

# A Wicklow Tour in 1852



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Compiled by Colin Short – revised November 2015



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## 1 SUMMARY

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Inspired by a TV Series about railway travel, this document describes the acquisition of an old travel handbook and in so doing the discovery of an earlier guide book describing among other things a four day tour of county Wicklow. The author then reviews the historical context before attempting to reconstruct the tour in more detail with information in the guide book and other current sources of relevant connected information.

## 2 BACKGROUND

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I was interested in the series of documentaries broadcast by BBC 2 television entitled “Great Railway Journeys” presented by Michael Portillo. One set of four covered the railways of Ireland and the first program of the set started with a sequence from Wicklow Town including a short leg to Greystones Station.

After watching the programmes I managed to get hold of a set of Bradshaw’s Hand Book<sup>1</sup> for Tourists in Great Britain and Ireland (1), published in four sections, similar to the one used for the documentary series. My copy is dated 1866 but I also managed to get a copy of **The Irish tourist’s illustrated handbook for visitors to Ireland in 1852.**<sup>2</sup> (2)

In the latter publication is the description of a tour one might take based in Bray, County Wicklow; this text is an exploration of the times just before the railway arrived. The social picture is different between the 1852 version and Bradshaw’s published in 1866 after the railway had arrived.

## 3 HISTORICAL CONTEXT

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### 3.1 GENERAL PROVISION FOR TRAVEL

#### 3.1.1 Royal Mail

When Queen Elizabeth I decided to establish a weekly post to Ireland in 1572, the route via Chester and Liverpool was chosen; before being switched four years later to Holyhead, which represented a shorter sea crossing.

The weekly post was sufficient when there was an British Parliament in London and an Irish Parliament in Dublin, with urgent messages carried by civil servants; usually on horseback. The post improved slowly, and by 1784 the Turnpike Acts had resulted in improved roads on which a mail coach operated almost daily from London to Holyhead, taking 45 hours to make the journey.

#### 3.1.2 Military Travel

The French Revolution (1789 - 1799), and American Revolutionary War (1775–1783), resulted in the foundation of Republics; and I believe, the failed rebellion in Ireland of 1798 was the cause of the British Army to urgently construct the Military Road (1800-1809) with its spur down to Enniskerry. Allowing rapid deployment of military capability in the wild spaces of County Wicklow.

#### 3.1.3 Acts of Union

The Acts of Union 1800 (sometimes called the Acts of Union 1801) were two complementary Acts (3) namely:

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<sup>1</sup> Bradshaw’s were a series of railway timetables and travel guide books published by W.J. Adams of London. George Bradshaw initiated the series in 1839; after his death in 1853 the Bradshaw’s range of titles continued until 1961

<sup>2</sup> Published in London: Office of the National Illustrated Library, 1852.

- The **Union with Ireland Act 1800** (39 & 40 Geo. 3 c. 67), an Act of the Parliament of Great Britain, and
- The **Act of Union (Ireland) 1800** (40 Geo. 3 c. 38), an Act of the Parliament of Ireland.

Passed on 2 July 1800 and 1 August 1800 respectively, the twin Acts united the Kingdom of Great Britain and the Kingdom of Ireland to create the United Kingdom of Great Britain and Ireland.[2] The union came into effect on 1 January 1801. Both Acts, though since amended, still remain in force in the United Kingdom.[3]

In the Republic of Ireland the Union with Ireland Act 1800 (that passed in Great Britain) was not formally repealed until the passing by the Oireachtas of the Statute Law Revision Act 1983.[4] The Act of Union (Ireland) 1800 (that passed in Ireland) was repealed in 1962.[5]

### 3.1.4 Potato Famine

In 1845, Ireland was hit by a potato blight. In the next four years over a million Irish people died and another million emigrated in what became known as the Great Famine.

### 3.1.5 Trade and the British Empire



Figure 1: The World in 1852<sup>3</sup>

Figure 1 shows the world as it was seen in 1852 with the British Empire coloured pink and Ireland included as part of the United Kingdom of Great Britain and Ireland.

### 3.1.6 Industrial Development

The mid 1800's is an interesting time as it heralds the start of many developments that we now take for granted in our daily life. Items and pastimes such as photography, cycling, electricity, railways, canals, automobiles, and aeroplanes were novelties just becoming available for general use. The period from 1750

<sup>3</sup> Source: File:1852 Colton's Map of the World on Mercator's Projection ( Pocket Map ) - Geographicus - World-Colton-1852.jpg - <https://en.wikipedia.org>

to the present day is referenced historically as the Industrial Revolution. 1850 to 1860 marks the end of the first of three to four phases in this period of continuous change that we are living through.

The description of this tour just predates the arrival of the railway into Bray and south to Wicklow Town. Photography is not used within the tour handbook but prolific use has been made of etchings to illustrate the text. However by 1865 Laurence was producing many photographs that can now be used to supplement the etchings in the original text.

## 3.2 THE LINK WITH LONDON

### 3.2.1 Roads construction and improvement

Thomas Telford (1757–1834) was reconstructing the road along the North Coast of Wales; and between 1816 and 1824 William Dargan (1799–1867) worked with him on the Anglesey section.



*Figure 2: Thomas Telford (1757–1834)*

Dargan was then asked by Telford to start the road from Raheny to Sutton and it is understood that the fee for that project enabled Dargan to fund the great works he accomplished in the rest of his career.

### 3.2.2 Railways and the Irish Sea

The **Chester and Holyhead Railway**, the 1844 Act of Parliament, allowed a proposal to link Holyhead, the traditional port for the **Irish Mail**, with London by way of the existing Chester and Crewe Railway, and what is now the West Coast Main Line.

This single action made Chester into a railway hub to feed traffic to and from Ireland along the north coast of Wales. Examination of a railway map dated 1852 shows Chester had a large railway catchment stretching to Aberdeen in the North, Yarmouth in the East, and West of Plymouth in the South-east of England



Figure 3: The route from Chester to Dublin

The line was open for business in 1850 and the company purchased four new ships to operate between Holyhead and Kingstown; they were named the *PS Hibernia*, *PS Scotia*, *PS Anglia*, and *PS Cambria*.



Figure 4: Illustration from Bradshaw 1865

Some of the ocean going paddle steamers were later sent across to the United States, were captured while blockade running, and later renamed for service in America.<sup>4</sup>

<sup>4</sup> [PS Hibernia](#). Commissioned in 1847. Broken up in 1897.

[PS Scotia](#). Commissioned in 1847. Captured as a blockade runner in October 1862. Became the General Banks in 1863.

[PS Anglia](#). Commissioned in 1847. Captured as a blockade runner in October 1862. Became the Admiral DuPont in 1863.

[PS Cambria](#). Commissioned in 1848.





Figure 5: PS Waverley 1994

An 1852 timetable shows a train leaving London at 9:30am would get you into Dublin by 10:30am the following day cutting the journey time to 25 hours; allowing four and a quarter hours for the crossing from Holyhead to Kingston.

A second class Irish tourist ticket would cost £5 5s [€ 800.10]<sup>5</sup> and entitle the ticket holder to avail of a four day tour of County Wicklow embracing all its interesting Scenery at the price of an additional £1 15s [€ 266.70]<sup>5</sup>

Under arrangements which have been specially and exclusively entered into for the accommodation of English Visitors, the holders of each "Irish Tourist Ticket" is entitled (within the month it is available), on its production at the office of the Chester and Holyhead Railway Company, 52, Westland Row, Dublin, to have issued to him:—  
I. A Ticket for a Four Days' Tour in the County of Wicklow, and embracing all its interesting Scenery, at the Price of 1l. 15s.

Figure 6: Advertisement for a Tour of Wicklow

By 1866 one could purchase a return 2<sup>nd</sup> class ticket from London Euston to Dublin via Holyhead for 47s 6d [€ 331.79]<sup>5</sup> including a cabin on the crossing.

The following is an example of suggested routes for the train journey published in 1852 <sup>6</sup>

*FROM OXFORD TO DUBLIN.*

*WEEK DAYS.*

*ROUTE 1.-Leave the L. & N. W. Station, Oxford, at 8.0 a.m.; reach Bletchley Junction at 9.0 a.m., proceed from Bletchley by the Down Train, passing that Station at 9.20 to Blisworth, which is reached at 10.5 a.m. Passengers will remain here till 11.5 a.m. for the 9.30 a.m. Express from London (which conveys second class Passengers booked for Ireland at the same fares as by the ordinary Trains): arrives; reach Dublin at 10.30 p.m.*

*ROUTE 2 - Leave the L. & N. W. station, Oxford, at 4.0 p.m.; reach Bletchley at 5.10p.m.; proceed from Bletchley at 5.35 p.m. to Rugby, arriving there at 6.50 p.m. Passengers will here await the arrival of the 5.0 p m. Express from London ; reach Dublin the following day at 6.30 a.m.*

*ROUTE 3.-Leave the L. & N. W. Station, Oxford, at 5.45 p.m.; reach Bletchley Junction at 6.40 p.m.; leave Bletchley by the Mail Train from London, due at 10.11 p.m.; reach Dublin at 11.0 a.m. the following day.*

*SUNDAY.*

<sup>5</sup> Price multiplier of 120 from 1852 and 110 from 1866 taken from <http://safalra.com/other/historical-uk-inflation-price-conversion/>; pound sterling to Euro taken as 1.27

<sup>6</sup> Pages 2-3 of (2)

*ROUTE 1.-Leave the L. & N. W. station, Oxford, at 10.0 a.m., and reach Bletchley Junction at 11.15 a.m.; leave Bletchley at 11.22 a.m. by the 10.0 a.m. Mail from London; and arrive in Dublin 6.30 a.m. the following (Monday) morning.*

*ROUTE 2.-Leave the L. & N. W Station, Oxford, at 2.30 p.m. and reach Bletchley Junction at 3.50 p.m. Remain there till the 8.45 p.m. Mail Train from London arrives, which is due at 10.11; arrive in Dublin at 11.0 a.m. the following day.*

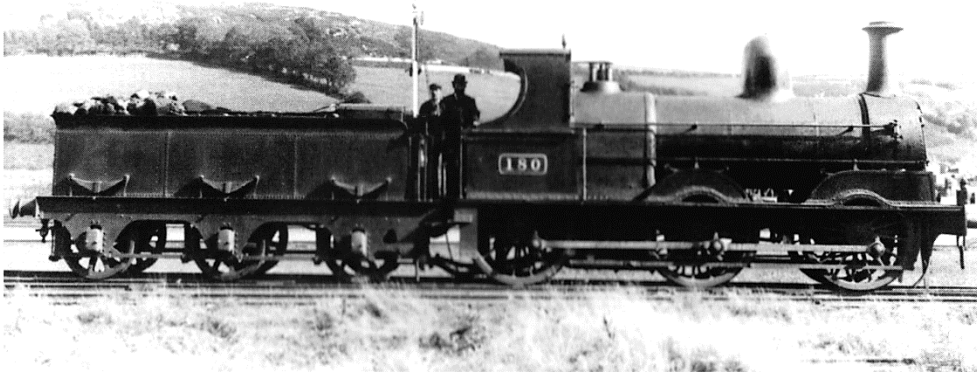


Figure 7: The style of engine and tender in use about 1875

*Notice there were no enclosed cabs on the engine at that time; there were six driving wheels on the engine and six wheels on the tender making the engine and tender very hard on the rails particularly on the bends. Bogies were introduced later to help reduce rail wear and distribute weight in a different way.*

### 3.2.3 Irish Railways

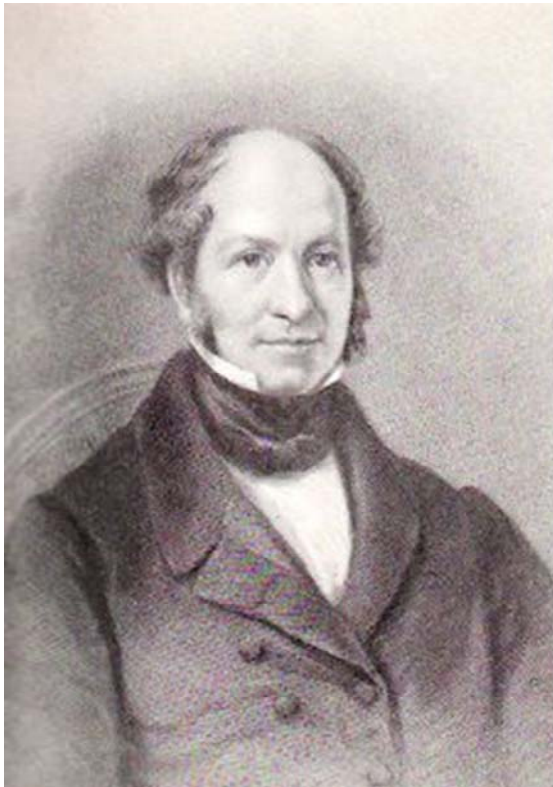


Figure 9: William Dargan 1799-1867

The first railway to be opened in Ireland was the Dublin to Kingstown Railway, authorised by parliament in



Figure 8: Charles Blacker Vignoles 1793-1875

1831, was constructed by William Dargan, and

opened in 1834; to become the first commuter railway. The railway ran from Westmorland Street in Dublin to Kingstown [Dun Laoghaire].



Figure 10; 52 Westmorland Street, now Pearse Station

Figure 10 shows 52 Westmorland Street as it was in 2015. The station opened on 17 December 1834 as Westland Row Station, the city terminus of the [Dublin & Kingstown Railway](#), the first 'commuter' line in the world. The station was extensively rebuilt for the opening of the City of Dublin Junction Railway in 1891. During this process, the station was converted into a through station, although it retained three terminus platforms. In 1966 the station was renamed "**Pearse Station**" for the fiftieth anniversary of the **Easter Rising**.

In 1834 it was not possible to travel by rail further south than Kingstown. From 1844 one could reach as far south as Dalkey from Kingstown using the atmospheric railway; until 1854 when the link to Bray used part of the same route.

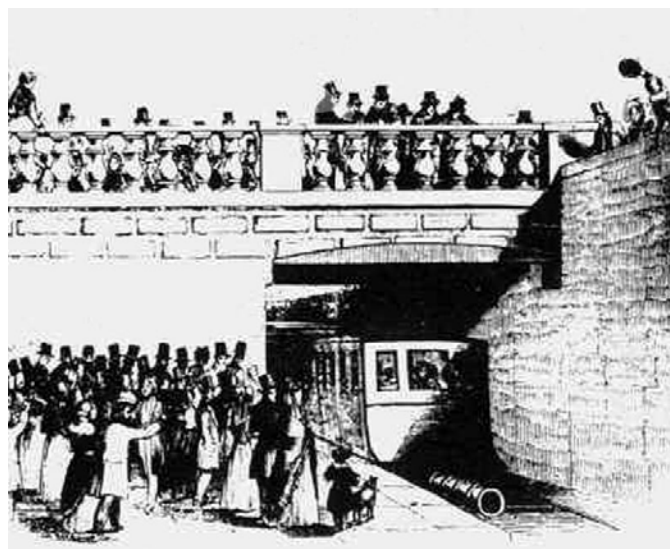


Figure 11: The Atmospheric Railway at Kingstown

The Dalkey Atmospheric Railway opened in 1843 was constructed to the design of Charles Blacker Vignoles<sup>7</sup> who was born in County Wexford and became a world renowned Civil Engineer. The atmospheric equipment was supplied by Samuel Clegg and Jacob and Joseph Samuda (4). It was the first commercially operated atmospheric railway and attracted interest from many distinguished engineers of the time. Many similar versions were later built; and one, very much improved version, is presently operating as an elevated railway in Jakarta. (4)

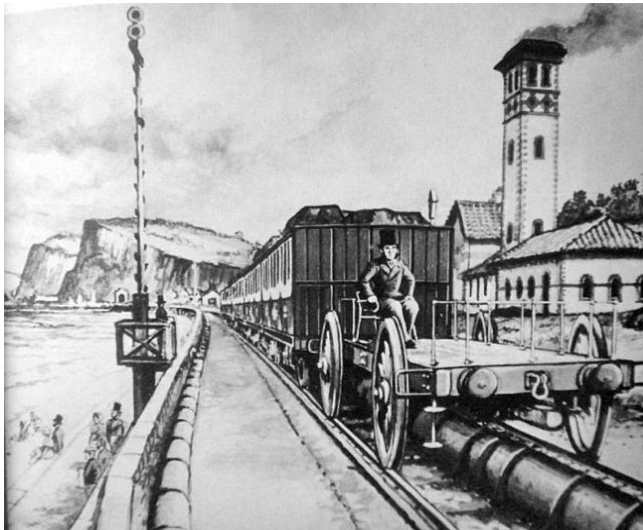


Figure 12: Sketch of an atmospheric railway in Dawlish

to the public. In service a typical speed of 30 mph was attained; return to Kingstown was by gravitation down the gradient, and slower. By March 1844, 35 train movements operated daily, and 4,500 passengers a week travelled on the line, mostly simply for the novelty.”

Wikipedia and Dalkey websites record the length of the line as 9,200 feet, that is 3,067 yards or 2.8km and, in Wikipedia an interesting story is also told “... that a young man called Frank Elrington was on one occasion on the piston carriage, which was not attached to the train. On releasing the brake, the light vehicle shot off at high speed, covering the distance in 75 seconds, averaging 84 mph ...”

In 1846 the Waterford, Wexford, Wicklow and Dublin Railway Company formed by act of parliament to extend the steam railway line south. The works were completed to Bray in 1854 and opened in 1856.

### 3.2.4 Common Trade Links

In England, demonstrations by Chartists and Irish nationalists failed to attract widespread support, and the scare died down without any major disturbances. This may have precipitated Queen Victoria's first visit to Ireland in 1849 that was a public relations success, but it had no lasting impact or effect on the growth of Irish nationalism. In Ireland, Victoria was labelled "The Famine Queen". She personally donated £2,000 [€304,800]<sup>5</sup> to famine relief, more than any other individual donor, and also supported the Maynooth Grant to a Roman Catholic seminary in Ireland, despite Protestant opposition

The **Irish Industrial Exhibition** was a world's fair held in Cork in 1852, the first to be held in Ireland (then part of the United Kingdom). It was opened on June 10 by the Lord Lieutenant, the Earl of Eglinton.

The same source states that:-

“A 15-inch traction pipe was used, with a single pumping station at Dalkey, at the upper end of the 2,400-yard run. The engine created 110 horsepower and had a flywheel of 36 feet diameter. Five minutes before the scheduled departure of a train from Kingstown, the pumping engine started work, creating a 15-inch vacuum in two minutes. The train was pushed manually to the position where the piston entered the pipe, and the train was held on the brakes until it was ready to start. When that time came, the brakes were released and the train moved off. (The electric telegraph was later installed, obviating reliance on the timetable for engine operation.)

On 17 August 1843 the tube was exhausted for the first time, and the following day a trial run was made. On Saturday 19 August the line was opened

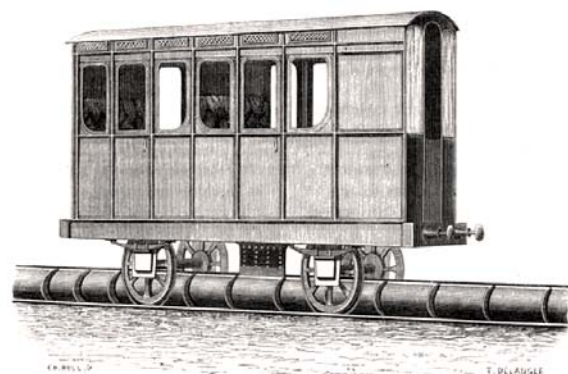


Figure 13: Piston carriage used for Paris Saint-Germain railway

<sup>7</sup>

Born in County Wexford 31 May 1793, died 17 November 1875. President of the Institution of Civil Engineers

Taking place two years after the Great Famine ended, and following a significant increase in Cork's population due to an influx of people fleeing the countryside. The fair therefore stemmed partly from attempts to revive local industries.

It was housed in the Albert Quay area in a cruciform building designed by John Benson with three wings given over to industrial exhibits such as whiskey, projectile shells, hydraulic presses, Valentia slate and gingham, with a fourth to fine arts.

The following year the **Great Industrial Exhibition** in 1853 was held in Dublin, under the auspices of William Dargan. In its day, it was the largest international event to be held in Ireland.

### 3.2.5 Water supply and Electrification

1863 and 1923 saw Vartry Reservoir completed in stages for a total capacity of 11.3 and 5.6 billion litres respectively<sup>8</sup>

1929 Shannon Electrical Scheme and the rural electrification of Ireland.

1930 to 1940 Poulaphouca dam and reservoir, also known as Blessington Lake, was constructed and consequently drowned and obscured the Poulaphouca water fall with its deep pool that pre-existed the dam construction.

## 3.3 LOCAL TRAVEL

### 3.3.1 Walking

In 1852 people travelled on foot; walking up to 48km [30miles] in a day on a regular basis. For those not fit enough, or those wishing to travel a little quicker, the horse was the choice available. Some bicycles were appearing and becoming very popular but they were relatively expensive to buy.

### 3.3.2 Horse powered vehicles

The Mail coach ran a regular service along fixed routes with defined stopping points for setting down and picking up goods, mail, and passengers. An example is shown in Photo 1, this was taken outside John Quin's later International Hotel.



*Photo 1: Mail Coach, Bray about 1865*

For local travel covering shorter distances carriages, coaches, cars and horses of various sizes were available.

Phaetons were a form of lightweight coach that were very fast to travel in but the lightweight springing of the suspension system apparently made them very unstable and they frequently crashed.

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<sup>8</sup> From Vartry Reservoir, Wikipedia

More reliable and sturdier were the *Landau* open and closed carriages such as those shown in Photo 2; two number four wheeled 4/6 seater coaches in the foreground and two number two wheeled 4 seater outside jaunty cars behind them.



*Photo 2: Coaches and Jaunty Cars, Bray about 1852*

The outside Jaunty cars, where the passengers sat facing out with their legs over the wheels, were reputed to be more stable than the inside alternative; where the four passengers sat facing each other. However the inside cars could be fitted with a roof and side sheets for protection against the weather. With the outside cars the passengers were given waterproof aprons to wear and the horse hair filled cushions they sat on were changed every second stage with dry ones, in rainy weather.



*Photo 3: Inside Jaunty Car, Bray about 1865*

Photo 3 shows an inside car that may have been used for the four day trip detailed in Section 4 below. Of course horses and donkeys could be used for single riders as shown in Photo 4.



*Photo 4: Riding Donkeys, Bray about 1865*

### 3.3.3 Travelling clothes

Some of the clothing styles worn can be seen in Photo 4; Ladies wore very flared skirts on the street with a fitted blouse, bonnet and shawl to keep out the weather. Ladies travelling would wear closer fitting clothes with straight skirts and hats with narrow brims to fit in the close confines of a carriage or car. Gentlemen may have worn a tall hat or bowler on the street with dark jacket, long or tailed, over a waist coat and fitted trouser to the ankles. For travelling this would be modified by a flat or narrow brimmed hat of a soft material to fit in the pocket. The jackets would be shorter and may have been waisted or belted. The trouser would be fitted to just below the knee with long woollen socks.

Both men and women would be wearing strong but lightweight shoes to allow for hard wearing and long walking distances. Style would be reserved for the wealthy and for formal or every day wear. Travel garments were hard wearing close fitting and durable in all weathers.

The materials used in the clothes were of course from natural fibres only and the colours would be from natural dyes. Synthetic fibres and colours were a product of the industrial changes and would slowly come available in the next few years. The natural fibres would have been wool and linen from Ireland along with cotton and silk from the British Empire. It is interesting to note from one advert of the time extolling the virtues of the weather protection afforded by a particular water proof material available in cape, coat, or shawl form that had a silk base; easy to fold up and put in one's pocket or saddle bag and was not sticky to the touch.

The country people in Ireland would have been very poorly dressed in general; visitors and travellers would have looked very different.

### 3.3.4 Travel costs

The cost of travel appears very high in 1852; affordable only to those with a relatively large income. The industrial revolution in England was generating a lot of wealth; and middle to upper class manufacturers would be joining the landed gentry with a large enough income to think of travelling for leisure during the summer months.

Ireland was struggling after the Great Famine and a lot of energy was being put into attracting interest in her manufacturing capabilities and mineral deposits to feed the needs of the industries being developed in the English midlands. Part of this was to attract tourists into Ireland and visitors to the two great exhibitions in Cork 1852 and Dublin 1853.

The railways were looking for passengers and they were creating opportunities for people to travel not only on business but for pleasure as well. The industrial revolution was not only creating wealth but giving some

people more time on their hands and more money in their pockets. This can be seen in the rapid reduction in railway fares between 1852 and 1865.

## 4 THE FOUR DAY TRIP

### 4.1 INTRODUCTION

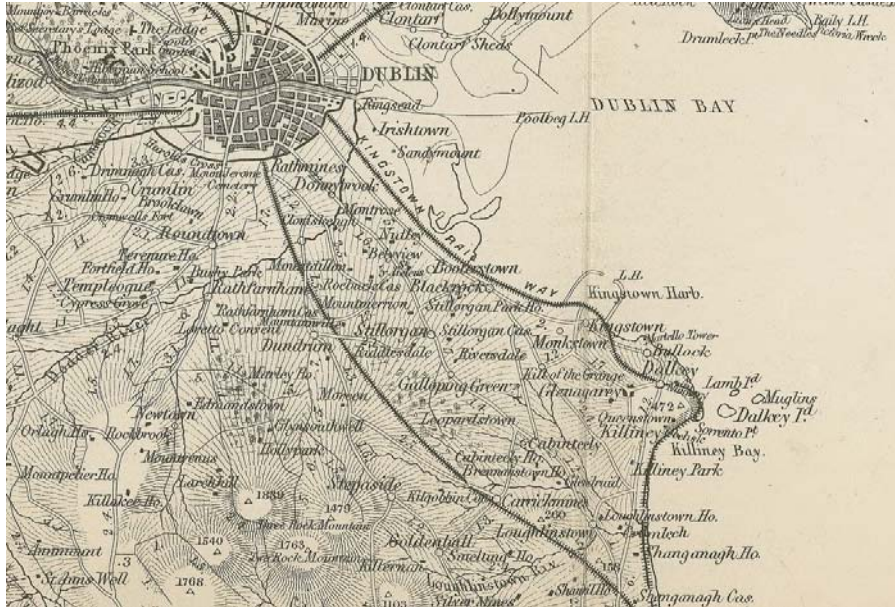


Figure 14: Section of Fraser's Map of 1855

Fraser's Map of 1855<sup>9</sup>, although slightly younger than the subject date, presents a clearer image than the guide book version to view and see familiar place names.

The length of Ireland's railway open for traffic in December, 1851, was 614 miles [ 982 km].

In the 1840's the roads and accommodation for travellers was considered inadequate by persons venturing here from England and the Continent of Europe. It appears that a considerable change had occurred during the ten or twelve years before 1852 to render the experience enjoyable; with better roads, railways and associated facilities. It was said at the time that more people had come to Ireland for a holiday in the previous two years than had previously travelled in five years<sup>10</sup>.

By degrees roads were improving (possibly from public works to ease the plight of the starving country people), inns being built, cars and coaches becoming plentiful. Then came the railroads in Ireland, and concurrently the line between Chester and Holyhead was constructed. The long sea passage from Kingstown to Liverpool had been shortened by travelling from Holyhead in North Wales, the pleasure traffic and the direct trade, between the two islands, had been stimulated by the development of the national resources in Ireland itself.

The recommended centre for this tour was Bray; however the railway from Kingstown to Bray had not been completed but one could reach Dalkey from Kingstown using the Atmospheric railway then take a coach or car to Mr Quin's Hotel in Bray.

<sup>9</sup> Fraser's Map of the County of Wicklow, including the Environs of the City of Dublin, Published by William Robertson; Simpkin, Marshall & Co. of 23 Upper Sackville Street, Dublin. URL

[http://hdl.handle.net/10151/OB\\_1000179\\_SC](http://hdl.handle.net/10151/OB_1000179_SC) At UCD Library, University College Dublin

<sup>10</sup> IRISH TOURIST'S HANDBOOK published by London Illustrated Library; page 10



The hotel opened in 1776 as *Meath Arms Inn* and in 1800 was known as *Quinn's Hotel*. (5) In 1820 the hotel was transferred from John Quinn senior to John Quinn junior with a considerable portion of land in Bray. From 1867 it was known as the *Royal Hotel*.

Mr Quin was providing similar services along the east coast of Ireland to that famously provided by Bianconi<sup>11</sup> in Cork and the south west.

During the introduction to the Handbook, the author tells an anecdote about a traveller engaging a jaunty car to take himself and baggage from Kingston to Killarney. He looks for a good strong horse and a trap or Jaunty car in fine condition to make the journey. He relates that the first day's journey was of 80 miles [128km] completed in four stages. The first stage of 20miles [32km] was complete in 2hours 6minutes before changing the horse, and the driver apologised for being so slow saying the road was bad. The traveller suggests that this was twice the pace that he would have expected on English roads.

Just to get some idea of time span for each journey and to place the horse changes I have used a speed of 6.25mph [ 10.00kph] with horse changes every 20miles [32km]

Before detailing the Wicklow tours several side trips or detours are suggested before arriving in Bray or as additional points of interest.

## 4.2 SCALP

The route from Dalkey is shown in Figure 15; the blue line shows the extent of the atmospheric railway to Dalkey and the red route the journey by Jarvey or Jaunty car.

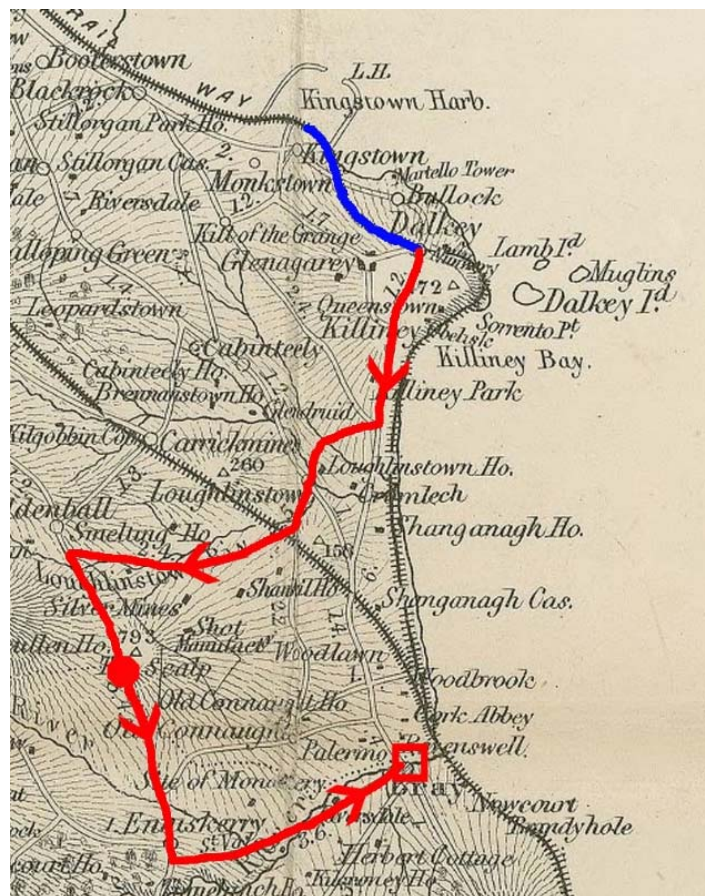


Figure 15: Route from Dalkey to Bray

As you may know the use of photography was very limited at this time and resort in publications was to use engraved plates by way of illustration. An artist's impression of the "Scalp" is shown in Figure 16

<sup>11</sup> Charles Bianconi (24 September 1786 – 22 September 1875) was an Italian-Irish entrepreneur.

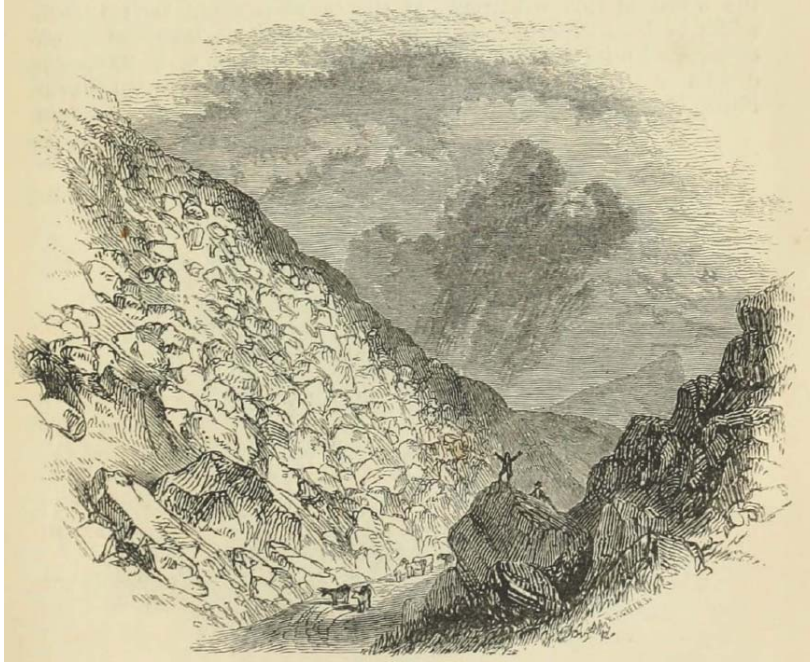


Figure 16: The Scalp

One should note the cattle roaming free on the road appear to be long horns, very different from the breeds seen enclosed in our fields today.

### 4.3 FOUR DAYS TOUR THROUGH COUNTY WICKLOW.

The course proposed by Mr. Quin to be followed by those taking Excursionist tickets for the Wicklow tour, is as follows:-

#### 4.3.1 1<sup>st</sup> Day

*From Bray to the Dargle, through Powers court demesne to Lough Bray, Waterfall, Killough, through Hollybrook (house and demesne), round Bray Head and into Bray.*

This was a single day excursion into the Wicklow hills starting and finishing in Quin's Hotel, Bray John Quin was involved in the later construction of the International Hotel near to Bray station after the railway arrived in Bray.



Figure 17: Route on Day One

The route that I have assumed our travellers would have been taken is shown by the red line in Figure 17, plotted on a copy of Fraser's map dated 1855. As the synopsis above describes, the travellers would have been taken along the route of the River Dargle to Enniskerry Village; a distance of about 3.3 miles

4.3.1.1 *Enniskerry*Photo 5: Enniskerry<sup>12</sup>

A stop could have been made at the Powerscourt Arms that provided coaching facilities although the distance and travel time to this point would not warrant a comfort stop for either horse, driver or passenger. The entry to Powerscourt House is along the road to the left of Photo 5.

4.3.1.2 *Powerscourt House*

Photo 6: Powerscourt House about 1865

The grounds of Powerscourt were provided with a double “Ha-ha” to hide the tourist traffic from the occupants of the house but provide a reasonable view for the tourist. The route through the Demesne can still be traced today out onto the upper Glencree Road beyond Enniskerry.

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<sup>12</sup> Many of the photographs are dated about 1865 from the Lawrence Collection in UCD or the National Library



Photo 7: Powerscourt double Ha-ha

#### 4.3.1.3 *Glencree*

The route travels westwards along the north side of the valley and even today has fine views across the valley including the Glencree River below the road which slowly appears to rise up to meet the road just as the traveller would reach the Army barracks. The barracks were built as part of the provision for the Military Road after the 1798 rebellion. In 1852 it could have been unoccupied because in about 1858 it was opened as a Reformatory for young offenders.



Photo 8: Glencree Reformatory about 1865

#### 4.3.1.4 *Lough Bray*

A further 1.1 miles [ 1.8km] along the rising military road would bring the traveller to Sir Philip Crampton's "Swiss Cottage" built on the shores of Lough Bray. Sir Philip Crampton was a Surgeon-General in the British army and the cottage was apparently paid for by the then Duke of Northumberland, who, when Viceroy,

had been a guest of Sir Philip at a cottage which occupied this spot, but which had been accidentally burned.

An engraving, see Figure 18, on the front cover of “The Irish Penny Journal” dated 1<sup>st</sup> August 1840 shows Lough Bray; with the editorial extolling the blessings of nature that surround the capital city of Ireland, and setting this as a prime example.



Figure 18: Lough Bray 1840

The engraving in Figure 19 is from the illustration in the Irish Guide Book

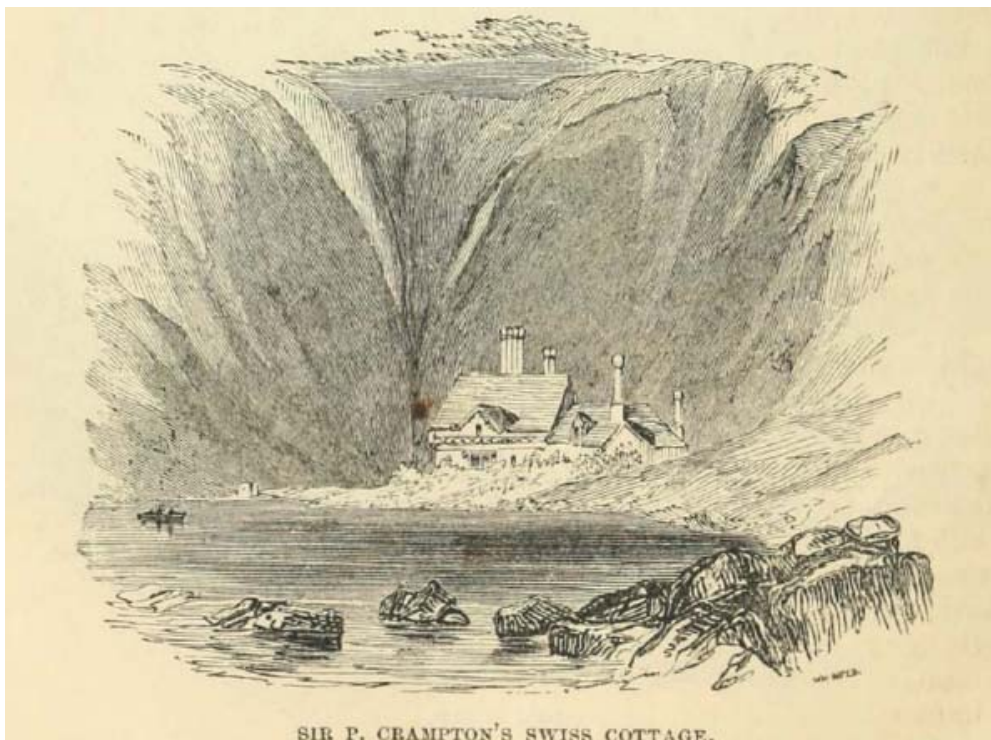


Figure 19: Swiss Cottage engraving 1852

A later Lawrence photograph shows the building with imitation timber on the walls, see Photo 9, but later records show this has been removed or “painted out”.



*Photo 9: Swiss Cottage about 1865*

By this time the travellers would have covered nearly eleven miles [17.6km] and would be ready for some refreshment that may have been available in the form of a picnic, but no mention is made in the text.

#### **4.3.1.5 Powerscourt waterfall**

The route takes them partly back the way they had come to a right turn made down a short and steep section of road to travel south east along the southern side of Glenree. Again with fine views; reaching the Powerscourt waterfall after a total travel distance of 17.6 miles [28.2km].



*Photo 10: Powerscourt waterfall 1865*

#### 4.3.1.6 Killough

Returning back along the track through the gates of the demesne and onto the public roads, then skirting north of the Great Sugar Loaf to a possible stop for lunch and a change of horse at the “Glencormac Inn”, then referred to as “Killough” but shown on the map and known now as Kilmacanoge. To this point the travellers had completed about 22 miles [35.2km] and taken three hours twenty minutes plus the time spent at each stop. The horse would be exhausted and would be changed while the travellers were refreshing themselves.

#### 4.3.1.7 Hollybrook House

The next itinerary stop was Hollybrook House, now a riding stables.



Figure 20: Engraving of Hollybrook House about 1858

Partial retracing of the current route of the N11 southwards through Kilmacanoge to the top of the Glen of the Downs where a left turn would have been made to travel east in a zigzag path to reach Windgates before entering Cliff Road for a trip around the upper levels of Bray Head with fine views of the coast line south to Wicklow and northwards to Howth Head on the north side of Dublin Bay. The track eventually meets the road from Windgates down through Bray and returning to Quin’s Hotel. A distance of 33 miles [52.8km] and about five hours plus stopping time.

#### 4.3.2 2<sup>nd</sup> Day

*From Bray through Kilruddery demesne, through Bellevue demesne, Glen of Downs, Tinnepark Hermitage demesne, Devil's Glen and Newrath Bridge.*

This would be the start of a three day trip and the travellers would have to bring enough personal items to allow for two overnight stops along the way. The route for the first part of the day is shown by the red line in Figure 21, starting at the top from Quin’s Hotel, Bray.

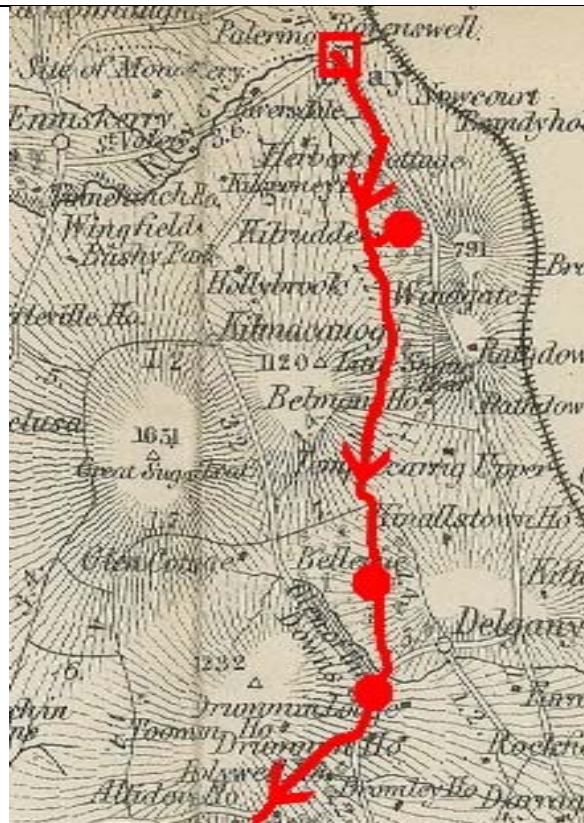


Figure 21: First part of Day Two

#### 4.3.2.1 Kiltruddery House

The first destination was Kiltruddery House at a distance of 1.9 miles [ 3.0km] on the south side of Bray. The seat of the Earls of Meath, there is no illustration in the guidebook; but years later several photographs were taken for the Lawrence Collection, an example is shown in Photo 11.



Photo 11: Kiltruddery House about 1865

There is a route through the demesne that can still be traced along the valley almost due south returning to the public roads at Templecarrig.

#### 4.3.2.2 Bellevue House

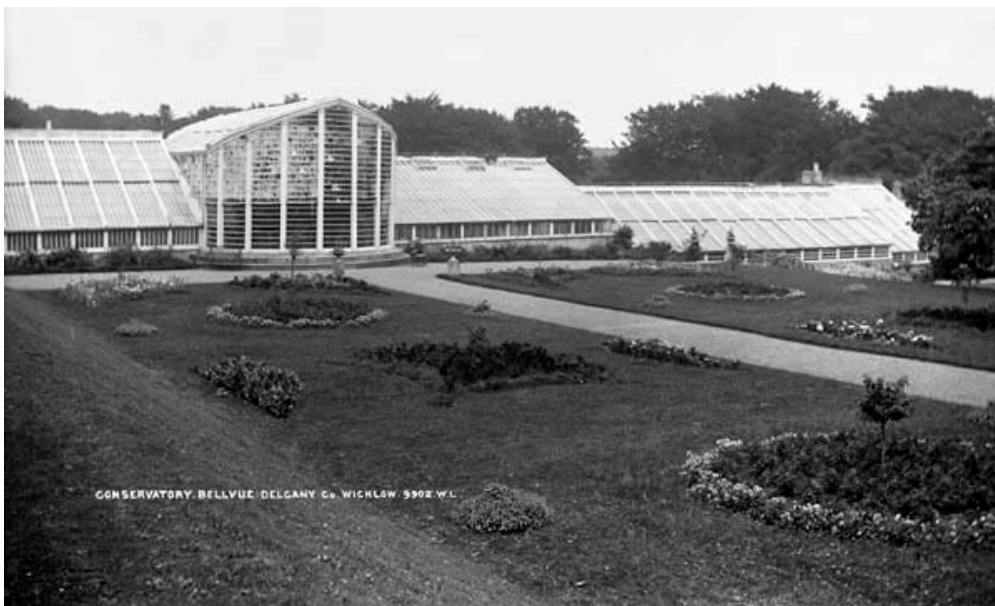
Travelling through the lanes to the northern entrance into Bellevue Demesne at Shelagh's well.

Again there is no illustration of the house in the Guidebook but Lawrence has produced several photographs about 13 years later; an example is Photo 12. One of the prime attractions would have been the serpentine green house that had been built at the back of the house; as shown in Photo 13 again from the Lawrence collection.





*Photo 12: Bellevue House about 1865*



*Photo 13: The Green House or Conservatory about 1865*

A route south was possible through the Bellevue Demesne to arrive on Glen Road at a point now familiar as the Delgany golf club entrance.

#### **4.3.2.3 Glen of the Downs**

A short distance along the Glen Road would bring the travellers to the Glen of Downs. There is an illustration in the Guidebook of the Glen of the Downs, see Figure 22, and a similar view was published earlier shown in Figure 23 for comparison.

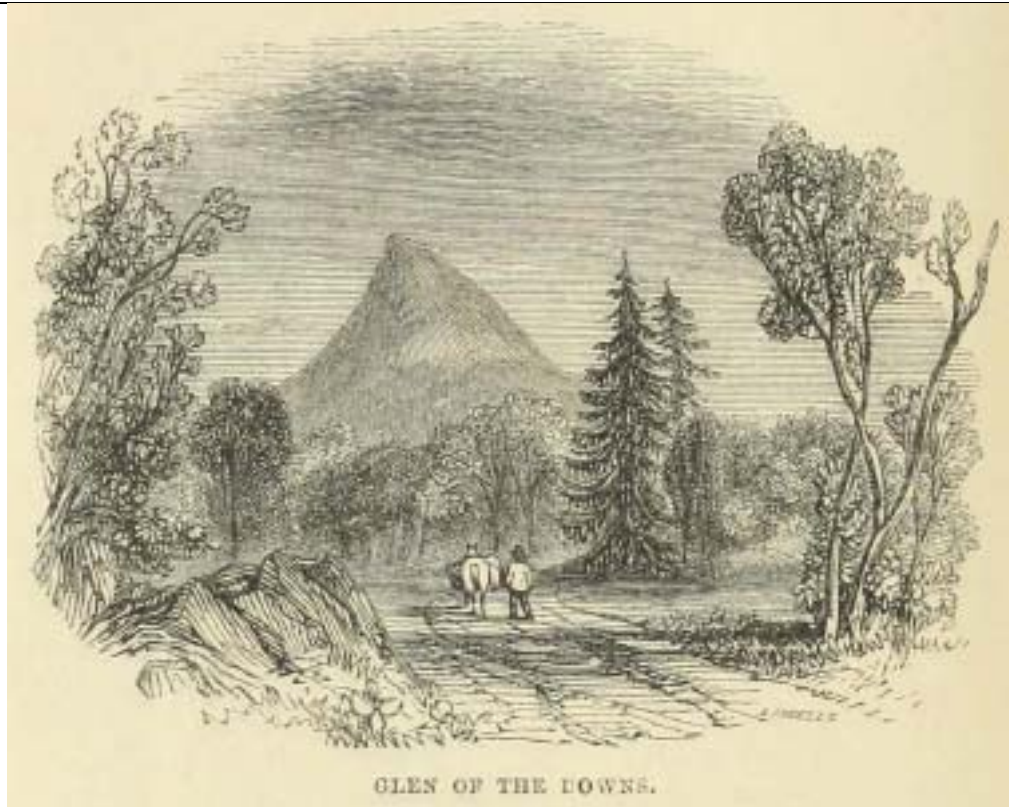


Figure 22: Glen of the Downs 1852



Figure 23: Glen of the Downs 1794

Several of the photographs taken by Robert French for the Lawrence collection show views of the Glen of the Downs with a better defined road, footpath and boundary wall; an example is Photo 14.



Photo 14: Glen of the Downs about 1865

From the Glen of the Downs the route passes Drummin Townland toward Altidore. The route continues on Figure 24; where Altidore appears near top left of the red line.



Figure 24: Second part of Day Two

#### 4.3.2.4 Tinnapark House

Tinnapark House is now a working farm with a narrow access off Tooman Road;



Photo 15: Tinnapark House

#### 4.3.2.5 Hermitage

Next on the itinerary was the Hermitage, a wooded glen (5), planted originally by General Carey before the land was incorporated into the Altidore Demesne and improved by Mr Blachford with artificial as well as natural cascades.



Photo 16: This "... elegant villa, the residence of Mrs Hawkins; ..." near to the Hermitage entrance

This "... elegant villa, the residence of Mrs Hawkins; ..." near to the Hermitage entrance is recorded in another guide book of the time.

Mrs Hawkins could be related to the Hawkins-Whitshed family as Catherine Keene, the sister of Admiral Sir James Hawkins- Whitshed

#### 4.3.2.6 Waterfall

The waterfall and glen were on Altidore land, but "... generously open to the stranger. ..." and was accessed on foot through a stile; "... your carriage and horses must remain on a grass-plot without the gate..."

An engraving of the waterfall is reproduced in the Guidebook as shown in Figure 25.



Figure 25: Waterfall near the Hermitage

The hermitage was the subject of an engraved lithograph by S. Burton currently in the collection of the National Library and shown in Figure 26.

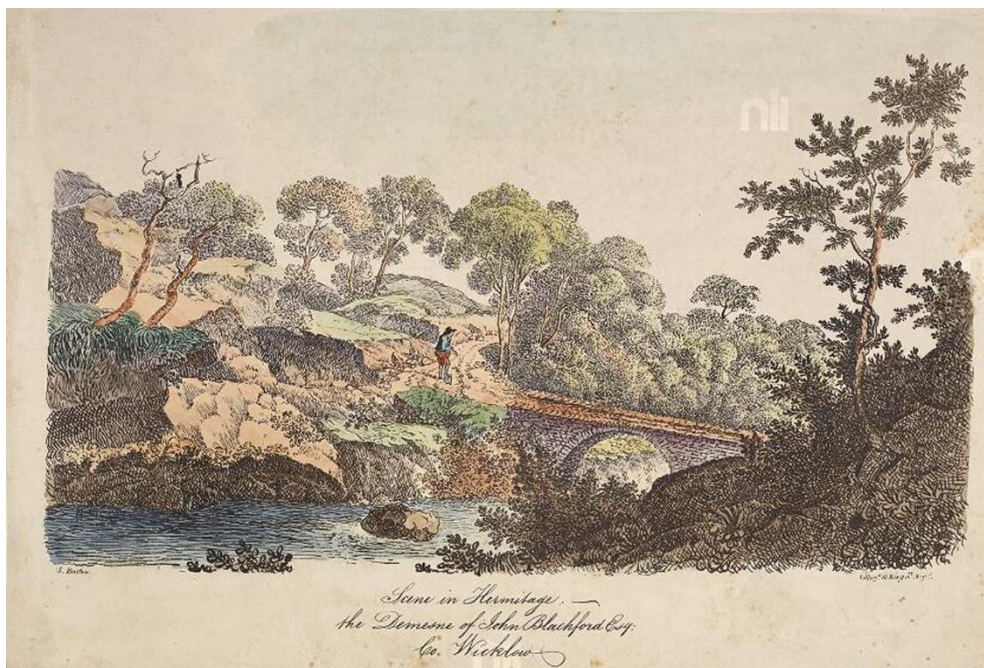


Figure 26: Lithograph "Scene in Hermitage" by S. Burton

About ten miles [16km] had been travelled at this point and another six and a quarter miles [10.0km] would be required to reach the Devil's Glen.

4.3.2.7 *Devil's Glen*

There are many examples of illustrations of the Devil's Glen; there are three engravings in the Guidebook, also several photographs in the Lawrence collection, and **Coillte** advertise the features in their current publications.



Figure 27; Entrance to Devil's Glen 1852



Figure 28: Cascade in Devil's Glen 1852



Photo 17: Entrance to Devil's Glen 2014

Compare Figure 27 with Photo 17; and Figure 28 with Photo 18 to see the similarity with time.



Photo 18: Cascade in Devil's Glen 1865

#### 4.3.2.8 Newrath Bridge Hotel

Five and a half miles [ 8.8km] would bring the travellers to the nights lodging at the Newrath Bridge Hotel now called the Hunters Hotel near Rathnew.



Photo 19: Newrath Bridge Hotel<sup>13</sup>

The total distance travelled was about 22 miles [35.2km] in say three and a half hours plus time spent at the points of interest. This could have been accomplished without a change of horse, and perhaps some food and drink was carried along with the travellers because there does not seem to be a suitable stopping place for refreshment along the way.

A recent article appraising the perception the Hotel has had upon its guests has been prepared (4) by Canadian authors.

The article (4) reviewing entries made in the visitors' book of the Newrath Bridge Hotel mentions several highly enthusiastic comments about the quality of the Hotel and highlights extracts written by Sir Cusack Patrick Roney and Sir John Forbes.



Figure 29: Sir Cusack Patrick Roney

**Sir Cusack Patrick Roney** was the Secretary of the Eastern Counties railway, and wrote several travel books; he visited the hotel just before writing about it in 1866 (5).

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<sup>13</sup> Undated photograph of a Mail Coach outside the Newrath Bridge Inn; from Hunter's Inn website.



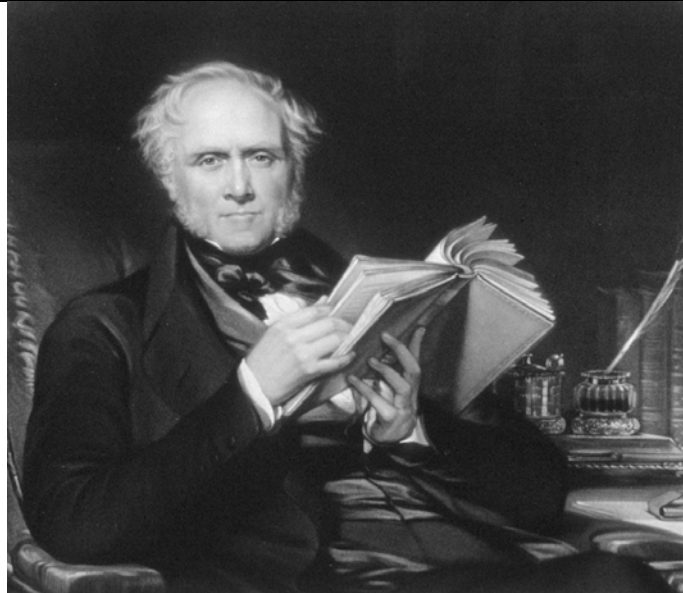


Figure 30: Sir John Forbes<sup>14</sup>

**Sir John Forbes**<sup>15</sup> visited the hotel late in 1852 (5); he was Queen Victoria's physician and is credited with the introduction of the stethoscope into common medical use with his translation of the original treatise from the French by the inventor René Laennec.

#### 4.3.3 3rd Day

*From Newrath Bridge to Avondale, Castle Howard, Shelton Abbey, round by Arklow to Ballyarthur, and to the Wooden Bridge.*

The third day started from the Newrath Bridge Hotel shown in the top right of Figure 31 and the route presumed taken is shown again by a red line.

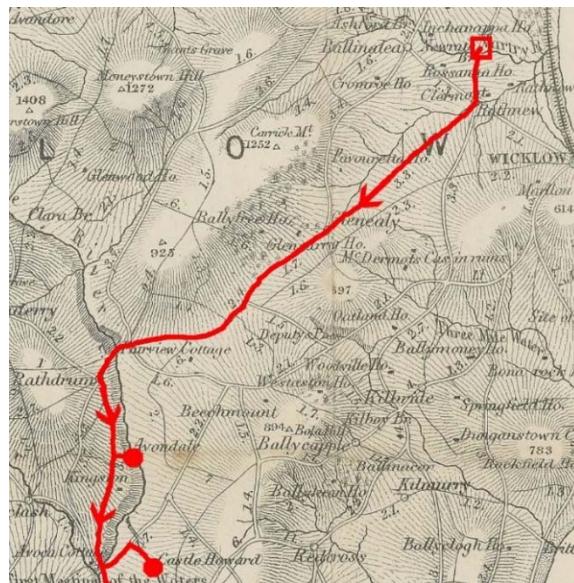


Figure 31: First part of Day Three

<sup>14</sup> Drawing by John Partridge (3)

<sup>15</sup> **Sir John Forbes** [FRCP FRS](#) (17 December 1787 – 13 November 1861) was a distinguished Scottish physician, famous for his translation of the classic [French](#) medical text, *De L'Auscultation Mediate* by [René Laennec](#), the inventor of the [stethoscope](#). He was physician to [Queen Victoria](#) 1841–1861. (5)

#### 4.3.3.1 Avondale House

The party would have travelled out from the Hotel's yard to Rathnew and then taking the road to Glenealy and Rathdrum would have gone directly to Avondale House. Charles Stewart Parnell (1846 to 1891) may not have been resident at that time; the house was built in 1777 for Samuel Hayes, designed by James Wyatt it was noted for fine plasterwork. Charles Stewart Parnell's father, John Henry Parnell, died in 1859 when Charles inherited the estate while resident at school in England before studying at Magdalene College in Cambridge (1865-1869).



Photo 20: Avondale House about 1865

It is interesting to note that Charles Hunter, grandson of John Hunter, proprietor of the Newrath Bridge Hotel was god son of Charles Stewart Parnell. (6)

#### 4.3.3.2 Castle Howard

The next destination was Castle Howard which was an intact castle with the addition of a 19<sup>th</sup> Century Mansion. Reference to the Architectural Heritage database, see 6.2 below, says that the house was built in 1811 for Lt-Col Robert Howard. A recent photograph from the same source is shown in Photo 21



Photo 21: Castle Howard about 2014

The remainder of the day's route is shown in Figure 32 continuing from Castle Howard near to the top centre.

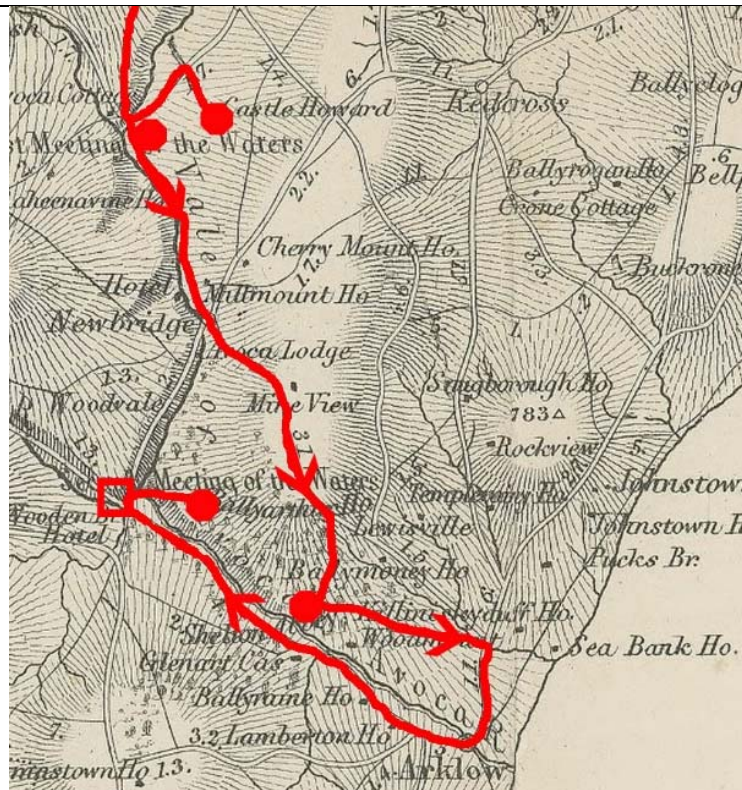


Figure 32; Second part of Day Three

#### 4.3.3.3 The meeting of the waters

The meeting of the waters, where the Avonmore and Avonbeg rivers join, has always been a popular resting place and watering hole for horses and travellers. There does appear to be a building to the right in some of the photographs from 1865, Photo 22 shows how quiet it could have been.



Photo 22: Meeting of the Waters, Ovoca about 1865

“There is not in the wide world a valley so sweet,” as poet Thomas Moore wrote in his song, ‘The Meeting of the Waters’ in 1808, “As the vale in whose bosom the bright waters meet”. Moore was thought to have spent many hours composing poems and songs under a tree near here.

#### 4.3.3.4 Shelton Abbey

The travellers would have crossed the river at Avoca to reach Shelton Abbey. Avoca was once known as Newbridge. It subsequently became known as Ovoca, and then in Victorian times as Avoca. Shelton Abbey was the seat of the Viscounts and Earls of Wicklow from 1726.

Shelton Abbey was, the prominent work of Sir Richard Morrison, a Gothic Fantasy built in 1819 as a remodelling of the Abbey. He also worked on Kilruddery House.



Photo 23: Shelton Abbey 1865

Some twenty miles [32.0km] would have been completed at this stage and the horse would be getting tired. I believe that is why a detour through Arklow was built in at this point in order to change horses for the remainder of the trip. Although there was a coaching inn at Newbridge (Avoca) at one time.

#### 4.3.3.5 Ballyarthur House

Ballyarthur House was a former hunting lodge built in 1680 and fitted with a new façade in the middle of the nineteenth century.



Photo 24: Entrance to Ballyarthur about 1865

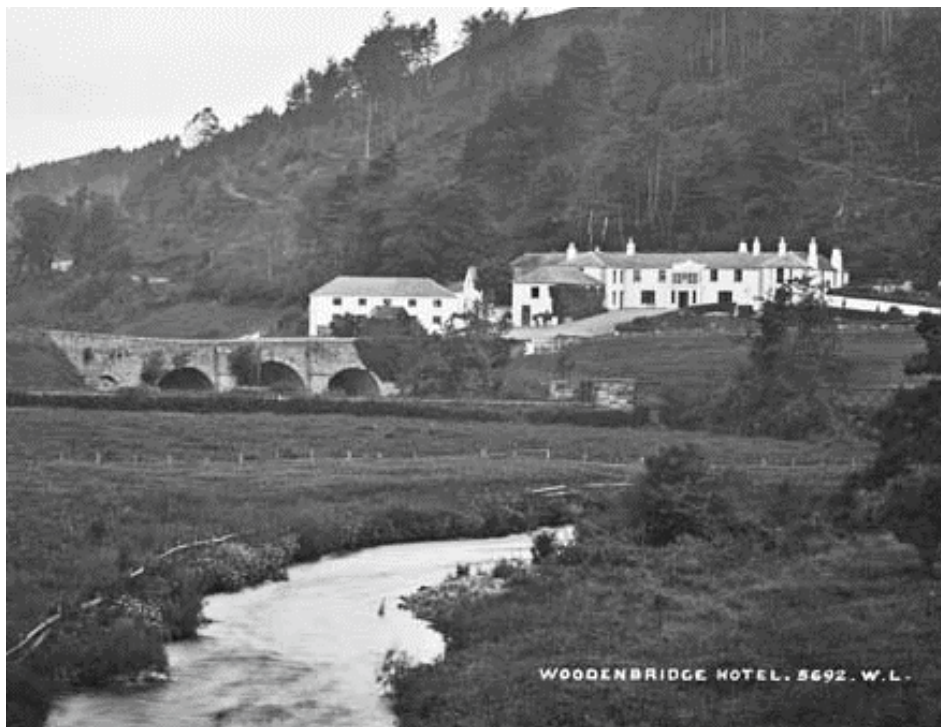
Details of the house are reproduced from the Architectural survey in 6.11 below and a recent view of the façade is shown in Photo 25.



*Photo 25: Ballyarthur facade about 2014*

#### **4.3.3.6 Woodenbridge Hotel**

Woodenbridge Hotel was the last item on the itinerary for the day and was, I understand, managed by the brother of manager/owner of the Newrath Bridge Hotel.



*Photo 26: Woodenbridge Hotel about 1865*

The total distance covered on the day would have been about thirty miles [48km] and a change of horse would have been required. The travel time was about four and three quarter hours, to which should be added the time spent at the points of interest and time spent on refreshments.

#### 4.3.4 4th Day

*From Wooden Bridge through the Vale of Ovoca, Meeting of the Waters, Rathdrum, Vale of Clara, Seven Churches, Luggelaw, and by Sugar Loaf to Bray.*

The final day of the tour starts from the Wooden Bridge Hotel then heads northwards along the Ovoca Valley, past Newbridge (Avoca) and the meeting of the waters to Rathdrum. This is again shown by a red line on Figure 33 from the lower left to upper left and continues on Figure 34 following the red line from the bottom right.

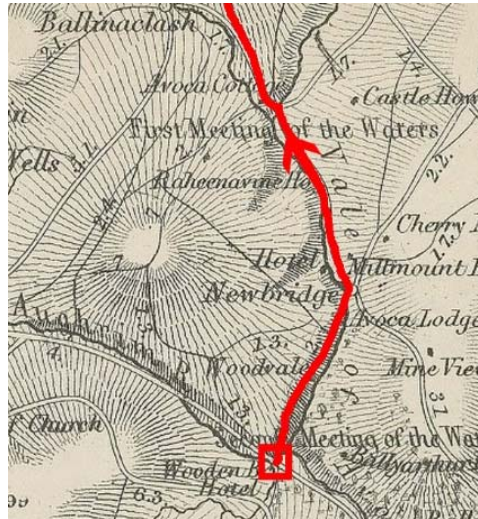


Figure 33: First part of Day Four

The route then traces the Avonmore River through the Vale of Clara after Ballinderry. Eventually reaching Laragh and turning left into the valley of the Glendasson River to Glendalough, the site of the seven churches.

##### 4.3.4.1 Seven Churches

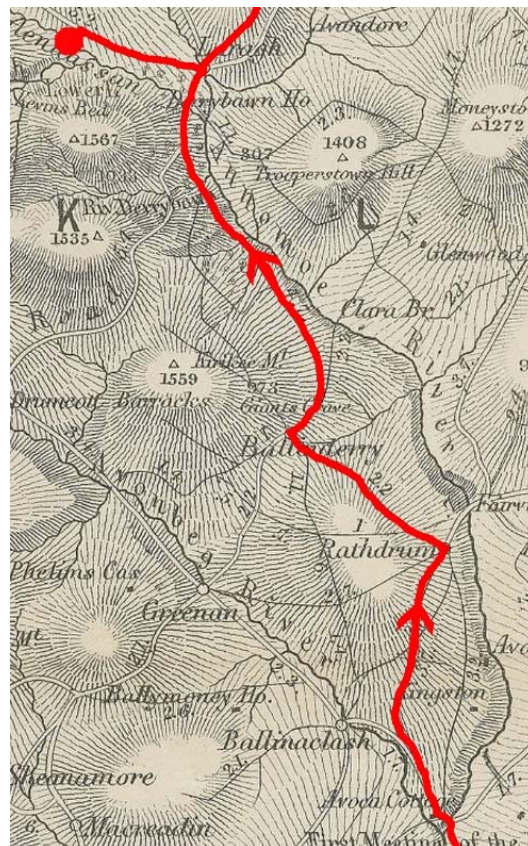
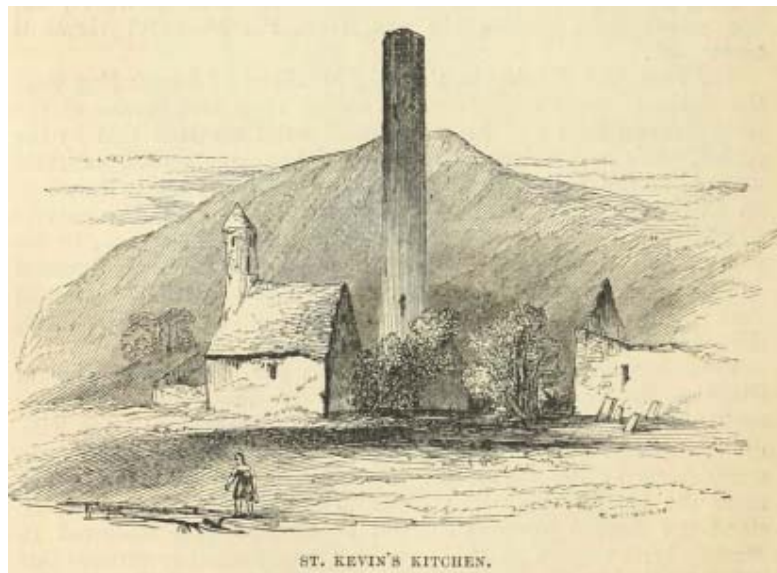


Figure 34: Second part of Day Four



*Figure 35: St Kevin's Kitchen 1852*

The distance travelled was about 16.3 miles [ 26.1km] it is possible that the Glendalough Hotel was extant at that time to allow for refreshment before or after the site visit to the remnants of the monastery.

Note that the conical roof had been erected on the tower between the engraved sketch included in the tourist guide Figure 35 and Photo 27 taken from the Lawrence collection.



*Photo 27: Monastic building in Glendalough about 1865*

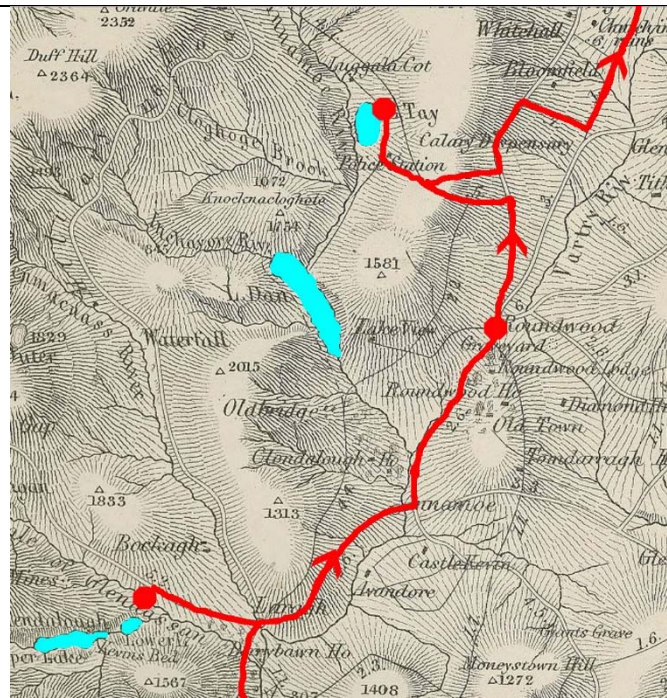


Figure 36: Third part of Day Four

From the monastic site the travellers would have retraced their path to Laragh and taken the road through Annamoe and onwards for a possible change of horse at the Roundwood coaching inn, with 23.1 miles [ 37.0km] covered.

#### 4.3.4.2 Luggelaw

With a fresh horse the tour progressed to Luggelaw with a possible walk where the road was steep.



Figure 37: Engraving of Luggelaw, undated (5)

The building at Luggelaw was a hunting lodge once owned by Peter La Touche of Bellevue House, Delgany; and is now occupied by Garech de Brún a member of the extended Guinness family.



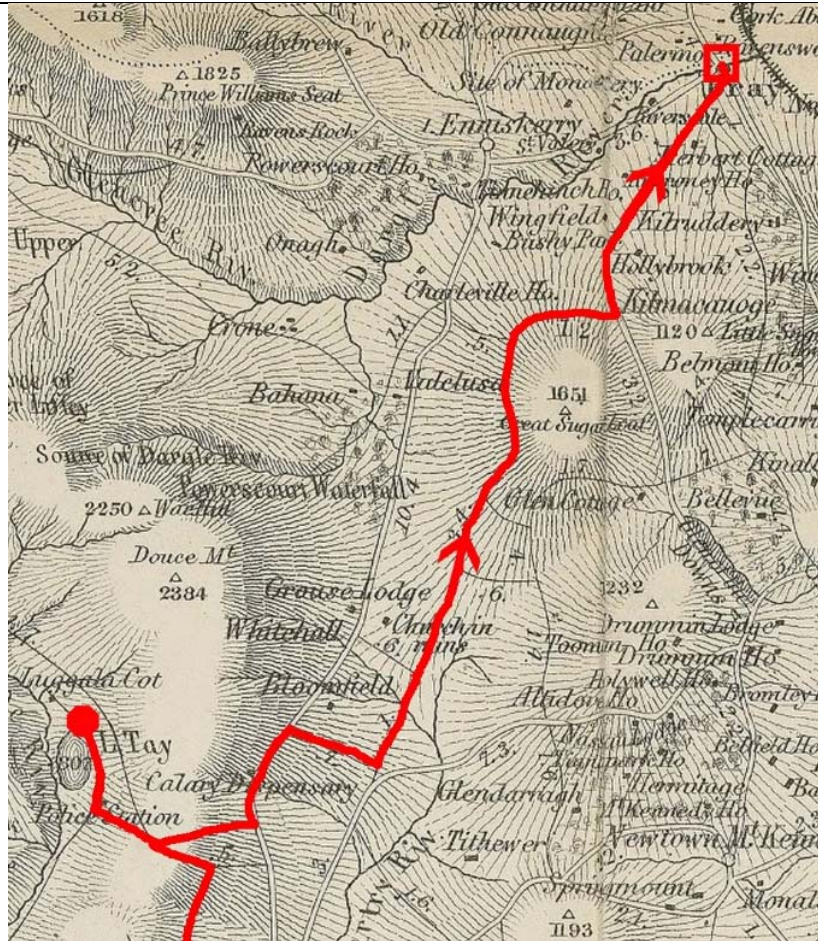


Figure 38: Fourth part of Day Four

The final section of the trip would have been past the Great Sugar Loaf to Kilmacanoge then to Quin's Hotel in Bray. A total distance covered in the day of 42.4 miles [67.8km] that would have taken about seven hours plus the time spent at the two points of interest and time for lunch or refreshment along the way.

## 5 THE YEAR 1852

### 5.1 EVENTS

#### 5.1.1 January–March

- January 14 – President Louis-Napoléon Bonaparte proclaimed a new constitution for the French Second Republic.
- January 15 – Nine men representing various Hebrew charitable organizations came together to form what became the Mount Sinai Hospital in New York City.
- January 17 – The United Kingdom recognized the independence of the Transvaal.
- February 3 – Battle of Caseros or Battle of Monte Caseros, Argentina: The Argentine provinces of Entre Rios and Corrientes allied with Brazil and members of Colorado Party of Uruguay, defeated Buenos Aires troops under Juan Manuel de Rosas.
- February 11 – The first British public toilet for women was opened in Bedford Street, London.
- February 15 – The Great Ormond Street Hospital for Sick Children, London, admitted its first patient.
- February 16 – The Studebaker Brothers Wagon Company, precursor of the automobile manufacturer, was established.
- February 19 – The Phi Kappa Psi fraternity was founded at Jefferson College in Canonsburg, Pennsylvania.

- February 25 – HMS Birkenhead sank near Cape Town, British Cape Colony. Only 193 of the 643 on board survived after troops stood firm on the deck so as not to flood the lifeboats containing women and children.
- March 1 – Archibald Montgomerie, 13th Earl of Eglinton was appointed Lord Lieutenant of Ireland.
- March 2 – The first American experimental steam fire engine was tested.
- March 4 – Phi Mu sorority was founded in Macon Georgia
- March 20 – Uncle Tom's Cabin by Harriet Beecher Stowe was published in book form in Boston.

#### 5.1.2 April–June

- April 1 – The Second Anglo-Burmese War began.
- April 18 – Taiping Rebellion: Taiping forces began the siege of Guilin.
- May 19 – Taiping Rebellion: The siege of Guilin was lifted.
- June 12 – Taiping Rebellion: Taiping forces entered Hunan.

#### 5.1.3 July–September

- July 1 – United States statesman Henry Clay was the first to receive the honor of lying in state in the United States Capitol rotunda.
- July 5 – Frederick Douglass delivered his famous speech "What to the Slave Is the Fourth of July?" in Rochester, New York.
- July 28 – Henry Clay steamboat disaster in Riverdale, Bronx, with several deaths including Stephen Allen.
- August 3 – The first Boat Race between Yale and Harvard, the first American intercollegiate athletic event, was held.
- September 24 – French engineer Henri Giffard made the first airship trip from Paris to Trappes.

#### 5.1.4 October–December

- October 7 — After learning that U.S. President Fillmore has sent Commodore Matthew C. Perry, to open trade with Japan, Nicholas I of Russia sent Rear Admiral Yevfimiy Putyatin to lead the Pallada on a similar mission. Putyatin arrived on August 21, 1853, one month after Perry.
- October 16 — After nearly five years imprisonment in France, former Algerian Emir Abdelkader El Djezairi was released by orders of then-president Louis-Napoléon Bonaparte.
- October 23 — The conjecture of the four colour theorem was first proposed, as student Francis Guthrie of University College London presented the question of proving, mathematically, that no more than four colours are needed to give separate colours to bordering shapes on a map. The theorem was not proven for almost 123 years, until 1976.
- October 31 — General Joaquin Solares of Guatemala led an invasion of neighbouring Honduras, beginning a war that lasted until February 13, 1856.
- November 2 – U.S. presidential election, 1852: Democrat Franklin Pierce of New Hampshire defeated Whig Winfield Scott of Virginia.
- November 4 – Count Cavour becomes the Piedmontese prime minister.
- November 11 – The new Palace of Westminster was opened in London.
- November 21–22 – The New French Empire was confirmed by plebiscite: 7,824,000 for, 253,000 against.
- November 23 – The first roadside pillar boxes in the British Isles were brought into public use in Saint Helier on Jersey in the Channel Islands at the suggestion of English novelist Anthony Trollope, at this time an official of the British General Post Office.
- December – The Western Railroad was chartered to build a railroad from Fayetteville, North Carolina to the coal fields of Egypt, North Carolina.
- December 2 – Napoleon III became Emperor of the French.
- December 4 – The French captured Laghouat.
- December 23 – Taiping Rebellion: The Taiping army took Hanyang and begins the siege of Wuchang.
- December 29 – Taiping Rebellion: The Taiping army took Hankou.

**5.1.5** Date unknown

- The semaphore line in France was superseded by the telegraph.
- Justin Perkins, an American Presbyterian missionary, produced the first translation of the Bible in Assyrian Neo-Aramaic, which was published with the parallel text of the Syriac Peshitta by the American Bible Society.
- The Devil's Island penal colony was opened.
- In Hawaii sugar planters brought over the first Chinese labourers on 3 or 5 year contracts, giving them 3 dollars per month plus room and board for working a 12-hour day, 6 days a week.
- Loyola College was chartered in Baltimore, Maryland.
- Germans were encouraged to immigrate to Chile
- Gef's supposed birth
- Antioch College was founded. Its first president was Horace Mann.
- Mills College was founded.
- Leo Tolstoy's first novel, *Childhood*, was published in book form.

**5.2 BIRTHS****5.2.1** January–June

- January 8 – James Milton Carroll, Baptist pastor, leader, historian, and author (d. 1931)
- January 11 – Constantin Fehrenbach, Chancellor of Germany (d. 1926)
- February 16 – Charles Taze Russell (Pastor Russell), prominent Protestant reformer and evangelist (d. 1916)
- February 29 – Frederic, one of the protagonists in Gilbert and Sullivan's operetta *The Pirates of Penzance* (date of death unknown)
- March 1 – Théophile Delcassé, French statesman (d. 1923)
- April 1 – Edwin Austin Abbey, American painter (d. 1911)
- April 13 – F. W. Woolworth, American merchant and businessman (d. 1919)
- April 22 – Guillaume IV, Grand Duke of Luxembourg (d. 1912)
- May 1 – Santiago Ramón y Cajal, Spanish histologist, recipient of the Nobel Prize in Physiology or Medicine (d. 1934)
- May 4 – Alice Pleasance Liddell, inspiration for the children's classic *Alice's Adventures in Wonderland* by Lewis Carroll (d. 1934)
- May 31 – Julius Richard Petri, German bacteriologist (d. 1921)
- June 25 – Antoni Gaudí, Spanish modernist architect (d. 1926)
- June 30 – Karl Petrovich Jessen, Russian admiral (d. 1918)

**5.2.2** July–December

- July 12 – Hipólito Yrigoyen, President of Argentina (d. 1933)
- August 23 – Clímaco Calderón, President of Colombia (d. 1913)
- August 30 – Jacobus Henricus van 't Hoff, Dutch chemist, Nobel Prize laureate (d. 1911)
- September 10 – Hans Niels Andersen, Danish businessman, founder of the East Asiatic Company (d. 1937)
- September 12 – Herbert Henry Asquith, Prime Minister of the United Kingdom (d. 1928)
- September 15 – Edward Bouchet, American physicist (d. 1918)
- September 28
  - John French, 1st Earl of Ypres, British general, commander of the British Expeditionary Force in World War I (d. 1925)
  - Henri Moissan, French chemist, Nobel Prize laureate (d. 1907)
- September 30 – Charles Villiers Stanford, Irish composer, resident in England (d. 1924)
- October 2 – William Ramsay, Scottish chemist, Nobel Prize laureate (d. 1916)
- October 9 – Hermann Emil Fischer, German chemist, Nobel Prize laureate (d. 1919)
- October 17 – George Egerton, British admiral (d. 1940)
- November 1 – Eugene W. Chafin, American politician (d. 1920)
- November 3 – Prince Mutsuhito of Japan, the future Emperor Meiji (d. 1912)

- November 11 – Franz Conrad von Hötzendorf, Austro-Hungarian field marshal (d. 1925)
- November 22 – Paul-Henri-Benjamin d'Estournelles de Constant, French diplomat, recipient of the Nobel Peace Prize (d. 1924)
- November 26 – Yamamoto Gonnohyōe, the 16th and 22nd Prime Minister of Japan, an admiral in the Imperial Japanese Navy
- December 15
  - Henri Becquerel, French physicist, Nobel Prize laureate (d. 1908)
  - Reginald F. Nicholson, United States Navy admiral (d. 1939)
- December 19 – Albert Abraham Michelson, German-born physicist, Nobel Prize laureate (d. 1931)
- December 21 – George Callaghan, British admiral (d. 1920)

## 5.3 DEATHS

### 5.3.1 January–June

- January 1 – John George Children, British chemist, mineralogist and zoologist (b. 1777)
- January 6 – Louis Braille, French teacher of the blind and inventor of braille (b. 1809)
- May 3 – Sara Coleridge, English author and translator (b. 1802)
- March 4 – Nikolai Gogol, Russian writer (b. 1809)
- April 17 – Étienne Maurice Gérard, Marshal of France and Prime Minister of France (b. 1773)
- June 7 – José Joaquín Estudillo, second alcalde of Yerba Buena (b. 1800)
- June 29 – Henry Clay, American statesman (b. 1777)

### 5.3.2 July–December

- July 20 – José Antonio Estudillo, early California settler (b. 1805)
- July 22 – Auguste de Marmont, French marshal (b. 1774)
- September 4 – William MacGillivray, Scottish naturalist and ornithologist (b. 1796)
- September 14
  - Augustus Pugin, English architect (b. 1812)
  - Arthur Wellesley, 1st Duke of Wellington, British general and Prime Minister of the United Kingdom (b. 1769)
- September 20 – Philander Chase, American founder of Kenyon College (b. 1775)
- October 13 – John Lloyd Stephens, American traveller, diplomat and Mayanist archaeologist (b. 1805)
- October 24 – Daniel Webster, American statesman (b. 1782)
- October 25 – John C. Clark, American politician (b. 1793)
- October 26 – Vincenzo Gioberti, Italian philosopher (b. 1801)
- November 2 – Pyotr Kotlyarevsky, Russian military hero (b. 1782)
- November 17 – Adam Karl August von Eschenmayer, German philosopher (b. 1768)
- November 27 – Augusta Ada King (née Byron), Countess of Lovelace, early English computer pioneer (b. 1815)
- November 29 – Nicolae Bălcescu, Wallachian revolutionary (b. 1819)
- November 30 – Junius Brutus Booth, English-born actor (b. 1796)
- December 16 – Andries Hendrik Potgieter, Voortrekker leader (b. 1792)

## 6 HOUSES MENTIONED (6)

### 6.1 HOLLYBROOK HOUSE, BRAY

#### 6.1.1 Description

Terraced multiple-bay two-storey former country house, built 1835, to designs of William Vitruvius Morrison. The building was partly destroyed by fire in 1969. The north-west wing was then converted to four houses. The remaining portion of the original house is one dwelling. The building is constructed in

granite and comprised of a series of gabled wings. The panelled door is part set within a Tudor-arched opening. Window openings generally have Tudor-arched heads and they have mainly casement side-hung timber frames. The pitched roof is finished with natural slate cast-iron rainwater goods. Chimneystacks are ashlar granite with plain caps and tall decorative clay pots. Internally the main portion of the original house has many original features including the original stairs and stained glass windows depicting the ancestral history. The building is set within a large mature garden.

#### 6.1.2 Appraisal

A medium sized country house in Tudor Revival style, to designs by William Vitruvius Morrison, which is in relatively original condition even though it has suffered considerably from fire and by subdivision into individual dwellings. The setting has been diminished with the selling of most of the demesne.

## 6.2 CASTLE HOWARD

### 6.2.1 Description

Detached multiple-bay part one part two part three and part four-storey country house, built 1811 around the fabric of an earlier house. The house is designed part in Romantic Castle style and part in Abbey style. The castle section is articulated with three-stage towers and battlemented parapets while the abbey section is two storey with gothic tracery windows and a battlemented parapet. To the south-east side there is a large conservatory. The building is finished in render with stone dressings. The timber 'studded' and sheathed door has matching sheeting to the blind fanlight and is set within an ogee-shaped opening; this has a reeded stone surround. Window openings are generally flat-headed with gothic tracery and drip mouldings. The house was built in 1811 for LT-Col Robert Howard to designs by Sir Richard Morrison. It is set on a hilltop overlooking the Meeting of the Waters within a large wooded demesne with manicured gardens close to the house. There is a small lake and a boathouse and a tall folly set beside a walled garden.

### 6.2.2 Appraisal

This romantic early 19th-century country house combines two archaic styles to create a structure which is both distinctive and memorable. It is in extremely good and original condition.

## 6.3 POWERSCOURT HOUSE

### 6.3.1 Description

Detached multiple-bay part three-storey, part two-storey and part one-storey Palladian style former mansion, built 1731-40 to designs by Richard Castle, now in use as a visitors centre with gift shops. The house was extensively damaged by fire in 1974. It is constructed in granite. The central three-storey block is joined by single-storey links to two-storey wings. The central section is nine-bay with a five-bay pedimented break front and the two-storey wings are each four-bay. The first and second floors of the central bay are articulated with giant order Ionic pilasters; busts of roman emperors replace windows to the second floor. The composition is finished with curved walls which incorporate tall pedimented arched gateways and tall obelisks which carry eagles, the Wingfield crest. The house was constructed around the remains of an earlier castle and this causes the garden front to be slightly asymmetrical. To the south-east the garden front overlooks a formal garden and a lake; this has the Great Sugar Loaf Mountain as a back drop. To the south is the Italian garden which incorporates many fine features including decorative gates and hot houses.

### 6.3.2 Appraisal

One of the most impressive Palladian mansions in the country. Despite the loss of much of the interior of the entire central section the house is still a most important national asset.

## 6.4 GLENCREE BARRACKS

### 6.4.1 Description

Detached eleven-bay three-storey former barracks with two-bay four-storey end blocks, built in 1806, used as a Reformatory School from 1858 to c.1940, and, since 1972, a reconciliation centre. The main three-storey section of the building is basically rectangular in plan with a full-height projection to the rear, whilst the four-storey end blocks are gable-ended and set at right angles to the main section. The walls are finished in lime render with granite (Gibbs-like) surrounds to the openings. The pitched roofs are slated and have stone parapets and rendered chimneystacks. The entrance consists of a panelled timber door and semi-circular arched fanlight with 'spoke' tracery. The windows are a mixture of flat-headed and semi-circular headed and have six over six and eight over six timber sash frames. Cast-iron rainwater goods. To the west there is a large U-shaped building, presently roofless, whilst other buildings to the east and south have been converted to offices, meeting rooms etc. To the north there is a chapel, built in c.1860 when the complex was serving as a Reformatory School.

### 6.4.2 Appraisal

Built in 1806 as part of the network of barracks connected with military road cut through the county in the wake of the 1798 rebellion, this well preserved, still impressive building remains one of the most striking and memorable structures in the whole of Wicklow.

## 6.5 KILRUDDERY HOUSE

### 6.5.1 Description

Detached multiple-bay part single part two part three and part four-storey Mansion, originally dating from the 17th century, but remodelled and extended in 1820 in Elizabethan style to designs by Sir Richard Morrison. Part of the front wing was demolished in the 1950s and the remainder of the wing was redesigned by Claud Phillimore. There are three principal fronts with pointed, crow-stepped and curvilinear gables. The entrance is set within a three-storey canted bay. Window openings are generally flat-headed and frames are a mixture of timber sash, timber casement and fixed lights. There are a number of half gabled dormers, oriel windows and mullioned and transomed windows. To the north is a range of offices which incorporate the 17th-century portion. To the south and west is a large domed conservatory. The house is set within a large landscaped demesne which include long paired canals to the south garden front.

### 6.5.2 Appraisal

Though part demolished in the 1950s, this building is still one of the finest examples of the Elizabethan Rural style in the country, much popularised by the Morrisons in the early 19th century.

## 6.6 AVONDALE HOUSE

### 6.6.1 Description

Detached five-bay two-storey over basement former country house, built 1779 in Neo-Classical style and now in use as a heritage centre. The house was built by Samuel Hayes; designs may have been by James Wyatt. The building is finished in render with block and start quoins. The central three-bay breakfront is surmounted by a plain pediment. The timber panelled double front door is within a flat-headed opening; a portico is over the door and is supported on Tuscan order columns. Window openings are flat-headed with six over six and three over three timber sash frames. The hipped roof is finished with natural slate and cast-iron rainwater goods. Chimneystacks are rendered with plain caps and clay pots. Internally the house has been faithfully restored and is in very original condition. It has retained much memorabilia belonging to a former owner, Charles Stewart Parnell. The house is set within a large well wooded demesne.

### 6.6.2 Appraisal

A well preserved country house of the later 18th-century, which as the former home of Charles Stewart Parnell, possesses historical as well as architectural importance.

## 6.7 BELLEVUE HOUSE<sup>1617</sup>

**Bellevue House** was an 18th-century country house set in its own 300 acre (120 ha) demesne, in the village of Delgany, County Wicklow some 25 km (16 miles) south of the City of Dublin. The house was built on an estate originally called Ballydonagh, after the townland which borders it to the south west. It was demolished in the 1950s. ~~The Delgany Golf Club is now located where the house once stood.~~<sup>18</sup>

The house had extensive gardens with winding paths and large glasshouses and fine panoramic views across the Glen of the Downs (an unspoilt wooded valley to the east) and across farmland westward to the Irish Sea. A special feature of the grounds was the Octagon, where a panther on springs would leap out.

### 6.7.1 History

The Ballydonagh demesne was bought in 1753 by David La Touche, a rich banker from Dublin of Huguenot extraction. He built a house between 1754 and 1756 at a cost of £30,000 and named it Bellevue. In 1785 it was inherited by his son Peter, who moved in when his wife died and married her cousin Elizabeth Vicars. Peter La Touche built the church in Delgany in 1789 and his wife opened an orphanage and school for female children in the grounds of Bellevue. He died in 1828.

The estate was now inherited by his nephew Peter La Touche, of Marley, County Dublin and previously the Member of Parliament for County Leitrim. Peter died two years later and it passed to his eldest son Peter David, who donated land to build St Patrick's church in nearby Greystones. Peter David died in 1857 and Bellevue then passed to his brother William Robert who lived until 1892. During William Robert's ownership a significant part of the estate was required for housing and a further portion was donated in 1887 for a new Presbyterian church to serve them. After William Robert the estate went to his brother Octavius and then to Octavius' son Peter, a major in the Royal Dublin Fusiliers. He died young in 1904 and the estate was divided between his widow and his three sisters, one of whom, Frances, moved in with her husband Dr Archer.

The family then ran into financial difficulties and were forced to take paying guests, sell off family heirlooms and sell further land for a school to be built. The Archers finally left Bellevue in 1913 after which the house fell into decay and was pulled down in the early 1950s. The land was taken over by the Forestry Division of the Department of Lands.<sup>19</sup>

## 6.8 ALTIDORE CASTLE

### 6.8.1 Description

Detached seven-bay two-storey over basement toy castle style house, built c.1780. The building is finished in render with stone and moulded dressings. With the fall on the ground it is two-storey to the front and three-storey to the rear. The front door has a Gibbsian surround and is covered with a flat-roofed portico. This is set on a three-bay breakfront with a Venetian window to the first floor. Window openings are generally flat-headed with one over one timber sash frames. To each corner of the building there is an octagonal castellated tower. The hipped roof is finished with natural slate. The building is set at the head of a long driveway within a large mature garden. The driveway begins with decorative wrought-iron gates and square panelled gate pillars.

### 6.8.2 Appraisal

Delightful, well preserved late Georgian toy castle style house, which in keeping with the period is actually more classical than gothic. Buildings such as this are comparatively rare and this is a good example of the genre.

<sup>16</sup> This text was taken from Wikipedia; some of the information appears incorrect and should be edited by a local historian.

<sup>17</sup> See also Aileen Short's pamphlet on the La Touche Family

<sup>18</sup> In correct, the house foundations can be seen higher up on the hillside; part of a private farm house.

<sup>19</sup> The land was subdivided and is partially owned by Coillte

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## 6.9 TINNAPARK HOUSE

### 6.9.1 Description

Detached five-bay two-storey house, built c.1820. The house is finished in render. The part glazed double front door has a semi-circular spider's web fanlight and a projecting portico with Tuscan order columns. Window openings are flat-headed with six over six timber sash frames, the pitched roof is finished with natural slate and cast-iron rainwater goods. Chimneystacks are rendered with plain caps and clay pots. The house is set within a large wooded demesne.

### 6.9.2 Appraisal

A well preserved early 19th-century house which is in good and substantially original condition, and has retained its original setting.

## 6.10 SHELTON ABBEY

### 6.10.1 Description

Detached eleven-bay two storey former mansion, built in 1770 but remodelled in gothic style to designs by Sir Richard Morrison in 1819. The building is finished with lined render and granite dressings. The decorative panelled front door has a blind fanlight and is set within a pointed-arched opening. This is recessed within a projecting triple arched flat-roofed porch. Window openings are generally set within flat-headed openings; there are some mullioned and transomed arrangements. The front is lavishly embellished with reducing buttresses with tall pinnacles. To the north and rear large two storeys wings were later added. The mainly pitched roof is finished with natural slate and has cast-iron rainwater goods. The building is set within a large wooded demesne. Internally the elaborate plasterwork is still intact.

### 6.10.2 Appraisal

An important early 19th century country house which has been very well preserved. At that time the 'Abbey style' was considered appropriate to secluded settings such as this. It has been converted to institutional use with no loss of character.

## 6.11 BALLYARTHUR HOUSE

### 6.11.1 Description

Detached five-bay two-storey over basement former hunting lodge, built c.1680. The house, which was re-fronted in the later 19th-century, is finished in render. The replacement panelled door is set within a projecting flat roofed porch with castellated parapet; this is set on a three-bay gabled breakfront. Window openings are flat headed with one over one timber sash frames; some are tripartite. The hipped roof is finished with natural slate and has cast-iron rainwater goods. The roof is partly hidden by a castellated parapet (added in the 19th century). Chimneystacks have plain caps and tall clay pots. Internally much of the original detailing has survived. To the rear there are stable blocks some of which are now derelict. The house is set within a large wooded demesne.

### 6.11.2 Appraisal

Though somewhat marred by later 19th-century "improvements" this late 17th-century house has retained much of its original form and remains one of the most noteworthy buildings in the county.



## 7 HOTELS MENTIONED

12

IRISH TOURIST'S GUIDE ADVERTISER.

**COUNTY WICKLOW.****QUIN'S HOTEL,****AT BRAY,**

NOW ESTABLISHED ONE HUNDRED YEARS,

WILL BE FOUND TO CONTAIN EVERY ACCOMMODATION.

**I**TS situation commands the principal points of attraction in this most romantic county.

The Pleasure Grounds attached to the Hotel extend to the Sea, where the best Sea Bathing can be had, whilst there are Hot Salt Water and Shower Baths in the house.

Its proximity to Dublin, to which there are public conveyances almost every hour in the day, (carrying passengers at rates cheaper than any railway), makes the Bray Hotel convenient as a residence to families, some members of which may have business in the metropolis.

The Hotel has a number of private Sitting Rooms and well furnished Bed Chambers; the Coffee Room is large and airy, and looking out on a well-kept Garden, and the Hotel charges are as follows:—

Breakfast 1s. 8d. each, with Meat and Eggs.

Luचेons 1s. 0d. do. with Table Beer.

Dinners 2s. 0d. do. and upwards.

Teas 1s. 0d. do.

Suppers 1s. 0d. do.

Bed Rooms 2s. 6d. do. per night.

Private Sitting Rooms, 2s. 6d. to 3s. 6d. per day.

Attendance, 5s. per week for a single Person; 10s. per week for a Party of three; and for a larger party on a similar scale.

A large supply of Carriages, Cars, and Horses are kept for the accommodation of Tourists and Residents, and the rates of travelling are less than in any other part of the kingdom.

Through the extreme kindness and liberality of the proprietors, Mr. Quin has the privilege of sending parties to visit the most attractive points in the various demesnes.

Tourists may depend upon getting the best advice, so as to make the most of their time.

Figure 39: Quin's Hotel

8 IRISH TOURIST'S GUIDE ADVERTISER.

**To Tourists, &c.**

**COUNTY OF WICKLOW.**

—♦—  
**JOHN HUNTER,**  
PROPRIETOR OF THE

**NEWRATH BRIDGE HOTEL,**

One Mile from the town of Ashford, and Two from the Devil's Glen,

Takes leave to apprise Tourists, &c., that in addition to the usual accommodation of the Hotel, he has added a complete

**POSTING ESTABLISHMENT,**

INCLUDING

**Superior Phaetons, Cars, &c., with Careful Drivers, ready at all hours.**

The Situation being in the midst of the

**MOST DELIGHTFUL SCENERY of the COUNTY of WICKLOW,**

Termed by Mrs. Hall, in her popular work on Ireland,

**"THE GARDEN OF WICKLOW,"**

ADmits OF DAILY EXCURSIONS TO

**LUGGELAW, SEVEN CHURCHES, VALE OF AVOCA,**  
(COMPRISING SHELTON ABBEY),

**BALLYARTHUR, CASTLE HOWARD, DUNRAN, BELLEVUE, &c.**

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**THE EARL AND COUNTESS OF CLARENDON**

Recently sojourned at the Hotel, and on leaving expressed their entire approbation of its arrangements, its beautiful situation, &c.

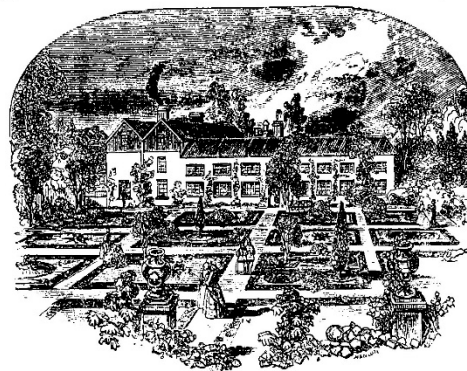
Figure 40: Newrath Bridge Hotel



WOODEN BRIDGE HOTEL, COUNTY WICKLOW.

**JOHN HUNTER,**

Proprietor of the **NEWRATH BRIDGE HOTEL**, begs to inform his patrons that at the request of many visitors to the County of Wicklow, he has assumed the Proprietorship of the **WOODEN BRIDGE HOTEL**, and has spared neither pains or expense to make it a home for all who visit it. The Hotel is newly furnished and in the most *recherché* style. The Viands and Wines will be found as at his establishment at Newrath Bridge, as also the Posting Department. The walks and drives, of equal loveliness and high historic repute, include the antique town of Arklow, to Shelton Abbey, the Second "Meeting of the Waters" (in front of the house), the famed Wicklow Gold Mines, and still more important Copper and Sulphur Mines in the neighbourhood. As in the case of the Newrath Bridge Hotel, the Proprietor refers to the commencement of this book for a list of his charges, and entreats visitors stopping in the House to lodge all complaints of want of attention or civility with the Accountant, at the Bar. Post-town, Arklow, County of Wicklow.



NEWRATH BRIDGE HOTEL, COUNTY WICKLOW.

**JOHN HUNTER**

Begs to inform Tourists, Visitors, and his many Patrons that he has further added to the comfort and elegance of his Hotel and Pleasure Grounds, and refers Tourists to the numerous guide books for a description of the beautiful scenery by which it is surrounded, and to his Visitors' Book for the lavish praise bestowed on his Establishment by the noblest of the land. The Wines, Spirits, &c., will be found to be of the most approved description, and at moderate charges, for which the Proprietor refers to the table at the opening of this Volume. The Posting Establishment will be found equal to the best in the County. Conveyances await the down trains at the Killougher Junction, and convey visitors to and from the Hotel free of charge. Post-town, Arklow, County of Wicklow.

Figure 41: John Hunter's Advertisement

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