workshops of the company. All the new cars required for the service for years past have been built at the company's works.

The parcels system of the company has been a great success. It was the first tramway company to introduce house-to-house parcel collection and delivery. Its example has been widely followed, but this side of the business continues to be more highly developed in Dublin than elsewhere in these countries.

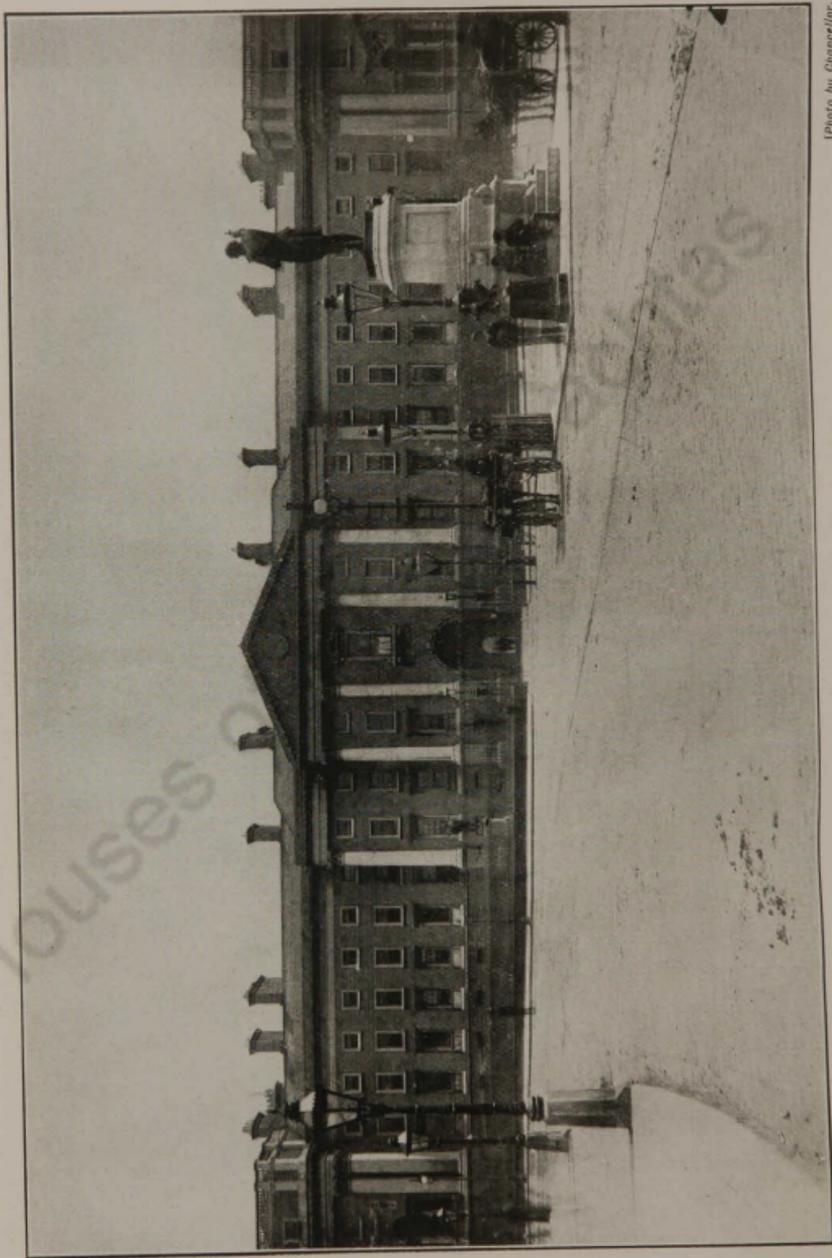
Mr. William M. Murphy, Chairman of the Dublin United Tramways Company since 1899, has for well-nigh half a century been prominently identified with tramway and railway enterprises not only in Ireland, but in Great Britain, Africa and elsewhere. In 1876, when the North Dublin Tramways Company were unable to get public capital for the construction of the tramway to Inchicore, it was Mr. Murphy who came forward and financed and constructed that line for them; ever since he has been the foremost figure in the tramway life of Dublin. To him more than to any other individual are due the progressive spirit and sound business methods which have brought the tramway system of Dublin to its present state of perfection.

It has been already stated that the Dublin United Tramways Company became the pioneer of modern electric traction in the United Kingdom. So marked has been the success of the new and improved system that deputations from companies and municipal bodies in all parts of the United Kingdom, notably the Corporation of Glasgow, contemplating the introduction of electric street traction, have visited Dublin to observe for themselves the merits and leading features of the undertaking of the United Tramways Company. It is a peculiar gratification to the directors of the company to know that their enterprise not only gives satisfaction and pleasure to the citizens and a good return to the shareholders, but is so appreciated for its excellence and efficiency elsewhere that it has been taken as the model for electric traction schemes in many other cities.



[Photo by Chancellor.

THE CUSTOM HOUSE.



[Photo by Chancellor.

TRINITY COLLEGE.

EDUCATION AND RESEARCH.

From the educational point of view Dublin is an exceptionally well-equipped city. At all stages from the primary school to the university the facilities afforded are ample and excellent. The Board of National Education, which has control of the primary system throughout the country, was established in 1831. Its jurisdiction and function were explained in the following extract from a letter written in 1831 by the Rt. Hon. E. G. Stanley, then Chief Secretary for Ireland:—"It is the intention of the Government that the Board should exercise a complete control over the various schools which may be erected under its auspices, or which, having been already established, may hereafter place themselves under its management and submit to its regulations." In 1845 the Board received a Charter of Incorporation, and in 1861 the number of Commissioners, originally fixed at seven, was increased by a supplemental charter to twenty, of whom ten were to be Protestants and ten Catholics. The "fundamental rules" of the Board may be classed as follows:—(1) Those rules which protect the children from interference with their religious opinions—on the faith of these rules parents send their children to the National Schools; (2) those rules which entitle the pastors to give religious instruction to children in vested schools; (3) those rules which regulate and confirm the rights of the patron and the succession in case of a vacancy; (4) the rules which give to managers the right to use the schools, or to the public the right to visit them, in order to see that they are properly carried on. The system has, on the whole, given satisfaction. In a declaration issued in 1904 the Catholic bishops stated: "It has removed, broadly speaking, all religious strife and contention from the primary schools; it has been widening year by year and improving its educational work." The funds of the Board are provided by money voted annually by Parliament. The vote for 1916-17 was £1,812,704. The total number of national schools in the city of Dublin is 158, the average number of pupils on the rolls being 39,181.

SECONDARY EDUCATION.

The Intermediate Education Board, established in 1878, has control of secondary education. The functions of the Board are to promote intermediate education in Ireland, (1) by instituting a system of public examinations of students; (2) by providing for a system of prizes and exhibitions and the giving of certificates to students; (3) by providing for the payment to managers of schools complying with the prescribed conditions of fees dependent on the results of public examinations of students; and (4) generally by applying the funds placed at the disposal of the Board for the purposes of secondary education. The original income of the Board consisted of the interest on the sum of 1,000,000, portion of the Irish Church Surplus Fund. The annual income from this source is £30,898. In addition to this fixed income the Board acquired under the Local Taxation (Customs and Excise) Act of 1890 a share of certain duties imposed on spirits and beer by the Customs and Inland Revenue Act of that year. This residue which at first amounted to £71,000, was of a fluctuating character, and, owing to the changes made by legislation resulting in a decreased consumption of spirits and beer, it dropped to £46,566 in 1909 and £16,998 in 1910. In an official statement on the financial position of the Board issued in 1910 it was said that "this falling off of income is especially regrettable in view of the additional responsibilities imposed on the Board by the Legislature. The cost of inspection has to be provided for, in addition to the expense of the annual pass examination; and unless further funds are provided it will not be possible for the Board to give effect to the provisions of the Irish Universities Act, 1908, by which they are empowered to grant exhibitions to students entering the universities." Under the Revenue Act of 1911 a sum of £29,568 was paid to the Board to

make up the amount by which the proceeds of the Customs and Excise duties paid to the Board in 1910 fell short of those in 1909, the total amount thus received in respect of the year 1910 being £46,566, and the Board's share of the Local Taxation Account has been permanently fixed at that amount until Parliament shall otherwise determine. Its total income from all sources is at present about £83,000 per annum, as compared with £103,527 in 1900. There are in Dublin 28 schools which prepare students for the intermediate examinations, and in 1914 notice was given by 1,445 pupils between the ages of 14 and 19 years in these schools of their intention to present themselves for examination.

MUNICIPAL TECHNICAL SCHOOLS.

Dublin enjoys the distinction of being the first city in Ireland to form a Technical Instruction Committee and to undertake practical work in technical training. At the close of an Artisans' Exhibition held in 1885 a provisional committee was formed to aid industrial progress by utilising the building for technical classes. More suitable premises were, however, secured in Kevin Street. In the first session, two years before the passing of the Technical Instruction Act of 1889, the students numbered only 200 or so. A decade later the attendance was about 1,000. As the number of students rapidly increased, an addition had to be made to the original premises, and the new building was opened in 1901. Classes under the immediate management of the Technical Education Committee appointed by the Corporation are to-day conducted at four schools, namely, Bolton Street, Kevin Street, Rutland Square, and Chatham Row, and extension classes in domestic economy are held in several local centres. Provision is made in the new institute at Bolton Street for instruction in all branches of knowledge required by persons engaged in building, in the building trades, and the trades auxiliary to building; in engineering of all kinds and the engineering trades; in printing, and in all trades concerned with the production of books, and other printed or illustrated publications. Provision is made at Kevin Street for instruction in science and art subjects of a general nature such as are commonly taught in all Polytechnics and technical institutions, and in such special branches of science and art, with their applications, as may be required by any considerable body of artisans working in the city of Dublin for whom such provision is not made elsewhere. Provision is made at Rutland Square for the teaching of commercial subjects and domestic economy. In addition to the organised classes in this school, domestic economy is also taught by means of peripatetic lecturers, who give such instruction in the poorer districts of the city. The building at Chatham Row is utilised as a school of music and for practical classes in instrument-making, and in the manufacture and repair of clocks, watches and kindred articles. Recently new classes were started in the following subjects:—Motor engineering, drawing, introductory class for engineers, telegraph construction, Sloan-Duployan shorthand, French polishing, corset-making, day trade class in dressmaking, invalid cookery, art needlework, drawing for art needlework, drawing for art crafts. A considerable extension has been made in the school of book production. A unique experiment in technical instruction has been the inauguration of a commercial class for blind students. The method of instruction adopted is the "Ryan system," and the class was conducted by the inventor, Rev. R. M. Ryan. The system claims the advantage over other methods inasmuch as the blind students can learn not merely to read, but also to write, to calculate, and even to write stenography and music—in short, to learn practically everything that is attainable by sighted persons. It is certain that the field of employment for blind persons trained on this system will be considerably widened, and that their lot will be greatly alleviated. The capital outlay on the schools has been substantial. Upon the erection of the Bolton Street Institute £35,000 was expended; and in addition a sum of £20,000 was spent on equipment. The outlay on the Rutland Square premises was £10,000. The annual income available for technical instruction in Dublin is provided by the following sources:—(1) The proceeds of a rate of a penny struck by the Corporation under the Technical Instruction Act of 1889; (2) an annual subsidy given by the Department of Agriculture and Technical Instruction under the Agriculture and Technical

Instruction Act of 1899; (3) the proceeds of an attendance grant earned and obtained from the Department; (4) fees, rents, and other payments received by the Committee for various services; (5) contributions from the public. All these items represent an income of between £16,000 and £17,000 a year. Approximately 2,600 individual students receive instruction in the technical schools every year. As a rule the students do not confine themselves to single classes, but attend approved courses of study, with the result that the class enrolments are exceptionally high.

ALBERT AGRICULTURAL COLLEGE.

The Albert Agricultural College, popularly known as the "Model Farm," stands in a healthy situation about 170 feet above sea level, and is situated on the north side of Dublin, about half a mile from the Glasnevin tram terminus, along the Ballymun road.

The College was founded in 1838 by the Commissioners of National Education for the purpose of training teachers with a view to fitting them to impart agricultural instruction in primary schools. The original institution was erected in 1851. On the passing of the Agriculture and Technical Instruction Act in 1900, the Albert College was transferred to the Department of Agriculture along with a number of other institutions. At the time it was taken over two courses of instruction were given annually, one for women, in dairying and domestic economy, and one for men, in agriculture. It was decided that the College should thenceforth be reserved for the training of male students only, and the instruction of women in butter-making and domestic economy was accordingly devolved upon the Munster Institute, which was transferred to the Department at the same time. The buildings of the Albert College were remodelled, the staff was reorganised, and the instruction co-ordinated with the Department's general scheme of agricultural education.

When transferred to the Department there was attached to the College a farm of 170 acres, portion of which was held under short lease from the Corporation of Dublin. Civic requirements have had to be considered, however, and in view of the rapid expansion of the city, it could not be anticipated that any extension of this lease would be given for more than a comparatively limited period. The Department, therefore, in 1914, purchased an adjoining farm of about 210 acres, bought out under the Land Act of 1903. The newly acquired property is on the northern side of the original farm. It fronts on the Ballymun road and extends as far as Ballymun Chapel.

Admission to the College is conditional on the passing of an entrance examination, the limits of age being 17 and 30. The fee for farmers' sons is £15. Accommodation is provided for about fifty students.

The course is for one year. The students devote part of the time to indoor studies and part to outdoor work. The course, which is more advanced than those of the Department's provincial agricultural stations, includes the sciences applicable to agriculture, and is supplemented by instruction in dairying, horticulture, poultry management, fruit-growing, and veterinary hygiene, together with the general care and treatment of farm animals. Well-fitted laboratories are provided for the study of chemistry, botany, and zoology, and instruction is also given in surveying, farm account keeping, and, in fact, in every science calculated to make the young farmer a more capable and effective member of the agricultural community.

In the working of the farm the Department employ a number of apprentices on the lines adopted at their agricultural stations. These are kept on the farm for a period of twelve months, and receive, in addition to a thorough practical training in farm work, some indoor instruction in the principles underlying agriculture. Their general education also receives attention. These apprentices reside with the other students at the College, but are not required to pay any fee. Their employment does not interfere with the ordinary course of training provided for the general students.

The College provides a preliminary course for students about to enter the Royal College of Science, and is used as a hostel for holders of scholarships at the Royal College of Science. Indeed, there is now a close association between these two colleges, some of the staff being teachers in both.

The farm is a centre for the maintenance and distribution of high-class sires and poultry, and its reputation for the breeding of pigs of the large York breed has been firmly established for many years. A small but select herd of pure-bred Shorthorn cattle is kept, and for a number of animals from this herd high prices have been obtained during recent years.

A herd of ordinary dairy cows for the supply of milk on a commercial scale has been kept on the farm for a great many years, and special attention is being devoted to this branch of production. The cows are specially selected so as to represent the very best class of dairy stock of the country.

A course in horticulture, distinct from the agricultural courses, is also provided at the College. It is intended for men who have had a good experience in fruit-growing and general gardening such as can be obtained by working for some four or five years under a fully qualified gardener. The training given is designed primarily for men who desire to qualify for appointment as county instructors in horticulture and bee-keeping under the Department's schemes. Applicants for admission must be between the ages of twenty and thirty, and have received a fair general education. They are required to pass an entrance examination in practical fruit-growing and gardening and in the elements of English and arithmetic. The course extends over one year or two years according to the proficiency of the students. No fee is charged. The students are required to take part in all the work of the gardens. They are provided with furnished lodging in a house in the College grounds, and receive wages, out of which they find their own board. In addition to the practical training given in the gardens, the students receive class-room instruction to enable them to understand the scientific principles underlying horticultural practice.

ROYAL BOTANIC GARDENS.

The Royal Botanic Gardens are situated on the banks of the river Tolka, on the north side of Dublin, near the end of the Glasnevin tram-line (which passes the gate), and about 1½ miles from the General Post Office.

The gardens were founded in 1790, a grant being made by the Irish Parliament to the Royal Dublin Society for the purpose. This grant was supplemented yearly until 1794, when sufficient funds were available to purchase the site and to make further developments. In 1800 an annual grant of £1,800 was made to the Royal Dublin Society for the upkeep of the gardens.

The site chosen was Major Tickell's demesne, conveniently and picturesquely situated, and also historically interesting. In the early stages the utilitarian side was strongly developed, the gardens being divided up into such sections as orchard, hay garden, cattle garden, dyers' garden, vegetable garden, etc. Lectures and demonstrations were given free to farmers, and to farm servants and labourers. The giving of these lectures was continued until 1854. An arboretum was also started. Between 1800 and 1804 about £10,000 was expended on the construction of conservatories and buildings.

The gardens were managed by a committee of the Royal Dublin Society, and in 1838 drastic alterations were undertaken by direction of that body. The purely agricultural sections were abolished, and the botanical and horticultural sections were largely extended and developed. Young gardeners were taken on for a fixed period as learners. They paid a fee of £5 or £10 at entrance, but were allowed wages while working in the gardens. The gardens were remodelled, and the older portion of the existing gardens still retain the form then given to them. Water gardens and experimental gardens were formed, a modern arrangement of classified plants was made, and the arboretum was extended. The old conservatories were taken down and replaced by better structures heated by hot water instead of by flues. In 1843 the large and symmetrical curvilinear range was erected by Turner, of the Hammersmith Works, Dublin, who also erected the large palm house at Kew. The palm-house range was constructed in 1862. The aquatic house was erected in 1854. These changes were all made by means of grants from the Government to the Royal Dublin Society, by subsidies from the Royal Dublin Society, and by subscriptions from the public and funds raised by fêtes.

In recent years the conservatories were considerably improved. The large palm house was erected in 1884 over the old house, which had been damaged by a gale. The affairs of the gardens were continuously administered by the Royal Dublin Society until 1877, when the gardens were handed over, with other public institutions, to the administration of the Science and Art Department. An annual vote was made by Parliament for the upkeep of the gardens, which still continues. In 1901 the gardens were transferred to the newly formed Department of Agriculture and Technical Instruction, and they remain a branch of that department.

In 1879 the area of the gardens was 31 acres. About ten acres for the extension of the arboretum were acquired in 1884, and a further seven acres for nursery ground have since been added. The intentions and plans of the Committee of Management in 1830 still dominate the general working and arrangements of the gardens. The instructive and scientific sides receive much attention, and are largely called on for teaching purposes. Cut specimens for class work and for examination purposes are supplied to such institutions as the Royal College of Science, the School of Art, College of Surgeons, Pharmaceutical Society, National University, etc. Classes are brought to the gardens during the spring and summer months. To meet these requirements quantities of plants have to be specially grown. The hardy herbaceous plants and annuals are grouped together according to their natural affinities, a separate bed being assigned to each order or family. For general information there are sections devoted to economic plants. A series of beds contain the agricultural grasses, the various plants grown as field crops, plants used in manufactures, and plants from which drugs are obtained. This section is largely used by students during the summer months. A small plot of each variety of vegetable is grown, all are labelled, and each operation from seed-sowing to harvesting can be followed by those who have gardens and wish to know what to grow and how to grow it.

The other features of the *outdoor gardens* are:—

1.—Herbaceous plants. These are largely grown in wide borders, and form a conspicuous feature.

2.—Collection of Alpine plants. These are grown in a specially constructed rock garden, and in a yard situated at the back of the aquatic house. The collection is a very complete one, and is well known to growers of these plants everywhere.

3.—Water garden. There is an excellent collection of water and bog plants at the lower end of the gardens near the river. The pond is supplied from the river.

4.—Arboretum. The acquisition of the nicely undulating piece of ground known as Violet Hill gave scope for the extension of the collection of trees and shrubs, which were formerly very crowded and unrepresentative. A general regrouping had to be undertaken. The collection is now thoroughly representative of all that is best and most interesting in this class of plant. There is a particularly good set of Chinese plants of recent introduction. Intending planters constantly avail themselves of the opportunity offered to study the habit and appearance of the various trees before planting.

Indoor department.—The indoor plants are displayed to the public in three large ranges of conservatories. Range No. 1 consists of (i.) fern house, (ii.) aquatic house, and (iii.) cactus house.

There is in (i.) a fine set of tree ferns. In the aquatic house the giant *Victoria regia* water lily is grown, also a collection of tropical species and varieties of water lilies, and other interesting and useful aquatic plants. During the summer months this is a most attractive house. The collection of cactaceæ and other allied plants in (iii.) is, next to that at Kew, the most complete in the United Kingdom.

Range No. 2.—The curvilinear, or iron range. This consists of houses (iv.), (v.) and (vi.). In (iv.) and (v.) various hard-wooded plants from temperate climates—Australia, Tasmania, New Zealand, India, China, Chili, etc.—are cultivated, and (vi.) is occupied with plants requiring a tropical temperature.

Range No. 3.—Palm-house range. This consists of houses (vii.) orchid house, (viii.) palm house, and (ix.) show house.

The collection of orchids at Glasnevin is without doubt the most complete in species and natural varieties in the world, Kew not excepted. There are many species which do not exist in any other collection. At all seasons of the year there is a bright display of flowers.

The collection of palms in (viii.) is also a very fine one; next to that at Kew, probably the most complete, and richer in species than in any other botanical garden. In this house there is also a fine collection of rare cycadaceæ. No. (ix.) is maintained as a show house for seasonable classes of decorative greenhouse flowering plants. It is always bright and attractive, and the various plants exhibited are all grown on the premises.

Connected with the indoor department there is an excellent set of nursery houses in which the plants for decoration are grown, and in which young and seedling plants are grown until they are strong enough to be sent up to the larger houses.

Eight young unmarried gardeners are taken for a period of two years to get extended experience, which can only be obtained in gardens such as those at Glasnevin. They reside in the gardens and are permitted to work in all departments. In addition to practical gardening and instruction in pruning trees, including fruit trees, they are taught elementary botany and the principles underlying plant life.

The gardens are open to the public at 10 a.m. winter and summer. In winter they are closed at dark, and in summer at 7 p.m. On Sundays they are opened at 1 p.m., the closing hours being the same as on weekdays.

ROYAL COLLEGE OF SCIENCE.

The Royal College of Science for Ireland originated as the Museum of Economic Geology. In 1845 the Government decided to establish in Dublin an institution similar to the Museum of Practical Geology in London, but of somewhat wider scope. Premises were secured in St. Stephen's Green (now converted into the offices of the Board of Works), but it was not until 1853 that the necessary buildings were completed. The institution was placed under the control of the Commissioners of Woods and Forests. Subsequently the title was changed to the "Museum of Irish Industry and Government School of Science applied to Mining and the Arts," and its control passed to the Department of Science and Art, which had then been established in connection with the Board of Trade. This Department proceeded to carry out a scheme which had been in contemplation for some years by the appointment of professors in conjunction with the Museum "for the most important Sciences belonging to the Industrial Arts." The subjects selected were Geology, Chemistry, Mechanics and Botany. Sir Robert Kane, the distinguished author of *The Industrial Resources of Ireland*, was appointed Director, and Dr. W. K. Sullivan, who afterwards succeeded Sir Robert Kane as President of Queen's College, Cork, was the Professor of Chemistry. In 1864 the Board of Education appointed a Commission to inquire into Irish institutions under the Science and Art Department which received State aid. The Commissioners' report, issued in 1866, made certain recommendations, with the result that, under a Treasury minute, in 1867 the Museum of Irish Industry became a College of Science for Ireland. Its function was to afford a complete and thorough course of instruction in those branches of Science which are more immediately connected with and applied to all descriptions of industry, including Agriculture, Mining and Manufactures; to supplement in this way the elementary scientific instruction already provided for by the Science Schools of the Department; and to assist in the training of teachers for these schools.

At the time seven professorships already existed in connection with the Museum of Irish Industry, including one of Agriculture. Professorships of Applied Mathematics and Mechanics, Mineralogy and Mining, Descriptive Geometry, Mechanical Drawing, Machinery and Surveying were now added, and a comprehensive scheme of instruction extending over three years was drawn up. Students who were successful in passing the final examinations were awarded the Diploma of Associate of the Royal College of Science for Ireland.

In 1900 the College was transferred to the control of the newly created Department of Agriculture and Technical Instruction. Under the new administration several additions were made to its staff with the object of extending the usefulness of the College, especially in relation to the staple industry of the country—Agriculture. In 1897 a departmental committee recommended the removal of the College to its present site in

Upper Merrion Street. The foundation-stone of the new building was laid by His Majesty King Edward VII. on April 28th, 1904, and the building was opened for instruction in the session 1911-12.

The change to the new buildings has permitted the expansion of many branches of the College work which had previously suffered for want of the necessary space. The new College of Science forms part of a scheme which will make a notable addition to the public buildings of Dublin. It occupies the western and part of the northern and southern sides of a quadrangle, of which the remaining sides will be enclosed by the buildings of the Department of Agriculture and Technical Instruction and other Government offices. The principal entrance to the quadrangle will be from Merrion Street, and will afford a view from the street of the portico and central dome of the new College. The architectural aim in the treatment of the various façades is to continue the tradition of the public buildings for which Dublin is famous, such as the Custom House, the Old Parliament House, Trinity College, the Four Courts, King's Inns and others. These are notable examples of the classic renaissance treated with certain features of local rather than Italian style. This aim has been carried out with striking effect. The main building of the College is about 300 feet in length, and each of the projecting wings measures 160 feet long. Two ornamental arches through the north and south wings form side entrances to the quadrangle. Over the principal entrance, which is situated in the centre of the main building, a triangular pediment is supported by a portico with Ionic columns. In the middle of the pediment is a beautifully carved figure of a man in meditative attitude, representing the allegorical figure of Study. The portico is surmounted by a dome rising to a height of 116 feet, and crowned by a lantern composed of a colonnade of miniature Ionic pillars. Under the dome is a large clock, the four faces of which can be seen from distant parts of the city. The north and south entrances are ornamented with pediments similar to the portico of the main entrance. Over the arches are carved the Royal arms and monograms of King Edward VII. and King George V.

There are four storeys, on which are disposed numerous laboratories and lecture rooms connected by broad corridors running right through from end to end. The fitting up of the various laboratories is of an elaborate character, and includes all the most up-to-date apparatus for scientific experiments. There are three general laboratories and a number of special laboratories. The large lecture theatre has a seating accommodation for about 200 persons, and is used not only for the larger classes in chemistry, but also for conferences and public lectures. The total capital expenditure on the new building and its equipment was £239,486, while the estimated cost for the public offices, which are now being erected as part of the scheme, is £170,000.

Briefly described the College is an institution for supplying higher instruction in Science as applied to Agriculture and the Industrial Arts, for training teachers for Technical Schools, and for Secondary and Intermediate Schools in which Science is taught, and for carrying out scientific research. The College embraces three Faculties:—Agriculture, Applied Chemistry and Engineering. Arrangements have been made between the authorities concerned for the purpose of co-ordinating the technological work of the College with that of the three Irish universities.

THE ROYAL VETERINARY COLLEGE OF IRELAND.

Although the establishment of an Irish Veterinary College was mooted in the eighteenth century, it was not until comparatively recently that the Royal Veterinary College of Ireland was established. The College was founded by Royal Letters Patent of 27th May, 1895, and in that year a Royal Charter was granted and the Chief Secretary of the time, Mr. John Morley, promised a grant-in-aid of buildings and equipment of £15,000. But the College did not get into full working order as a teaching institution until the establishment of the Department of Agriculture and Technical Instruction for Ireland in the year 1900. From the outset the College has been doing excellent work, and it is claimed for it that, so far as the number of students is concerned, it is second only to the London Veterinary College. Notwithstanding this success, it became apparent

in recent years that the financial position of the College, depending as it did for the greater part of its revenue on students' fees—a source necessarily fluctuating and uncertain—did not permit of its making those developments which in the light of modern veterinary science were indispensable to progressive agriculture, especially in a country where the rearing and breeding of stock plays so large a part in the national economy. The Department, therefore, decided in 1912 to review the whole situation in Ireland so far as veterinary administration and education were concerned. In this general survey of the situation it was, of course, necessary to consider the position of the Royal Veterinary College of Ireland. Conferences were accordingly arranged between the Board of Governors and the Department, and as a result the Governors made application to the Crown for a new Charter to enable the Department to assume control of the College and to manage it in the same manner as they manage other of their educational institutions, such as the Royal College of Science, the Albert College, Glasnevin, and the Munster Institute. A new Charter has now been granted, and the Department have taken over the control of the Royal Veterinary College. The Board of Governors constituted by the original Royal Charter consisted of 40 members, of whom 12 were nominated by the Crown, 13 by the Department, and 15 by the Royal Dublin Society. Under the new Constitution the Board of Governors is retained as an Advisory Council.

The College buildings are erected upon land adjoining the Botanical Gardens of Trinity College, near Ballsbridge, and are entered from the Shelbourne Road. The buildings include a well-equipped hospital with stalls for horses, cattle and dogs; a pharmacy with a class-room over it; an anatomical museum; a large lecture theatre opening upon a special dissecting room, so that fresh subjects can be brought in and placed on the revolving table; an extensive biological and physiological laboratory; and a pathological laboratory with research rooms.

The College Staff consists of a Principal, Professors of Pathology and Bacteriology, Medicine, Surgery, Anatomy, Materia Medica and Hygiene, and Physiology, with a number of qualified technical assistants.

METROPOLITAN SCHOOL OF ART.

There are few Schools of Art in the United Kingdom of longer standing than the Metropolitan School of Art, Dublin. Its origin, like that of most institutions which in course of time have acquired fame, was on a modest scale. In 1746 the Royal Dublin Society decided that, "since a good spirit shows itself for drawing and designing, which is the ground-work of painting, and so useful in manufactures, it is intended to erect a little academy or school for drawing and painting, from whence some geniuses may arise to the benefit and honour of this kingdom, and it is hoped that gentlemen of taste will encourage and support so useful a design." In 1748 we find that the "Society agrees to pay Mr. West, who keeps a drawing school in George's Lane, his usual allowance for teaching the poor boys." In 1763 the Society's Art School was located in the Society's house, Shaw's Court, Mr. West being the Master. Upon the acquisition by the Society of Leinster House, the present buildings off Kildare Street were provided for the school. In 1845, Mr. West, the then Headmaster of the Art School, was superannuated. His services, together with those of his father and grandfather, appear to have extended over a period of ninety years. Up to the year 1849 the Society had four schools, or departments, for figure, landscape and ornament, architecture, and modelling. In that year the school was converted into a so-called School of Design, under the Board of Trade. An evening school for males was then, for the first time, established, also day classes for female students. Up to that time the instruction given was gratuitous, and the daily average attendance was about 100 students. During the session 1849-50 the attendance reached 743, apparently the largest number on record during any one session. In 1860 the Society accepted the Taylor Trust for the promotion of art in Ireland. Thenceforward the school was conducted in connection with the Department of Science and Art. In 1879 it was, along with some other institutions, taken over by the Government, and in 1900 it passed under the control of the Department of Agriculture and Technical Instruction for Ireland.

The work of the school in late years has been considerably developed in the direction of applied or practical art instruction, and it is gratifying to record that the influence of the school and its teaching is more and more reflected in the improvement of the practical art and industries of the country. The Goldsmiths' Corporation of Ireland have for more than ten years sent their apprentices, who are engaged in the Silversmiths' trade of Dublin, to learn drawing, design and practical craft-work in precious metals and enamelling. This Corporation works in harmony with the school, and acknowledges the value of the instruction as the best means of improving the design of the objects made in the shops of their artistic trade. The enamelled work executed in the school is now considered of a very high artistic value, and has been widely sought for by nearly every country in the world for exhibition purposes. Some of this beautiful work is now finding its way into Churches as objects of general use and decoration. Instruction in the designing, colouring, and making of stained glass has been a special feature of the school work, and some recent windows have been made, by past and present students, that, in regard to their design and colour, are equal to the best work done in the finest periods of the history of this beautiful craft. Within the past few years attempts have been made to obtain permission from the Municipal Authorities of Dublin, as well as from the trustees of some of the public institutions in the city, for the decoration of the walls of public buildings by the staff and students of the school. The Corporation of Dublin has consented to this proposal, and the frescoes are now being executed on the walls of the City Hall under the direction of the school authorities.

It may be interesting to mention that during the last sixteen years the Metropolitan School of Art has gained, in competition with all the Schools of Art in Great Britain and Ireland, 6 gold medals, 34 silver, 68 bronze, 110 national book prizes, and 175 commendations. The wish expressed by the original founders in 1746 has been realised. Many of those who studied in the school have attained positions of eminence. Amongst these may be mentioned James Barry, Foley, Hogan, William Orpen, and many others. It may with truth be affirmed that there is scarcely an Irish painter, sculptor or architect, since 1746, who did not receive a portion, at least, of his art education in the Metropolitan School of Art.

THE ROYAL COLLEGE OF PHYSICIANS OF IRELAND.

The foundation of the College of Physicians in Dublin dates from the seventeenth century. In 1654 John Stearne, M.D., Senior Fellow of Dublin University, founded a body called "The President and Fraternity of Physicians" at Trinity Hall, behind the south side of Dame Street, which was a Hall in the University, and granted by the Provost and Fellows for "the sole and proper use of physicians" on condition that they should have the appointment of President. They appointed Dr. Stearne as President of Trinity Hall. In 1667 Charles II. granted the first Charter, which, while preserving the terms of the contract with the authorities of Trinity College, gave the College of Physicians in Dublin the general powers of the sister college in London, and specially entrusted the College with the entire control of the practice of physic in Dublin and its vicinity. In 1692 a new and more liberal Charter was granted by William and Mary, from which fact the College was called "King and Queen's College of Physicians," until 1889, when by Charter it assumed the name of "Royal College of Physicians of Ireland." Under the Charter of William and Mary the first President was Dr. Patrick Dun, a native of Aberdeen. In the year 1800 Sir Patrick Dun's Hospital was founded in conformity with the spirit of Sir Patrick Dun's will, of which the President and Fellows of the College of Physicians are trustees. Until 1863 the College met in the Hospital. In that year the present fine and commodious College buildings in Kildare Street were opened. The handsome portico was designed by W. C. Murray, son of the designer of the façade of the College of Surgeons. The College is very effectively planned, and there is, on entering, a fine vista from the doorway to the stained-glass window at the far side of the Convocation Hall. In the Statue Hall are the statues of past presidents, which are all of great merit. There are also a number of interesting portraits, including Sir Godfrey Kneller's picture of Sir Patrick Dun. A handsome and well-proportioned

corridor leads to the Convocation Hall, in which the meetings of the College are held. Amongst the privileges of the Fellows is one which allows them to sign prescriptions with their initials without adding their degree and where they obtained it. The College was the first licensed body in the United Kingdom to admit women for the licences in medicine and midwifery, an innovation which dates from the year 1876.

THE ROYAL COLLEGE OF SURGEONS IN IRELAND.

The first incorporation of medical practitioners in the kingdom took place under a Royal Charter of Henry VI., granted in 1446, which established a fraternity or guild of "The Art of Barbers." This charter has been lost, but its purpose is preserved in the charter granted by Queen Elizabeth in 1572, from the text of which it is clear that the word "barber" was the equivalent for surgeon in those days. The modern history of the College of Surgeons dates from March 29th, 1780, when a number of surgeons constituted themselves into "The Dublin Society of Surgeons." On February 11th, 1784, this Society procured a charter dissolving them from the union with the barbers, and establishing them as a corporate body by themselves. The Society of Surgeons for some years after the date of their incorporation had no permanent home, but in 1809 this was remedied by the erection of the present College buildings on St. Stephen's Green, though the Doric frontage was not completed until 1827, from the design of William Murray. The exterior of the College is of great beauty, and worthy of the splendid position it occupies overlooking the beautiful park, which the citizens owe to the munificence of the late Lord Ardilaun. The College School of Surgery dates from 1789. At the present day the College includes nearly 500 Fellows and about 3,000 Licentiates, besides nearly 500 Licentiates in Dental Surgery. The College Library contains about 25,000 volumes.

THE ROTUNDA LYING-IN HOSPITAL.

The Rotunda Hospital and buildings form a handsome group at the south side of Rutland Square and the north end of Sackville Street. The hospital, which is built of granite and measures 125 feet by 80 feet, is three stories in height, with Doric column and pediment in the centre. Above rises a tower ending in an open gallery and graceful dome. The building was designed by Cassells. The "Auxiliary Hospital," at the south-west corner of the square, was originally built by Lord Kingsland for a town house, but he never resided in it, and in 1815 it was taken over by the governors of the hospital. The New Auxiliary, of red brick and yellow terra-cotta, was built from the designs of Albert Murray in 1895.

The Rotunda Hospital has a long and interesting history. The institution, the foundation of which dates from 1745, owes its existence to the benevolent exertions of Dr. Bartholomew Mosse, born in 1712, son of the Rev. Thomas Mosse, Rector of Maryborough, Queen's County, who at his own private expense opened a house in George's Lane (the present George's Street South) as a hospital for the reception of poor lying-in women. This was the first lying-in hospital in the British Dominions, and from the date of its foundation, over one hundred and seventy years ago, the valuable charitable work it has been performing has never failed to command a lively interest in its behalf among Irish men and women of every rank and persuasion. Within four and a half years of its foundation there were 1,240 women confined in the institution, and between 1745 and 1757 the number was 3,975. It is a remarkable fact that during the whole of this period—1745-57—there is no recorded instance of any child exposed or murdered in the city or suburbs of Dublin. To illustrate the need for such an institution the benevolent founder has left it upon record that "the misery of the poor women of Dublin at the time of their lying-in could scarcely be conceived by anyone who had not been an eye-witness of their wretched circumstances. Their lodgings were generally in cold garrets, open to every wind, or in damp cellars, subject to floods from excessive rain, destitute of attendance, medicine, and often of proper food, by which hundreds perished, with their little infants." This description of the

state of affairs that prevailed in Dublin in the middle of the eighteenth century will enable the reader to appreciate the amount of human suffering which the hospital has relieved amongst successive generations of the poorest class of Dublin citizens.

As the demands upon the accommodation grew, Dr. Mosse, in 1748, out of his own restricted means, purchased 4 acres 1 rood of ground, forming the present Rotunda Gardens, on which stands the hospital, the first stone of which was laid by the then Lord Mayor of Dublin on June 4th, 1757. On the purchase of this ground, and on the erection of the building, Dr. Mosse exhausted his entire resources, and died on February 17th, 1759, in poverty, being then aged only 47 years. Four years before his death Dr. Mosse petitioned the Irish Parliament and succeeded in obtaining from that body the first grant of public money towards the use of the hospital, and on December 2nd, 1756, this great charitable foundation was incorporated by Royal Charter, granted by George II. By this charter the hospital is placed under the management of 60 governors and guardians—10 *ex-officio* and 50 elected by the entire body. The ten *ex-officio* governors are the Lord Lieutenant, the Primate, the Lord Chancellor, the Lord Mayor, the Archbishop of Dublin, the Commander of the Forces, the Dean of St. Patrick's, the Archdeacon, the Recorder, and the High Sheriff of Dublin, and the Earls of Kildare for the time being. Originally founded for lying-in patients only, the Rotunda Hospital, which now contains nearly 100 beds, has developed into an institution consisting of six branches:—(1) the Parent Lying-in Hospital; (2) the Auxiliary Hospital for the treatment of diseases peculiar to women; (3) the Extern Maternity; (4) the Daily Dispensary for Out-patients; (5) the Male Education Branch and (6) the Female Education Branch. Within the walls of this hospital, the upkeep of which is largely dependent on the subscriptions of the charitable public, about 250,000 women have been confined, as proved by the records, showing the date of every confinement and the birth of every child. Foreign medical men have from time to time borne remarkable testimony to the excellence of the Rotunda Hospital as a lying-in institution, and to its high reputation as a teaching centre. It has been described by a Danish medical writer as "one of the largest and best lying-in institutions in Europe," where at the same time instruction forms an essential part of the working of the obstetric establishments. Germans, Italians, Americans, and Austrians have expressed themselves in similar terms. Students attend the hospital from all parts of the world. The Board of Superintendence of the Dublin hospitals in its report for 1914-15, referring to the Rotunda Hospital, says: "The lying-in hospitals of Dublin are famous the world over. There is now established in them an excellent routine which works with the most admirable results. Cleanliness and method are not strong points in Ireland, but in our lying-in hospitals they reign supreme. When one considers the number of students and midwives which these institutions train and turn out annually, one can appreciate how much the country owes them. At our inspection every corner of the hospital was found clean. In every ward were clean and happy mothers and babies."

The Rotunda Gardens, attached to the hospital, have been laid out as places of public entertainment, the profits going to the hospital. The historic Round Room of the Rotunda, in which so many notable gatherings have been held, was designed by Ensor, and erected with two tea-rooms in 1764-65. The balcony was added in 1860.

In 1867 the Coombe Lying-in Hospital, a kindred institution on the south side of the city, was incorporated. The Board of Superintendence applies to this hospital every compliment bestowed on the work, professional and educational, of the Rotunda Hospital. It has, the report states, advanced by leaps and bounds during the last seven or eight years.

HOSPITALS.

Among the charitable institutions of Dublin the hospitals, both in number and importance, occupy an outstanding position. Altogether the city possesses some thirty large and well-conducted hospitals, which provide ample accommodation not only for Dublin and its neighbourhood, but for a great part of Ireland. In addition to the two hospitals already mentioned, it is proposed to give a brief outline of the other principal

hospitals, most of which are engaged in educational as well as professional work. They are mentioned not in order of relative merit, but according to the dates of foundation.

ROYAL HOSPITAL.—This hospital, at Kilmainham, for disabled soldiers, is one of the oldest buildings in Dublin, its foundation dating back to 1680. A fine avenue leads to the hospital, which stands amidst beautiful grounds, covers roughly a square of 250 feet, round a courtyard, and presents four fronts. It has a splendid dining-room, 100 feet long by 50 feet wide.

STEVENS'S HOSPITAL (1720-23), close to Kingsbridge, forms a spacious quadrangle, having in the centre an area surrounded by piazzas. In 1710 Dr. Richard Stevens bequeathed his estate to his sister for life, and after her decease he vested it in trustees for the purpose of founding a hospital for curable poor persons. He died the day after he signed his will, and the sister, determined to carry out the wishes of the testator in her lifetime, commenced the building of the hospital in 1720.

JERVIS STREET HOSPITAL, founded in 1721 by six surgeons, was first established in a small house in Cook Street, afterwards on Inns Quay, and in 1728 it was removed to its present position in Jervis Street. The governors were incorporated in 1792, and in 1803 the house was rebuilt. In 1887 it was constructed in its present form.

MERCER'S HOSPITAL.—In 1734 Miss Mary Mercer gave a large stone house at the end of Stephen Street to be fitted up as a hospital for the sick poor. Handel gave the first public performance of the "Messiah" on April 13th, 1742, in aid of this hospital, in the old Fishamble Street theatre, upon the site of which Kennan's iron works now stand. In order to provide room for a large audience, ladies were requested to lay aside their hoops and gentlemen their swords. By this means an audience of seven hundred was accommodated in the theatre, and the concert realised four hundred pounds. Important additions have been made to the hospital from time to time. An interesting relic of antiquity in the custody of the hospital authorities is the old minute book which has various references to Handel, and also contains a very early inventory by which it appears that the hospital possessed many sheets and blankets but hardly any bedsteads.

ROYAL HOSPITAL FOR INCURABLES.—This institution owes its origin to the Earl of Mornington, father of the Duke of Wellington. This nobleman had a great love for music; and a musical society having been formed under his patronage, by whom public concerts were given, he proposed that the profits should be devoted to the purpose of making provision for such poor persons as suffered from incurable diseases. Accordingly the Hospital for Incurables was established in Fleet Street in 1744; it was removed to Townsend Street in 1753, and in 1792 was transferred to its present spacious premises in Donnybrook.

THE MEATH HOSPITAL (1753) was moved in 1822 to its present site, in Heytesbury Street, which formerly belonged to Dean Swift, and was called "Naboth's Vineyard." We read that the celebrated Dublin preacher, Dr. Kirwan, by an appeal in St. Peter's Church on behalf of the Meath Hospital, realised no less than £1,500, watches, jewels and bracelets being, it is recorded, flung on the collecting plates by a fashionable congregation. The hospital is the County Infirmary for the County of Dublin.

SIR PATRICK DUN'S HOSPITAL, Grand Canal Street Lower, was founded in 1792, and the present building was erected in 1808. Sir Patrick Dun having bequeathed estates for the purpose of establishing professorships in the College of Physicians and for other medical objects, the members of the College who were trustees under the will decided to erect the hospital which bears the name of the benefactor. It is closely connected with the Medical School of Trinity College and the College of Physicians, as the professors of the school—some of whom are appointed by the College of Physicians—hold the clinical appointments in the hospital.

HOUSE OF INDUSTRY HOSPITALS.—These hospitals derive their name from the House of Industry established by Act of Parliament in 1773. That institution was the forerunner of the workhouse. The hospitals were founded in 1818; they consist of the Richmond Surgical, Whitworth Medical, and Hardwick Fever wings. The present

Richmond Hospital was built in 1901. This group is the second largest hospital in Dublin.

THE DRUMCONDRRA HOSPITAL was founded in 1818 as a fever hospital. It was reopened in 1852 as a general hospital, and it caters chiefly for those who can partly pay for their maintenance.

THE CITY OF DUBLIN HOSPITAL, Baggot Street, just outside the city boundary, was founded in 1832. It was enlarged considerably in 1894, and subsequently a nurses' home and fever wing were added.

ST. VINCENT'S HOSPITAL (1834) occupies the town residence of the Earls of Meath in St. Stephen's Green, together with some adjoining houses. The hospital is managed by the Sisters of Charity.

THE ADELAIDE HOSPITAL (1839), founded for Protestants only, is in Peter Street.

THE MATER MISERICORDIÆ HOSPITAL (1861), in Eccles Street, is the largest of Dublin hospitals. It is a handsome building of cut granite, standing in spacious grounds, and consists of an imposing front nearly 300 feet in length, with a fine projecting centre with recessed portico, lofty Ionic columns, and slightly projecting end pavilions. There are two extensive wings. The hospital is managed by the Sisters of Mercy.

THE NATIONAL EYE AND EAR HOSPITAL, Adelaide Road, was built in 1898, to accommodate two amalgamated hospitals, St. Mark's Ophthalmic and the Eye and Ear Infirmary.

HOSPITALS FOR CHILDREN.—There are three children's hospitals in the city, namely, the National in Harcourt Street, the Orthopædic in Upper Merrion Street, and St. Joseph's, Temple Street.

The income of the Dublin hospitals is derived from various sources, including parliamentary and municipal grants, subscriptions and donations, bequests, receipts from paying patients, fees from pupils and nurses, etc. The parliamentary grant, amounting to £15,850 per annum, is confined to nine hospitals, namely, Westmoreland Lock, Steevens's, Meath, Cork Street, House of Industry, Rotunda, Coombe, Royal Victoria Eye and Ear, Royal Hospital for Incurables. The contribution from local rates to the same institutions amounts to £3,175, while their total income for the year ended March 31st, 1915, was £70,771, against a total maintenance and establishment charge of £64,636. Contributions amounting altogether to £6,440 are made by the municipal council to twenty-six hospitals.

THE ROYAL DUBLIN SOCIETY.

The Royal Dublin Society, so intimately and prominently connected with the social, industrial and educational life not only of the metropolis but of the country at large for a period of close on two centuries, owes its origin to some fourteen citizens of Dublin, who, at the initiative of the Rev. Dr. Samuel Madden and Thomas Prior, met in the rooms of the Philosophical Society of Trinity College on June 25th, 1731, for the purpose of considering how they could best "promote improvements of all kinds." The outcome of their deliberations was the establishment of "The Dublin Society for improving Husbandry, Manufactures, and other useful Arts and Sciences." It was the first Society of the kind established in Europe. In 1749 it was incorporated by George II., and His Majesty at the same time made a grant of £500 on his civil establishment. The title "Royal" was added in 1820, when George IV. became the patron of the Society. From the *Proceedings* of the Society in the early days of its existence we can see that the original founders were greatly impressed with the importance of developing the scientific side of practical industries. Among the papers read at the first meetings was one by Thomas Prior, upon "A New Method of Draining Marshy and Bogy Lands"; another by the same author on "The Cultivation and Management of Hops"; and one by Dr. Steevens (the founder of Steevens's Hospital) entitled "A Dissertation on Dyeing and the several materials made use of in Dyeing, and particularly Woad." Other papers on various scientific subjects were contributed.

Rapid Development.

The rapid development of the Society was phenomenal. As has been already stated, the first meetings were held in the rooms of the Philosophical Society, Trinity College, and then for a time it met in one of the committee rooms of the Parliament House. On account of its expansion, the Society acquired premises of its own in 1756 in Shaw's Court (now occupied by the Commercial Buildings, and the premises of the Chamber of Commerce). In 1768 the Society moved to more commodious premises at 114, Grafton Street. In their turn these premises were found to afford insufficient accommodation, and in 1800 the Society erected an extensive edifice in Hawkins Street, upon which it expended £60,000. This house, which subsequently became the Old Theatre Royal, known later as the Leinster Hall, and is to-day again the Theatre Royal, was not long occupied. In 1815 the Society purchased the noble mansion of the Duke of Leinster, in Kildare Street, which had long been celebrated as one of the most splendid private residences in Europe, for £20,000. Since that date Leinster House has been the headquarters of the Society. On the lawn attached the first of its famed horse shows was held in 1868, but after a dozen years the grounds were found to be wholly inadequate for that purpose. A large plot of land measuring forty acres was acquired at Ballsbridge, upon which the Society has spent about £100,000 in enclosing and laying out the grounds, erecting buildings, which cover four acres, and in constructing a branch railway. Here the annual shows have been held since 1881.

Bishop Berkeley's Assistance.

The Society at an early age in its history became the medium for the administration of funds for the encouragement of science, art and industry. These funds were originally provided entirely by the voluntary subscriptions of the members, and referring to this manifestation of public spirit by the gentry of Ireland, Lord Chesterfield observed that the Society "did more good to Ireland with regard to arts and industry than all the laws that could have been formed." In 1740 the Rev. Samuel Madden settled a sum of £130 per annum upon the Society. The exertions of the Society in stimulating industrial life were at this period powerfully seconded by Bishop Berkeley, who was on terms of close intimacy with Madden and Prior. It was chiefly to support their efforts that he published his *Querist*, a work which, according to a competent authority, is in itself sufficient to give him a place among the greatest economists of his age. Probably, adds this commentator, no other book published in the first half of the eighteenth century contains so many pregnant hints on the laws of industrial development or anticipates so many of the conclusions of Adam Smith and of his followers. The first part of the *Querist*, published anonymously in 1735, was edited by Dr. Madden. In 1761 the Irish Parliament voted the Society a sum of £2,000. This grant was gradually increased until 1800, when it reached £15,500. The Imperial Parliament varied the grant considerably; in 1832 it amounted only to £3,000, but it was subsequently increased to a little over £6,000. Originally most of the money available was spent on premiums, which were awarded for a variety of subjects. Thus in 1765 a sum of £1,215 was devoted to agriculture and planting. This included premiums for the reclamation of bog and mountain land, the growth of cereals and root crops, the planting of fruit and forest trees, the fencing and irrigation of land, the improvement of bee-keeping, and the growth of dyestuffs. In 1782 a plot of ground was taken at Ballybough Bridge and laid out as "a nursery for raising several sorts of trees, plants and roots, which do not at present grow in this kingdom, but are imported from abroad, and when raised in such nursery may be dispersed to be propagated in the country." In 1736 a larger site was acquired at St. Martin's Lane, Marlborough Street, and in 1795 the Society secured a site at Glasnevin, and established the gardens now known as the Royal Botanic Gardens. Mr. R. J. Moss, the present registrar of the Society, states that "the premium system had a marked effect in reviving many branches of industry which in earlier years had been effectively crushed by legislation in the interests of British

manufacturers and commerce. Under the Imperial Parliament the system was soon discontinued, the vote in aid was reduced, and was allocated to the maintenance of the scientific and educational institutions the Society had established."

Manufactures and Art.

In 1771 a committee was appointed "to consider in what manner it might be expedient to give encouragement for the establishment of good public breweries in different parts of the kingdom." They reported shortly afterwards that in their opinion "the discouragement of the consumption of low-priced spirituous liquors in the country is an object of the utmost consequence to the health and morals of the people, as well as to the police and manufacturers of this kingdom, and of course highly deserving of the attention of the Dublin Society"; also, "that the erection of new breweries, for a good kind of malt liquor, in the several provinces of this kingdom, would be the most likely means to promote this desirable end." The report was adopted, and a premium of 4s. per barrel was offered for the first 1,000 barrels brewed in a new brewery and sold at 30s. a barrel. The Society continued its efforts in this direction for some time, till the brewing industry became firmly established in the city.

Premiums were offered for manufactures, including the manufacture of broad-cloths, wool combs, stocking-frames, felt hats, pearl barley, tanning, knitting, and the production of saltpetre and salt. Premiums amounting to £150 were offered for the encouragement of fisheries; they were for the promotion of new fisheries, and for the largest takes of fish. Prizes were offered for the discovery of blacklead mines, beds of fireclay, and for the production of fuller's earth.

Art received marked encouragement, and as early as 1758 a regular School of Art was established.

Institutions Founded.

Early in the nineteenth century a number of inspectors were appointed to make statistical surveys of the different counties, and twenty-one volumes of these surveys were published by the Society. They are now important works of reference, and interesting records of the industrial state of Ireland a century ago. Out of this work arose the Geological Survey of Ireland. It began with the survey of the county of Kilkenny, which was entrusted to Mr. (afterwards Sir) Richard Griffith, the Society's mining engineer. The survey subsequently extended to the rest of Ireland, and Griffith's geological map is still a standard work. A difficulty arose in the work owing to the want of proper maps of the country. The Society commenced a trigonometrical survey, and after considerable progress had been made in the south of Ireland, the Government took over the work by the creation of the Ordnance Survey Department.

To the Society also we owe the foundation of the National Museum of Science and Art. The beginning of the Museum may be traced to the year 1732, when the Lords Justices were asked to grant the use of a vault under the Parliament House for the Society's collection of "Instruments." Two years later the collection was opened to the public on two days in the week. This collection consisted chiefly of models of improved forms of agricultural implements and machinery, but natural history specimens were soon added. In 1792 the Irish Parliament, at the suggestion of Richard Kirwan, the chemist and mineralogist, voted the sum of £1,200 for the purchase of the collection of Professor Leske, of Marburg. This collection contained 7,331 specimens, chiefly mineralogical and geological, and is described by Kirwan as "the only one that contains specimens of almost every known species, arranged on fixed principles, and, at least for the most part, truly denominated." An apartment was specially selected for the collection in the Society's premises, Hawkins Street. It was at this period the Society provided the chemical laboratory which it has ever since maintained. In 1815 the Museum was moved to Leinster House, and in 1859 the present Natural History Museum was erected on the south side of Leinster Lawn.

From the very beginning of its existence the Society acquired books by purchase and by presentation. The earliest catalogue, which is not dated, includes thirty-six volumes, published between the years 1618 and 1736. The library was opened to the public in 1803. When it was transferred to the Government in 1877, under the title of the National Library of Ireland, the Society retained the scientific serials and the publications of learned societies, and these formed the nucleus of the general library it has since accumulated.

We are now in a position to appreciate how much the Society accomplished during the first century and a half of its existence. Gradually many of the useful undertakings founded through its initiative for the promotion and encouragement of art, science and industry, were taken over by the Government. Among these institutions are the Royal College of Science, the Botanic Gardens, the National Library of Ireland, the National Museum of Science and Art, the Geological Survey of Ireland, and the Metropolitan School of Art. When the last of the transfers took place in 1877, the Government, besides making certain payments, arranged to give the Society such accommodation in Leinster House, free of rent and taxes, as might be sufficient for its present purposes.

High Tributes.

Arthur Young, in his *Tour in Ireland*, published in 1780, referring to the Society wrote: "Great honour is due to Ireland for having given birth to the Dublin Society, which has the undisputed merit of being the father of all the similar societies now existing in Europe. . . . For some years it was supported only by the voluntary subscriptions of the members, forming a fund much under £1,000 a year. Yet was there such a liberality of sentiment in their conduct, and so pure a love of the public interest apparent in all their transactions as enabled them with that small sum to effect much greater things than they had done in later times since Parliament has granted them regularly £10,000 a session." Lord Sheffield, writing in 1785, remarked that the Society, which was in every sense of the word the first institution of its kind in Europe, had not only been very serviceable as a Board of Trade, "but has been particularly assistant to the agriculture of the country." In his *History of Ireland in the Eighteenth Century* Lecky observes: "The part which this Society plays in the history of Irish industry during the eighteenth century is a very eminent one. It attracted to itself a considerable number of able and public-spirited members, and it was resolved that each member, on his admission, should select some particular branch, either of natural history, husbandry, agriculture, gardening, or manufacture, should endeavour as far as possible to make himself a complete master of all that was known concerning it, and should draw up a report on the subject."

Famous Horse Show.

With the separation effected in 1877 between the Society and the Science and Art Institutions began a new, and it may be said the most brilliant and conspicuous, era in its existence. Since then the Society has been enabled to devote itself more particularly to agricultural and scientific pursuits, notably to its famous horse show. Of all its undertakings the Annual Horse Show of the Society, held in August, is the most famed. Its reputation has spread to all ends of the earth, and this wonderful equine exhibition, not surpassed, nor indeed equalled, by any similar show in any part of the world, is attended by visitors and buyers from all countries, including North and South America and Japan. To the furthest limits of the globe the fame of Irish horses has extended, and our hunters are everywhere looked upon as the best for breeding, stamina and speed. Irish thoroughbreds have won such a great renown that there is scarcely a foreign Government which has not from time to time sent representatives to the Dublin Horse Show to make purchases. To the fostering care of the Royal Dublin Society must mainly, if not wholly, be attributed the reputation which the Irish horse enjoys for quality and style. With praiseworthy zeal and industry it has devoted itself for years to the improvement of horse-breeding in Ireland. Its first horse show was

held in 1868 at the Agricultural Buildings in Kildare Street, where it continued to be held annually until 1880. The entries at the first show were 368, and in 1880 they had increased to 600. In 1881 the first show was held at Ballsbridge. The entries there were 589 and the attendance 17,736. The entries in 1913—the last show before the war—were 1,183, while the attendance was 56,740. The highest attendance recorded was 66,167 in 1897. The show is also notable as the outstanding fashionable gathering during the year in the Irish capital. A spring show of breeding cattle, implements, etc., is held, also a winter show for fat cattle, poultry and farm produce. Both financially and otherwise the show of 1913 was the most successful spring show ever held by the Society. The standard of excellence of the cattle exhibited was higher than formerly. At the auction sales of cattle a sum of £1,050 was paid by an Argentine exporter for an Irish-bred shorthorn bull. It is claimed that the spring show is one of the largest, if not the largest show of breeding cattle in the world. The Society administers a yearly Government grant of £5,000 for the improvement of the breed of horses and cattle. It also carries on useful agricultural inquiries and experiments. Other branches of the Society's work include an Irish Art and Industries Exhibition held in conjunction with the Horse Show.

The work of the Society in science is carried on at evening meetings, at which original communications are read and discussed. The papers are subsequently published in the *Scientific Transactions and Proceedings*, and by a system of exchange these publications are distributed amongst about 400 of the leading scientific societies in all parts of the world. Science lectures for young people and popular courses on subjects of scientific interest are delivered each session. Art is encouraged by scholarships and prizes, and music is developed by a series of recitals of classical music. The members and associates of the Society number 3,355, and the yearly income of the Society is roughly £27,000.

MUSEUMS AND LIBRARIES.

The National Science and Art Museum, Kildare Street, forms one of the fine pair of buildings erected in 1883 in the courtyard of Leinster House, from the designs of T. N. Deane and Sons. The vestibule of the Museum has a number of beautiful pillars of Irish marble, and from it the visitor passes into the main hall, a splendidly designed court, with a glass roof and a surrounding gallery. The Museum can be entered from Kildare Street, passing through the courtyard of Leinster House, or from Merrion Square through the Natural History Museum. The Museum has many features of interest, including a number of casts of the most famous of the Celtic stone crosses of Ireland. There are about thirty rooms in this section of the Museum, and the collection is large and varied. The collection of Irish antiquities is extremely interesting, and the visitor should take pains to see the magnificent specimens of Irish jewellery and metal-work, most of which is nearly 1,000 years old. Here are to be seen the Cross of Cong (circa 1140); the Ardagh Chalice; the Tara, Ardagh, and Roscrea Brooches; the Shrine of St. Patrick's Bell; and the famous gold articles which some years ago formed the subject of an interesting law-suit with the British Museum authorities. The Museum is open free from 10 a.m. to 5 p.m. The Natural History Museum is contained in a handsome building (designed by Captain Foke, R.E., under the superintendence of R. Griffith, LL.D., 1855) on the south side of the Leinster Lawn, and can be entered from Merrion Square, or by a passage from the Science and Art Museum. The ground floor deals with the Irish fauna and specimens elucidating evolution. On the upper floor is the systematic collection of the chief types of the animal kingdom, the mammals being on the floor, the other vertebrates on the lower gallery, and the invertebrates on the upper gallery. Since 1900 the National Museum has been under the Department of Agriculture and Technical Instruction.

TRINITY COLLEGE LIBRARY.

There are in the chief libraries of Dublin over three quarters of a million volumes. Among these institutions first place must be assigned to the famous library of Trinity College. In the year 1601 the Spanish troops were defeated by the English at Kinsale,

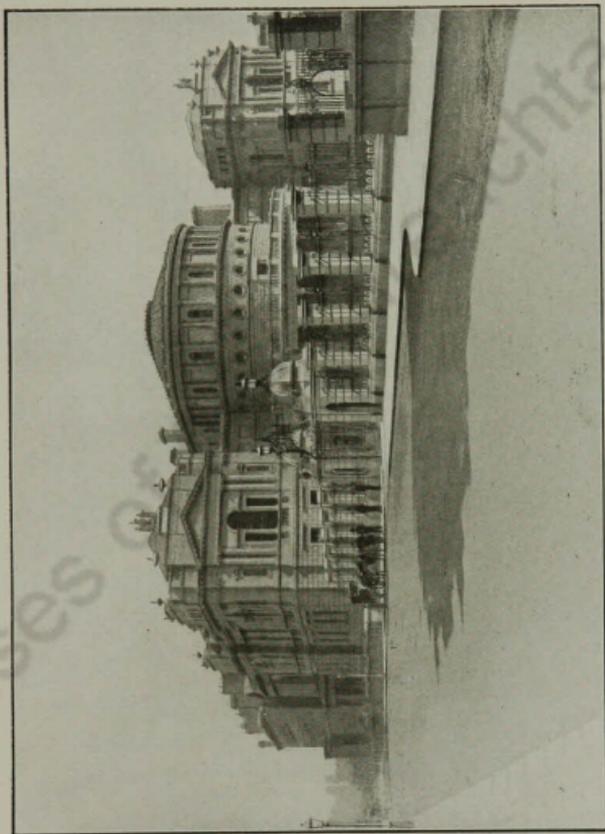
and Her Majesty's army, to commemorate their victory, subscribed a sum of £1,800 from the arrears of their pay to establish in the University of Dublin a public library. The trustees of this donation, Dr. Challoner and Mr. J. Ussher (afterwards the celebrated Archbishop), when in London engaged in purchasing books with this money in 1603, met Sir Thomas Bodley there buying books for the newly erected library at Oxford, so that there began a correspondence between them upon this occasion, "helping each other to procure the choicest and best books on several subjects that could be gotten, so that the famous Bodleian Library at Oxford and that of Dublin began together." After its foundation in 1601 the library of Trinity College rapidly expanded. In 1661 Archbishop Ussher's library was purchased by the Cromwellian army and presented to the College. The number of volumes, including manuscripts, in the library to-day is about 350,000, and the number is continually increasing, the College being one of the five institutions in the United Kingdom entitled to a free copy of every book printed in the British Isles. Among its treasures are the *Book of Kells*; the *Book of Durrow*, a seventh-century copy of the Gospels in Latin; the *Book of Armagh* (ninth century); a copy of the Brehon Laws; Mary Queen of Scots' *Sallust*, with her name; the Wycliffe manuscripts; the *Book of Leinster*, and many others. The *Book of Kells* has been described as "the most beautiful book in the world." It is a copy of the four Gospels, with the capitals elaborately illuminated and decorated in colours. In the library is an ancient harp, said to have belonged to Brian Boru.

NATIONAL LIBRARY OF IRELAND.

The Royal Dublin Society's library was taken over by the State in 1877 and re-named "National Library of Ireland." From 1877 to 1890 the library was under the Department of Science and Art. In 1900 it passed under the control of the Department of Agriculture and Technical Instruction. The library is under the superintendence of twelve trustees, of whom eight are re-elected annually by the Royal Dublin Society, while four are appointed by the Lord-Lieutenant of Ireland. A grant of £1,300 has been given annually for the purchase of books. The library premises, on the north side of the space in front of Leinster House, together with the fine building opposite occupied by the National Museum, were erected in 1883, at a cost of £150,000, from the designs of Sir Thomas N. Deane, and were opened in 1890 by the Earl of Zetland, Lord-Lieutenant. The library is entered by a spacious vestibule in the form of a horseshoe, from which a handsome double staircase leads to the lofty reading-room, also horseshoe-shaped, measuring 72 feet by 63 feet, finely lit from the high-domed roof. The books of reference in common use, arranged in shelves round the walls, are free to the public without intervention. In the book-store the stock system of book-cases is adopted. A hydraulic lift connects the basement of the book-store with the attic and all intermediate floors. The books are minutely classified according to subject on the shelves on the "decimal" system invented by Melvil Dewey. Under this system each new book joins others on the same subject already on the shelves, and this to the finest sub-division. The number of volumes altogether in the library may be estimated at 210,000. There are extremely fine collections of bound newspapers and of maps, especially Irish. The library is rich in books on Irish topography, history, and biography. The sections botany, agriculture, zoology, the fine arts, and archæology are well supplied; and since 1877 efforts have been made to reinforce literature, history, theology, philosophy, and political economy. Readers' attendances, which numbered only 27,452 in 1878, reached 190,204 in 1913-14.

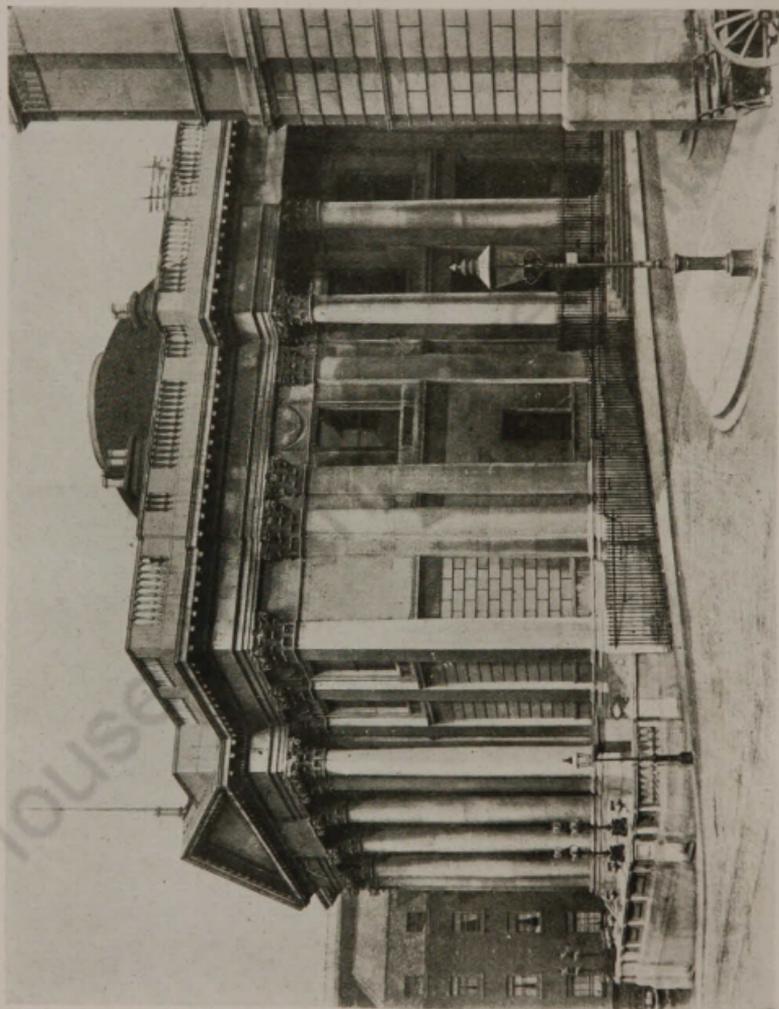
ROYAL IRISH ACADEMY.

In the year 1683 an attempt was made by William Molyneux to establish a society in Ireland similar to the Royal Society of London. Sir William Petty became its first president, but it existed only five years, owing to the distracted state of the



[Photo by Chancelier.]

THE NATIONAL LIBRARY.



THE CITY HALL (FORMERLY THE ROYAL EXCHANGE), DUBLIN.
(By the courtesy of Messrs. Wilson, Hartnell & Co., Dublin.)

country. Early in the following century efforts were made to resume its functions, and at length, in 1782, some gentlemen, principally of the University, formed a society for the purpose of promoting useful knowledge. This society increased rapidly, and was incorporated in 1786, under the presidency of Lord Charlemont, by the name of the Royal Irish Academy, for the study of polite literature, science, and antiquities. In the *Transactions and Proceedings* of the Academy appeared the principal works of Brinkley in Astronomy; Kirwan in Chemical Physics; Hamilton on the Calculus of Quaternions and Theories of Rays; Lloyd on Conical Refraction, on the Meteorology of Ireland, and on Magnetism; MacCullagh in Pure Geometry; Hincks in Egyptology and Assyriology. Many important investigations in Physical Science and Natural History have been from time to time carried out on the initiative of the Academy. A committee appointed by the Academy has been engaged in a systematic investigation of the fauna and flora of Ireland, and it has extended its operations so as to include an examination of some of the caves of Ireland. The Academy has also carried on an anthropological and ethnographic survey of Ireland; many illustrated reports on this subject have appeared in the *Proceedings*. It has assisted in the ethnographic exploration of Torres Straits; in a survey of the botany of Sinai and South Palestine, and of the marine botany of Western Australia; in an exploration of the New Zealand glaciers; and in deep-sea dredgings in various parts of the ocean, as well as in observations at foreign stations of recent solar eclipses. The Academy's library, which contains about 80,000 volumes, includes an extensive collection of the serial publications of the most important scientific societies of the world, and of the chief works bearing on the history and archæology of Ireland. The splendid library of Charles Halliday was presented by his widow to the Academy. This collection included 29,000 pamphlets relating to Ireland. Many of these pamphlets are of exceptional value, and to writers on Irish history they have been of immense service. From 1833 to 1848 Charles Halliday had been honorary secretary of the Dublin Chamber of Commerce, and from 1849 to 1866 he had been one of its vice-presidents. He devoted himself with great zeal to literature, and was the author of a valuable and erudite work entitled *The Scandinavian Kingdom of Dublin*.

MARSH'S LIBRARY.

In 1707 Dr. Narcissus Marsh, having purchased the collection of books of the celebrated Bishop Stillingfleet, founded a library contiguous to St. Patrick's Cathedral, known, after the name of the founder, as "Marsh's Library." It was largely increased by donations from others, and now contains about 25,000 volumes, among which are some valuable works on Oriental literature. The interior of the building stands practically as it was designed over two hundred years ago. The carved oak stalls and shelves for the books present an appearance of quaintness. Here and there one sees traces of the old devices by which library treasures were secured against theft—chains fastened to a rod. In glass cases there are some ancient bindings ranging from the fifteenth to the eighteenth century. Some of the books contain marginal notes in pencil by Dean Swift, written in his well-known caustic style.

KING'S INNS LIBRARY.

In the King's Inns, Henrietta Street, there is a large library containing about 100,000 volumes. Although primarily intended for members of the Bar and law students, it includes, besides legal text-books and reports, a very fine collection of general literature. The library, which occupies the site of Primate Robinson's dwelling-house, was erected in 1827 at a cost of £20,000.

There are six municipal libraries in Dublin, towards which a sum of £5,000 roughly is contributed annually by the rates of the city.

ART GALLERIES.

The high position which Dublin has always held in the artistic life of Europe is referred to in another section of this publication. In the eighteenth century, when Dublin was a social capital of international reputation, the Irish noblemen who then resided in the city were most generous in the patronage they extended to Irish artists and craftsmen, not a few of whom achieved fame in their particular spheres of work. This reputation is still held by the city, and the work of many Dublin artists and sculptors is known and held in high repute all over the Empire. There are two fine galleries of pictures open to the public in Dublin, and on the productive side the Royal Hibernian Academy—whose home in Lower Abbey Street was unfortunately destroyed by fire during the troubles of Easter week, 1916—and the Metropolitan School of Art are helping the present generation of Irish artists to follow in the footsteps of their distinguished predecessors. The annual exhibition of the Royal Hibernian Academy lasts from March to May.

The National Art Gallery of Ireland, on the north side of Leinster Lawn, facing Merrion Square, is a splendid building in the Renaissance style, and cost altogether £50,000. It contains about 500 oil-paintings, 350 water-colours, and a large collection of engraved portraits. The English, Flemish, Dutch, and Italian schools are well represented, and there is a well-selected collection of modern work. A specially interesting feature is the "National Portrait Gallery," containing a large number of very fine paintings of distinguished Irishmen.

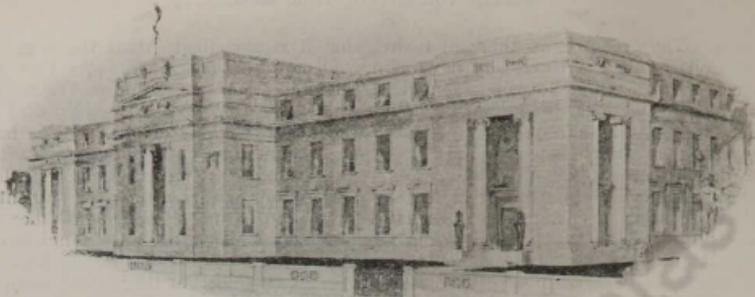
The Gallery of Modern Art is a fine collection of modern works, due to the generosity and initiative of the late Sir Hugh Lane. The gallery also contains the Pirbright collection, and a large number of paintings and pieces of sculpture which have been presented by private donors, including some from His Majesty King George V. The collection is on exhibition in the fine old mansion which is known as Clonmel House, Harcourt Street. Admission to the gallery is free.

UNIVERSITIES: TRINITY COLLEGE.

The University of Dublin was founded by Queen Elizabeth in 1591, and is generally known by the name of its sole constituent college, viz., Trinity College. At the date of the foundation of the University, the district in which the College is situated was right outside the walls of the old town, whose eastern boundary extended no further than the top of Dame Street. The College was built on the lands of the Priory of All Hallows, suppressed by Henry VIII., but bestowed by him on the Dublin Corporation, to be granted by them in turn for the site of the new University. The original buildings, opened for students in 1593-4, were of red Dutch brick, and remained an integral part of the premises for over one hundred and fifty years—that is to say, until the building of the new front square in 1751-9. From this small beginning the College buildings were gradually extended, and at the present day they form one of the most stately piles to be found in any European capital. "Botany Bay" was built at the end of the eighteenth century, and the New Square was completed in 1838-44. In 1857 the superb New Buildings were erected. The Graduates' Memorial Building was built in 1902. The present library, which was erected in 1712-32, is perhaps the most important and interesting building in the College to the ordinary visitor. The other buildings include a fine engineering school, medical schools, a museum with a large natural history collection, a small magnetic observatory, and various scholastic and residential suites. The buildings of the College are laid out in squares, and being constructed of grey granite in the Greek style, their appearance is rather severe, but stately and impressive.

In 1793 Trinity College admitted the students of denominations other than the Church of Ireland to her degrees—more than half a century before the sister universities in Great Britain removed their disabilities. Dublin University was also the first to grant degrees to Jewish students. Previous to the year 1873 the professorships, fellowships, and foundation scholarships could only be held by members of the Church of Ireland. All these restrictions were removed by an Act of Parliament passed in

that year. The preamble to this Act recites that it is expedient "that the benefits of Trinity College and the University of Dublin, and of the schools in the said University, as places of religion and learning, should be rendered freely accessible to the nation," and that all restrictions, tests, and disabilities should be removed. It established non-foundation scholarships in 1845, to meet the difficulties students of other creeds had in taking the declaration then required by scholars. Dublin was the first University to confer degrees in surgery and engineering. A School of Engineering was established in the University in the year 1842 for the purpose of affording to such students as intended becoming civil engineers systematic instruction in those branches of knowledge which are most useful to the engineer in the practice of his profession. While keeping this object in view it has been deemed advisable to require the student during his course in the school to be a member of Trinity College, and subject to its regular discipline, giving him at the same time the advantages of a general university education. The professional course continues for three or four years. Lectureships in modern languages were established as far back as the eighteenth century, and English literature took its place in the curriculum long before Oxford and Cambridge gave it a place in their course of studies. The classical and modern science triposes in Cambridge were subsequent to moderatorships in these subjects in Dublin, and in specialising in physical and natural science Trinity College has played a foremost part. In 1904 degrees and honours were thrown open to women. With the exception of the Observatory at Dunsink—the official residence of the Astronomer Royal for Ireland—and the Botanic Gardens at Ballsbridge, the scientific institutions of Trinity College are all grouped within its own precincts. Throughout its existence of more than three centuries Trinity College has played a conspicuous part in the intellectual life of Ireland. In 1913-14 the number of students on the College books under the degree of M.A. was: women, 211; men, 1,074; a total of 1,285. The total income of the College, at first, was only £300 per annum. Queen Elizabeth in 1598 endowed it with £200 yearly under the Privy Seal; and James I. assigned to the foundation a pension of £400 per annum, together with considerable grants from the forfeited estates in Ulster. Forfeited estates in other parts of Ireland were subsequently granted to the College. The total income of Trinity College at present is estimated at £93,000 per annum.



DEPARTMENT OF EXPERIMENTAL SCIENCE.

UNIVERSITY COLLEGE, DUBLIN

FOUNDATION AND CONSTITUTION OF THE COLLEGE.

IN connection with the provisions of the Irish Universities Act of 1908, University College, Dublin, was founded by Royal Charter granted on December 2nd, 1908, as the Dublin College of the National University of Ireland, with effect from the dissolution of the Royal University of Ireland (October 31st, 1909), and as a corporate body with perpetual succession and a common seal.

The Visitor of the College is His Majesty the King.

The Charter, amongst other matters, provides for the constitution of the Governing Body of the College, establishes the Academic Council, and defines the powers of the College. The annual endowment is provided by Parliament, and a grant for buildings was provided under Section 7 (3) of the Irish Universities Act.

The constitution of the Governing Body of the College is as follows:—The President of the College, four members nominated by the Crown, three members appointed by the Senate of the University, six professors elected by the Academic Council of the College, six graduates elected by the graduates of the College, the Lord Mayor of the City of Dublin, one representative elected by the Council of the County of Dublin, and eight representatives elected by the General Council of County Councils.

The powers of the College include, amongst other matters, the following:—

To teach students who are seeking to obtain any Degree or other academic distinction which the University confers.

To provide teaching for other purposes so far as means are available, and generally to promote the advancement and dissemination of knowledge.

To provide facilities for the prosecution of original research in science or other subjects taught in the College, and especially in the applications of science.

To institute and award scholarships, prizes and other awards for the students of the College.

To accept from Donors gifts for the foundation of Professorships, etc., or for the erection of buildings, endowment of research, and other purposes connected with the College upon trusts, provided nothing in such trusts is contrary to the provisions of the Irish Universities Act.

To establish, maintain, or license halls of residence or other places for the residence of students.

The Academic Council consists of the President, the Professors of the College, and such Lecturers of the College as may be co-opted by the President and Professors.

The Professors are appointed by the Senate of the University, on recommendations made by the Governing Body of the College, after a report has been obtained on the candidates from the Academic Council of the College.

TEACHING.

The College embraces the following Faculties:—Arts, Philosophy, Celtic Studies, Science, Law, Medicine, Engineering and Architecture, and Commerce. There are 54 Professors and Lecturers and a large staff of assistants. Courses are provided for the Degrees of the National University of Ireland in all the Faculties, including post-graduate teaching and research for the higher degrees. There is a post-graduate course for the Higher Diploma in Education. The Law School of the College is recognized by the Honourable Society of the Benchers of King's Inns for the first year of legal education of students of King's Inns, Dublin.

The following are the departments of instruction in the College:—

Greek.	Special Pathology.
Latin.	Hygiene and Medical Jurisprudence.
Mathematics.	Materia Medica and Therapeutics.
English Literature.	Medicine.
English Language and Philology.	Midwifery and Gynaecology.
French and Romance Philology.	Surgery.
History.	Ophthalmology.
The Theory and Practice of	Dental Mechanics.
Education.	Dental Surgery.
Ethics and Politics.	Jurisprudence and Roman Law.
Logic and Psychology.	Constitutional Law and the Law of
Metaphysics.	Public and Private Wrongs.
Celtic Archæology.	The Law of Property and the Law of
Early and Mediaeval Irish.	Contracts.
Modern Irish Language and	Civil Engineering.
Literature.	National Economics of Ireland.
Early (including Mediaeval) Irish	Political Economy.
History.	Architecture.
Modern Irish History.	Commerce.
Chemistry.	German.
Geology.	Italian and Spanish.
Experimental Physics.	Eastern Languages.
Mathematical Physics.	Welsh.
Zoology.	Music.
Botany.	Irish Music.
Anatomy.	Accountancy.
Physiology and Histology.	Banking and Finance.
Pathology and Bacteriology.	Municipal History.

The system of College scholarships is regulated so as to provide for annual awards at competitions on entrance and throughout the successive years of study for Degrees. Post-graduate scholarships are awarded to the students of the highest distinction at the Degree Examinations. Under the provisions of the Irish Universities Act, the Corporation of Dublin and many County Councils have also established scholarships which are tenable in the College.

The Irish Universities Act of 1908, in establishing two new Irish Universities and a new College in Dublin, made changes of profound importance in Irish University education. One of the two Universities was founded in Belfast, replacing Queen's College, Belfast. The foundation of the National University of Ireland in Dublin provided for the inclusion in the University, as its constituent colleges, of the former Queen's Colleges of Cork and Galway, as University College, Cork, and University College, Galway, respectively, as well as the new College—University College, Dublin. In addition to the larger scope and altered character given to previously existing institutions, the Irish Universities Act helped to solve substantially the problems of Irish University education, in which the Irish Catholics had so long taken a profound interest. The foundation of the new College in Dublin, and of the National University of Ireland, provided a new teaching university, with ample powers and all the possibilities of a great academic future. Succeeding the unendowed Catholic University Colleges, which had with great success, in difficult circumstances, prepared their students for the Degrees in Arts and Medicine of the



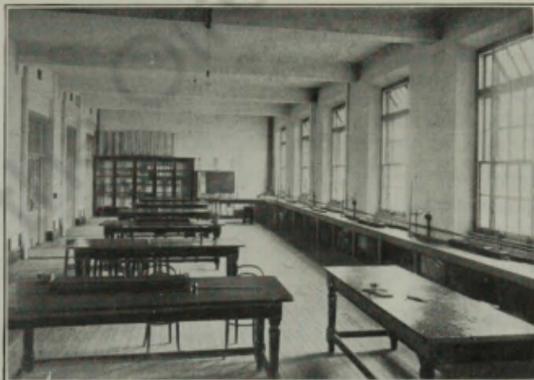
UNIVERSITY COLLEGE, DUBLIN.
(Front elevation, Earlsfort Terrace.)



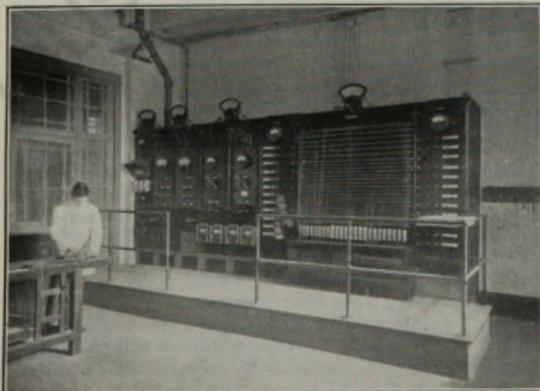
A RESEARCH ROOM, PHYSICS DEPARTMENT.

Street, as well as the premises of the Royal University, the latter becoming the property of the College as a result of the Irish Universities Act.

With the acquisition of the Royal University buildings, an appropriate site for the College in one of the best districts of the city was thereby obtained. It was apparent, however, that the buildings were inadequate for the requirements of the College, and that a large section was unsuitable for modern educational purposes. The erection of a new building, equipped for teaching and



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Royal University of Ireland, and which, previous to the foundation of that institution, had been established in 1854 for the work of the Catholic University of Ireland, the foundation of University College, Dublin, was a work of great national importance.

BUILDINGS.

Pending the erection of the new buildings, University College, Dublin, has had the temporary use of the buildings of the former college in St. Stephen's Green and the Medical School in Cecilia

research, was imperative, in addition to the utilisation of parts of the existing buildings. In order, however, to ensure unity of plan in future additions, on the ultimate removal of all the old buildings, it was considered essential to obtain a design which would provide for the later developments.

The scheme for providing new buildings was initiated in 1912, and competitive designs were invited from Irish architects, Mr. Henry T. Hare, F.R.I.B.A., of London, being appointed assessor. As a result of the competition



ORGANIC LABORATORY, CHEMISTRY DEPARTMENT.

At this juncture a generous gift by Edward Cecil, first Viscount Iveagh, of two plots adjoining the site in Earlsfort Terrace, helped to complete the site advantageously, and was gratefully accepted by the College.

The style chosen for the building is in keeping with the secular architectural traditions of the city, which centre in the fine monumental work of the eighteenth century, as seen in so many public buildings in Dublin. It also lends itself well to the use of the fine native stones of Ireland, which are better adapted for securing effect by well-disposed large masses rather than by elaborate detail.

The composition has been frankly based on the Dublin architecture of the period including the last years of the eighteenth and the early part of the nineteenth centuries, of the type known as the Græco-Roman phase, which prevailed in England after 1780, but developed in Ireland considerably later, and is exemplified in Dublin in the King's Inns and other buildings. The treatment follows similar lines, the architectural order being the Greek Ionic, adapted from the Temple of Eleusis.

The main façade consists of a central columned block with two side wings and a projecting pavilion at either end, the lateral or northern block repeating the architectural disposition. The total length of the frontage to Earlsfort Terrace is 520 feet, and the frontage of the northern block 250 feet. The whole of the exterior façades are faced with white Irish limestone from Stradbally quarries, finely chiselled. The principal entrance doors are of enriched bronze with white marble dressings. The construction throughout is fire-resisting, all floors and ceilings being of reinforced concrete, and the materials generally used are, as far as possible, from Irish sources.

The interior is exceedingly simple, decoration being limited to certain plaster enrichments in the more important halls and corridors and to marble stairways and pavements. The marbles used are Black Merlin (Galway), and Castleisland, relieved with white.

The first section of the new buildings was finished and equipped in 1916, and is now in occupation; the other sections are in progress.

Mr. Rudolph M. Butler, F.R.I.B.A., was appointed architect.

The adopted design proposed groups of buildings planned on simple and axial lines around two open quadrangles, with the principal façade to Earlsfort Terrace. Of this design it was decided to erect at once a large section including the whole front block with façade to Earlsfort Terrace and one lateral block. The work of construction began in April, 1914, Messrs. G. & T. Crampton Dublin, being the contractors.

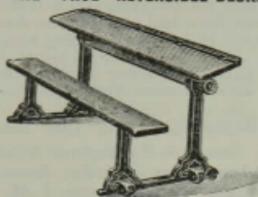


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St. Andrew's College, Dublin

FOUNDED in 1894 by members of the Presbyterian Church in Dublin, St. Andrew's College has made headway so rapidly that it is to-day, admittedly, one of the best secondary schools in Ireland. An institution of this kind, if not directed and controlled by wise and capable administrators, may at its inception, and for many years afterwards, find itself confronted with a stiff uphill task. The gratifying success which the new College almost immediately achieved was largely due to the remarkable organising ability of the Chairman of Trustees, the late Mr. Alexander Knox McEntire, B.L., and to the brilliant scholarship and magnetic personality of the first Headmaster, the late Mr. W. W. Haslett, M.A.

Under the present Board of Trustees, the members of which are Mr. John Mooney, C.V.O., D.L., Chairman; The Right Hon. Mr. Justice Dodd; Miss Haslett, M.A.; Mr. W. Kennedy, M.A., F.T.C.D.; and Professor John A. McClelland, D.Sc., F.R.S., St. Andrew's College has not only maintained the position originally won but has extended its activities. Year by year the list of distinctions secured by the College has steadily increased, and it is worthy of note that during the current year the percentage of passes at the Intermediate Board's Examinations was 88 per cent., the average for Ireland being 58 per cent.

Since 1912 thirty-two pupils of the College have won Intermediate Exhibitions, and former pupils who entered Trinity College have gained in open competition 15 Entrance Prizes, including 1st places in Latin, Greek, German, and Science; 4 Sizarships, including 1st places in Classics and Modern Languages; 13 Junior Exhibitions, including the 1st on two occasions; 7 Foundation Scholarships, including the 1st in Mathematics; 5 Senior Exhibitions, including the 1st; 9 Medical Scholarships, including the 1st; 31 Degrees in Medicine and Engineering; 14 Senior Moderatorships, including 1st places in Classics, Mathematics and Science; and, perhaps most important of all, five 1st Division Civil Service appointments.

At a recent St. Andrew's Day Celebration, Principal Sir George Adam Smith, of Aberdeen University, speaking of St. Andrew's College, said that "he found from the reports of the School solid proofs of its efficiency. Those proofs were, to his mind, the success of the boys of the school at the Intermediate Examinations, the victories that old scholars of that School had won in the University, and, still more striking, the places that some of them had taken in what were, after all, the severest tests of education—the examinations for the Indian and Home Civil Service. Judged by these proofs, he said the School was fully meeting the purpose for which it was founded, and was thoroughly deserving of the support and confidence of the Dublin public. He was not surprised to find that the success of the School had been so great, for when he looked into the prospectus and the report of its general arrangements, he found evidence of the most broad and careful system of organisation. He found that it was not only the best and quickest pupils that were catered for in the school, but full attention was paid to those boys who—he would not call them less clever—come more slowly to maturity."

For the education of pupils under 11 years of age two excellent Preparatory Schools are provided—one at the College, and the other at 47, Rathgar Road.

The present Headmaster, Mr. Alexander S. M. Imrie, M.A., B.Sc., who, previous to his appointment in 1911, had been on the staff of large secondary schools in St. Andrews, Aberdeen, and Belfast, is assisted by eighteen experienced teachers, many of whom are of high University standing. Students, besides receiving a sound general education, are prepared for the Universities, the Army and Navy, Civil Service Examinations and Commercial Appointments. Much importance is attached to Experimental Science and its industrial applications.

There is accommodation in the Headmaster's residence, 21, St. Stephen's Green, for a considerable number of boarders, who are under the immediate care of Mr. and Mrs. Imrie.

The various organisations conducted by the boys themselves—the Debating Society and the Football, Cricket, Tennis, and Swimming Clubs—play an important part in the development of manliness, initiative, and *esprit de corps*; and in connection with the O.T.C. the pupils devote a large portion of their spare time to rifle-shooting and other military exercises. Since the commencement of the present war more than five hundred of the Old Boys of the College have joined the Colours, and the many distinctions which these have won afford incontestable evidence of the soundness of the training—physical, mental, and moral—which they received within the class-rooms and playing-fields of St. Andrew's College.

PARKS AND OPEN SPACES.

PHOENIX PARK.

No capital in Europe is better provided than Dublin with open spaces and playgrounds, which contribute so much to the amenities of life in the modern city. The famed Phoenix Park is one of the glories of the Irish capital. The park covers an area of 1,760 acres, and the entire circuit of its walls is seven miles. The united areas of Hyde Park and Regent's Park in London amount to 860 acres, or something less than one-half the extent of the Phoenix Park. The latter lies to the west of Dublin, at the north side of the River Liffey. It can be entered from the city by the gate facing the end of the north quays, close to Kingsbridge, or by the gate at the termination of the North Circular Road. Its further end is three miles away from either of the main city entrances. This noted park has been associated with the history of Dublin for nearly four centuries. It formerly belonged to the Knights of St. John of Jerusalem at Kilmainham, who owned the rich meadow lands at either side of the Liffey for some distance above Dublin, and whose castle or monastery at Kilmainham is now the Royal Hospital. In the reign of Henry VIII. these lands were confiscated, and the monastery was taken over as an official residence for the Viceroy. As a rule, however, the Viceroy preferred to reside in Dublin Castle, on account, no doubt, of the better security which it offered. Next the monastery and estate were disposed of by the authorities to a tenant at the absurdly low rent of £10 per annum. A few years afterwards the Government re-purchased the property for £2,500. In the reign of Charles II. the grounds were enclosed as a deer-park by the Viceroy, the Duke of Ormonde, who purchased in addition, by desire of the King, the lands adjoining towards Chapelizod. Only the part on the north side of the river was enclosed. Sir John Temple, afterwards Lord Palmerston, undertook the contract for enclosing the grounds for a payment of £200 and for a grant of all the land excluded by the park wall from the Dublin gate to Chapelizod. For a number of years almost every official person in Dublin, whether in the government or municipal service, was entitled to claim one buck annually from the herds in the park. Towards the middle of the eighteenth century the park was laid out and thrown open to the public by the Earl of Chesterfield, Lord Lieutenant from 1745 to 1747. The original name of the park was *Fionn uisg* (pronounced *feenisk*, and meaning "clear waters," in reference to a spring in or near the present Zoological Gardens), and this was strangely anglicised into Phoenix. This erroneous appellation was perpetuated by the Earl of Chesterfield, who in 1747 erected a monument "in the centre of the ring of the deer-park near Dublin"—a marble Corinthian column 30 feet in height, crowned by a phoenix rising from gilded flames, in allusion to the classical story. As to the derivation of the name, it may be mentioned that the tenant to whom the estate was let shortly after the lands had been confiscated, erected a large mansion called the Phoenix House on the hill occupied to-day by the Magazine Fort. In 1751 Nathaniel Clements, father of Lord Leitrim, built a handsome lodge in the park for use as a hunting seat. This was purchased from him by the Government in 1784 as a residence for the Lord Lieutenant, and is now the Vice-regal Lodge. The Lodge has been enlarged on several occasions since the date of its original erection. There are also in the vicinity official residences for the Chief Secretary and the Under-Secretary. Among other buildings within the park are the Hibernian Military School, the Royal Military Infirmary, and the Mountjoy Barracks, the headquarters of the Ordnance Survey of Ireland. In the large open space, not far from the Vice-regal Lodge, commonly called the "Fifteen Acres"—it really contains 200 acres—military reviews are held, while the "Nine Acres," close to the entrances from the city, is the usual venue for popular demonstrations. A

polo ground is also laid out here. On the opposite side grounds are reserved for football, cricket, and other recreations. The park throughout is well wooded. Quite close to the main entrances lie the People's Gardens, prettily laid out and planted with shrubs and flowers of every variety. Beyond the People's Gardens are the

ZOOLOGICAL GARDENS.

The Zoological Society of Dublin, which afterwards became the Royal Zoological Society of Ireland, was founded in 1830, and the gardens were laid out and enclosed in 1833 on ground granted by the Duke of Northumberland, when Lord Lieutenant. Besides serving to stimulate among the people a love for animals and a taste for natural history, the Zoological Gardens have also been of much value in aiding students in veterinary studies, in spreading a more general knowledge of science and art. As a philanthropic institution the gardens occupy a prominent position, for the public are admitted at a nominal price on Sundays, and inmates of charitable institutions altogether free. The Society has been particularly successful in the breeding of lions, so much so that the "Irish lion" has acquired a fame in other lands. Lions have been exported from the Dublin Gardens to all parts of Europe; and even Burma can boast the possession of a Dublin lion. The general collection of animals in the gardens is exceptionally good.

ST. STEPHEN'S GREEN.

Formerly St. Stephen's Green, the principal public park in the centre of the city, was one of the three ancient commons of Dublin, where the cattle of the citizens were allowed to graze. In 1670 it was first enclosed. Its position then in relation to the city may be inferred from the fact that shortly before the close of the seventeenth century a portion of the ground on which Grafton Street now stands was still let for wheat-growing at half-a-crown per acre, and that the southern part was known as Crosse's Garden. By a curious anomaly the enclosure of the old common was due to municipal indigence. When pressed hardly for funds after the Civil War, the Municipal Council proceeded to let out the lands round the common as building plots, at the same time providing for the enclosure of the central space. In the early half of the eighteenth century the Green had become the centre of fashionable Dublin, and the Beaux' Walk, along its northern side, was long the chief resort of the leaders of Dublin society. Down to a late period in the nineteenth century St. Stephen's Green was maintained at the expense of the residents. Through the munificence of the late Lord Ardilaun, who expended £20,000 upon its beautification in 1880, it was transformed from an ordinary city square into one of the handsomest of city parks. The park is picturesquely wooded, and landscape gardening is practised there with an effect that is most pleasing. At almost every season of the year the flower-beds are adorned with a rich collection of blooms. Among the other features of the place are rockeries, cascades, and lakes. The park contains about 22 acres, and measures a quarter of a mile each way. In the centre is an equestrian statue of George II.; there is also a statue of Lord Ardilaun, erected in 1892, and a fine artistic bust of James Clarence Mangan, the poet. The entrance from the Grafton Street corner is through a splendid arch, erected in 1907, in memory of the officers, non-commissioned officers and men of the Royal Dublin Fusiliers who fell in the South African War. It is difficult to realise to-day in the pleasant surroundings of the park that at one time it was a mere ill-kept marsh; and certainly no visitor would recognise it as the square where Thackeray found "not more than two nursery maids to keep company with George II."

Merrion Square, containing about 13 acres, is the next largest park in the city. It was laid out in 1762, and is only a few minutes' walk from Grafton Street along Nassau Street. Three sides are occupied with handsome residences. On the west side is the Leinster Lawn, a recessed square flanked by Leinster House, the National Gallery, Museum, etc. Fitzwilliam Square, close by, dates from the early years of the nineteenth century. In this square the Lawn Tennis Championship of Ireland is played each May.

At the north side of the city, Mountjoy Square is the finest open space. Its extent is four acres, and it is surrounded by a number of beautiful examples of late eighteenth-century houses, many of which have fine stucco ceilings and other handsome decoration.

Rutland Square, or the Rotunda Gardens, is situated at the upper end of Sackville Street. It was laid out in 1750 as a place of amusement. The ground was previously known as the "Barley Fields." Towards the end of the eighteenth century concerts, illuminated promenades, bands and other amusements made this the gayest spot in the city. This square is surrounded by some of the best Georgian houses in Dublin. The mantel-pieces, ceilings and doorways of most of them are remarkably fine. Many of these houses are now used as offices and hotels. All the foregoing squares, with the exception of St. Stephen's Green, are restricted to the use of the adjoining residents.

In the neighbourhood of St. Patrick's Cathedral a spacious and tastefully laid out park, for the benefit mainly of the working-class population, has been provided by Viscount Iveagh. At Fairview the Corporation is carrying out important works which, when finished, will result in a park of some 70 acres reclaimed from a slobland.

In the township of Rathmines there are also a number of squares, and in the Pembroke township is Herbert Park, an extensive public pleasure ground, well laid out and beautifully kept. It was the site of the International Exhibition of 1907, and was presented to the township by the Earl of Pembroke.



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We call ourselves the Gate of Ireland and truly may we claim the title. Three times each day a great ship comes in and three times we speed our guests homeward. If you chance to be on the morning boat, be up early to see the hill scenery as Ireland comes out of the ocean. On the extreme left are the highest Wicklow hills with the great Sugar-loaf in the middle distance and Bray Head well in the foreground; then in the centre are the Dublin Mountains and under them is Kingstown. The horizon is bounded on the right by the Howth promontory. Coming between the two piers of Kingstown Harbour it is not long before the Carlisle Pier is reached and the passengers separate to their several destinations. We are bound for Kingstown, so we pass along to where the motor-cars are ranged and find in front of us the memorial which was erected to

commemorate the foundation of the Royal Harbour. You will find a few steps by the left side; between them, on the face of the granite rock, is a sad memorial which records the loss of the Kingstown lifeboat and its gallant crew during the storm of Christmas, 1892. The boat went out from Kingstown to rescue the crew of the Russian barque *Palme*. No one came home.

At the head of the steps we are on the Queen's Road. This thoroughfare was formed to commemorate the arrival at Kingstown of Queen Victoria in April, 1900. It is adorned by rows of trees and numerous plantations. At the end, near the railway station, is a memorial fountain. Opposite is the Town Hall. On application to the caretaker the visitor will be brought up to the clock tower from which a fine view of the town and the immediate neighbourhood can be secured. The Assembly Room, the Council Chamber and other public apartments will also be shown. When standing on the balcony of the clock tower let us decide the plan of our visit—the East Pier, the Victoria Baths, the People's Park and on to Sandycove; then back by tram to Monkstown, Old Dunleary, the West Pier and Harbour up to the Town Hall.

Immediately facing us is the Pavilion. It was opened in June, 1903, by the Earl and Countess of Longford and from the very first met with public favour. The building is most artistic in its design and is quite an adornment to the Queen's Road. It contains a large and spacious hall, with a fine stage some thirty-five feet wide. On three sides runs a gallery; while around the basement of the hall are promenades. There is also



a tea-room most artistically fitted up and most tastefully laid out—in fact one of the prettiest tea-rooms to be seen anywhere, as well as ladies' and gentlemen's reading-rooms, a smoking-room and a cloak-room. The grounds adjoining are about four acres in extent and are beautifully laid out in flower beds and grass lawns as well as an improvised pool with a rocky waterfall. At night-time, on occasions, these grounds are lighted with hundreds of coloured lamps. In the centre is a bandstand where first-class bands from the city play during the summer evenings, the whole presenting quite a fairyland appearance. There is also a good and well-kept lawn at the upper end which can be used for tennis or Badminton by arrangement. All the year round there are first-class entertainments, of one kind or another, going on in the Hall. The charge for admission is very small and family season tickets can be obtained at quite reasonable figures.

At the other angle of the Town Hall is the Railway Station from which trains to all parts of Ireland can be taken. Proceeding in the direction of the East Pier the Royal Saint George Clubhouse is first passed; then we cross the head of the Carlisle Pier and come to the Lifeboat House beyond which is the Edward Club. The East Pier is formed of blocks of granite which were quarried on Dalkey Hill. The steep of escarpment on the face of the hill shows the site of these quarries. A tar-macadamed footway has been formed along the banquette which leads to the Pier Pavilion and Bandstand. Around the Bandstand a temporary enclosure is formed when music is given. The various band engagements will be found noted each morning in the daily papers. The visitor is recommended to walk down the pier to the Lighthouse for the purpose of enjoying the view of the town and the surrounding scenery from the extremity

of the structure. During the great gale of November 12th, 1915, the sea rose over the pier and carried into the harbour the great blocks of granite of which the outer face is composed. A memorial of another gallant rescue was lost during the storm when the stones of which the Boyd Memorial was built were thrown down. The memorial recorded the gallant effort made by Captain Boyd and his companions from H.M.S. *Ajax* to rescue the crew of a Norwegian barque which was broken to pieces on the south face of the pier during a storm in 1862.

Retracing our steps we enter the East Pier Gardens in which will be found many cosy nooks. The continuation of the Queen's Road towards the People's Park is attractive on account of the prospect seaward. The road is bounded on the east by the Royal Victoria Baths. Visitors during the summer months will not fail to pass many pleasant mornings watching the bathing. The most expert swimmers and divers of Ireland may be observed there. Inside will be found a very fine arrangement of hot and cold salt-water, sea-weed and medicinal baths. Opposite the bathing establishment is the People's Park which is always bright with flowers. Festivals are held here frequently. There is a children's nook well supplied with flying-poles, see-saws and other attractions for juveniles.

Continuing past the Baths we are again on the shore. A path leads by the edge of the sea into Sandycove. The path terminates at a small park. A bathing-place for ladies and children is close by. The little cove with its safe floor of sand gives shelter



to a numerous fleet of pleasure and fishing boats. The great attraction in this district is the open sea bathing-place, locally known as the "Forty-foot Hole." Here there is always deep water. Expert swimmers jump from high spring-boards during any tide. For those who are not so skilled in the sea there is a safe shelving beach under the rocks to the west.

We continue our walk by the east up to the tramway. A short distance in the Dalkey direction is Bullock, which is the eastern limit of Kingstown. The place is of historical interest for near here was the first deep-water haven in the vicinity of Dublin. The inlet is now silted up. There are some remains of Bullock Castle, which was a strong place in distant days.

From this point let us travel by tramcar westward. In Glasthule, on the right, we pass St. Joseph's Church. We cross the railway line to Bray at Sandycove. Near the People's Park is Christ Church; some distance further on is the Mariners' Church.

We are now in the main business quarter where first-class shops of all descriptions abound. The centre of the town is the Royal Marine Road, a tree-shaded street, looking down which one has a glimpse of the sea and Howth headland in the distance. The fine building on the left is St. Michael's Church the steeple of which is the dominant point in all views of Kingstown.

Continuing along the main street we come to St. Michael's Hospital (left); facing it is the Dominican Convent. The Carnegie Free Library is at the corner of Library Road (left); a short distance up the road (left) a merry sight may be witnessed in the afternoon, when crowds of children are dancing and singing in the playground which has been established by the Urban Council.

The thoroughfare facing Library Road is Wellington Street. Down this street, a little to the left, is the headquarters of the municipal workmen. Visitors may see the Fire Station, the Meteorological Observatory with the sun disc on the apex and the other appurtenances of this large establishment. Close by is the Baths and Wash-house. Returning to the main street and continuing westward we reach the junction of York Road. Up it, on the right, is the Presbyterian Church. At the extreme end is St. John's Church. Adjacent is the Kingstown Golf Course and Club House.

Until 1909 Kingstown lacked a golf club of its own, when a few spirited gentlemen took the matter up and now we find a flourishing club possessing an eighteen-hole course, which, before very long, will compare favourably with the best inland courses. The advent of a golf club has been of untold benefit to hundreds of residents and also, judging by the large number of visitors' fees paid, to those who annually spend a few weeks at the popular seaside place. There is little doubt that nowadays the absence of golf at any place, however pleasant, keeps the number of people away; so it was a capital move for Kingstown when the club was formed and from the first put on a sound footing.

The tramway continues down Dunleary Hill from which a good view over the harbour and Dublin is obtained. At Monkstown we reach the western limit of the district. Here the two churches make fine landmarks. A short distance up Carrickbrennan Road, on the left, is a very ancient cemetery in which will be found a memorial to the five hundred men who lost their lives when the *Princess of Wales*



troopship foundered in the bay in 1807. Facing the end of the road are the ruins of Monkstown Castle. This stronghold, which was built by the Cistercian monks to defend their possessions, dates from before the Anglo-Norman invasion.

Returning to Monkstown we walk down Clifton Avenue to the sea. Immediately in front of us are pretty gardens. The railway line may be crossed at Salthill Station.

We are now in old Dunleary where was the fishing village out of which Kingstown has grown. The natural formation of the coast has been altered by the railway line which was built across the former haven. In the steep bank between the houses and the high ground of Salthill Hotel may still be noted some mooring rings. Almost all the Viceroy's who came between 1700 and 1800 landed here.

We walk down the West Pier which is a mile long. At the extremity is a favourite fishing-ground. The view from the pier is of the same extensive nature as that from the East Pier, the prospect in the direction of Dublin being more extended.

Returning to the land end we walk along the railway in the direction of Kingstown. The first building past the boat-harbour is the Coastguard Station; then we come to the headquarters of the Irish Lights Department. Beyond that building is the Royal Irish Yacht Club, after which we find ourselves back again near the Town Hall. In front is the Victoria Wharf, upon which may be found memorials of the landings of Queen Victoria, King Edward VII., and King George V.

The circuit of the town has now been completed. Visitors who have time to examine the districts towards the mountains will find many fascinating excursions in the directions of Leopardstown, Ticknock, Glencullen and, by either car or wheel, to Powerscourt, Glencree and Lough Bray.

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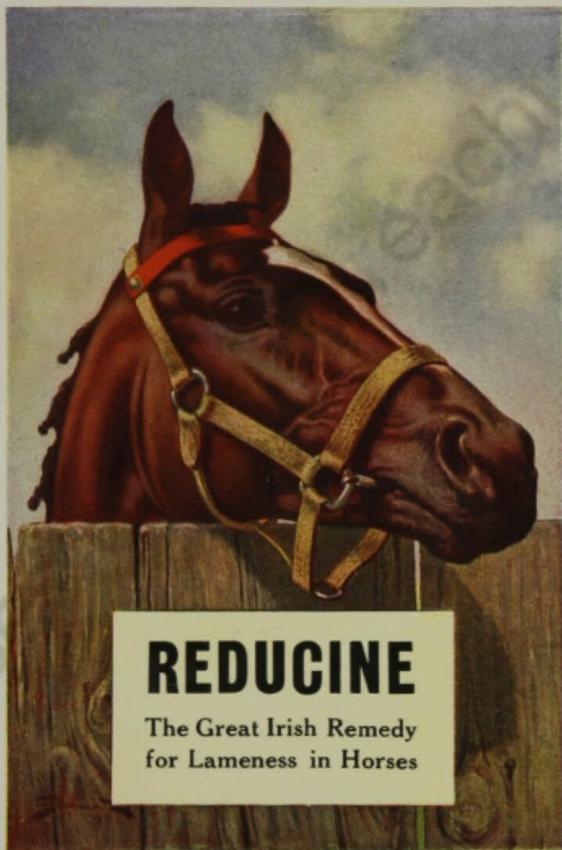
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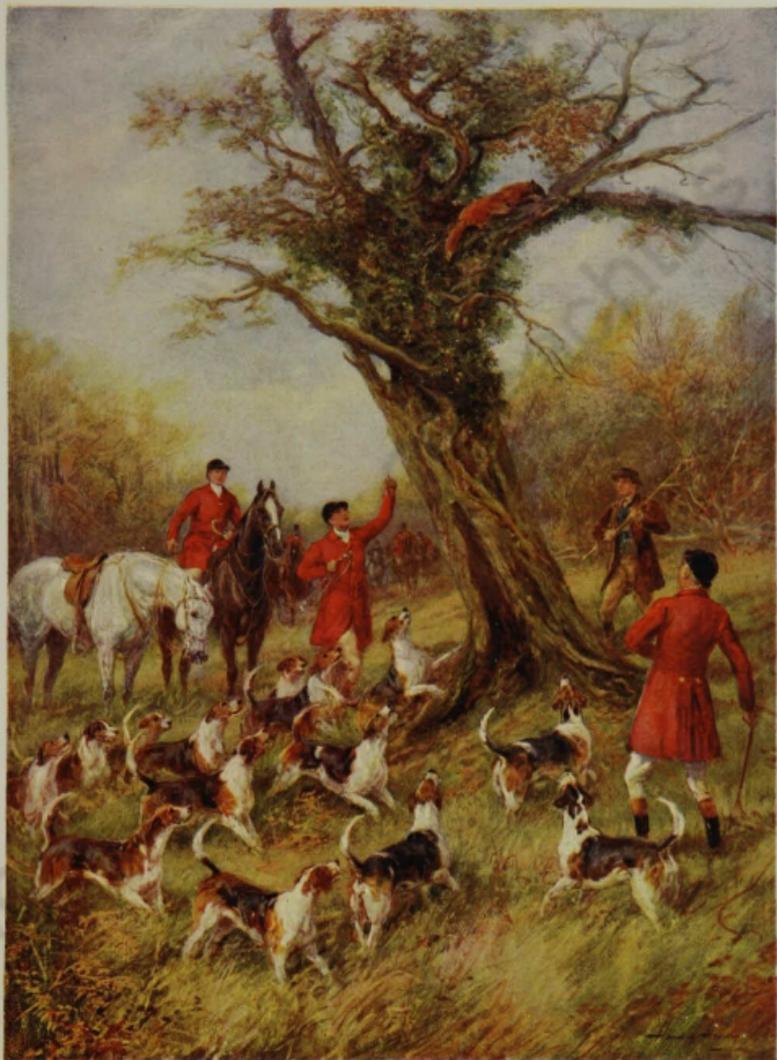
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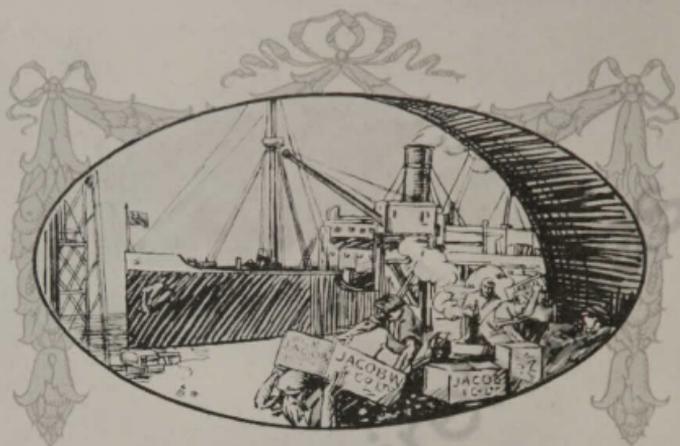


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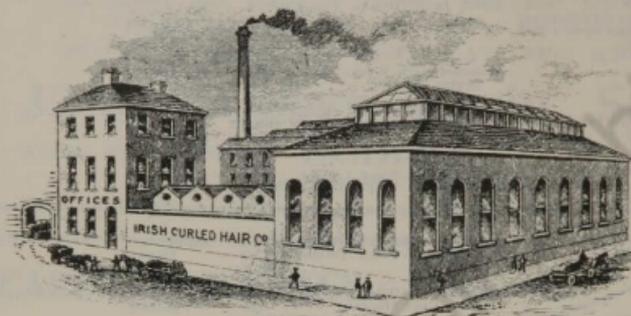
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JAMES BECKETT, LTD. Builders, Contractors for Constructional Ironwork, Shop Fronts and Fittings, Repairs, etc.	South Dock Works, Rings-end, Dublin.	204	"Beckett, Dublin, 204"	—	308
C. & T. CRAMPTON	Hammersmith Works, Balls Bridge, Dublin.	1811	"Foundation"	—	320
H. & J. MARTIN, LTD. Builders and Contractors, Reinforcing Concrete and all classes of Engineering Works.	Upper Grand Canal Street, Dublin, and Ormeau Road, Belfast.	1176 Dublin 181 Belfast	"Contractor, Dublin," "Contractor, Belfast"	—	252
McLAUCHLIN & HARVEY, LTD. .. . Sixty years' experience in the construction and erection of Spinning and Weaving Mills and Factories, Warehouses, Public Buildings, etc.	13, Brecknock Road, London, N.W.	2190 North London	"Viaductos, Kentish, London"	—	30
	Dartmouth Building Works, Dartmouth Road, Dublin.	922 & B 346 Dublin	"Build, Dublin"	—	—
	Castleton Building Works, York Road, Belfast.	189 & 223 Belfast	"Castleton, Belfast"	—	—
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NORMAN MACNAUGHTON & SONS, LTD. .. . Builders' Providers in Slate, Stone, Timber, Bricks, Cement, etc.	33, George's Quay, Dublin ..	—	—	—	276
CANDLES.					
LAMBERT BRIEN & CO., LTD. Soaps, Candles, Oil, Hardware Merchants.	64, Grafton Street, Dublin ..	1170	"Lambert Brien"	—	272
JOHN C. RATHBORNE, LTD. Manufacturers of all qualities of Candles. Refiners of Spermaceti, Lubricating and Burning Oils.	Phoenix Candle Works, Dublin.	512	"Rathborne"	—	48
CANDLES (ALTAR).					
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CHERRY & SMALLDRIDGE, LTD. .. . Makers of Metal-edged and all kinds of Cardboard Boxes.	Seville Printing Works, Seville Place, Dublin.	303	"Smalldridge"	—	238
P. O'REILLY, LTD. Cardboard Box Manufacturers for all trades.	32 and 33, Poolbeg Street, Dublin.	1169	"Boxes"	5 Ed.	30
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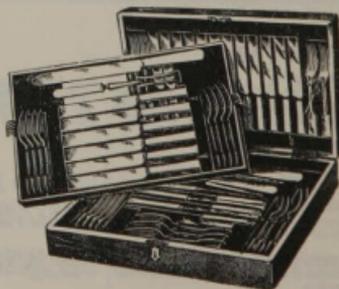
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HAYES, CONYNCHAM & ROBINSON, LTD. Rat Poison, Disinfectants, etc.	Grafton Street, Dublin	866	"Chemist" ..	5 Ed.	84
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JOHN ARIGHO & SONS, LTD. Manufacturers of all classes of Church Furniture. Printers and Publishers of Catholic Prayer Books in all bindings.	Christ Church Place, Dublin	283	"Arigho"	—	76
C. BULL, LTD. Vestment Makers and Prayer Book Publishers. Church Woodwork Manufacturers.	21, Suffolk Street, Dublin	1331	"Ecclesia" ..	5 Ed. and W.U.	82
CLOCK MANUFACTURERS.					
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CLOTHING CONTRACTORS.					
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DRAPERS & WAREHOUSEMEN.					
PIM BROS., LTD. .. General Drapers, Furniture and Carpet Warehousemen, Shirt and Clothing Manufacturers.	Drapery:—South Great George's Street, Dublin. Furniture and Carpets:—Exchequer Street, Dublin. Factories:—Sycamore Street, Dublin.	2410	"Pims"	5 Ed.	357
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ELECTRICAL AND GENERAL ENGINEERING SUPPLIES.					
ALEX. R. MUNDAY Agent for Electrical and General Engineering Supplies.	Leinster Chambers, 43, Dame Street, Dublin.	3466	"Henletel"	—	298
ENGINEERS.					
C. CADLE General Engineering Contractor for Pumps, Engines, Windmills, Turbine Water Wheels, Corn, Flour, and Saw Mills.	48, Lower Gardiner Street, Dublin.	2200	"Cadle"	—	190
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WILLIAM SPENCE & SON Millwrights, Iron and Brass-founders, etc.	Cork Street Foundry, Dublin	129	—	—	284
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T. E. BRUNKER All classes of Electrical Installations for Power, Lighting, Bells, Telephones. Estimates and plans on application.	17a, St. Andrew Street, Dublin.	980	—	—	328
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A. & J. MAIN & CO., LTD. Iron Roofing, Fencing, and Bridge Contractors.	11, Leinster Street, Dublin	812	"Kelvin"	5 Ed., L., and E.	244
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HARNESS MANUFACTURERS, COACH AND SADDLERS' IRONMONGERS.					
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J. MORGAN Irish Hat Manufacturer (The Industry of three centuries' duration).	9, Grafton Street, Dublin	—	—	—	246
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JOHN WALLIS & SONS Railway and Steamship Agents, Furniture Removers, and Packers.	33, Bachelor's Walk, Dublin	—	—	—	50
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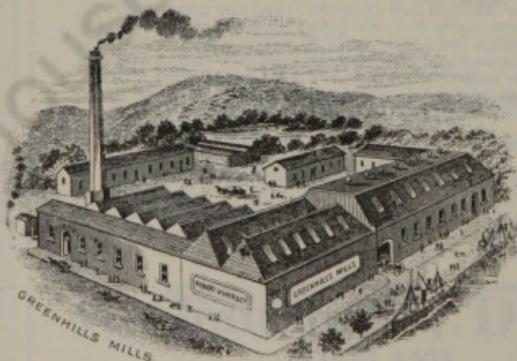
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WILLIAM BERGIN Irish Poplin Manufacturer. Irish Poplin Ties (wholesale only).	62, Grafton Street, Dublin	1671	"Shuttle"	—	302
FRY & CO. Irish Poplin Manufacturers, for Costumes, Gents' Tropical Suits, Gents' Ties, and Upholstering Purposes.	115 & 116, Cork Street, Dublin (Branches—Coventry and London.)	1092	"Fryer"	5 Ed.	23
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JOHN HENNING & CO., LTD. Manufacturers of Damasks, all Household Linens, Handkerchiefs, and Fancy Linen.	Alfred Street, Belfast	4927 4928	"Sheetings, Belfast"	5 Ed.	34
J. JOHNSTON & CO. Manufacturers of all descriptions of Bleached, Dyed, and Natural Shade Fabrics.	Mary Street, Dundalk	92 Dundalk	"Linen Company, Dundalk"	—	252
ROBERT USHER & CO., LTD. Linen, Drills, Tickings, Towelling, Diapers, Ducks, etc., etc.	Drogheda, Ireland	21	"Usher, Drogheda"	—	248
WALPOLE BROTHERS, LTD. Manufacturers and Exporters of the famous Irish Linen Table Cloths, Sheets, Pillow Cases, Towels, Shirts and Collars, Fancy Linens and Handkerchiefs.	8, 9, & 10, Suffolk St., Dublin	4259 4200	"Seloplav"	5 Ed.	234

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TRADE AND NAME.	ADDRESS.	Telephone No.	Telegraphic Address.	Code Used.	Advt. page.
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THE "IRISH INDEPENDENT." "EVENING HERALD." "SATURDAY HERALD." "WEEKLY INDEPENDENT." "SUNDAY INDEPENDENT."	Carlisle Building, Dublin	1474 1477	"Independent"	5 Ed.	2
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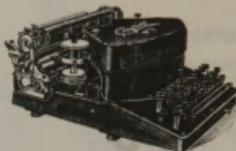
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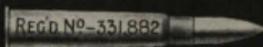
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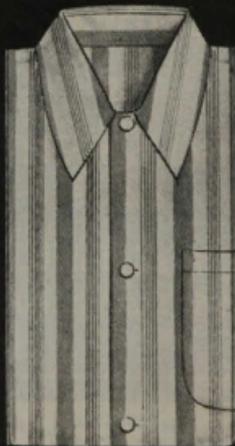
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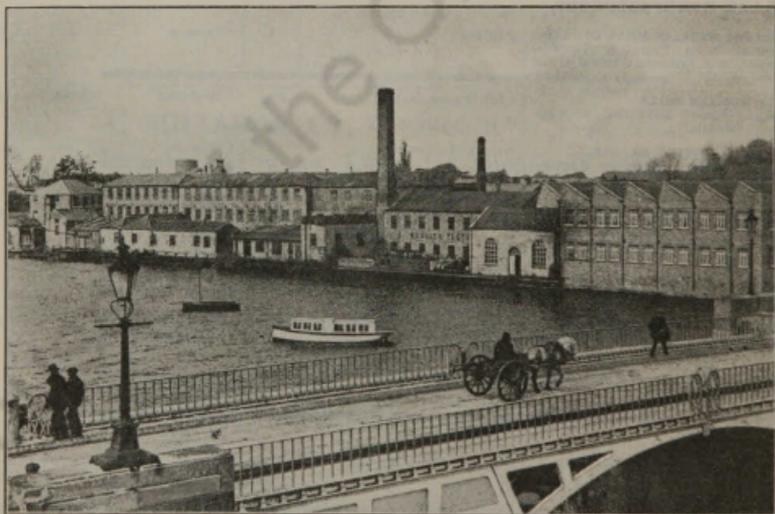


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"Lancaster" Fatting Cakes

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E., Engineering.

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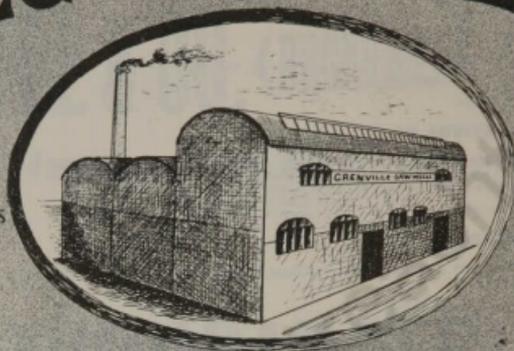
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LEGG BROTHERS Fabricants de caisses pour le vin, les spiritueux, les eaux minérales et autres marchandises.	Grenville Saw Mills, Dublin	289	"289, Dublin"	—	270
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JOHN PLUNKETT & CO., LTD. .. Fabricants et exportateurs de malts en tous genres pour bières noires, cristallisées, ambré, pales, etc.	Portland Works, Robert Street W., Dublin.	160	"Plunkett, Portland," also "Boydell"	5 Ed.	330
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DUBLIN ROPE WORKS (J. Mulholland & Co., Propriétaires.) Fabricants de cordes et ficelles en tous genres.	Gordon Street and South Lotts Road, Dublin.	3235	"Cordage"	5 Ed.	298
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TUCK & CO., LTD. Marque "Tucksona." Balata, cuir, coton, crin, caoutchouc, etc.	Lower Abbey Street, Dublin	575	"Tucks"	—	—
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CANTRELL & COCHRANE, LTD. Fabricants de ginger ale, marque "C. et C." (le champagne d'Irlande), et toutes autres eaux gazeuses.	Dublin and Belfast	98	"Cantrell"	5 Ed.	6
O'BRIEN & CO. Fabricants du célèbre ginger ale "Dublin," limonade, ginger ale aromatique, eau de seltz, etc.	Henry Place, Dublin	747	"Seltzer"	5 Ed.	71
ÉCOLES (FOURNITURES POUR).					
THE EDUCATIONAL COMPANY OF IRELAND, LTD. Livres scolaires et fournitures classiques. Éditions en tous genres.	87, 88, and 89, Talbot Street, Dublin.	2582 2583	"Publish"	4 Ed.	225
ÉCOLES (PUBLIQUES).					
ST. ANDREW'S COLLEGE Pensionnat et externat (enseigne- ment préparatoire et moyen) pour jeunes gens.	St. Stephen's Green, Dublin	2189	—	—	217
ÉDITEURS.					
MAUNSEL & CO., LTD. Éditeurs de livres écrits par des auteurs irlandais et livres de l'histoire de l'Irlande.	50, Lower Baggot Street, Dublin.	2404	—	—	216
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TUCK & CO., LTD. Emballage par la machine Tuck, la pompe et la pression hydraulique, etc. Assemblages à haute-pression "Tuxerin."	Lower Abbey Street, Dublin	575	"Tucks"	—	—
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PAUL & VINCENT, LTD. Fabricants. Cubes d'engraisement nourritures pour veaux, etc. Tourteaux de graines de coton décortiquées.	Blackhall Place, Dublin	3885 (2 lines)	"Paul"	4 & 5 Eds., Baltimore Export 2nd Ed.	266
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THE SHAMROCK ENGINEERING WORKS Machines à tailler les engrenages en acier, en bronze ou en fibre.	Mark's Lane, Great Brunswick Street, Dublin.	4473	"Motogears"	—	312
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FER (TONDEURS EN).					
TONGE & TACCART, LTD. Travaux en fonte pour constructeurs, ingénieurs, plombiers, entrepreneurs, etc.	South City Foundry, 10, Windmill Lane, Sir John Rogerson's Quay, Dublin.	1188	"Tonge"	—	64
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MARK PURSER Fabricant breveté des "Irish Farm Fence." Ronces artificielles garnies de nœuds non-glissants et extra solides.	Carlow, Ireland	—	"Purser, Carlow"	—	318
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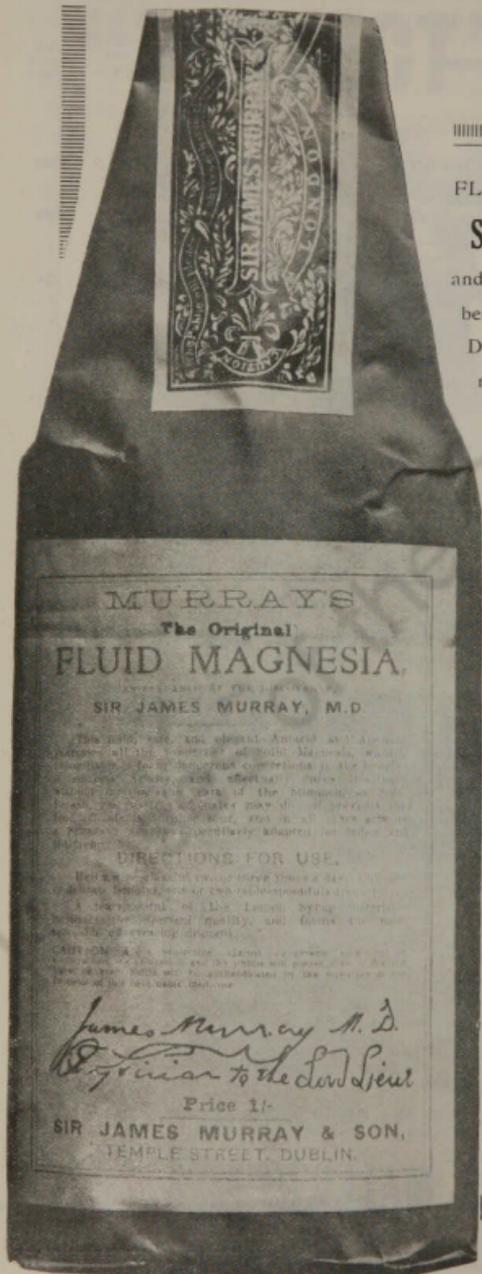
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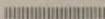


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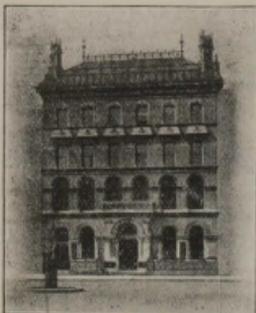
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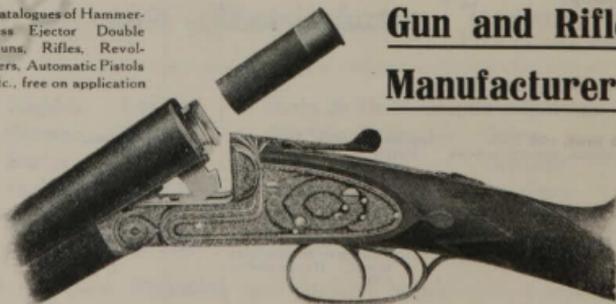
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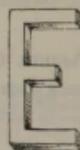
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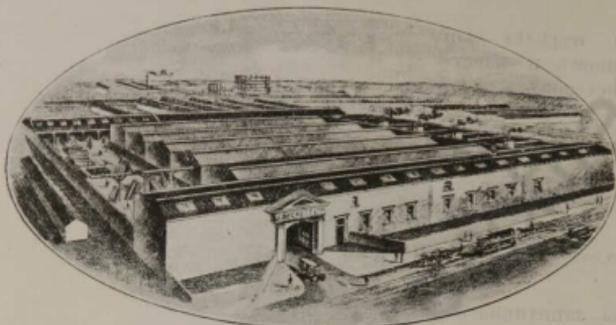
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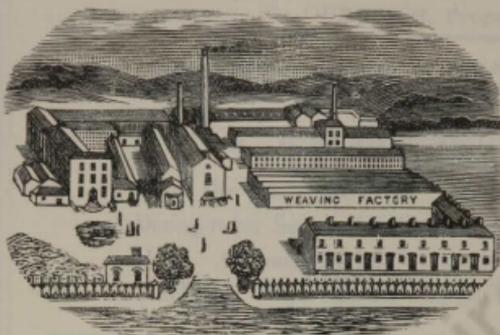
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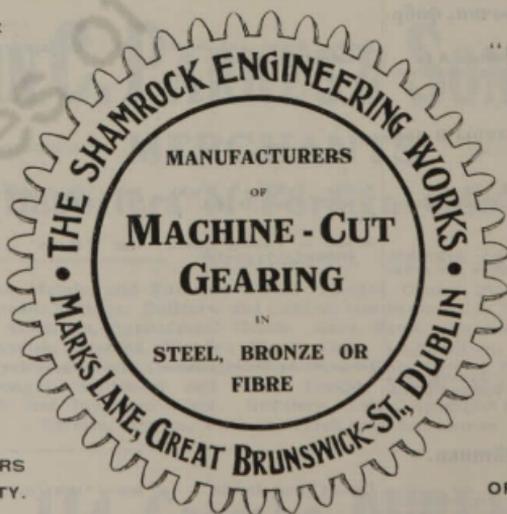
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VEST.

From A at centre of back of the neck
Round the inside edge of the collar
To height required for top button
Continuing on to B for full length
C to D. Round the breast
E to F. Round the waist
State if with collar and whether strap or roll.



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A to B
C to D
E to bottom of heel while standing, to give full length of leg
F to G. Knee
H to I. Small
J to K. Calf



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D to E. Half width of back
D to F. Length of arm to elbow
D to G. Full length of arm
L to M. Round chest, over vest, or over ordinary coat if to be worn so
N. Round waist do.



TROUSERS.

A to K. Full length of side seam
E to F. Length of leg from fork to bottom
A to B. Round waist
C to D. Round seat
G to H. Round knee
K to L. Round bottom

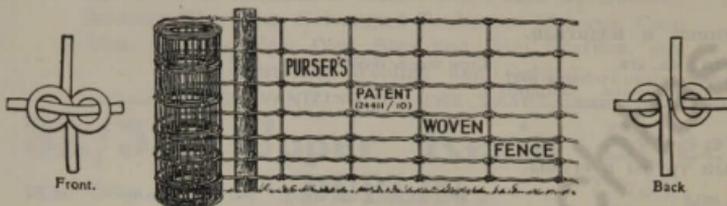
It is important that the breast measurement be taken over the garment over which the new coat is to be worn.

Тор.-Про. Указатель—продолжение.

Родъ торговли и фамилия.	Адресъ.	№ телефона.	Адресъ для телеграммъ.	Телеграфическое обозначеніе.	Страница обозначенія.
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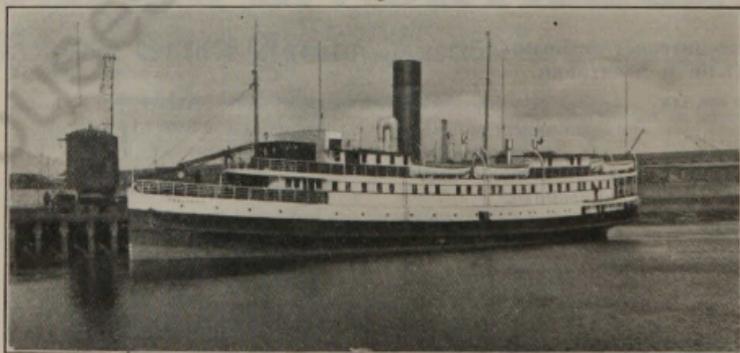
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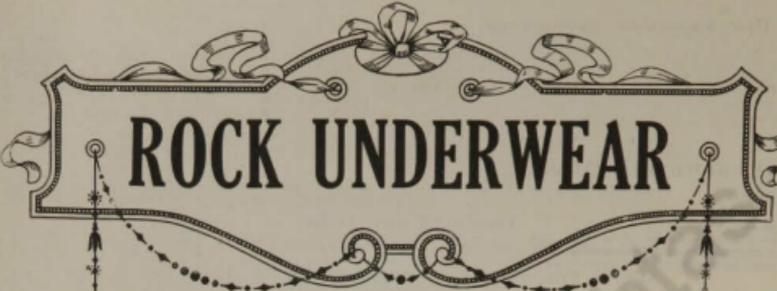
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INDICE DE LAS INDUSTRIAS

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Houses of the Oireachtas

INDICE DE LAS INDUSTRIAS

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Cuando se dirijan a las casas en este indice tengan la bondad de añadir "Gran Bretaña" despues del nombre de la ciudad.

Las siguientes son abreviaciones en la columna del código usado:—4 Ed., A B C 4th Edition; 5 Ed., A B C 5th Edition; L., Lieber's; W.U., Western Union; E., Engineering.

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AGUAS GASEOSAS (FABRICANTES DE).					
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SMITH & SHEPPARD	124, St. Stephen's Green, Dublin.	872	"Surgical"	5 Ed.	276
COBERTORES IMPERMEABLES.					
COLEMAN'S .. Cobertores impermeables, sacos, etc., en venta y para alquilar.	5, 26, and 27, Chancery Street (back of Four Courts), Dublin.	910	"Bags"	—	260
COBRE Y LATON (ACCESORIOS DE).					
DANL. MILLER & CO. .. Caldereros fundidores y ajustadores de laton y bronce. Fabricantes de toda clase de accesorios de cobre y laton para cerveceros, destiladores, y otros.	Dublin Copper and Brass Works, 28 and 29, Church Street, Dublin.	440	"Copper"	5 Ed.	308
COLEGIO.					
ST. ANDREW'S COLLEGE .. Escuela para pupilos internos y externos de primera y segunda enseñanza, para jóvenes.	St. Stephen's Green, Dublin	2189	—	—	217
COMERCIANTE EN GENERAL.					
DOCKRELL, SONS & CO., LTD. Mercaderes en cristal para vidrieras, pintura y papel de entapizar. Importadores de alfombras, decoradores, fundidores de laton, agentes de negocios y subastadores.	38 & 39, South St. George's Street; 47 to 50, Lower Stephen Street; 21 & 22, Drury Street; 46 to 52, Golden Lane; 14 to 19, Chancery Lane; 7, 8, & 9, Chancery Lane, Dublin. Firecay and Brick Yard:—Wood Street, Dublin.	3339 (4 lines)	"Dockrell"	—	274
COMESTIBLES (IMPORTADOR DE).					
THOMAS FREEMAN .. Comerciante de comestibles al por mayor y agente de manteca de cremería y danesa.	5, 6, & 7, Fade Street, Dublin	1361	"Copia"	5 Ed.	298
CORDELEROS Y FABRICANTES DE HILO DE VELA.					
DUBLIN ROPE WORKS .. (J. Mulholland & Co., Proprietors.) Fabricantes de cuerdas e hilos de toda clase.	Gordon Street and South Lotts Road, Dublin.	3236	"Cordage"	5 Ed.	268

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CORREAS PARA MAQUINARIA (FABRICANTES DE).					
TUCK & CO., LTD. Marca "Tucksona," de balata, cuero, algodón, pelo, goma elástica, etc.	Lower Abbey Street, Dublin	575	"Tucks"	—	—
WILLIAM WILBY Fabricante de correas con privilegio. Abastecedor de fabricas, ferrocarriles y talleres. Establecido en 1847. Contratista del gobierno.	49, High Street, Dublin	159	—	—	272
CRIN ENCRESADO, ALAMBRE TEJIDO, ETC.					
IRISH CURLD HAIR MANUFACTURING CO. Contratistas al gobierno de S.M.B. de cerdas encrespadas en forma de cuerda y rastilladas. Purificadores de plumas, ropa de cama, colchones de alambre, tejido, etc.	South Brown Street, Dublin	4467 4468	"Hair"	—	240
CUCHILLERIA.					
IRISH CUTLERY MANUFACTURING CO., LTD. Fabricantes de cuchillos de mesa y para carniceros. Tambien de cucharas y tenedores platenados de níquel y de plata llamada "Banba."	17, Merchants' Quay, Dublin	5991	"Icutman"	—	240
DIARIOS.					
"EL CATHOLICO IRLANDES" Diario catolico Romano establecido 29 años. De circulacion mundial.	55, Middle Abbey Street, Dublin.	—	"Irish Catholic"	—	38
EL "INDEPENDIENTE IRLANDES" "HERALDO DE LA TARDE." "HERALDO DEL SABADO." "INDEPENDIENTE SEMANAL." "INDEPENDIENTE DEL DOMINGO."	Carlisle Building, Dublin	1474 1477	"Independent"	5 Ed.	2
DROGUISTAS (AL POR MAYOR).					
HUGH MOORE & ALEXANDERS, LTD. Fabricantes de pastas para pulimentar, barnices, matices, y perfumeria. Tambien de salsas y esencias, para la cocina, etc.	The Linen Hall, Dublin	2856 (3 lines)	"Excelsior"	5 Ed.	42
EBANISTAS Y COMERCIANTES DE MUEBLES.					
STAFFORD CABINET FACTORY (L. Curovich, Propietario.) Juegos de muebles de la mejor calidad para alcobas, salas, y comedores.	101, Capel Street, and 11, Green Street, Dublin.	1339	—	—	310
EDITORES.					
MAUNSEL & CO., LTD. Editor de libros por autores irlandeses y libros sobre Irlanda.	50, Lower Baginot Street, Dublin.	2494	—	—	218

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EDUCACION (DEPÓSITO DE ARTICULOS PARA LA).					
THE EDUCATIONAL DEPOSITORY .. Libros y papelería para escuelas y colegios de toda clase. Colores para pintores, montura de mapas, etc.	Kildare Place, Dublin ..	4813	—	—	215
ELECTRICISTAS É INGENIEROS (ACCESORIOS PARA).					
ALEX. R. MUNDAY .. Agente para el abastecimiento, de accesorios para electricistas é ingenieros en general.	Leinster Chambers, 43, Dame Street, Dublin.	3466	"Henletel" ..	—	295
ELECTRICISTAS (INGENIEROS).					
T. E. BRUNKER .. Toda clase de instalaciones electricas para fuerza motriz, alumbrado, llamadores y telefonos. Cotizaciones y planos a quien los pida.	17a. St. Andrew Street, Dublin.	950	—	—	325
EMPAQUETADURAS (FABRICANTES DE).					
TUCK & CO., LTD. .. Fabricantes de la empaquetadura original de Tuck, para maquinas de vapor bombas y maquinaria hidraulica. Marca "Tuxerin," para juntas de alta presion, etc.	Lower Abbey Street, Dublin	575	"Tucks" ..	—	—
ENGRANAJES (FRESADORES DE)					
THE SHAMROCK ENGINEERING WORKS Engranajes cortados a maquina en acero, laton o fibra.	Mark's Lane, Great Brunswick Street, Dublin.	4473	"Motogears" ..	—	312
ENSAMBLADORES.					
JOSEPH KELLY & SON, LTD. .. Constructores de escaleras. Carpinteros de tiendas y abastecedores de maestros de obras.	66 to 68, Thomas Street, Dublin.	145	"Slates" ..	—	62
ESCUELA AUTOMOVILISTA.					
THOMAS E. EAGER (Propietario) .. Certificados del Club Real de Automovilistas. Pista particular. Conocimientos teoricos y practicos. Reparaciones de automoviles de toda clase por operarios competentes.	9 and 10a, Wellington Place, South Circular Road, Dublin.	2925	—	—	250
ESCUELAS (SERVICIO DE).					
THE EDUCATIONAL COMPANY OF IRELAND, LTD. Fabricantes de toda clase de papeleria y libros para escuelas. Libreros en general. La imprenta de Talbot.	87, 88, and 89, Talbot Street, Dublin.	2582 2588	"Publish" ..	4 Ed.	225
FERRERERIA HUEGA GALVANIZADA.					
MICHAEL HELD Fabricante de baldes, basureros, tinas, cisternos, etc., galvanizados.	32 & 33, Upper Kevin Street, Dublin.	2487	"Galvanizer" ..	5 Ed.	232 238 316

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FOTOGRAFIA (ESPECIALISTA EN LA).					
THE "COLLEGE" STUDIOS (ROBERT SPARKES). Exteriores é interiores, maquina- ria, etc. Retratos, copias, en- grandecimientos, fotografías de imprenta.	9, Westmoreland Street, Dublin.	—	—	—	216
FUNDIDORES DE HIERRO.					
TONGE & TAGGART, LTD. Fabricantes de obras en hierro colado para alarifes, ingenieros, plomeros, contratistas, etc.	South City Foundry, 10, Windmill Lane, Sir John Rogerson's Quay, Dublin.	1138	"Tonge"	—	64
FUSILES (FABRICANTES DE).					
W. KAVANAGH & SON Fabricantes de fusiles de deporte rayados y escopetas.	12, Dame Street, Dublin ..	2329	"Gunmaker"	—	302
GENEROS DE PUNTO (FABRI- CANTES DE).					
BLACKROCK HOSIERY CO., LTD. .. Ropa interior para señoras, cabal- eros y niños, corpiños, medias, calcetines, etc.	Blackrock, Co. Dublin ..	64	"Hosiery, Blackrock"	5 Ed.	326
SMYTH & CO., LTD. Primitivos fabricantes de los generos de punto Balbriggan. Toda clase de calcetines y medias.	Balbriggan, Ireland	1 Bal- brig- gan	"Stocking, Balbriggan"	—	232
GRABADORES FOTOGRAFICOS.					
IRISH PHOTO ENGRAVING CO. Fabricantes de toda clase de bloques para la ilustracion de catalogos, libros pequeños, y anuncios.	50, Middle Abbey Street, Dublin.	4132	—	—	24
GUARNICIONES (FABRICANTES DE) Y FERRETEROS DE CARROCEROS Y SILLEROS.					
JOHN WILSON Especialista en accesorios de carro- ceria y silleria.	55, Capel Street, Dublin ..	1545	—	—	276
IGLESIA (SURTIDORES DE).					
C. BULL, LTD. Confeccion de vestidos, y editores de libros de rezo. Fabricantes de enmaderamiento para iglesias.	21, Suffolk Street, Dublin ..	1531	"Ecclesia" ..	5 Ed., W. U.	82
IMPRESORES.					
CHERRY & SMALLDRIDGE, LTD. .. Comerciantes de papel al por mayor, papeleros fabricantes, lito- grafos é impresores, fabricantes de libros de cuentas y bolsas de papel, etc.	Seville Printing Works, Seville Place, Dublin.	303	"Smalldridge"	—	254

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INGENIEROS.					
C. CADLE Contratista en general de bombas maquinas motrices, molinos de viento, turbinas y ruedas hidrau- licas, molinos de harina y maquinas de aserrar.	48, Lower Gardiner Street, Dublin.	2200	"Cadle" ..	—	290
GEORGE WATT, LTD. Toda clase de maquinaria abaste- cida y reparada.	Soho Works, Bridgefoot St., Dublin.	4268	"Watt, Dublin"	5 Ed.	242
INGENIEROS CONSTRUCTORES.					
KENNAN & SONS, LTD. Herrerías, edificios de hierro, cer- cados y puertas de hierro.	13 to 25, Fishamble Street, Dublin.	959 960	"Kennans" ..	—	3
A. & J. MAIN & CO., LTD. Contratistas de tejados, cercados y puentes de hierro.	11, Leinster Street, Dublin ..	812	"Kelvin" ..	5 Ed., L. E.	244
SMITH & PEARSON, LTD. Obras de construcción en acero. Edificios para haciendas, cercados y puertas de hierro. Herraje orna- mental. Accesorios de vaqueriza.	Newcomen Iron Works, Dublin.	1499	"Pearson, 1499"	E.	10
INGENIEROS MECANICOS.					
BOOTH BROTHERS (DUBLIN), LTD. Especialistas en trabajos exactos ajustados a maquina.	63, Upper Stephen Street, Dublin.	1296	"Booth Brothers"	5 Ed.	81
INGENIEROS Y FUNDIDORES.					
ROSS & WALPOLE, LTD. Maquinistas en general. Fundi- dores de hierro y caldereros. Buques puestos en dique y repara- dos con prontitud.	North Wall Iron Works, Dublin.	311 and 2632	"Iron" ..	—	242
WILLIAM SPENCE & SON Armadores de fabricas, fundidores de hierro y laton, etc.	Cork Street Foundry, Dublin	129	—	—	284
JABONES (FABRICANTES DE).					
JOHN BARRINGTON & SONS, LTD. Fabricantes de jabones caseros en barras y en pañucillos. Tambien jabones para el tocador de clase superior.	King's Inns Street, Dublin ..	389	"Barrington"	—	292
DIXON & CO. Fabricantes del jabon marca "The Favourite" (el favorito) y otros de superior calidad.	The Erne Soap and Candle Works, Dublin.	—	—	—	350
LECHERIAS (FABRICANTES DE MAQUINARIA Y ACCES- RIOS PARA).					
"PERFECT" DAIRY MACHINES, LTD. Unicos agentes para la venta de la maquina de desmatar "Perfect," y la hojalatería "Perfect" en una sola pieza sin soldadura.	105, Middle Abbey Street, Dublin.	1720	"Perfect" ..	A 1, 5 Ed., and W. U.	286

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LEVADURA.					
THE DISTILLERS' COMPANY, LTD. .. Fabricantes de la celebre levadura marca "D.C.L."	Phoenix Park Distillery, Dublin.	178	"Distillers, Chapelizod"	—	304
LIBROS DE REZO CATOLICOS (EDITORES DE).					
JOHN ARICHO & SONS, LTD. .. Fabricantes de toda clase de ebanisteria para iglesias. Impresores y editores de toda clase de libros de rezo catolicos en todas encuadernaciones.	Christ Church Place, Dublin	283	"Aricho"	—	76
EASON & SON, LTD. .. Editores de las ediciones de los libros de rezo catolicos de Charles Eason. Negocio interno y de exportacion.	42, Gt. Brunswick Street, Dublin.	1989	"Season"	5 Ed.	8
LIENZO (FABRICANTES DE).					
CHARLES GALLEN & CO. .. Telas para colchones, para sabanas, lienzo burdo, adamascado, cuti, lienzo para pañuelos, basto para toallas, escocesas, lienzo para droguetes.	Lower Mills, Balbriggan, Ireland.	—	"Gallen, Balbriggan"	5 Ed.	200
JOHN HENNING & CO., LTD. .. Fabricantes de damascos, de toda clase de lienzos caseros pañuelos y lienzo de fantasia.	Alfred Street, Belfast	4027 4028	"Sheetings, Belfast"	5 E 1	34
J. JOHNSTON & CO. .. Fabricantes de toda clase de tejidos blanqueados, teñidos, y con sus matices naturales.	Mary Street, Dundalk	92 Dundalk	"Linen Company, Dundalk"	—	282
ROBERT USHER & CO., LTD. .. Lienzo, lienzo burdo, lienzo para colchones, para toallas, adamascado, ona, etc., etc.	Drogheda, Ireland	21	"Usher, Drogheda"	—	248
WALPOLE BROTHERS, LTD. .. Fabricantes y exportadores de los celebres mantelesde lienzo irlandes, sabanas, fundas de almohada, toallas, camisas y cuellos, lienzos de fantasia y pañuelos.	8, 9, & 10, Suffolk St., Dublin	4859 4200	"Seloplaw"	5 Ed.	234
MADERA (COMERCANTES DE).					
W. & L. CROWE, LTD. .. Importadores de madera, pizarras y cemento.	50 and 51, South Richmond Street, Dublin.	2516 2517	"Planing"	5 Ed.	62
MANGUERAS (FABRICANTES DE).					
TUCK & CO., LTD. .. Mangueras marca "Tuxcondit," de caucho vulcanizado, privilegiadas sin goma, de cuero, de lona, etc.	Lower Abbey Street, Dublin	575	"Tucks"	—	—
MAQUINAS DE ESCRIBIR.					
THE EMPIRE TYPEWRITER CO., LTD. .. Portatiles, de confianza, de facil marcha. 5,000 han sido administradas al gobierno de S.M.B.	77, Queen Victoria Street, London, E.C.	5773 Bank (Lond.)	"Untouched, London"	5 Ed.	254

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MEDICINAS VETERINARIAS.					
HARVEY & CO. (DUBLIN), LTD. Fabricantes de los importantes remedios de Harvey para caballerías.	49, Lower Gardiner Street, Dublin.	1177	"Remedies"	—	282
METALES Y MAQUINARIA (COMERCIANTES DE).					
McGOWAN BROTHERS Compradores de desperdicios metálicos y maquinaria usada.	Store Street, and 64 to 69, Corporation St., Dublin.	1496	—	—	53
MEZCLADORES DE TE.					
ANDREWS & CO. (DUBLIN), LTD. Comercio de vinos y especieros en general únicos propietarios de los celebres wiskeys "COM" y "P.M."	19, 20, 21, & 22, Dame Street, Dublin.	3685	"Andrews"	5 Ed.	24 356
MOLINEROS.					
M. J. & L. GOODBODY Harina de trigo, de avena y de maíz.	Clara, King's Co.	8 Clara	"Goodbody, Clara"	—	23
MUEBLES Y EBANISTERIA (FABRICANTES DE).					
T. & C. MARTIN, LTD. Especialistas en mueblaje para iglesias, conventos, colegios, escuelas, laboratorios, oficinas de gobierno ferrocarriles e instituciones públicas; también fabricantes de ebanistería y sillas.	North Wall, Dublin	20	"North Wall"	—	324
MUSELINA DE LANA IRLANDESA.					
R. ATKINSON & CO. Fabricantes de muselina de lana y encajes irlandeses. Bandas de muselina de lana irlandesa.	39 & 31, College Green, Dublin	2285	"Atkinson"	5 Ed.	20
WILLIAM BERGIN Fabricante de muselina de lana irlandesa. Corbatas de muselina de lana irlandesa (solo al por mayor).	62, Grafton Street, Dublin	1671	"Shuttle"	—	302
FRY & CO. Fabricantes de muselina de lana irlandesa para vestidos de señora, trajes de caballeros para países caldos, corbatas y para tapicería.	115 & 116, Cork Street, Dublin (Branches—Coventry and London).	1082	"Fryer"	5 Ed.	23
NAVIEROS.					
BRITISH & IRISH STEAM PACKET CO., LTD. Vapores que hacen las escalas de Dublin, Falmouth, Plymouth, Southampton, Portsmouth y Londres.	25-27, Sir John Rogerson's Quay, Dublin.	3092	"Ladyships"	—	74
OBRA METALICA.					
J. & C. McLOUGHLIN, LTD. Labor artística en hierro y bronce. Ingenieros constructores y artífices para maestros de obras. Especialidad: obras eclesiásticas en metal.	Great Brunswick St., Dublin	705	"Metals"	5 Ed.	40

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PAJUELAS (FABRICANTES DE).					
PATERSON & CO., LTD. Fabricantes de fosforos para uso domestico y de seguridad, cerillas y tambien fibra de madera.	Hammond Lane, Dublin	168, 420, 4868	"Cooper"	5 Ed.	250
PANADEROS Y CONFITEROS.					
JOHNSTON, MOONEY & O'BRIEN, LTD. Molneros, panaderos y confiteros. Panaderos de su excelencia el Virrey.	Clonliffe Flour Mills, Jones Road; Balls Bridge and Leinster Street Bakeries, Dublin.	—	—	—	60
PETER KENNEDY Productor de la mejor calidad de pan, bollos, etc.	Bakeries:—124 to 130, Gt. Britain Street; and St. Patrick's Bakery, Dublin.	3141	"Bread"	—	46
PAÑEROS Y ALMACENEROS.					
PIM BROS., LTD. Lenceros, almacén de muebles y de alfombras. Fabricantes de camisas y vestidos.	Drapery:—South Great George's Street, Dublin. Furniture and Carpets:— Exchequer Street, Dublin. Factories:—Sycamore Street, Dublin.	2410	"Pims"	5 Ed.	357
PAÑOS (FABRICANTES DE).					
ATHLONE WOOLLEN MILLS CO., LTD. Especialistas en tweeds de Shannon, sargas y frisas celebres por su duracion.	Athlone	4	"Factory"	L.	264
CITY WOOLLEN MILLS Sargas, mezclas botanicas, sajonia y chevots.	Cork Street, Dublin	2767	"Woollens"	5 Ed.	278
F. & J. CLAYTON & CO., LTD. Fabricantes de paños de fantasia para trajes, sargas, tweeds y frisas.	Navan, Ireland	—	"Clayton, Navan"	—	312
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PAPELEROS FABRICANTES, E IMPRESORES.					
EASON & SON, LTD. Especialistas en indices comerciales y para formar catalogos para el negocio interior y exterior.	56, Dawson Street, Dublin	1090	"Season"	5 Ed.	8
PIERNAS Y BRAZOS ARTIFICI- ALES CON SUS ACCESORIOS.					
SMITH & SHEPPARD Nombrados fabricantes de estos miembros por el gobierno. Bra- gueros, mueblaje para hospitales. Especialistas en accesorios para la esquina dorsal.	124, St. Stephen's Green, Dublin.	872	"Surgical"	5 Ed.	276
PIPAS DE FUMAR (FABRI- CANTES DE).					
KAPP & PETERSON, LTD. Fabricantes de pipas de palo y de espuma de mar. Fabricantes de las pipas de Peterson.	113, Stephen' Green, Dublin	1148	"Pipes"	5 Ed.	75
POZOS ARTESIANOS (INGENI- EROS DE) (PARA AGUAS CORRIENTES).					
A. G. CAMPBELL & SONS, LTD. Pozos artesianos, bombas y ascen- sores de aire.	Artesian Works, Inchicore, Dublin.	2331	"Artesian"	5 Ed.	68

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SIR JAMES MURRAY & SON La magnesia líquida de Murray ha sostenido la prueba de mas de cien años.	Chemical Works, Temple Street Dublin.	871	"Blackadder"	5 Ed.	288
PUNZONES DE ACERO, MARCAS DE FABRICA, LETREROS, ETC.					
HUMPHREYS & CO. Punzones de acero para letras, cifras y dibujos. Marcas para disonar ó estampar. Letras acui- nadas, en esmalte, de laton de cristal y de madera y letreros.	71, Dame Street, Dublin	2175	—	—	304
QUIMICAS (FABRICANTES DE SUSTANCIAS).					
HAYES, CONYNGHAM & ROBINSON, LTD. Veneno para matar ratones, desin- fectantes, etc.	Grafton Street, Dublin	866	"Chemist"	5 Ed.	84
QUINCALLERIA (COMERCIANTES DE).					
THOMAS HENSHAW & CO., LTD. Comerciantes y fabricantes de quincalleria al por mayor.	3, 4, 5, 6, 12, Christ Church Place, Dublin. Iron Works:—Clonskea, Co. Dublin.	2586 2587	"Henshaw"	—	300
JOHN C. PARKES & SONS, LTD. Ferreteros y comerciantes de metales. Importadores de articulos del extranjero.	Dublin	1001	"Parkes"	5 Ed.	310
RELOJES Y PENDOLAS (FA- BRICANTES DE).					
CHANCELLOR & SON Relojeros y plateros.	7, Grafton Street, Dublin	1394	"Chancellor"	—	282
SACOS Y BOLSAS.					
COLEMAN'S Sacos, se alquilan y se venden, hules, etc.	25, 26, and 27, Chancery Street (back of Four Courts), Dublin.	910	"Bags"	—	260
J. & L. F. GOODBODY, LTD. Sacos de tela cruzada para granos, harina, malla, etc. Sacos para hulla y cemento. Sacos de Hesse para harinas. Bramante para molinos. Soga "Shamrock" para prensadura de heno.	Clara, King's County.	2 Clara	"Jute, Clara"	—	355
J. F. KELLY & CO. Sacos, cobertores de niara, hules, fiendas de campo y marquesinas.	9 & 10, Chancery Street, Dublin.	106	"Sailcloth"	5 Ed.	294
J. P. KEOGH & CO. Fabricantes y comerciantes de sacos y bolsas. Compradores y vendedores de sacos y bolsas de toda clase. Importadores de gene- ros de Calcuta. Contratistas para el alquiler de sacos.	2, George's Quay, Dublin	496	"Tarpaulin"	5 Ed.	256
SASTRES DE TRAJES DE DE- PORTE Y EN GENERAL.					
KENNY & OWENS Especialistas en calzones de montar, de paseo y para la caza.	54, Dame Street, Dublin	699	"Kenny and Owens"	—	316

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SEGUROS (AGENTES DE).					
COYLE & CO. (BROKERS), LTD. .. Seguros de toda clase. El mejor acomodo á tasa baja.	Head Office: 7, Anglesea Street, Dublin. Life Department: 13, Westmoreland Street, Dublin.	2328 3517 3140	"Insurance"	—	266
SEGUROS (COMPAÑIA DE).					
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JOHN WALLIS & SONS .. Agentes de F.C. y de vapor. Traslado de muebles y embalaje de ellos.	33, Bachelor's Walk, Dublin	—	—	—	42
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DUBLIN UNITED TRAMWAYS CO. .. (Considerado el mejor servicio de tranvías en el mundo.)	Offices: 9, Upper Sackville Street, Dublin.	58	"Trainways"	—	56
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WISKEY (DESTILADORES DE).					
THE DISTILLERS' COMPANY, LTD. .. Destiladores de wiskey de superior calidad en alambique privilegiado y en marmita.	Phoenix Park Distillery, Dublin.	173	"Distillers, Chapelizod"	—	304
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J. POWER & SON, LTD. .. Destiladores de S.M. el Rey. Casa establecida en 1791.	John's Lane Distillery, Dublin.	100 (3 lines)	"Power" ..	5 Ed.	350
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TRADE MARK SECTION

TRADE NAMES AND BRANDS



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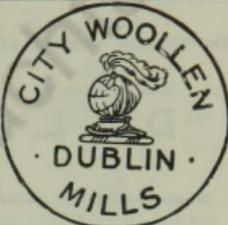
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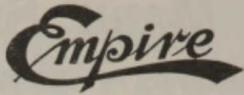
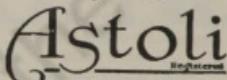
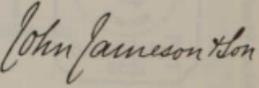
The Erne Soap & Candle Works
DUBLIN

TRADE MARK SECTION

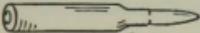
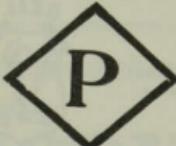
Manufacturers' Trade Marks,
Trade Names, and Brands

 <p>"COM." & "P.M."</p> <p>WHIS- KIES.</p> <p>19 to 22, Dame Street, Dublin.</p> <p>Advt. page 24</p>	 <p>C. Bull, Ltd.,</p> <p>Church Furnishers.</p> <p>Serges, Bolany Mixtures, Saxones and Chevots.</p> <p>Advt. page 82</p>	 <p>Advt. page 278</p>
<p>Andrews & Co. (Dublin), Ltd.,</p> <p>Wine Merchants. Sole Blenders of the "Nonpareil" Teas.</p> <p>19 to 22, Dame Street, Dublin.</p> <p>Advt. page 350</p>	<p>C. Cadle,</p> <p>"Trump," "Lefel," and "Double Perfection" Patent Turbine Water Wheels. "Jet" Water Wheels. "Auto-Oiled" "Aermotor" Pumping Wind Mills.</p> <p>Dublin.</p> <p>Advt. page 290</p>	<p>Alex. Comyns & Son, Ltd.,</p>  <p>Woolen Merchants and Crest Livery Button Manufacturers.</p> <p>College Green, Dublin.</p> <p>Advt. page 248</p>
<p>Athlone Woollen Mills Co., Ltd.</p>  <p>Athlone, Ireland.</p> <p>Advt. page 264</p>	<p>Cantrell & Cochrane, Ltd.,</p> <p>"C. & C."</p> <p>Ginger Ale.</p> <p>Dublin and Belfast.</p> <p>Advt. page 6</p>	<p>Cuala Industries, Ltd.,</p> <p>Printing Press (Hand Press) and Coloured Embroidery.</p>  <p>Churchtown, Dundrum, Co. Dublin.</p> <p>Advt. page 274</p>
<p>John Barrington & Sons, Ltd.,</p>  <p>Advt. page 292</p>	<p>Cherry & Smalldridge, Ltd.,</p> <p>Manufacturers of Cardboard Boxes to suit all trades. Patent "Victor" Folding Box.</p> <p>Seville Printing Works, Seville Place, Dublin.</p> <p>Advt. pages 238, 254</p>	<p>John D'Arcy & Son,</p>  <p>Anchor Brewery, Dublin.</p> <p>Advt. page 306</p>

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<p>The Distillers' Company, Ltd.,</p> <p>Manufacturers of "D. C. L." Yeast,</p> <p>Phoenix Park Distillery, Dublin.</p> <p>Advt. page 304</p>	<p>Thomas Freeman,</p>  <p>Wholesale Provision Merchant.</p> <p>Agents for Creamerie and Danish Butter.</p> <p>5, 6, & 7, Fads Street, Dublin</p> <p>Advt. page 298</p>	<p>Arthur Guinness, Son & Co., Ltd., Guinness's Stout.</p>  <p>TRADE MARK</p> <p>St. James's Gate Brewery, Dublin.</p> <p>Advt. pages 145-148</p>
<p>Dixon & Co.,</p> <p>Manufacturers of "The Favourite" Soap, and other high-class Soaps.</p> <p>The Erne Soap & Candle Works, Dublin.</p> <p>Advt. page 350</p>	<p>Fry & Co.,</p>  <p>Recently renamed "Fryco." The King of Motor Hood-Covering Cloths.</p> <p>Cork Street, Dublin</p> <p>Advt. page 23</p>	<p>Humphreys & Co.,</p>  <p>Rubber Stamps, etc.</p> <p>71, Dame Street, Dublin.</p> <p>Advt. page 304</p>
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<p>E. D. McCrea & Sons, Ltd.,</p>  <p>Shirt and Collar Manufacturers, Wood Street, Dublin.</p> <p>Advt. page 258</p>	<p>Charles O'Donoghue & Co.,</p>  <p>5, 6 & 7, Wood Quay, Dublin.</p> <p>Advt. page 62</p>	<p>Plunkett Brothers, TRADE MARK.</p>  <p>Manufacturers and Exporters of Malta.</p> <p>HORSE BRAND Belle Vue Maltings, Islandbridge, Advt. p. 19 Dublin.</p>
<p>E. D. McCrea & Sons, Ltd.,</p> <p><i>Bullet Brand</i></p>  <p>Regd. No. 331882</p> <p>Shirt and Collar Manufacturers, Wood Street, Dublin.</p> <p>Advt. page 258</p>	<p>John C. Parkes & Sons, Ltd.,</p> <p>J.C.P.</p>  <p>Merchants, 109 to 114, Combe, Dublin, Ireland.</p> <p>Advt. page 310</p>	<p>John Power & Son, Ltd., Whiskey Distillers.</p>  <p>Established 1791. John's Lane Distillery, Dublin.</p> <p>Advt. page 356</p>
<p>Daniel Miller & Co.,</p> <p>D. M. & Co.</p> <p>D.</p> <p>Church Street, Dublin.</p> <p>Advt. page 308</p>	<p>Paterson & Co., Ltd.,</p>  <p>REGD. TRADE MARK Match Manufacturers, Advt. p. 250 Hammond Lane, Dublin.</p>	<p>Mark Purser,</p>  <p>Patentee and Manufacturer, Carlow, Ireland.</p> <p>Advt. page 318</p>
<p>Hugh Moore & Alexanders, Ltd.,</p> <p>"Hall" Boot Polishes, "Hall" Floor Polishes, "Hall" Brand Health Salt, "Regal" Hat Dyes, "Regal" Embrocation, "Regal" Varnish Stains, "Regal" Furniture Cream, "Regal" Knife Powder, "Regalia" Baking Powder,</p> <p>The Linen Hall, Dublin.</p> <p>Advt. page 42</p>	<p>Paul & Vincent, Ltd.,</p> <p>"EMERALD."</p> <p>Manufacturers of Fertilizers, Linseed Cakes, etc.,</p> <p>Blackhall Place, Dublin.</p> <p>Advt. page 266</p>	<p>The Reducine Co.,</p>  <p>The Great Irish Remedy for Lameness in Horses.</p> <p>Advt. pp. 226, 227 15, Store Street, Dublin.</p>

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<p>Smyth & Co., Ltd.,</p> <p>Balbriggan Hosiery.</p>  <p>Balbriggan, Ireland.</p> <p>Advt. page 232</p>	<p>Walpole Brothers, Ltd.,</p> <p>Irish Linen.</p> <p>TRADE MARK</p>  <p>Belfast and Dublin.</p> <p>Advt. page 234</p>	
<p><i>(This section contains faint, illegible text and a large, faded watermark reading 'Houses' diagonally across the page.)</i></p>		

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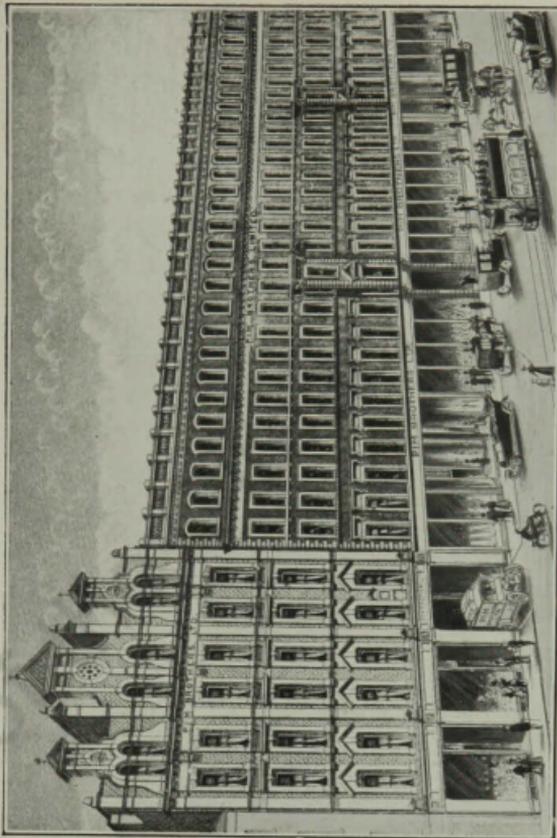
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