

ART. XIII.—*Ireland: Its Capital and Scenery.** By JOHN WILLIAM MOORE, M.D., Univ. Dubl.; F.R.C.P.I.; Diplomat in State Medicine and Ex-Scholar of Trinity College, Dublin; F.R. Met. Soc.; F.R. Med.-Chir. Soc. Lond.

IN taking the chair at the inaugural meeting of the Section of Chemistry and Meteorology in this great Hygienic Congress, my first duty is to welcome and to thank those who have kindly undertaken to make communications to the Section, or to take part in the discussions which may arise in connection with the topics set down for our consideration.

I have, in the next place, to express my grateful sense of the honour which has been conferred upon me in asking me to preside over this Section. It is an honour of which anyone might well be proud, and I am deeply sensible of the high compliment it implies.

Yet I approach my task with some misgiving, for, even if a long apprenticeship as a practical meteorologist may seem to bestow upon me some slight claim to the chair in a Section of Meteorology, I can in no way be regarded as an authority in the domain of the more precise and erudite science of Chemistry. It is, however, no small encouragement to reflect that in the list of Vice-Presidents of the Section are found names of the highest rank in the walks of chemical science. In the lustre then of the brilliant reputation of my colleagues I am content to lose my own feeble shining, even as

“The glow-worm shows the matin to be near,
And 'gins to pale his ineffectual fire.”

In seeking for a topic for an opening Address, it occurred to me that some account of the climatology of the city and scenery of the country in which we meet would be appropriate to the occasion.

DUBLIN, the metropolis of Ireland, stands at the extreme western end of the beautiful Bay of Dublin, close to the

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mouth of the River Anna Liffey, along both north and south banks of which the city extends for a distance of some 2 miles. It is 292 miles in a direct line W.N.W. of London, 138 miles W. of Liverpool, and 69 miles W. of Holyhead, and is situated in latitude $53^{\circ} 20' N.$, longitude $6^{\circ} 17' W.$ It comprises an area with the municipal boundary of 3,733 acres, containing, in 1891, 25,764 inhabited houses and a population of 245,001. But these figures by no means represent what may be called "Greater Dublin," or the Dublin Registration District. This consists not only of the city proper but also of the populous suburban districts of Rathmines, Donnybrook, Blackrock, Kingstown, Clontarf, Howth, Coolock, Drumcondra, Finglas, Glasnevin, and Palmerston. The population of this "Greater Dublin" was, in 1891, 349,594; and its extent is 24,693 statute acres.

The origin of the city is lost in the mists of antiquity. The Greek geographer Ptolemy, writing A.D. 140, speaks of a small tribe, the Eblani, as having established themselves at Eblana ("Civitas Eblana"), which was probably the site of Dublin. The dark peat-stained waters of the Anna Liffey gave its present name to the Irish capital, for the Celtic *Duibhlinn* signifies the "black pool." Among the Irish-speaking population of the west of Ireland, Dublin retains its antient name of Ath-Cliath, or more fully Bally-ath-cliath, the Celtic *Baile-atha-cliath* meaning the "town of the ford of the hurdles." From this name the obvious inference is that a wickerwork causeway stretched across the Liffey, and that in its vicinity the town sprang into existence.

The site of Dublin was originally not only beside a pool of dark water (*Duibhlinn*) but in a swamp, for the prefix "Anna" in the name *Anna Liffey* signifies literally a watery place, a marsh or swamp, annagh (*eanach*) being derived from *ean*, water. It is this untoward circumstance, perhaps, which in modern times has gained for Dublin so evil a reputation for the endemic prevalence of typhoid fever, and for a susceptibility in summer and autumn to diarrhoeal—or, as they are well termed, "filth"—diseases. In 1888, Dr. T. W. Grimshaw, C.B., Registrar-General for Ireland, in conjunction with Sir Charles A. Cameron,

Medical Superintendent Officer of Health for the City of Dublin, read before the State Medicine Section of the Royal Academy of Medicine in Ireland a paper on the distribution of enteric fever in this city. The authors found that the fever was particularly prevalent in districts situated on pervious strata of the soil and subsoil. The rate of prevalence of enteric fever among the residents on the pervious strata was 6·82 per 10,000 per annum, while on the impervious strata it was only 4·6. One death from enteric fever occurred in every 365 inhabitants residing on the pervious strata, but one such death only in every 531 inhabitants dwelling above the impervious strata.

The pervious stratum consists of a sand and gravel bed formed by an old raised sea-beach, which occupies the centre of the city along both sides of the River Liffey, into which all the city sewage has hitherto been discharged. This gravel bed rests on clay and rock, so that it retains all the fluid filth cast upon it, or which has soaked into it from the river. At the time of writing, a costly and extensive system of main drainage is in process of construction. By this the gravel bed will be effectively drained, with, no doubt, a highly beneficial effect upon the health of the city, especially in respect to the prevalence of, and fatality from, "filth-diseases."

Dublin is a handsome, and in parts a picturesque city. Many of the public buildings can lay claim to considerable architectural beauty, the principal thoroughfares are broad and straight, with the exception of Grafton-street, which is far too narrow for the great stream of life and bustle which flows through it for many hours each working day. The city is well supplied with "lungs" in the splendid squares on both north and south sides of the intersecting river. One of the largest of these open spaces is the ancient and far-famed University of Dublin with its quadrangles and far-stretching gardens and College Park. The grave defect, which does much to neutralise the beneficial effect of the situation and surroundings of the capital upon public health, is the housing of the poorer classes. The residential houses in the older parts of the city, especially in the Coombe district and the "Liberties," have long

since been broken up into tenements. These are the dwelling-places of a large proportion of the poorer inhabitants, and so have come to play a ghastly part in the "bills of mortality" for generations. From their structure, age, and insanitary state these tenement houses are unwholesome to the last degree, and all sanitary reformers agree that the housing of the poor is one of the most pressing questions of the day in Dublin.

Much has been done of late years to abate the crying evil of the Dublin tenement houses—witness the splendid work of the Dublin Artisans' Dwellings Company, of the Corporation of Dublin, and last, not least, of the Guinness Trust, which has given living expression to the philanthropy and princely munificence of the Right Hon. Lord Iveagh, K.P. A further movement is on foot at present to provide sanitary accommodation on very reasonable terms for even the very poor among the industrious and sober classes of the population.

From a hygienic standpoint, the meteorological factors of greatest importance in determining the climate of a given town or place are—(1) Mean Temperature, (2) Extremes of Temperature, (3) Rainfall, (4) Rainy Days, and (5) Relative Humidity. Of somewhat less importance are—(6) Mean Atmospheric Pressure, (7) Amount of Cloud, (8) Direction and Force of the Wind.

Mean Temperatures.—Dr. Alexander Buchan has calculated the mean monthly and annual temperature of the City of Dublin on a mean of forty years, from January, 1856, to December, 1895. His results are as follows:—

January	= 41·1°	July	= 60·3°
February	= 42·0°	August	= 59·4°
March	= 43·3°	September	= 55·6°
April	= 47·3°	October	= 49·4°
May	= 52·3°	November	= 44·5°
June	= 57·5°	December	= 41·6°
Year = 49·5°.			

Extreme Temperatures.—Since January, 1865, the extreme readings of the thermometer in Stevenson's stand recorded in Dublin have been 87·2° on July 15, 1876, and 13·3° on December 14, 1882—a range of 73·9° Fahr. But these

values are very exceptional. The average annual range of mean temperature is not quite 20° —viz., January, 41.1° ; July, 60.3° —that is, 19.2° F.

Rainfall.—In the “Rainfall Tables of the British Islands, 1866–1890,” published by the authority of the Meteorological Council in 1897, the mean rainfall at Fitzwilliam-square, Dublin, is given for the 20 years, 1871–1890, as follows:—

	Inches		Inches
January	= 2.09	July	= 2.63
February	= 2.22	August	= 2.91
March	= 1.97	September	= 2.23
April	= 2.16	October	= 3.18
May	= 1.89	November	= 2.70
June	= 1.98	December	= 2.35

Total for the year = 28.31 inches.

The “rainfall” is the measurement at 9 a.m. each day, and is entered to the day preceding, to which 15 of the previous 24 hours belong. A “rainy day” is one on which at least five thousandths (.005) of an inch falls within the 24 hours from 9 a.m. to 9 a.m. In the twenty years, 1865 to 1884, the average monthly and yearly number of rainy days in Dublin was—

January	= 17.1	July	= 17.6
February	= 17.6	August	= 15.5
March	= 16.5	September	= 14.5
April	= 15.0	October	= 17.2
May	= 15.1	November	= 16.8
June	= 14.7	December	= 17.0

Total for the year = 194.6.

Borrowing the language of the agriculturist we may roughly regard the first quarter of the year (January–March) as “Seed-time,” the second quarter (April–June) as “Growing-time,” the third quarter (July–September) as “Ripening and Harvest-time,” and the fourth quarter (October–December) as “Fallow-time.” We find then that the average precipitation in “Seed-time” amounts to 6.28 inches, distributed over 51.2 days; that in “Growing-time” is 6.03 inches, on 44.8 days; that in “Ripening-time” is 7.77 inches, on 47.6 days; and that in “Fallow-time” is 8.23 inches, on 51.0 days,

February, 1891, was the driest month on record in Dublin. There were only 2 rainy days during the whole month, and the rainfall was but $\cdot 042$ inch. September, 1865, also, had only 3 rainy days with a rainfall of only $\cdot 056$ inch. The mean temperature of the latter month was $61\cdot 4^{\circ}$, or $5\cdot 8^{\circ}$ above the average ($55\cdot 6^{\circ}$) for September.

On the other hand, December, 1876, had a rainfall of 7·566 inches on 22 days. In October, 1880, also, 7·358 inches of rain fell, on, however, but 15 days—the precipitation on the 27th alone was nearly *two and three-quarter inches* ($2\cdot 736$). In July of the same year, 6·087 inches of rain fell on 24 days. In November, 1888, the rainfall was 6·549 inches on 26 days. The *wettest* month—that is, the month in which there were most rainy days—was July, 1871, when 4·391 inches fell on no less than 28 days.

An inch of rain—equivalent to a downpour of 101 tons of water on every statute acre—seldom falls within 24 hours in Dublin. On October 27, 1880, however, the measurement was 2·736 inches; on August 13, 1874, also, 2·482 inches of rain were registered; and on May 28, 1892, 2·056 inches were recorded.

The comparatively small precipitation in and near Dublin clearly depends on the geographical surroundings of the Irish capital—its situation in the east of the island, and the grouping of high lands to the S.E., S., and S.W., whereby the rainbearing winds are drained of their superabundant moisture before they reach the valley of the Liffey and the plains lying north of that river.

Relative Humidity.—By this term is meant the percentage of saturation of the atmosphere with aqueous vapour. The relative humidity of absolutely dry air is 0, that of saturated air, when dew is deposited or fog forms, is 100. In Dublin the *mean relative* humidity in the twenty years, 1871–1890, was 82·5 per cent. ($81\cdot 2$ per cent. at 9 a.m. and $83\cdot 8$ per cent. at 9 p.m.). It is highest on an average in December ($86\cdot 7$ per cent.) and lowest in May ($76\cdot 2$ per cent.)—this latter being the month when temperature is rising most quickly, and when, therefore, the capacity of the air for aqueous vapour is at a maximum.

Mean Atmospheric Pressure.—Dr. Alexander Buchan cal-

culates the mean monthly and yearly atmospheric pressure, reduced to 32° and mean sea level, in the City of Dublin during the 40 years—1856 to 1895 inclusive—to be—

	Inches		Inches
January	= 29.870	July	= 29.931
February	= 29.923	August	= 29.903
March	= 29.885	September	= 29.919
April	= 29.914	October	= 29.867
May	= 29.956	November	= 29.876
June	= 29.981	December	= 29.887

Annual Mean = 29.909 inches.

From this Table it appears that the monthly mean pressure rises to 29.981 inches in June, and falls to 29.867 inches in October. I may state that the absolute extreme readings of the barometer at any time taken by me were—maximum, 31.020 inches, at 10 a.m. of January 9, 1896; minimum, 27.758 inches at 2.30 p.m. of December 8, 1886. These readings assuredly represent the extreme range of atmospheric pressure, reduced to sea-level, in Dublin—namely, 3.262 inches, rather more than $3\frac{1}{4}$ inches.

Amount of Cloud.—This climatological element varied in the 20 years, 1871–1890, from 64.5 per cent. at 9 a.m. to 56.5 per cent. at 9 p.m., the mean being 60.5 per cent. February is the most cloudy month (67 per cent.), May is the least so (55 per cent.). The clearness of the sky at 9 p.m. in May is a striking characteristic of the meteorology of that month.

Direction of the Wind.—As regards this element, 14,613 observations were made during the 20 years, 1871–1890, with this result—N., 870; N.E., 941; E., 1,409; S.E., 1,267; S., 1,323; S.W., 2,051; W., 4,030; N.W., 1,750; calm, 972.

The preponderance of westerly (S.W. to N.W.) over easterly (N.E. to S.E.) winds is very striking; the figures are 7,831 and 3,617 respectively, more than two to one in favour of westerly winds. But the great excess of due W. winds is still more remarkable. They number 4,030, or nearly double the number of S.W. winds, 2,051. Partial deflection of S.W. winds by a range of mountains with summits of 2,000 feet and upwards, to the southward of the

city, in some measure accounts for this; and a further explanation is to be found in the frequent occurrence of light westerly land breezes during calm, cold weather in winter. Correlated to this class of westerly winds are the light easterly and south-easterly sea-breezes of the day-time which so materially modify the heats of summer in Dublin, and go so far to swell the number of E. and S.E. winds included in the table.

Gales were recorded on 413 occasions at 9 a.m. or 9 p.m. within the twenty years. Of these 171, or considerably more than one-third, happened within the first quarter of the year, only 38 in the second, 56 in the third, and 148 in the fourth. January (with 74 gales) was the stormiest month. There were only 4 gales in June.

Thunderstorms occurred on 176 days, of which 13 were in the first quarter, 62 in the second, 78 in the third, and 23 in the fourth. June (with 34 storms) and July (with 50) were the months in which electrical disturbances most frequently took place. Only one thunderstorm occurred in December during the twenty years.

There were 408 days upon which *snow* or *sleet* was noted. Of these 258 fell in the first quarter, 36 in the second, none in the third, and 114 in the fourth. Of 622 days on which *hail* was recorded, 255 were found in the first quarter, 160 in the second, 40 in the third, and 167 in the fourth. The relative frequency of hail in the warmer months is noteworthy.

The climate of Dublin is, in the fullest sense, an *insular* one, free from extremes of heat and cold—except on very rare occasions—and characterised by a moderate rainfall (about 28 inches) annually, which is distributed, however, over a large number of days (about 195 in each year). Clouded skies, a high degree of humidity, and a prevalence of brisk winds—chiefly from westerly points of the compass—make up the climatology of the Irish capital.

In common with the rest of the British Islands, Dublin owes its mild equable climate in great measure to the proximity of the North Atlantic Ocean and its surface current of warm water, usually called “The Gulf Stream,” because its head-springs arise in the Gulf of Mexico. This

sets in a north-easterly direction, laving in its course the western shores of Europe, and carries even into the Arctic Regions north of Scandinavia temperatures from 20° to 30° above those due to the latitude alone.

Another obvious cause of the mildness of the climate is the overwhelming prevalence of south-westerly and westerly winds, which are both warm and moist. These winds have been shown to form part of a cyclonic circulation round a large area of low atmospheric pressure, the centre of which in winter lies not far from Iceland over the North Atlantic. Only in spring do these periodic winds give place to northerly and easterly breezes.

But local natural advantages as regards situation exercise a further beneficial effect on the climate of Dublin. A few miles S. of the city lies a range of mountains, with summits varying in height from 1,000 to more than 2,500 feet. This mountain chain intercepts the vapour-laden winds at all points between S.S.E. and S.W., and so the rainfall is diminished and the sky is comparatively cleared during the continuance of the southerly and south-westerly winds, which so frequently prevail. The absence of any very high ground to the northward of the city—with the exception of the Hill of Howth, which rises, however, only to 563 feet—also prevents excessive precipitation with S.W. winds. It is true that with easterly (S.E. to N.E. or N.) winds the precipitation (often in the form of hail, and in winter of sleet or snow) in and about Dublin exceeds that which occurs at such a time inland or on the Atlantic coasts. Were it not for this “lee-shore” condensation the Dublin rainfall would be considerably smaller even than it is.

The second local feature which ameliorates the climate of the capital is the proximity of the sea to the eastward of the city. The keen, dry, searching easterly winds of winter and spring are much softened in their passage across the Irish Sea, so that during their prevalence the thermometer occasionally stands some 5° or upwards higher in Dublin than it does at Holyhead, although this latter place is actually on the sea. It is true that the converse holds good during westerly and north-westerly winds, when severe frost sometimes occurs in winter in Dublin, while the

thermometer remains decidedly above the freezing point at Holyhead. Yet these latter winds are never so piercingly cold and parching as those from easterly points. Nor is it in winter merely that the Irish Sea confers a benefit upon Dublin. In calm, clear weather in summer time, no sooner has the sun mounted high in the heavens than a cool, refreshing sea-breeze—a typical “inbat,”* as the modern Greeks call it—sets in towards the land, so that consequently extreme or oppressive heat is rarely experienced. Indeed, an oppressive atmosphere happens only when a damp, warm S.W. wind is blowing, with a more or less clouded sky. Temperatures above 80° in the screen in Dublin nearly always coincide with winds off the land, from some point between S. and W., and a clear or only slightly clouded sky.

Among climatic epiphenomena, the infrequency of thunderstorms and the relative frequency of hail-showers in Dublin are worthy of note. In winter fog and frost often prevail in the city, when a northerly breeze is blowing along the coast, accompanied with a higher temperature, and perhaps showers of rain. Lastly, in summer, with a westerly wind, heavy planetary showers fall at times in the valley of the Liffey, while the neighbouring higher lands enjoy dry weather.

This may or may not be a suitable occasion on which to direct attention to a much-needed reform in the keeping of time in Ireland. For many years the time-standard in this country has been so-called “railway-time,” more strictly Dublin time, or rather the time of the meridian of Dunsink Observatory, Co. Dublin. It is, however, a matter for consideration whether Greenwich time should not be adopted as the standard for Ireland, as it already is for Great Britain. If an objection is raised that a national question is involved, it is only necessary to point to Scotland and Wales, where the national sentiment runs as high as it does in Ireland, and which have long since adopted Greenwich time. As a matter of fact, however, the question is that of West European time, which is applicable to a zone extending $7\frac{1}{2}$ degrees of longitude both east and west of the Greenwich meridian. France has lately adopted this time, just as

* Evidently a derivation from *ἐμβαίω*.

Switzerland and Germany have arranged to set their watches by Central European time, which extends from 7°30' E. long. to 22° 30' E. long.

For many years Greenwich time has been adopted in the Postal Department, and Irish telegrams are despatched and received by it. As a matter of public convenience, the principle should be extended, and so the existing confusion in time-tables and in telephonic communication between Great Britain and Ireland would cease. Let the secretaries of the various steamboat and railway companies agree upon so desirable a reform, and the thing is done. It would, however, be necessary afterwards to amend the Statutes (Definition of Time) Act, 1880, which provides that whenever any expression of time occurs in any Act of Parliament or other legal instrument, it shall be held in Great Britain to be Greenwich Mean Time, and in the case of Ireland, Dublin Mean Time.

I may not close this Address without a few words in praise of the natural beauties of the land in which we meet, in which many of us dwell, and which we love so dearly.

Ireland is, in truth, a land of poetry and romance. Enshrined in the name of every hill and glen, of the mountain brook or the flowing river, of the moorland or the wave-washed crag, even of the busy town, is some poetic thought (of deep pathos) or germ of legendary lore. Within a few miles of the capital itself we meet with Ben Edar, the ancient name of Howth; the Phoenix Park, where Phoenix is a corruption of the Irish *Fion-uisge*, the "fair water;" Bohernabreena, the "road of the mansion;" Glen-na-Smoel, the "valley of the thrush;" Glendoo, the "black glen;" Dargle, the "valley of oaks." Enniskerry is the representative of *Ath-na-scairbhe* [Anascarry], "the ford of the scairbh" [scarriv] or "rough river-crossing." Shankill is the Irish *seincheall*, "old church" [Latin: *senex*]. Killiney is "the church of Lenin's daughters," *Cill-Inghen-Leinin*.

Nor are traces of the Danish dominion wanting in the nomenclature of places in and near the capital. Oxmantown, a district of the city north of the river, was originally Ostmanby, that is, the "town of the eastmen" [*i.e.*, Danes]. Howth is the Danish *Hoved*, "a head." Lambay is "Lamb-

island" (*ei, ey, or oe* being Norse for island) [*Cf. Farø*]. Ireland's Eye is a mis-translation into Danish of the Irish *Inis-Ereann*, that is, Eria's island—Eria having been a lady of the olden time, not *Eire*, Ireland. Leixlip is wholly Danish, old Norse *Lax-hlaup*—*i.e.*, Salmon-leap. Dalkey means "thorn-island" in Danish, the more ancient Irish name being Delginis, from *delg*, "a thorn," and *inis*, "island."

Anyone who wishes to pursue this subject will find the fullest information in a learned work on the "Origin and History of Irish Names of Places," by P. W. Joyce, LL.D., Univ. Dubl., M.R.I.A. To this fascinating work I am indebted for most of the foregoing derivations.

The Celtic *cúm* [coom], a hollow, is reproduced in the name of one of the oldest parts of Dublin, the Coombe, which is in reality the hollow or valley of the Poddle-river, a tributary of the Liffey on the south, just as the Bradoge is on the north. This word means "little gorge," and is the name of a little stream which flows by Grangegorman and reaches the Liffey not far from the Four Courts on the northern line of quays.

In the spring of the present year it was my happiness, accompanied by my wife, to travel through the south and south-west of Ireland, from Waterford to Lahinch and Lisdoonvarna, in Co. Clare. The most ample facilities for transit by rail, and road, and water now exist, and the serious hindrance to travel which inadequate and uncomfortable hotel accommodation presented in bygone days is fast being removed. The Southern Hotels in Kerry and the Golf-Links Hotel at Lahinch, on Liscannor Bay in Clare, leave nothing to be desired in respect to site, accommodation, and moderation in charges.

I cannot do better than briefly describe our route, which was skilfully mapped out for us by Mr. Robert G. Colhoun, the courteous and able officer of the Great Southern and Western Railway Company.

Travelling over the Great Southern and Western and Waterford and Central Ireland and Kilkenny Junction Railways from Kingsbridge to Waterford, we visited that ancient city which is still called the "*Urbs Intacta*." A splendid waterway, formed by the confluence of three fine rivers—the

Suir, the Nore, and the Barrow—leads from Waterford to the sea. Opposite to the low spit of land which terminates at Hook Head nestles the charming little watering-place of Dunmore East. It may be reached by steamer from Waterford, or by road from Tramore.

This latter place stands on a steep declivity at the western extremity of Tramore Bay. Along the sea-front stretches for some three miles the famous “silver strand.” Tramore is connected with Waterford by a railway about 9 miles in length.

From Waterford we travelled to Lismore by the Waterford, Dungarvan, and Lismore Railway. The line is throughout most picturesque. At first it runs along the southern bank of the River Suir. It then passes through and indeed over the foot hills of the Comeragh Mountains, which rise to 2,500 feet some 5 miles N.W. of Kilmacthomas. From this place the line descends rapidly to Dungarvan, prettily situated on the shores of Dungarvan Harbour, which is bounded on the S. by the bold promontory of Kelvick Head. Nothing can surpass the beauty of Lismore and the whole valley of the Blackwater. North of the valley and facing Lismore Castle, the lordly mansion of the Duke of Devonshire, are the Knockmealdown Mountains culminating in a peak 2,609 feet high—the “Hill of a Thousand Hills,” for such is the meaning of “Knockmealdown.” From Lismore to Youghal there are two routes—to Cappoquin by rail or road, and thence by river steamer, or by road direct. Both routes are beautiful.

Youghal is a quaint old place, celebrated as the home of Sir Walter Raleigh. From it the Great Southern and Western Railway carries the traveller to Cork. The many attractions of this city, the capital of Munster, and of its neighbourhood, are too well known to need description. The beauty of Queenstown and of Cork Harbour is proverbial.

The Cork, Bandon, and South Coast Railway carried us from Cork to Bantry, passing Bandon on the way. The railway descends to the sea level at Bantry by a steep incline, from which lovely views of Bantry Bay are obtained. The drive of eleven miles from the town of Bantry to Glengarriff is along the shores of the Bay for the most part. It is tame

when compared with the magnificent drive from Glengarriff to Kenmare. The road, which is a wonderful piece of engineering, ascends to more than 1,000 feet above the sea. From this height one looks upon Bantry Bay, with its countless islands, its wooded shores, and its overhanging mountains. Kenmare may also be reached by rail from Headford Junction, on the Great Southern and Western line from Mallow to Killarney and Tralee.

The scenery of the Kenmare River, as the great fjord is called which extends 30 miles from the "Head of the Sea" (for such is the meaning of the name "Kenmare") to the Atlantic Ocean, is rarely equalled—never surpassed. The drive by coach to Parknasilla, and thence by Sneem, Derrynane, and Waterville, to Cahirciveen, is delightful in fine weather. The eyes are literally feasted with the ever-changing panorama of hill and valley, woodland, moor, sea, and island. The least interesting part of this coach-drive of $46\frac{1}{2}$ miles is the stage between Waterville and Cahirciveen, but this is likely soon to be bridged over by an extension of the Great Southern and Western Railway. The Cahirciveen branch of this great system runs down to Valentia Harbour, whence the traveller crosses to Valentia Island by ferry boat. The views of and from Valentia are strikingly beautiful. In order to see everything to advantage, a car should be chartered at Knightstown, the chief town in the island. There is much of interest to be seen. Glenlead, the demesne of Sir Maurice Fitzgerald, the Knight of Kerry, the wonderful slate quarries and the caves which have been formed therein, Bray Head and its beetling cliffs overhanging the majestic Atlantic, and the beautifully-named village of Clynacartan on the southern sound—are all well worth a visit. The offices of the Transatlantic Telegraph Company at Knightstown should also be inspected.

From Cahirciveen the visitor is carried back by rail to either Tralee or Killarney. The route is extremely picturesque. After leaving Cahirciveen the line rises several hundred feet to a mountain station called Kells—on one side stands Knocknadob, 2,266 feet; on the other, Coomacarrea, 2,542 feet. A steep incline thence carries the line on to the southern shore of Dingle Bay, another of the Kerry fjords.

The train passes through the beautiful valley of Glenbeigh and skirts Caragh Lake, from which there is a magnificent view of Carran Tual, the highest mountain in Ireland (3,414 feet), and the precipitous range of the M'Gillicuddy's Reeks.

From Tralee we travelled to Limerick *via* Listowel and Newcastle by the Waterford and Limerick and Western Railway. At Listowel one of the most curious railways in existence has its terminus. The line runs to Ballybunion at the mouth of the Shannon. It is constructed on the Lartigue principle of a single elevated rail.

Limerick, the "City of the Violated Treaty," presents many features of interest to the visitor—King John's Castle, St. Mary's Cathedral, the Treaty Stone, and, above all, the broad waters of the Shannon. From the city there are two routes to the coast of Clare and its watering-places. One is by water, a steamer leaving almost daily for Kilrush, which is nine miles by rail from Kilkee. The other route is by rail to Ennis, and thence by the narrow-gauge West Clare Railway to Lahinch, Miltown Malbay, and Kilkee. The last-named favourite seaside resort is very bracing—the neighbouring cliffs are famed for their grandeur, and the sea-bathing is excellent. Lahinch stands near the S.W. extremity of Liscannor Bay. It is noted for its golf-links, and in connection with these, the Golf-Links Hotel is all that can be desired in respect of site, equipment, and cuisine.

From Lahinch a most enjoyable drive is by Liscannor to the stupendous Cliffs of Moher, which tower to a height of 600 feet above the Atlantic, and thence to Lisdoonvarna, famous for its sulphur and chalybeate springs. Splendid views of the Arran Islands, Galway Bay, and the mountain ranges of Galway and Connemara are commanded by the road running from the Cliffs of Moher to Lisdoonvarna. The drive may fitly end at Ennistymon, where there is a fine cascade on the Inagh River. It is a station on the West Clare Railway, so that the return journey to Dublin is easy *via* Ennis, Limerick, and Limerick Junction to Kingsbridge, or *via* Ennis and Athenry to Broadstone, Dublin, over the Waterford and Limerick and Western Railway, and the Midland Great Western Railway.

In a delightful little book but lately published, and well-

named "The Sunny Side of Ireland," the author, Mr. John O'Mahony, thus describes the beautiful country the traveller passes through over the system of the Great Southern and Western Railway:—

"A beautiful country it truly is, be it approached from Athlone, its north-western gate, by the Shannon, where

" ' In the quiet watered land, the land of roses,
Stands Saint Keiran's city fair,'

or from its south-western side, in the kingdom of Kerry, where the ocean leans against the mountains, and the storm-swept peak of Skellig Michael makes the most westerly citadel of Christ in the Old World! Everywhere within its broad borders, swift-rushing rivers, mirror-like lakes, and mountains tiaraed in the skies, delight the vision and gladden the heart."

Through the north-west, north, and north-east of Ireland, equally attractive tours are possible. That which I have attempted briefly to describe occupied exactly ten days. It was health-giving, enjoyable, and instructive, and impressed us with the wealth of scenic beauty which lies at our very doors—alas! too much neglected in the past.

May I express a patriotic hope that the dawn of a happier day for our dear native land is already breaking, for

" — Look, the morn, in russet mantle clad,
Walks o'er the dew of yon high eastern hill "—

and that soon the tide of popular favour will bear many a visitor to our emerald shores!

APHASIA IN A LEFT-HANDED WOMAN.

S. MONRAD, of Copenhagen, describes in the *Hospitals-Tidende*, No. 29, 1895, the case of a woman, aged 63 years, in whom an apoplectic fit had produced paralysis of the left facial nerve, paresis of the left extremities, and homonymous left-sided hemianopsia. She was unable to speak and to write a number of words, and often used the wrong words for many things. Complete recovery took place in eight weeks. The history of the patient revealed the fact that she began to be left-handed when nine years of age, being obliged to wear the right arm in a bandage about ten months, and since that time she has principally used the left hand.—*St. Louis Med. and Surg. Journal*.