BELFAST

AND

THE NORTH OF IRELAND

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GUIDE TO BELFAST

TWENTY-SIXTH EDITION, REVISED AND CORRECTED TO DATE.

GORDON HOME.

BLACK'S

GUIDE TO BELFAST

AND THE

NORTH OF IRELAND

Illustrated with Maps and Plans

TWENTY-SIXTH EDITION

LONDON
ADAM AND CHARLES BLACK
1912

HOTELS.

The letters (I.A.C.) placed before the names of hotels indicate that such hotels have been appointed by the Irish Automobile Club, and the letter (C.) that the hotels so marked are on the Cyclists' Touring Club list.

The Editor will be glad to receive any notes or corrections from Tourists using this Guide-book. Communications to be addressed to the Publishers, 4 Soho Square, London, W.

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Ormeau G.C.	1 mile	9
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BLACK'S GUIDE TO IRELAND
(BELFAST SECTION)

Note.—The times given on these pages should not be too closely relied on as changes are always taking place. They serve, however, as an indication of the services which are generally running in the summer.

[The *Official A.B.C. Irish Railway Guide* (Office, Bachelor's Walk, Dublin), *Falconer's A.B.C. Irish Guide* (Upper Sackville Street, Dublin); post free, 5*d.* each; and the *Pocket Railway Guide* (J. G. Wilson and Co., Commercial Buildings, Belfast), post free, 2*d.*, are recommended.]

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SUMMER CARS

292. **Strangford Lough** (*see Belfast and Co. Down Railway Programme*).—Cars
285. leave—

Newtownards Station twice on week-days (between 2 P.M. and 4 P.M.) for Grey Abbey and Kircubbin, and once daily for Ballyhalbert.

Motor Cars leave Newtownards for Portaferry on week-days at 7.5 A.M., 9.50 A.M., and 5.40 P.M., and on Sundays at 7.5 A.M.

A boat crosses from Portaferry to Strangford, and cars connect Strangford and Downpatrick Station in connection (to a great extent) with the above service from Newtownards.

Cars from Downpatrick to Strangford (for Portaferry) four times daily between 8.30 A.M. and 5.45 P.M.

316. **Antrim Coast Cars** (see Time Table of "Antrim Coast Mail and Tourist Service," Henry M'Neill, Ltd., Larne).

Note.—These times are liable to revision and only the current time-table should be relied upon.

	A.M.	A.M.		A.M.	P.M.
Larne . . . *dep.*	7.45	10.0	Ballycastle . *dep.*	11.0	5.45
		P.M.		P.M.	
Garron Point . ,,	10.55	1.5	Cushendall . ,,	2.10	3.50
	P.M.		Garron Point ,,	2.50	4.30
Cushendall . ,,	1.5	2.35			
Ballycastle . *arr.*	4.5	5.35	Larne . . . *arr.*	5.45	7.50

	A.M.	P.M.
Ballycastle . . . *dep.*	9.30	6.10
Carrick-a-Rede . . *arr.*	11.0	..
	P.M.	
Giant's Causeway . ,,	12.15	8.25

320. **Cushendall** to **Parkmore**.—M'Neill's car runs daily between these places to meet all trains.

278. **Co. Down Coast Coaches** (Norton and Co., Kilkee)—

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
Warrenpoint . .	*dep.*	..	9.20	9.30	11.45	2.10	4.15
					P.M.		
Rostrevor . .	,,	..	9.40	9.50	12.10	2.45	4.35
Kilkeel . . .	,,	7.15	11.10	11.30	2.10	4.15	6.10
				arr.			*arr.*
Annalong . .	,,	8.10	12.0	..	3.0	5.5	..
			P.M.				
Newcastle . .	*arr.*	9.15	1.10	..	4.10	6.15	..

		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Newcastle . .	*dep.*	..	9.22	11.0	..	3.30	6.30
				P.M.			
Annalong . .	,,	..	10.32	12.10	..	4.40	..
Kilkeel . . .	,,	6.50	11.32	1.50	4.0	5.35	8.30
			P.M.				*arr.*
Rostrevor . .	*arr.*	8.30	12.50	3.30	5.25	7.0	..
Warrenpoint . .	,,	8.43	1.20	3.50	5.50	7.20	..

SUMMER STEAMERS

367. **Lough Swilly** steamer.—*Fahan* to *Rathmullen*.—Four times daily in each direction between 7 A.M. and 6 P.M. (Sundays, one in morning and one in afternoon in each direction).

See G.N.R. Programme.

Greenore, Greencastle, and **Warrenpoint.**—The summer service by the steamer "Cloghmore" (June to Sept.) between these places gives three sailings between Greenore and Greencastle and two between Greenore and Warrenpoint in both directions *every week-day* between 8 A.M. and 7 P.M. The winter service is similar except that Warrenpoint has only one call on each week-day.

STEAMER ON LOWER LOUGH ERNE (*during the summer*)

The paddle steamer "Lady of the Lake" sails every week-day, Enniskillen to Castlecaldwell and back (weather permitting), from 10th June till 14th September. The steamer leaves Enniskillen (East Bridge Quay) at 10.45 A.M., arriving at Castlecaldwell at 1.0 P.M. A train leaves Castlecaldwell at 1.56 P.M., for Bundoran, after arrival of steamer. A train runs from Bundoran to Castlecaldwell at 11.35 A.M., calling at Ballyshannon and Belleek. The steamer returns from Castlecaldwell at 3.10 P.M., arriving in Enniskillen at 5.20 P.M., in time for the 6.35 P.M. trains to Londonderry, Omagh, Bundoran, etc., and for Clones at 7.20 P.M.

PETTIGO FOR LOUGH DERG

From 1st June to 15th August the G.N.R. Co. issue specially reduced tickets (single fare for return journey) to six or more persons travelling from all parts of the Company's lines to Lough Derg.

Messrs. D. J. & John Flood, Old Red Lion Hotel, Pettigo, and Mr. Andrew Brennan, Pettigo, will provide cars to meet the trains at Pettigo station, conveying passengers to Lough Derg at 9d. each. In the event of there being only one passenger requiring a car the hire is 2s., and in the case of two passengers 1s. per passenger. Messrs. Flood provide a ferry-boat to and from the Island at a charge of 8d. per passenger.

Page in this book

MOTOR BOAT SERVICE FROM PORTNOO PIER (GLENTIES DISTRICT)

During the season a motor boat will start from Portnoo Pier round the Coast, giving an opportunity to view the unrivalled Donegal cliff scenery, including Tormore, Glen Head, Slieve League, etc. The boat is capable of carrying twelve passengers, and the charge for each trip is as under:—

To Tormore and back	£2	0	0	To Slieve League and back	£5	0	0
,, Glen Head ,,	£3	0	0	,, Teelin or Killybegs ,,	£6	0	0
,, Malinbeg ,,	£4	0	0				

A day's notice is necessary. Apply to Mr. Philip Boyle, Leabgarrow, Arranmore, Burtonport.

The Joint Committee do not accept any responsibility whatever in connection with this motor service.

SUMMER CARS

286. **Greencastle Car**—

		A.M.			P.M.
Greenore (Lough Steamer) . . .	*dep.*	9.50	Newcastle Car. .	*dep.*	3.30
Greencastle Car . .	,,	10.7	Kilkeel Car . . .	,,	5.50
Kilkeel Car . . .	*arr.*	10.50	Greencastle Car .	*arr.*	6.43
		P.M.	Greencastle (Lough Steamer) . . .	*dep.*	6.45
Newcastle Car . .	,,	1.0	Greenore (Lough Steamer) . . .	*arr.*	9.0

276. **Warrenpoint Ferry.**—Ferry-boat from Warrenpoint to Omeath Station or *vice versa*. 6*d*. each person.

342. **Letterkenny Cars.**—Cars leave Letterkenny at 6.35 A.M. daily for Rathmullen and Rathmelton (*arr.* 7.50 A.M.). Fare 1s. (*See G.N.R. Programme.*)

368. **Rathmullen Cars** (Weekdays)—

(*a*) To Portsalon :—		P.M.			A.M.
Rathmullen .	*dep.**	1.15	Portsalon . . .	*dep.*	8.45
Portsalon .	*arr.*	4.15	Rathmullen . . .	*arr.**	11.45
(*b*) To Rosapenna :—					
Rathmullen .	*dep.**	1.20	Rosapenna . . .	*dep.*	8.15
Rosapenna .	*arr.*	5.0	Rathmullen . . .	*arr.**	11.50

(*c*) To Letterkenny :—
Rathmullen, *dep.* 3.45 P.M. (*see above*).

* In connection with steamer.

Portsalon Cars.—A motor car runs between Portsalon Hotel and Letterkenny every weekday from June to September inclusive.

		A.M.			A.M.
Portsalon	*dep.*	10.15	Letterkenny . . .	*dep.*	11.30
		P.M.			P.M.
Letterkenny . . .	*arr.*	11.15	Portsalon	*arr.*	12.30

(*See G.N.R. Programme.*)

Creeslough to Rosapenna.—A Char-à-banc runs from Creeslough to Rosapenna every weekday from 1st June to 30th September in connection with 1.6 P.M. train from Letterkenny. The Char-à-banc leaves Rosapenna at 11.15 A.M., arriving at Creeslough in time for train leaving Creeslough at 11.50 A.M. for Letterkenny. Fare, 2s. 6d. each way.

(*See G.N.R. Programme.*)

MAIL CAR CONNECTIONS

The mail cars can often take two or three passengers, and as the charge is small the following list will be useful to tourists.

Killybegs . .	*dep.* 8.15 A.M.	for Carrick and Glencolumbkille.
Glencolumbkille	,, 9.30 ,,	for Killybegs.
Carrick . .	,, 2.30 P.M.	for Killybegs.
Fintown . .	,, 7.0 A.M.	for Dungloe.
Dungloe . .	,, 3.45 P.M.	for Fintown.
Glenties . .	,, 7.15 A.M.	and 12.45 P.M. for Ardara.
,, . .	,, 7.15 ,,	for Ardara, Narin, Portnoo, and Rosbeg.
Ardara . .	,, 11.30 ,,	and 4.50 P.M. for Glenties.
Narin and Portnoo .	,, 3.50 P.M.	for Glenties.
Rosbeg . .	,, 2.55 ,,	,,
Letterkenny .	,, 11.45 A.M.	for Ramelton and Milford.
Ramelton . .	,, 9.40 ,,	for Letterkenny.
Milford . .	,, 9.5 ,,	,,

Ballintra—Mr. John M'Vitty's cars attend all trains at Ballintra Railway Station for Ballintra Town. Fares—Ordinary passengers, 6d.; market people, 3d. each.

BELFAST FROM DUBLIN, BY GREAT NORTHERN RAILWAY (IRELAND).

ON RIGHT FROM DUBLIN.	From Belfast.	STATIONS, ETC.	From Dublin.	ON LEFT FROM DUBLIN.
	112¼	**Dublin.** Amiens Street Terminus. Built in the Italian style with façade of Wicklow granite.	0	
CLONTARF CASTLE.	110¼	Line passes about one mile from Clontarf, the scene of Brian Boroimhe's victory.	2	MARINO HOUSE.
RAHENY VILLAGE.	108½	**Raheny.**	3¾	
HOWTH, 3½ m. distant. The Hill of Howth visible.	107½	**Junction.**	4¾	
PORTMARNOCK HO.	105½	**Portmarnock.**	6¾	ST. DOOLAGH'S CHURCH, 1 m. distant, is of great antiquity.
MALAHIDE HILL.				
BROOMFIELD HOUSE.				
	104¼	Pass through a deep cutting.	8	
SEAPARK.				
	103¼	**Malahide.**	9	
THE VILLAGE OF MALAHIDE. P. 38.		The Malahide estuary is crossed on a wrought-iron lattice viaduct, having 12 spans, 8 of them 52 feet wide.		MALAHIDE CASTLE AND DEMESNE, the seat of Lord Talbot de Malahide.
NEWPORT (Colonel Bowen). Ruins of Landerstown within the demesne.				SWORDS, 3 m. P. 39. Has a round tower 73 feet high.
	100¾	**Donabate.**	11½	
LAMBAY ISLAND lies off about 3 m. south-east of Rush.		Line crosses an estuary on embankment, and a viaduct 335 feet in length.		CORDUFF DEMESNE.
RUSH, 2 m. distant. A fine Roman Catholic chapel and schools in the village. A fishing village, exports cod-liver oil and salt fish.	98¼	**Rush and Lusk.** P. 39. KENMURE PARK contains some interesting relics from Pompeii.	14	LUSK, 1 m. dist.

BELFAST FROM DUBLIN—*Continued.*

ON RIGHT FROM DUBLIN.	From Belfast.	STATIONS, ETC.	From Dublin.	ON LEFT FROM DUBLIN.
		Line passes through deep cutting of Baldungan Hill.		BALDUNGAN CHURCH AND CASTLE in ruins, an ancient preceptory of Knights Templar. It was taken by Cromwell, and burned.
HACKETSTOWN DEMESNE, Johnston, Esq.		Br. cr. the road to Skerries.		MILVERTON, seat of Woods, Esq.
On one of the Skerries are some ruins referred to the time of St. Patrick, to whom they are said to have afforded shelter when pursued by the Druids.	95	**Skerries.** Opposite three islets of this name.	17¼	ARDGILLAN CASTLE (Colonel Taylor). HAMPTON HALL
	90½	**Balbriggan.** A small town, famous for stocking manufacture. The property belongs to the Hamilton family. Viaduct crosses the harbour. Consists of 11 arches 30 feet span and 35 in height; the piers of hewn stone. Br. cr. river Delvin and enter the county of Meath.	21¾	BELMORE CASTLE, in ruins.
	88¼	**Gormanstown.**	24	GORMANSTOWN CASTLE, seat of Viscount Gormanstown.
	85¾	Cross river Nanny by viaduct 304 feet in length. Trout-fishing in the Nanny.	26½	BALLYGARTH CASTLE.
	85¼	**Laytown.**	27	JULIANSTOWN, 2 m. distant. The scene of an encounter between the Royal and Parliamentary forces in 1641, when the former were routed.
BETTYSTOWN, a small watering-place.	83¼	A small sea-bathing place.	29	

BELFAST FROM DUBLIN—*Continued.*

ON RIGHT FROM DUBLIN.	From Belfast.	STATIONS, ETC.	From Dublin.	ON LEFT FROM DUBLIN.
COLPE, a village. St. Patrick is said to have landed here, and proceeded to Tara.				
MORNINGTON, a village on the Boyne, from which Wellington's father took his title.	82¼		30	Branch to NAVAN, 16½ m., and KELLS, 26 m. distant.
	80¼	**Drogheda.**	32	
About 2 m. distant, STONEHOUSE.		Viaduct, 95 feet in height, here crosses the Boyne, consists of 15 arches. The centre arch is 250 feet, and those on either side 125. P. 39.		At Navan, ruins of ATHLUMNEY CASTLE, round tower of Donaghmore, and ancient church and bridge of Clady.
ROKEBY HALL.	7			
BARMEATH, seat of Lord Bellew.				At Kells, monastery founded by St. Columbkille, and round tower.
	74¾		37½	Monasterboice round tower and abbey ruins. P. 41.
		Line enters C. Louth.		
	70¾	**Dunleer.**	41½	Branch to Ardee.
	69¼	**Dromin Junction.**	43	
CASTLEBELLINGHAM DEMESNE, seat of Sir Alan E. Bellingham, Bart. Contains some magnificent yew-trees.	64½	**Castlebellingham.** The village, about two miles distant, is famous for its ale.	47¾	
	64¼	Br. cr. river Glyde.	48	
	60¼	Br. cr. river Fane.	52	
DUNDALK BAY.	58½	**Dundalk.**	54¾	Branch to Enniskillen, 62 m. distant.
	56¾	Br. cr. river Kilcurry.	55½	The line passes over Armagh hills here.
	54¼	**Adavoyle.**	58	
	41	**Bessbrook and Newry.** (Main Line Station.)	71¼	

BELFAST FROM DUBLIN—*Continued.*

ON RIGHT FROM DUBLIN.	From Belfast.	STATIONS, ETC.	From Dublin.	ON LEFT FROM DUBLIN.
NEWRY, 3½; Warrenpoint, 10.	37¾	**Goragh Wood.** The railway to Newry branches off here.	74½	Extensive limestone quarries.
	34¾	**Poyntzpass.** Assembly of the English army there in 1688.	77½	
		Scarva Junction.		Branch to Banbridge, 7 miles, a town, with linen manufactories.
☞ GILFORD, 2 m. distant. The rising ground in the neighbourhood is well planted. The linen trade is carried on here. The chalybeate spa of Gilford was formerly much frequented.	29½	**Gilford and Tanderagee.**	82¾	TANDERAGEE, 1 ☞ m. distant. TANDERAGEE CASTLE, the seat of the Duke of Manchester.
☜ DROMORE, 14½ m. distant. Former residence of the bishops of Dromore There are no remains of the ancient cathedral; the present church was built by Jeremy Taylor when bishop of Down.	25¼	**Portadown Junction.** Situated on the river Bann. The canal from Newry joins the Bann within a mile of the town.	87	Branch to ARMAGH, 10½ m. to MONAGHAN, 27 m., and CLONES. ☞ Branch to DUNGANNON, 15 m., in Tyrone, and formerly the chief seat of the O'Neills, kings of Ulster. It gives title of Viscount to the family of Trevor.
☜ LURGAN, ½ m. distant. About 2 miles from *Lough Neagh.*	19¾	**Lurgan.** Br. cr. Laggan Canal	93	CHARLESTOWN, ☞ 8¼ m. distant.
HILLSBOROUGH, 4 m.	13¾	**Moira.**	98½	LOUGH NEAGH.
	7¼	**Lisburn.** Manufacturing town. Gives title to family of Vaughan.	105	GLENAVY, 9 m. ☞ distant. A small town on the eastern side of Lough Neagh.
	4	**Dunmurry.**	108¼	
	2¼	**Balmoral.**	110	
VICTORIA STREET.	0	**Belfast.** GREAT VICTORIA STREET. **Terminus.**	112¼	GLENGALL STREET.

Wed, and Friday

CLIFTONVILLE
Timber Dock
Spencer Tidal Basin
Northern Counties Railway Station
DUFFERIN DOCK
YORK DOCK
VICTORIA CHANNEL
PRINCES DOCK
QUEENS ISLAND
Abercorn Basin
DONEGALL QUAY
Station
BALLYMACARRETT
MOUNTPOTTINGER
ORMEAU PARK
BELFAST.

BELFAST.

Latitude, 54° 36′ N.; Longitude, 5° 56′ W.
Area—Land, 14,716 acres; water, 1788 acres; total, 16,504 acres.
Returns four members to Parliament.

RAILWAY STATIONS.—*B. and Northern Counties*, York Road, now owned by the Midland Railway Co. of England (north); *B. and County Down*, near Queen's Bridge (east); *Great Northern*, Great Victoria Street (south).

HOTELS.—(I.A.C.) *Grand Central*, Royal Avenue; *The Royal Avenue*, Royal Avenue; (C.) *Imperial*, Donegall Place; *Eglinton and Winton*, High Street; *Royal*, Wellington Place; *Robinson's Temperance*, Donegall Street; *Commercial*, Waring Street; *Grand Metropole*, York Street; (C.) *Union*, Donegall Square; *N.C. Railway Station Hotel*, York Road.

RESTAURANTS.—*Lombard Café*, Castle Place; *Thompson's*, Donegall Place; *Princess Café*, Donegall Square; *Queen's*, Donegall Place; *Abercorn*, Castle Lane; *Albert*, High Street; *Boyd's*, High Street; *Linden's*, Corn Market; *Ye Old Castle*, Castle Place.

CARS.—Any carriage drawn by one horse—1 or 2 passengers, not exceeding 2 miles, 1s., every additional mile or part thereof 6d.; 3 or 4 passengers, not exceeding 2 miles, 1s. 6d.; every additional mile or part thereof, 9d.

TRAMS running constantly from Castle Place.

Population (census 1911), 385,492.

Steamers.

(*Season*).

From Belfast to—	
Ardrossan (Royal Mail)	Daily (except Sunday).
Ayr	,,
Barrow (Royal Mail)	,,
Bristol (Belfast and Bristol Co.)	Tuesday and Friday.
Cardiff and Swansea (Belfast and Bristol Co.)	Once a week (Saturday).
Cork and Waterford (Clyde Co.)	,, (Tuesday).
Douglas (Isle of Man Co.)	,, (Monday).
Dublin (City of Dublin Co.)	Mon., Wed., and Friday
Fleetwood (Royal Mail, London and York Railway, and London and North-Western Railway)	Daily (except Sunday).
Glasgow (Royal Mail)	,,
Heysham	,,
Liverpool (Belfast Co.)	,,
London (Clyde Co.)	Twice a week (Wed. & Sat.)
Londonderry	Once a week.
Newhaven	,,
Southampton and Newhaven	,,
Newport (Mon.) (Belfast and Bristol Co.)	,, (Saturday).
Plymouth (Clyde Co.)	,, (Saturday).
Waterford	,, (Tuesday).
Whitehaven	Mon., Wed., and Friday

Though not historically or socially the capital, Belfast is, from a commercial and industrial standpoint, the metropolis of Ireland. During the nineteenth century the city advanced by leaps and bounds. The population of 1841 was at 70,400, forty years later it had risen to 208,122, and at the 1911 census there were 385,492 inhabitants. In the increase in property values the progress is even more remarkable. The rateable property in 1841 was £135,000. In 1911 it was £1,527,932.

Belfast is the headquarters of the linen industry of Ireland (there are 939,732 spindles and 36,200 looms employed), while the city boasts of **Shipbuilding Yards**, one of which, that of Messrs. Harland and Wolff, Ltd., stands at the head of the shipbuilding trade of the world, while another, that of Messrs. Workman, Clark and Co., Ltd., ranks almost as high. These two firms employ over 20,000 hands. Visitors are not allowed into either of the great shipbuilding yards unless a special permit has been obtained beforehand. Such permits are not easy to obtain, but a good deal of Messrs. Harland and Wolff's yards can be seen from the thoroughfare, on either side of which the great industry is conducted.

The world-wide interest attaching to the yard in which the *Olympic* was built makes the giant pair of gantries under which that vessel was constructed a specially noteworthy feature of the city. From many parts of Belfast these huge gantries are a conspicuous object, reminding one that the city has built the largest ships in the world. Not only are the hulls built in this busy and amazingly immaculate yard, but every portion of the internal fittings from turbines and reciprocating engines to highly-finished joinery for saloons and cabins as well. Besides building vessels of the largest size for the White Star and other lines, the company makes engines for the British navy, some of the greatest of our modern warships being engined by this Belfast hive of industry. The electric power to run the innumerable machines is generated in a splendidly built "hall," and the great range of dynamos is not the least impressive feature of the works.

The chief exports from Belfast, besides ships of all sizes, are linen, whisky, tobacco, ropes, mineral waters, etc. etc. The majority of its streets are well made, wide, and well lighted. New buildings, palatial in extent, are being erected. The fine City Hall in the centre of the city, on the site of the old Linen Hall, was completed in 1906, and is a magnificent centre-piece. Statues of Queen Victoria, Lord Dufferin, Sir Edward Harland,

Sir Daniel Dixon, M.P., and Sir J. H. Haslett, M.P., have been erected. One of the most modern and best equipped general hospitals in the kingdom, "The Royal Victoria," was opened by King Edward VII., 27th July 1903; cost, £120,000. The Municipal Technical Institute in College Square is an imposing stone structure designed by Mr. Samuel Stevenson and opened in 1907. It is splendidly equipped for a wide range of subjects and cost £100,000.

Belfast is situated pleasantly on the low banks of the River Lagan, and just off the north-east extremity of the geologic region of the "Great Central Snowfield," which Dr. Hull believes to have extended for 140 miles westward across the country. A great part of the town is said to be not more than six feet above high-water mark, being built on ground reclaimed from the river or the sea. The harbour, originally a creek of the Lagan, has been greatly extended and improved, and is now one of the finest. The picturesque bay is well sheltered by hills from north and west winds. It affords a safe anchorage, although not altogether free from sandbanks. The quays extend for about a mile below Queen's Bridge on both sides of the river, which is spanned by five bridges within the city.

There are six tidal docks—of which the largest is the York Dock, with a water area of over 10 acres—and the available quayage, including the river quays, was 26,817 lineal feet in 1911. There are five graving docks, the latest of which is the largest in the world, and is the only one able to take the s.s. *Olympic*, which was built by Harland and Wolff. The entrance to the harbour has been greatly improved by the extension of the Victoria Channel seawards, a distance of nearly 4 miles.

History.—After the grant by Henry II. of the province of Ulster to De Courcy, a fortress was built somewhere in the neighbourhood of the present town. In 1316 it was wasted by Edward Bruce. After having been held for some time by Hugh O'Neill of Clandeboye, it fell into the hands of Sir Thomas Smyth, a favourite of Queen Elizabeth. On its being forfeited to the Crown by Smyth, it was in 1612 granted to Sir Arthur Chichester, then Lord Deputy, whose descendants, the Donegall family, are its present possessors. The town owes its rise to the Scottish and English settlers introduced by Sir Arthur Chichester. When it came into his possession it consisted of only 120 huts, and with a castle roofed with shingle.

In 1690, after William had landed at Carrickfergus, he hastened to Belfast.

It was then "a small English settlement of about 300 houses commanded by a castle which has long disappeared, the seat of the noble family of Chichester. In this mansion, which is said to have borne some resemblance to the palace of Whitehall, and which was celebrated for its terraces and orchards stretching down to the river-side, preparations had been made for the King's reception. He was welcomed at the north gate by the magistrates and burgesses in their robes of office. The multitude pressed on his carriage with shouts of 'God save the Protestant King.' For the town was one of the strongholds of the Reformed Faith. . . . A royal salute had been fired from the Castle of Belfast. It had been echoed and re-echoed by guns which Schomberg had placed at wide intervals for the purpose of conveying signals from post to post. Wherever the peal was heard, it was known that King William had come. Before midnight all the heights of Antrim and Down were blazing with bonfires" (*Macaulay*).

SUMMARY OF CHARTERS, ETC.—On the 27th April 1613, Belfast, then a small town, was constituted a Corporation by charter of King James I., to consist of a Sovereign, or Chief Magistrate, and twelve Burgesses and Commonalty, with the right of sending two members to Parliament. This charter was annulled by King James II., and a new one issued in 1688, but the original one was restored in 1690 by William III.

In conformity with the passing of the Municipal Corporations Act of 1841, the constitution of the Corporation was changed, and made to consist of 10 Aldermen and 30 Councillors, under the style and title of "The Mayor, Aldermen and Burgesses of the Borough of Belfast." In 1888 the rank of a City was by royal charter of Queen Victoria conferred upon Belfast, "with all such rank, liberties, privileges, and immunities" as are incident to a city.

In 1892 Queen Victoria conferred upon the Mayor of the City for the time being the title of LORD MAYOR, and upon the Corporation the name and description of *The Lord Mayor, Aldermen, and Citizens of the City of Belfast.*

By the passing of the Belfast Corporation Act of 1896, the Boundary of the City was extended, and the Corporation made to consist of 15 Aldermen and 45 Councillors, and the number of Wards was increased from 5 to 15.

By virtue of the Local Government (Ireland) Act, 1898, Belfast became a County Borough, 1st April 1899.

Letters patent issued 26th November 1866, granting a separate

Court of Quarter Sessions, comprising a Court of Record, for the trial of civil actions, with all the rights, powers, incidents, and jurisdictions thereunto belonging, to be, and continue to be holden in and for the Borough of Belfast. These were enrolled in the Office of the Rolls of Her Majesty's High Court of Chancery in Ireland on the 18th December 1866.

The principal Public Buildings are :—

The Albert Memorial Clock Tower, High Street; the City Hall, Donegall Square; the Old Town Hall, with Police Courts, Cells, Headquarters, Fire Brigade, etc., Victoria Street and Chichester Street; the Municipal Technical Institute, College Square; the Free Public Library, Royal Avenue (Branches in Falls Road, Donegall Road, Old Park Road, and Templemore Avenue); Presbyterian Church House in Fisherwick Place, opened in 1905; the Electric Generating Station and Offices, East Bridge Street; the Gas Works, Ormeau Road; the Public Baths, Peter's Hill, Ormeau Avenue, Templemore Avenue, and Falls Road; the Ulster Hall, Bedford Street; the Carrick House (lodgings for men), Lower Regent Street; the Royal Victoria Hospital (General), Grosvenor Road; the Infectious Diseases Hospital, Purdysburn; the Mater Infirmorium Hospital, Crumlin Road; the Samaritan Hospital for Women, Lisburn Road; the Children's Hospital, Queen Street; the Women's Hospital, Templemore Avenue; the Custom House, Albert Square; the Court House, Crumlin Road; the General Post Office, Royal Avenue; the Jail, Crumlin Road; the Asylum, Grosvenor Road; the Harbour Offices, Corporation Square. Cemeteries in Falls Road and outside the City Boundary on Newtonards Road.

There are seven Public Parks, all well kept, the Fernery in the Botanic Gardens Park being one of the most attractive objects in the city. There is also an Exhibition Hall in this Park. The others are Ormeau Park (175 acres); Victoria Park (63 acres); Woodville Park (24 acres); Alexandra Park (10 acres); Falls Park (44 acres); Dunville Park (4½ acres).

There are very fine Markets, for all classes of produce.

Statues.—Queen Victoria; Sir Edward Harland, Bart.; the 1st Marquis of Dufferin and Ava; Lord Belfast; Rev. Dr. Hanna; Rev. Dr. Cooke; Sir Daniel Dixon, M.P.; Sir J. H. Haslett, M.P.; Memorial to officers and men of the Royal Irish Rifles who fell in South Africa 1899-1902. Nearly all these are in Donegall Square.

Educational Establishments.—Queen's University, Malone Road; Methodist College, Malone Road; Royal Academical Institution, College Square; Royal Academy, Cliftonville; St. Malachy's College, Duncairn Street; M'Arthur Hall, Ladies' School; Victoria College, Ladies' School; Campbell College, Belmont.

Banks.—Belfast, Waring Street; Ulster, Waring Street; Northern, Victoria Street; National, High Street; Ireland, Donegall Place; and many branches of each Bank.

Principal Churches.—St. Anne's Parish Church and Cathedral (Protestant), Donegall Street; St. George's Church, High Street; St. Malachy's R.C. Church; Presbyterian Churches in Rosemary Street, Fisherwick Place, and Fortwilliam Park, and St. Enoch's Presbyterian Church, Carlisle Circus; Carlisle Memorial Church (Wesleyan), Carlisle Circus.

Theatres and Music Halls. — Theatre Royal, Arthur Square; Grand Opera House, Great Victoria Street; Royal Hippodrome; Empire Theatre, Alexandra Theatre, several Cinima Houses.

Castle Place, the centre of the city, makes a very good starting place to see the city, and all streets and buildings of any interest can be reached by trams from this.

As you turn eastwards, in High Street, you have the best street view in the city. Beyond is the Custom House, solid and spacious. This faces Donegall Quay, just below *Queen's Bridge*, and opposite to the *B. and County Down Station* on Queen's Quay. Following close round the Custom House, turn sharply left up Albert Square into Waring Street, and on your left hand is the handsome front of the Ulster Bank.

Turn to the right along *Donegall Street*, which, soon after St. Anne's Church is passed, crosses the end of Royal Avenue (left) and leads direct to *St. Patrick's Church*, with its effective if somewhat patchy spire. Continue forward across Garrick Hill into *Clifton Street*, passing the Orange Hall, till it ends in the group of churches at *Carlisle Circus*. On the right notice the dwarfed spire of *St. Enoch's* Presbyterian Church. This has some well-cut windows and doorways. Opposite is the finest of all the churches in Belfast,—the **Carlisle Memorial Church** (Wesleyan), built by Alderman Carlisle in memory of his son. The spire in proportion and outline is perhaps the most graceful in Ireland, not even excepting that of St. John's,

Limerick. The porch is good, and the whole grouping harmonious—a great contrast to St. Enoch's. A quarter of a mile farther, along Crumlin Road, the County Gaol stares at the Court House.

Return about 600 yards past the "circus" to ROYAL AVENUE. This is a well-built street, and by the imposing fronts of its buildings and the erection of the City Hall at its southern end, the Corporation evidently intend it to be *the* street of the Linen City. On the right-hand side of its northern bend is the solid-looking **Free Library.** Lending Library and News Room open 10 A.M. to 9 P.M. on week days, except Wednesdays, 10-3. Adjoining this is the **City Museum** and *Art Gallery* (always free). Art Gallery and Museum open Mondays, Thursdays, and Fridays, 10-6; Wednesdays, 10-3; Saturdays, 10-9. The Museum has a small collection of early Irish antiquities. A little farther along the Avenue are the *General Post Office* and the *Central Hotel*, two substantial façades on the right hand (west); and after crossing the end of Castle Place (left) to Donegall Place, turn right from this along Wellington Place as far as the statue of *Rev. H. Cooke*, in front of the Municipal Technical Institute. This splendid building was opened by the Earl of Aberdeen in 1907. Bear to the right to the north side of this—*College Square*.

Follow the tram-line for ½ mile to the *Model School* in Falls Road. Just behind this is one of the best churches in Belfast —**St. Peter's (R.C.) Church**—with two spires. The west front and the interior are well worth notice.

Returning to the Cooke statue, and again (left) to Donegall Square, turn right, towards Bedford Street, the headquarters of

THE LINEN INDUSTRY

The manufacture of linen in Ireland can be traced as far back as A.D. 1216. Walter de Burgo, Earl of Ulster, had in A.D. 1245 several webs of linen woven for his household at Newtonards, then called Ballylisnevan. In the reign of Henry VIII. the spinning of linen and woollen yarns is mentioned as a leading branch of trade; but the manufacture first attained importance under the Earl of Stafford, who invested £30,000 of his own fortune in the industry. In 1665 the Duke of Ormond, his successor, obtained an Act for the encouragement of the manufacture. In the succeeding reigns various Acts of Parliament were passed and grants conferred for the further development of the linen manufacture. It would seem strange that one of the most illiberal pieces of policy ever practised by England to Ireland was that which gave the first decided impulse to the linen trade. "In 1698

both Houses of Parliament addressed His Majesty (William III.), representing that the progress of the woollen manufacture of Ireland was such as to prejudice that of this country, and that it would be for the public advantage were the former discouraged and the linen manufacture established in its stead. His Majesty replied, 'I shall do all that in me lies to *discourage the woollen manufacture in Ireland*, and encourage the linen manufacture, and to promote the trade of England'" (M'Culloch's *Dictionary of Commerce*). But it was to the French refugees, the Huguenots, who settled in and about Lisburn at the close of the 17th century, that the Irish nation is most indebted perhaps for the sudden impetus that was given to the trade. They succeeded in greatly improving not only the processes of spinning and weaving, but also bleaching. Up to the year 1805 the linen yarn seems to have been universally spun by hand. In that year an attempt was made to introduce spinning by machinery. It was, however, for a time only partially successful, for we find that in the report presented to George IV. on the occasion of his visit to Ireland in 1821 "all the yarn in use was made by hand." From the year 1828, when the Board of Trustees was dissolved that had been appointed in the ninth year of Queen Anne for the encouragement of the linen trade in Ireland, we may date the prosperity of this manufacture. Freed from many repressive regulations that had been imposed by that Board, the trade now fell into the hands of private enterprising firms. The year 1830 saw the introduction of machinery for the spinning of linen yarn by the two Mulhollands. Great increase of trade followed, and by 1871 the number of spindles at work had been trebled. Belfast is now one of the principal seats of the linen trade in the United Kingdom. Flax for the manufacture is largely grown throughout the Province of Ulster.

A considerable amount of flax is grown in Ireland at the present time. It is sown broadcast and is pulled up by the roots so as to obtain the whole length of the fibre, which after passing through the processes, water-retting, drying, and scutching, is ready for the more delicate operations of the mill. The scutching process removes the woody core of the flax stalk and leaves the fibrous covering from which linen thread is produced. In this state the flax is received into the numerous spinning and weaving mills of Belfast, but the Irish-grown proportion is comparatively small, great quantities being imported from Russia, Belgium, France, and other European countries. Ireland has about 56,000 acres under cultivation against 3½ millions in Russia. Permission to go over the large spinning and weaving mills can, as a rule, be obtained by those who make application by letter in advance, but visitors in great numbers are not welcomed on account of the distraction they cause to the machine-minders. The process of converting the rough fibre into thread is interesting to watch. A first stage of rough combing or heckling is done by hand, then as the fibres get more unravelled and evenly laid the handful or "strike" of flax passes through heckling machines until it has become as smooth as silk. It is then drawn out into long lengths which are gradually reduced until they are thin enough to be slightly twisted and wound on bobbins. From this stage the process is one of drawing the thread finer and giving it its full twist; this is done wet, and the yarn is then reeled into hanks and then dried. The weaving process is similar to that of cotton and cloth, but it is surprising to see what will eventually be a snow-white table napkin appearing on the loom as a rather rough-looking material of a pale biscuit

colour. The bleaching is to a large extent done naturally by exposing the linen to the sun, although the modern manufacturer no longer leaves that agent to do the whole of the process. From the railway carriage going south from Belfast one can see great numbers of bleaching grounds.

On the left side of Bedford Street is the dull-looking *Ulster Hall*, which holds a vast audience, and became famous when the anti-Home Rulers of Belfast opposed the holding of a meeting to hear Mr. Winston Churchill in 1912.

A half-mile walk along Dublin Road brings one to the large and important **Queen's University.** It is not, perhaps, as grand an architectural success as the Queen's College of Cork, described by Lord Macaulay as "worthy to stand in the High Street of Oxford," but it is not without good features.[1] Almost opposite is the Methodist College, a rival establishment as regards size and appearance.

Two steeples visible hereabout are the well-proportioned spire of **Fitzroy Presbyterian Church,** which has a good west front; and the extraordinary turret of the curious **Elmwood Church** (Presbyterian). Just beyond are the **Botanic Gardens.** They are tastefully laid out and contain Conservatory, Fernery and Exhibition Hall. They were opened by the Corporation in 1895.

The Belfast Yacht Club and the Belfast Naturalists' Club add yearly to their high reputation.

Lady Shaftesbury laid the foundation-stone of a new cathedral here in 1898.

Cave Hill, rising 1188 feet above the sea-level, is situated about 3½ miles north. It will be found well worth visiting. Leave Carlisle Circus by Duncairn Street. The hill derives its name from three caves situated in it. It is specially interesting on account of the character of its geological structure, the peculiarity being that it is composed of limestone and basalt, the latter superimposed on the former. From the summit the view is remarkably extensive and exceedingly fine. It includes, besides the city itself and the whole of Belfast Lough, an extensive inland prospect, embracing the south mountains of County Down, while

[1] A more successful tower than the central one of this college, and in fact the most graceful in the city, is that of the Academy.

in clear weather the coast of Scotland can be discerned. On the slope of the hill is Belfast Castle, formerly a mansion of the Marquises of Donegall and now the Irish residence of the Earl of Shaftesbury. It is a commodious and handsome structure, and was erected by the third Marquis.

Giant's Ring is situated about 4 miles south from Belfast, in the neighbourhood of Ballylesson. The scenery is very charming, and the Giant's Ring is one of the most interesting works of antiquity to be found in Ireland. It consists of an enormous circle, more than one-third of a mile in circumference. This vast ring is enclosed by an immense mound of earth, extending to about 80 feet in breadth. Near the centre of the circle stands a large cromlech or stone altar, the top slab measuring about 3 yards in length.

Distances.—(*Rail*) Dublin, 112¾; Portadown, 25½; Enniskillen, 87; Donegal, 118; Londonderry, 101; Portrush, 67½; Ballycastle, 69¾; Larne, 23¼; (*Road*) Dublin, 101; Newry, 37; Larne, 21 to 25.

Golf Clubs.—Royal Belfast G.C., 9 holes; Fortwilliam G.C., 9 holes; Malone G.C., 18 holes; Knock G.C., 9 holes; Ormeau, 9 holes.

EXCURSIONS FROM BELFAST.

Either of the following routes from Belfast may be chosen by tourists who have only a few days to spare. Those who also wish to visit the Donegal Highlands or Connemara after the Giant's Causeway may proceed to Londonderry, whence, (1) they may approach Connemara by Donegal, including, if wished, the Donegal scenery on the way; or (2) proceed direct to Enniskillen. The arrangements of the railway companies, as advertised every season, will greatly assist in the choice of routes. The Donegal coast tour should if possible be started at Donegal (see p. 333).

1. Belfast to Newry, Rostrevor and Dundalk (*below*).

By Great Northern Railway, Great Victoria Street Station.

2. Belfast to Donaghadee, Newcastle, and the Mourne Mountains (page 275).

By Belfast and County Down Railways, from Queen's Quay Station.

I. BELFAST TO DUNDALK AND GREENORE.

Lisburn (*Hotels*), 8 miles from Belfast, was formerly called Lisnegarvey. It was burned down early in the last century, and rebuilt. The *Castle Gardens* are an attractive feature, and the Episcopal Cathedral has a high and graceful spire. This church was, by letters patent of King Charles II., constituted the Cathedral of Down and Connor. In the church is a monument to Jeremy Taylor, who held the see of Down, of Connor, and also of Dromore, from 1660 to 1667. A native of Cambridge, where his father had been a barber, he was sent to college as a sizar, and became Fellow of All Souls College, Oxford. He came to Ireland with Lord Conway, and after the Restoration was made bishop, and also vice-chancellor of the University of Dublin. Note the monument to Lieutenant Dobbs, who was killed off the Irish coast in an engagement with the pirate Paul Jones.

[Twelve miles south of Belfast and 4¼ from Lisburn is Hillsborough (*Hotel*), on the Banbridge and Lisburn Railway; a small town, adjoining the demesne of the Marquis of Downshire. The church has a fine tower and spire, erected in 1774 by the first Marquis, then Earl of Hillsborough. In the park is an old castle, where William III. rested on his way to the Boyne. The Earl of Hillsborough is hereditary constable of the castle, and there are twenty yeomen and a sergeant-major, who still wear the martial uniform of the period. On a hill above the town is a monument to the first Marquis, and in the town a bronze statue of the fourth Marquis.]

The main route continues direct from Lisburn to

Lurgan (pop. 12,135 (1911 census); Brownlow Arms *Hotel*), 20 miles from Belfast, a neat and clean town in the north-east corner of County Armagh. Lord Lurgan's beautiful demesne of Brownlow House, adjoining the town, is open to visitors. The linen trade is carried on briskly. A little way short of the town the railway crosses a small portion of the County Down at Moira. At this point it also skirts the corner of Lough Neagh (page 292).

Portadown (pop. 11,727 (1911); *Hotels:* (I.A.C.) Imperial; Queen's), 25 miles from Belfast, is an important commercial centre and station on the river Bann. A public park is held on lease from the Duke of Manchester. The town possesses some large weaving factories, and a busy market for agricultural produce.

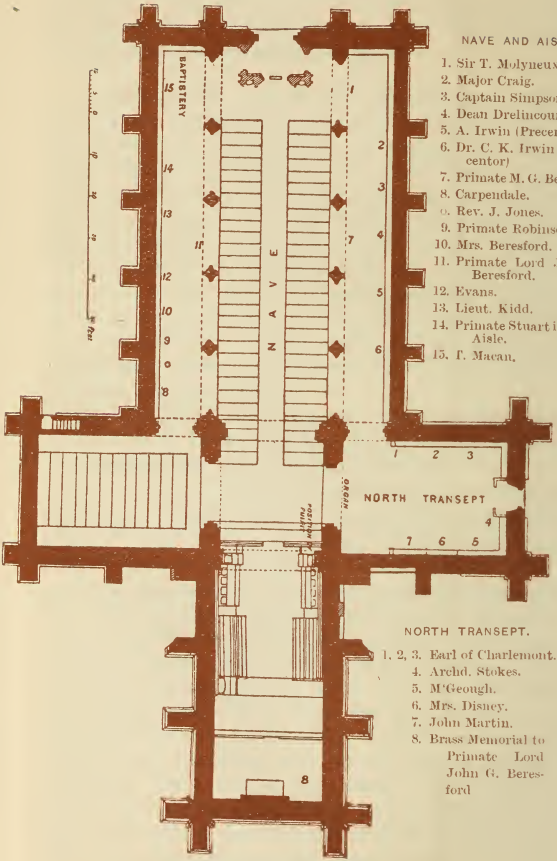
It is an important railway junction, lines proceeding to Dublin by Drogheda, to Londonderry by Omagh, to Enniskillen by Armagh and Clones, and to Dundalk, Newry, and Warrenpoint Our route, by the main line of the G.N.R., here goes southwards; but if time allows an interesting visit may be made, at the extra cost of only a short railway journey, to

Armagh (*Hotels:* (I.A.C.: C.) Beresford Arms; (C.) Charlemont Arms; Imperial), 36 miles from Belfast; the county town, and formerly a celebrated city. Its name, Ard Macha, "the Hill of Macha," is derived from "Queen Macha of the golden hair," who "founded the palace of Emania, 300 years B.C., and was the only queen who ever wielded the sceptre of Ireland." She was killed in battle, and buried here. "*Navan Fort,*" about 2 miles west of the city, the site of the ancient palace, represents a regal abode of extreme antiquity. A little to the N.W. on a by-lane there is an almost complete STONE CIRCLE, on to one portion of which a cottage has been built but is now a roofless ruin. There are 32 stones *in situ*, and the circle has a diameter of about 17 paces.

One of Ireland's latest historians says that "authentic history begins with St. Patrick," and as Armagh early became that saint's headquarters we add a brief note on his life.

ST. PATRICK.—It was as a slave that the young Scot from Dumbarton, named *Succat* or the warlike, first sailed to the coast of Antrim, little thinking that he would one day be revered there as St. Patrick the patron saint of Ierne. Rough training awaited him in the country, and after years of shepherd life about Sliemish mountain, he moved to the wilder west. Later on we find him in France, a student at the school of St. Martin of Tours. When the records of his life reach the year of his second landing legend begins to look more like history. It was at Strangford Lough that he then put ashore to follow up the missionary work of the earlier Christian teacher Palladius. We find him travelling with the set purpose of bringing all Ulstermen "by the net of the Gospel to the harbour of life." In 432, the only well-established date in his history, he met the king and druids at the royal hill of Tara in formal conference. Then comes the building of the great church on Armagh Hill, (his sister was buried in its predecessor). We read of him expelling serpents from Croagh Patrick, consecrating idols and

ARMAGH CATHEDRAL.



NAVE AND AISLES.

1. Sir T. Molyneux.
2. Major Craig.
3. Captain Simpson.
4. Dean Drelincourt.
5. A. Irwin (Precentor)
6. Dr. C. K. Irwin (Precentor)
7. Primate M. G. Beresford
8. Carpendale.
9. Rev. J. Jones.
10. Primate Robinson.
11. Mrs. Beresford.
12. Primate Lord John G Beresford.
13. Evans.
14. Lieut. Kidd.
15. Primate Stuart in North Aisle.
16. T. Macan.

NORTH TRANSEPT.

1, 2, 3. Earl of Charlemont.
4. Archd. Stokes.
5. M'Geough.
6. Mrs. Disney.
7. John Martin.
8. Brass Memorial to Primate Lord John G. Beresford

pillars to Christian uses, baptizing princesses at Roscommon, and converting the northern pagans. He seems to have declined the honours of bishopric until nearly fifty years of age, and to have left the conversion of the south entirely to disciples. The distribution of copies of the gospels and the Pentateuch was a special feature of his method. St. Patrick was never canonised at Rome. (*D.N.B.*)

History.—When St. Patrick came to Armagh he asked the Chieftain Duire for a site on the top of the hill for a church. This was refused, but was granted some time afterwards, and there he built his Great Church, occupying a part of the site of the present Cathedral. Round this grew that school of monkish learning, so famous through Western Europe until the Danes of the 9th and 10th centuries destroyed the constantly rebuilt monastery and the men of Armagh with fire and sword. Again, in the reigns of Elizabeth and Charles I. the O'Neills did their pitiless worst at the town, and reduced it on both occasions to a wreck. Not till the time of the Restoration did the city find peace. Since then its Archbishops have spared neither money nor labour to restore the Cathedral and its surroundings to something of its old importance. In its relations to Dublin, the civil metropolis, it has something of a parallel in the position of Canterbury, similarly independent of its capital on the Thames.

The Protestant Cathedral, although very much restored in 1613 and about 1834, is to a great extent the structure which in 1268 was begun by the Primate of that time, Maelpatrick O'Scanlain, to replace the frequently burnt early Cathedral. He built the transepts practically as they stand to-day, and generally followed the foundations of "the Great Stone Church" mentioned in the annals of 830. The aisles of the nave were begun in 1367, when Primate Sweteman found the Cathedral in great need of repair. The statue of Sir Thomas Molyneux, M.D., is by Roubiliac and ranks with his finest work, the monument of Dean Peter Drelincourt (*b.* 1644) is by Rysbraek, and that to Primate Stuart (Primate 1800-22) is by Chantrey. In the N. Transept there are three rather plain monuments to the Lords Charlemont (Caulfeild). The East window is to the two Primates of the Beresford family and to Alexander J. Beresford-Hope.

The modern R.C. Cathedral with its twin western towers is a far more conspicuous feature of Armagh than the old building just described. The *Presbyterian Church* is a good building.

In the writing-room of the monastery of Armagh was made the famous *Book of Armagh*, now in Trinity College, Dublin. Miss Stokes believes it to have been written in 807 A.D., and states that the ornamental portions "in design and execution equal, if they do not in some points surpass, the grace and delicate execution of the letters in the '*Book of Kells.*'" It contains the whole of the New Testament and other religious books. The cover or *shrine of St. Patrick's Bell* (1091 A.D.), and another bell-shrine (1106 A.D.), taken from Armagh, are in the Dublin Museum. See p. 8 of Dublin Section.

From Portadown it is 33½ miles southwards along the main G.N.R. line to

Dundalk (*Hotels:* The Queen's; The Imperial), 59 miles from Belfast and about the same from Dublin, situated upon a low flat expanse at the head of Dundalk Bay. The chief public buildings are an old Parish Church and a handsome Roman Catholic Cathedral, built on the model of King's College Chapel, Cambridge. Steamers sail for Liverpool (153 miles) four days a week, and for Holyhead daily. The locomotive works of the Great Northern Railway are now concentrated here. Dundalk was the last town in Ireland where a monarch was crowned and resided in royal splendour.

After the decisive victory of Bannockburn had placed Scottish independence beyond the grasp of England, the Irish, desirous to participate in the advantages of freedom, requested the Scots to come over to their assistance, at the same time offering the crown to Edward, brother of Robert Bruce. He landed with six thousand men, and being joined by the Ulster Irish, set about destroying the English settlers. Having stormed and taken Dundalk, he was crowned, and resided here for two years. In 1318 Bruce was killed on the hill of Foighard, near Dundalk, in an engagement with the English. The armies met near Dundalk, and previously to the engagement, the prelate of Armagh went through the ranks of the English, inflaming their valor by his exhortations, distributing his benedictions, and pronouncing his absolution on all who should perish. The combat was long maintained on both sides with desperate valour; but the Scots were at length discomfited with dreadful carnage, and Edward Bruce finished on the field of battle his inglorious career" (*Gordon*).

Dundalk demesne, the seat of Lord Roden, is open to visitors.

From Dundalk, Newry can be reached by rail direct in 22 miles; or *viâ* Carlingford in 29½ miles.

Newry (pop. 12,300; *two railway stations.* *Hotels:* Victoria; Imperial; White Cross; (C.) The Newry), 44 miles south of Belfast.

As it is situated in the vale of the river Newry, with hills on either side, and within a few miles of the lovely bay of Carlingford, the streets rising tier above tier, the picturesque situation of the Old Church and the tall chimneys and factories lend to it a very striking appearance. It is much improved since the witty Dean Swift described the town as consisting of

> "High church, low steeple,
> Dirty streets, and proud people."

Steamers ply regularly twice a week between Newry and Liverpool, a distance of 153 miles. The rise of the town may be traced to the 16th century, when Sir Nicholas Bagnal, Marshal of Ireland, rebuilt it, erecting at the same time a church and castle. There is no doubt, however, of the existence of the town at a much earlier date. A granite obelisk stands at the east end of the town, erected to the late Trevor Corry by his fellow-townsmen. The *R. C. Cathedral* has a good tower and well deserves a visit.

Two lines of railway run from Newry along the Newry river estuary; one on each side. The northern line stops at Warrenpoint (6½ miles); the southern, the Newry and Greenore Railway, continues through Carlingford to Greenore pier (14¾ miles), and connects with the branch line to Dundalk.

(1) **From Newry to Rostrevor** (9 miles):—

Narrow Water Castle stands on the road between Warrenpoint and Newry, 1 mile from the former. The broad surface of the river is here contracted by a low protruding rock, once an island, on whose surface stands the old castle.

It was looked upon as the key to Newry, and from its position was well placed either for the purpose of defence or exaction of toll. It was subsequently let to a salt-manufacturer, and at a still later period used as a dog-kennel.

Warrenpoint (*Hotels:* (I.A.C.) Great Northern; The Crown; The Imperial. Coaches to Newcastle, tram-car to Rostrevor), 6½ miles from Newry by rail, is delightfully situated at the very head of Carlingford Lough. It is a popular resort for holiday-makers, and the bathing is on a gently-shelving shore covered with small round pebbles, free from mud or sea-weed, and surrounded by a beautiful neighbourhood. In one part the houses form a little square, and in another stretch along the edge of the

shore, where there is a convenient quay, from which steam-packets sail to Liverpool twice a week. There was formerly a very extensive rabbit-warren here, from which circumstance the place derives its name. A nine-hole golf course was established here in 1905. It is 5 minutes from the station.

A *ferry* plies to the opposite shore of the lough.

DISTANCES.—Rostrevor (tram), 2¾ miles; Greencastle, 9; Kilkeel, 12; Newcastle, 25.

Just before entering Rostrevor, near the beach, rises an obelisk with an appropriate inscription to the memory of General Ross, a native of Rostrevor, who fell at the battle of Baltimore in 1814.

Rostrevor (*Hotels:* Glenmore; (I.A.C.) Gt. Northern; The Rostrevor), the "Montpelier of Ireland," is about 2¾ miles from Warrenpoint by tram-car. This pleasant holiday resort consists of Rostrevor village (*Rostrevor Hotel*), a prettily situated and ancient place of about 600 inhabitants, with small shops and stone churches and, ½ mile away, on the shore of the bay, Rostrevor quay. At the latter the visitor will find the Mourne and Woodside Hotels, quietly and charmingly situated, and some delightful views of Carlingford Lough. Rostrevor, on passing into possession of the Trevors, took its present name from that of its new proprietors conjoined with the Irish word *Ross*, which signifies a headland; or, according to some authorities, from an heiress whose name was Rose marrying into the family of Trevors, Viscounts of Dungannon. The town is situated on the height overlooking the bay, with a background of mountains, in a most beautiful neighbourhood, well wooded and plentifully sprinkled with villas. A fine modern specimen of the Irish sculptured cross will be observed in the burying-ground of the OLD CHURCH near the centre of the town.

The chief attraction at Rostrevor is the bay, which all the way from Warrenpoint has the appearance of a spacious lake, in the midst of woods and mountains. "Clough More," or *the great stone*, an immense granite boulder, stands about half-way up the Slieve Bân, the total height of which is 1595 feet. "There can be no doubt that it has come from the district near Newry and has been carried across the valley of Rostrevor (by ice-flow) and up the hill-side" (*Hull*). From the summit of the hill a fine view is obtained extending to the Hill of Howth and the Isle of Man. There are many beautiful walks and drives in the neigh-

bourhood. In winter and spring the air is mild and balmy, as the village is sheltered on north and east.

Golf Course.—At Ballyedmund, about 3 miles (east) from Rostrevor, there are excellent, but private, golf links with a twelve-hole course. There are some fine sporting shots, and the views of mountain, lough, and wood are very grand.

About 1½ mile northward from Rostrevor along the road to Rathfriland is the quaint old churchyard of Kilbroney. It contains an ancient cross and is quite worth a visit. The name means the "church of Bronagh," a holy lady of the early church.

A pleasant road skirting the north shore of Carlingford Lough connects Rostrevor with *Kilkeel* (9½ miles), a village of about 1367 inhabitants, possessed of a pleasant sea-beach. Kilkeel is also approached from Greenore by ferry to Greencastle, where there is a massive square castle ; and thence by car (4¼ miles) to Kilkeel.

The **Down Coast Coaches** run through from Warrenpoint to Newcastle, and the reverse way, three times a day ; and in connection with these there is a service of coaches between Kilkeel and Greencastle. (See also *pink pages.*)

This is a most interesting coach drive, which follows the sea-coast almost entirely throughout the distance of 26 miles, and affords a fine succession of striking views of the Mourne Mountains, at the feet of which it lies.

For the first 8 miles out of *Warrenpoint* the road skirts the northern shore of Carlingford Lough, justly famed for its many beauties, perhaps at their best at sunrise or sunset. In less than 3 miles *Rostrevor* is passed (p. 272), a charming little watering-place sheltered by mountains and shady woods. Above is Slieve Ban (1595 feet) and the Cloughmore Stone.

A long mile beyond Killowen (5 miles) is old **Killowen Chapel**, celebrated as the scene of the Yelverton marriage, "one of the most extraordinary and romantic cases that ever occupied the attention of a court of justice." Killowen, however, is now better known as the birthplace of Lord Russell, the Lord Chief Justice, who was created the first Baron of Killowen in 1894.

From *Lisnacree* (8 miles) a road of 4½ miles leads south to Greencastle. From the same village it is 4 miles, by an inland road, to Kilkeel (12 miles ; *Hotel*), the half-way stopping-place,

and a convenient centre for the southern mountains of the Mournes. In connection with the branch coach service to Greencastle there is a service of steamers across the lough to Greenore.

The village of *Annalong* is passed 5½ miles short of **Bloody Bridge**, an excellent starting-place for the ascent of Slieve Donard. In 3 miles farther you reach Newcastle (p. 281).

(2) **From Newry to Greenore** (14¾ miles): the Newry and Greenore Railway runs close to the western shore of Carlingford Lough. Beyond Omeath is

Carlingford (nearest *Hotel*, the North-Western, Greenore), on the south side of Carlingford Lough, about 12 miles south of Newry. It is well worth a visit on account of its many ruins and beautiful views. It is famous for the oyster and deep-sea fishing in the vicinity.

In the town there are also the ruins of a great Dominican monastery, founded by Richard de Burgo in 1305. ¼ mile outside the town, on the Greenore Road, are the foundations of the "Hospital of St. John."

There are also the remains of two other ancient buildings, on the walls of which are some curious devices carved in the stone. One of these is called the Tholsel.

Above the old town—which, surely, some day will boast a decent hostelry !—is Carlingford or Foy Mountain, 1935 feet; an easy and most repaying climb.

To geologists this mountain is, as are all the mountains round Carlingford Lough, of great interest. "The great number of dykes of basalt in this district has led Dr. Haughton to conclude it was a focus of volcanic action."

Greenore, at the mouth of Carlingford Lough, is the port of debarkation of the London and North-Western Railway Steamers from Holyhead. It is within five minutes' ride by rail from Carlingford, and thirty minutes from Dundalk, and there is a good hotel here under the management of the Railway Company. The 18-hole golf links by the lough has natural and artificial hazards and is free to visitors at the Hotel. An express train leaves Greenore every day (Mondays excepted) at 6.20 A.M., arriving at Belfast at 7.50 A.M., in connection with the Holyhead steamers.

Inser

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Here

John Bartholomew & Co., Edinr.

Driving & Cycling Routes

II. BELFAST TO NEWCASTLE.

RAILWAY ITINERARY.

To Bangor, Donaghadee, Downpatrick, and Newcastle, by *Belfast and County Down Railway.*

ON RIGHT FROM BELFAST.	STATIONS, ETC.	Miles.	ON LEFT FROM BELFAST.
	Belfast. Queen's Bridge Terminus.		Branch to HOLYWOOD, 4½ miles, and BANGOR, 12 from Belfast.
	Dundonald "derives its name from a large earthen fort which stands beside the church."—*Reeves.*	5	
	Comber.	8	Branch to NEWTOWNARDS, 13½ m., and DONAGHADEE, 22 m.
SAINTFIELD HOUSE.	**Saintfield.**	15¼	
3 m. BALLYNAHINCH. Montalto demesne.	**Ballynahinch Junction.**	17¾	
2 m. south. The Spa. P. 276.		21¼	
	Crossgar.	21½	4 m. KILLYLEAGH, KILLYLEAGH CASTLE.
	Downpatrick.	26¾	Branch to ARDGLASS, 35 m.
	Tullymurry (for Clough and Seaforde).	30	
	Dundrum.	34½	
	Newcastle. *Hotels:* (B. & Co. Down) Railway Co.'s Hotel; Annesley Arms; Bellevue.	38	

II. BELFAST TO NEWCASTLE.

Through County Down

[*Places arranged alphabetically.*]

Ardglass (*Hotels:* (I.A.C.) Golf; (C.) The Castle), 7 miles south-east from Downpatrick, is a bright little "seaside" to which many holiday-makers resort, on a deeply indented harbour which lies protected between Phennick Point and Ringfad Point. It became a place of great importance soon after the Norman invasion, had a considerable trade, and was one of the three principal towns in the county, inferior only to Newry and Downpatrick; but it sank into decay. It is remarkable, however, for the ruins of five Anglo-Norman castles, which are an evidence of its former military importance. There is a large herring fishery. There is a flourishing golf club with a course of over a mile along the shore, on good high ground, which is well patronised by visitors during the summer months.

Ballynahinch (*Hotel:* Fitzpatrick's), 18 m. from Belfast; 3½ miles from Ballynahinch Junction; by road 11 miles from Downpatrick, was the scene of a serious fight during the disturbance of 1798. Adjoining the town is the fine demesne of Montalto, formerly possessed by the Earls of Moira.

Two miles to the south is the Spa, now little used. The scenery is pretty, and a few miles from the Spa is Slieve Croob Mountain (1755 feet), from which a magnificent view may be obtained.

Holywood (*Hotel:* The Belfast), 4½ miles from Belfast, a picturesque and rising town, almost midway between Belfast and Bangor, on the eastern shore of Belfast Lough, is a favourite suburban residence of the Belfast merchants.

Bangor (*Hotels:* Grand; Burlington; Ava; (C.) Imperial; Abercorn; International; Victoria; Pickie Temp.), 12 miles from Belfast, is one of the chief watering-places for the inhabitants of Belfast and neighbourhood. During the summer months steamers ply between the two places, and trains run almost every hour. There is good hotel accommodation, hot and cold baths, and a fine beach for bathing. Here the regattas of the Royal Ulster Yacht Club are held. From Bangor on a clear day can be seen Ailsa Craig and various parts of the Scotch coast.

The name *Bangor* (or Banagher) "signifies horns, or *pointed hills*, or rocks" (*Joyce*).

An abbey was founded at Bangor as early as 556 by St. Congall or Congal, a contemporary of St. Columbkill. The Danes are believed to have plundered it in 818, when it contained 3000 inmates, and murdered the abbot and 900 monks. Scarcely any remains now exist, but the parish church occupies the site. The ruins of the ancient Bangor Castle, still in good preservation, overlook the quay, and close to the town is the modern Bangor Castle, a fine Elizabethan mansion.

Two miles from Bangor is **Clandeboye**, the seat of the Marquis of Dufferin and Ava. Its "Museum" contains a fine collection of antiquities and curios from various countries, acquired by the present Marquis. On a hill above the mansion is Helen's Tower, erected by the Marquis to the memory of his mother, who was a daughter of Thomas Sheridan. There is an extensive and beautiful view from the tower; and upon the interesting associations connected with this tower Tennyson, Browning, and Kipling have written.

Castlewellan (*Inns:* Annesley Arms; Commercial), 10 miles south-west of Downpatrick, 4½ miles from Newcastle, was formerly the seat of the family of Magennis, until the property passed to the Earls of Annesley.

The park at Castlewellan is situated on the wooded side of the *Slieve-na-Slat*, and commands an extensive view of the whole range of the Mourne Mountains. It is open to the public on Mondays, but the castle is not shown.

Four miles distant is *Tollymore* (Earl of Roden), the beautiful grounds of which are intersected by the Shimna, which forms a series of fine cascades (see p. 283).

About 6 miles from Castlewellan there is a very large *cromlech* on the western side of Crotlieve Mountain, one of the Slieve Croob range. It is an oblong stone, 12 feet long, more than 5 feet broad, and nearly 2 feet thick, supported in a sloping position on three uprights, of which the two at the eastern and highest end are high enough for a tall man to stand between them under the altar stone; and this is so nicely poised that if one of the uprights is shaken it will rock slightly. The best route is by Clarkhill Wood and Legananny Schoolhouse.

About half-way between Castlewellan and Newcastle (on the road which goes out between Castlewellan Church and Woodlawn) is the small village of Maghera, and near it, in the churchyard of the parish, close to the present church, are the ruins of a very ancient church; and at a short distance is the stump of a round tower, being all that remains of the original structure, which was destroyed by a storm about 150 years ago.

Donaghadee (*Hotels:* Mount Royal; (C.) Imperial) is 22 miles east from Belfast, and about 21½ west of Portpatrick. It

is connected with Belfast by the branch line from Comber. It is an agreeable little town, consisting of two principal streets and numerous lanes ; one of the streets faces the sea. On the north-east side of the town is a rath forming a lofty mound about 60 feet high, with the sides shaped round and the top hollowed out from east to west by a fosse. From the top a fine view is obtained of the Scottish coast, the houses on which can be clearly discerned with the assistance of a good glass. In addition to its trade, Donaghadee has some importance as a bathing-place. The mail and passenger traffic for many years carried on between Portpatrick and Donaghadee was removed to Stranraer and Larne, on account of the difficulties connected with the use of Portpatrick harbour. There is a lighthouse at the end of the pier.

Downpatrick (*Hotel:* Down Hunt Arms), 26¾ miles south of Belfast, is the much-reduced county town of Down, and said to be the most ancient town in Ulster. It has four principal streets, and consisted at one time of three divisions —English, Irish and Scotch. The place was the residence of the native kings of Ullagh. Its Irish name was *Aras-Celtair*, or Rath-Keltair, the castle or fortification of Celtair, the son of Duach, who lived here in the 1st century. By Ptolemy it was called *Dunun*. The see was founded by St. Patrick, who built the Abbey of Saul in its vicinity, and shortly afterwards the Abbey of Canons Regular (now the Cathedral).

The town has been the scene of frequent sieges and battles, and in 1641 the magnificent castle was burnt by the Irish. Those, indeed, who have read the long and interesting history of the town will be as disappointed here as at Armagh in finding so few relics of the past. It is said to have been the burial-place of Patrick (see page 268). The town possesses a handsome Town Hall. The CATHEDRAL stands on a hill to the west.

It is, to a great extent, a modern structure, occupying the site of an ancient building. The "restoration" began in the year 1790. The older church was built on the ruins of one that had been destroyed by the Danes, by Malachy O'Morgair, Bishop of Down, in 1140, and endowed with considerable estates. It was burnt in 1538 by Leonard, Lord Grey ; and the temporalities of the Church were confiscated at the dissolution of abbeys. The building continued a ruin for 250 years, and is thus described by Harris in 1744,—

"The roof was supported by five handsome arches, which compose a centre aisle of 26 feet, and two lateral aisles of 13 feet wide each ; and the whole structure is 100 feet long. The heads of the pillars and arches have

been adorned with a variety of sculpture, in stone, some parts of which yet remain. Over the lofty east window are three handsome niches, in which the pedestals still continue, whereon, it is supposed, the statues of Saint Patrick, Saint Brigid, and Saint Columb formerly stood. According to an old distich in monkish Latin,

"Three Saints in Down one grave do fill,
St. Patrick, Bridget, and St. Columbkill."

Some years ago a huge granite monolith was placed on the reputed grave of St. Patrick. The stone is just as it left the quarry, and bears no inscription save the saint's name in Celtic characters and an incised Celtic cross (*see also page* 268). In front of the east window of the cathedral the old market cross has been re-erected. This cross, which dates from the 10th century, is believed to be the same as that mentioned in a charter of Sir John de Conrey to the cathedral.

In 1790 steps were taken by the Marquis of Downshire and the Dean of Down for the restoration of the cathedral, which was at length effected by subscriptions. The ancient church was not pulled down, but the walls and arches then standing were preserved, and support the newer masonry and roof. These arches are evidently very old, and the grotesque carvings on some of the columns cannot belong to a later date than the 12th century. Much has been done during the last thirty-five years to improve the interior.

The Mound or *Dun*, from which the town had its name, stands on the north-west, about 60 feet in height, and 2100 feet in circumference, and is surrounded by three great ramparts. This was the citadel or fort of Keltair, Prince of Lecale.

On high ground at the opposite end of the town is the new Roman Catholic Church. This was finished in 1895, and does the people of the town great credit. Note the very fine spire and the west window.

Remains of the Monastery of Saul may be seen about two miles north-east of Downpatrick. They are chiefly of 12th-century date; and, with other places, claim to contain the grave of St. Patrick, who probably founded one of his first churches here.

About a mile and a half from Down, north-east, are the celebrated Wells of Struell (from an Irish word for *streams*), "which, in former times, were frequented by persons from all quarters, but latterly have, like other places of the same nature, ceased to be objects of such great attraction" (*Dr. Reeves*). There were three or four wells, partially vaulted over, in which the water was raised or lowered by hidden sluices; and the ruins of an old chapel, dedicated to St. Patrick. The wells were resorted to at night, on the Eve of St. John the Baptist, for the cure of the lame and the blind, but these nightly meetings were the occasion of so many scandals that they have now been discontinued.

Dundrum (*Hotel:* Downshire Arms), 8 miles south from Downpatrick, is situated on Dundrum Bay, and commands an extensive view of the sea in front, backed by the Mourne Mountains, south-west. The town is well built, and when the tide is high in the inner bay is picturesque and pretty. By the energy and liberality of the late and the present owners of the soil it has become a thriving place; the old cabins have made way for substantial houses and shops. What has tended most to its improvement has been the quay, with commodious store-houses, begun by the fourth Marquis of Downshire.

Above the village, on a wooded hill, stands the old castle. "At the base of the hill the sea forms a bay, where the tide, on going out, leaves a remarkable strand, called in Irish 'the Shore of the Champions,' for here it was that the youth of the ancient Ultonians used to exercise themselves in the race and wrestling." Across this strand, at low water, is a communication for travellers to Tyrella.

The erection of the CASTLE of Dundrum is attributed to John de Courcy, about the end of the 12th century. It is probable that it may have been built by De Courcy, for the style of building resembles that of other castles built by him and other Norman invaders on the coast of Ireland.

Nothing authentic is known about the castle till 1515, when it was held by Phelim Magennis, from whom it was taken by storm by Gerald, Earl of Kildare, Lord Deputy. In the 17th century it became the property of Cromwell, from whom it passed by sale into the hands of the Blundells, and after to the *Marquis of Downshire*, whose residence is at Murlough House.

Grey Abbey, 7¼ miles from Newtownards by car, is one of the most interesting relics in the County Down. Africa, the daughter of Godred, King of Man, and wife of Sir John de Courcy, founded it for Cistercians in 1193. It was a cell or off-set of Holm Cultram in Cumberland. In the rebellion of 1641 the original abbey was destroyed by the O'Neills, but was afterwards rebuilt by the Montgomeries. The ruins, which are clothed with ivy, have a pleasant though mournful aspect. They are very extensive, and are kept in proper repair. The abbey is near the east margin of STRANGFORD LOUGH, a large circumscribed arm of the sea, 16 miles in length by 4 to 5 in width. The islands are very numerous, and by some said to number 365, a frequent computation regarding the islands in Irish loughs. Kelp was at one time furnished in large quantities by the islands and shores of Strangford Lough. It was to this lough, if we

may trust the latest biographers of St. Patrick, that the Patron Saint put in when he visited Ireland for the second time. This was probably between the years 400-428, and after he had been driven away from the Vartry river in Wicklow.

Killyleagh (*Hotel*), 5 miles north of Downpatrick, is a small seaport, prettily situated on the western shore of Strangford Lough. The chief feature of interest is the castle, part of which is of great antiquity. It was held by the O'Neills, and was forfeited in the rebellion of Shane O'Neill.

NEWCASTLE.

HOTELS.—*Slieve Donard* (B. & C.D. Rly.); *Bellevue; Black Rock;* (C.) *Central Temp.*

CARS.—Public cars run through to Warrenpoint several times a day. See *pink pages.* About a couple ply daily between Kilkeel and Greencastle.

DISTANCES.—Kilkeel, 14; Rostrevor, 23; Warrenpoint, 26; Downpatrick, 15; Belfast, 30½, by road. The railway from Ballyroney was extended to Newcastle in 1906.

GOLF.—County Down Golf Club; handsome and commodious clubhouse within 200 yards of Slieve Donard hotel; eighteen-hole course, and nine-hole course for ladies, with separate clubhouse.

This delightful pleasure resort is 5 miles from Dundrum and 13 miles from Downpatrick, on the south-western curve of the great or outer Bay of Dundrum, under the north-eastern declivities of Slieve Donard. It was anciently called *Ballagh-beg*, the Little or Short Pass, in reference probably to the glen by which access was gained to the other side of the mountains into Mourne and towards Annalong. It had its present name from a castle which was taken down in 1835, and the Baths, which are much resorted to, were erected on the site where it stood.

The village, however, was till lately scarcely known, and consisted almost entirely of a few fishermen's cottages; and the slopes at the base of the mountains that overhang it were covered with a deep natural clothing of heather and furze, which it was not easy to penetrate. In 1821 the late Earl Annesley chose under the brow of Thomas Mountain a site for a residence, where he began to build Donard Lodge, enclosed a demesne with a wall, and commenced the extensive plantations which form so great an ornament to the place. Since then it has gradually increased in size and importance, until, on account of the beauty of its scenery and the attractions of its neighbourhood, it now ranks among the most frequented watering-places in the north of Ireland. There is both variety and plenty of good hotel accommodation,

which has been much improved by the addition of the Railway Company's large hotel.

GOLF.—The County Down Golf Club has its headquarters here. The course is one of 18 holes, with no lack of bunkers, sandhills, and other hazards. One sandhill, the Matterhorn, is 40 feet high. The scenery, specially on the homeward journey, is very fine, including Slieve Donard rising almost 3000 feet above sea-level. The links extend along the shore of Dundrum Bay.

Entering from the direction of Dundrum, the road crosses the Shimna River by the Castle Bridge, and passes the Baths on the left hand. Between this building and "The Rock," and in front of the terraces and other houses facing the sea, is the Promenade, with its gravel walks, grass plots, and rustic seats; having the expanse of the sea to the eastward, the woods of Tollymore to the west, and on the south-west and close above the village the various eminences which culminate in Slieve Donard, the highest mountain in Ulster. On The Rock, where Felix Magennis once intended to build a castle, stands the church, with its tower and spire of granite, forming a pleasing object in the view; and beyond it, about as far as from it to the Baths, and nearly at the extreme curve of the bay, is a commodious harbour with a double pier, erected with the aid of a small grant from Parliament. Slieve Donard is best ascended from Newcastle (see page 284).

The nearest object of attraction is the demesne of DONARD LODGE, which is open except on Monday and Thursday.

The walks are laid out with great taste; flowering shrubs, rhododendron, arbutus, and fuchsia grow luxuriantly, and blend pleasingly with firs, larches, and other trees. The principal feature, however, is the Glen River and its waterfalls. It rises in the deep glen between Slieve Donard and Slieve Commedagh, and rushes down the lowest part of its course in a succession of cataracts. None of these are very high, nor is the river wide; but the effect is always striking after heavy rains. One of these falls (at a spot called the "Hermit's Glen," from a small cell artificially made under a huge rock) does not leap over a precipice, but *slides*, as it were, down a steep sloping rock, and is broken into two streams, which unite at the base. As this rock stands obliquely to the course of the stream, the waterfall is presented *in profile* to one standing or sitting at a point of view below it.

Near this fall is the Dining-House, commanding an admirable view, and whence, if the day be clear, may be seen the Tower of Downpatrick, the monument to the Marquis of Londonderry, and Lough Strangford.

A little above this is another fall, and higher up a bridge, from which two or three paths diverge; one, straight onward, leads to the Ivy Rock, formerly

called *Craig-na-gor* or the Goat's Rock, commanding a particularly fine view. Another path to the left, steep and rugged, keeps near the bank of the river to the Ice-house (no longer used as such), where the path terminates. The path to the Spa Well is a pleasant one.

Bryansford (*Hotel:* The Roden Arms), which takes its name probably from Bryan Magennis, is a very pretty village 2½ miles from Newcastle, 5 from Dundrum, and 13 from Downpatrick.

At the end of the village is the entrance to

Tollymore Park, the seat of the Earl of Roden, under a fine pointed arch, from which the view of the wooded mountain-side and the heights of Slieve Donard in the background is most impressive, and, once seen, will hardly be forgotten. The park is open under the following regulations:—Persons on foot and carriages, on Tuesdays and Fridays, 10 to 6; other days, by ticket from the agent.

The woods extend above 2 miles along the valley through which flows the Shimna River, and rise to a considerable height on the hills within the wall. The park contains nearly 2000 statute acres, and in it will be found a variety of mountain and forest scenery.

As we enter the park, on the lawn to the left is an obelisk erected to the memory of the Hon. Bligh Jocelyn, R.N., a relative of the present earl. The house is not remarkable, but contains some good portraits, armour, etc. It is not shown to strangers.

The whole course of the river, with walks on both sides, commands views of great beauty; and among the woods are some fine oaks and remarkable trees of the silver fir, one of which is justly entitled "the Lord of the Forest." On the south bank of the river is the Dining-House, in a pleasant and quiet open space; and a little higher up, where the stream is spanned by a light suspension bridge, is a cave called the Hermitage. A circular stone tablet, at the back of the Hermitage, has an inscription in Greek: "Clanbrassil, to his very dear friend Monthermer. Anno 1770." The tablet was placed by James Hamilton, second and last Earl of Clanbrassil, to his friend Marquis of Monthermer, who died in 1770. The estates of Lord Clanbrassil, at his death in 1798, devolved on his only sister, wife of the first Lord Roden, and grandmother of the present Earl.

From the Dining-House down the river to the Saw-Mill the path abounds in points of picturesque beauty; and there are

other walks in Tollymore Park sufficient to afford a day's ramble to the visitor.

The Mourne Mountains.—For those who wish to explore these very interesting mountains, Newcastle makes an excellent, and, in fact, the best, starting-point. Rostrevor can be used as a centre, but is decidedly inferior, being considerably farther from the centre of the group and the most interesting heights. Mr. H. C. Hart is writing for the stalwart only when he says "from either point (Newcastle or Rostrevor) to the other is a day's walk that will well repay the labour, and can be made to include all the principal summits." The ordinary walker, with ordinary legs, and a weakness for *lingering* over fine and far-reaching summit-views, when he has toiled hard to obtain them, will prefer to take things more quietly. After walking over most of the chief heights the writer has come to the conclusion that Slieve Bingian is a much-neglected mountain, and that the visitor who does no more than Slieve Donard can have but a very inadequate notion of the unusual character of these hills. The popular favourite, however, and the most accessible mountain is undoubtedly Slieve Donard.

The Mournes are composed of granite of a peculiar kind, one unusual characteristic being the "minute irregular cavities" containing crystals. In form the mountains, in most cases, have the cone or dome shape, generally met with in granite. In age they appear to be much later than the granite masses of the Slieve Croob range, to the north, and "are amongst the most recent igneous rocks in Ireland." During the age of ice "only the highest elevations of the Mourne Mountains were left uncovered by the ice-sheet" (*Hull*).

Slieve Donard (2796 feet). The ways of ascent are many. (1) The best is probably made by starting from Bryansford, passing round the Newcastle side of Tollymore Park, and passing —or, better still, including—the height of Slieve Commedagh on the right of the Glen River. From the head of the latter stream a fairly direct line will take you to the summit.

(2) The more popular route, however, is that from Donard Lodge which follows the Glen River to its head, and then bears left as (1) above. The forbidding crags of Eagle Rock on the left of the stream should be kept at a distance.

(3) Another ascent may be made from Bloody Bridge, a description of which is given below (page 286).

The *summit* is the highest point in Ulster. The Ordnance

Survey maps make it 2796 feet above the level of the sea, and it rises abruptly from the water in a series of conical elevations. It is unnecessary to say that the view is very extensive, extending as it does in clear weather even to the coast of Scotland and the mountains of Cumberland to the east, and those of Dublin and Wicklow south-west. Near the summit, only a few yards from the Great Cairn, is a well or spring of water, cold and clear, coming up apparently through the fissures of the stones.

"Slieve Donard itself presents a very rounded outline when seen from the north; but it does not follow that this is due to ice-grinding, as granite from its uniform structure has a tendency to weather into dome-shaped masses" (*Hull*).

The mountain was of old called *Slieve Slanga*, from a hero called *Slainge*, who is recorded in the *Annals of the Four Masters* to have died *anno mundi* 2533, and to have been "interred in the Cairn of Sliabh Slanga." He was son of Partholan, King of Ireland, and brother of Rudraighe, who was drowned in the bay. The present name, however, is derived from St. Donard or Domhangh-ard, a disciple of Patrick, born towards the close of the 5th century. He founded the church of Maghera, in the plain below the mountain. He also built a chapel on the top of Slieve Donard, where he is said to have spent much of his life as a hermit, and which continued for a long period to be frequented by a great concourse of pilgrims, on the 25th of July, the *patron-day* of the saint. Miss Stokes considers the remains of walls on the summit to be ruins of this chapel (see page 350): the unromantic insist that it is only a hut used by the Royal Engineers when engaged on the Ordnance Survey.

A pleasant excursion from Newcastle may be made to Bloody Bridge, 3 miles, which is also a popular starting-point for Slieve Donard. We take the Kilkeel road, past the harbour and the Widows' Row—built by subscription for the widows of several fishermen who were lost in the bay by a sudden storm in the autumn of 1843. About this place the shore, which has a level sandy beach, rises almost perpendicularly to the height of more than 100 feet.

Near Patrick's stream, on the left, are two remarkable fissures in the cliffs. The first, called Maggie's Leap, is a wide perpendicular chasm open to the tide below; and it has its name from a tradition that a woman, pursued by ruffians, baffled her pursuers by leaping this terrible gap. The farther one is Armour's Hole, named from one James Armour, murdered here by his son about the year 1701.

At three miles from Newcastle is Bloody Bridge. The old

bridge below the road is a picturesque object; it derives its name from the massacre of a number of Protestants in 1641 by Sir Conn Magennis. He had them in charge to convey them to Downpatrick, but saved himself the trouble by beheading them on the bridge and leaving their bodies there unburied.

Before we go up the glen we will visit the *Ballagh Church*, which stands on the left of the high road, just above the deep cutting. Of this building, one of the most ancient in Ulster, only a single arch is standing, with a small fragment of wall. It may perhaps be the church built somewhere here by Bishop Donard (see above, p. 285). Local legend, indeed, tells how that energetic saint connected both his church here below and that on the top of the mountain by a mysterious passage that still pierces the heart of the rock. It should be noted that ¼ mile on the Newcastle side of "Maggie's Leap," which we passed on the road hither, is a hollow called *Donard's Cove*.

Slieve Donard can be well ascended from this point by starting at the stream near the church, about 400 yards on the Kilkeel side of Bloody Bridge. On reaching the ridge at the head of the *Bloody Bridge River* (to which our route turns), a walk of three-quarters of an hour will bring us to the top of Slieve Donard. This, the south side of the Cone, though very steep, is easily climbed, being grassy and dry. We shall find a good deal of the hare's-foot or club moss, *Lycopodium clavatum;* and near the summit occasional specimens of the Least Willow, *Salix herbacea*.

Should you prefer to avoid the top, it is easy to skirt round to the head of the Newcastle River Glen, and descend by it to the plantations of Donard Lodge.

One of the most repaying ascents among the Mournes is, as has been mentioned above, that of *Slieve Bingian* (2449 feet). For this Annalong and Kilkeel should be preferred as starting-points. We have found the latter convenient and the road by Colligan Bridge a fair one. The summit of this mountain is remarkable, and the fantastic shapes taken by the granite are worth seeing as well as the magnificent panorama of views. The outline of this mountain, as seen from the southern side, is very striking. *Slieve Bernagh* (2394 feet) is similar in character at its summit, and can be attacked conveniently from the Hare's Gap, which is about 5 miles from Bryansford, at the head of the Trassey River.

Cove Mountain is south-east from Slieve Bernagh, almost due west from Donard. Harris says: "A deep and narrow vale divides Slieve Donard from Slieve Snavan, or the Creeping Mountain, so called because it must be climbed in a creeping posture; and through this vale winds a pretty serpentine stream, which discharges itself into the sea to the eastward of the mountains." The vale in question is evidently that through which the Annalong river flows. There is no mountain now known as Slieve Snavan, but Harris's description enables us to identify it with the "Cove Mountain." "It stands to the *south-west* of this stream, and presents to the view a huge rock, resembling at a distance an old fortification, very high and detached, as it were, from the eastern side of the mountain. After rain a stream rushes from the west side of the rock, which, shooting from the top, falls in a large cascade: to the east of which is a large natural cave, affording an entrance as wide as the cave itself." On the detached rock above mentioned is the evident mark of a torrent after rain, down a steep fissure; and the only cave hereabouts is on the "*Cove* Mountain," whence it has its name. "To the left of this," that is S.S.W., "you climb up to the top of the rock, the advanced part of a large shelf which projects at about half the height of the mountain with a sweep, and leaves the space of about two acres at the top. Round the north-west, the west, and the south of this area, the mountain rises to a great height, and stands like a vast wall. The area is almost round, and slopes gently from all sides towards the middle, where is formed a beautiful circular lake as clear as crystal." This is the "Cove Lough," a small mountain tarn, and the description is accurate. From hence the excursion may be extended to the Blue Lough and Bingian.

Slieve Commedagh and the *Castles of Kivittar* are near to Slieve Donard, on the north-west side, and easily reached from it.

The DOWN COAST COACHES run through from Newcastle tc Warrenpoint, and the reverse way, three times a day, stopping at Annalong, Kilkeel, and Rostrevor. The route is described from Warrenpoint, page 271. (There is also a coach to and from Greencastle which connects with this service at Kilkeel, while the L. and N.-W. Rly. has a steamer service from Greencastle to Greenore.) See also *pink pages.*

Newtownards (*Hotel:* (C.) Londonderry Ulster Arms Temp.) is an important centre of the linen trade, 13 miles by rail from Belfast. It is agreeably situated at the northern point of Lough Strangford, which is navigable to within ½ a mile of the town, and at low water affords a fine level strand for many miles. It was erected into a borough in the reign of James I., and incorporated under the name of a *provost, twelve burgesses, and commonality.* The Society of Friends were among the past benefactors of the town, having established a linen factory nearly a century ago. There are flax mills, a very large weaving

factory, and a hem-stitching factory. In 1214 a Dominican friary was established, which was granted at the Dissolution to Viscount Clandeboy at the annual rent of 13s. 4d. The town and neighbouring country belong to the Londonderry estate. The ruins of the *Old Parish Church* are at the east end of High Street. It contains parts of the 13th-century structure; and within it are the tombs of the Londonderry and other great local families. Note the modern cross. The Town-hall, erected in 1770, includes assembly-rooms, billiard-room, news-room, free people's library, and amusement room. In the centre of the town is the pedestal of an ancient cross. Among the other buildings are the Court-house and the Market.

The extensive freestone quarries of Scrabo Hill, near the town, are well known to geologists. "There are few places where the phenomena of igneous intrusion can be more advantageously studied than at this spot" (*Hull*).

A car runs from Newtownards along the shore of the lough to *Grey Abbey* (7 miles), a ruin which is well worth the excursion (see page 280).

BELFAST TO THE GIANT'S CAUSEWAY.

The most direct way of reaching the Causeway from Belfast is by rail to Portrush, and thence by electric tramcar. After visiting Dunluce Castle and the Causeway the tourist may return to Portrush in time for the evening train to Belfast.

As there is nothing to interest a stranger on the railway line from Belfast to Portrush, the better way for those who have time is to take the Coast Route (II. p. 310) by Carrickfergus, Larne and Cushendall to the Giant's Causeway, and thence by Dunluce Castle, Portrush and Portstewart to Coleraine; and so on to Londonderry or the Donegal Highlands. The return journey can be made by train from Londonderry to Belfast (*Midland Rly.*) by Coleraine, Ballymena and Antrim; or (*Gt. Northern Rly.*) by Strabane, Omagh and Dungannon.

Route I.

Inland by Railway and Electric Tramway.

TOWNS ON OR NEAR THE RAILWAY (G.N.R.)

Carrickfergus.	Ballymena.	Portrush.
Antrim.	Ballymoney.	Bushmills.
Randalstown.	Coleraine.	The Causeway.
	Portstewart.	

Leaving the busy town of Belfast behind us, we soon find ourselves in the midst of the cultured meadows of the county of Antrim. The way, whether by rail or road, is, for a space of nearly 8 miles, by the side of Belfast Lough, originally called the Bay of Carrickfergus, a fine sheet of water about 12 miles long and 6 broad, measuring from Bangor in Down to Whitehead on the Antrim side. The breadth gradually diminishes from the entrance to the harbour of Belfast. There are scarcely any rocks in this bay, except two reefs, one on the south and the

other on the north side, called the Briggs, *i.e.* the tombs ; but by the Scotch the Clachan, from its resemblance to a village, when uncovered at low water. There is a shoal a little south-west of Carrickfergus, over which lie 9 feet of water at ebb-tide. The *Speedwell*, a Scottish ship, in King William's reign, was the only ship ever known to suffer on it.

Cave Hill, attaining an elevation of 1140 feet, is conspicuous on the left after leaving Belfast (see page 265).

At Greencastle was formerly the ancient castle of the Burghs, Earls of Ulster and Lords of Connaught. This was considered to be an important stronghold by the English settlers, for we find that in the reign of Henry IV. the constable of the castle had a salary of £20 per annum. "In 1495 it was thought to be a place of so much importance to the Crown that no person but of *English birth* was declared capable of being constable of it. It was a garrison in the rebellion of 1641, and helped to restrain the Irish in these then uncultivated parts." A little farther on, in the village of Whitehouse, is the site of the first cotton factory in Ulster. The linen trade is now carried on there.

Whiteabbey has three claims on our notice : the ruins of its Abbey Church, its flax-mill, and its picturesque glen in the demesne of Mr. William Valentine, J.P. The walls of the old Abbey Church are pretty entire. In the eastern gable are three lancet-shaped windows.

A little beyond Jordanstown we turn back westward, leaving the coast line which goes on to Larne.

[Carrickfergus (*Hotel:* Morrison's) is on the line to Larne, 3 miles from Green island. Formerly it was a parliamentary borough, and until 1850 was the assize town of the county. It is supposed to derive its name, "The Rock of Fergus," from Fergus MacErch, who established the first Irish settlement on the opposite coast of Caledonia. In reference to the original foundation of the picturesque old castle there is no certain information, but most of the present structure was built in the 12th century. It surrendered to Edward Bruce in 1315. Subsequently the town suffered frequently from sieges, and in the 16th century a great part of it lay for a long time in ruins. William III. landed at the castle in 1690, before the battle of the Boyne, and in 1760 it was attacked by the French, when they attempted a landing in behalf of the Irish rebels.

The castle, which is one of the most complete specimens of ancient Anglo-Norman fortresses in the kingdom, is built on a rock close to the sea-shore, and commands in a most effectual manner the lough or bay of Belfast. To the land side the rock slopes considerably, but even at ordinary tides the building is three parts surrounded by water. The passage which defends the entrance was formerly divided by a drawbridge defended by a barbican. At the west side of the castle is a dam originally intended to supply the ditch with water. Another defensive contrivance is above the gate, in the shape of a "machicolation or aperture for letting fall stones, melted lead, or the like, on the assailants." Inside of the gate is a strong portcullis and another aperture like that outside. A new guard-room and barrack were added in 1802.[1]

The great *keep* is one of the finest Norman buildings of the kind. It was probably built about 1178, just a hundred years after the "Tower" of London was erected. It is only 2 feet shorter than the latter, and has, like Carisbrook, Isle of Wight, and Dover, a well within it.

The Protestant Episcopal Church of St. Nicholas contains some interesting monuments to the Chichester family. One, erected in 1625, has kneeling figures of Sir Arthur, the founder of the family, and his lady. Between them lies the figure of their infant son, and below is the effigy of Sir John Chichester. Heraldic emblems decorate the tomb. Near an old barrack at the entrance to the town, in the ground below low-water mark, a quantity of peat was found, containing embedded in it portions of trees and a quantity of hazel-nuts. There are extensive salt-mines at Duncove, near the town, and at Woodburn there is a very pretty glen. The new harbour has increased the prosperity of the town.]

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1 The following description of the castle occurs in a survey by Clarkson in 1567:—"The building of the said castle on the south part is three towers, viz. the gate-house tower in the middle thereof, which is the entry at a drawbridge over a dry moat, and in said tower is a prison and porter-lodge, and over the same a fair lodging, called the constable's lodging; and in the courtain between the gate-house and west tower in the corner, being of divers squares, called Cradyfergus, is a fair and comely building, a chapel, and divers house of office on the ground, and above the great chamber and the lord's lodging, all of which is now in great decaie as well as the couverture, being lead, also, in timber and glass, and without help and reparation it will soon come to utter ruin."

Four miles beyond the Junction is *Ballyclare Junction*, whence the narrow-gauge rail to Larne turns off to the right. In the neighbouring village of *Templepatrick* is a hospital of "Knights of St. John of Jerusalem," which was bestowed upon Sir Arthur Chichester by James I. The entrance to Castle Upton, the fine seat of Viscount Templetown, is in the village. Its history is very curious. An English officer named Sir Humphrey Norton became possessed of the religious house, and erected a castle, which was styled indiscriminately Templepatrick Castle and Castle Norton. Norton's daughter, however, married a sergeant of dragoons named O'Linn, which so exasperated the knight that he disposed of his property to another officer named Henry Upton and fled the country. *Dunadry*, where there are extensive bleachfields, is celebrated on account of an engagement between the English and Scots forces in 1648, which resulted in the death of the English commander, Owen O'Connelly. A short distance off is Donegore Moat and church. The village of Muckamore and its ruined abbey are passed before arriving at Antrim.

Antrim (*Hotels:* (C.) Massareene Arms; (I.A.C., C.) Hall's Commercial), 22 m. from Belfast, an attractive little town on the Six-Mile Water, near Lough Neagh, containing several well-built and commodious dwelling-houses and shops. It consists of two principal streets. In the vicinity there is a very fine round tower, 92 feet high, one of the oldest of its kind in the country. Above the doorway there may be traced the design of a cross within a circle, but it is not in good repair. Considerable damage was done to the tower in 1822 by lightning. Near the town is ANTRIM CASTLE, an old embattled building with towers and turrets, the seat of Viscount Massareene. In the oak room of the castle is the chair occupied by the Right Hon. John Foster, the last Speaker of the Irish House of Commons. Being strongly opposed to the Union he refused to give up chair or mace. In 1798 Lord O'Neill was slain in Antrim in a fight with the Irish insurgents. From Antrim it would be well to walk through the extensive and beautiful demesne of Antrim Castle and visit

Lough Neagh, the largest lake not only in Ireland but in the United Kingdom, and exceeded in size by only a few in Europe. This great sheet of water washes portions of the five counties of

Derry, Antrim, Down, Armagh and Tyrone. "Its length from north to south is 15 miles, and its breadth 12, giving an area of 150 square miles. The general depth is only from 20 to 40 feet, gradually increasing towards the northern shore, and the surface level is 48 feet above that of the sea." Professor Hull, whose words we quote, gives interesting proof that the "Old Lough Neagh" was originally of far greater area, extending southwards much beyond the present limits. Geologists were formerly considerably puzzled about the origin of the lake bed, as it was clearly not due to ice action or chemical solution; but it is now concluded that the depression "offers an illustration of a basin formed by the mechanical action of faults on the strata assisted by the action of running water."

A canal connects it with Belfast, Newry and Lough Erne, and there is sufficient depth of water for the navigation of wherries from shore to shore. The origin of the name is involved in obscurity. Lough Neagh, at one time written Lough N'Eachach, is said to have derived its name from an ancient prince of Ulster, Eächach (shortened to Eägh), who was drowned by a sudden overflow of the river Bann, or some other extraordinary cause, whereby the whole adjoining country was laid under water about A.D. 100.

Extravagant tales have been told about the petrifying properties of the water, but these, if they exist, are believed to be confined to the Crumlin water, a small stream which runs into the lake near the village of that name. There is no difficulty in believing Barton, who in 1757 said that "a petrifaction was found 1 mile from the mouth of the Crumlin River; it was 700 lbs. weight; it was entirely stone without any wood within it. When the water was low it appeared like the stump of an old tree."[1] Specimens of this fossil wood are frequently to be met with among the peasantry. They are very beautiful, being real petrifactions, and not merely incrustations. They take a good polish, and look quite as well as many of the best specimens from Antigua. In this lake is found the pollan (*Coregonus pollan*), a bright silvery fish, which in the season is as common as herring in the cottages of the poor.

The visitor will remember the old legend of the submerged town to which Moore alludes in the lines:—

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[1] Lectures on Natural Philosophy, by Richard Barton, B.D., 1757.

"On Lough Neagh's banks as the fisherman strays,
When the clear soft eve's declining,
He sees the round towers of other days
In the wave beneath him shining."

At Toome Bridge and other villages along the shores of the lake great numbers of flint implements have been found, and some of these places were probably productive fishing stations in prehistoric times (see Evans' *Ancient Stone Implements*).

Ram's Island, off the eastern shore, contains an area of about 6 acres. It is a spot of great beauty, being delightfully wooded. It contains a pleasant cottage and the shattered remains of a round tower ornamented with a variety of shrubs and flowering plants. There are only two other islands on the lake.

Shane's Castle (*about 4 miles from Antrim; public admitted two days a week*, see p. 295) is the seat of Lord O'Neill, the representative of an ancient and noble family. It is on the margin of the lake. The building was accidentally reduced to a state of ruin by fire in 1816. The walls, with their towers and turrets, still exist. The O'Neills were long famous in Ulster,

"When her kings, with standard of green unfurl'd,
Led the Red-Branch knights to danger;—
Ere the emerald gem of the western world
Was set in the crown of a stranger."—*Moore.*

The origin of the title Red-Branch is variously given, as well as the Red-Hand, in the arms of Ulster. What seems to be the parent legend is, that at some very remote period a party from some unknown land sailed to Ireland for the purpose of conquering it. Nearing the Ulster coast it was agreed that whoever should touch the land first should be lord over it. One daring chief, seeing a probability of his losing the prize, deliberately cut off his left hand and threw it on the shore before the other boats' crews could land, and thus, having first *touched* the soil, he claimed it, and from him sprang the O'Neills, the royal race of Ulster.

Leaving Lough Neagh and Antrim we continue our railway ride to Ballymena. Not long after quitting Antrim the deer-park of Shane's Castle is passed. In the graveyard (now disused) close to the old ruin there is a stone which once marked the place of sepulture of the O'Neills. It bears the

following inscription, forcibly reminding us of some of the multi-nominal titles of the Highlanders of Scotland. "This vault was erected in the year 1660 by Shean MacPhelim MacBryan MacShean O'Neill, Esq., as a burying place for himself and the family of Clandeboy."

[From *Cookstown Junction* a line bears west across the north shore of the lake through

RANDALSTOWN (*Hotel:* O'Neill Arms), 4 miles from Antrim, the best point from which to visit Shane's Castle demesne, which should be entered from this end. It is a town of some antiquity, and was the headquarters of the forces which in 1688 were despatched to Londonderry. There are some linen manufactories here. The Main is crossed by a stone bridge. On the river there is remarkably good fishing, inquiries regarding which should be made at the hotel.]

From Antrim to Ballymena the country is by no means attractive, but the distance is only 12 miles, and we soon reach

Ballymena (*Hotels:* Adair Arms; Clarence; Royal; (C.) Albert Temp.). Here is held weekly one of the most extensive pork and flax markets in Ireland. In the vicinity is a rath about 50 feet high, well planted, and known as Ballykeel Moat. In connection with it is a partial amphitheatre, which may lead to the belief that it is of Druidical origin. About 2½ miles from Ballymena, on the western side, on a rising ground opposite Galgorm Castle, the seat of the Right Hon. J. Young, is the neat little village of Gracehill, a Moravian settlement founded in 1765. It contains about 400 inhabitants.

Seven miles east of Ballymena is Slemish, a mountain (1457 feet) on which St. Patrick lived as a shepherd (p. 268). In that direction there is a Druidical altar, a little to the left of the public road. The inclined stone is about 10 feet by 8. There is good free fishing in the streams in the neighbourhood.

Then little of interest occurs before Ballymoney (53¼ m.).

Ballymoney (*Hotels:* Royal; Antrim Arms), one of the most thriving market-towns in the County Antrim. In 1867 a new town-hall was erected by public subscription. The building also includes an assembly hall, newsroom and library.

A pleasant and interesting tour of one day may be made from Belfast by Ballymoney (Midland R.), Ballycastle (light

railway), Bushmills and Causeway (by car), Portrush (electric railway) and train to Belfast.

Three miles beyond Ballymoney is *Macfin Junction*, from which a southern branch goes to Garvagh and Maghera. From the junction it is 4¾ m. to

Coleraine (pop. 7785 (1911 census); *Hotels:* Cloth-Workers' Arms; Corporation Arms), an important and prosperous town, finely situated on the river Bann, about 4½ miles from the Atlantic Ocean. It is an ancient place[1] and as early as A.D. 540 was the seat of a priory founded by St. Carbreus. Many of the old houses of the 17th century were in existence fifty years ago. It has long been noted for the excellence of its linens, called "*Coleraines*"; for its whisky, and for its salmon-fisheries on the Bann. The "Cutts" and the Salmon Leap about 1½ mile up the river, are well deserving of a visit. The walk is a most pleasant one, the broad and ample waters of the Bann being very attractive. The modern church of St. Patrick is a pleasing example of Perpendicular architecture. The Hiring fairs take place about May 12 and November 12, when farm labourers are engaged for six months. In front of the Town Hall is a gun captured at Sebastopol.

Castlerock (5 miles from Coleraine on the line to Londonderry—*Castlerock Hotel*, overlooking the golf links), at the mouth of the river Bann, is a favourite seaside resort. It commands fine views of Innishowen Head in Donegal, and of Portstewart (east) towards the Giant's Causeway, with the wide sweep of the Atlantic directly in front of it.

[For the route westward to Londonderry, done reverse way, see p. 329.]

Portstewart (4 miles from Coleraine on the Portrush branch line—(I.A.C.) *Montague Arms Hotel*) is a small watering-place with some claims to beauty. It is finely situated, has excellent bathing ground and charming sea views. It was here that Charles Lever was "Dispensary Doctor" for some years, during which he began his series of brilliant novels. The tourist may go to Portrush by tram and rail.

It is a fair cycling road to Portrush.

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[1] At Mount Sandell, one mile south of the town, on right bank of the Bann, there is a large Danish fort.

PORTRUSH

RAILWAY STATION.—*Midland Railway.* (Ref. Rms.)
ELECTRIC TRAM STATION.—Close to railway station.
STEAMERS to Glasgow, 3 days a week; Laird Line.
HOTELS.—(C.) Northern Counties (Midland Railway); Metropole; Golf (season only); (C.) Osborne Temp.

This pleasant go-ahead little town has for some time been attempting competition with Bray for the first place among Irish seaside resorts. The population of Bray is, of course, four times greater. But whilst Bray, with far finer scenery at its back, is slow to take advantage of its natural attractions, the northern rival adapts itself more readily to the tastes of an increasing number of summer visitors. It has a more exhilarating climate, and, besides being only 8 miles from the Causeway, is unusually fortunate in the possession of some splendid golf links. It is to the latter, perhaps, as much as anything, that Portrush owes its present popularity; and on no links in Ireland, unless it be at Lehinch, in Clare, are such a swarm of golfers to be seen busy at "the wearin' of the green."

The town stands picturesquely on a long and narrow peninsula, and it is therefore very easy to secure fine coast views wherever one stays. Though a small place, Portrush has some good shops, an increasing number of well-built houses, air that is "a cure for all maladies sure," and good bathing.

An obelisk was erected here in 1859 to Dr. Adam Clarke, the well-known commentator, whose father was a schoolmaster in the neighbourhood.

GOLF LINKS.—The Portrush Golf Links are considered the best in Ireland, and equal for turf, hazards, and scenery to most of the finest greens in Scotland. The course is one of 18 holes, stretching for three miles along the coast towards the Giant's Causeway. There is a flourishing golf club, which has erected a splendid club-house at an expense of £2200. The ladies have a separate course of 18 holes for themselves, with a handsomely-equipped club-house. Visitors have the privilege of the links and club-house at a moderate charge. There is abundant accommodation for families in the hotels, and in villas to be let.

There are many interesting excursions to be made in the neighbourhood. Among these the chief are trips to the Causeway and to Dunluce Castle; both of which can be reached by

tram or boat. The Causeway should, if possible, be visited both ways, each route having rival advantages.

The White Rocks, on the way to Dunluce, are among the most interesting objects on this extraordinary coast. It is said that within a distance of 2 miles there are not fewer than twenty-seven caverns, all natural excavations, worn into the most fantastic shapes by the action of the waves on the white limestone, from which they have been scooped. The most interesting is that known as the "Priest's Hole."

PORTRUSH TO THE GIANT'S CAUSEWAY.

By electric tram-car. Fares, 1s. 6d. and 1s.; Return, 2s. and 1s. 6d.

The Giant's Causeway Electric Tramway (the first tramway of the kind constructed in the United Kingdom) was formally opened to Bushmills by Lord Spencer 28th September 1883, and the daily service of electric cars established on 5th November following. It proved a great success, upwards of 30,000 miles having been run by electricity within the first eighteen months. In 1887 it was completed to the Causeway. The project was conceived and carried out by Mr. W. A. Traill, C.E., the late Sir William Siemens designing and supplying the original electrical plant.

The tramway is placed at the side of the road next the sea, on a slightly raised path. It is laid with steel rails to a gauge of 3 feet, and the current is supplied by an overhead wire supported by iron posts. Originally a live conductor rail was placed close to the hedge on short wooden posts, but the danger to the public was demonstrated when in 1885 an unfortunate cyclist fell on the charged rail and was killed. The first-class passengers travel in a closed-in car and the third class in a trailing car with open sides, which is an exceedingly pleasant way of travelling in fine weather. Tickets of admission to see the electric plant on the river Bush about a mile from Bushmills can be had on application to the manager of the Tramway Company at Portrush, or at the Causeway Hotel.

Dunluce Castle (admission 4d.), $3\frac{3}{4}$ miles to the east of Portrush, has a fame almost as widespread as its neighbour the Causeway. This is a most picturesque group of ruins, and is well worth a visit.

Facing the ocean rises a sharp, jagged, and precipitous mass of rock, on whose levelled summit rests a pile of turrets, walls and towers, gray with

age and exposure, more resembling continuations of the rocks themselves than a separate formation, and "looking as if some old old princess, of old old fairy times, were dragon-guarded within." Like Dunnottar Castle, it boldly looks down on the wild waves which have beaten against its foundation for centuries. Dunluce stands about one hundred feet above the sea, on a perpendicular and insulated rock. The walls of the building were never very lofty, but, judging from the great area which they enclosed, contained a considerable number of apartments. The stone employed is mainly columnar basalt.

The castle rock, though isolated, is not completely water-bound, and is united to the mainland by a single wall not more than 18 inches broad, pierced with an arched opening, which has replaced an earlier drawbridge. Owing to the perpendicular nature of the rock, it must have been impossible to take the castle, or to enter it at all, except by the bridge across the yawning chasm. Among the ruins is a small vaulted chamber, in which it is said a *banshee* resides. The reason assigned for this belief is that the floor is always perfectly clean, the spirit being apparently more allied to the Scots brownie than the banshee, whose "mournful wail" foretells death or dishonour to the family whose attendant it is. The true solution of the problem is, that the wind having free access to and egress from the apartment, carries dust and dirt before it. Another chamber in the north-east side has fearful attractions for the daring, but had better be avoided by the timid. The rock which formerly supported this room has fallen away, and, like a dovecot, it is suspended in the air only by its attachment to the other buildings. The rock on which the castle is built is perforated by a long narrow cave, penetrating completely through from the sea to the rocky basin on the land side of the castle. It may be entered by a small aperture on the south end, and at low water there is a good deal of flooring uncovered, which consists of large round stones. This form is the consequence of the action of the waves. The floor and roof are composed of basalt. There is a good echo in the cave when the water is calm. It is not known when the castle was first built, but there is a general opinion that the M'Quillans erected it about or soon after the reign of Henry VIII. "In 1580, or thereabouts, Colonel MacDonnell, the founder of the family of MacDonnells of Antrim, came to Ireland to assist Tyrconnel against the O'Neill, a powerful chieftain, and was hospitably entertained by M'Quillan, the Lord of Dunluce, whom he

assisted in subduing his savage neighbours. As they succeeded in their enterprise, MacDonnell returned to Dunluce, and was pressed to winter in the castle, having his men quartered on the vassals of M'Quillan. MacDonnell, however, took advantage of his position as a guest, and privately married the daughter of his host. Upon this marriage the MacDonnells afterwards rested their claim to M'Quillan's territory." A conspiracy among the Irish to murder the Scottish chief and his followers was discovered to him by his wife, and they for a time made their escape, but again returned, and in time possessed a considerable portion of Antrim. The Scottish family became Lords of Antrim and Dunluce.

In 1642 Dunluce Castle was the scene of a villainous act of treachery. In the month of April of that year General Munroe made a visit to the Earl of Antrim, and was received with many expressions of joy, and honoured with splendid entertainments; and besides, the Earl offered him assistance of men and money to reduce the country to tranquillity. But Munroe afterwards seized on the Earl's person, and putting the other fortresses of his lordship into the hands of the Marquis of Argyll's men, conveyed the Earl to Carrickfergus, and imprisoned him in the castle of that place, from which he soon effected his escape, and withdrew to England.

On the Causeway side are the ruins of the kitchen. Part of this, with eight servants at work in it, fell into the cave below during a great storm in 1639. The Marchioness of Buckingham was at the time entertaining visitors in the castle.—*Murray.*

In the autumn of 1814 a visit was paid to the ruins of Dunluce by Sir Walter Scott, who observed a great resemblance in it to Dunnottar Castle in Kincardineshire. A detailed description of the ruins is given in his diary.

Geologists have been somewhat puzzled to account for the fact that whilst the castle rock is surrounded by chalk or basalt on all sides, it is itself formed of agglomerate, made up of "bombs of all sizes." It may be either the neck of an old volcano, or, more probably, a pipe-hole in the chalk into which the fragments have fallen and formed a mass.

Two miles beyond Dunluce the train makes a sharp bend at Bushmills Station before following the Bush river in the direction of the Causeway. From Bushmills Station it is a long ¼ mile into

Bushmills (*Hotels:* Commercial; M'Ilroy's; (C.) O'Neill's). This is an old town, 6 miles east of Portrush, and about 8 miles from Coleraine (direct). It derives its name from the river Bush, on which it is placed, and an old water-mill now in ruins. On an adjoining hill stands the mansion-house of Dundarave, belonging to Lord Macnaghten (4th Bart.), the proprietor of the district. Bushmills is a favourite resort for anglers, on account of the abundance of salmon in the "Bush." The tourist who desires to practise the "gentle art" will get much valuable information from the proprietor of the hotel. Near Bushmills are the generating machines for the electric tramway. Bushmills has long been famed for its whisky, and the distillery continues to be one of the best in Ireland.

One mile beyond this station Port Ballintrae is noticed below on the left, and over it is seen a view of the distant peninsula of Inishowen, which should not be missed. The islands between are the Skerries.

GIANT'S CAUSEWAY.

HOTELS.—Kane's Hotel; (I.A.C.) Causeway; Royal.

DISTANCES (by road).—Portrush, 8; Bushmills, 2½; Coleraine, 11; Limavady, 24; Londonderry, 41; Carrick-a-Rede, 8½; Ballycastle, 12¾; Cushendall, 28½; Belfast, 78.

TRAM-CARS.—(Week-days) in summer *dep.* 9.30 A.M., and almost every hour to 7.10 P.M. (Sundays) *dep.* 10.50 A.M., 1.30, 2.15, 4.45, 5.45 P.M.

BOATS.—The hotel tariff for boats is—*Short Course*, for 4 persons or under, 4s.; *Long Course*, for 4 persons or under, 6s.

The Causeway has been flippantly compared to "Bradshaw's Railway Guide"—not exactly picturesque in appearance, but much appreciated after examination of individual columns. As a matter of fact, it can be compared to nothing in Europe, unless it be part of Fingal's Cave in Staffa, and has a character of its own as peculiar as it is wonderful. The name of these rocks, which first began to attract the attention of tourists in 1693, is applied more especially to one remarkable jetty below the hotels, the name "Causeway Cliffs" being more loosely applied to the entire length of coast extending on each side of the former, from Portcoon on the west to Portfad on the east—a total distance of about 4 miles.

Of the traditions without end which attempt to account for this wonderful natural production, we will content ourselves with one. The giant Fin MacCoul was the champion of Ireland, and felt very much aggrieved at the insolent boasting of a certain Caledonian giant, who offered to beat all who came before him, and even dared to tell Fin that if it weren't for the wetting of himself, he would swim over and give him a drubbing. Fin at last applied to the king, who, perhaps not daring to question the doings of such a weighty man, gave him leave to construct a causeway right to Scotland, on which the Scot walked over and fought the Irishman. Fin turned out victor, and with an amount of generosity quite becoming his Hibernian descent, kindly allowed his former rival to marry and settle in Ireland, which the Scot was

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GIANT'S CAUSEWAY.

not loath to do, seeing that at that time living in Scotland was none of the best, and everybody knows that Ireland was always the richest country in the world. Since the death of the giants, the Causeway, being no longer wanted, has sunk under the sea, only leaving a portion of itself visible here, a little at the island of Rathlin, and the portals of the grand gate on Staffa.

The construction of the volcanic rock—basalt—of which they are composed is similar to that of Fingal's Cave, and so unusual as to make this perhaps the most weird and wonderful portion of all the coast of Ireland. We have here a remnant of those "far-reaching sheets of basalt that built up a plateau of which parts of Antrim and Argyll, the islands of Mull, Skye, Rum, and St. Kilda, and probably part of Iceland, the only point where the volcanoes are still active, are all that are left."

Professor Hull has shown that there were "three stages" during which the volcanoes of this district were in activity and sent out sheets of lava "over nearly the whole of the county of Antrim and the adjoining parts of Londonderry and Tyrone." It was after the second period of eruption, and of rest that followed, that for the third time the volcanic fires burst forth, and the molten masses now to be seen cold and rigid in the *columnar basalt* of these northern cliffs were poured out over the chalk that lies deep below. The last eruption, it has been concluded, which took place in the district must have been somewhere near Ballycastle.

The writer above quoted points out how the scenery of the volcano country of Antrim, levelled down as it is by water and ice, is in striking contrast with that of Auvergne in Central France. There the old craters and cones, not planed off by such levelling agencies, still remain. In the volcanic formations of the Deccan, Central India, on the other hand, are to be found rocks of precisely the same description as these in the Causeway Cliffs.

So much for general facts. In turning to details we must confine our description within short limits, just enumerating the most important points, and leaving the rest to the guides. For guides are anything but difficult to procure, and you should obtain one: he will add much to the fun. The majority of tourists, indeed, will find, as did Thackeray, that minus the amusing society of "Pat," seeing the Causeway would indeed be a serious affair. Not, however, that we could agree with this

flippant critic's opinion that "the barge moored at Hungerford Market is a more majestic object." With the same writer's irritation at the persistent importunity of the vendors of sham "specimens" we heartily sympathise.

Before going to the Causeway the visitor is recommended to take a boat over the "Short Course," and, if time allows, the additional excursion in the "Long Course." Afterwards he may examine the Causeway, and then enjoy the views and the breeze along the top of the Eastern Cliffs.

The Short Course, by boat, takes us out of Portnabo Bay to the next inlet westward, Portcoon, from which **Portcoon Cave** derives its name. This can also be reached by land. The echo produced by a musical instrument is amusing, while that of a loaded gun or small cannon is stupendous. The story goes that this cave was inhabited by a hermit giant, who, having sworn a solemn oath never to touch food brought to him by human hands, was fed by seals, which carried him provisions in their *mouths*. **Runkerry Cave**, the larger of the two, can only be entered by water. The entrance is tolerably regular, and somewhat resembles a Gothic arch. This cave is situated to the west of Portcoon. Perhaps the most peculiar circumstance connected with this cave is the rising of the water following the swell of the ocean, which upon this coast is at all times heavy.

From Runkerry the boat returns and lands you at the Causeway. But, if possible, by all means continue on

The Long Course, also by boat. This is a very interesting excursion, and quite worth the time and expense. After "doing" the caves described above, the boat passes across Portnoffer in sight of the Causeway, here low and insignificant, the *Giant's Organ*, and Sea Gull Island. Then rounding Roverin Point you see the remarkable *Amphitheatre;* at the other end of it are the *Chimney Tops*, and, beyond, Spanish Bay, where some Spanish galleon of the Great Armada is said to have been dashed to bits more than three hundred years ago. Benanouran Head is perhaps not so popular as the headland following, on which are the rocks called the *King and Nobles*.

Then comes the far-famed **Pleaskin Head**, which so struck the enthusiastic Dr. Hamilton of Derry, a century ago, that, ignorant or oblivious of the far grander beauty of the cliffs below Slieve League in Donegal, he declared Pleaskin "in beauty and variety

of colouring, in elegance and novelty of arrangement, and in the extraordinary magnitude . . . cannot readily be rivalled by anything of the kind at present known." It stands 400 feet above sea-level, and is best seen from above "Dr. Hamilton's Seat," on the upper edge of the Head of *Benbane*, further east.

Here ends the "Long Course," though, at the cost of an extra bargain, the row can be continued to Dunseverick, 1¾ mile beyond.

Many details have been omitted from our description, but the visitor, if interested, can, of course, readily learn them from the boatmen, whose stock of Causeway "crams" is truly marvellous.

THE CAUSEWAY.

(Admission sixpence.)

The Causeway proper is a promontory composed of, apparently, more or less broken pillars at the western or Bushmills end of the series of cliffs we are describing. Although, broadly speaking, it is one headland, it is usually divided for the sake of convenience into three sections—the Little, Middle, and Grand Causeways. In these the peculiar structure of these basalt rocks reaches its climax, and is most apparent to the eye. Here "we walk over the heads of some of the forty thousand columns—for this number has been counted by some curious and leisurely person. All look beautifully cut and polished, formed of such neat pieces, so exactly fitted to each other, and so cleverly supported that we might fancy we had before us the product of human workmanship." All is in geometrical order, and all appears sawn to measure by some mighty mason for the building of some vast palace :—

> "proportions where the Almighty hand
> That made the worlds, the Sovereign Architect,
> Had deigned to work as if with human Art."

The interest of it all centres in the peculiar form and fitting of these 40,000 pillars. Notwithstanding some variety, there is a certain uniform type running throughout the whole group. For the majority of the pillars have either *five or six sides*, are generally about 20 feet in length by 20 inches in diameter, and, somewhat after the fashion of bamboo, are divided into short sections. The latter are jointed in a remarkable manner, almost

as neatly as the bones of an animal's limb; the convex base fitting closely the concave top below it. Among the exceptional varieties the visitor is shown 3 of these "polygons" with nine sides apiece, 1 with four sides, and 1 with three sides. The *Keystone* is said to be the only instance of an octagonal or 8-sided column.

Similar columns occur again in the "Spanish Organ" and the "Giant's Organ," at Coleraine, and again at Ballintoy. The caves of Staffa also, in Scotland, which were discovered by the tourist world some hundred years later than this coast, are built up of similar columns, and, besides, have a "Great Causeway" much like this, and even a rival "wishing chair."

How did these pillars get their remarkable shape? is of course the first question occurring to every one who visits the place. The answer has been recently given in a form so easily understood that we venture to quote it. "All hot things shrink on cooling, and large ones become so much strained that they generally crack. One of the most characteristic results of shrinking, when due to cooling from one surface, is the formation of sets of cracks dividing the surface into hexagons (having 6 sides) which fit closely together like the cells of a honeycomb; these cracks extend downwards at right angles to the surface, dividing the whole into columns, or prisms which are 6-sided and fit closely together; this is called *columnar structure*.

"A single experiment will illustrate. . . . If a number of cigarettes be packed as close as possible together it will be seen that each of the inner ones touches six others. Now squeeze them together in the hand; each one will become flattened . . . the inner ones will become 6-sided.

"It is a similar cause which makes bee-cells hexagonal; the bees all start together as near as convenient, and each one tries to build a round cell, but each cell comes into contact with six others, and acquires six sides by pressure.

"If instead of pressure throughout the mass we imagine an evenly distributed *stretching*, each particle drawing its immediate neighbour towards itself . . . something quite similar will follow, and evenly distributed hexagons will form on the cooling surface; . . . the cracks extend downwards, breaking the whole mass up into symmetrical hexagonal columns. A little starch mixed into a stiff paste and allowed to dry slowly . . . will be seen to have split up into rough columns, the bulk of which are six-sided; . . . the result of shrinkage as the starch dries" (*Geology*, W. W. Watts).

In the **Little Causeway** are the *Giant's Well*, where sweet water rises above the top of three six-sided pillars, and below Aird Point we note the *Highlandman's Bonnet*, and beyond it the Giant's Loom. Passing down to the sea the guide will give imaginative colouring to the chief points of the **Middle** (or Honeycomb) **Causeway**, though he will probably forget to remind

you when he comes to the only *four-sided column* to be found here, that Staffa also has one and one only square stone. The Scottish rival, too, has a "Fingal's Wishing Chair" no less curious, if less sat upon than this of the Misses Pat. Here you may, if you will, test the hardness of the stony throne surrounded by a group of local "beauties"—an honour, however, not to be had without payment.

The most impressive view of the **Grand Causeway** is seen by standing at its far western end on the water's edge and looking back across it towards the dark conical mass of Aird Point behind it. It contains several unusual specimens of column, and the *Lady's Fan* is made by an uncommon arrangement of pieces in a sort of "whorl." The *Keystone* is declared to be the solitary instance of an octagon (with 8 sides).

From the *Giant's Loom* a path starts along Portnoffer Bay; passing the Giant's Chair, out of which turns up, in a short distance, a track to the top of the cliffs; this is the Shepherd's Path. If this latter is not climbed you may continue along the shore for ¼ mile farther, but it is best to ascend to the top at once and spend the time among the upper views.

CLIFF WALK.

From the Hotels to Pleaskin Head, 2½ miles; Bengore Head, 4½; Portfad, Portmoon, 5½; Dunseverick Castle, 7¾; Dunseverick Village, 8.

This is by far the finest thing to be done at the Causeway Cliffs. The views are marked by considerable variety and striking peculiarity; the breeze is warranted to remove all headaches and hats.

At the end of the second bay from the Hotel you look down from *Aird Point* upon the Three Causeways, and, on the right, the zigzagging Shepherd's Path. Half a mile on, Roverin Valley Head forms the western buttress of the **Giant's Amphitheatre**, of which the exuberant Kohl wrote wildly thus:—"The most beautiful Amphitheatre in the world, that in Rome not excepted! The form of it is so exact half a circle, that no architect could have possibly made it more so, and the cliff slopes at precisely the same angle all round to the centre. Round the upper part runs a row of columns 80 feet high; then comes a broad rounded projection, like an immense bench, for

the accommodation of the giant guests of Fin MacCoul; then again a row of pillars 60 feet high, and then again a gigantic bench, and so down to the bottom, where the water is enclosed by a circle of black boulder stones, like the limits of the arena. This is a scene, in speaking of which no traveller need fear indulging in terms of exaggeration, for all that he can say must remain far behind the truth!"

The Giant's Chimney Tops are three isolated pillars standing on a promontory. The tallest of them is about 45 feet in height. It is said that one of the ships belonging to the Spanish Armada was driven in to the coast by stress of weather, and in the mist took these isolated columns, then more numerous, for the towers of Dunluce, and wasted their gunpowder in firing at them. Port-na-Spania, the bay at the west end of which these sentinels are placed, was, it is reported, the scene of the loss of one or more of the Spanish vessels, and certainly no coast could be more likely to destroy whatever sailed incautiously upon it. *Benanouran Head, The Priest and his Flock, The Nursing Child, and King and his Nobles,* will all be passed before we reach

Pleaskin Head, the finest of all the promontories, as the Giant's Amphitheatre is of the bays. The Pleaskin is called by the Irish *Plaisgcian,* which signifies "dry head," in allusion to its elevation above the watery element. It rises to an altitude of about 400 feet, and exhibits numerous strata. The rich green turf on the top of the rock, and the various colours of the strata, lend to it a bright and picturesque appearance.

It is the rock which so excited the interest and admiration of Dr. Hamilton, previously mentioned. This clergyman was one of the first to devote careful study to the coast, and in his "Letters from the Antrim Coast" penned some of the best descriptions of these rocks which we have. His favourite *seat* is still pointed out on the cliff-edge above Horse-shoe Harbour, and on the headland next beyond Pleaskin.

The strata of Pleaskin lie in five courses. Immediately below the surface soil is the Basalt, soon running into pillars and presenting, as the Doctor said, "a magnificent gallery or colonnade upwards of 60 feet in height." Supporting this is black irregular rock, called "Amygdaloid"; and below again the Basalt in "a second range of pillars, between 40 and 50 feet in height and sharply defined." These stand on a layer of bright red ochre

soil, which forms the most effective bit of colour in the whole 4 miles of cliffs ; and beneath the latter a base of jagged rocks black in colour and irregular in nature.

Some one has noticed that, from the Portrush side of this rock, the end of the red ochre stratum takes the shape of a Pharaoh's head, the pillars above forming his head-dress.

Near this headland Dr. Hamilton found in 1790 a bed of iron-ore. It is of the kind known as "pisolitic," and is considered by Hull to have been formed by shallow lake-water in the period of rest between the second and third volcanic eruptions (*see page* 302).

Leaving the Pleaskin, we continue eastward, passing *Horse-shoe Harbour* and the *Lion's Head*, the *Twins*, the *Giant's Pulpit*, a bold precipitous rock, and *Bengore Head*. The last named should be ascended to command a magnificent view of the coast. A peculiar and irregular pillar called the *Giant's Granny*, 400 yards farther on, will attract the visitor's notice, and not far from it four isolated columns known as the *Four Sisters*. Rounding *Port Fad* we see the *Priest*, a solitary rock, and entering *Portmoon Bay* observe a cataract rushing down to the sea, and the *Stack*, a peculiar mass of columns resembling in general outline a corn-stack.

At *Port Fad Mine* sections of the iron-ore above mentioned may be found.

Still farther on we pass a curious rock termed the *Hen and Chickens*, and shortly arrive at

Dunseverick Castle, the ancient family seat of the O'Cahans or O'Kanes. The castle as it now stands is a melancholy remnant of its former self. On looking at its position it is difficult at first to imagine how it could ever be reached. Perched like a nest on the top of a bare insulated rock, without apparent access from either side, it would not require any great stretch of imagination to suppose that it was the work of the fantastic folk fabled to have built the Causeway. "Immense masses of the rock have been hewn away, rendering the castle as inaccessible as possible. An enormous basaltic rock, south of the entrance, also appears to have been cut of a pyramidal form, and flattened on the top, perhaps as a station for a warder, or for the purpose of placing upon it some engine of defence." The structure, of

which the ruins now remain, cannot date farther back than the time of the M'Quillans of Dunluce, but the flint arrow and spear-heads found in the immediate vicinity point to the occupation of this spot in prehistoric times.

The main inland road, easily struck from here, leads back (right) to Bushmills in 4½ miles. It is 4 miles on (left) to Ballintoy; and 5 to Carrick-a-Rede bridge.

BELFAST TO THE GIANT'S CAUSEWAY AND LONDONDERRY.

Route II.

By the Coast, through Larne, Cushendall, etc.

To *Larne* (23 miles) by Midland Rly.; thence by car to *Cushendall* (25 miles); car to *Cushendun* (30 miles); car to *Ballycastle* (41 miles; by Torr Head 3 miles extra); and to the *Causeway* Hotels (54 miles) by car. For Car times and fares see *pink pages.*

Among the Circular Tours arranged by the Midland Railway, one is specially to be recommended (No. 11). This takes the tourist by train to Larne, by car through Cushendall to Portrush, and thence back by train direct to Belfast.

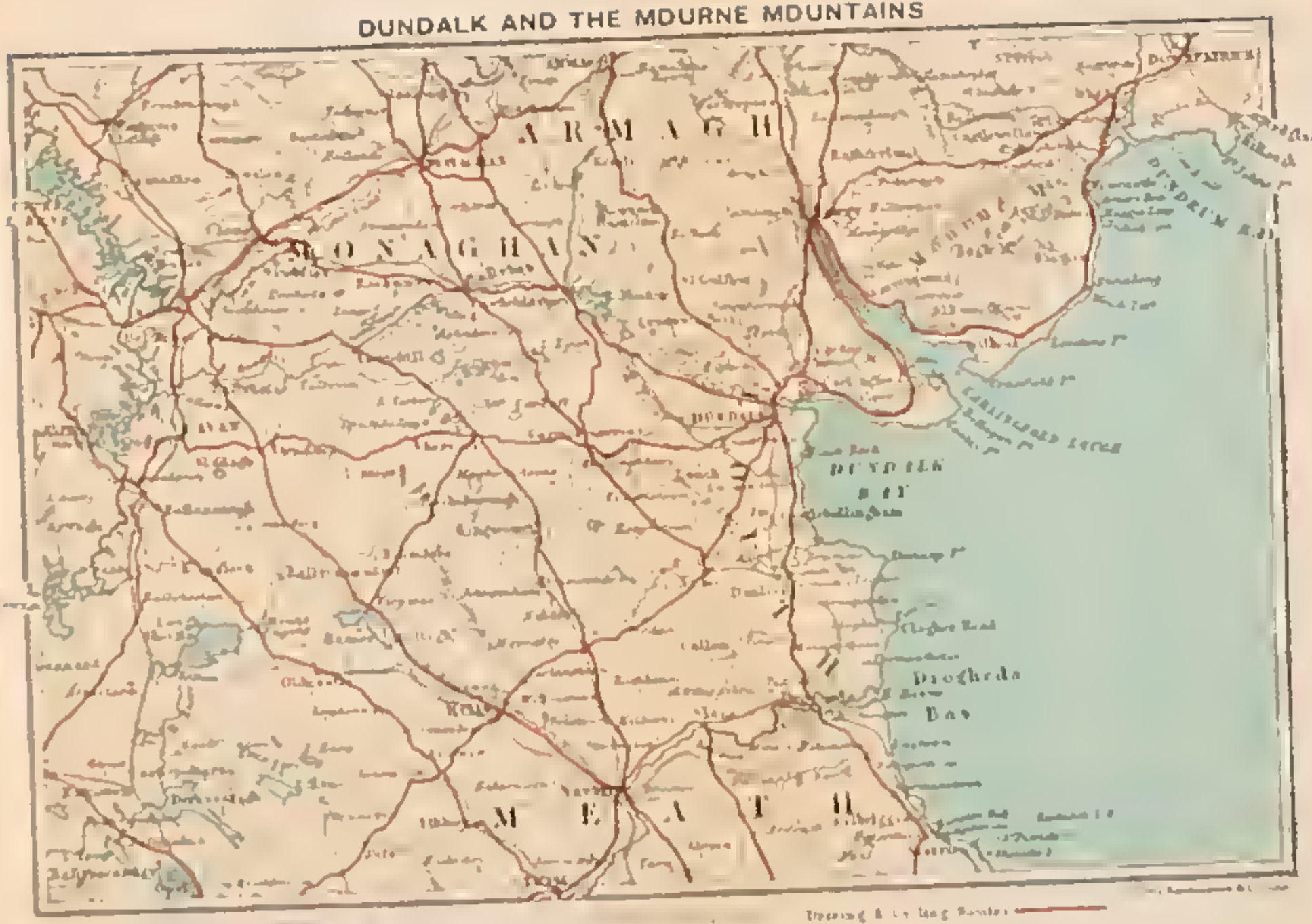
This is not only far and away the best route between Belfast and the Causeway; it includes one of the most interesting drives in Ireland, along the finest bit of the N.E. coast. The cycling between Belfast and Larne is fair; from the latter to Cushendall good.

The line between Belfast and Carrickfergus (9½ miles) is described on page 289. Then comes *Kilroot*, a parish once held by Dean Swift, when the salary attached to it was only £100. The church in which he preached is now a ruin.

Geologists will notice the raised beach here and the "blanched marine shells." An important discovery of worked flints was made here by the Belfast Naturalists' Club. Owing to the great number of chips of flint accompanying the arrowheads or spear-heads it has been concluded that "the shore of Kilroot had been an ancient *Palaeolithic Workshop* where weapons of war or of the chase were made from the chalk-flints of the adjoining hills" (*Hull*).

Whitehead (*Hotel:* (I.A.C.) Whitehead), 9 miles from Larne, has lately become a summer resort.

DUNDALK AND THE MOURNE MOUNTAINS



John Bartholomew & Co. Edin.

We next reach Ballycarry, interesting as the site of the first Presbyterian church established in Ireland. The village contains the ruins of Templecorran, at one time a fine cruciform structure. The hamlet of Glenoe, 4 miles north-west of this, which is situated on high ground, has a splendid sea view, and a small but pretty waterfall.

Then passing the village of *Glynn*, with the ruins of an ancient church once dependent upon the abbey of Kells, the railroad conducts us along the west side of Larne Lough, which presents the appearance of an inland lake, and has only a very narrow entrance from the sea near the town of Larne. Opposite is *Olderfleet Castle*, where The Bruce is said to have landed with a large army. From this a ferry plies regularly to *Island Magee*, a peninsula 8 miles in length, which forms a shelter along the east side of Larne Harbour. Near the landing-place is an ancient cromlech, the covering stone of which is 6 feet in length, and triangular in shape, sloping to the east. At Brown's Bay is a rocking-stone known as the "Giant's Cradle," said to acquire a tremulous motion on the approach of criminals, and on the east coast are the Gobbins, basaltic cliffs rising 200 feet perpendicularly from the sea. Near these are the isolated sea-stacks of basalt well known to geologists. In the rebellion of 1641 the garrison of Carrickfergus committed a heartless massacre on a party of Roman Catholics on this peninsula, many of whom were forced over the Gobbins into the sea. "Until a late period, Island Magee was the reputed residence of witches, and the theatre of sorcery."

LARNE.

HOTELS.—(I.A.C.) *Olderfleet*, facing harbour; (C.) *King's Arms;* (I.A.C.) *Laharna Hotel; Eagle Hotel.*

CARS.—McNeill's cars to Cushendall, Ballycastle, etc., for the coast road to the Causeway, daily, see *pink pages.*

STEAMERS.—To *Stranraer*, in the season 2 sailings each way daily, except Sunday. The open sea passage takes 80 minutes.

DISTANCES.—(*Rail*) Belfast, 23¼; Ballymena, 24¼; Parkmore (Glenariff), 37¾; Ballymoney, 44¼; Coleraine, 52½; Portrush, 58½; Ballycastle, 61½; Londonderry, 86;

(*Road*) Belfast (by Carrickfergus), 24½; Glenarm, 12; Cushendall, 25; Ballycastle, 40½; Giant's Causeway, 53¼.

There is a notion afloat, which has captivated a certain number of people, that the port of Larne is destined before many

years to prove a serious rival to those of Kingstown and Belfast, if not, indeed, to take their place, so far as England and Scotland are concerned. This seems somewhat fanciful. The promoters of an "Undersea Railway" between Larne and Portpatrick, to be a link in a through system between Galway and London, are doubtless a practical body, and it was stated by the deputation that waited on Mr. Gerald Balfour and Lord Cadogan so long ago as July 1899 that "the tunnel would be carried 150 feet below sea-level." It was proposed that the Government should guarantee 3 per cent on the £12,000,000 required. And in reply to Mr. Balfour's questions, Mr. Barton, one of the civil engineers present, explained that "it was the general opinion that the whole of the traffic for the North of Ireland would go by the tunnel, as this route would beat any other route from London to Belfast by two and a half hours" (!) There was, he showed, no fear of land springs penetrating the tunnel. The proposal seems to hang fire, however, although it is revived from time to time, and will probably continue to be of interest until a general cure for the *mal de mer* is discovered.

The shortest distance between Ireland and Scotland is, as every schoolboy knows, between Torr Head and the Mull of Kintyre, where the width of the North Channel is only 12¾ miles; but unfortunately for the sea-sick Saxon the shortest practicable crossing between Larne and Stranraer measures 39 miles. Forty minutes, however, out of the two hours occupied in making this passage are spent within Loch Ryan; and if *mal de mer* alone is the consideration this route is preferable to the 64 miles of the passage between Holyhead and Kingstown.

The *Curran*, of which the name, like that on the north of Clew Bay, means "the little sickle," lies between Island Magee and the Glynn coast, south of the town. A glance at the map will show how the northward-curving peninsula of Magee, and the long tongue which protects Strangford Lough, bending away southward, exactly correspond in shape to one another on opposite sides of Belfast Lough.

We have previously mentioned the old tower of Olderfleet Castle, which stands on the promontory of the Curran. At one time "important as a defensive fortress against the predatory bands of Scots who infested the north-eastern coasts, it was generally under the direction of a governor." The castle and

adjoining territory were granted in 1610 to Sir Arthur Chichester, the founder of the noble family of Donegall. It was here that Edward Bruce, the last monarch of Ireland, landed with his band of Scots, when he endeavoured to free Ireland from English rule in 1315.

Larne (*pop.* 7600) cannot boast of many attractions for the tourist, but a pleasant car drive may be made to *Glenoe* and its waterfall, 4 miles away (page 311).

The fine coast drive of over 50 miles between Larne and the Causeway should not be missed by any visitor.

During the 12 miles between Larne and Glenarm, the principal object of interest, beside the fine sea views, is Ailsa Craig, popularly known as Paddy's Milestone, some 38 miles out across the North Channel.

Formerly a narrow and difficult way, called "the Path," alone conducted the traveller along this coast, but now it is traversed by a very fine road, called the Antrim coast road. The section from Larne to Ballycastle, with its viaducts, cost £37,000. About four miles from Larne is a bold promontory known as Ballygawley Head, faced with enormous basaltic pillars, many joints of which are not less than eight feet in length. Near this, on a solitary rock in the sea, is Carn, built in 1625 by the family of Shaw. It fell into the hands of the Irish in the rebellion of 1641. It has little real interest, although it has given birth to a tradition about a tyrannical father and a love-lorn maid.

Glenarm (*Hotels:* (I.A.C., C.) Antrim Arms; Seaview; Commercial. Mail-cars to Larne, Ballymena, Cushendall and Ballycastle) is a neat little town consisting of a number of cottages situated in a beautiful vale opening on the pretty little bay of the same name. The castle of Glenarm, erected in 1639, is the seat of the Antrim family. It stands in a commanding position near the town, surrounded by a splendid deer-park encompassed by an embattled wall.

The remains of a monastic building are in the churchyard. This monastery was founded in 1465 by a Scotchman, Sir Robert Bisset, who had been banished from his own country for being accessory to the murder of the Duke of Atholl, and was therefore patronised and established here by Henry III.

There is a small harbour, and some trade is carried on with Scotland ; the import being coal, and the principal exports grain, iron ore, and limestone. "A brook sparkles through the valley, and here and there little waterfalls run down the black rocks on either side, keeping the land well irrigated, and covering it with a carpet of the brightest verdure imaginable, as well as affording nourishment to the most beautiful clumps of stately old trees which dot it here and there. Near the village and castle all traces of wilderness vanish entirely, and a charming park and pretty flower-garden confer additional beauties on the scene."

It was here that Thackeray "heard the thumping of the drum" which announced the performance in the Wandering Theatre of the modestly titled drama "Bombastes Furioso, and the Comic Bally of Glenarm in an Uproar." How rarely are wandering players to be seen now !

Along the road 10 or 12 miles beyond Glenarm, on each side of Garron Point, the coast road has proved one of the most expensive in Ireland, as storms have frequently broken it down. *Carnlough* (*Londonderry Arms*), three miles beyond, is a pleasantly situated "sea-side." Then at 18 miles from Larne, under the north-east shoulder of Knockore, is **Garron Tower** (18 miles), lately converted into an hotel. It is built of very dark stone, and, in style, an impressive-looking castle. Up to 1899 this was the mansion of the Marquis of Londonderry, and long celebrated for its fine position on its bold rocky terrace, and for the interesting collection of curios. Among these are cannon from Waterloo, an Irish "elk," specimens of Venetian and oriental art, old china, carvings, and some pictures.

Early morning mail-car from Larne ; and McNeill's Tourist Cars. Post and Telegraph Office at Garronpoint.

After rounding Garron Point the road passes, on the left bank, the *Clogh-a-stucan* ("Pinnacle of Stone"), commonly called the *White Lady*. This is probably the most remarkable of all the natural rock figures along the Irish coast. From one point of view, obtained by standing a short distance away on the road side, it has a most curious resemblance to a woman stepping seaward.

Turning sharply inland the coast road follows the curiously angular shore of Red Bay (23 miles), so called from the colour of the sandstone, which is in contrast with the chalk farther

south. It lies pleasantly at the foot of the deep valley down which the Glenariff river runs. *Waterfoot* is the village here at the mouth of that stream; and **Parkmore Station** is 6 miles up the valley. At a few miles' distance, between these two, iron ore was discovered some time ago, but the attempt to work it has fallen through. Near Parkmore are the FALLS OF GLENARIFF, described on page 316. These can be reached by both roads along the valley; the eastern, or left one, is rougher and wilder. For Lurigethan (1154), the hill overhanging the western car road, see page 316.

With a sharp bend the road from Waterfoot leads on to Cushendall. We see something of the sandstone caves, and pass under Mr. Turnly's red archway, and notice above, on the left, the ruins of the "ancient ould castle" of Red Bay. One mile farther we see the curious village tower of

CUSHENDALL.

NEAREST STATION.—Parkmore (Midland), 7 miles.
HOTEL.—(I.A.C., C.) *Glens of Antrim*, at seaward end (pleasant).
POST and Telegraph Office.
CARS.—Public cars to Larne, by Garron Point; to Ballycastle and Giant's Causeway; and Parkmore. See *pink pages*.
Good boating and bathing.

Some are of opinion that no place on the Antrim coast offers greater natural attractions as a centre for the visitor than Ballycastle. Personally we prefer to think that Cushendall should be first favourite. Its excellent position, almost midway between Larne and the Causeway, affords every convenience for exploring this very interesting coast at minimum expense and trouble. It is picturesque in itself, and encircled by charming scenery, in fact it commands, at a radius of five miles, all the prettiest glens in Antrim, some of this county's pleasantest villages, and most of its finest mountains.

It is, of course, for the "Glynns" or glens which open successively into the bays of Waterfoot, Cushendall and Cushendun that this district is most famed. Some of these are very finely shaped and wooded, especially the valleys of the Glenariff, and of the stream falling from Trostan into Cushendall—or as the Irish have it, *Cush-oun-dalla*, the foot of the Dall river.

There is pleasant bathing—mostly *al fresco*—off the bay.

Along this shore, between Cushendall and Cushendun, geologists will notice the "Devonian" *conglomerate* rocks. "On the coast near Cushendall the blocks of *porphyry* attain to a size of 3 or 4 feet in diameter; and the whole mass has its counterpart in the conglomerate of the coast of the promontory of Kintyre."—*Hull.*

Distances.—Larne, 25½; Red Bay, 2½; Cushendun, 5; Glen ariff Falls, 6¾; Ballycastle, 16.

EXCURSIONS.—Of several the most popular is certainly to **Glenariff Falls.** The road goes (1) south, and turns inland from Waterfoot, ascending some 3½ miles under the lofty and escarped side of Lurigethan, which rises on the right; or (2) the longer way may be taken to *Parkmore Station* (*refr. room*), and then the short descent to the head of the glen. The best approach to the Falls is by the Tea House, from which it is only a short step to the first fall ESS NA CRUB. ESS NA LARACH, the farther cascade, is the finer of the two.

(Strangers should beware of the attempts of the cardrivers to insist on *their* idea of the best route, and order the cars to meet them at the Tea House and then continue the journey direct to Cushendall.)

Layde Churchyard. This queer, deserted old burying-ground lies about 1½ mile north along the coast lane that goes to Cushendun. Within, on the bank of a streamlet, is the ancient church in ruins, consisting of nave, chancel, and the remnants of a west tower. These walls may perhaps be of 13th-century workmanship, but there is little visible which may decide the date. Outside the west end are the most interesting of the many graves belonging to the great local family—the MacDonnells, Lords of the eight glynns. Notice the carvings on the modern cross to Dr. MacDonnell.

The nearest, or northern end of *Lurigethan* mountain, just south-west of Cushendall, is well worth the easy climb. The path to it strikes up from the Parkmore road. No visitor should omit seeing the fine and extensive view from the plateau-like top. We have also found grand views from the shapely hill called *Tievebulliagh*, whose name may, perhaps, mean "the hill-side where the kine are milked" (?). The ancient road ascending almost to the top of this, and the remains, probably of a camp, near the summit support the notion that this hill is, like Lurigethan, too striking a rock to have guarded these "glynns" through the centuries without some military history.

There are not many other heights equally *dry* and equally interesting in Antrim. It "is not," as has been well said, "a mountaineer's country. . . . It suggests driving, bicycling, picnics, good dinners and evening dress more than knickers and hard work."

Glenarm and Garron Tower are mentioned on pp. 313, 314. Those who would see *Ossian's Grave* may find it after much

searching in the Glenaan Valley, but their only reward will be a heap of crumbling stones. Time is better spent in getting to the top of *Tieve-ragh* ("hill-side fort"), a green, breezy hillock to the north, and reached by the direct lane to Cushendun. Botanists are often seen a-hunting there.

From Cushendall the car road winds inland round Tieveraigh and bends soon back to the coast, flanked by the gentle slopes of *Craig Top*, until in 5 miles Cushendun is seen, snugly sheltered.

Cushendun (*small inns*) ought to be, but is not one of the popular places on the coast. It is charmingly situated on a pleasant bay, which is sheltered at both north and south ends by rising ground, and has pretty scenery at its back. There is no hotel worthy of the name nearer than Cushendall, and lodgings are hard to find.

At the south end are some "conglomerate" rocks pierced with caves. Visitors to Cushendun will recollect that the gifted Irish writer "Moira O'Neill" long resided here. Mrs. S. C. Hall's descriptions of scenes and places near are well known to readers of *An Unknown Country*, whilst the "wild work" enacted near the old *Castle*, and through this district in the days of Shane O'Neill is well told in Mr. Stephen Gwynne's *Highways and Byways*.

The roads from out and about the village zigzag and wind in a curious way. At a short distance along that one which twists itself out westward to *Glendun Viaduct* (3 miles), a wood named *Craigagh* is passed on the right. At the corner of this is a very uncommon wayside shrine or stone *altar*, much bedecked by pious worshippers on certain festal days, and adorned with a bit of ancient stone carving which has been brought hither from some far church,—some say from the Scottish Iona.

For the *direct* route to Ballycastle we start on the above road, and bear off to the right in about 2 miles. Cyclists will find this the only feasible wheel road. But the coast road affords magnificent views, and though hilly is only 3½ miles longer than the inland highway; indeed we recommend that the latter be taken at all costs for the sake of Runabay and Torr Heads; cycles can be sent on, or taken when you return.

This road *along the coast* rises northwards from the far end of the little bay, and passes the scanty remnants of the old Castle. From **Runabay Head** (3 miles) there are grand wide views of coast, sea, and the far-away Scottish cliffs; then 3 miles farther is a lane (right) to the Coast Guard Station on *Torr Head*, which is the nearest point to Kintyre, 13 miles away. At 3 miles beyond, the right-hand road goes off to Fair Head, described on page 319, and then at the spirit-store at *Ballyvoy* (5 miles) the main car road comes in on the left. From this it is 2½ miles into

BALLYCASTLE.

RAILWAY STATION.—Midland Railway.

HOTELS.—(I.A.C.) *Marine*, near sea; (C.) *Antrim Arms*, in town; (I.A.C.) *Boyd Arms*.

DISTANCES.—(*rail*) Belfast, 69¾; Ballymoney, 16; Larne, 61½; Coleraine, 24¼. (*Road*) Causeway, 13; Bushmills, 12; Cushendall, 16.

This "town of the stone fort" is divided into two sections, half a mile apart; the northern by the sea, a very pleasant "seaside," the southern, a small uninteresting market town—less pleasant, though clean. It is quite one of the most popular watering-places in Ireland, now pushing hard ahead to the front rank behind its rivals Portrush and the more formidable Bray, not to mention Kilkee and other southern places. In addition to the attractions of its seaboard, it has around it, at each point of the compass, great physical features of such unusual importance as the Causeway Cliffs, Rathlin Island, Fair Head, and Knocklayd.

There is some breezy golf to be had on the links, a little whipping on the Carey and Glenshesk rivers, and good cycling along the two inland roads to Bushmills or the Causeway, and to Cushendall.

Upon the old castle of Doonineeney, where "Sorley Boy" died, the hand of time has been as destructive as upon much of the great enterprise and efforts of Mr. Hugh Boyd. About 150 years ago that gentleman spent money and energy in trying to make Ballycastle a centre of industry. Collieries were started over the coal measures between the town and Torr Head; ironworks were set agoing, and breweries and tanneries built. It is the too common story of many industrial movements in this country,—one to play the game, and many to look on!

The coal here is remarkable as being associated with basalt, and Mr. Boyd only opened up once more the measures which were worked here undoubtedly in very ancient times. Indeed the old coal mines are considered to be the oldest in the kingdom. "In 1770 the miners discovered a complete gallery driven many hundred yards into the bed of coal, branching into 36 chambers dressed quite square and in a workmanlike manner." About this mine, strange to say, no tradition now remains.

There are many points of geological interest in this district. To begin with, we have the theory of well-known authorities that in all probability the last volcanic eruptions took place between this and the Causeway (page 302). Then not only do terraces of limestone gravel on the hills still remain "at an elevation of 600 feet," and exhibit sea-shells of existing species which tell of "colder conditions than those which obtain at present'; but there is reliable evidence that "the coast has here been raised," and at "the average elevation of about 15 feet."[1]

The old ruins at "the foot of the Margy"—**Bonamargy**—are those of the Abbey, probably built in the 15th or 16th century. In the old burying-ground are the graves of "Sorley Boy" and many of the MacDonnells of Antrim (see also Layde, p. 316).

Excursions.

Fair Head is about 5½ miles eastward, and can be reached by starting up the Carey Valley, and (1) following the inland road towards Torr Head through Ballyvoy, and turning up the first left-hand lane beyond that village.

(2) It can also be reached by pedestrians by following the shore road (which later becomes a rough cart-track) as far as a small waterfall; here the path branches off up the course of the stream, which should be crossed at the top of the fall. After climbing a steep slope a wall can be seen some distance to the right, running at right angles to the stream; following the line of this, twenty minutes' walk across the heather will bring the tourist to the top of the headlands.

At Fair Head the Antrim coast rises to its highest point—630 feet above the sea; and these precipitous cliffs of columnar basalt—the same rock as at the Causeway—are very grand. In the wild confusion of the broken columns down on the shore we have a good illustration of the destructive power of the sea—"a Titanic breakwater which the waves of the sea have reared up against their own advance."

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[1] Compare the traces found along the Scottish coast, of Kintyre, Rothesay, Arran, and the Clyde, of an earlier beach raised as much as 25 feet (*see* Hull, Geikie, etc.). See also p. 373.

Ages ago the glaciers did some hard and wonderful work here. In one part we find abundant "striæ,"—those ruts of the Ice King's chariot-wheels; and at the Ballycastle end of this lofty plateau, on the worn and rounded bosses of basalt the story of the ice age is writ large. An interesting account of all this is given by Dr. Hull, who finds that the three loughs on the Head have been scooped out by the ice. "One of these little rock-basins is called *L. Cranagh*, from the remarkable cranogue, or site of an old lake-dwelling, which occurs near its centre. This cranogue is enclosed by a wall of well-fitted stones nearly entire, and covered by lichens and a few dwarf trees."

Beyond the highest point, a short distance eastward, is the *Grey Man's Path*, a narrow rock-track descending between precipitous cliffs to the shore. Fine views of the faces of the cliffs can be obtained from below, but the feeble-kneed will refrain. Above the path hangs a natural bridge of basalt in the shape of a fallen column. (See also Murlough excursion below.)

Mrs. S. C. Hall writes:—"The superstition of the Sea Kings" is the superstition of the folk hereabouts; "their ghosts came from out of the deep"; and amid this stupendous scenery "spirits of the old gigantic world congregate, and the 'Grey Man' of the North Sea stalks forth silently and alone up his appropriate path to witness some mighty convulsion of nature."

Murlough is a lovely little bay 8 miles by road from Ballycastle and well worth a visit. It can also be reached by extending the walk along the cliffs from Fair Head. Good teas are provided at Miss Clarke's cottage down on the shore.

To Murlough (*by the shore*).—For those who wish for a scramble this is a good excursion. Follow the shore road to Fair Head described above (2) as far as the Waterfall, thence continue round the foot of the cliffs to the *Grey Man's Path* (by which you can climb to the top of Fair Head). Keeping on at the foot a farther scramble will bring you to Murlough. Keep as near as possible the foot of the precipice, for over the rocks nearer the sea large clumps of heather grow, quite concealing the holes between the rocks, down which the unwary may slip and meet with an unpleasant accident.

Rathlin Island is often difficult to reach owing to the rough seas off this coast, but owing to its fine cliffs and its associations with the great Bruce is frequently visited. The landing-place is at Church Bay, on its southern shore, named after the church which is probably the successor of that founded here thirteen centuries ago by St. Columba. It is about 6½ miles passage from Ballycastle to Church Bay; and the island is 12 or 14 from the Mull of Kintyre in Scotland. It is indeed but a continuation of the basaltic formation of the Antrim coast, and, as it were, a link in that stony chain which binds it with Scotland.[1] Rathlin is otherwise called Rachlin, Rachray,

[1] See page 303.

or Raghery, and nearly half a dozen other names. Robert Bruce, in 1306, during the wars between him and Baliol, fled to this island with 300 men after his defeat at Perth, and "it was in the castle that stood on the east end of Rachnay that Bruce, according to tradition, learnt his lesson from the six-times-baffled spider." The incident is referred to in Scott's *Tales of a Grandfather*. In the 16th century "Sorley Boy's" people were cut to pieces here, and nearly a century later it was savagely swept bare by the swords of the Campbells. The story of the one Irish maid spared and rescued by the one gallant among the murderers is told in Gwynne's *Highways and Byways*.

Doon Point, at the south-east, exhibits columns of basalt of a peculiarly curved form. "Many resemble the crooked trunks of trees, as if they had not been firm enough to stand upright, and had bent over and cooled in that position; and others appear as if thrust endwise into the mountain."

The cliffs along the north coast of the island are unusually lofty, varying from 214 feet at the east to nearly 500 feet at the north-west point, Slieveacarn, over Loughnanskan. The latter is one of four loughlets. The farming is fair and limestone quarries give employment to a number of men. The island boasts of several hundreds of inhabitants, and is connected with the mainland by wireless telegraphy.

Knocklayd ("the hill of breadth") lies due south of Ballycastle, in shape an inverted dish. Capecastle Station (3 miles) makes a good starting-place for the ascent. In the Glenshesk valley that bounds its eastern slopes may often be seen the curious turf-carts with block wheels peculiar to this and a few other districts. *Gobban Saer's Castle* also stands on a hillock in the valley, $1\frac{3}{4}$ mile up above Ballycastle bridge; it is a small, ruined, oblong chamber, possibly an old church. Tradition says that Gobban Saer, whose name means "smith-carpenter," was the great architect of early days, and the builder of the Cathedral at Glendalough. Possibly the church near Tralee called Kil-Gobban may have some connection with the same (?).

Cyclists will find fair surfaces in Glenshesk valley, and also on the road to Armoy and Ballymoney under the W. side of Knocklayd.

Kenbane (White Head) is a fine chalk ridge contrasting well with the basaltic rock around it. It runs out into the sea about 3 miles west of Ballycastle, and has the remains of an old castle upon it.

At Armoy, 6 miles from Ballycastle, is a well-preserved round tower, 53 ft. high and $47\frac{1}{2}$ feet in circumference. The door (in Hiberno-Romanesque style) is the only opening, and 1 ft. 7 in. wide and 5 ft. 9 in. high. The walls are of mica slate, carefully prepared, each stone being chiselled to suit the curve. The wall is 3 ft. 5 in. thick, the interior diameter is 8 ft. 2 in. and it does not vary from this dimension. The tower was originally 40 ft. higher.

Between *Ballycastle and The Causeway* the best road for cyclists is the inland Bushmills road; total distance 15 miles. But whether you choose this road and turn off right beyond the first bog, or take the coast road throughout, in spite of its bad beginning, be sure to see **Carrick-a-Rede** bridge. It is about 5 miles from Ballycastle, lying just off the coast road, and a little way short of Ballintoy. The request for a guide at the village will bring you a dozen—generally of very tender years; but, unless you have a decidedly good "nerve" for awkward positions, you will be wise to despatch a youngster to summon his father. The bridge is of ropes; and if a fair wind be up it is liable to swing considerably. We were told that the day before our arrival a fond couple approached the ropes, but the timid lover had lost his courage as well as his heart, and 'Arriet put him out of countenance by boldly performing the double passage in his stead.

The salmon-fishery off the island is of great consequence, and this bridge owes its existence entirely to local fishermen, who by this means cross over to the *Carrick*, or rock, during the summer to intercept the salmon; they withdraw the bridge on the approach of winter. In the cliff near this island is a cave "about 30 feet in height, formed entirely of columnar basalt, of which the bases appear to have been removed, so that the unsupported polygonal columns compose the cave."

Three miles farther west the road curves round White Park Bay, streaked with a line of white sand, and supplying many a "specimen" to the Causeway guides. Then follow Dunseverick Castle, Bengore Head, Pleaskin, and the rest of the wonders of these grim cliffs, which are described on pages 308-310.

The eight miles between the Causeway hotels and Portrush are covered by the electric tram. And from the latter town (p. 297) the Midland Railway runs round 40 miles of interesting coast to Londonderry, at the head of Lough Foyle, through Coleraine, Castle Rock, Magilligan, and Limavady Junction (*done the reverse way, page* 329).

FROM ENNISKILLEN TO THE GIANT'S CAUSEWAY BY LONDONDERRY, COLERAINE, AND PORTRUSH.

DISTANCES.—Omagh, 26 miles; Strabane, 45; Londonderry, 59; Coleraine, 93; Portrush, 99; Causeway, 106.

The line of railway between Enniskillen and Portrush affords facilities to tourists who desire to reach the Giant's Causeway

from the midland or western districts of Ireland. The best scenery along this line is between Omagh and Strabane, and the most interesting town to the tourist is Newtownstewart.

Soon after leaving Enniskillen, the line enters the county of Tyrone, formerly the territory of the O'Neills, and from them called *Hy Nellia*, till the rebellion of the chief in 1597, and "the plantation of Ulster" by James I.

We pass at 8½ miles *Bundoran Junction*, where the left-hand branch leaves for Lough Erne and Bundoran, described in another section.

Omagh (*Hotels:* (I.A.C.) White Hart; (I.A.C., C.) Royal Arms), the county town, in the centre of a very much improved district, has been almost entirely rebuilt since 1743, in which year it was destroyed by fire. It stands just below the confluence of the higher streams which here mingle in one—the *Shrule*, the upper part of the river which under the name of the Foyle runs under the quays of 'Derry. The town is a military depot for the Royal Inniskilling Fusiliers, and its biggest church with two towers of different design at the west end forms a very striking feature of the broad sweeping landscape. From Omagh the line runs through, the best part of the journey, the pleasant valleys of the Shrule and Mourne to Newtownstewart and Strabane.

Then after passing between the hill called Bessy Bell, on the left, and Mary Gray, on the right, we reach (36 miles)

Newtownstewart (*Hotel:* Abercorn Arms), a finely situated village, the most interesting objects in which are the ancient bridge, and the house in which James II. slept on his way to Londonderry. Near the town is Baron's Court, the noble seat of the Duke of Abercorn. Ardstraw is only a few miles away, where in the 6th century the saintly Kevin of Glendalough received his education from his uncle, Bishop Eugene (*see page* 59 *in Eastern Section*).

Still following the valley of the river, which here for some miles is called the *Mourac*, the scenery on the right gets more interesting as the tops of Sawel and Meenard, the highest points of the "*Sperrin Hills*"—each over 2000 feet—rise in the distance.

Strabane (*Hotels:* (I.A.C.) Abercorn Arms; (C.) Victoria; Commercial), at the junction of the Mourne and the Finn, celebrated for its flax and grain markets, held weekly. The tourist will find

little to detain him, and will be surprised at the insignificant appearance of LIFFORD—the town on the other side of the bridge—if he recollects that this latter is the county town of Donegal.

Soon after leaving Strabane the stream—now the Foyle—swells into an important river, and a few miles below its double bend, between *St. Johnston* and *Carrigans*, winds amid pleasant country into the south end of

LONDONDERRY.

HOTELS.—(C.) Imperial; (I.A.C.) City; (I.A.C.) Northern Counties; (I.A.C., C.) Ulster; North-Western.

DISTANCES (Rail).—Dublin, 175½; Belfast, 101; Ballycastle, 60; Portrush, 40; Coleraine, 34; Enniskillen, 59; Letterkenny, 25; Donegal, 46½.
(Road).—Belfast, 81; Ballycastle, 48; Causeway, 41; Malin Head, 40; Buncrana, 14; Rosapenna, 44½; Donegal, 44.

STEAMERS.—To *Belfast* and *Dublin*, every Monday; *Fleetwood*, Friday; *Glasgow*, daily except Sunday; *Morecambe*, Monday and Thursday.

POP.—40,780 (in 1911).

"Derry," as it is generally known to Ulstermen, is one of the prosperous-looking towns of Ireland. It is bright and clean; and its main thoroughfares wear a decidedly business-like air. As Donegal city is the southern gate for the Donegal coast route, so Derry is the entrance at the north to that part of the country. For cyclists and others to whom prevailing winds are of paramount importance, it forms a less favourable starting-place to the scenery of the highlands of the north-west than its sister town at the southern portal.

The two leading events in the history of the city before the great siege were marked by a change of name. Its original name was "Derry-Calgagh"—the Oak-wood of Galgacus. But when St. Columba, or Columbkille, had won over the hearts of the wild Irish whose huts and wigwams first marked out the site of the city that was to be, he obtained permission in 546 to build his Abbey here; and so vital an element in the life of the little town was the monastery which grew up round the saint's church that the place gradually came to be called "Derry-


Cemetery
Rosemount
SOUTH WARD
WEST WARD
NORTH WARD
EAST WARD
RIVER FOYLE
WATERSIDE WARD
LONDONDERRY

W. & A. K. Johnston, Limited, Edinburgh & London.

Columcille." Then came the deadly Dane, swooping down upon this and other Foyle settlements and glutting his savage appetite for plunder. Out of the ruins he left arose in 1164 the "Great Abbey" of Bishop O'Brolchain, only, however, to wait until it fell in its turn before the destructive hands of Docwra's troops some four centuries after. The reign of James the First brought the Great Confiscation and many radical changes.

Justifying himself with the excuse that the treason of two northern earls demanded punishment, James confiscated the counties of Donegal, Derry, Tyrone, Fermanagh, Cavan, and Armagh. "Ulster was planted with a thoroughly Protestant and anti-Irish colony of English and Scotch adventurers, and the Irish were driven away." Twelve City of London Companies bought great tracts of land in Derry, and six of these—the Mercers, Salters, Skinners, Ironmongers, Fishmongers, and Drapers—still retain much of the property thus acquired.

By James's charter to the landlords (1613) the prefix of "Columb" was replaced by that of the far-off English Metropolis, and hence the third change and present form of the city's name.

The horrors of the Cromwellian Settlement, which Englishmen know only too well, need not here be chronicled; and a full account of the memorable siege of 1689 would exceed our limits. Suffice it to say that he who will may read it in Macaulay's graphic description, and may there learn how the vast crowd of starved and dying Protestants bravely held their city through 105 days of ghastly suffering against the unsuccessful attack of James the Second's army.

Probably wishing to establish a useful line of communication between Ulster and Scotland, James II. decided to make Londonderry his own, but the demand of the Earl of Antrim at the Ferry Gate for admission met with the flat refusal of thirteen Apprentice Boys, who suddenly took the decision into their own hands, and banged down the portcullis. After the treacherous Lundy had ended his dishonourable governorship by making his escape to the enemy—according to tradition, by means of a pear-tree near the walls—the inhabitants entrusted the command to a remarkable clergyman, the Rev. George Walker, with Baker and Murray. For a time James himself sat before the walls, but, wearied by the "obstinate wretches," he retired, and then began the hottest part of the struggle. Provisions ran short, and in their desperate plight the enfeebled soldiers and civilians seized upon dogs, cats, and even mice and rats—anything that could be made into food. The inevitable result was disease, and 2000 are said to have perished chiefly owing to this cause. For nearly two months the hungry inhabitants saw their ships filled with food lying at anchor out of their reach; this was the small fleet of Major-General Kirke. But at last relief came, and after the *Mountjoy* had burst the boom that had been laid

across the Foyle, the famished garrison saw with mad joy that boat and the *Phœnix* pass the barrier and sail up to the walls. "High above the thunder of the Irish guns arose the clamour of the cathedral bells," and the ramparts blazed with bonfires.

Architecturally the city cannot boast of high attractions, but no visitor can fail to be interested in the scene of the memorable siege, the walls, the cathedral, and the buildings which all stood so fierce a fire.

An excellent bird's-eye panorama may be had from Corrody Hill, opposite the south end, not only of Derry itself but of the surrounding country and the Lough. It was here that the French batteries were planted during the siege, and from this point all the story of that great struggle can be studied. There is also a most extensive view from the summit of the cathedral spire, and from the Walker monument.

Columba's church disappeared early; and both the "Great Church," and the church of a Dominican monastery founded in 1274, were demolished in 1600 to supply materials for fortifying the city. These fortifications were finally completed in 1618, at a cost of £9000. The **Walls** still remain entire, and are kept in good preservation as a promenade. Round this (not quite a mile) strangers should walk, as they will then get a good view of all parts of the city.

The four original **gates** were called the Bishop's Gate (south), Ship Quay Gate (north), the New Gate (east), and the Ferry Port or Ferry Gate; two others, commonly called the New Gate and the Castle Gate, were subsequently added. Butcher's Gate is on the west side; and Bishop's Gate is now a triumphal arch, erected to the memory of William III. in 1789.

The Guildhall, which was burnt a few years ago, has been rebuilt to a great extent, and is now a pleasing building, mainly in the Tudor Gothic style in red and grey stone.

The circuit of the walls may be well begun near the Ship Quay Gate, where the northern ramparts faced down the Foyle. From here the besieged garrison saw the ships which, stopped by the "Boom," could not bring up the provisions to the starving citizens. Turning to the right, and away from the river, and noticing the outlying buildings of the town, especially the *R.C. Cathedral*, you pass the *Butcher Gate*, and, soon after, "a lofty pillar rising from a bastion which bore during many weeks the heaviest fire of the enemy, seen far up and down the Foyle. On

W. Lawrence, Dublin.

LONDONDERRY.

the summit is the **Statue of Walker**, such as when, in the last and most terrible emergency, his eloquence roused the fainting courage of his brethren. In one hand he grasps a Bible; the other, pointing down the river, seems to direct the eyes of his famished audience to the English topmasts in the distant bay" (*Macaulay*).

This was erected in 1828, and near it are four of the guns used in the siege. It is beside this statue and pillar that the "'Prentice Boys" of Derry celebrate annually, on the 18th December, the shutting of the gates against King James, and burn an effigy of the traitor Lundy. On the 12th August they commemorate the re-opening of the gates and the raising of the siege.

At the double Bastion, beyond, where the ramparts turn to the left, is the great gun "*Roaring Meg*," so called from the loyal fashion in which she gave voice to her defence.

At *Bishop's Gate* descend to Bishop Street, for this is the most imposing part of the city. On the right is the Court House, and behind it

The Cathedral (Services: Sundays, 11.30 and 6; weekdays, 10.30 A.M.; Wednesdays, 8 P.M.). This, one of the most interesting though not of the most handsome churches of Ireland, was built in Charles the First's reign, about 56 years before the great siege, and contains in its tower bells originally presented by that monarch. It stands over an ancient sally-port once connected with the town ramparts; and the tower commands fine views of the city and neighbourhood, which should certainly be seen. In a glass case in the vestry there are some interesting relics of the great siege, including Col. Adam Murray's sword, with richly ornamented handle, and his watch and snuff-box.

Within the entrance door is a curious wall-tablet containing in its inscription the date 1633, and the quaint words:—

If stones covld speake
Then Londons prayse
Shovld sovnde who
Bvilt this chvrch and
Cittie from the grovnde
Vaughan aed

Near this is the historic *shell* sent into the city from General Hamilton during the siege. It contained the general's terms of surrender, and drew from the garrison the famous reply "No Surrender."

In the N. aisle it is interesting to notice, in the memorial dated

1678, that although the whole design is classic the sculptor has inserted a little Celtic interlaced ornament, as though unable to forget the traditions of his ancient craftsmanship.

The *Bishop's Throne*, containing Archbishop Bramhall's chair, at the east end of the nave, should be noticed, as well as the *Banners*. The latter were taken from the French troops during the siege—the staves and metal work alone being original. There is a story that the wood of the front of the *organ* was, like that at Trinity College, Dublin, from a wrecked Spanish ship, but this must be taken *cum grano*. At the east end of the churchyard is a mound bearing an obelisk on which is recorded the fact that beneath it were buried those who fell in the siege.

Instead of, or after completing the round of the walls along the eastern side, the centre of the city—called here as in many other Irish towns "The Diamond"—should be seen.

St. Eugene's R.C. Cathedral (modern) lies on the western side of the town, and on the same side, in the slummy "St. Columb's Wells," are *St Columb's Stone* and *Well*.

St Columbkill's College, a Roman Catholic Institution in Bishop Street, was originally built by the fourth Earl of Bristol, Bishop of Derry, as a country mansion.

About 1 mile from the city is the MAGEE PRESBYTERIAN COLLEGE, a handsome building situated in beautiful grounds overlooking the Foyle. The college was erected and endowed by a bequest of £20,000, left by Mrs. Magee of Dublin, supplemented by other large contributions. The main purpose of the college is the training of Irish Presbyterian ministers, but it also includes complete departments of art and theology. By Act of Parliament the theological professors of this college, with those of the Presbyterian College, Belfast, form the Presbyterian Faculty of Divinity for the conferring of degrees.

The town is an important seat of the linen manufacture, but the staple is shirt-making, which employs more than 20,000 hands, mostly female. It also possesses shipbuilding yards, iron foundries, distilleries, and breweries. The harbour is commodious, and a very large coasting trade is carried on. There is regular steam communication with Glasgow and several English ports. The Allan and the Anchor Lines of Atlantic steamers call at Moville, where they are met by a steam tender from Londonderry.

About 3 miles below the bridge is *Boom Hall*, on the left bank of the river. In the grounds can still be seen the stone

to which was tied the cable which held up the "Boom" of the besiegers (*see above, page* 325). *Culmore Fort*, the destruction of which was a great event of this stirring time, is on the opposite shore, and 3 miles farther down.

EXCURSIONS FROM LONDONDERRY

I. TO PORTRUSH AND THE CAUSEWAY (41 miles).

For a considerable distance the railway line lies along the south-east shore of Lough Foyle, a triangular arm of the sea about 15 miles long by 10 wide, with extensive sandbanks on the sides, and a large sandy island, Shell Island, in its centre.

Soon after passing Carrichue, a branch line about 2½ miles in length leads from *Limavady Junction* to **Limavady**, formerly Newtonlimavady (*Hotel:* Alexander Arms), a clean and well-built town of great antiquity, once the residence of the celebrated Irish chieftains the O'Cahans, whose castle at the head of a romantic glen was called Limavady or the Dog's Leap.

Every visitor here, of course, will have read Thackeray's amusing lines upon "Peg"—

> Beauty is not rare
> In the land of Paddy,
> Fair beyond compare
> Is Peg of Limavaddy.
> Citizen or squire,
> Tory, Whig, or Radical would all desire
> Peg of Limavaddy.

But they may not recognise in the present hostelry that poet's "inn," "the humble pinthouse, Where you may procure Whiskey and potatoes."

From the above Junction the line curves round the foot of *Binevenagh* Cliff (1235 feet), which is a splendid view-point and quite worth a climb. Away on the left the flat triangular *Strand of Magilligan* stretches towards Inishowen Head, thus nearly land-locking the Foyle.

At Bellarena, the seat of the late Sir Frederick Heygate, Bart., the scenery on the right becomes more picturesque, the cliff rising to a considerable height overhead. Between Bellarena and Magilligan the cliffs are especially fine, though they continue all the way to *Downhill*, where stands the mansion of

Sir H. Hervey Bruce, Bart., erected by his kinsman, the late Earl of Bristol, when Bishop of Derry. Some years ago it was accidentally burned, but it has since been rebuilt. The line now lies along the west side of the river Bann to Coleraine (*see page* 296).

II. THE GRIANAN OF AILEACH

The Grianan of Aileach (5½ miles; nearest station, Bridge End) is to the North of Ireland what Dun Aengus is to the Aran Isles and Staigue Fort is to Kerry; it is one of the finest specimens of early forts in our country (see p. 211, Galway Section). On the hill-top, 800 feet above the sea, there still stands to-day the circular wall which, according to tradition, once enclosed the palace of the Hy-Niall princes. These were the sons and grandsons of King Niall of the Nine Hostages, who was overlord of the North of Ireland—or, as it was called later, "Ulidia" or Ulster—in the fourth century. It may have been built even at an earlier date.

The name means "The Palace of the Stone Fort," but it is now so bare a ruin that it derives all its interest from the romantic legends which make it the home of kings and the tomb of sleeping warriors.

One old story tells how beneath this hoary *cashel*, which

"Smiles on the valleys of green Inishowen,"

sleeps a troop of horsemen of Hugh O'Neil. There will they lie bewitched in sleep until a call to arms on behalf of their distressful country shall some day break the spell. Once only, we are told, has a bold adventurer interrupted their long slumber. Fully armed, each horseman was seen lying by his steed, bridle in hand. At last one awoke with the cry, "Is the time come?" but receiving no answer from the terrified intruder, he fell back again asleep. (See *O'Donovan.*)

The fort has only one entrance, is surrounded by three concentric circles, and contains a small oblong ruin, which is probably of later date.

III. INISHOWEN HEAD

[24 miles; steamer to Moville (18 miles) every week-day; mail car every week-day morning and afternoon to Moville.]

On the west side of the upper end of Lough Foyle is the village of Muff, and continuing on the side of the lough, in the

shallow sandbanks of which numerous wading and swimming birds are constantly disporting themselves, we see on the left Eskaheen (1377 feet) and Crockglass (1295 feet), and before us the village of Carrowkeel, north of which the road is enlivened by numerous summer residences. White Castle was once a seat of the Careys, who now live at Castle Carey, a few miles nearer Moville. Red Castle, formerly the seat of the O'Doherty clan, is now the property of the Hon. Ernest Cochran. The property is extensive, with good fishing and sporting rights.

Speaking of the west side of Lough Foyle, Sir Walter Scott says: "Nothing can be more favourable than this specimen of Ireland—a beautiful variety of cultivated slopes, intermixed with banks of wood; rocks skirted with a distant ridge of heathy hills, watered by various brooks; the glens or banks being in general planted or covered with copse."

Moville (18 miles; *Hotel:* M'Connell's; (C.) Prospect) is a clean, pleasant town, finely sheltered by high hills from the western gales and possessing a good beach for bathing, where the American mail steamers of the Anchor and Allan Lines stop once a week on their way between Glasgow and New York. An electric railway is being built from Londonderry to Moville, with a generating station at Carrowkeel, the water-power being supplied from Caboy Glen, close at hand. A line of steamers runs between Derry and Moville.

It is a pleasant run of 3 miles along the Wash to *Green Castle* (*Hotel*), where are the remains of the old "castle" of De Burgo, an early fortress reminding us of the contemporary tower guarding the Green Castle of Carlingford Lough.

Then the sea views stretch away eastwards as far as Portrush and the Causeway Cliffs, and the long sandy promontory of Macgilligan is left behind as we near

Inishowen Head (24 miles) and its two lighthouses. From this head, and still better from the hill behind it—Crockalaghta, 567 feet high, and an outer foot of Crocknasmug—is obtained a fine view of the coasts of Londonderry and Antrim. Portstewart, Portrush, the Skerries and Benbane Head near the Causeway can all be seen. The Slieveacarn cliff of Rathlin Island rises to 447 feet (Inishowen Head is 300 feet), but it is probably too far to be seen, being 27 miles away.

For excursions through this peninsula to Culdaff, Malin Head and Buncrana, and a note on the new railway, see p. 373.

THE DONEGAL HIGHLANDS.

Donegal is indeed a land of intermittent beauty. Here and there you have a noble mountain-group, a striking and graceful peak, or some mighty sea-cliff, rich in every tint of nature. You will find fair loughs deep set amid encircling hills, and wild, green glens dipping to the sea, dotted sometimes with rude grey stones that tell of the early missionaries and their art. A district so varied, with both surface and sea-coast of such unusually broken character, cannot fail to supply the tourist with many interesting features. But though occasionally those features are concentrated, as, for instance, around the Gweedore loughs, one must often be prepared to pass over intervening stretches of comparatively dull country — open canvas, as it were, between the pictures of the panorama. The attractions of the latter pictures, however, are perhaps enhanced by the difficulty of getting at them; therefore let not the Londoner, accustomed to the rush of "the Underground" and the City 'Bus, fight shy of some new experiences, but believe our assurances that, in spite of these characteristics, he will find in the Wild Highlands of the North-West much to see and enjoy.

The best **scenery** in the southern part of the country will be found about the coast between Slieve League and Slieve Tooey, the little-known Blue Stack Mountains, or around Glengesh and Lough Finn. For this part Carrick, Glencolumbkille, Ardara, and perhaps Killybegs make good headquarters. Errigal, in the north-west district, is the central point of a fine group of mountains which can be well explored from Gweedore, or, in a less degree, from Gartan Lough. Horn Head, guarding Sheephaven, offers delightful rambles near Dunfanaghy, whilst the hotels of Rosapenna, Portsalon and Buncrana are drawing increasing numbers to the interesting sea-lough scenery of Mulroy

Bay and Lough Swilly. The last-named hostelry is also a good headquarters for those who would climb Slieve Snacht or the hills and headlands of Inishowen.

For **the cyclist** there are two facts of importance: the roads generally throughout the district have a good surface, and though some nasty hills may be found, as at Glengesh and Creeslough, the riding on the whole comes second only to that in Kerry and Connemara. On the other hand, the direction of the wind will become as serious a matter of consideration as when going a-fishing. The prevailing wind comes in from the south-west, and often with tremendous force, as we have found to our cost. It is, therefore, obvious that the wise "wheeler" is he who starts the tour from the southern end.

The winds, though strong, are, as a rule, like the climate of this western coast, quite warm and soft; and the tourist who remembers that Ireland is on the same latitude as the tracts of perpetual snow in Labrador, will be as much struck with this as when he has first found the arbutus blooming in Kerry with a luxuriance no less than it has in Portugal. The explanation will be found in the Gulf Stream, whose heated waters wash all these western shores on their journey from Mexico to the Nord Cap.

"Ever-showered-upon Donegal" is the name given to the country by a well-known fisherman. And, indeed, the proximity to the Atlantic accounts not only for the broken character of these coasts, but also for the depth of rainfall. For this is the first barrier touched by the rain-clouds travelling eastward. Fortunately for the reputation of English and Continental rain-gauges, the great bulk of the clouds is exhausted before reaching Great Britain.

In its wealth of **mountains** Donegal is to the north-west what Connaught and Kerry are to the west and south-west; whilst to the keen mountaineer it offers a field which is of far wider extent, and contains "climbs" of hardly less interest than the Mournes in County Down. A glance at the map shows the principal groups lying at the four ends, as it were, of an irregular X. Errigal and the heights round the Poisoned Glen in the north-west, and to the south-east the Blue Stacks, Slieve League overlooking Galway Bay, and north-east, in Inishowen, Slieve Snacht and its companions.

The geologist will find that these mountains belong generally

to the Lower Silurian formation, and are of an age and character similar to those of the West Galway and Mayo Highlands. He will hardly need to be reminded that the rocks throughout Donegal are the oldest rocks in Ireland, "unless we suppose the existence of a still earlier range formed of the Archæan rocks of South Donegal and Tyrone." Granite appears chiefly in the triangular district between Lough Veagh, the Bloody Foreland and Gweebarra Bay, including "The Rosses."

Round towers, elsewhere so common, are hard to find west of the Foyle river, but **the archæologist** will take heart on hearing Dr. MacDevitt's statement that "in early remains Donegal is unsurpassed" (!).

Lastly, we bid **the fisherman** come to a country which is pre-eminently noted as affording good sport, but with two words of caution. He will find the spring not so good a season here as the summer and autumn. If, again, he is favoured with several good seasons consecutively he will be lucky.

Although Bundoran is practically outside the "Highlands" we include it among the fisheries of the north-west. Near it are the two rivers Drowes and Bradoge and Lough Melvin, all three well known to fishers. Ballyshannon also attracts anglers, and in Lough Eske and some rivers in the neighbourhood of Donegal town (p. 345) salmon, trout and char can be had. West of this are some rivers running into Tawny Bay, Glen and Maghera, which afford fair sport. For these Carrick, Glen and Ardara are good centres.

Dungloe was once the "Ultima Thule" of anglers, and a few years back, before the recent invasion of fishing-rods, some splendid seasons were recorded. Loughs in scores surround it (p. 358). Farther north is Gweedore, with a venerable reputation. Between this and Loch Swilly the fisherman should whip Lough Veagh and its river, Gartan Lough, and the Lannan, which runs into Kilmacrennan (p. 356). If you are staying at Rathmelton, try Lough Fern or the streams falling into Mulroy Bay, which can also be reached from Portsalon and Rosapenna. The more remote Falcarragh has accommodation for those who experiment on Lough Lagha and the neighbouring waters.

It is an interesting fact that as late as 1830 the Red Deer (*Cervus elephas*) "wandered amongst the wilds of Donegal." It still survives in the Killarney district, but seems to have left the north "owing to the destructon of the forests."

THE DONEGAL COAST

(*a*) From the South

1. CLONES AND ENNISKILLEN TO BALLYSHANNON, BUNDORAN, AND DONEGAL

The distance between Dublin and Enniskillen by the Gt. Northern Railway is covered by a good train service; and by starting from the city at 6 A.M. you can reach Enniskillen, at the south end of Lough Erne, in 4 hours, travelling by Dundalk and Clones. You will find there the Lough Erne steamer waiting.

Clones, served by the Gt. Northern Railway from Belfast, Dublin, or Dundalk (*Hotels:* (I.A.C. : C.) Lennard Arms; Robinson's Temperance Hotel), is a town of historical interest. A curious old cross with sculptured figures stands in the main square of the town; there is also a round tower of the 2nd class in order of date, and the nave of a 12th-century abbey, built on the site of a 6th-century church. The latter is interesting to antiquaries.

Proceeding onwards, we enter County Fermanagh and the Erne district. This may be compared to a rough parallelogram of 40 miles in length by 20 broad, and is occupied by two lakes, the Upper and Lower Erne. The upper, which we approach first, is an uninteresting stretch of water, narrow and winding, and devoid of that luxuriant vegetation which renders the lower Lough so picturesque. The real scenery of the lakes commences at **Ely Lodge,** 5 miles to the north of Enniskillen, and tourists need not delay their route short of that town. The geologist, however, will remark a considerable difference in the rocks between those of the upper and lower lakes. Limestone and the coal-measures extend along the upper section of the lake country, while the lower is, with the exception of some limestone at Kesh, occupied by the Old Red Sandstone. About 17 miles short of Enniskillen is

Newtown Butler (*Hotel*), a small town situated on an elevation. The main street, in which is the market-place, rises abruptly. Three miles west is CROM CASTLE, the seat of the Earl of Erne, situated on the shores of the lough. The demesne is well wooded, and laid out with great taste. Among other objects of attraction it contains a fine yew-tree, said to be the

largest in the kingdom, and the ruins of the old castle of Crom, which held out for several days against the army of King James in 1689. Newtown Butler is famed in history as the place where, in 1689, the Enniskilleners defeated a host of native Irish, and while slaying 2000 of them, they lost only 20 men.

The line proceeds north-west at no great distance from the Upper Lough Erne, of which occasional glimpses are to be had, passing Lisnaskea, belonging to the Earl of Erne; Bellisle, once the beautiful residence of the Earls of Rosse, but now occupied by J. G. Vessey Porter, Esq.; and Castle Coole, the magnificent seat of the Earl of Belmore.

Enniskillen (pop. 4847 (1911 census); *Hotels:* (I.A.C.: C.) Imperial; (I.A.C.: C.) Royal), once the fortress of the Maguires, is the chief town in Fermanagh. It is built upon an island in the river connecting the Upper and Lower Loughs Erne, and partly on the mainland, with which it is connected by two bridges. The tourist should remain here for two or three days to visit the objects of interest in the beautiful neighbourhood. The town contains one main street, which pursues a somewhat zigzag course from north to south. The *Parish Church*, which stands on the highest point in the town, has several good windows. Well-worn colours of the Enniskillen regiments hang in the chancel. The Roman Catholic Church and the Town Hall are modern buildings. A considerable quantity of crochet lace is made in the neighbourhood, but the butter-market, held on Tuesday and Thursday, has been much reduced owing to the establishment of local creameries. The 6th regiment of *Dragoons*, known as the Inniskillings, was principally raised in this town, which was an important military station, still containing large barracks and two forts to command the pass across the river. Of the old castle, which stood a memorable siege in 1595, there remains a gateway, included in the barracks. A column, surmounted by a statue of the late General Cole, stands on the summit of *Forthill*, which is laid out as a promenade and public park.

To the west of the town is the Portora Royal School, styled the "Irish Eton," and well worthy of a visit by those interested in our educational institutions. An agreeable drive may also be taken to Castle Coole (Earl Belmore), one of the finest Grecian mansions in Ireland, erected by Wyatt. The tourist is freely admitted to the grounds, which are beautifully laid out and adorned with rows of magnificent oaks and beeches. A longer excursion may also be taken to Florence Court (Earl of Enniskillen; *public admitted*), about 8 miles south-west of Enniskillen, crossing the Arney, returning by the Marble Arch, Lough Macnean, and the Boho Caves to Ely Lodge (Marquis of Ely), on Lough Erne. This round, however, will take a whole day.

Boats can be hired near the bridge at very moderate charges. The row to Devenish Island is delightful, and only takes about 45 minutes.

LOWER LOUGH ERNE

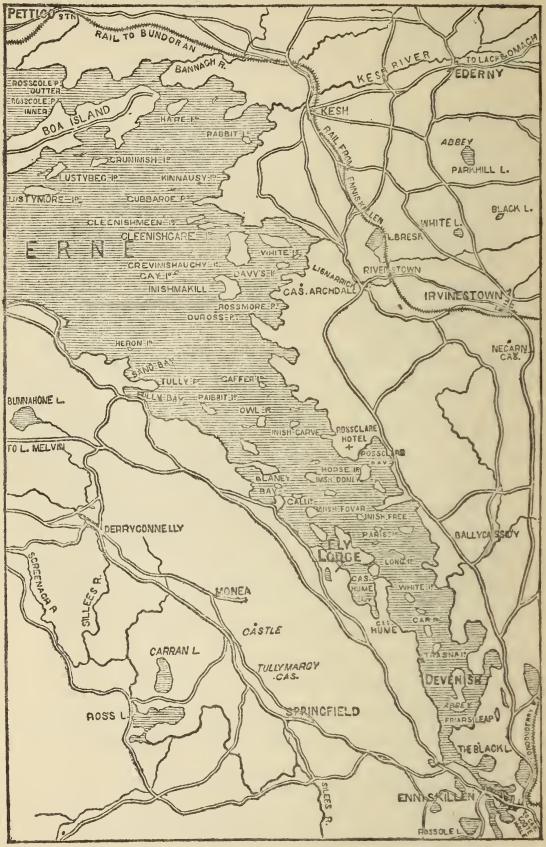
[A steamer leaves Enniskillen in the morning and reaches Castle Caldwell, 5 miles from Belleek, about mid-day. It starts back to Enniskillen again in the afternoon (*see pink pages*).]

This is a very fine lake, with many features of varied character and interest. "How many thousands there are," says a well-known writer, "who, if just ideas could be conveyed to them of its attractions, would make their annual tour hither, instead of up the hackneyed and soddened Rhine, infinitely less rich in natural graces. Perhaps nothing in Europe can surpass the beauty of this lake." High praise, indeed! Too high, we

venture to think; for many will agree that—to go no farther afield—even Mr. Austin's utterance upon Killarney was more richly merited (*Killarney Sect.* p. 147). All tourists, however, who can include the steamer trip in their programme will be well repaid.

It will be noticed that this lake, like Lough Derg, widens out in some places and in others becomes contracted. "It spreads out considerably in the direction of Kesh, where its bed is limestone from side to side. . . . Part of this surface configuration is doubtless due to the irregular distribution of Boulder clay and gravel, accumulated by the great ice-stream

which moved northwards along the valley of the Erne from the central snowfield; but another cause is the solubility of limestone under acidulated water" (*Hull*).



With cyclists the west shore-road, which keeps close to the lake, is a very popular ride of 23 miles from Enniskillen. It passes that beautiful spot *Ely Lodge* (5 miles), a popular view-

point over the lough. Or the road that follows the east shore may be taken—a few miles longer; this passes Kesh (14), Pettigo (20½), and Castle Caldwell (27) stations.

The lough owes its charm to the form and foliage of the many islets with which it is studded; and all who find interest in groups of ancient buildings will do well to make an early excursion by boat—a matter of only 2 miles—to DEVENISH ISLAND.

Devenish (meaning "the island of the oxen," and probably the exact equivalent of the Scottish *Inchnadamph*), though green as an emerald, is destitute of the foliage which adorns most of the other islands. A very fine round tower, selected for illustration by Dr. Petrie in his work on the Round Towers of Ireland as the most perfect in the kingdom, stands not far from the ruins of the abbey. "It is exactly circular, 60 feet high to the conical converging at the top, which has been restored." The whole tower is very neatly built with stones of about a foot square, with scarcely any cement or mortar, and the inside is almost as smooth as a gun-barrel. This tower is singular in the possession of a sculptured band of curious design at the eave of its conical roof.

Its comparatively elaborate workmanship marks it as of late date among the round towers; and it appears to be of the same period as those of Glendalough and Kilkenny.

It appears that St. Molaise was the first founder of a Christian church in Devenish. He died in 563 or 570. There are the remains of two churches in the island. That termed the upper is the more beautiful, and appears to be of much more recent erection than the other. It is still customary for the peasantry to have their deceased friends interred among the ruins of this holy spot, as at Scattery and Glendalough.

In Dublin Museum may be seen the book-cover or shrine for *St. Molaise's Gospels*. It is of bronze plated with silver, and is "the oldest of these cumdachs or shrines," according to Miss Stokes, who dates it at A.D. 1001.

Upper Lough Erne is best visited from Newtown Butler and Clones. By some the Upper Lough Erne has been much preferred to the Lower. One writer urges the tourist to "traverse the entire expanse of Upper Lough Erne, enjoy its unrivalled scenic charms, glide among the countless islands which stud its surface, admire the extensive stretch of sylvan and pastoral borderland reaching to the mountains in the background, gaze on the towering cliffs which sentinel the enchanting scene, admire many a stately tower and lordly castle, and visit nature in her unfrequented haunts." As yet there is no steamer on this lough, but an attempt has been made to provide one so as to open up the scenery to strangers.

After proceeding from Enniskillen to Castle Caldwell or Belleek, the tourist may continue by rail (4½ miles) to Ballyshannon near

the coast. He may then turn south 4½ miles to Bundoran ; or northwards by a fair road of 13 miles to Donegal.

BUNDORAN.

HOTELS.—(I.A.C.) *Great Northern* (closed during winter months); *Hamilton's*; *Marine*; *Sweeney's.*

DISTANCES.—Dublin by rail, 160 miles, in 5½ hours : Belfast, 130, in 5¼ hours ; Sligo, by road, 24 miles ; Pettigo (Lough Erne), 20 ; Enniskillen, 32½ ; Manor Hamilton, 20 ; Donegal, 17 ; Ballyshannon, 4½.

This increasingly popular health resort can no longer be considered out of the way, since the trains of the Great Northern Company now cover the distance between Dublin or Belfast and Bundoran in less than six hours. Brushed by outer currents of the Gulf Stream, and washed by Atlantic "rollers," this delightful sea-side on Donegal Bay is rapidly rising in favour, owing to the natural attractions of bracing air from mountain and sea, its splendid bathing ground, its cliffs and caves. Excursions of interest may be made to Ballyshannon Falls (river Erne), 4½ miles ; Lough Melvin, 2 miles, dotted with many beautiful islands, and surrounded by fine natural scenery ; to Belleek and its pottery, 9 miles ; to Mount Benbulbin, with its fine views and profusion of wildflowers, 17 miles.

Melvin Lough and Drowes River afford fine sport to the angler, and there is fishing on Lower Lough Erne by application to the Overseer of Fisheries, Ballyshannon.

Golf Course.—The golf course, nearly two miles in extent, and along the sea-coast, consists of nine holes. The turf is excellent, the putting greens admirably kept, and the hazards, sand bunkers, and runnels pretty numerous and sporting. There is a club of more than 100 members, and a new and comfortable club-house.

There is a very pleasant walk over the green-carpeted Aughross Hill to the *Fairy Bridges* and *Finner Strand.* Among the popular excursions also are the trips to Enniskillen and Clones (by train) ; Tullaghan, near which are the ruins of Duncarbey Castle ; Sligo by Grange and Drumcliffe ; Benbulbin and its group of mountains ; the Dartry Mountains ; Lough Melvin, with its finny population of gillaroo trout ; and last, but—for the antiquarian and others—not least, the island of

Inismurray. A boat can be taken from Grange, 8½ sea miles; or from Rosses Point, 17 miles. The pier is at the south-east point of the island. To those of an antiquarian turn of mind this will prove a very interesting expedition. Any history of the island to be had at present is of the scantiest description, but Mr. Wakeman gives proofs that the oldest buildings here are pre-Christian, and Lord Dunraven thinks that of all remains of early Irish monasteries this group is "the most characteristic example." It seems to be connected with the work of St. Muiredach of Killala, the 5th-century disciple of St. Patrick; and it appears pretty certain that in the 6th century St. Molaise built a church here. The largest ruin is that of the pear-shaped, prehistoric *cashel*; within this wall are bee-hive cells, crosses, altars, and three churches. *Molaise's House* (9 feet) is the **smallest Christian Church** in the British Isles, and contains an oaken figure of a priest (?) which tradition says is that of Molaise, and "the work of the celebrated Goban Saor." There are also the *Teach-an-Alais* (hot-air bath), the Altar of the *Speckled Stones*, and *Molaise's Altar*, bearing still the tombstone inscribed with the name of "Muredach grandson of Chomocan," and ending with *Hic dormit*,—"the only instance in Ireland of the Latin formula" (*Cooke*).

There are the "Church of the Women" and the "Church of the Men," with equally distinct cemeteries; and the natives have the same superstition as those near St. Blane's Chapel in the Scottish Bute, that "if a woman be buried in the men's ground, the corpse will be removed during the night by unseen hands." More interest would belong to this island city had not the ignorant and barbarous hodmen of the Board of Works, after their doctoring of the ruins in 1880, left much of the group "transformed." (*Mr. Cooke's account in R.S.A.I. Handbook II. for general readers, and the works of Lord Dunraven and Mr. Wakeman for antiquarians, are recommended.*)

From Bundoran it is 9 miles to **Belleek** (*Hotel:* (I.A.C.) Erne), one of the best centres for the angler, and a clean and pleasant village, with a pleasant modern hotel. It stands at the north-west extremity of Lower Lough Erne, where were the well-known falls or "Rapids of Belleek." Here are the famous sluice gates by which the waters of the river Erne are regulated, so that when in flood it may not inundate the low lands along its course for 52 miles, as far as Cavan, and at the same time may retain enough of water in Lough Erne for the use of the steamers plying on it. The china factory, to which Belleek owes principally its reputation, should also be inspected. The clay for the manufacture is, or was, found in the neighbourhood.

At 5 miles from Belleek, and 4 from Bundoran, we reach

Ballyshannon (*Hotels:* (I.A.C.) Imperial; (I.A.C.) Royal Arms), situated at the mouth of the Erne, on which there is a remarkable cataract called the Salmon Leap. A short distance

from the town are the remains of an old abbey founded in the 12th century. In the adjoining glen there is a curious cavern.

Anglers will find good centres at Bundoran or Ballyshannon. From both they can reach Lough Melvin, famous for its salmon and gillaroo, or try for grilse in the Kilcoo river above it. The Drowes river near Bundoran affords trout-fishing, and the Erne, by Ballyshannon, contains trout, gillaroo and salmon. Lough Derg can easily be reached from Pettigo station (*see pink pages*).

In Lough Derg is *Saint's Island*, on which Davoc, the follower of St. Patrick, founded a famous monastery, which for fourteen centuries has for the pious remained a celebrated centre of pilgrimages.

The story runs that St. Patrick in his solitary devotions here obtained in answer to prayer a vision of the souls in Purgatory. As he was praying, "lo! before his heaven-touched fancy the regions of Purgatory sprang into existence, and he saw the souls of millions undergoing the process of purification. . . . St. Patrick, awed by the vision, departed from the cave, and ordered that henceforth the island should be a terrestrial Purgatory, where sinners could wash off all their sins by prayer and fasting" (*Mac-Devitt*).

The spot is still frequented by hundreds of pilgrims, who between June 15th and August come to spend their annual "retreat" at **St. Patrick's Purgatory.**

Between Ballyshannon and Donegal town there is a railway and a fair cycling road of 14½ miles.

2. OMAGH AND STRABANE TO DONEGAL.

Another route for reaching Donegal town by railway throughout is that taken by the G. Northern Railway through Portadown and Omagh to Strabane, from which the Donegal railway extends westwards 32 miles to Donegal station.

This passes through pleasant country along the upper Shrule river between Omagh (p. 323) and Strabane, but the most interesting section is along the latter part of the journey.

On the direct road between Strabane and Letterkenny, 6 miles from the former, is **Raphoe** (formerly *Rath-Both*), "one of the oldest towns in Ireland," and distinguished as giving part of the name to the diocese of Derry and Raphoe. The 18th-century Cathedral probably stands on the foundations of the early church which Adamnan built here in the 7th century to give larger accommodation for the monastery founded by St. Columba.

From **Strabane** (p. 323) the line keeps close by the stream of the Finn, and ascends the valley which was the scene of many a

desperate encounter between the armies of the O'Donnells and the O'Neils in the 15th and 16th centuries, to **Stranorlar** (14 m.; *Hotel:* Queen's Arm), the sister town of *Ballybofey*, on the other side of the river (*Hotels:* Magee's, M'Glinchy's).

From Stranorlar a northern branch of the Donegal railway continues up the valley of the Finn, a wild country of no great interest, with the "Blue Stacks" away on the left and Cark Mountain on the right; and climbing to *Finntown* station, on Lough Finn, passes under the shoulder of Aghla Mountain (left) and so down to **Glenties** (24 m.; see p. 354).

By this narrow-gauge line the central section of the "Donegal Tour" may be struck without doing the circular journey (57 miles) between Donegal and Glenties. But as this cuts out the beauties of Slieve League and its neighbouring coasts, this is not recommended if you are making your first plunge into the country.

Leaving Stranorlar station we turn a curve and then face the Blue Stack mountains, the highest points, with "Blue Stack" (2219), their chief summit, lying on the right. The rail climbs a dull valley to Lough Mourne. Less than 2 miles beyond is the top of **Barnesmore Gap**, the principal pass through this group of mountains. Near the top are some ancient "Danish" stone forts, and Rapin's Castle. The scenery improves as the line descends within view of the green shores of Lough Eask, on the right.

The cycling over this pass is the only troublesome bit of the otherwise satisfactory road between Strabane and Donegal, a distance of 33 miles.

3. LETTERKENNY TO SOUTH DONEGAL.

Cyclists who start from Londonderry and ride through Newton Cunningham to Letterkenny (a run of 20 miles) to enter Donegal by this route, will find moderately good roads throughout.

A railway 25 miles in length goes from Derry through Burnfoot (whence a northern branch turns off to Buncrana) and Carndonagh to Letterkenny, and another line from Strabane was opened in 1909.

LETTERKENNY.

RAILWAY STATIONS.—L'Derry and Lough Swilly Railway Company at the eastern, or Lough Swilly end of town.

HOTELS.—(I.A.C.) McCarry's; (C.) Hegarty's.

CARS.—*See pink pages.*

Letterkenny has attraction for the man of business rather than the tourist. Its single thoroughfare, and the presence of the large asylum, to say nothing of the workhouse, give it a somewhat oppressive air. The Roman Catholic Cathedral, on the other hand, dominating all from its high position, is an imposing modern building; and the connection which the town has with the history of T. Wolfe Tone is interesting.

In the fight off Tory Island in '98 between Warren's ships and the French, Wolfe Tone was on board the *Hoche* commanding one of the batteries. The engagement lasted six hours and he fought with desperation. "When the *Hoche* struck and was taken into Lough Swilly the prisoners were marched to Letterkenny. The officers, amongst whom Tone passed for a Frenchman, were invited to breakfast at Lord Cavan's. One of the guests, recognising Tone, addressed him by name, and denounced him to the host."

Distances (*Rail*).—Dublin, 188; Belfast, 125; Derry, 25; Buncrana, 25; Strabane, 39½; Stranorlar, 53½; Glenties, 78; Donegal, 71½.

(*Cycling*).—Derry, 20; Strabane, 15; Stranorlar, 24; Glenties, 27; Ardara, 32; Donegal, 42; Gweedore, 26; Dunfanaghy, 20; Rosapenna, 24; Milford, 13; Ramelton, 7; Buncrana, 24.

For the routes from Letterkenny to northern Donegal see p. 373.

To the southern part of the country cyclists can go either (*a*) through Pluck and Raphoe to Stranorlar (24 miles), and thence over *Barnesmore Gap* to Donegal (42 miles, p. 343); or (*b*) up the higher Swilly to its source near Meenaboll Hill, and crossing the pass there (780 feet) by a good road, descend by the side of the Light Railway and Lough Finn to Glenties (27 miles) and Ardara (32 miles); see p. 353. The similar quality of both the road and scenery leave little to choose between these two routes.

POTATO DIGGING, DONEGAL.

Breakfast, dinner, and supper all the year round.

Reproduced from one of Mr. Francis S. Walker's coloured illustrations in the book on IRELAND, by Frank Mathew, published by A. and C. Black, Soho Square, London.

DONEGAL.

HOTELS.—(C.) Aran Arms; Commercial.
Light Railways to Killybegs and Ballyshannon.

Dun-nan Gal—"the Fort of the Stranger"—owes its rise and fame to two ladies, Nuala and Fingalla, the first and second wives of Hugh Roe, who in the 15th century founded the monastery. Commercially it has had little opportunity of making any mark in the world, for nature has given it but inferior advantages as a port though endowing it with quiet picturesqueness. But, on the other hand, as the home and last resting-place of many of the great O'Donnell family, it cannot fail to interest the general tourist. There is, besides, a remnant of its once famous Franciscan **Abbey**. It is only a remnant, but some of the church still stands, and there are arches of the cloisters remaining. It was founded (1474) by the first wife of "Hugh Roe," mentioned above, and completed by her successor. It was richly endowed by O'Donnells; some of the family retired late in life to its cloisters, and many were buried in its tombs.

One of the most interesting years in its history was the year 1600, and the most striking figure of that time was the famous Red Hugh. His romantic story may be found briefly told in Dr. MacDevitt's pages. His capture whilst at mess by Perrott's sailors, his imprisonment at Dublin, and his escape in the depth of winter, at the second attempt, are well worth reading. Hugh's ambitious design of being the exterminator of the English on the west was thwarted by his cousin Nial the Fierce, who, jealous and unsuccessful, went over to the English, and borrowing their men, crossed from the east coast, turned out the friars from Donegal Abbey, and made it his stronghold. On the 19th of September a fire broke out which burnt down most of the building, and Red Hugh seized the occasion for an assault. "The men on both sides fought like lions. All through that memorable night did the fierce struggle last; the flames adding a ghastly horror to the wild work." It ended in the flight of Nial, and to the monks the destruction of the monastery buildings.

Strangely enough, in its greatest straits the monastery achieved its greatest success. For the friars returned, and built huts amid the ruined walls. "In these cottages, during four years and a half between 1632 and 1636, was written the chronicle known as the *Annals of the Four Masters*. It contains a history of Ireland from the earliest times down to 1616, and was written in Irish by four scholars of the Franciscan Order, now buried beneath the ruins. The translation was not completed until 1845. The work has been described as "the final winding-up of the affairs of a people who had preserved their nationality and independence for a space of over 2000 years, till their complete overthrow about the time at which this work was compiled." It embraces the history of the country from the year 1616 back to a date as remote as 2884 B.C., and the book "consisted of 11,000 quarto pages."

The most picturesque building in the town is the **Castle** of the O'Donnells. For its first castle Donegal was indebted to Hugh Roe, the O'Donnell whose wives founded the Abbey and erected a large mansion here in Henry VII.'s reign. After this had been wrecked a fine Elizabethan building was raised in its place by Sir Basil Brook, of which we can see to-day a considerable part remaining. The most pleasing feature of the exterior is the restored turret; the richly sculptured *fireplace* in the drawing-room, bearing the Brook Arms, is fortunately well preserved, but parts of the walls are in a dangerously infirm state. The entrance to an underground passage reputed to have led to the abbey (¼ mile) can be seen near the fireplace. The massive vaulted lower portion of the main building is all that remains of the earlier castle.

The "Diamond" or central space, a common feature in Irish towns, will be noticed. Adjoining it are the chief hotels.

DISTANCES. (*Road*).—Sligo, 40½; Carrick, 29; Rosapenna, 113½; Letterkenny, 42.

The angler can make the town a convenient centre for the trout-fishing on Lough Derg (14 miles) and the rivers Eanymore and Eanybeg (8 miles). Lough Eske, which contains salmon, trout, and some char, is only 5 miles away.

THE DONEGAL COAST TOUR.

By means of a combination of rail and cycle, a pleasant tour can be made up. The outline of the tour, if taken throughout without extra breaks, is as follows: Early morning train (about 7 A.M.) from Donegal to *Killybegs*. Then, leaving Killybegs by cycle and passing through *Carrick* we reach Ardara, where a stop is made for lunch. Glenties is passed between 4 and 5 o'clock,

SOUTH-WEST DONEGAL

ABOVE 1500 FEET
1500 TO 1000
1000 TO 500
500 TO SEA LEVEL
English Miles
0 1 2 3 4 5 6
Driving & Cycling Routes
Ranaghroe Pt.
Rinardalbiff Pt.
Knockfola
Bloody Foreland
Foreland Hill
1038
Sch.
Inishsirrer
Brinlack
L. Aninver
Inishmeane
Umfin I.
Carrick
Lunniagh
Gola I.
233
212
Stramartin Br.
Derrybeg
98
Gweedore Bay
Middletown
Inishinny
Inishfree
Stag Rks.
Owenea R.
Gortlosk
Kilrean
Crockbrack
809
L. Anna
Glendorragha
Cloghboy
174
Crannogeboy
Owenea Br.
342
Ardara
Sch.
Fort
Hotel
Owentocher R.
Stackamiller
656
546
Tullybonwar
Ivy Br.
Doobin
Kinnoghty
Maghera Strand
Gull I.
Loughros Beg Bay
L. Adoochro
Pulisk
Tormore I.
Slievetooey
1515
1458
589
L. Acruppan
L. Croagh
1692
345
Croagh Balladown
Owenwee R.
Port Hill
Toralaydan I.
L. Anaffrin

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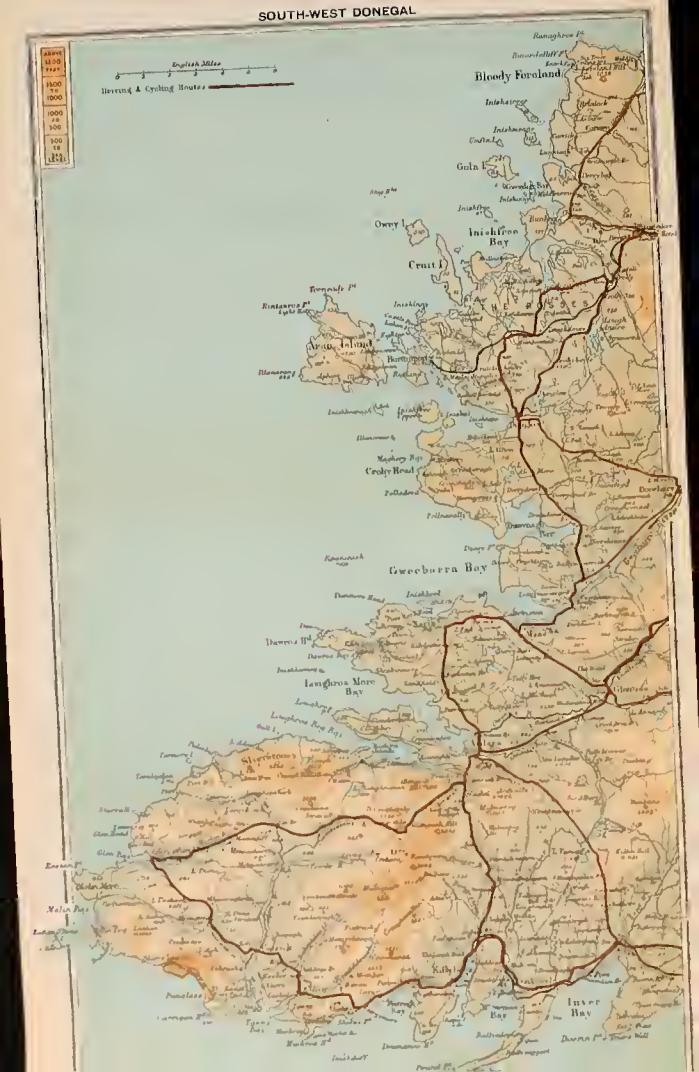
English Miles
Touring & Cycling Routes
Above 1500
1500 to 1000
1000 to 500
500 to 100
100 to 0
Bloody Foreland
Inishbofin
Owey I.
Gola I.
Inishkeeragh
Inishfree Bay
Crott I.
Arranmore Island
Cockly Head
Gweebarra Bay
Dawros Hd.
Langhros More Bay
Slieve Tooey
Slieve Snaght
Muckish
Malin Head
Kilcar
Inver Bay
Donegal

and we arrive in Dungloe a little before the dinner hour. This is the resting-place for the night. At about 9 next morning we may leave Dungloe for Gweedore, and Dunfanaghy is reached in the afternoon. After lunch a start may be made about 4, and the journey is completed at Rosapenna about ½ hour before *table d'hôte* time.

Such is, as we have said, the programme of the direct journey without extra "breaks"; but we strongly recommend the traveller who is not bound to scuttle through in the shortest possible time to make a divergence at several points.

Carrick and Glencolumbkille should be visited at all costs, for the sake of Slieve League, Slieve Tooey and the "Glen." There are many excursions to be made in this neighbourhood, and at least 3 or 4 days should be allowed. No fishermen will pass Dungloe without a visit to some of the loughs on the Rosses; and he who rushes through Gweedore without climbing Errigal, or fails to ascend Muckish from either Falcarragh or Dunfanaghy, will live to regret his lost opportunities. Horn Head deserves at least a day or two. We here, of course, only offer a few brief suggestions. There are many other fine bits which can only be seen—much less appreciated—by breaking away from this rigidly drawn route, and exploring on one's own account.

Donegal to Killybegs.

Cyclists will have little difficulty in finding their way, for the road is never far away from the railway, and is marked throughout by telegraph posts. They will have to take to their feet up the steep hill about 2½ miles out of Donegal, but the surface is generally fair.

Mr. Balfour's Light Railway runs through 19 miles of pleasant coast scenery, and skirts the heads of four inlets. The best country is near *Mount Charles* (4 miles; small inn), a pleasant village just eastward of The Hall, the seat of the Marquis Conyngham. At the head of Inver Bay is St. Naalis's village of *Inver* (6 miles, formerly *Imber-Naalis*), between which and MacSwyne's Bay is a long narrow peninsula of more than six miles in length, with a lighthouse at the far end known as St. John's Point. A castle and the next bay, which it overlooks, still bear the name of the once famous family of MacSwine or MacSweeney, who boasted of a direct descent from King Nial

"of the Black Knee," and who, owing to their far-famed physique, supplied many a band of the mailed "gallowglasses" in native armies. Part of the same family settled on the northern district round Mulroy Bay (p. 367).

From Inver Bridge a dreary road crosses the hills to Ardara (11 miles).

KILLYBEGS.

HOTELS.—Coane's; (C.) Rogers' Royal Bay View.
DISTANCES.—Donegal (rail), 19; Carrick (road), 10; Ardara, 33 (car route), 11 (direct); Rosapenna, 94½.
CARS (*see pink pages*) depart for Carrick and Rosapenna in early morning.

Not long ago the Royal Commission recommended this as a national harbour, and it seems not impossible that some day it may be famous as a port of call for Atlantic "Liners."

The village is nicely situated on the edge of its large and natural land-locked harbour, almost circular in shape, in which ships of large size can anchor at any state of the tide. During the wars with England in the 16th and 17th centuries Spanish ships often used to enter it with supplies for the O'Donnell chieftains.

A visit should be paid to Fintragh Bay, 2 miles west, where there is a beautiful strand for bathers. *Fintragh House* possesses an excellent garden and grounds rich in beautiful shrubs. About ½ mile N.E. of Killybegs is a "Loggan Stone" or rocking stone, so poised on another that it may be moved by a touch of the hand.

The stranger should also visit the curious rocks called *Muckross Market House* — 5 miles beyond Fintragh — some remarkable sea cliffs excavated by the waves so as to look like rectangular roofed chambers. On the top of the heads there is a Druidical circle, and the remains of a Danish fort close by.

From Killybegs to Carrick you have 10 miles of delightful country, undulating and breezy, and though the cyclist, still keeping to the telegraph wires, will find the half-way descent into the Kilcar valleys a steep one, it affords some charming view points. Slieve League, of course, is the leading feature in front, and slightly to the right of Carrigan Head.

CARRICK.

HOTEL.—(I.A.C.) The Glencolumbkille (*comfortable*).

DISTANCES.—Donegal, 29; Killybegs, 10; Ardara, 14; Slieve League, 5 to 10; Glencolumbkille, 6 (*direct*), or by Slieve League and Coast, 12¾ to 16¾.

CARS.—*See pink pages.*

Carrick is undoubtedly one of the pleasantest centres in Ireland, and can offer excursions of exceptional interest. The village and its neighbourhood was a favourite one with the late Lord Leighton, whose luggage, lettered "F. L.," we noticed in the hall of the hotel only a few months before his death.

Anglers will find salmon and sea and brown trout in the Glen, *the* river of this peninsula, and the Owenwee; and there are several loughs among the hills, each within 4 miles of Carrick.

The excursion *par excellence*, for which all tourists would do well to stay in the village at least one night, is to

Slieve League, "the Mountain of the Flag-Stones." The best way to ascend this from Carrick is to turn from the cross-ways down stream along the west, or mountain side of the Glen River and of Teelin Bay. In a little over 1½ miles, just beyond the Slieve League Bar, a house on the left soon after passing Teelin Post Office, turn right to *Carrigan Head*, a fine headland of several hundred feet in height, with a ruined tower on its seaward side. Hence the road bends sharply back again to right towards **Bunglass Point.**

If instead of continuing as far as the above right-hand turning to Carrigan Head, you turn right after crossing the second important stream out of Carrick, you may follow a good road—the Pilgrims' Road—up to the summit. This is considerably shorter, but uninteresting. It misses the rise over Bunglass.

To every tourist in the West of Ireland our advice is—See the view from Bunglass at all costs! This one gem is worth all the other rocks of Ireland put together. The name, which probably means "the Green Base," is given either to the southern spur of Slieve League, which falls away due south from the mountain proper to Carrigan Head; or to the green sea below under shelter of that spur. Local ideas are not precise; but local appreciation of the scenery here is strong, and expresses itself in the name given to the top of this particular

cliff. It is called the *Awark Mor* or "Great View." Once seen in morning sunshine, this view of the southern face of Slieve League rising steeply from the sea to the height of 1889 feet can never be forgotten; the impressiveness and matchless colouring of the rock defy description; its beauty must be seen to be believed.

Mr. H. C. Hart, in his *Climbing in Ireland*, finds nothing comparable with this assemblage of rock-hues, except "the wonderful cliff seen in Yellowstone Park from 'Inspiration Point.'"

Still ascending, you reach, a little beyond Bunglass, the Eagle's Nest; and about ¾ mile farther, the **One Man's Path** begins. There has been much silly exaggeration among the old descriptions of this. Nowadays, when so many ladies spend their holidays in seeking out and "traversing" all the more difficult crags in the Alps and the Cumberland Falls we should be laughed at if we spoke of the One Man's Path as dangerous. If we add that though in crossing some of the "Flagstones" you will have to go "on all fours," we have on the other hand never heard of any lady who experienced any serious difficulty on it, we indicate sufficiently the dangers of this precipice. In a high wind, however, an awkward slip at certain places might mean a fall of 1800 feet into the sea.

By turning to the right from the lower end of the "Path" you may strike the *Old Man's Path*, and avoid the Flagstones.

A little beyond the upper end of the One Man's Path is the eastern top of Slieve League. This is 1889 feet, and archæologically more interesting than the actual summit. For there are still here, only some 500 paces inland from the cliff edge, the weather-beaten ruins of the old cloud-swept Oratories of St. Hugh Macbracken (locally "Macbrecna") and Bishop Asicus. From the account quoted by Dr. MacDevitt, these would appear to have lived here some time in the 6th century.

The story runs that Asicus once uttered a falsehood, which so weighed upon his conscience that he resigned his see, and in spite of the urgent request of his followers withdrew to this lonely spot and lived for seven years as a hermit. The block of buildings seem to have measured about 45 feet in length. On the north-east and north-west are sacred wells, and to the north a spring. Fragments of tea-cups, bottle-ends and hair-pins still testify to the devotion of pilgrims.

"A mistaken idea," says Miss Stokes, "has long prevailed as to the situation of the early monastic establishments in Ireland, It has been thought that their traces are only to be found on the smaller uninhabited

and inaccessible islands off the west coast, whereas the mountain tops and the islands in the mountain tarns of Ireland, offer just as striking examples of anchorite establishments as do her western islands. Slieve Donard, Slieve Gullion, *Slieve Liag*, Brandon Mountain in Kerry are still crowded by the bee-hive cells and cashels of saints."

Splendid, indeed, was the view that cheered the lonely Domhanghard in his cell on the summit of Slieve Donard but we venture to think the view which Macbracken and Asicus enjoyed was the finer of the two.

The actual *Summit* lies a few minutes' walk farther west, and you will find it worth while to go thus far, so as to see the curious rock-pinnacles — *chimney-stacks*, as they have been called,—which stand on the ridges below the cliff-edge. The summit is 1972 feet.

The *view* is very varied and extensive, reaching northwards to Sturrall and Slieve Tooey, and to Errigal (N.E.) on the right of them. Eastwards St. John's Point is more interesting than the hazy flats round Loughs Erne and Melvin, but you get just a glimpse south-east of the hills beyond Manor Hamilton in which the Shannon rises. Due south is Sligo Bay, just in front of it is Inismurray island, the delight of the antiquary; and left of it Benbulben. To the right of the island, some 55 miles away, south-west, you can perhaps see Nephin above Lough Conn in Mayo.

One writer would have us see 20 miles farther, even as far as Croagh Patrick; but the great distance, and the fact that the latter is more than 100 feet lower than, and exactly in a line behind Nephin, are strong reasons for thinking that he has confused the two peaks.

A repaying walk westwards leads to Glencolumbkille along the coast. The whole distance is about 9¾ miles. Leaving the next hill, Leahan, on your right you make for *Malin-beg* (4 miles), a little village on the cliffs facing *Rathlin O'Byrne Island*, the most westerly village in Donegal, and a favourite with the late Lord Leighton, whose quaint holiday haunt may be seen near the Coast Guard Station.

The famous legend of Malin-beg and Slieve League—"The Story of the Spaniard"—should be read in *The Donegal Highlands*.

At the far end of Malin Bay is *Malin More* (6 miles), and still keeping to the west you turn along Glen Bay to Glencolumbkille.

Carrick to Glencolumbkille.—This may be done either—(*a*) by the direct road (6 miles), which passes the Hotel at Carrick, and following the stream of the *Owenwee*, bears right and left again at Lough Oona (2½ miles), and enters the village (6½ miles) after crossing the low hills; or (*b*) by the cliff path over Slieve League described just above. This latter, taken altogether as suggested, makes an excursion of about 17 miles.

Glencolumbkille (Hotel).—Botanists will find in this remote valley some specimens that are worth their hunting, whilst to the general tourist it has uncommon attractions as the scene of St. Columba's labours and the spot where the Saint planted his monastery. The place to-day abounds in remains of his settlement, and the Protestant Church is said to stand on the site of the religious house which he founded. The cliff scenery north of the bay is also good, and no visitor to Glencolumbkille or Carrick should omit the walk past the Saint's Bed to Glen Head and Sturrall, at least.

Nine generations before *St. Columba* appeared here in "Sean-Glean," as it was called, his birth was foretold, if legend is to be believed, by Fin-McCoul. When he came it was in obedience to an angelic command, which bade him expel from this plague-stricken village the host of fierce demons which infested it. He lost his friend Coarc in the fight, but victory favoured him at last, when invoking the sacred name he hurled forward his famous bell and blue-hued stone, and so drove the band of evil ones through a rock-cleft into the sea.

It was probably for the above bell that the bell-shrine of Conall Cael was made. This is still treasured to-day as one of the six "beautiful reliquaries" of the kind which still survive.

Of the many early crosses, incised with sacred emblems, one or two of the best may be seen at the eastern end of the village. At the far western end of the glen, or rather on the hill-side by the path which ascends there to Glen Head, are the *Saint's Bed*, the *Saint's Well*, and the miraculous *Eye Stone*. Piles of stones surmounted by rude crosses or slabs will be noticed dotted along the meadows. Before leaving be sure to see the "Soutterain," in the graveyard of the church at the east end of the village. This is a curious excavation underground, consisting of a central chamber with two approaching passages east and west, the whole length measuring about 50 feet.

Local story tells of Prince Charlie's visit here, whilst he waited to make his escape from this coast.

From *Glencolumbkille to Ardara* by coast (18 miles) makes a capital excursion, but will take about a whole day. The best things seen are the **Glen Head** (1½ mile), Sturrall Rock (2½), The Sawpit (5), Tormove Island, Puliska (8) and Maghera (13).

COTTAGE INDUSTRIES, DONEGAL.

Reproduced from one of Mr. Francis S. Walker's coloured illustrations in the book on IRELAND, by Frank Mathew, published by A. and C. Black, Soho Square, London.

From **Carrick** to **Ardara** by the public car route, a distance of 22 miles, the cyclist will find at first good wheeling along the Glen and Crove rivers, but at the end of 9 miles care will be necessary, where the steep but interesting road descends from **Glengesh Pass** (900 feet). Glengesh Hill (1652 feet) rises on the left hand, which commands miles of the broken western coast as far as the North Aran Island, and to the north-east the Derryveighs round Slieve Snacht and Errigal. The Pass is a fine bit of wild Donegal.

If preferred, an easier and duller journey may be taken to Killybegs and northwards again, thence by "Nick of the Barr"—22 miles in all.

Ardara (*Hotel:* (I.A.C.) Nesbitt Arms; *Cars, see pink pages*) is one of the neatest and most regularly built villages in Donegal. It is an excellent centre for exploring the striking scenery of the coast, and especially Loughros Point (6 miles), *Loughros Beg Bay*, with *Slieve Tooey* (1692 feet) looking down on the scene. Good trout and salmon fishing may be had at Ardara and Glenties in the loughs and streams of the neighbourhood. Some of the fishing is preserved, but leave may be obtained from the local agent. The rivers Owenee and Owenstocker afford fair sport. In Loughros Bay there are salmon. The Maghera Caves on the south coast of the bay are very curious. *Narin* is 6½ miles north, on Gweebarra Bay; it faces Inishkeel Island which contains the ancient church of Conall Caoil. The view from Dunmore Head is fine, and there are many ancient remains in the neighbourhood.

On the right of the road to Narin is passed the famous "Bed of Dermot and Grania," a cromlech near Kilclooney, of which the natives tell romantic legends.

At Ardara is the chief western centre of the Irish Industries Association, and the manufacture of homespun and all kinds of knitted hosiery employs many hands. A visit should by all means be paid to some of the workshops.

From **Ardara** to **Glenties** there is easy travelling along 6 miles of valley road, lying between the Owentocker and Owenee streams.

GLENTIES.

RAILWAY STATION.—Donegal Railway.
HOTELS.—(C.) O'Donnell's; The Donegal Highlands.
CARS.—*See pink pages.*

Since the extension hither of the northern branch of the Donegal Railway from Stranorlar this prettily named village of 400 inhabitants has risen into importance. It is in pleasantly wooded country, and lies at the meeting of two anglers' streams, the Shallogan and the Owenee, and at the western feet of the spurs of the Blue Stack Mountains. It is noted for its huge poorhouse, and is a centre of the woollen shirt and homespun industries.

DISTANCES.—Dungloe, 13; Rosapenna, 56½; Ardara, 6; Carrick, 28 Mountcharles, 18; Stranorlar, 24½.

EXCURSIONS FROM GLENTIES.

Glenties will be found an excellent headquarters for that *rara avis*, the mountaineer among the **Blue Stack Mountains.** This untrodden group deserves more popularity, and for those who would gain some delightful views, even at the cost of the climb, we suggest the walk across the Blue Stack group to the southern line of the Donegal Railway, a tramp of about 19 or 20 miles.

Leave Glenties by the southern road bearing left to the Owenee river. A little beyond Martin's Bridge, about 5½ miles, bear right, and ascend **Silver Hill** (1979 feet). Turn from the top to your (E.) left to *Lavagh More* (2211 feet). **The Blue Stack** (2219 feet), the highest peak of the group, a bold mass of granite, lies south-east of the latter, and is approached by a high ridge.

Now comes the finest bit of the journey, the descent to Lough Eske, fringed with trees. It lies S.S.E., and there are roads on both sides. In

dropping from the summit avoid precipitous rocks (E.) over Lough Belshade. The left-hand (N.E.) road is the quickest, which passing Ashdown Waterfall leads to *Lough Eske Station*, 4 miles from Donegal.

From Glenties the distance to the top of Silver Hill is about 6½ miles, and to the top of the Blue Stack 10 miles.

Narin, on Gweebarra Bay, is mentioned on p. 353 ; it is about 8½ miles from Glenties, and can be reached by a fairly straight and level road which turns away from the station and railway at the north-west end of the village.

From **Glenties** to **Stranorlar** (24½ miles) the road (*good cycling*) runs throughout near the railway. The best scenery is perhaps around Lough Finn, under Aghla Mountain, and the wildest part is between Ballinamore Station and Cloghan Station.

To **Gartan Lough** (24¾ miles). This is one of the best trips from Glenties, but—unless there be a very stiff south-west wind blowing—the cyclist will probably enjoy the long rise to the high pass under Meenaboll Hill less than the traveller by foot or car. The surface is not bad as a rule, and good over the Pass mentioned.

At the north end of the village, where the Maas and Narin road turns seawards (L.), bear to the right and follow the railway. *Aghla Mountain* (1961 feet) rises on the right over south end of *Lough Finn*.[1] Keep the lake side passing **Finntown** (road L. to Dungloe) **Inn** and *Finntown Station* (R.) ; at fork beyond (11 miles) pass right-hand road to Stranorlar and continue to **Meenaboll Hill** (15¾ miles).

This hill may be called the central point of Donegal ; it is of considerable interest, not only on this account, but as being, with its N.E. shoulder "Binswilly," and "Meenirroy Hill," its shoulder on the south, the *fons et origo* of Letterkenny's river, the Swilly. As you stand here above the runnels on the east slope which drop to Letterkenny and swell past Rathmullen into the "Lough of Shadows" under Buncrana, with some 15 miles of the great Rosses district on your left between this and the western sea, with Lough Finn behind and Lough Cartan in front, you are upon the central connecting link between the Blue Stack Mountains of South Donegal and the northern highlands of the county which encircle the graceful Errigal.

Take the left-hand, new road, and bearing right 4¼ miles beyond, keep **Lough Gartan** on your left. From Gartan Bridge

[1] The name is derived from that of the Lady *Finna*, of whom Dr. Joyce tells an interesting story in his *Irish Place Names*.

turn left to *St. Columb's Hotel* on the north shore of the lake (*good reports*).

Lough Gartan (Gartan, like "garth" in the English Lakes, means "garden"). This name, though specially attached to the larger and lower lough, sometimes includes also the upper water of Lough Akibbon. It is distinctly an anglers' centre, and devotees of the "gut" will find in these waters, in the Lannan River, and several neighbouring loughs fair sport with trout and, according to report, salmon.

These lakes are, of course, best known from their association with **Saint Columba.** After allowing a liberal discount from the exaggerated stories we have of him, there are sufficient facts to show that without doubt he was a wonderful man, possessing "talents of the highest order and consummate prudence." Somewhere near the ruins of the ancient chapel on the W. shore of the upper Lake, Akibbon, about 521 A.D. Columba, "the Dove of the Churches," was born of princely family. His activity was marvellous, and "he was beloved by all." He travelled all over the North and founded cells or monasteries at Derry, Glencolumbkille, Kells, and other places. When about 40 years of age, for unknown reasons he sailed away with 12 disciples to Scotland and founded the great monastery on Iona, which "became the most famous in North Europe." Strangely enough, that house and the monastery built at Kells by his monks have entirely perished.[1] The marvellous "Book of Kells" (*see Dublin Sect.* p. 8) has been ascribed to Columba; but this, according to Miss Stokes, is a mistake. It is a copy of a version of the gospels introduced into Ireland perhaps after the year 600, and the "perfection of the writing" seems of later date. But that this astonishing piece of monkish art was worked in the monastery founded by Columba seems certain; it is now in Trinity College, Dublin. In the Dublin Museum also is the so-called "Gartan Bell of Columba."

The greater lake receives most of its waters from the streams falling from the *Glendowans*, 6 miles south-west.

Kilmacrenan is about 6¾ miles away down the valley of the Lannan river, and for this either the road from *Belleville Park* or from Church Hill may be taken. Letterkenny lies about 11 miles south-east. The walk to Gweedore is done the reverse way, p. 361.

Glenties to Letterkenny, 21 miles.—Follow the Lough Gartan route, above, for 15¾ miles, as far as Meenaboll Hill; then keep direct down valley of the Swilly (R.).

Glenties to Dungloe.—Of two roads (*a*) the longest and most interesting (21 miles) is that which follows the Gartan Lough route (*above*) for 8½ miles to Finntown Inn, a little short of the Station; and then turning left with a fair surface reaches

[1] From Iona he appears to have borne his message into Northumberland, Norway, and perhaps Iceland!

Doochary Bridge in 13½ miles. It crosses here the remarkable *Gweebarra—Glen-Veigh Valley*, which, running with crow-line straightness from Maas to Glen—a distance of 30 miles—divides the granite tract of the Rosses on its west from the main Silurian districts of the county. A steep zigzag lifts up out of Doochary Bridge, called "The Corkscrew," but the toiling cyclist will be repaid at the top by the road that runs 7½ miles through the wild, lough-indented Rosses to Dungloe (*see p.* 358).

(*b*) Keep up by side of the railway from station for 3 miles; turn left away from railway; keep straight on direct to **Ballynacarrick Ferry.** A dullish road to right of Trawenagh Bay, to Dungloe (13 miles).

DUNGLOE.

NEAREST RAILWAY STATIONS.—Finntown, 12 m.; Glenties, 13 m.
HOTELS.—(I.A.C.) Hanlan's; Boyle's; (C.) Sweeny's.
CARS.—*See pink pages.*

Dungloe—once called "the *Ultima Thule* of anglers in Ireland"—will have charms for every fisherman, charms indeed of no common order. Its fishery agents advertise the varied sport on no less than a hundred loughs, to say nothing of the fishing off the coast. The numerous wild-fowl also supply a fair amount of shooting, and there are some seals to be found off the shore. But with this we have said all. The ordinary tourist will find nothing of interest in the place, except, perhaps, the pleasures of the table, and the meeting with many fellow-travellers. It is a misfortune that the divisions of the public car journey do not allow the longer stay to be made at Gweedore, where there is so much more to do and see.

Professor Hull points out that, like the remarkable country south of the Connemara "Bens," the "granitic moorlands" called *The Rosses*, between Slieve Snacht and the shores of the Atlantic, bear many evidences of ice action. Loughs and loughlets abound, and the indented coast is bordered by innumerable islands, of which the largest is Aran.

DISTANCES.—Glenties, 13; Carrick, 41; Donegal, 35; Gweedore, 12¾; Rosapenna, 43½; Gartan Lough, 24½; Barton Port, 6.

Excursions may be made to Burton Port (*McDonnell's Hotel*), 5½ miles, and Croby Head, both of which afford good coast scenery; or to Aran Island (north), four sea miles from Burton Port, with its lighthouse, hills, and classically named village of Ilion. A pretty story about the *Stag Rocks*, which lie 4½ miles to the north, may be learnt from many a Pat.

Between *Dungloe* and *Gweedore* a fine journey through good mountain country may be had at the moderate cost of 26 miles of walking. It is probably one of the best "tramps" of the kind in Donegal.

Leave Dungloe by the wild but good road going eastward to *Doochary Bridge* (7½). From the latter place, at the foot of "the corkscrew" road, turn left along the west side of the Owenwee stream. Rising past Lough Barra (R.), and between *Slieve Snacht* (2240 feet) on your left and the Glendowans opposite to it, you stop at the summit (800 feet) of *the Pass*, and meeting the delightful view in front, down *Glen-Veigh*, turn up left, at a point 8 miles from Doochary Bridge. Keeping direct in the north-west line you pass over the *Derryveigh Mountains* into the **Poisoned Glen**, and continue straight forward to Dunlewy Church (19 miles) at the foot of the beautiful Errigal. The loughs of Dunlewy and Nacung, beyond, are before you, and at the far end of the latter water is Gweedore Hotel.

The direct road of 12 miles from Dungloe to Gweedore, recently made across a dreary bogland, goes straight north-east past Lough Anure (5 miles) and *Crolly Bridge*, on the Gweedore river, where there are an *Inn* and a pretty waterfall.

The old *car road to Gweedore* starts in a N.W. direction, and passes over Anagry Bridge, in the heart of *The Rosses*, to Crolly Bridge, where it joins the new direct road. By this the total distance is 16 miles.

The new railway from Londonderry to Burton Port has a station at Loughmealow, 4 miles from Dungloe, another at Loughamire, and another at Gweedore.

GWEEDORE.

HOTEL.—(I.A.C. : C.) The Gweedore (good).
CARS.—*See pink pages.*
DISTANCES.—Dungloe, 12¾; Falcarragh 10; Glenties, 25; Donegal (*direct*), 45; Letterkenny, 28 or 30; Derry, 55.

"What sort of fish do you catch here?" once asked a haughty stranger of Pat as he sat a-fishing. "Well, to tell you the truth," was the cool reply, "you niver can tell till you pull 'em up." To inquirers about the sport in Gweedore we must for the present give information smacking somewhat of similar indefiniteness. Fishermen, however, should try experiments on the Clady River (westward, below Brians Bridge), part of which is free to visitors at the hotel. Permission to fish Loughs Nacung and Altan can be obtained easily. "Hi Regan" recommends Lough Lagha (4½ miles eastward of Derrybeg).

To other visitors, if we may judge from our own experience, Gweedore will prove a delightful halting-place as long as the comforts of the hotel remain the same. For these latter, and, indeed, for the house itself our gratitude is due to Lord George Hill of Ballyarr, who created the place at great expense, and for forty years watched over its interest up to his death in 1879.

The nearest railway station is at Glenties, 25 miles.

The excursion is the ascent of **Errigal** (2466 feet), which rises over Dunlewy Church and Dunlewy House, at the far end of Dunlewy Lough. If not a cyclist, take a car along the excellent eastern road which skirts the two lakes. A little beyond the inn (5½ miles: *small* and *grimy*), and just short of the old Barracks, you will find the best point for a start. While diverging from the road, keep on forward in north-easterly direction for some minutes before turning up left, and commencing to climb.

W. Lawrence, Dublin.

TURF CUTTING IN DONEGAL.

It is an interesting mountain in every way; and in a high wind or fog is liable to give you a wild experience at the top. By this route there need be none of the dangers to be found on the precipitous part of the other sides. One great advantage it has: it is the *driest* mountain we have climbed in Ireland, the Mournes being second in this respect. The name means "the little church." The summit has two points united by a short razor-like edge.

The view is grand, and embraces most of the mountains which are worth seeing in N.W. Ireland, from Slieve League (S.W.) to Knocklayd (E.) in Antrim. The vast extent of waters, both of sea and lough, in addition to the splendid array of mountains seen, places it among the very finest view-points in Ireland if not in the whole kingdom.[1]

Professor Hull refers to the quartzites to be seen in the rock of Errigal, and speaks of this beautiful mountain as a "peerless cone." During the "ice age" this group of heights appears to have been the central point of the N.W. Snowfield, the ice-flow radiating in several directions from hence. Slieve Snacht curiously enough bears a name which reminds us of the time when it was "enveloped by snow."

Slieve Snacht (2240 feet). As one of the best things about Snowdon is the picture it presents to those who climb the Glyders, so the view of Errigal which you have from the top of Slieve Snacht is as fine as that of any mountain seen from Errigal itself. The summits are very different, the latter being a hump of granite, grassy in many places and with some shelter. The only ascent we know by experience is that by the east side of the Devlin river, an extremely wild and very boggy route. The view obtained from the top was more than repaying.

To **Gartan Lough** by the Poisoned Glen (17½ miles). A good walk over mountainous country and among fine views. From Dunlewy Inn (p. 360) turn right, and at head of the Poisoned Glen bear left till you reach the ridge; then south-east to the best view-point on the Glen-Veigh — Gweebarra road (8¼ miles). Hence you have some good valley scenery to the left, over Lough Veigh.

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[1] In 1895 we reached the top at 6.45 A.M. in a quickly moving mist, and the intermittent views over land and sea, seen through and over the clouds, were most striking.

On the right are the Glendowans, and round the foot of these a road forks away eastward to Gartan Lough (*see* p. 355).

If after leaving the Glen-Veigh road you take the right-hand road in 4¼ miles you may reach Meenaboll Hill in another 4½ miles, and so take the route to Glenties (*see* p. 356).

To **Creeslough by Muckish Gap** (19 miles). Not so good an excursion as the last, but an interesting walk. Take the road to Errigal foot (p. 360), and continue round the base of that mountain N.E., passing under Dooish (right 8 miles) to Calabber Bridge. Here bear left to Muckish Gap (13½ miles), which is 800 feet up, and then right under Muckish ("Pig's Back") to Creeslough (p. 364).

To **Bunbeg** it is 3½ miles due west by a good cycling road; good, that is, as regards surface; but *terrible* if you have to face a good stiff Atlantic "whiff."[1] The village boasts a diminutive harbour and small inn. Turning due north you can follow a direct road to **Derrybeg**, 1½ mile farther.[2] There is little to see at the *Bloody Foreland*, 5 miles beyond. Nor is this route to Falcarragh the best of the three from Gweedore.

To **Falcarragh** the wilder road of 90 miles through Calabber Bridge, and thence direct *over* **Muckish Gap** (800 feet) may be taken; but the direct car route which follows the first turn left off the Errigal road from Gweedore is only 10 miles.

Falcarragh (*alias* cross roads; *Hotel*: M'Ginley's), 10 miles from Gweedore, 7 from Dunfanaghy, and 19 from Kilmacrenan, is a small well-situated village, convenient for the fishing on Lough Lagha, the climbing of Muckish (*see* p. 364), and the beauties of Horn Head (p. 363).

About 2 miles eastward is the old Myrath burying-ground, where you may find the large but broken cross which Saint Columba "hewed out of the side of Muckish," and which was carried hither by "angels." In spite of Dr. M'Devitt's opinion that it may be "the very largest" of Irish crosses, the High Cross of Monasterboice, which is 27 feet high, overtops it by 7 feet.

The musically named villages of Falcarragh, Gortahork and Bedlam stand on the *Olphert Estate*, famous for connection with the "Plan of Campaign."

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1 Try the walk of 12 miles to Dungloe in the face of a typical Donegalese "sou'-wester," and, to judge by our own experience, you will meet with an element that will fairly stagger you!

2 In a ravine below the lake at Derrybeg the people once worshipped during the period when their religion was proscribed. "Sentinels were posted round to watch while the priest officiated at a small rustic altar." The walk leading up to the priest's house is famous as the spot where Inspector Martin was shot whilst arresting the priest here.

DUNFANAGHY.

HOTELS.—(C.) Stewart Arms ; Hogg's.
DISTANCES.—Falcarragh, 7 ; Creeslough, 7 ; Rosapenna, 15 ; Milford, 14½ (by Kilmacrenan) ; Letterkenny, 20.
CARS.—*See pink pages.*
RAILWAY STATION, 4½ miles distant. Through tickets to Dunfanaghy are issued by the Lough Swilly Railway Company.

Rather a pretty village on the shore, in a creek of Sheep Haven Bay, with a smooth bathing-beach, and air and water which are the perfection of purity ; sheltered from the northern breezes by the hilly promontory which terminates in Horn Head,—such is Dunfanaghy "the fort of Finchu." It has good hotel accommodation, and forms the best centre for Horn Head and a convenient headquarters for Tory Island and Muckish.

To the old signal town on **Horn Head** it is 4½ miles along a rising road. Do not on any account miss this, one of the best bits in the North of Ireland.

If weather permits, a boat should be hired to examine this towering headland and its wonderful caves, with the Snuff-box and M'Swyne's Gun. The Horn is as noted for *sea-fowl* of every kind as St. Kilda in the Hebrides, or Noss Head in Shetland. Mr. H. C. Hart makes the rock of the Head "10 or 12 miles in extent," and gives a description of the escape from a sea-locked cave of a man who had been there "over three weeks watching salmon," in 1876.[1]

The Head gets its name from the horn-like rocks which rise more than 600 feet from the sea, and which distinguish it from all other headlands.

Templebreaga Arch is on the western side ; so also, nearer to Dunfanaghy, is *M'Swyne's Gun.* This is a cave with a huge opening to the sea and a funnel-like vent at the top, through which the compressed air and water and stones are shot forth with a roar.

Tory Island is about 8 miles away N.W. It is most usually reached also from Magheraroarty. The name of the island comes from the *tors* or *tower*-like rocks, according to Joyce, and not the old Round Tower still standing 50 feet high, a witness to the early settlement here of the monks. Near it is a remarkable *Cross* shaped like a T, which "appears to be in its original

[1] *Climbing in the British Isles:* Longmans.

condition." The old archway between these two is a remnant of the two early churches once found here. All were investigated by Petrie before 1845. Near the Cross, at the N.W. corner of the Island, is *West Town*, the best landing-place, where some of the "curraghs" or primitive boats of the natives may be seen.

The inhabitants revel in wonderful stories and weird folk-lore, but have now lost their non-rent-paying reputation, and are arranging to buy their holdings under the new Land Purchase Act.

The tale of King Balor of the Mighty Blows, his wild sea-rovings, and the imprisonment of the lovely princess Ethnea are local legends.

The best way to approach **Muckish** is to train to Creeslough. Cycling or walking from there take the inland road (at the Dunfanaghy end of the village) which goes direct to Muckish Gap. The shepherd's cottage, just short of the gap, we have found a good starting-point. (Here the cycle may be left.) The top is an extensive table with four or five cairns. In the central heap of stones we surprised a hare about as much as he astonished us. The view is splendid, especially the north face of Errigal's "peerless cone."

Seven miles of fair riding, rendered interesting by the views of Sheep Haven on the north and of Muckish landwards, separates Dunfanaghy from Creeslough. Three-quarters of the way on you get sight of *Ards House* and richly wooded demesne (left), commanding the upper reach of Sheep Haven.

William Wray, the old Master of Ards, in the 18th century had a strange history. He lived here in luxurious state and "dispensed hospitality with true regal splendour." His ambition indeed appeared to be to see daily as much eaten as possible; and to facilitate the arrival of guests he engineered a road over Salt Mountain. Extravagance, however, at last had its reward, and the old man, broken down, went over to France, where he died "poor, unfriended, and forgotten."

Creeslough (*Hotel:* (I.A.C.; C.) Harkin's, 8 bedrooms); Dunfanaghy, 7 miles; Rosapenna, 8; Letterkenny, 13; Milford, 7½, is well placed above Sheep Haven, and is near quarters for Muckish, Doe Castle, Salt Lough, Glen-Veigh, and Gartan Lough.

Doe Castle (2 miles), the ancient stronghold, once the home of the M'Sweeneys, is chiefly known from its connection with the central figure of the insurrection of 1641, the year before the opening of the Civil War in England, and one of the most terrible and sanguinary in the chronicles of Ireland.

In that rising of the Roman Catholics under "Owen Roe" we have "a picture of the vengeance which a people, brutalised by oppression, wreaks

in the moment of its brief triumph on its oppressors."[1] Smarting from remembrance of the confiscations of the settlement, and enraged at the policy of England, the Ulstermen, on hearing that the Protestant forces under Monroe had landed to crush their protests, sent to Colonel "Owen Roe" O'Neil, then in Spain. He landed in 1641 near Castle Doe, and made this his headquarters. Under his able leadership they did well, and at such an awkward moment in English history might have roused a serious opposition. But among the four wrangling parties in Ireland bitter contention arose, and whilst the house became divided against itself, "Owen Roe," the only general of ability, suddenly died. Hence it was that Ireland held its sword with but a weak hand when Cromwell arrived.

Lough Salt is 8 miles S.E. and well worth visiting. The picturesque Glen-Veigh is 8 miles S.W.; and Gartan Lough, the early home of St. Columba, is 9 miles S. (p. 355).

Leaving Creeslough for *Rosapenna* you have an awkward hill to manage; then passing round the head of Sheep Haven by Lackagh Bridge, bear left in full view of Doe Castle and Ards House (p. 364) towards Carrigart R. C. Church (6¼). Keeping this on your right, turn left along the sandy neck of the peninsula to Rosapenna (8 miles).

By turning right at Lackagh Bridge, Glen can be reached in 1¾, and so a round made to Rosapenna, in all 9½ miles. It was in the neighbourhood of Glen that the charming story-teller Mr. W. Le Fanu first saw and "sampled" *poteen*, under the guidance of one Dolty. Soon afterwards his attention was drawn to "five policemen carrying in triumph through the village a still just seized." Dolty was in fits of laughter; the still, he said, was an old one, quite worn out. "Look at the holes in it. Some one has given information to the police where they might find it. We often play them that trick, and sometimes get a pound reward for an old still not worth sixpence."

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[1] See Goldwin Smith and Froude for the history of this time.

ROSAPENNA AND CARRIGART.

HOTEL.—(I.A.C.) The Rosapenna ("Norwegian" style; well appointed, comfortable golfing house); a small inn also at Carrigart.
CARS.—*See pink pages.*
STEAMERS weekly, from Portrush and Derry.
DISTANCES.—Londonderry, 32; Milford, 11; Rathmullen, 18¾; Fahan Railway Station, 21½; Buncrana, 25; Portsalon, 14; Creeslough Railway Station, 8; Dunfanaghy, 14½; Gweedore Railway Station, 31½; Killybegs (by Carrick), 94½.

Lord George Hill made Gweedore into a tourist centre. Rosapenna was made by Lord Leitrim. All the comforts which it offers to the traveller, and all the advantages possessed by local industries are due alike to that liberal-hearted nobleman. His early death deprived both his tenantry, by whom he was much beloved, and the whole countryside of a landlord and leader whose type is sadly rare in this country.

He promoted industry, opened markets, started the steamer service between this bit of wild Donegal and the outer world, and last, but not least, built the hotel. In the latter project he went to great trouble. For he selected the wood in Stockholm, and, after learning the build of Scandinavian hostelries, brought over the materials to Mulroy in two ships and employed special workmen. Unfortunately, owing to a fatal attack of typhoid, he did not see the completion of his work.

"He loved his people"

are the simple words on the memorial cross at Carrigart. They speak volumes. The work he began is now being carried on by his son, the present Earl of Leitrim.

The golf links—to many the chief attraction—are quite near the hotel, and good. They were "discovered" by old Tom Morris, and planned by Brown of Dublin. A pleasant sandy beach near the hotel makes good footing for bathers.

Fishermen will find their way to the streams falling into

Mulroy Bay, the sea-inlet on the east side of the peninsula ; or, for sea-fishing, to Sheep Haven.

Scenery-hunters will do well to hasten to the top of *Ganiamore*, the tempting little hill north of the hotel. It is only 680 feet up, and commands a most interesting view. The far hills on the east are those of Inishowen, culminating in the northern Slieve Snacht. Next, they should go through Creeslough, by the road that skirts Sheep Haven, to *Dunfanaghy* (14½ miles) ; noticing Doe Castle on the way (p. 364), and staying at Dunfanaghy long enough to enjoy the beauties of **Horn Head** (p. 363). This fine headland is only 19 miles from Rosapenna.

Muckish is 7 miles south-west of Creeslough and well worth a climb (p. 364).

To Milford there is a good cycling road along the pretty western shore of Mulroy Bay. It is 11 miles ; passing through Carrigart turn right, having the church on your right.

To *Kilmacrenan* (16 miles) you may go either through Glen (5 miles) and (right) over Barnes Gap (400 feet) ; or direct from Glen (left) by Lough Salt (1 mile less).

The opening of the Burton Port Railway, which is an extension of the Letterkenny line, adds greatly to the accessibility of Rosapenna, which is only 8 miles from Creeslough Station.

From Kilmacrenan (*inns*) anglers may work on Lough Fern, Lannan River, and Lough Gartan. There is a fair-sized hotel at the latter.

Rosapenna to Portsalon.—(1) From Carrigart, the right turn, with church on *right hand*, is the best for wheels (21½ miles). This passes Milford and Kerrykeel. (2) Walkers will take the eastern coast-road, cross Rawross Ferry (3½ miles), and turn right, passing near Leatbeg, and noticing the fine view to the south-west. After crossing Moross Ferry [1] (2½ miles) you reach Rossnakill village, where you turn first right and at once left ; thence keep straight on to Portsalon (total 14 miles), facing the Urris Hills right in front, on the far side of Lough Swilly.

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1 In a farmhouse at the foot of Cashelmore Hill (560 feet), a short way north of Moross Ferry, was born that Miss Patterson who became the wife of Jerome Bonaparte, and thus ancestress of Prince Napoleon, the present head of the family. By the natives she is still spoken of as "Queen of France."

PORTSALON.

HOTEL.—Colonel Barton's.
RAILWAY STATION.—Nearest Fahan, 11 miles by steamer.
STEAMER.—*See pink pages.*

Portsalon is to lower Lough Swilly what Buncrana is to the upper reaches. It has the advantage of being 9 miles nearer the two Heads of Fanad and Dunaff, which guard the sea-mouths of the lough. It is charmingly placed on Ballymastocker Bay, at a fine angle of the lough, and faces a noble group of mountains ranging from Urris and Slieve Snacht (in Owen, 2019 feet) on the left to Knockalla, or the Devil's Backbone, on the right. Directly in front the Swilly comes down its longest reach of 9 miles, a fine sweep of water, two miles wide, for the most part, from shore to shore. The golf links are some of the best in Ireland ; and there is pleasant bathing in the bay.

DISTANCES.—(*Steamer*) Fahan, 11 ; (road) Rathmullen, 17 ; Milford, 10½ ; Carrigart, 12½ ; Letterkenny, 22 ; Londonderry (steamer and rail), 20.

The Seven Arches.—A short and interesting excursion. About 1½ mile north from the hotel. These are a series of fine caverns scooped out of the limestone rock by the action of the waves. They can be easily reached by land, but the approach by water is more grand and imposing. From the strand where the boat deposits the visitor, "a cave with a narrow entrance runs 130 feet inland, and beyond this are the Seven Arches, one of which, forming a grand entrance from the sea, 100 yards long, divides into two. Beyond the left-hand one is another cave 120 feet long. The right-hand one is again divided into four beautiful ones, through any of which a passage may be made on to the boulder strand, whence another arch leads towards the north.—*Canon Baillie.*

When at the Seven Arches the tourist should go on by boat, 2 miles, to Doagh and Beg, where the cliffs rise to 400 feet ; and to the granite rock called Brown George, with a natural arch 8 feet high.

To *Rosapenna* (and Carrigart) the direct way for pedestrians is by Moross Ferry and Rawross Ferry, an interesting cross-cut of 14 miles (*see* p. 367). But the only wheel-road is 21½ miles, through Kerrykeel, Milford, and back along the opposite shore of Mulroy Bay.

For *Kilmacrenan* (15½ miles) and Gartan Lough (22¼ miles) continue direct south-west through Milford.

For *Letterkenny* (21 miles) take the main southern road to Kerrykeel (6 miles), which follows the shore of Mulroy Bay at the foot of the Devil's Backbone hills, and so direct to *Milford* (10½ miles ; *inns*). Here you will be puzzled by a diversity of roads, and it will be well to make full inquiries on the spot.

That which leaves the village south-east leads in 6 miles to **Ramelton** (*hotel*), from which a direct route of 15½ miles may be made to Derry over Fort Stewart ferry.

The main south road leaves Lough Fern and Kilmacrenan on the right, and so over moderate hills to Letterkenny.

To *Rathmullen.*—There is either (1) the pedestrian route along the shore of Lough Swilly (12 miles), by the "battery" at the left-hand end of the Knockalla Mountain (1203 feet) and Fort Royal ; or (2) the hilly road (12 miles) which, as described just above, goes to Kerrykeel, and there turns left, and rises several hundred feet over the hills and drops to Lough Swilly ; or (3) the *Main Road* to Milford, mentioned p. 367, and thence the main left turn, which passes the Workhouse and ends along the shore of Lough Swilly (18½ miles in all).

Rathmullen (*Hotel :* The Pier) is a picturesque group, owing to the fine old ivied ruins of the *Carmelite Priory.*

The Castle was the home of the MacSwynes, and it was during a visit here, a twelvemonth before the Spanish Armada, that the famous Red Hugh O'Donnell was kidnapped by Perrott the Lord Deputy. Bringing up a ship within sight of the castle, Perrott opened with the neighbouring Irish a brisk sale of Spanish wines which he had brought. The people at the castle hearing there was a "run" on such good liquor, sent down a large order. Perrot found with regret that the stock was exhausted, but politely invited the company to come on board and taste samples of his own private stock. There was no need to press the invitation, and Red Hugh went down with the rest. While they were partaking of the good things in the cabin the hatches were closed down, and in due time the captive guests found them-

selves in Dublin Bay. Red Hugh was thrown into the dungeons of Dublin Castle, but subsequently succeeded in making his escape.[1]

Rathmullen is also celebrated as the shore from which started the "Flight of the Earls" (Tyrone and Tyrconnell) a few years later; a hazardous voyage which landed them eventually on the French coast. It was also the spot where Wolfe Tone embarked in '98.

The **Priory**, which was begun in the 15th century, with its picturesque corner turrets, chimney, and ivy, makes one of the most striking bits of ruined stonework in Ireland; to see it at its best you require sunshine.

[For *Ferry* to Fahan (for Londonderry); *Char-a-banc* to Rosapenna and Letterkenny, see *pink pages*.]

It is about 2½ miles across the Lough to **Fahan** (Railway Station *Refreshment Room*) on the opposite shore, and this is the best way of getting to either Londonderry or Buncrana. From Fahan, from which either can be reached by rail, it is 4 miles' ride to **Buncrana**.

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[1] See *Donegal Highlands*.

BUNCRANA.

Railway Station.—(Derry and Lough Swilly Railway) 13 miles from Derry.

Hotels.—(C.) The Lough Swilly; and Heron's.

Distances.—(*Rail*) Dublin, 187½; Derry, 12; Letterkenny, 25; Coleraine, 46; Portrush, 52; (*Road*) Derry, 14; Letterkenny, 20½; Rosapenna, 25; Portsalon (3¾ *road*, 11 *steamer*), 14¾; Coleraine, 44; Portrush, 50¼.

No one who stays at Buncrana in good summer weather, when the scenery may be seen at its best, will regret it. The spot is charming. Built on a beautiful bend of the winding Swilly—the "Lough of Shadows"—and engirdled with striking mountains, this bit of Donegal is a treasure of which the sons of Erin may with reason be proud. Close at hand the hills and coasts of Inishowen are well worth exploring; and once across the Swilly, the tourist will find Portsalon, Rosapenna, the scenery of Mulroy and Sheep Haven, and in fact all the best bits of the extreme north-west, easily accessible. There are many good roads for the cyclist, notably that skirting Mulroy Bay.

A walk of 8½ miles will bring you to the top of **Slieve Snacht** (in Inishowen, 2019 feet), one of the most accessible and repaying climbs in the Emerald Isle. From Cock Hill, something over a mile north of Buncrana, you may go on direct to Dumfries Post Office, and then climb up; or take the drier route along the slopes of the south end of the mountain: to follow the latter, turn right 2 miles, cross stream and mount up gradually under the southern spur.

The view is a vast one, extending from the peaks of the Scottish Arran, north-east (87 miles), to Errigal, south-east (35 miles), making a total line of 122 miles of country! South-west you can, if clear weather favours you, see the Blue Stacks, and south-east the Sperrins. The windings of the shimmering

Swilly are very striking—the best thing we have seen from the top.

Scalp mountain, south-east (6½ miles), the *Urris Hills* near the Gap of Mamore, north (9 miles), and *Dunaff Head*, north (13 miles), are all easily accessible, and worth doing.

The *Knockalla* ("Devil's Backbone") mountains over Portsalon ought to give a splendid view of the winding Swilly, and the circle of hills in Owen.

There is plenty of good surface for cyclists in Inishowen.

EXCURSIONS FROM BUNCRANA.

In May 1899, Lady Betty Balfour cut the first sod of the *new railway* between Buncrana and Carndonagh, destined, doubtless, to be of the highest value to the large population of the Inishowen Peninsula. At the banquet following, Mr. Gerald Balfour said that "his desire had been to follow in the steps of his brother in regard to the railway extension policy which he inaugurated in 1890, in the belief that the first step in improving the material condition of any poor district was *to provide it with communication* with the outer world."

To **Dunaff Head**, lying 13 miles to the north, it is an interesting journey along the west coast, and the road passes over the Gap of Mamore. Cyclists will have to push hard for a bit up this (860 feet), pass through the Urris Hills; and descending down the north side they must take time. From the pass it is 5½ miles on to Dunaff Head (720) feet.

In returning you may vary the route by making an eastern détour through *Clonmany*, thence southwards to *Dumfries* Post Office, under Slieve Snacht, and so home along the route of the new railway (28 miles altogether).

For **Carndonagh** (*Hotels:* (I.A.C.; C.) O'Doherty's; Canning's) trains now run, following the new road going direct north through *Cock Hill* and Dumfries, passing right between the two bits of Lough Fad, under the northern foot of Slieve Snacht (p. 371), to the twin streams of Glentoghee and Loughinn, which fall past Carndonagh to the sandy Trawbeaga Bay.

Carndonagh is now in the proud position of being the most northern railway station in Ireland.

There is pleasant cycling to *Culdaff* (5 miles) on the eastern coast; and also through Malin (3½ miles; *small inn*) to Malin Head (*inn near at Ballygorman*, 4 miles) which is 10 miles to the north-west—the "lion" of Cardonagh.

For Inishowen Head, Moville and the Lough Foyle shore, *see* p. 331.

Dr. E. Hull, speaking of the evidences in North Ireland of the "raised beach," which is the representative of the "25-feet terrace" of the western coast of Scotland, writes, "the coast of Inishowen sometimes has a trace of beach in the form of a terrace in less exposed situations. I have noticed it at Culmore and Culdaff, rising about 15 feet above the highest tides." The same geologist points out that when Inishowen was the most northern "snowfield" during the ice age, "the ice moved down into Lough Swilly, and oceanwards, between the high grounds which bound the lough." The rocks of the peninsula belong to the same Silurian formation as those of Eastern Donegal, Tyrone, and Achill.

THE DONEGAL COAST.

(*b*) From Londonderry.

On page 343 we have given a few notes on the route through Letterkenny to South Donegal. Cyclists from Derry will proceed to Letterkenny, and thence turn north as far as Milford, whether bound for Portsalon or Rosapenna.

Tourists by train, on the other hand, will find it best to take the train to Fahan (9 m.) or Buncrana, and thence (1) go by steamer down the Swilly to Portsalon; or (2) cross by Ferry to Rathmullen for Rosapenna.

The Coast Route will be found done the reverse way between pages 346 and 371.

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The first of several references is the most important.

Numbers of pages on *left* refer to the maps.

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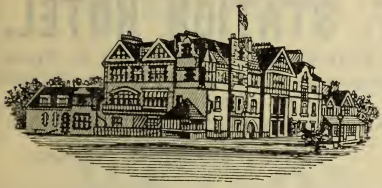

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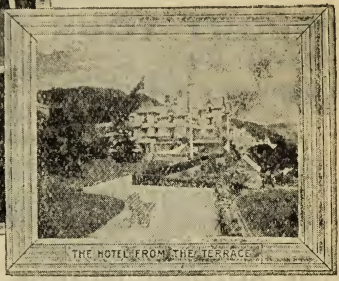

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SALMON ANGLING ON INVER AND KIRKAIG RIVERS. SEA TROUT.

SEA FISHING EXCELLENT.

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Three minutes' walk from Steamboat Pier and Ardlui Station, West Highland Railway.

THIS Hotel is beautifully situated amidst unrivalled scenery, and commands a magnificent view of the Loch. The Hotel has been remodelled and refurnished, and additions have been made; the sanitary arrangements are new, and have been carried out on the most improved principles. Visitors staying at this house will find every comfort and attendance, with boats and fishing free. Delightful daily tours can be arranged to Loch Katrine, Loch Awe, Loch Tay, Loch Long, etc. Passengers travelling South by West Highland Railway change here for Loch Lomond and Loch Katrine. Parties boarded by week. Special week-end terms, except in August. Motor garage. Petrol. *Telegrams:* "DODDS, ARDLUI." D. M. DODDS, *Proprietor.*

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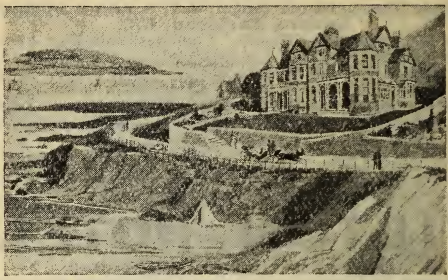

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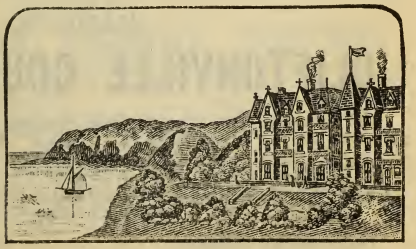

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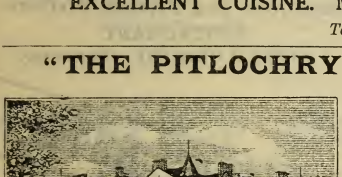

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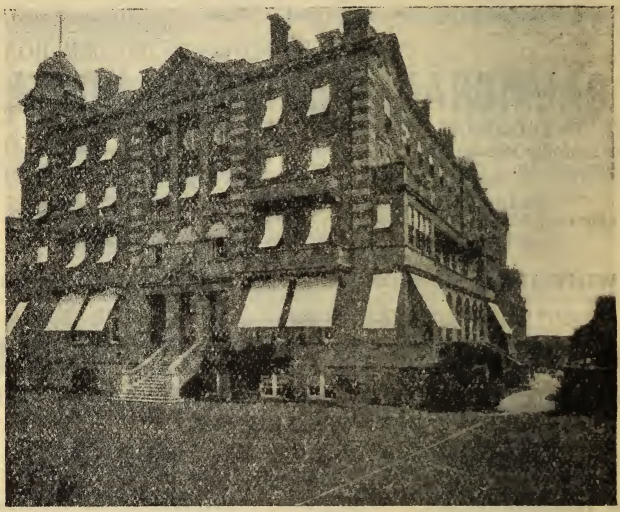

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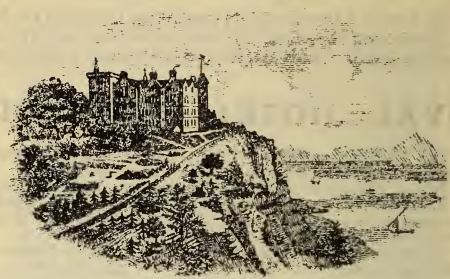

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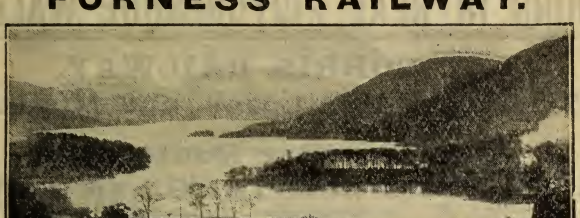

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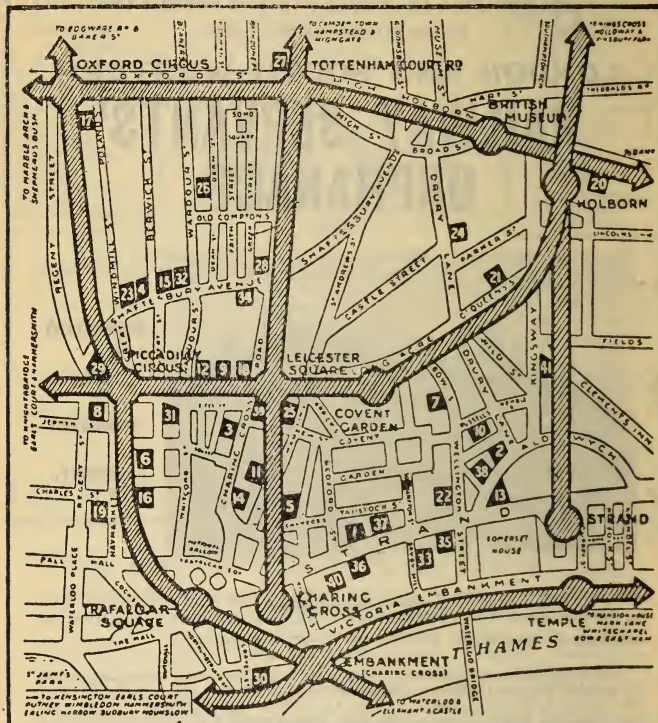

1	Adelphi	14	Garrick	27	Oxford Music Hall
2	Aldwych	15	Globe	28	Palace
3	Alhambra	16	Haymarket	29	Pavilion
4	Apollo	17	Palladium	30	Playhouse
5	Coliseum	18	Hippodrome	31	Prince of Wales
6	Comedy	19	His Majesty's	32	Queen's
7	Covent Garden	20	Holborn Empire	33	Savoy
8	Criterion	21	Kingsway	34	Shaftesbury
9	Daly's	22	Lyceum	35	Terry's
10	Drury Lane	23	Lyric	36	Vivoli
11	Duke of York's	24	Middlesex Music Hall	37	Vaudeville
12	Empire	25	New	38	The Whitney
13	Gaiety	26	New Royalty	39	Wyndham's
				40	The Little
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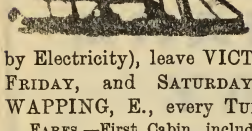

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	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
To Portsmouth	12 0	18 6	8 0	12 6	4 0	6 0
,, Southampton	13 0	20 0	9 0	13 6	4 6	6 6
,, Plymouth .	16 6	26 0	12 6	19 6	7 0	11 0
,, Falmouth .	21 6	34 0	16 6	26 0	10 0	15 0
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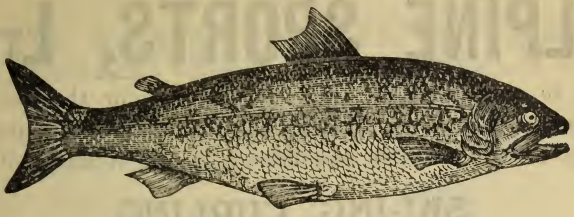

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