"CRIALLAm CImcheALL NA FODHLA:"

"Let us wander round Ireland."
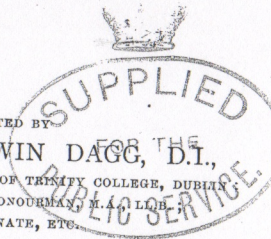

"Devia Hibernia."

THE

ROAD AND ROUTE GUIDE FOR IRELAND

OF THE

ROYAL IRISH CONSTABULARY.

COMPILED AND EDITED BY

GEORGE A. DE M. EDWIN DAGG, D.I.,

OF THE ROYAL IRISH CONSTABULARY; AND OF TRINITY COLLEGE, DUBLIN;
EX-PRIZEMAN, EXHIBITIONER, AND HONOURMAN, M.A.C.LOB.;
OF THE UNIVERSITY SENATE, ETC.

PREFACE.

THIS work was undertaken with the view of supplying a great want of the Royal Irish Constabulary, and of kindred public services ; and also of providing a " Road Book," of a reliable and comprehensive character, for the use of cyclists and tourists, of Irish travellers, and others of the public who may desire to travel through our beautiful Island.

The Compiler and Editor has been at very great pains to avoid inaccuracy and prolixity, and has striven to condense the mass of information given, both by the use of contractions and symbols, and by the stringent avoidance of merely ornamental description. He has in the design and execution forborne from trespassing on the domain and scope of all other " Guides" to Ireland which travellers have at their disposal. In this way, it is hoped that the effort will receive the support of the travelling public, whom it is designed to serve, and be spared the rivalry of other similar works, useful each in its own sphere.

The labour of compilation has been exceedingly heavy : and were it not for the ungrudging assistance so freely tendered by members of the great Royal Irish Constabulary Force of all ranks, —from the Inspector-General, who kindly sanctioned the use of the splendid organization under his command, to the junior constable, who, perhaps an enthusiastic cyclist, did his utmost to place his local knowledge at the service of the public—it would have been impossible of execution. To all and every assistant in the

very laborious undertaking, whose names are embodied in their place in the work, my best thanks and acknowledgments are due, and are very gratefully tendered. To one especially, who, by his untiring zeal, intelligence, and ability contributed very largely to the accuracy of the intricate details—my clerk, Constable Robert Callaghan, R.I.C., of Lisnaskea—my very special thanks are due, for his willing labour and assiduous perseverance in checking the tots of such voluminous and intricate returns. I may be pardoned for hoping that some recognition of his sterling worth may be bestowed on him, such as I cannot give, but such as he deserves. The book, as it leaves my hands, is not perfect, but I hope that it will be accepted as an honest effort to provide a useful Guide-book not hitherto available.

The printing of such a book deserves a word of remark, as it was an undertaking of a very unusual, and most difficult kind. The printer will, I hope, not be overlooked, the more so as the work was done in Ireland by an Irishman, and, in my humble judgment, is a credit to him.

The system of alphabeticising all details has been followed : in a few instances where the strict sequence has been, in a very small degree, departed from, it was due, I understand, to the exigencies of composing the pages, and technical considerations.

A list of " Addenda et Corrigenda " is given, which, considering the extraordinary difficulties of such a work, will not, I hope, be considered unduly extensive.

The book, as a " Road Book," is almost exhaustive of all the roads in Ireland. When it is considered that in each case the route from place to place, with nearly every turn, every hill, and every cross-road met with, is indicated, and the distance between

each one and the next adjoining is given, it was, I submit, a very great feat to have attempted, and one almost impossible to have performed altogether without mistake or inaccuracy. Actual minute measurements were not contemplated, and would have been out of place, and even confusing ; but the distances given are the careful estimates of intelligent men, familiar, by their daily and nightly duty of patrolling these very roads, with the distances and turnings ; and their estimates are checked, in their turn, by two considerations—

(1) Every Route is given both ways, *i.e.*, going and coming, and by different persons : one at each end of every Route.

(2) The known and reputed distance from place to place must agree with total of all the intervening spaces from cross road to cross road, and thus an undue expansion of these distances, either by carelessness or mistaken estimate, is prevented.

A single careful reading of the "Instructions" will render at once intelligible, the plan on which the work was designed. The amount of information given could not otherwise have been included in the limits of a book intended for the overcoat pocket, or the hand-bag of the tourist.

The notes of the objects of interest at each place are mainly Historical or Archæological, and are simply intended to remind the traveller of what to look for ; the places, when found, will sufficiently describe themselves to anyone interested in such things.

With this book is also given a copy of the best Map of Ireland, of convenient size, which the Editor could find, after an extensive search. The body of the Map is Keith Johnston's "Royal" Atlas Map—his best work. To it has been made additions specially for this work, at great labour and expense. All the new railways now in course of construction, or recently completed, are shown.

Distance lines give, at a glance, the shortest route between some thousand places. These distances are "as the crow flies," and have been derived from an authoritative source, founded on the Ordnance Survey. Any difference between the distance on the map and in the book, is accounted for by the consideration that roads deviate sometimes considerably, and the shortest route is not necessarily practicable. The Roads are shown in *scarlet ;* the Rivers (inland waters) and their names in *bright blue ;* the Sea shading in *green ;* the distance lines in *black ;* Railroads are in *solid scarlet lines ;* while the body, names of Towns, shading, etc., are in *purplish mauve.* Never before has a Map, so elaborate and accurate, on such a scale, and giving so much information, with so many distinguishing printings, been published. It is therefore almost an unique work in itself. This Map is not bound in, so as to permit of its being removed from its case for consultation, on a table if necessary, without the risk of tearing. It can also be had separately from the book, mounted in a cover.

To the subscribers, and to the public, who will, he hopes, see reason to encourage a work of usefulness, of severe labour, and of protracted anxiety, undertaken with the object of serving them in the best way, the Editor and Compiler submits his effort in the humble hope of some measure of approval and patronage.

G. A. DE M. E. DAGG.

LISNASKEA, 23rd May, 1893.
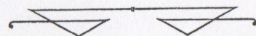
INSTRUCTIONS

Explaining the Contractions, etc., used in the Work.

EACH Police Barrack in Ireland is the centre of a circle of "Circumjacent" Stations. Each Police Station has sent in a return, on identical lines, giving similar information as regards itself and circumjacent neighbouring Police Barracks, which are printed in uniform style and sequence. The contractions are almost self-explanatory. One return having been described, every other one will be understood, because the same symbols and sequence are observed in every case. There is a Police Station of the Royal Irish Constabulary in every place of importance in Ireland (outside the Dublin Metropolitan District, which is not included in the scope of this work). In a great many cases, also, Police Stations are, in country places, on the roadside, or elsewhere, of but little note except locally : they are generally known by the name of the townland in which they are situated. In this way it will be understood that almost every public road in Ireland is described ; being, so to say, radii of the extraordinary system of intersecting circles, whose centres are R.I.C. Stations, and whose circumferences pass through the adjacent stations.

First comes the name of the station (in heavy type) ; next, whether it be in a City (**C**) ; a Town (**T**) ; a Village (**V**) ; or on the Roadside, or in a Rural locality (**R**). Next comes the population of that place by the Census of 1891, in parenthesis, thus (1234). Then follows the name of the Barony, and next of the Parliamentary Electoral Division, and County, and Riding, and Province, in which the place lies ;—these particulars generally fix the locality sufficiently to indicate the whereabouts of the place,

even without the aid of the splendid map. Then come the words, "Tel. 8-8." This indicates that the place has a Telegraph Office, which is open for business from 8 a.m. to 8 p.m., or for whatever hours is stated in this way. The dates on which fairs are held is next given—the capital F indicating that "Fairs are held on" such and such dates. If the fairs occur on fixed days of the week they are so shown—"F, 1 m." means on "*the 1st monday in each month*," or, as the case may be, 1st, 2nd, 3rd, or 4th m. (monday), t. (tuesday), w. (wednesday), th. (thursday), f. (friday), s. (saturday). Market days are indicated in a precisely similar manner : thus, "M, m.," means "Markets are held on every monday." "D.I.," or "C.I.," or "R.M.," indicates that a "District Inspector," or "County Inspector of R.I.C.," or a "Resident Magistrate" is stationed at the place. "B" means that there is a public Boat for Police use there. "PS" indicates that Petty Sessions are held on the days shown as Fairs or Markets are, as explained above. "P.St." stands for "Polling Station," but NOT Petty Sessions. Then follow the initials of the Railway Company, if the place have a Railway Station ; if it be not a Railway Station, the name of the *nearest* Railway Station to the place, and its distance, is indicated so : say for Ballinaboola—"Palace East, 6, D. W. & W. RY.," means that "Palace East, a station on the Dublin, Wicklow, and Wexford Company's System, is the nearest Railway Station for Ballinaboola, and is distant from it six miles." Then is indicated by the figure (1) in parenthesis, in heavy type, the hours at which the letter mails arrive at the local Post-Office : (2) the hours at which the boxes are cleared for the despatch of mail matter at the local Post Office : (3) the nature of the Postal business accommodation supplied by the local Post-Office—thus, PO (Post-Office), SB (Savings Bank), MOO (Money Order Office), or if there be no PO, the name and distance of the nearest PO : (4) indicates if there be "Post Cars" or vehicles for hire available at the place, and the figure following the "Yes" indicates, approximately, the number of such vehicles

available at ordinary times for hire : and lastly, (5) follow the names of places of beauty or interest, locally or historically, or in any way such as to afford any satisfaction to the visitor, and their approximate distances. In a great number of cases, dates and short details are given ; and for these, in most cases, the Editor is responsible. In the case of cities in which the number of Police Stations is large a short general account of the history, etc., of the place is prefixed after the name of the city. (See Belfast, Cork, Limerick, Londonderry, Waterford, and Wexford). The dates have been verified ; and in the case of the Abbeys, etc., "Ware's Antiquites of Ireland" (Harris, Dublin, 1764) has been the source of the statements made. Much information has been gleaned from many sources of established character, too numerous to be recited here. For them, in a majority of cases, the Editor is responsible, and he trusts that some may be found of general interest and value.

In smaller type follows the especially distinctive feature of this work.

In Column 1 is placed, in alphabetical sequence, the names of the Police Stations "lying around" the place to which each paragraph refers, and each place is distinguished as—C., city ; T., town ; V., village ; or R., rural.

Further, it will be noticed that the names are printed in different styles of type, thus :—plain ordinary type (technically "Roman" type, Nonpareil size) indicates that the place is in the same county, AND in the same District-Inspector's district as the place at the head of the paragraph ; "Italic" type indicates that it is in the same county, but NOT in the same District-Inspector's district as the place at the head of the paragraph ; and finally, a place printed in "small Capitals" Roman type, is NOT in the same district, NOR in the same county, as the place named at the head of the paragraph.

The name of the member of the Force who supplied the information concerning the places and the roads, etc., of the paragraph

is printed, with his rank, at the end of the large print paragraph, although the small print part of the paragraph is his work also.

After the name of the place and its designation, comes its distance in English miles, and parts of a mile *from the principal place heading the paragraph.*

In the 3rd Column is one or more Capital letters, from "A" to "I," indicating the kind of Roads that are met on that particular "route" as regards "levelness and breadth."

A means that the road is "Level and broad." (2 four-wheeled vehicles can trot abreast).

B   ,,   ,,   ,,   "Level and narrow." (ordinary county roads).

C   ,,   ,,   ,,   "Up and down hill, and broad."

D   ,,   ,,   ,,   "Up and down hill, and narrow."

E   ,,   ,,   ,,   "Up-hill, steep and broad."

F   ,,   ,,   ,,   "Up-hill, steep and narrow."

G   ,,   ,,   ,,   "Down-grade," not too steep for use.
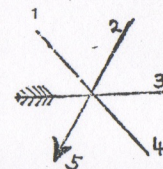
H   ,,   ,,   ,,   "Hilly;" so steep as to necessitate walking.

I   ,,   ,,   ,,   Impassable for ordinary wheel traffic.

In the next adjoining Column is indicated, by one or more Capital letters, the character of the average condition of the "surface of the road"—the "state" of the road surface on a general average—thus : "G."=good ; "B."=bad ; "I."=indifferent ; "R." rocky or "rutty" ; "S."=stony or sandy ; "P."=poor, *i.e.*, "darned" ; "F."=fair, and so on. Whenever part of the "route" is by Sea, it is noted in full in this Column "Sea."

In the last and broadest Column the actual route is indicated *in extenso*, in the following way :—The first fraction represents the distance, in English miles, or part of a mile, from the Police Barrack *to the first cross-road* OUTSIDE THE TOWN on the way FROM THE PRINCIPAL PLACE, at the head of the paragraph, TO THE PLACE in that line. All lanes, avenues, bog roads, gates, and such insignificant paths are entirely disregarded. The letters R. (right) and L. (left), indicate *to which* hand *you keep or turn*, at a place where either a turn is made at a X road, or only two roads "fork."

X. indicates a cross-road, where you make no turn, but "go straight on," *i.e.*, you take the middle road of the three roads met at the X road. If a place occurs *where* MORE *than four* roads meet, the turn to be taken is shown by the letter V and a "superior" numeral, thus, "V⁵," means that "you take the 5th road," counting round from your left hand (like the hands of a clock), not counting the road by which you arrive at the point at which the "star" radiates. Thus V⁵ would indicate that, having arrived at the point in the centre, as shown by the arrow, you leave by the road numbered 5. A dangerous hill is shown in its place in this column by Λ for an uphill and by V for a downhill. F. indicates a ferry, and the fraction the length of the ferry. S. means shore (of the sea) ; thus, "S. 6 S." means "shore to shore is 6 miles of sea," or "6 miles sea." W. means "fresh water," as on a lake or river ; S. means "sea or salt water." The roads on each shore of the ferry are indicated as in the case of cross-roads (explained above). Thus each fraction represents, as it is placed in line, the part of an English mile that intervenes between each turn indicated by R., or L., or X., or V⁵, and the last fraction is the distance from the last cross-road to the R.I.C Barrack in that line. The total of the fractions *always* MUST agree with the distance as given in the 2nd column.

Now, as explained, the route is written from every place to the next, so that if you be at any place, and want to go to the next, or *vice versa*, turn up the place at which you are, as in a Dictionary, and you find what you want. Again, if you want to return from the place, by referring to its name you get the road back, which may be a different route of equal length to the route by which you came ; or if it be the same, the route "home" will be found to be identical with the route "out," only read backwards, changing R. into L. and L. into R. In this way, sometimes, choice of two routes is afforded : then the relative merits of each can be deter-

mined by consulting columns 3 and 4, which show the kind and quality of the roads. In towns and cities streets are indicated in column 4 by " P." or " M.," meaning " paved" or " *macadamised*" streets.

In making a distinction between "towns" and "villages," a very great difference of opinion seemed to exist among the sergeants. In the first portion of the book, the Compiler did not notice this soon enough to have it remedied ; but in the subsequent portions a careful revise was made on the basis of 1,000 inhabitants by census. Thus all of 1,000 and over are towns ; all under 1,000 are villages. This is not laid down except as a conventional distinction for the purpose of avoiding discrepancies in reference.

ABBREVIATIONS AND SYMBOLS.

C = City.

T = Town.

V = Village.

R = Rural or Roadside.

(Pop.) = Population, 1891.

F = Fairs.

M = Markets.

P.St. = Polling Station only.

PS = Petty Sessions.

B = Boat Station.

Tel. = Telegraph Office

(1) = Post arrives.

(2) = Post despatched.

(3) = Postal information. PO (Post-Office), MOO (Money Order Office), SB (Post Office Savings Bank).

(4) = Post Cars available, and the number.

(5) = Interesting places in the locality, and their distances in English miles from the R.I.C. Barrack.

8-8 = From 8 a.m. to 8 p.m., and so on.

In Column 3—

A = Broad and level. ⎫

B = Narrow and level. ⎬ level roads. *Good.*

C = Up and downhill, broad. ⎫

D = Up and downhill, narrow. ⎬ up and downhill roads. *Fair.*

E = Uphill, steep and broad. ⎫

F = Uphill, steep and narrow. ⎬ uphill roads. *Bad.*

G = Downgrade roads (not too steep). *Good.*

H = Hilly (so steep as to necessiate walking up and down). *Bad.*

I = Impassable for ordinary wheeled traffic. *Very Bad.*

In Column 4—

G = Good.

B = Bad.

I = Indifferent.

R = Rocky or rutty.

S = Stony or sandy.

P = Poor, *i.e.,* " darned."

F = Fair.

In Column 5—

R ≡ Keep to the right at a "fork," or *turn* to the right at a "X road."

L = Keep to the left at a "fork," or *turn* to the left at a "X road."

X = Go straight on: take the middle one of the three roads met.

V¹, etc. = Take the indicated road, counting from the left of where you stand.

V = A downhill } dangerous—*i.e.* to cyclists, or drivers.
Λ = An uphill }

F = A ferry.

W = Fresh water.

S = Sea, or shore, or salt water.

Sequence of descriptive locality { = Barony.
= Parliamentary Electoral Division.
= County and Riding.
= Province.

M. G. W. RY. = Midland Great Western Railway.
G. S. & W. RY. = Great Southern and Western Railway.
G. N. RY. = Great Northern (of Ireland) Railway).
D. RY. = Donegal Railway.
L. & L. S. RY. = Londonderry and Lough Swilly Railway.
D. C. RY. = Derry Central Railway.
B. & N. C. RY. = Belfast & Northern Counties Railway.
B. & C. D. RY. = Belfast & County Down Railway.
D. & M. RY. = Dublin & Meath Railway.
W. & L. RY. = Waterford & Limerick Railway.
W. C. I. RY. = Waterford & Central Ireland Railway.
D. W. & W. RY. = Dublin, Wicklow, & Wexford Railway.
W. D. & L. RY. = Waterford, Dungarvan, & Lismore Railway.
C. F. & L. RY. = Cork, Fermoy, & Lismore Railway.
C. & M. RY. = Cork & Macroom Railway.
C. B. & S. C. RY. = Cork, Bandon, & South Coast Railway.
C. & P. RY. = Cork & Passage Railway.
T. & D. LT. RY. = Tralee & Dingle Light Railway.
T. & F. RY. = Tralee & Fenit Railway.
S. L. & R. LT. RY. = Sligo, Leitrim, & Roscommon Light Railway.
S. L. & N. C. RY. = Sligo, Leitrim, and Northern Counties Railway.
L. & K. RY. = Limerick and Kerry Railway.
B. & C. RY. = Ballycastle and Cushendall Railway.
C. L. & R. RY. = Cavan, Leitrim, and Roscommon Railway.

Etc., etc., etc.

xii.

Abb]   **A**   [Abb

ABBEYDORNEY V. (Pop. 143). Clanmaurice : North Division : Co. Kerry : Munster. F, 1st t. after New Year's day and 1 Dec. : PS, every second Friday : W. & L. RY. (1) 8.30 a.m., 9.30 a.m. : (2) 3.30 p.m. : (3) PO : (4) No : (5) None. Thomas Stanton, constable.

Errata.

Please see "*Addenda et Corrigenda*," page 342.

The following, out of alphabetical order, will be found on the pages noted :—

AGHALEE,	..	..	page 3	CARRIGTUOHILL,	..	..	page 86
AGLISH,	..	..	" 3	CARROWREAGH,	..	..	" 86
BALBRIGGAN (should be on p. 18),	" 30	CASTLEBALDWIN,	..	" 87
BALLYHOGAN,	..	..	" 38	CASTLEBRIDGE,	..	..	" 89
BALLYKILCLINE,	..	" 41	CASTLEFIN,	..	..	" 89
BUTLERSBRIDGE,	..	" 74	CASTLEGREGORY,	..	" 90
BUTLERSTOWN,	..	" 73	CASTLERAY,	..	..	" 93
CALLAGHANE,	..	..	" 76	CASTLESHANE,	..	..	" 93
CARRIGANIMMA,	..	" 85	GLASNEVIN,	..	..	" 171
CARRIGEEN,	..	..	" 85	GLASSERCOO,	..	..	" 171

For "Ballyveen," page 46, *read* "Ballyreen."

3 BALLYMOAN V	3¾	B	G	¼ R 1 L 1 L 1
4 Durrow T	5½	B	G	¼ L 2 X 1 R 1 L 1 L ¼
5 Maryboro T	9½	A	G	¼ L 1¼ R 2½ X 2½ L 2¾ R ¼

DUNGARVAN V. (Pop. 72). Gowran: North Kilkenny: Co. Kilkenny: Leinster. (1) 8.30 a.m.: (2) 6 p.m.: (3) PO, Kilfane, 2: (4) No: (5) Tulloherin Round Tower, ½. James Peters, constable.

1 Bennettsbridge V	5½	B D	F	$\frac{1}{4}$R$\frac{1}{4}$R2X1R2R$\frac{1}{2}$
2 Goresbridge V	7	B D	F	$\frac{1}{4}$L$\frac{1}{4}$L2R$\frac{1}{2}$L2R$\frac{1}{2}$L1$\frac{1}{4}$R$\frac{1}{2}$
3 Gowran V	3½	B D	F	$\frac{1}{4}$R$\frac{1}{4}$L2$\frac{1}{2}$L$\frac{1}{4}$
4 Graiguenamanagh V	9	B D	F	4$\frac{1}{2}$L4$\frac{3}{4}$R$\frac{1}{4}$
5 Thomastown V	4¾	B D	F	$\frac{1}{4}$R$\frac{1}{4}$L2$\frac{1}{2}$L1R1

DUNGIVEN V. (Pop. 749). Kennaught: North Division: Co. Londonderry: Ulster. F, 2 t.: PS, 3 th.: M, s.: B. & N. C. RY.: Tel. 8-8. (1) 8.20 a.m., 5 p.m.: (2) 10 a.m., 5.5 p.m.: (3) PO, SB, MOO: (4) Yes, 8: (5) Dungiven Castle, ½; School, ¼. John Daly, sergeant.

1 Claudy V	10	B D B D	F	$\frac{1}{4}$L1$\frac{1}{2}$R2R2R$\frac{1}{2}$L$\frac{1}{2}$R1X1R1
2 Limavady T	9	B D B D	F G	$\frac{1}{2}$L2$\frac{1}{2}$R2L1R2L1
3 Park V	9	B D	F G	$\frac{1}{4}$L1$\frac{1}{2}$R1$\frac{1}{2}$L1$\frac{1}{4}$X2$\frac{1}{2}$R1$\frac{1}{2}$

DUNGLOE V. (Pop. 393). Boylagh: West Division: Co. Donegal: Ulster. Tel. 8-8: F, 4th, monthly: PS, 3 t.: D.I.: Stranorlar, 31, DONEGAL RY. (1) 11.15 a.m.: (2) 2 p.m.: (3) PO, SB, MOO: (4) Yes, 9: (5) Arranmore Island, 10; Maghery Strand, 4½; Croghey Head, 5½; splendid fishing and shooting in vicinity. James M'Mahon, head-constable.

1 Anagry R	7½	D	I R S P	2R$\frac{1}{2}$R5
2 Burtonport R	5	B D	F G F	$\frac{1}{4}$R1$\frac{1}{2}$R$\frac{1}{4}$L2R$\frac{3}{4}$L$\frac{1}{2}$
3 Doharrybridge R	8	D	G	1L6$\frac{1}{4}$VR$\frac{1}{2}$
4 Lettermacaward R	9	I	B R	1L6R1$\frac{1}{4}$R$\frac{3}{4}$

DUNKERRIN V. (Pop. 60). Clonlisk: Birr Division: King's Co.: Leinster. Roscrea, 6, G. S. & W. RY. (1) 7.20 a.m.: (2) 6.55 p.m.: (3) PO: (4) Yes, 1: (5) No. John Powell, sergt.

1 Clonakenny R	5	B	F	2$\frac{1}{2}$X$\frac{3}{4}$L$\frac{1}{4}$L1$\frac{1}{2}$
2 Coolaclevin V	3	A	G	$\frac{1}{2}$L1$\frac{1}{4}$R$\frac{1}{4}$L$\frac{1}{2}$R$\frac{1}{2}$
3 Moneygall V	3	B	F	$\frac{1}{4}$R1X1$\frac{1}{2}$
4 Roscrea T	6	A	G	1L$\frac{1}{4}$R1$\frac{1}{4}$X2$\frac{1}{2}$L$\frac{1}{4}$

DUNKINEELY V. (Pop. 249). Banagh: South Donegal: Co. Donegal: Ulster. F, 16th of each month; if 16th fall on Sunday, fair will be held on 17th: M, th.: DONEGAL RY., ½: Tel. 8-8. (1) 9.30 a.m., 4.30 p.m.: (2) 8 a.m., 3.30 p.m.: (3) PO, SB, MOO: (4) Yes, 5: (5) M'Swine's Castle, 1; St. John's Point, 6½. John Neill, acting-sergeant.

1 Killybegs V	6	B	G	$\frac{3}{4}$R3$\frac{1}{4}$L2
2 Mountcharles V	7¾	B	G	2R2R$\frac{1}{2}$R$\frac{1}{4}$R$\frac{1}{2}$R3$\frac{1}{4}$

DUNLAVIN V. (Pop. 544). Talbotstown Lower: West Division: Co. Wicklow: Leinster. F, 2 w.: PS, each alternate w.: M, w.: D.I.: G. S. & W. RY.: Tel. 8-8. (1) 8 a.m., 10 a.m.: (2) 4.15 p.m., 6 p.m.: (3) PO, SB, MOO: (4) Yes, 10: (5) Dunlavin Green, ¼. John M'Donagh, constable.

1 Donard V	4½	D	G F	3X1$\frac{1}{2}$
2 Grange (Con)	5	C D	G F	$\frac{1}{2}$R$\frac{3}{4}$L$\frac{1}{2}$X1$\frac{1}{2}$L1V2$\frac{1}{2}$
3 Hollywood R	5½	C D A	G F G	$\frac{3}{4}$R$\frac{1}{2}$R1R1$\frac{1}{2}$L1X1$\frac{1}{2}$L1X$\frac{1}{2}$
4 KILCULLEN V	7	C D F	G F	1L$\frac{1}{2}$L$\frac{1}{4}$R1L1$\frac{1}{4}$R1L$\frac{1}{2}$R1X R$\frac{3}{4}$
5 Stratford V	6½	D	G F	$\frac{3}{4}$R1$\frac{1}{2}$X1R2R$\frac{3}{4}$L$\frac{1}{2}$

DUNLEER V. (Pop. 210). Ferrard: South Division: Co. Louth: Leinster. Tel. 8-8: F, 4 w.: PS, 2 t.: G. N. RY. (1) 7.45 a.m., 5.45 p.m., 9.14 p.m., 3.45 a.m.: (2) 7.30 a.m., 5.30 p.m., 9 p.m., 10 p.m.: (3) PO, SB, MOO: (4) Yes, 10: (5) No. Thomas Magorry, constable.

1 Ardee T	6½	A	G	$\frac{3}{4}$R3$\frac{1}{4}$R2$\frac{1}{2}$L$\frac{1}{4}$
2 Cast ebellingham V	5	A	G	2$\frac{1}{2}$X2$\frac{1}{2}$
3 Clonmore R	4¼	D	G	1R2X1$\frac{1}{4}$
4 Collon V	7½	B	G	1R1$\frac{1}{2}$X2$\frac{1}{4}$X2X1L$\frac{1}{4}$
5 Stabannon R	3½	B	G	$\frac{1}{2}$R2R1L$\frac{1}{4}$

DUNMANUS R. Western Division West Carbery: West Division: Co. Cork, W.R.: Munster. Schull, 6, W. D. W. C. RY. (1) 9.42 a.m.: (2) 2.42 p.m.: (3) PO, 3: (4) No: (5) Dunmanus Bay, 1; a Castle of The O'Mahony's and a large "Dun," 1½. M. O'Sullivan, acting-sergeant.

1 Durrus V	9	B D B D	F	$\frac{1}{2}$XL$\frac{3}{4}$R$\frac{1}{2}$L1$\frac{1}{2}$X5
2 Goleen V	6	B D B D	F	$\frac{1}{2}$L1$\frac{1}{2}$R3$\frac{1}{4}$L$\frac{1}{2}$L$\frac{1}{4}$
3 Schull V	6	B D B D	F	1$\frac{1}{2}$R1$\frac{1}{2}$L2R$\frac{1}{2}$R$\frac{1}{2}$

DUNMANWAY T. (Pop. 2029). Western Division East Carbery: South Cork: Co. Cork, W.R.: Munster. F, 4 th.: PS, fortnightly: M, t.: D.I.: C. B. & S. C. RY.: Tel. 8-7. (1) 5.30 a.m., 5 p.m.: (2) 9 a.m., 7.15 p.m.: (3) PO, SB, MOO: (4) Yes, about 20: (5) No. William Atwood, head-constable.

1 Ballineen V	7	A	G G	2X1X1$\frac{1}{2}$X1$\frac{1}{2}$X2$\frac{1}{4}$
2 Bal'ygurteen V	6½	B	G	1LX$\frac{1}{2}$RX1RX$\frac{1}{4}$LX3$\frac{3}{4}$
3 Carrigadangan R	8	B	F	1X$\frac{1}{4}$L$\frac{1}{2}$R1$\frac{1}{2}$R$\frac{1}{4}$R1R$\frac{1}{4}$R1L R$\frac{3}{4}$
4 Drimoleague V	9	A	G	1$\frac{3}{4}$L$\frac{1}{4}$R2L$\frac{1}{4}$R$\frac{1}{2}$L1R1R1$\frac{1}{2}$
5 Drinagh V	8½	B D	G F	1R1R2$\frac{1}{2}$L$\frac{1}{4}$L1R2$\frac{1}{2}$
6 Kinneigh R	9	G A	S P G G	$\frac{1}{4}$L1X$\frac{1}{4}$R1$\frac{1}{4}$X1$\frac{1}{4}$R1X1$\frac{1}{2}$1$\frac{1}{2}$X2X$\frac{1}{2}$

DUNMORE V. (Pop. 679). Dunmore: North Division: Co. Galway: Connaught. Tel. 8-8: F, 1 Jan., 15 Feb., 25 March, 27 April, 29 May, 9 July, 15 Aug., 10 Oct., 11 Dec.: PS, every

2 th. : M, th. : D.I. : Tuam, 9½, A. & E. RY. (1) 6 a.m. : (2) 7 p.m. : (3) PO, SB, MOO : (4) Yes, 6 : (5) No. John Brennan, sergeant.

1 Clonberne R	6	A	G	5¾ R ⅛
2 CLONFAD R	5	B	G	4 L 1
3 DRYMILLS V	8	A	G	8 R
4 Glenamaddy V	8½	A	G	2½ R 3½ X 2½
5 Miltown V	8	A	G	½ X 1 ½ 3½ R 2 L ¾ R ¼ L ¾
6 Tuam T	9½	A	G	1 X 1 X 2½ X 2 X 2½ X ½
7 Williamstown V	8¼	A	G	2 X 1 R 4 X 1 X ½ X

DUNMORE R. Gowran : North Division : Co. Kilkenny : Leinster. Kilkenny, 3, G. S. & W. RY. and W. & C. RY. (1) 8 a.m. : (2) 11 a.m., 7 p.m. : (3) Kilkenny, 3¼ : (4) No : (5) Cave of Dunmore, 4. William Henderson, sergeant.

1 Carrigeen R	6	A B	G F	1 X 2½ R 2 X ⅛
2 Corbetstown R	4	A	F	1¼ L 1 L ¼ R 2 L 1
3 Dean Street, Kilkenny C	3	A	F	2 X ¼ R ⅛ X ⅛ L ⅜
4 John Street, Kilkenny C	3¼	A	F	2 X ¼ X ¼ X ¼ X ⅜
5 James Street, Kilkenny C	3¼	A	F	2 X ½ R ¼ X ¼ L ⅜
6 Jenkinstown R	3¼	A B	G F	1 X 1 L ¼ R 1

DUNMORE EAST V. (Pop. 405). Gaultier : East Waterford : Co. Waterford : Munster. Tel. 8-8. (1) 9 a.m., 7 p.m. : (2) 9 a.m., 6 p.m. : (3) PO, SB, MOO : (4) Yes, 12 : (5) Bathing place. John O'Keefe, constable.

1 Callaghane R	6	B	G	2 X ½ X 3½
2 Passage East V	7	D	G	2½ R 4½
3 Tramore T	9¾	D	G	2 X ½ L 7¼

DUNMURRY V. (Pop. 400). Belfast Upper : South Division : Co. Antrim : Ulster. G. N. RY. : Tel. 8-8. (1) 7 a.m., 9.30 a.m., 4.30 p.m. : (2) 9 a.m., 4 p.m., 7 p.m. : (3) PO, SB, MOO : (4) Yes, 2 : (5) No. William Baird, constable.

1 Andersonstown V	3½	A B A	G G G	⅜ R 1¼ X 1 X 1½
2 Belfast C	4	A A A A	G G G G	⅜ R ¾ X 1 X 1¼
3 Lisburn T	3¼	A A A A	G G G G	1 L ¼ L ¾ X 1¼
4 NEWTOWNBREDA V	5	D C C C	G G G G	¼ R 1½ L ¼ R ¾ R 1½ L 1

DUNSANY R Lower Deece : South Division : Co. Meath : Leinster. Kilmessan, 3, M. G. W. RY. : Tel. 8-8. (1) 7.15 a.m., 12 noon : (2) 2.20 p.m., 6.55 p.m. : (3) PO, SB, MOO : (4) No : (5) No. Joseph Thomson, sergeant.

1 Dillonsbridge R	4	A	G	1¼ L 1 X ¾ X ⅜ R ¾
2 Dunshaughlin V	4½	A	G	1¼ X 2½ X 1
3 Robinstown R	8	A	G	¾ R 1½ L ¼ R 2 X 1½ X 1¾
4 Summerhill V	8	D	G	1 X 1 X 3 X 2 R 1

DUNSHAUGHLIN V. (Pop. 261). Ratoath : South Division : Co. Meath : Leinster. Tel. 8-8 : F, quarterly : PS, 1 w. each month : D.I. (1) 8 a.m., 11 a.m. : (2) 3 p.m., 7 p.m. : (3) PO, SB, MOO : (4) Yes, 9 : (5) Good hunting with Ward Staghounds, and Co. Meath Foxhounds. Patrick O'Brien, sergt.

1 Batterstown R	3½	B	F	1½ R ¼ L 1½ L ¼
2 Dillonsbridge R	6	A	G	¼ X 2½ R 1½ X ¾ X 1½
3 Dunsany R	4½	A	G	½ L ¾ R 3 L ¾
4 Ratoath V	4	B	F	⅜ R ¾ R 1½ R 1¼ X ¾ L ¾

DURROW V. (Pop. 616). Clarmallagh : South Division : Queen's Co. : Leinster. F, 2 s. : PS, t., fortnightly : M, f. : Attanagh, 2, W. C. RY. : Tel. 8-8. (1) 6.50 a.m., 11.15 a.m. : (2) 3 p.m., 6.35 p.m. : (3) PO, SB, MOO : (4) Yes, 6 : (5) No. William Colclough, sergeant.

1 Abbeyleix T	5	B D B	G	¾ L 1 R 1 L 1 X 2 R ¼
2 Ballacolla V	3½	B	G	L ¾ L ¾ R 2½
3 Ballinakill T	5	B D B	G	R ¾ R ¾ X ¾ X 2½
4 BALLYRAGGOT T	5½	D B	G	½ L 1 R 3½ R ¾ R ¾ L ¾ R 1
5 Cullohill V	4½	D	G	2 L ¼ R 1 R 1 R ¾

DURRUS V. (Pop. 180). Western Division West Carbery : West Division : Co. Cork, W.R. : Munster. F, 17 March, 9 July, 5 Nov. : PS, 4 w. : M, s. : Tel. 8-8 : C. B. & S. C. RY. (1) 8.30 a.m. : (2) 5 p.m. : (3) PO, SB, MOO : (4) Yes, 5 : (5) Dunmanus Bay. Jeremiah Keane, constable.

1 Aughaville R	9	B	F I F	5 X 1½ R ¼ L 1¾ X ½
2 Ballydehob V	9	B D G B	F R S P F	2 R 2 L 1 X 1 R ¾ X 2
3 Bantry T	6½	C B C A	G S F	4 L 2½
4 Dunmanus R	9	B C F G	F R F	2 R 2 R 5
5 Kilcrohane V	10	B D B D	I S P F	¼ L ¼ L 5 L 4½

E

EARLSHILL R. Slievardagh : Mid Division : Co. Tipperary, S.R. : Munster. Laffansbridge, 7½, G. S. W. RY. (1) 10 a.m. : (2) 4 p.m. : (3) Ballincurry, 2 : (4) No : (5) No. Denis Regan, constable.

1 Ballingarry V	5	D	F	2 L 1 X 1½ X ¼ L
2 Commons V	6	D	F	⅜ R 2½ R ¼ L 1 L ¼ R 1½
3 Gortnahoe R	7½	D	F	¼ L 1 R 1 R 1 R ¼ R 1 L 3½
4 Killenaule T	5	B D	I	1 R 1 L 1 X 1 R ¾ R ¼

EASKEY V. (Pop. 322). Tirerragh : North Sligo : Co. Sligo : Connaught. Tel. 8-8 : F, 17 March, 1 May, 1 June, 18 Nov. : PS, 3 w. : D.I. : Ballina, 16, M. G. W. RY. (1) 10.30 a.m., 6.30 p.m. : (2) 7.30 a.m., 4.30 p.m. : (3) PO, SB, MOO : (4) Yes, 3 : (5) Blindcorra Castle, 1. Denis M'Carthy, constable.

1 Dromore West V	4½	A	F	1 ½ L ¾ X ½ L 2 R ½
2 Enniscrone V	8	A	F	⅜ R ¼ X 1 L ¼ L 1 X 2 R 1 X ½ R ¾

KILCOGY R. Clonmahon : West Division : Co. Cavan : Ulster. Ballywillan, 3, M. G. W. RY. (1) 9 a.m. : (2) 6 p.m. : (3) PO, SB, MOO : (4) Yes, 1 : (5) St. Patrick's Well, 2 ; Lough Sheelin, 4. Patrick O'Donnell, sergeant.

1 Ballinagh	V	9	B	G	$\frac{1}{2}$L$\frac{1}{4}$R$\frac{3}{4}$L3L$\frac{1}{4}$R2R1L2$\frac{3}{8}$
2 Capragh	R	4	B	F	R3$\frac{1}{2}$
3 Finea (J.S.)	V	4$\frac{1}{2}$	B	F	3$\frac{1}{2}$L1
4 GRANARD	T	5$\frac{1}{2}$	B A	G	L$\frac{1}{4}$L5$\frac{1}{2}$
5 Scrabby	V	8	D	P	L$\frac{1}{4}$R1L2$\frac{3}{8}$R4$\frac{1}{2}$

KILCOLGAN V. (Pop. 60). Dunkellin : South Division : Co. Galway : Connaught. (1) 2 a.m. : (2) 10 p.m. : (3) PO : (4) Yes, 9 : (5) Kilcornan Demesne, 2. Bernard Boylan, sergeant

1 Ardrahan	V	4$\frac{1}{2}$	A	G	$\frac{1}{2}$R2L2$\frac{1}{2}$
2 Kinvarra	V	6	B	G	2$\frac{1}{4}$X1L1L1R$\frac{1}{2}$
3 MOYVILLA	R	6$\frac{1}{4}$	A	G	$\frac{3}{8}$R$\frac{1}{2}$R$\frac{1}{4}$R$\frac{1}{2}$L$\frac{1}{4}$R$\frac{1}{4}$X$\frac{1}{2}$R$\frac{1}{4}$R$\frac{1}{4}$
4 Oranmore	R	5$\frac{1}{2}$	A	G	$\frac{3}{8}$R$\frac{1}{2}$R$\frac{3}{4}$R$\frac{1}{2}$L$\frac{1}{4}$L1R1R R$\frac{3}{8}$

KILCOMMON R. Kilnamanagh Upper : Mid Division : Co. Tipperary : Munster. M (Butter), 1st m. in May to last m. in Nov. : New Pallas, L. & W. RY. ; Nenagh, 16, G. S. & W. RY. ; Thurles, 17$\frac{1}{4}$, G. S. & W. RY. (1) 12.30 p.m. : (2) 2 p.m. : (3) PO, SB, MOO, 1$\frac{1}{8}$: (4) Yes, 1 : (5) Loughill Iron Spa, $\frac{1}{2}$; Grousehall Iron and Sulphur Spa, 4$\frac{1}{2}$. Jeremiah Regan, sergt.

1 Doon	V	9	B	G	1R3$\frac{1}{2}$R2$\frac{1}{4}$L2$\frac{1}{4}$R$\frac{3}{4}$
2 Hollyford	V	7$\frac{1}{2}$	B	G	1LX$\frac{3}{4}$R1$\frac{1}{4}$R1L3$\frac{1}{2}$
3 Kilboy	V	11$\frac{1}{2}$	D	G	L1$\frac{3}{8}$R$\frac{1}{2}$L$\frac{1}{4}$L3$\frac{1}{2}$X1$\frac{1}{2}$L$\frac{1}{8}$R2 L1$\frac{1}{4}$R$\frac{3}{4}$
4 Rearcross	R	4	B	G	3$\frac{3}{4}$X$\frac{1}{4}$
5 Shevrie	R	5$\frac{1}{2}$	B	S	1L$\frac{1}{4}$X$\frac{3}{4}$R1$\frac{1}{4}$L1L1
6 Templederry	V	9	D	S	L1$\frac{1}{4}$L1L2$\frac{3}{4}$X2$\frac{3}{4}$L1$\frac{1}{2}$

KILCONNELL V. (Pop. 131). Kilconnell : East Galway : Co. Galway : Connaught. F, 6 March, 9 May, 29 June, 4 Aug., 11 Nov., 18 Dec. (1) 9.5 a.m. : (2) 5.20 p.m. : (3) PO, MOO : (4) Yes, 2 : (5) Kilconnell Abbey, $\frac{1}{8}$. Martin Coghlan, const.

1 Ahascragh	V	7	B C	F G	L1L$\frac{1}{2}$R2$\frac{3}{4}$R2L1
2 Aughrim	V	4$\frac{1}{2}$	B C	F G	R1$\frac{5}{8}$L$\frac{1}{4}$X$\frac{1}{2}$
3 Ballinasloe	T	8	B C	F G	R1L1X1$\frac{1}{4}$R$\frac{3}{4}$L1$\frac{1}{2}$X1R1R$\frac{1}{2}$
4 New Inn	R	5$\frac{1}{2}$	B C	F G	R$\frac{1}{4}$R$\frac{1}{2}$L$\frac{1}{4}$R$\frac{1}{4}$L$\frac{1}{4}$R$\frac{3}{4}$
5 Woodlawn	R	5	B C	F G	R$\frac{1}{4}$R2$\frac{1}{4}$R2$\frac{1}{4}$

KILCOOLE V. (Pop. 350). Newcastle : East Division : Co. Wicklow : Leinster. D. W. W. RY., I. (1) 8 a.m., 6 p.m. : (2) 9 a.m., 6.15 p.m. : (3) Newtownmountkennedy, 2$\frac{1}{2}$: (4) Yes, 5 : (5) No. William M'Whirter, acting-sergeant.

1 Ashford	V	8	A	G	$\frac{1}{2}$L1$\frac{3}{8}$R$\frac{1}{4}$V3L2$\frac{3}{4}$
2 Delgany	V	2$\frac{1}{2}$	A	G	1L1$\frac{1}{2}$
3 Newtownmount- kennedy	V	2$\frac{1}{2}$	B	G	$\frac{1}{4}$R2$\frac{1}{4}$

KILCORNEY R. Burren : East Clare : Co. Clare : Munster. Corofin, 10, W. C. RY. (1) 8 a.m. : (2) 4.30 p.m. : (3) PO : (4) Yes, 2 : (5) No. David Dunlea, acting-sergeant.

1 Ballyvaughan	V	8	D	G	$\frac{3}{4}$R1L5$\frac{1}{2}$R1
2 Carron	V	6	D	G	L$\frac{1}{4}$R2L3L1$\frac{1}{4}$
3 Kilfenora	V	5$\frac{1}{2}$	D	G	$\frac{1}{2}$R2L3L$\frac{1}{2}$R$\frac{5}{8}$
4 Lisdoonvarna	V	6$\frac{1}{2}$	F B	I	L$\frac{3}{4}$R$\frac{1}{4}$L$\frac{1}{2}$L2$\frac{1}{2}$L1$\frac{1}{4}$L1$\frac{1}{4}$

KILCREEST V. (Pop. 96). Dunkellin : South Division : Co. Galway, E.R. : Connaught. Loughrea, 4$\frac{1}{2}$, M. G. W. RY. (1) 7.15 a.m. : (2) 6.50 p.m. : (3) PO, SB, MOO at Loughrea, 4$\frac{1}{2}$: (4) No : (5) No. Thomas Molloy, sergeant.

1 ARDRAHAN	V	8	B	F	1$\frac{1}{2}$R1R1L1L3$\frac{1}{2}$
2 Craughwell	V	6	B	F	$\frac{3}{4}$R1$\frac{1}{4}$V2 4
3 Killeenadeema	V	3	B	F	1$\frac{1}{4}$R$\frac{1}{2}$R3
4 Loughrea	T	4$\frac{1}{2}$	B	F	$\frac{3}{4}$R$\frac{1}{4}$X1L1$\frac{1}{2}$
5 Peterswell	V	6	B	F	1$\frac{1}{4}$L2$\frac{1}{2}$X2
6 Riverville	R	5$\frac{1}{2}$	B	F	$\frac{3}{4}$R1$\frac{1}{4}$V3$\frac{1}{2}$L1X2

KILCROHANE R. Western Division West Carbery : West Division : Co. Cork, W.R. : Munster. Bantry and Durrus Road, 16, C. B. S. C. RY. (1) 12 noon : (2) 1 p.m. ; no Post on Sundays : (3) PO : (4) Yes, 2 : (5) Sheepshead Tower, 6. P. Tuohy, sergeant.

| 1 Durrus | V | 10 | B D B | F S | 4$\frac{1}{4}$R5$\frac{1}{2}$ |

KILCULLEN V. (Pop. 678). Kilcullen : South Kildare : Co. Kildare : Leinster. PS, 2 f. : M, s. (winter and summer) : Newbridge, 5$\frac{3}{4}$, G. S. & W. RY. : Tel. 8-8. (1) 7 a.m., 11.30 a.m. : (2) 3 p.m., 8.30 p.m. : (3) PO, SB, MOO : (4) Yes, 5 : (5) Harristown and Gilltown Demesnes. P. Flanagan, sergt.

1 Ballymore Eustace	V	6$\frac{1}{2}$	B	G	$\frac{1}{2}$R1$\frac{1}{2}$V3$\frac{1}{4}$R1$\frac{1}{4}$L1$\frac{1}{4}$R1R1
2 Ballyshannon	R	5	A	G	$\frac{3}{4}$R1$\frac{1}{4}$L$\frac{1}{4}$X1X$\frac{1}{4}$L$\frac{1}{2}$R$\frac{3}{4}$R2L$\frac{1}{4}$
3 Curragh (1)	R	3$\frac{1}{2}$	A B	G	$\frac{3}{4}$L$\frac{1}{4}$L$\frac{3}{4}$X1L$\frac{1}{2}$R1L1L$\frac{3}{8}$R
4 DUNLAVIN	V	7	B	G	1$\frac{1}{4}$R1R1$\frac{1}{4}$
5 Naas	V	7$\frac{1}{2}$	A	G	L$\frac{3}{4}$R1$\frac{1}{4}$L1$\frac{1}{4}$X$\frac{1}{4}$L1$\frac{1}{2}$X$\frac{1}{4}$R$\frac{3}{4}$X2$\frac{1}{4}$
6 Newbridge	T	5	A B	G	$\frac{3}{4}$R$\frac{3}{4}$R1$\frac{1}{4}$R1X1R1

KILDALKEY R. Lune : South Division : Co. Meath : Leinster. F, 27 Feb., 14 May, 9 Aug., 13 Dec. : Athboy, 4, M. G. W. RY. (1) 7.30 a.m. : (2) 6.45 p.m. : (3) PO ; Athboy, SB, MOO, 4 : (4) Yes, 2 : (5) No. Peter Fahy, sergeant.

1 Athboy	T	4	B	G	2$\frac{3}{4}$L1$\frac{1}{4}$
2 Balliver	V	4	B	G	1$\frac{1}{4}$L$\frac{1}{4}$L$\frac{1}{4}$R$\frac{1}{4}$L$\frac{1}{4}$R1$\frac{1}{4}$
3 Coolronan	R	5$\frac{1}{2}$	B	G	1$\frac{1}{4}$L$\frac{1}{4}$R$\frac{3}{4}$X1$\frac{1}{4}$R$\frac{1}{4}$L$\frac{1}{2}$
4 Trim	V	6	B	G	$\frac{1}{2}$L1$\frac{1}{2}$R1$\frac{1}{4}$L2$\frac{1}{2}$

KILDARE T. (Pop. 1165). East Offaly : South Division : Co. Kildare : Leinster. Tel. 8-8 : F, 4 t. : PS, 2nd and last th. : M, th. : D.I. : G. S. & W. RY. (1) 8.30 a.m., 5.30 p.m., 3.30