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Bray Bridge from the east, 1842 (Bartlett)

The Dargle River, once called the Bray River or Bray Water, flows into the Irish Sea some 18 km to the south of Dublin city, draining, with its tributaries, a roughly semi-circular area of south-eastern Co. Dublin and north-eastern Co. Wicklow. For part of its course it at one time marked the boundary between these two counties and it also serves to divide the town of Bray into two parts, 'Great Bray' and Little Bray.¹ Constricted and swiftly-flowing for most of its passage, the Dargle has created a narrow flood plain before reaching its marshy estuary. This estuary, unlike the mouths of the Liffey further north or the Vartry and Avoca Rivers at Wicklow and Arklow further south, did not apparently attract permanent settlers during the Viking period, but high bluffs cut into solid rock on the south bank of the river, close to the tidal limit, provided a good site for the first small community of the manor of Bray in the years after the Anglo-Norman invasion.

The bluffs are cut into the ancient rocks that underlie the Bray area. These rocks include the resistant quartzites that help to form the steep, crenulated outcrop of Bray Head. The same shining quartzites form the two most dramatic of the peaks that provide Bray with its scenic setting: the Great Sugar Loaf and the Little Sugar Loaf. They are also responsible for the rocky prominence, once known as 'the rock of Bray', which rises at the top of the present town in the vicinity of the Loreto Convent and Christ Church.

Inland, low hills merge into the backdrop formed by the gently-rounded crests of the Wicklow Mountains (Map 1). The Dargle itself rises at 650 m above sea level in these mountains, makes a spectacular descent over the Powerscourt waterfall, the highest in Ireland, and tumbles through a scenic valley — 'the Dargle' — before it reaches low ground. Deep glacial valleys cut into the mountain sides and steep-sided gorges such as The Scalp and the Glen of the Downs add to the scenic amenities of the area. A thick layer of boulder clay overlies the coastal rocks, particularly to the north of the Dargle estuary, where shallow cliffs cut into the clay have been considerably affected by coastal erosion. South of the Dargle, low-lying tills form a relatively flat plain along the edge of the bay and ending at Bray Head. From its Anglo-Norman beginnings as a settlement above the river, Bray first extended slowly to the south-west along gently rising ground and subsequently, in an explosion of urban growth in the second half of the nineteenth century, expanded to cover this coastal plain.

Evidence for early settlement in the Bray area is slight, with a scarcity of prehistoric remains and early placenames. Several Romano-British burials, perhaps part of a cemetery, unearthed on the Bray shore in the vicinity of the present Esplanade Terrace,<sup>3</sup> raise the possibility of a second-century presence from outside Ireland. At one time the territory of the Uí Theig, by the eighth century the Uí Briúin Chualann were the ruling sept of this part of what is now south-east Dublin and north-east Wicklow, an area described by one scholar as a 'political backwater' in early Ireland.<sup>4</sup> Rathmichael, 3 km away, was the nearest early Christian monastic settlement of any importance and Bray's only surviving building of the period is a small medieval church, Raheenacluig, on the north side of Bray Head. It has been suggested that another early church or oratory lay on or near the site of the present St Paul's Church;<sup>5</sup> if so, this site, destined to become the core of the medieval and early modern settlement, may have been recognised as a desirable one even before the arrival of the Anglo-Normans.<sup>6</sup>

Certainly the site was attractive to the settlers of the late twelfth century. Walter de Ridelesford was granted the lands on either side of the Dargle in c. 1173, and soon afterwards he built a castle, probably a motte, on the south side of the river (Fig. 1). If there was indeed an early church, then the castle may have been deliberately positioned adjacent to it. But in any case the position must have seemed strategically sound; the site overlooked the lowest crossing point of the Dargle and commanded panoramic views to the west, north and east. Its lack of protection from the south and south-west, however, was a factor that would prove to be of significance in subsequent

centuries. De Ridelesford had, in the event, selected the wrong side of the river for a defensive site; the threat of attack by forces opposed to the crown was never to come from the north.

Two summaries of the component parts of the new manor date from a hundred years later, but it can be assumed that many of the elements originated in the last two decades of the twelfth century. Extents of 1284 and 1311, the first made for the crown and the second for the earl of Ormond, record the existence of a 'stone house' — presumably the castle — a church and a mill, together with tenements and cottages. There were some thirty burgesses, together with a range of feudal tenants, English names outnumbering Irish ones. The total number of households listed, forty-eight, would suggest a population for the manor of approaching two hundred persons, most of whom probably lived in the nucleated settlement at the core of the present town.

The grant of a market in 1213, together with the burgesses mentioned above, indicates that the settlement of Bray at this time had borough status, a status it would fail to maintain. Surrounded by fertile coastal lowlands, Bray might well have flourished had it not been for the proximity of the Wicklow Mountains. Whatever the settlement's condition in the first years of its existence, by the fourteenth century its hold on prosperity was tenuous. The threat came from the south-west where two major families, the O'Byrnes and the O'Tooles, expelled from Kildare by the Anglo-Normans, maintained bases in the inaccessible uplands from which to wage war against the crown and to attack the settled communities in the lowlands below. East Wicklow remained marchland, the edge of 'the land of war', rather than part of 'the land of peace' under the control of the English crown; it was terrorised, particularly at harvest time, by 'the Irish of the mountains'.8

The manor of Bray, separated from the nearest O'Toole stronghold of Powerscourt by only a few kilometres, must always have been a prime target for the raiders, and certainly it was of doubtful value to its various lessors. The 1311 extent recorded that 'there is a certain wood outside from which the lord can take nothing on account of robbers and war' and three years later Bray was burnt by the O'Byrnes and the O'Tooles when they raided the coastlands from Arklow northwards.9 Sir Hugh de Lawless, granted the manor in 1316, surrendered it back to the crown in 1320, stating that his profit during five years of tenancy had amounted to two salmon, 10 while in the 1330s Bray was described as being 'in the march, so that scarcely anything can be received therefrom'. 11 In 1402 the inhabitants of Bray were uncomfortably close to a major battle, when the forces of the mayor of Dublin inflicted a crushing defeat on the O'Byrnes at 'Bloody Bank' on the north bank of the Dargle (a site still commemorated, sanitised, in Little Bray's Sunnybank). The location of this battlefield serves to highlight the shortcomings of the site chosen by de Ridelesford for his castle. Indeed, in c. 1459 a new 'ten pound' castle was built in Little Bray to defend the route over the ford from marauders from the south. This simple structure, no more than a small tower house, survived into the twentieth century.

Great Bray Castle, on the other hand, did not last into modern times. If it can be identified with the castle of 'Rokelescourt', the repair of which was a condition under which Geoffrey Crump was granted a twenty-year lease of the manor of Bray in 1335–6, then it was probably strengthened or rebuilt in the fourteenth century. With its bawn, it must have served as some protection for the medieval inhabitants of the manor, but by the early seventeenth century, when it was described as a forty-foot square, three-storey, stone tower, 13 it was in a bad state of repair. It was demolished without trace at some unrecorded date in the late eighteenth or early nineteenth century. The medieval church also failed to survive; it was apparently replaced by a new structure in 1609. The manorial corn mill and its successors, with the mill race, continued to operate on approximately the same site until the end of the nineteenth century; it was routinely cited in seventeenth- and eighteenth-century deeds, binding leaseholders in Great

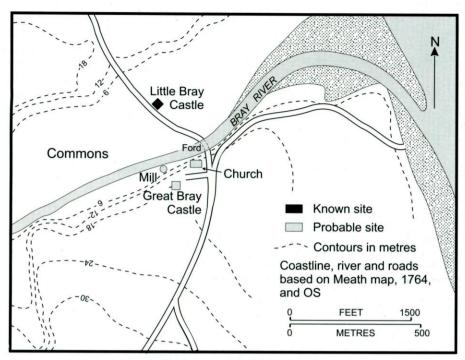


Fig. 1 Sites in medieval Bray.

Bray to grind corn and tuck cloth at the mills of Bray. 14 The fishery, with its rich harvest of salmon and sea trout, remained of sufficient importance to be the subject of a legal dispute over ownership in the mid nineteenth century, when it was confirmed as the property of the lord of the manor. And the manor of Bray, its boundaries defined in a mid seventeenth-century partition, continued to exert a discreet influence through its lord on the evolution of the town during the centuries to come.

\* \* \*

The seventeenth-century event with the most far-reaching implications for the development of Bray was the formal partition of the manor in 1666 between Edward Brabazon, second earl of Meath, and the earl of Tyrconnell (Appendix A). The terms of this partition, which have remained the basis of land ownership in and around Great Bray (although not in Little Bray) until the present, brought stability after a lengthy period of disputed ownership and led to the granting of leases for parcels of land over the succeeding years. A typical stipulation, in this case applicable to Keatly's holding (Fig. 2), was that the lessee would build 'one good house after the English fashion with a good chimney of brick or stone' and 'ditch and quickset all the fences ... betwixt him and his neighbours'. 15 In 1676 members of the Brabazon family made an agreement that leases could be for 61 years or 3 lives, since offers were being made 'by divers persons' to erect 'houses, streets, market places and other improvements' provided that they could have long leases. 16 The partition, supplemented by a hearth-money roll of 1668, <sup>17</sup> also provides the first information since the extent of 1311 on the component parts of the settlement. The earl of Tyrconnell's portion included seven dwellings and gardens adjacent to the churchyard on the west side of the main street, while the earl of Meath received the castle, the mill, mill dam and weirs, the rabbit warren, one house on the west side of the main road and, apparently, half a dozen or so houses on the east side. Of the fourteen houses recorded in 1668, three appear to have been substantial. The church had glebe lands called College Close, there was a ford near to the mill race and — most importantly there was by this date a stone bridge over the Dargle River.

This bridge, not shown on the Down Survey maps and so presumably built at a date close to 1660, replaced the ford in use at least since Anglo-Norman times. Like its mid eighteenth-century successor, it was an asymmetrical four-arch bridge with a steep incline. But although the descent from the bridge to what was later Back Street was apparently not easy to negotiate  $^{18}$  — much later, in c. 1808, Castle Street was built to alleviate the problem — communications with Dublin must have improved dramatically. That Bray was no longer the indefensible outpost it had seemed in the medieval period is shown by the choice in c. 1692 of a site next to Great Bray Castle, in the heart of the medieval settlement, for an infantry barracks. The barracks building, still extant, was garrisoned until 1818, and the army presence must have been both a reassurance to the inhabitants of Bray and a boost to the local economy.

Almost exactly a century was to pass between the glimpse of Bray in 1666 as described in the partition deed and the first clear, cartographic view of the settlement — by now perhaps almost worthy of designation as a town — through maps showing the Fitzwilliam (in succession to Tyrconnell) and Meath estates in 1762 and 1764 respectively (Maps 4, 5); an earlier Fitzwilliam plan, that of 1692, survives only in fragmentary form. Taken together, these documents paint a convincing portrait of Great Bray during this period. The alignment of the 'highway' or 'great road' was the same as that of Main Street today and it continued towards Lord Meath's Killruddery House and demesne via what is now Vevay Road. The present fork at the south end of Main Street, shown on the estate maps, also existed in 1666 with 'a little lane' towards Ballymorris and Ballywaltrim (Killarney Road).

The only other road mentioned in 1666 was the 'highway that adjoins the west end of the churchyard'. Taken literally, this would refer to the ancestor of Jobber's Lane, a very steep track, now closed, running down to the river between the churchyard and the barracks, which is shown on both the Fitzwilliam and the Meath maps. Despite its apparent insignificance, an

arched entrance to the barracks yard still opens onto it today. The first part of this 'highway', along what is now Church Terrace, was also the access road to the castle and beyond; it was known as Barrack Lane in the eighteenth century. On the east side of the main street there were two laneways, one now long gone, the other probably still reflected in the course of the present Novara Avenue. There was also the precursor of Seapoint Road, running along the south bank of the Dargle before striking south-east to reach the seashore close to the present railway station; this last was to remain the only road from Bray town to the sea front until the construction of Quinsborough Road in 1854.

The estate maps also show that most of the buildings of Great Bray were clustered in the old-established area near the river, although with some extension of the built-up area southwards along the main street. Jonathan Barker's map of 1762 depicts four double-fronted, two-storey houses between the Dargle and Church Lane on the west side of the main street, with three similar houses on the east side; single-storey cabins line the street on both sides approximately as far south as Novara Avenue. The planiform Meath estate map of 1764 indicates a rather more complicated pattern of buildings on the east side of the street, with the properties curving round into Seapoint Road; this curve, facing the courthouse (now Bray Heritage Centre), has survived to the present day.

The mill wheel with its accompanying mill race, shown on the Meath map, was probably in the same position that it had already occupied for centuries. It is noticeable that the river lay very close by, flowing across what is now The Maltings; in the absence of Mill Lane from either map it appears that access to the mill was along Barrack Lane. The mill premises were later to expand over a larger area, apparently onto newly-made ground, but without changing the site of the wheel. St Paul's Church with its spire appears in elevation on Barker's map; it was to remain for a further twenty years the only place of worship in Bray. The barracks also appears in elevation on Barker's map, as does Great Bray Castle. The pound is named on Barker's map at the junction of Vevay and Killarney Roads some distance away from the built-up area; an unidentified structure is shown on the same site on the Meath map. The property divisions for the Meath estate in 1764 are for the most part recognisably the same as those still extant during the nineteenth century (Fig. 2; Map 6).

Downstream of Bray Bridge the Dargle River is shown in 1764 as deflected southwards by a sandspit at its mouth to lap the east side of the later site of martello tower no. 2 and to discharge into the sea opposite the present railway level crossing. The new 'navigable cut to the sea', completed in 1787, which obviated the 'dangerous and inconvenient navigation of a paltry creek', <sup>21</sup> was dug across this sandspit. The old course of the river was still traceable in 1838 (Map 2). Bray was at this time in no sense a coastal town, however; at its closest point the shore, with a pebbly storm beach, lay some 0.6 km east of Bray's main street and was separated from it by a largely unpopulated area of green fields. But the presence of the Irish Sea nearby already offered some benefits to the town, although on a very different scale from what was to come. The mouth of the Dargle provided a harbour for small craft and there was a colony of fishermen in the cottages scattered along the shore. No doubt the local inhabitants also benefited both from smuggling and from the collection of flotsam and jetsam.<sup>22</sup>

The state of Little Bray during this period is rather more obscure. A grant of lands in the 'town of Little Bray' in 1636 mentioned the castle, six houses and gardens, orchards, the commons, and fishing in the Dargle. In 1654 the earl of Meath was one of three proprietors, the other two being 'Irish papists'; the earls of Meath were to continue to hold a number of scattered parcels of land in Little Bray into the nineteenth century. Rocque's map of Co. Dublin in 1760 shows Little Bray contemporaneously with the estate maps of Great Bray. The precursor of Upper Dargle Road diverged from the Dublin road to run alongside the commons and up to Fassaroe, west of Little Bray; it was not as yet the main route to south Wicklow and Wexford. There were a number of houses grouped in the area around the castle.

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Bray, then, in the middle of the eighteenth century, was no more than a small market town, little more than a village, serving the population of north-east Wicklow and south-east Co. Dublin. It might have been expected to grow slowly as a local centre, comparable to other small towns within easy reach of Dublin city. But in the last years of the eighteenth century and the first decades of the nineteenth, two factors came into play that were to have a profound effect on the development of the settlement.

The first of these was Bray's proximity to the Wicklow Mountains. Ironically, the same wild, inaccessible upland topography that must have seemed so threatening to the inhabitants of Bray in the medieval period now became a major asset. The Romantic Movement brought a new interest in dramatic scenery and the glens of north-eastern Co. Wicklow, together particularly with the Powerscourt waterfall, became popular destinations for travellers, many of them from outside Ireland. Bray slowly came to feature prominently in the tour itineraries, with some visitors pausing only briefly, while others stayed for one or more nights' accommodation.<sup>24</sup>

The second factor was the proximity of the coast. The fashion for seabathing as a 'cure', in combination with fresh air, healthy exercise and a range of social activities, which was already vitalising small fishing villages around the coast of Britain, now began to entice visitors to Bray. Denizens of other parts of Ireland, notably Dublin, came to the town in search of such delights as 'goat's whey and sea bathing'. Many of these visitors,

particularly at first, lodged in existing houses and cottages, but by the early 1800s, at least, good houses had been built especially for summer use. Bay View (Novara), Eden View (Marino Clinic) and Rich View (later Beechurst), the first two of which still survive, were described in 1838 as among the 'numerous bathing lodges' rented out for the season to 'casual tenants'. Arbutus Lodge in Little Bray, which also survives, was let 'to persons who come there for the purpose of receiving the salt water'. The various types of accommodation available were glowingly encapsulated in the *Parliamentary gazetteer* of 1846:

The town has for many years been a favourite summer resort of the wealthier of the Dublin citizens and of the gentry from a large part of Ireland; and it possesses, in a state of high facility and polish, the various appliances required for their accommodation and comfort, whether as lodgers or as tourists. Handsome cottages ornées, boarding houses on different scales of economy, and furnished houses from the small abode to the luxurious mansion, abound both in the town and in its environs, for the special use of visitors.

Bray grew rapidly, in part, at least, as a result of this activity. By 1816 houses had been built on both sides of the main street as far as the pound, and the built-up area already extended some distance into both Vevay and Killarney Roads. <sup>26</sup> The first Ordnance Survey map of 1838 shows a solidly-based if largely one-street town, although one with relatively few gardens or extensive back plots (Map 2). The sea front had also undergone some degree of transformation with the construction of two martello towers, an elaborate entrance and gate lodge to the grounds of Sans Souci (Bray Head House, now the Loreto Convent), home of the Putland family, and a coastguard station. By 1838 there was a good scattering of thatched cottages, some forty in all, along the rough track that ran the length of the bay, although apparently there was only one house on the sea front of sufficient standing to sport a slated roof. <sup>27</sup>

By 1838, too, Bray had acquired protestant and Roman Catholic national schools, several private schools and a free charity school run by the philanthropic Mrs Putland. The protestant church had undergone various renovations and a substantial Roman Catholic chapel, essentially occupying the central portion of the modern church, had replaced the original chapel of c. 1784, which had had a chequered history. A prominent feature on the map of 1838 was the hotel belonging to the Quin family, with its extensive grounds. Quin's Hotel (still in business as the Royal Hotel) was opened in 1776 and quickly gained an impressive reputation — it was invariably mentioned in glowing terms in the tour guides of the day, offering some sixty bedrooms, extensive livery stables, good food and wines, and 'baths,

fresh and salt, hot and cold, with shower, ditto, always ready'. Quin's Hotel was one of the most highly priced in Ireland, and its clientele included at least one lord lieutenant of Ireland who stayed several times including a visit for his 'flying gout' in 1842.<sup>28</sup> The broad gravel avenue — Quin's Walk — that ran eastwards through the hotel grounds to the sea still partly survives as the roadway in front of Duncairn Terrace. As we shall see, this avenue was to play a significant role in the layout of the post-railway resort at the instigation of the third-generation Quin hotelier, John Quin junior.

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The degree to which Bray had grown over a period of five or six decades is also shown by directory listings. In 1788 Bray had eight shopkeepers and tradesmen, together with two medical men, two brewers, a distiller and ship owner, a second ship owner who dealt in coal, slate and timber, and two hotels.<sup>29</sup> By 1824 there were twenty shopkeepers, eight craftsmen and nine tavern keepers in addition to Quin's Hotel. Of the tavern keepers, four were in Little Bray.<sup>30</sup> This rapid expansion in service trades continued, so that by 1846 there were over fifty shopkeepers and some fifteen craftsmen.<sup>31</sup> Both the shops and the most substantial houses were concentrated in the northern part of Main Street (Fig. 3).

Between 1666 and 1831 the population of Bray increased more than tenfold. It stood at some 200–250 persons in the 1660s — a figure probably not greatly different from that for the medieval settlement — doubled to 500–600 by 1766 and passed 3,500 by the time of the 1831 census.<sup>32</sup> There appears to have been a small reduction in population in the 1830s but, unlike many Irish towns where the famine years began a decline in population that was reversed only in the twentieth century, Bray in 1850 stood on the brink of an unparalleled expansion.

The opening of the railway line from Dublin to Bray on 10 July 1854 was rightly seen at the time as a momentous event. The first railway line from Dublin to Kingstown (now Dún Laoghaire) had been completed as early as 1834, beginning a period of rapid residential expansion along the south coast of Dublin Bay. Subsequently in 1844 an innovative but short-lived atmospheric railway linked Kingstown with Dalkey, 8 km north of Bray, and at that time proposals were put forward to extend the line on through Bray as part of a major scheme to provide a new Britain–Ireland route via Rosslare, Co. Wexford; had the plans come speedily to fruition, the town might have developed very differently in the hands of entrepreneurs other than those of the 1850s. In the event, although work on the laborious Bray Head portion of the line was undertaken in 1847–8 — providing welcome

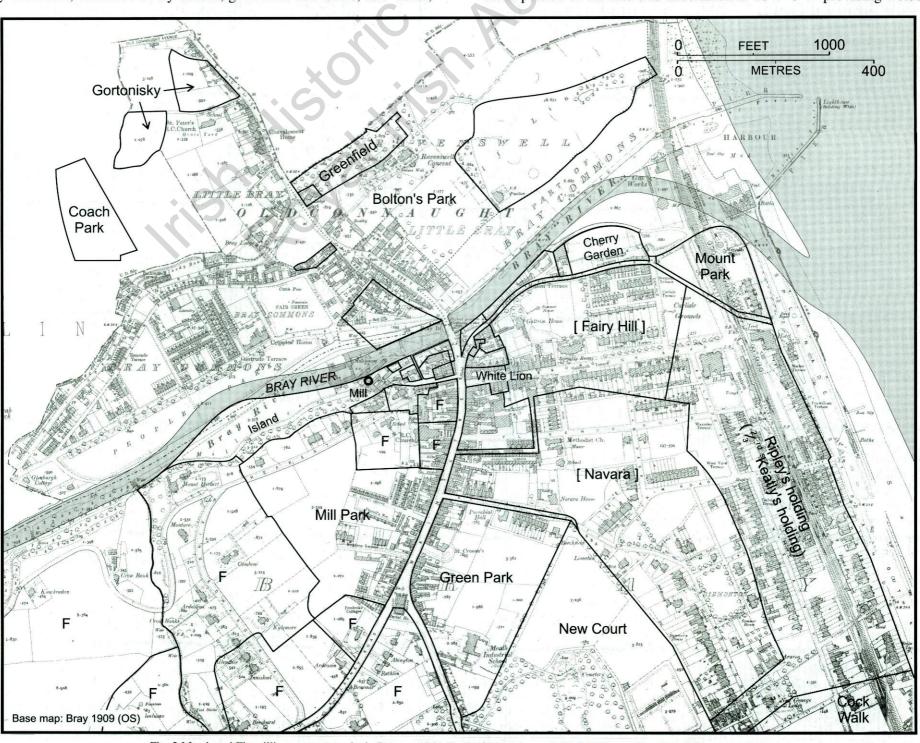


Fig. 2 Meath and Fitzwilliam property units in Bray, c. 1764 (Barker; Meath map, 1764; MED). F = Fitzwilliam property.

employment in the time of famine — it was only after 1850 that various difficulties, financial and otherwise, were overcome and work commenced in earnest. 33 Significantly, William Dargan, the notable railway engineer and organiser of the 1853 Great Industrial Exhibition in Dublin, took shares in the railway company and supervised the completion of the line, making the 'rapid progress' which he was said to be 'so powerfully capable of effecting'. 34 Dargan's interest was to extend far beyond the provision of a fast and comfortable means of travel between Bray and Dublin; he became one of the chief architects of the 'new' town, a role for which he is still commemorated.

This new Bray, planned as a seaside resort after the English pattern, had to be grafted onto the existing town. The first, and most important, factor that determined the layout of the extended town was the choice of a route for the railway close to the coast. North-east of Little Bray the line traversed flat boulder clay deposits — where coastal erosion was later to necessitate a major realignment of the track — to cross the Dargle River at its mouth. Bridging the Dargle involved building a 130-metre long embankment across the shingle north of martello tower no. 2, a northward extension of the shoreline that was soon followed on the seaward side by land reclamation and by the construction of a new dock for the small ships now excluded from the river.<sup>35</sup> The railway line rangeouthwards some 60 to 100 m inland of the beach, cutting off the two martello towers and the coastal cottages from the fields behind them, before disappearing into a series of cuttings and tunnels in a spectacular section around the cliffs of Bray Head. This route was by no means the only or obvious one: a line inland of Bray Head — perhaps even west of Bray's main street — might well have involved less expense; certainly it would have avoided a subsequent series of realignments necessitated by rock falls. Such a line would, however, have passed across the Killruddery estate, and there is a tradition that to avoid this the tenth earl of Meath gave the site of the route around the headland free of charge.<sup>36</sup>

The positioning of the railway line close to the shore had certain advantages, notably the situation of the railway station only a few score metres from the waterfront, and so ideal for day trippers, rather than some distance away at the rear of the town as happened in many English and Welsh resorts. It had the major drawback, however, that the railway company had to find means of reconciling the requirements of its trackway and buildings with the gridwork of new roads planned for the sea-front area. This necessity, together with a need to engineer an upward gradient towards Bray Head, was met by the provision of one major level crossing adjoining the railway station, and by elevating the rest of the line onto an embankment so that it passed by means of a series of low stone-buttressed bridges, five in all, over the new west—east roads leading to the sea. As a result, the station buildings and the embankment cut off the view of the sea from most of Bray, leaving the resort with seaward-facing sites only along a constricted coastal strip.

The choice of the route along the northern part of Bray's sea front was made possible by the involvement of one of Bray's most prominent businessmen, John Quin junior, who had inherited in 1852 not only Quin's Hotel but also his father's extensive landholdings to the east of Main Street. These lands were essential to the construction of the line and to any expansion in the area between the northern part of Main Street and the sea front. It was John Quin's agreement with the Dublin & Wicklow Railway Co. that determined the siting of the railway station close to the seaward end of Quin's Walk. The same agreement stipulated that the railway company would pay for the new 'forty-foot' road running parallel to Quin's Walk from Main Street across the level crossing to the sea front. <sup>37</sup> Quinsborough Road, for so it was named, became the main artery between the old Bray and the new, breaking into the main street across the old White Lion premises south of Quin's Hotel and offering an enticing vista towards the sea from the heart of the old town.

The old road to the sea (Seapoint Road), retaining even today something of its pre-railway era ambience, was re-routed at its eastern end under a sixth railway bridge to reach the shore north of martello tower no. 2. At the same time a general pattern of new roads was speedily established, cutting across the existing field boundaries: Strand Road, running the length of the sea front along the old unfenced trackway shown on the 1838 map; Meath Road, incorporating the present Adelaide Road and running inland of the railway from Quinsborough Road almost to Bray Head; Sidmonton Road, a continuation of Novara Avenue; and the shorter roadways, Albert, Sidmonton, Victoria and Convent Avenues, intersecting Meath Road at right-angles and passing under the tracks to reach the sea front.

There was for fifty years a major gap in this road network in the case of Florence Road, the second route from Main Street to the railway station. In 1870 it still comprised only a short stretch of roadway, parallel to Quinsborough Road, in front of the four most easterly houses of Florence Terrace. It was extended across the Quin estate as far as Eglinton Road in c. 1886, realigned slightly to bypass the Methodist church, but another six years elapsed before the town commissioners agreed to purchase the necessary properties at the Main Street end. The breakthrough was not finally made until 1902, with a further slight deviation to the north-west so that the junction with Main Street lies opposite Holy Redeemer Church.

It was only the northern and eastern parts of the area east of Main Street that were crossed by new roads laid out in this regular fashion. Charles Putland of Sans Souci played, unintentionally, a negative role in the shaping of the new Bray by selling his house and the northern part of his extensive property to the Loreto Order only three years before the arrival of the railway. In the hands of the Loreto nuns, the grounds, commanding panoramic views, were to remain largely unaffected by the radical growth of

Bray for over a hundred years. Novara Avenue, which evolved from the old avenue to Bay View, provided — and still provides — the most southerly, though comparatively indirect, route to the sea front from Main Street; continuing southwards it remains necessary even today to travel more than a kilometre to reach Putland Road (built by Charles Putland on the northern edge of his remaining property) and so to gain access from Vevay Road to the esplanade at the Bray Head end.

The esplanade, an essential amenity for a seaside resort, was one of the gifts made to the town by William Dargan. He took a 99-year lease on the old storm beach (excluding the most southerly portion, which was Putland property) from the earl of Meath and converted it into a wide grassed strip with a path at either side, marked off from the new Strand Road by chain fencing suspended from granite posts.<sup>39</sup> There was little protection from the waters of the Irish Sea, and the esplanade, Strand Road and the new terraces of houses along the sea front were very vulnerable to the effects of easterly gales, a situation that had to be mitigated at great expense later in the century.

Dargan presented Bray with two other major facilities: the Carlisle Grounds close to the railway station and the Turkish Baths midway along Quinsborough Road. The former, a 1.3-hectare site that still survives as the home of Bray Wanderers Football Club, was opened by Lord Carlisle, the lord lieutenant, in 1862 and served as an open-air pleasure ground, with archery and athletic competitions, cricket and croquet matches, flower shows and bazaars. The elaborate Turkish Baths was undoubtedly the most distinctive new edifice in Bray, built of red and white brick with tall minarets at the corners. Despite its original purpose, it was to have only a brief period of operation as baths and was soon converted into the resort's assembly rooms.

Besides Dargan and Quin, other entrepreneurs were involved in the development of the new Bray, and two of them were also associated with the area around the railway station, which now became the focal point of activity in the resort. Dargan's caterer associate, Edward Breslin, who was to have a long and influential connection with Bray as hotelier and as

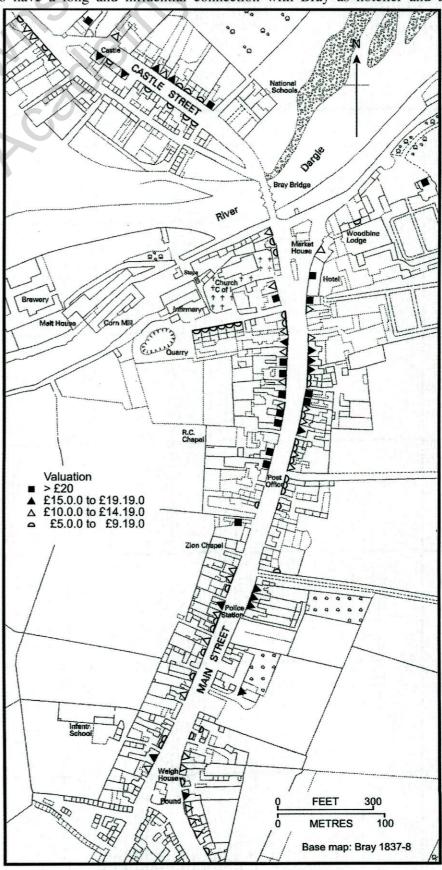


Fig. 3 Houses valued at £5 or more, c. 1850 (Val. 1).

chairman of the town commissioners, <sup>41</sup> opened a major hotel on the seaward side of the station as early as 1855. Breslin's Royal Marine Hotel had the advantage of uninterrupted sea views but, like all the hotels to be built along the sea front, the disadvantages of a rather congested site and an undue proximity to noisy steam trains; within five years, however, it had already been extended, and boasted ninety bedrooms and twelve sitting rooms. Breslin also ran the railway station's extensive refreshment rooms and buffet. <sup>42</sup> Local builder John Brennan was responsible for the International Hotel, built as the largest hotel in Ireland with 212 bedrooms, placing it on a site inland of the railway on Quinsborough Road leased by Dargan from John Quin: it, too, was for some periods in the hands of Edward Breslin. An imposing building with a large garden on the south side, it was opened in time for the summer season of 1862.

John Quin rebuilt his hotel on the corner of Quinsborough Road, curving it elegantly round into the new street. Its previous high reputation did not, however, compensate for the lack of a site close to the sea front, and it was rapidly dislodged from its position as Bray's premier hotel to the point where it became for some years no more than a boarding house. Ironically, it was to outlast its mid nineteenth-century competitors and, as the Royal Hotel, regain its old importance in the twentieth century. Lacy's Bray Head Hotel (now the Bray Head Inn), in business by 1860, formed a counterattraction at the southern end of the esplanade, although it acquired its present imposing facade only at the end of the century.

Meanwhile Bray was gripped by a fever of building and rebuilding. New villas and terraces of houses in a mixture of styles sprang up, particularly along Quinsborough Road, Strand Road and the northern part of Meath Road. Almost a hundred houses and pairs of houses built in the fifteen years after 1854 appear, named, on the 1870 Ordnance Survey sheets, together with more than thirty terraces (Appendix C). Some terraces, such as Dargan Terrace or Brennan's Terrace, bore the names of their proud owners; others, such as Prince of Wales Terrace or Brighton Terrace, were given names intended to imply a certain gentility. Villas were also usually given dignified-sounding names, many of which have survived to the present.

In addition to the new streets, Main Street was revitalised, at least at the northern end, and both it and Quinsborough Road deserve close examination. Quinsborough Road was, of course, an entirely new road, and there is some question as to when exactly it was fully opened up at the western end. Certainly there was a difference in the character of the preexisting property parcels nearer the sea, which was virtually virgin territory, and the more fragmented parcels in the west that had formerly included the backyards of properties in the main street. In the east, three major 4-storey terraces — Dargan Terrace (now Duncairn Terrace), Goldsmith Terrace and Prince of Wales Terrace — together with the International Hotel and the Turkish Baths, were built to face each other across the wide street, made even more imposing by its private roadway on the northern side. Even today, after various vicissitudes, this is the most imposing stretch of road in Bray. West of Goldsmith Terrace and the Turkish Baths, the road has a different, less impressive, character and the façades have fewer pretensions to grandeur; it might be suggested that the new houses and shops here were built after the first hopes for a booming resort had faded.

Main Street tells a different story, although again the street falls into two halves. In 1854 many property units in the northern half must still have carried the fabric of the old, mid eighteenth-century town. Thom's directory describes St Paul's Church in 1860 as surrounded by 'old and unsightly houses', although on the former Fitzwilliam estate, by now in the hands of the Pembroke family, the Hon. Sidney Herbert (first Baron Herbert of Lea) was engaged in removing 'many of the old houses and shops on his property ... for the re-erection of improved and more commodious buildings'. The buildings in the southern half of Main Street, on the other hand, were relatively recently built, dating from no earlier than the last decades of the eighteenth century. It seems that after 1854 the northern half underwent a process of rapid urban renewal, with substantial two- and three-storey buildings, 'including a number of handsome modern shops', 43 replacing the older building fabric. The buildings in the southern half appear not to have undergone the same transformation; some of the present relatively modest two-storey properties may well be the original buildings on these sites. A number of single-storey thatched cottages near the present town hall survived into the twentieth century.<sup>44</sup>

Another area where the old buildings were not entirely displaced by the new is at the end of Strand Road close to Bray Head. North of Convent Avenue, the cottages that once dotted the coastline were erased without trace except for one small group forming an 'island' in the middle of Strand Road close to its northern end that survived until c. 1960.<sup>45</sup> South of Convent Avenue, on the Putland estate, a number of small dwellings, including Rose Cottage, shown on the 1838 map have survived to the present; some of these represent the last of the cottages once inhabited by Bray's fishing colony.

There was a limited amount of development of the area west of Main Street, with Herbert Road, laid out on the Pembroke estate by the Hon. Sidney Herbert in 1859, the only major new road. Positioning its junction with Main Street so that it lay directly opposite Quinsborough Road was a delicate operation, which involved slicing diagonally through the backyards of the Church Terrace cottages and leaving the end house with its southeastern corner abutting the new pavement. Herbert Road acquired a few villas at its town end, but there was relatively little development before the turn of the century. Its presence did, however, cause the west end of Barrack Lane to degenerate into a back alley, which today leads only to the rear of a few of the Herbert Road houses.

Sidney Herbert was also responsible for the construction of Church Road, providing a cross-link between Killarney and Vevay Roads 350 m south of their junction. This gently curving road was built to provide a setting for the Church of Ireland's impressive new Christ Church, built in 1863, which replaced the seventeenth-century church near the bridge with an edifice more fitting to the congregation's aspirations and which still dominates the southern end of Bray with its slender granite spire. Twenty-five years later Reginald Brabazon, Lord Ardee, later twelfth earl of Meath, made his own ostentatious contribution to the same area when he commissioned and donated to the town the elaborate English-revival style town hall, built in 1882 on the site of the old pound. On Main Street the Roman Catholic chapel was enlarged several times, with a major reconstruction at the very end of the century when, as the Church of Our Most Holy Redeemer, it became the dominant feature it is today. Bray also acquired Presbyterian and Methodist churches, and several new schools. The old bridge over the Dargle was replaced by the present one as early as 1856.

Little Bray, too, while remaining 'almost entirely occupied by the working classes', 46 expanded and acquired its 'planned' area. In the 1850s Castle Street, Back Street, Dublin Road and Upper Dargle Road were already lined with the small houses and cabins of tradesmen and labourers, sheltering a population close to half that of Great Bray in a proportionately much smaller area; in c. 1860 Bray Commons, previously encroached upon only by the poor cabins of squatters, was enclosed, partitioned and laid out with streets. The reclaimed area, which has given Little Bray much of its present character, was part of the flood plain of the Dargle River, highly susceptible to a combination of heavy rainfall upstream, a high tide and an easterly gale; the racecourse there had been destroyed by floods as recently as 1835, well within living memory. Nonetheless, the area was sold off as building land, a regular grid of new roads was laid out, and the first dwellings were erected, including several terraces of single-storey cottages, still extant, built by the Artizan Dwellings Co. in the 1880s. The fair green was laid out in the area, as was the People's Park, assigned to compensate local residents for loss of recreational rights on the commons.<sup>47</sup> The formation of the park from the strip of land nearest to the Dargle was perhaps in the hope that any flooding would be confined to that open space. If so, it was a vain hope; there were a number of serious floods in the following decades, most notably that of 1905 when some seven to ten feet of water swirled through the streets, demolishing walls and a number of old cabins.<sup>48</sup> Memorable floods were to recur later in the twentieth century.

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The physical development of the town in these decades was responsible for much of the appearance of Bray as we know it today, but the spirit of the late nineteenth-century seaside resort was to be of a more transient nature. Bray in its heyday had an atmosphere more akin to that of an English, Welsh or Manx resort than to that of most other Irish towns. This was an inevitable result of the function of a resort, where a large influx of visitors in the summer months determines the character of the town and creates a heavy, if seasonal, demand for facilities and services. But in the case of Bray there was also a conscious decision in the 1850s to model the town on the new English south-coast resorts, specifically Brighton, by then the largest resort in Great Britain and Ireland with a population of over 50,000. Brighton's pre-eminence as a watering place had originally derived from the patronage of the Prince Regent at the turn of the eighteenth century, and the opening of the railway to London had encouraged wealthy Londoners to settle there within easy travelling distance of the English capital. Bray was perceived as having a similar history and as offering the same advantages. The fine new hotels, the esplanade, the Turkish Baths (a faint echo, perhaps, of Brighton Pavilion) and the Carlisle Grounds were all intended to match the facilities found in English resorts. And, from 1860 at least, the sobriquet 'the Brighton of Ireland' became attached to Bray. 49

The number of visitors during the season is difficult to gauge, but their presence demanded several kinds of service in addition to accommodation: those connected with appropriate entertainments on the one hand and, on the other, the basic services of sewerage, water supply, lighting and street maintenance. Entertainment, like accommodation, was largely, though not wholly, privately organised; the adequate provision of utilities was a matter from 1857 for the newly-established Bray Township Commissioners, later Bray Urban District Council.

The provision of appropriate resort entertainment was to involve both the exploitation of natural factors, such as the sea itself and the nearby fine scenery, and the creation of new enterprises. In the mid nineteenth century, sea bathing still required the availability of bathing boxes or permanent baths; entering the water directly from the beach became acceptable only in the first decade of the twentieth century, when in Bray it was seriously to affect the receipts from the Ladies' Baths. These baths, built in 1878 midway along the esplanade, themselves partly superseded the ladies' bathing boxes erected on the strand by the railway company in the late 1850s; in 1885 thirty permanent bathing boxes, two of which were reserved for the nuns of the Loreto Convent, were added on the seaward side of the baths.<sup>50</sup> The first men's baths, still visible next to Martello Terrace at the north end of the esplanade, were built in 1861, offering 'hot, cold and open sea baths'. In the 1880s a 'gentlemen's baths', evidently a temporary structure, was made available in summer by the town commissioners on the sea front opposite Esplanade Terrace since 'it was absurd that the whole esplanade should be taken up by ladies' bathing', but this was discontinued after three years for lack of support; plans to add a bathing pier were abandoned owing

to the cost involved.<sup>51</sup> There was also a men's bathing place at Naylor's Cove, close to Bray Head.

Bathing of a more specifically medicinal nature seems not to have attracted many followers. The Turkish Baths, open from 6 a.m. to 11 p.m. and offering 'an admirable sea-bathing preparative and accompaniment', was one of a number of similar premises built in Ireland at this period.<sup>52</sup> Opened in 1859, it was closed within six years. Dr Haughton's Hydropathic Establishment, with a regimen 'suitable for invalids', in John Quin's Galtrim House was also short-lived; eulogised by G.R. Powell in 1860, the doctor had departed by 1862.

Boating was a popular pastime, one that served to augment the 'uncertain livelihood' of the local fishermen,<sup>53</sup> and the presence of a fleet of small boats was to remain a feature of the beach close to Bray Head well into the twentieth century. Just as in the earlier period, the fine scenery nearby was an important factor in the success of the resort. Walks around Bray Head were popular, and large numbers of hackney carriages plied for hire from stands on Seymour Road and in the vicinity of the railway station; a day's excursion to Wicklow beauty spots in a horse-drawn vehicle might cover up to thirty miles.<sup>54</sup>

Entertainment was organised in Bray itself, some of it on a commercial basis, as in the Carlisle Grounds, some, like the military band performances on the esplanade, free to all. After complaints in the 1870s that there was not sufficient entertainment provided for visitors 'such as in England', the Bray Improvement Committee, later the Bray Amusements Committee, was formed; subscriptions were raised from local business owners and the railway company, and the various band performances, rowing regattas, polo matches, firework displays, flower shows and other events were systematically organised.<sup>55</sup> These were relatively small-scale entertainments requiring little capital investment. Bray was unsuccessful, however, in attracting the capital necessary to provide the major amenities found in seaside resorts in Britain. In particular, it never acquired a pier, despite repeated efforts by successive promenade pier companies over the forty years between a first enabling act of parliament in 1867 and the final abandonment of the project in 1906.56 Plans also came to nothing for a marine aquarium, a concert hall, and lecture, exhibition and refreshment rooms in the Carlisle Grounds; for a floral pavilion and winter gardens; for an electric tramway along the sea front and tramlines running through the town.<sup>57</sup> A light railway running the 5 km to Enniskerry was the only scheme actually to get under way, but it was never completed.

Meanwhile the town commissioners were concerned with the provision of basic services, a major problem given on the one hand the very rapid expansion of the town and on the other the limited powers and restrictions on spending imposed on them by the Towns Improvement (Ireland) Act of 1854.<sup>58</sup> A letter to the *Freeman's Journal* in 1865 complained that, although nearly £250,000 had been spent over the previous decade on building projects, the water supply was inefficient and the sewerage system was defective.<sup>59</sup> The first water supply came from a small reservoir on Herbert Road, but from 1868 onwards water was provided from Dublin Corporation's new Vartry reservoir 12 km to the south. There were complaints from the first about the high costs, however, and dissatisfaction with the quantity supplied culminated, after a 'number of complaints and threats' from ratepayers, in the commissioners serving notice on Dublin Corporation in 1876 with a writ for compensation. <sup>60</sup> By 1893 the supply was being turned off each night, causing fresh complaints from householders, and the commissioners were contemplating drawing water from the mill race. This project, and an alternative scheme to join forces with Kingstown in finding another source of supply, were dropped when Dublin Corporation announced at the end of the year that measures had finally been taken to remedy the situation.<sup>61</sup>

The extension of the sewerage system also caused difficulties. Approval for a new system was given in 1866, but the commissioners were still borrowing large sums to complete the sewers in the 1870s. Most of these new sewers served the more prosperous parts of Bray: in 1876 the sanitary officer launched a devastating attack on conditions in the poorer areas; in 1884 he reported that a 'very large number' of houses in Little Bray were still without 'the necessary sanitary accommodation'; and in 1885 his assistant was told to report on all houses on the esplanade without 'proper privy accommodation'. Dock Terrace, built by 1870, had no sewer in 1889. 62

Street lighting was another problem. The first gas lamps were installed in c. 1865, but again charges were considered very high, and the quality was often far from satisfactory. Electricity was supplied by the gas company to the esplanade during the summer months from 1886, and in 1892 the former corn mill on the Dargle was converted into an electricity works to supply the town. The town commissioners were also faced with substantial bills for new roads and for paving and kerbing the footpaths in the town. On a lesser scale, in 1885 they purchased metal street nameplates and six finger posts, and ordered the numbering of houses, starting with Main Street. 64

All these charges had to be met from the town's rates and, when necessary, by borrowing funds. A major outlay was incurred in the 1880s, when the commissioners were obliged to face up to the problems of the esplanade, doing so in a radical, though essential, fashion that greatly altered the appearance of the sea front. The state of Dargan's original esplanade was the subject of complaints as early as the mid-1860s and in 1869 Lord Meath's solicitor wrote to the town commissioners on the subject of its 'bad order', threatening to resume possession. <sup>65</sup> Presumably this disarray was

occasioned by the action of onshore gales that regularly inundated the esplanade, damaging its surface as well as throwing up quantities of shingle and seaweed.<sup>66</sup> Certainly by 1870 part of the outer pathway had already been washed away just north of martello tower no. 1, and the town commissioners found it necessary to have timber piling added to the whole seaward side.<sup>67</sup> By 1878 the tower itself was considered dangerous, with its foundation undermined by the sea and a long crack up its side.<sup>68</sup> At the southern end of the bay, the roadway in front of Fontenoy Terrace was for some months rendered impassable after the November gales of 1875; by the early 1880s the commissioners were carting debris from landslips on Bray Head in order to fill new breaches in the esplanade.<sup>69</sup>

Plans for a new sea wall were submitted in November 1881 and a year later the commissioners, alarmed that the necessary loan had not yet materialised, were again concerned about 'the great loss likely to be sustained during the winter owing to the encroachment of the sea'. 70 The work was undertaken in 1884-6 at a cost of some £20,000. The new combined sea wall and promenade was both a great asset and something of a disadvantage to the resort. On the positive side it provided, in addition to protection from the ravages of the Irish Sea, an impressive walkway, edged with ornamental iron railings and furnished with fixed seating overlooking the beach and the waves. At the same time, however, for most of its length the wall formed, and still forms, a barrier between the resort and the beach area, with narrow steps providing limited access to the northern end of the shore. Although, like Dargan's earlier esplanade, the new promenade stops well short of Bray Head, and access to the beach is easier in the southern part of the sea front, the crowds arriving by train and spilling out onto Strand Road have been offered none of the easy access to beach and sea found in resorts elsewhere. One minor result of this changed availability of access to the shore was the demise of the moveable bathing boxes along the front; three proprietors received compensation from the authorities in 1884.<sup>71</sup>

Shortly after the sea wall was completed, the north end of the sea front was further modified by the construction in 1891-6 of a new harbour for shipping. Although the sea trade in the second half of the nineteenth century remained no more than the import of coal, slate and limestone and the export of grain by 'several small craft',72 the commissioners were concerned at Bray's lack of good port facilities, particularly since the small privatelyowned dock built in 1858 had been allowed to deteriorate. Attempts in the 1880s to construct a fishery pier at a cost of £8,000 had also provedabortive. 73 With its twin encirling piers and small lighthouse, the new harbour involved fresh borrowings of £30,000 at a time when the township still owed £19,000 for the sea wall, together with substantial other debts. The harbour never showed a profit, although, according to its former harbour master, at its peak in c. 1916 it provided employment for some fifty dock workers handling imports of coal and exports of pit props. The presence of the outfall of the main sewer made the harbour unsuitable for use by pleasure boats and by the second half of the twentieth century it was largely derelict.75

The town commissioners had to deal not only with these major matters, but also with many more trivial ones peculiar to a holiday resort. They tried to maintain standards, refusing, for instance, to allow the washing of hackney carriages at public fountains or the sale of secondhand clothing on the fair green. They conducted endless battles, mainly through the inspector of nuisances and the car committee, with the owners of the bathing boxes on the esplanade; with unlicensed hackney carriage drivers, some of them interlopers from Kingstown on bank holidays; and with fishermen who refused to move their boats or fishing nets from the strand when requested to do so. Minor nuisances included problems with dirty water dripping from the railway bridges onto passers-by, with groups of men congregating at the 'hiring corners' at the junction of Main Street and Quinsborough Road, and with 'parties causing annoyance' by hymn singing and preaching on the esplanade.

As an undercurrent behind all these matters lay the relationship of the town commissioners with the lord of the manor, where conflicts inevitably arose between the new businessmen and the old-established landlord zealously guarding his ancient rights. The earl of Meath's approval was required for many of the developments in the town: those connected with the esplanade, for example, or with the foreshore, where his licence was required for the erection of bathing boxes and landing stages.<sup>79</sup> He also controlled the fair tolls until their transfer to the town in 1880. At first the relationship was relatively harmonious: the eleventh earl, as befitted his status, was the first chairman when the town commissioners were established in 1857. Almost two decades later in 1874, however, he resigned from the commissioners under pressure from a new vociferous group of ratepayers;80 henceforth the Brabazon family ceased to play an active role in local government although its members continued to support the affairs of the township.<sup>81</sup> While keeping a careful watch on their own interests, the family was generous in donating facilities to the town, notably the People's Park and the town hall. There were, though, two serious disputes during the last decades of the nineteenth century, one concerned with regulation of the town hall on its completion and the other over the public right-of-way in Ravenswell Road.82

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At the close of the nineteenth century, fifty years after the arrival of the railway, the number of dwellings in the town had risen steeply from 668 in 1851 to 1,614 in 1901 and in the same time span the population had more

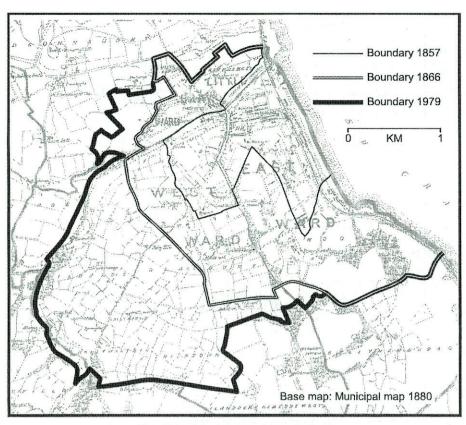


Fig. 4 Municipal and ward boundaries.

than doubled. The built-up area had trebled in extent, mainly between 1854 and 1870, an expansion that was reflected in the new area incorporated into the township in 1866 (Maps 7, 8; Fig. 4). Nevertheless this enlarged area, which included for the first time most of Little Bray, had many open spaces that were only slowly to be filled in during the next hundred years. The three purpose-built hotels that had dominated the seaward part of Bray since the 1860s — the Bray Head, the International and the Royal Marine remained pre-eminent landmarks in the town at the end of the century. Only one other substantial hotel had been built — the Esplanade Hotel, which replaced the old coastguard station in the 1890s — although several large sea-front houses had been converted into private hotels. A few years later, in 1910, Porter's directory recorded that the Bray Head, International and Royal Marine (by now renamed the Marine Station) Hotels offered over two hundred rooms between them, rather fewer than in the 1860s; there were eight other hotels and 147 houses offering accommodation scattered around the town. Many other households took in visitors on a modest scale, often by moving out themselves into small outbuildings in the back gardens.

Unlike the experience of the English and Welsh resorts where there was a new surge of development at the turn of the century as summer holidays became more affordable by both the middle and the lower classes, 83 Bray's great period of expansion as a seaside town was now at an end. One indication of this was the decline in importance of the area around the railway station, the very hub of the resort from 1854 onwards. After sixty years in operation, the Marine Station Hotel had its upper floors destroyed in an accidental fire of 1916 and for twenty years the surviving fabric remained vacant, detracting immensely from the approach to the esplanade over the level crossing.84 Its eventual conversion into a station buffet and, more recently, its partial replacement by an undistinguished office block did little to enhance the site. The International Hotel, which had already experienced mixed fortunes and changed hands a number of times, 85 was closed briefly in 1900–1 and again for long periods during and between both world wars; the neglected façades and unkempt gardens must have been a cheerless sight. 86 Although it was back in business as a hotel in the late 1940s, the building was destroyed by fire in 1974 and this prime plot in turn lay vacant for two decades.

Despite the considerable outlay in the 1880s, the exposure of the sea-front area to easterly gales continued — and still continues — to cause problems. The new wall had hardly been completed when the town commissioners were concerned at damage caused by autumn gales, and at the unauthorised removal of shingle from the beach close to its base; by 1893 they were already having to take steps to protect the foundations. 87 Erosion accelerated after the building of the new harbour piers, with a fall of up to three metres in the level of the beach at the northern end, so that by the time of extensive repairs in the 1940s the sea wall was described as being 'in such serious danger to call for an expenditure equal to its original cost to prevent the complete failure of about one-third of the whole'. 88 New coastal protection measures are due to be undertaken at considerable cost in the late 1990s.

The amount of development or renewal of properties along the sea front after 1900 seems to have been inconsiderable, with a large number of the mid nineteenth-century buildings surviving to the present. There was little retail development, with only a number of shops selling souvenirs and refreshments, together with a few amusement arcades, at the north and south ends. There were also some small outlets selling holiday items in Albert Walk, close to the railway station. Between the sea front and the main street, twentieth-century infill has consisted largely of small suburban dwellings, including rows of modest detached bungalows built in Florence Road and at the southern end of Meath Road during the 1920s and 1930s. More substantial houses were built on King Edward Road, Galtrim Road, and on the east side of Killarney Road where old terraced cottages were replaced by

large detached houses. In the first decade of the twentieth century the urban district council strove to provide decent working class housing by building rows of terraced houses in Dargan Street in Little Bray, and St Kevin's Square and James Connolly Square, to be followed in later decades by houses in Wolfe Tone Square, off Vevay Road, and St Patrick's Square and St Cronan's Road in Little Bray. Hudson's Terrace, a notorious laneway of poor cottages off Main Street, built as late as c. 1860, was demolished, as was the surviving row of thatched cottages near the town hall.

Comparison of the 1909 and 1937 Ordnance Survey 1:2500 maps, however, shows a town that did not change materially in the first part of the twentieth century. A period of depression during the second world war, with its restrictions upon movement across the Irish Sea, was followed by a shortterm revival, particularly in the immediate post-war years when visitors thronged in from austerity-dominated Britain. Bray continued to operate as a popular holiday resort, both for Irish holiday makers, including large numbers of factory workers from Northern Ireland, notably in the period around 12 July, and for British visitors from the industrial towns and cities of northern England and Scotland.<sup>89</sup> The era of the traditional seaside holiday ended, however, in both Ireland and Britain in the late 1960s and early 1970s, with the rise of package holidays and the new freedom to travel offered by the motor car.

Fortunately for Bray, this decline of its resort function coincided with the considerable expansion of Dublin. The convenience of rail travel already meant that many workers, mainly white-collar, travelled to Dublin daily;<sup>90</sup> from the 1960s onwards Bray became a dormitory town, desirable for combining easy access to the capital with lower land prices and fresher air. The inland Harcourt Street railway line had been closed on 1 January 1959, but the opening of the electrified rail service (Dublin Area Rapid Transit or DART) along the coastal line in 1986 gave new importance to the rail link with Dublin, carrying commuters rather than trippers. Boarding houses, including several on the sea front itself, acquired a new service role as nursing homes. Extensive housing estates have been built on the grounds of the large late-Victorian houses around the town, extending the urban area inside the old demesne bounds of Killruddery House to the south and as far as the main Dublin-Wexford road (now bypassing Bray as the M11) to the west, and spilling northwards of Little Bray beyond the urban district boundary to Corke Abbey and the north side of Old Connaught Avenue. A large Roman Catholic church and a new courthouse have been built at Ballywaltrim on the south side of the town. Pressure on land close to the town centre has finally affected the grounds of the Loreto Convent; houses now occupy the walled garden and a large area at the southern end, while St Thomas's Community College has been built within the northern perimeter. Although there was major flooding of the old coastal plain of the Dargle in 1931, 1965 and 1986,<sup>91</sup> pressure on building land has also resulted in the construction of dwellings on the low-lying, former marshlands at Seapoint, at The Maltings on the site of the mill and brewery and, most recently, on part of the upper commons area.

Bray has also developed a substantial manufacturing base, with factories in Little Bray and in an extensive industrial estate at Boghall Road at the southern end of the town. Construction in the late 1970s of a substantial shopping centre at Castle Street in Little Bray, not far from the nineteenthcentury fair green, revitalised the area north of Bray Bridge. By the 1990s the population of the urban district had passed the 25,000 mark and, with the continuing demand for housing in the vicinity of Dublin, growth seems set to continue. In summer suburban trains still carry day trippers, and local residents and visitors alike stroll on the promenade, visit the amusement arcades and sit on the beach in the enduring atmosphere of a seaside holiday resort. At the same time Main Street, lined with thriving shops, is the centre of Bray's urban activities. Seen from Little Bray across the busy bridge, old St Paul's Church, symbolising the medieval settlement, faces across Main Street towards the greatly enlarged Royal Hotel, pre-eminent again as it was two hundred years ago. The tower of Holy Redeemer Church, a central focal point, rises in the middle distance. And, at the upper end of Main Street, the late nineteenth-century town hall stands as a reminder of the connection with the Brabazon family and so with the manor of Bray, through a history dating back over eight hundred years.

- Bray south of the Dargle was once commonly referred to as 'Great Bray', 'Big Bray' or 'Much Bray', in apposition to Little Bray north of the river. Here Bray is generally taken to refer to the settlement as a whole; 'Great Bray' is used for emphasis when alluding to the area south of the river.
- K.M. Davies, 'A note on the location of the Roman burial site at Bray, Co. Wicklow', in
- Archaeology Ireland, iii, no. 3 (1989), pp 108–9. A.P. Smyth, 'Kings, saints and sagas', in Hannigan and Nolan, p. 45.
- There is no conclusive evidence, however, to link forms of the placename 'Bray' occurring before the end of the twelfth century to this riverbank site rather than to Bray Head. Hogan appears to be mistaken in suggesting that the 'dún' of 'Dún mBrea' was 'traceable on the south bank of the Dargle just west of Bray Bridge' in c. 1910 (Edmund Hogan, Onomasticon Goedelicum, reprint, Dublin,
- For discussion of the area involved, see Liam Price, 'The grant to Walter de Ridelesford of Brien
- and the land of the sons of Turchil', in *JRSAI*, lxxxiv (1954), pp 72–8.

  J.F. Lydon, 'Medieval Wicklow "a land of war", in Hannigan and Nolan, pp 152–3, 158; Linzi Simpson, 'Anglo-Norman settlement in Uí Briúin Cualann, 1169–1350', in Hannigan and Nolan, pp
- Cal. Carew MSS, v, p. 134. J.T. Gilbert (ed.), Historic and municipal documents of Ireland (London, 1870), pp 456-62. Rot. pat. Hib., p. 39. 10.
- 12. 13. Ibid. Davies, 1986a.
- 14.
- MEL 19, 10.5.1675, William, earl of Meath, to Edward Keatly, yeoman. 15. 16. MED 170.
- Price, 1931
- 18. See, for instance, FJ 8.8.1799.

- A drawing of the Bray mill in 1807 confirms that the Dargle River flowed close by the mill wheel 19. at this period (Nattes).
- Although there was a Roman Catholic parish of Bray, the centre of the parish was at Kilmacanogue, 4 km to the south, and until a chapel was built in Bray in the 1780s the parishioners 'must have frequented the old chapel which stood in Old Connaught' (Donnelly (3), pp xxx, xlvi).
- See, for instance, FJ 3.2.1784, 23.6.1789.
- 23. Davies, 1993, pp 30-33.
- 25.
- Taylor. Ir. Builder 1.12.1893.
- 26. 27. 28. 29. Davies, 1993, pp 31-2; FJ 15.3.1842.
- Lucas.
- 30. Pigot.
- 31. Slater.
- 32. Moylan, 1972, pp 7-8; Donnelly (2), p. lxv.
- 33. Murray
- FJ 21.1.1854. 34.
- The reclamation involved infilling the old estuary mouth; see Ordnance Survey maps, 1838 and 35. 1870; Meath map 1853.
- Murray, p. 81. W.H. Clare has suggested that had Bray voted for township status in 1840 under the Lighting of Towns Act 1828 an effective body of town commissioners might have influenced the choice of route (Clare, p. 11).
- O'Sullivan, pp 73-4. The stipulation was that this road would be 40 feet wide from Main Street to the present Eglinton Road, and 50 feet wide thereafter; it has always been known, nonetheless, as
- BTC 3.10.1892, 20.2.1893.
- FJ 8.8.1879; T. Packer, 'Bray Strand, Co. Wicklow', Dublin, [c. 1860], engraving, copy in Bray Public Library; J.J. Gaskin, Varieties of Irish history (Dublin, 1869), illustration facing p. 313.
- [K.] M. Davies, 'Flower shows in Bray, 1863–1888', in Moorea, v (1986), pp 7–9; reprinted in Bray Hist. Rec., no. 2 (1986), pp 69-72.
- By the time of his death in 1897 he had served as town commissioner for forty years, including fifteen years as chairman (WN 24.4.1897, 12.6.1897).
- FJ 28.10.1854.
- Godkin and Walker, p. 159. 43.
- Lancelot Bayly, Upper Main Street, Bray, 1927, watercolour, in Bray Public Library.
- These properties, described by one of the last owners as a 'worthless piece of land that the sea washes over every winter', were eventually the subject of a demolition order. See correspondence enclosed with MEL 65, 9.12.1896.
- Godkin and Walker, p. 160; see also Clare, p. 13.
- Clare, p. 46
- FJ 4.1.1877, 24.10.1881; BTC 1.11.1886; Flood scrapbook
- 49. Dublin Builder 1.11.1860.
- FJ 4.5.1857; BTC 21.9.1885. Bathing boxes predated the railway; it was recorded in 1857 that 'Elizabeth Byrne has for some fifty years erected bathing boxes and used the foreshore by extending planks ... out into deep water for bathing purposes' (MEL 17, 8.7.1857).
- FJ 17.8.1880; BTC 6.4.1885.
- 52. 53. FJ 29.10.1859; Powell, p. 16.
- Thom
- 54. Powell, p. 26.
- 55. See, for instance, FJ 21.5.1875, 24.5.1875, 3.6.1875; see also Davies 1986b
- 57. Ir. Builder 1.11.1877; Davies, 1993, p. 42.
- Clare, pp 12–13. *FJ* 10.10.1865. 58.
- BTC passim, 19.6.1876, 17.7.1876.
- BTC 20.11.1893, 1.1.1894. For a fuller discussion of water supply and other services in the township, see Clare, chapters 2 and 3.
- BTC 4.8.1884, 15.3.1885, 21.1.1889; Clare, pp 62-3.
- See, for instance, BTC 7.2.1876; FJ 30.8.1880.
- BTC 20.4.1885, 4.5.1885, 15.6.1885, 7.9.1885. 65 FJ 2.11.1869.
- See, for instance, BTC 15.4.1867, 8.2.1869; FJ 4.1.1877, 10.2.1880.
- 67. Ordnance Survey town plan, 1870; BTC 14.5.1870.
- See, for instance, BTC 10.5.1876, 6.12.1880, 24.1.1881, 16.10.1882. BTC 21.11.1881, 16.10.1882. BTC 6.10.1884. 69
- 70. 71.
- 72 73 Thom.
- FJ 15.8.1884, 6.6.1885.
- BTC 28.11.1892. 74 75
- Patrick O'Brien, 'Bray harbour', [c. 1950], typescript, in Bray Public Library; Suttle, p. 102.
- 77.
- See, for instance, FJ 11.12.1871; BTC 21.3.1881, 2.1.1882, 3.4.1882, 18.4.1887.
- BTC 18.6.1888, 18.4.1887, 21.7.1884. 78
- See, for instance, MED 402, 471; FJ 5.4.1881, 22.7.1884.
- Clare, pp 17-18.
- For instance by helping to steer legislation through the House of Lords, see FJ 31.5.1881.
- For a full account of the disputes, see Clare, pp 21-6.
- See J.K. Walton, 'The seaside resorts of England and Wales, 1900-1950', in Gareth Shaw and Allan Williams (eds), The rise and fall of British coastal resorts: cultural and economic perspectives (London, 1997), pp 21-47.
- The truncated building is visible in an aerial photograph of the International Hotel and railway station, c. 1930, in Bray Public Library. 84
- Clare, p. 36. See, for instance, FJ 2.3.1875, 4.5.1878.
- The Irish Times, 11.5.1935, reprinted 11.5.1995; for some years the hotel's doors were thrown open only once a year, for the Armistice Day commemorations at the war memorial opposite.
- 87 See, for instance, BTC 7.11.1887, 3.6.1890, 16.1.1893.
- Local information; Valerie Heatley, 'Bray and the Vale of Shanganagh', TCD (Department of Geography), B.A. mod. thesis, 1958, pp 68–9; copy in Bray Public Library; Eveline O'Donovan, 'Tourism in Bray — rise, decline and revival?', TCD (Department of Geography), B.A. mod. thesis, 1985, pp 12-14.
- Heatley, op. cit., p. 75.
- 91. Martin, 1980, p. 106; Martin, 1984, p. 145; the very serious floods of 1986 were caused by the infamous 'Hurricane Charlie', 25–6 August.

## **Topographical Information**

The following information relates not to any single administrative division or the sheet lines of any particular map, but to the built-up area of Bray at each of the dates referred to.

All grid references used are derived from the Irish National Grid. This grid appears at 100 m intervals on Map 3. In the Topographical Information grid references are included where possible for features not named on either Map 2 or Map 3: they are given in eight figures (the last four figures respectively of the eastings and northings shown on Map 3) and indicate the approximate centre of the feature in question.

The entries under each heading, except for Streets, are arranged in chronological order by categories: for example, all mills are listed before all forges, because the oldest mill pre-dates the

In general, dates of initiation and cessation are specified as such. Where these are unknown, the first and last recorded dates are given, and references of intermediate date are omitted except where corroborative evidence appears necessary. Features originating after 1900 are listed only in exceptional cases. In source-citations, a pair of years joined by a hyphen includes all intervening years for which that source is available: thus 1838-1978 (OS) means all Ordnance Survey maps from

The list of early spellings in section 1 is confined to the earliest and latest examples noted of the variants deemed to be the most significant. Where necessary the earliest noted attestation of the commonest spelling in each of these categories is also given.

Street names are listed in alphabetical order. The first entry for each street gives its present-day name according to the most authoritative source, followed by its first identifiable appearance, named or unnamed, in a map or other record and the various names subsequently applied to it in chronological order of occurrence. For names remaining unchanged on successive Ordnance Survey maps, only the first occurrence of the Ordnance Survey spelling is cited.

The section on residence is not intended to embrace more than a small fraction of the town's dwelling houses. The main criteria for inclusion are (1) contribution to the townscape, past or present; (2) significance in defining critical stages in the history of urban or suburban housing; (3) abundance of documentation, especially for houses representative of a large class of dwellings. Biographical associations are not in themselves a ground for inclusion.

Abbreviated source-references are explained in the bibliography on pages 15-16 or in the general list inside the back cover.

#### 1 Name

#### Early spellings

Dún Bré c. 1100 ? (Lebor na hUidre, 44).

Dún Brea, Dún mBrea c. 1150 ? (Bk Leinster, iv, 893).

Bre c. 1200 (Reg. St Thomas, Dublin, 170-71), 1207, 1213 (Cal. doc. Ire., 1171-1251, 53, 76),

1290 (Alen's reg., 153), 1296 (Cal. doc. Ire., 1293–1301, 154). Bree 1290 (Cal. doc. Ire., 1285–92, 315), 1299 (Cal. doc. Ire., 1293–1301, 305), 1311 (Red Bk Ormond, 24), 1352 (PED 45), 1391 (PED 81), 1473, 1531 (Alen's reg., 245, 279).

Brun 1280-81 (Cal. doc. Ire., 1252-84, 377).

Breye 1316 (Cal. Carew MSS, v, 134). Much Bree 1518, 1588 (PED 207, 282).

Little Bree 1518 (PED 207), 1609 (Pat. rolls Ire., Jas I, 503).

Bray 1531 (Alen's reg., 278), 1625 (MED 75) to present.

Bree otherwise Brey 1564 (MED 17).

Great Breye or Great Bree 1609 (Pat. rolls Ire., Jas I, 495-6).

Great Braye *alias* Brey 1627 (MED 79). Little Braye or Little Brey 1627 (MED 79).

Little Bray 1629 (MED 85) to present.

Great Bray alias Bree 1666 (MED 161); Great Bray 1762 (Barker).

Brí Chualann: agreed by Bray Urban District Council that the 'old name of Bray - Brí Chualann — be restored' in 1923; reversion to 'Bray' agreed in 1927 (BTC 7.8.1923, 21.6.1927).

## **Current spellings**

Bray

Bré

Brí Chualann Derivation

Uncertain: perhaps after a legendary hero of Irish prehistory (Bk Leinster, iii, 754; iv, 893); perhaps an old river name (O'Donovan, 1838, 24; Price, 1945, 147, 150); perhaps after brí, a hill, from the steep south bank of the Dargle R. on which Bray Castle (see 12 Defence) was built (Scott, 95, 218-21).

## 2 Legal status

Burgage 1180 (Archdall, 179), 1284 (Cal. doc. Ire., 1252-84, 560).

Burgesses c. 1200 (Reg. St Thomas, Dublin, 170-71), 1311 (Red Bk Ormond, 25).

Villa de Bre c. 1200 (Reg. St Thomas, Dublin, 170–71).

Vill 1213 (Cal. doc. Ire., 1171–1251, 76).

Manor 1311 (Red Bk Ormond, 24)

Manors of [Great] Bray and Little Bray 1518 (PED 207), 1628 (Cal. S.P. Ire., 1625-32, 321). Manor of Great Bray 1609 (Pat. rolls Ire., Jas I, 495), 1666 (MED 162).

Little Bray defined as freehold, not part of manor of Bray, in 1611 (MED 121). 'Ancient corporate rights', records lost 'owing to continual wars' 1630 (Cal. S.P. Ire., 1625–32,

Bray Township established under towns improvement (Ireland) act, 1854 (17 & 18 Vict., c.

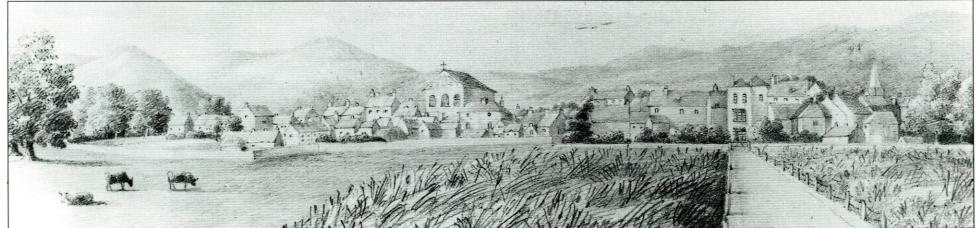
103) in 1857 (FJ 15.10.1857). Little Bray incorporated into Bray Township in 1866 (29 & 30 Vict., c. 261).

Bray Urban District Council established in 1899 under local government (Ireland) act 1898 (61 & 62 Vict., c. 37; BTC 16.1.1899).

## 3 Parliamentary status

[Great] Bray: part of Wicklow constituency 1585-6, 1604-1885; part of East Wicklow constituency 1885 (NHI, ix, 47, 58).

Little Bray: part of Dublin constituency 1585-6, 1604-1885; part of South Dublin constituency



## 4 Proprietorial status

Lands on 'one side and the other of the water of Brien' granted to Walter de Ridelesford by crown in c. 1173 (MED 1a; Scott, 208-9); surrendered to crown in 1280-81 (Cal. doc.

Subsequent history of manor complex: short leases granted by crown, earls of Ormond 13th–15th cents (Cal. doc. Ire., 1285–1292, 315; Cal. doc. Ire., 1293–1301, 209; Cal. doc. Ire., 1302-7, 8, 27; MED 3, 4, 7; Ormond deeds, ii, 280-81; iv, 176-7); held by Archbolds, Fitzwilliams and others late 15th and 16th cent. (MED; PED); largely in hands of Sir William Brabazon, later 1st earl of Meath, by 1624; castle of Little Bray and 18 acres of land adjoining sold to 1st earl of Meath in 1633 (MED 71, 91)

Manor of Great Bray partitioned between 1st earl of Meath and Oliver Fitzwilliam, earl of Tyrconnell, in 1666; 51-year lease of Tyrconnell portion to Meath, rent £40 a year and 6 salmon (MED 162; PED 321). Fitzwilliam portion inherited by Robert Herbert, 12th earl of Pembroke, in 1833.

#### 5 Municipal boundary

Township defined in 1857; extended in 1866 (see 2 Legal status); 1870 (OS). Urban district area extended in 1979 (Bray directory, 19); 1981 (Development plan) (Fig. 4).

### 6 Administrative location

[Great] Bray:

County: Dublin 1290 (Cal. doc. Ire., 1285-92, 315), 1297; Wicklow 1606 (NHI, ix, 42-3,

Barony: 'barony of Bre' 1207 (Cal. doc. Ire., 1171-1251, 53). Rathdown 1655 (CS), 1838

Civil parish: Bray 1838 (OS).

Townlands: Bray, Killarney, Oldcourt, Newcourt 1838 (OS).

Poor law union: Rathdown, formed in 1839 (HC 1843 (275) xlvi, 46).

Poor law electoral division: Rathdown, formed in 1839 (HC 1843 (275) xlvi, 46).

District electoral division: Bray, formed in 1899 (61 & 62 Vict., c. 37).

Little Bray:

County: Dublin 1290 (Cal. doc. Ire., 1285-92, 315), 1297 (NHI, ix, 42-3, 107). Transferred to

Co. Wicklow in 1899 (61 & 62 Vict., c. 37).

Barony: 'barony of Bre' 1207 (*Cal. doc. Ire., 1171–1251*, 53). Rathdown 1655 (*CS*), 1837 (OS).

Civil parish: Connogh 1655 (CS); Old Connaught 1837 (OS) Townlands: Bray Commons, Little Bray, Ravenswell 1837 (OS).

Poor law union: Rathdown, formed in 1839 (HC 1843 (275) xlvi, 46).

Poor law electoral division: Rathdown, formed in 1839 (HC 1843 (275) xlvi, 46).

District electoral division: Bray, formed in 1899 (61 & 62 Vict., c. 37).

## 7 Administrative divisions

Wards: East, West, Little Bray defined in 1866 (29 & 30 Vict., c. 261); 1880 (Municipal map).

## 8 Population

Bray, town and vicinity

| 1800            | c. 2000°        |       |        |              |            |
|-----------------|-----------------|-------|--------|--------------|------------|
| [Great] B       | ray and Bray Co | mmons |        |              |            |
| 1821            | 2029            | 1841  | 2243   | 1861         | 2736       |
| 1831            | 2590            | 1851  | 2148   |              | 12 11      |
| Little Bra      | ıy              |       |        |              |            |
| 1659            | $26^{2}$        |       |        |              |            |
| 1821            | 468             | 1841  | 966    | 1861         | 1446       |
| 1831            | 1168            | 1851  | 1030   | a constraint | 10         |
| <b>Bray Tow</b> | nship/Urban Dis | trict |        |              |            |
| 1871            | 6087            | 1936  | 10,111 | 1971         | 15,841     |
| 1881            | 6535            | 1946  | 11,085 | 1979         | $21,773^3$ |
| 1891            | 6888            | 1951  | 12,062 | 1981         | 22,853     |
| 1901            | 7424            | 1956  | 12,403 | 1986         | 24,686     |
| 1911            | 7691            | 1961  | 12,615 | 1991         | 25,096     |
| 1926            | 8637            | 1966  | 13,668 | 1996         | 25,252     |
|                 |                 |       |        |              |            |

<sup>1 &#</sup>x27;Nearly 2,000 souls' (Wakefield, ii, 793).

(Source: Census, except where otherwise stated.)

## 9 Housing

| nousing           | 11                |                |          |          |
|-------------------|-------------------|----------------|----------|----------|
|                   | NUM               | IBER OF HOUSES |          |          |
|                   | Inhabited         | Uninhabited    | Building | Total    |
| [Great] Bray and  | Bray Commons      |                |          |          |
| 1668              | _                 | _              | _        | $14^{1}$ |
| 1821              | 346               | 19             | 5        | 370      |
| 1831              | 427               | 19             | 1        | 447      |
| 1841              | 390               | 37             | 2        | 429      |
| 1851              | 391               | 61             | 2        | 454      |
| 1861              | 478               | 86             | 16       | 580      |
| Little Bray       |                   |                |          |          |
| 1821              | 92                | _              |          | 92       |
| 1831              | 193               | 24             | 10       | 227      |
| 1841              | 158               | 1              | 1        | 160      |
| 1851              | 180               | 34             | _        | 214      |
| 1861              | 232               | 11             | 5        | 248      |
| Bray Township/U   | Jrban District    |                |          |          |
| 1871              | 761               | 115            | _        | 876      |
| 1881              | 777               | 165            | 6        | 948      |
| 1891              | 819               | 144            | 1        | 964      |
| 1901              | 1458              | 147            | 9        | 1614     |
| 1911              | 1559              | 228            | 1        | 1788     |
| 1 'Great Bray' (P | rice, 1931, 167). |                |          |          |

|                               | 1st-class | 2nd-class | 3rd-class | 4th-class | Unoccupied | Total |
|-------------------------------|-----------|-----------|-----------|-----------|------------|-------|
| [Great] Bray and Bray Commons |           |           |           |           |            |       |
| 1841                          | 26        | 117       | 148       | 91        | 39         | 421   |
| 1851                          | 26        | 151       | 113       | 97        | 63         | 450   |
| 1861                          | 79        | 193       | 132       | 74        | 102        | 580   |
| Little Bray                   |           |           |           |           |            |       |
| 1841                          | 3         | 56        | 61        | 38        | 2          | 160   |
| 1851                          | 11        | 64        | 76        | 29        | 34         | 214   |
| 1861                          | 10        | 106       | 103       | 13        | 16         | 248   |

Classes as defined in Census:

4th: predominantly mud cabins with 1 room and window only.

3rd: better, with 2–4 rooms and windows 2nd: good, with 5–9 rooms and windows.

1st: all houses of a better description that classes 2-4.

(Source: Census, except where otherwise stated.)

## 10 Streets

Adelaide Road

Part of Meath Road 1866 (Thom), 1870 (OS). Renamed Adelaide Road, after John Brennan's daughter (see Brennan's Parade), in 1907 (WN 22.6.1907; BTC 2.7.1907); 1909 (OS).

Albert Avenue

Albert Lane or Walk

Ardee Street/Sráid Áth Fhirdhia **Back Street** 

Ballance's Lane

Barrack Lane

Barry's Lane Bray Commons Road

**Bray Street** Brennan's Parade

Brewery Lane **Brighton Terrace** 

Burke's Lane

Captain's Avenue

Carlisle Road or Terrace Casey's Lane

Castle Street

Chapel Lane

Church Lane Church Road/ Bóthar Teampaill

Church Terrace [east]/Ardán an Teampaill Church Terrace west]/Ardán an Teampaill Clifton Lane

Commons Road Convent Avenue/ Ascaill an Chlochair

Critchley's Lane Cruchleys Lane

Cunningham's Lane Dalton's Court or Lane

Dixon's Lane Dock Terrace Donovan's Lane Dublin Road/Slí Chualann

**Duncairn** Avenue or Parade/Ascaill Dhún Chairn

Dunne's Lane Eglinton or Elrington Road Fairgreen Road/ Bóthar na Faiche Fair View

Florence Road/ Bóthar Fhlórans

Galtrim Road [west]/ Bóthar Ghealdroim

Galtrim Road [east]/ Bóthar Ghealdroim Glenard Avenue/ Bealach Ghleann Ard

Green Park Road

Hall's Court

Harbour Terrace

Herbert Road

Hudson's Lane or Terrace [lower]

Quin's Passage 1860 (MEL 51, 28.12.1860); named after John Quin junior (see Quinsborough Road). Unnamed 1870 (OS). Albert Avenue 1887 (*Thom*), 1909 (OS), 1998 (nameplate).

9

Albert Avenue 1887 (*Thom*), 1909 (OS), 1998 (namepiate).
Unnamed 1870 (OS). Albert Lane, renamed Albert Walk in 1886 (BTC 15.3.1886). Albert Walk 1909 (OS).
Unnamed 1864 (MED 410). Ardee Street 1889 (BTC 2.9.1889), 1909 (OS). Ardee Street/Sráid Áth Fhirdhia 1998 (nameplate). (62408925). The Back Street 1849 (Val. 1). Back Street 1891 (PTC 2.1.2.1801). 1000, 10037; incorporated intercept left. (BTC 21.12.1891), 1909, 1937; incorporated into car park by 1978 (OS).

Near Meath Road, site unknown, probably Glenard Avenue (q.v.). Ballance's Lane or Meath Villas Lane 1885; Ballance's Lane 1906

(BTC 2.2.1885, 20.11.1906).

(60908680). Unnamed 1838 (OS), 1849 (Val. 1). Barrack Lane 1853 (MEL 21, 10.8.1853), 1870 (OS), 1908 (WN 24.10.1908). Barrack Lane, Infirmary Lane 1858 (MED 408a). Name obsolete 1909 (OSN). W. part closed by 1909; unnamed 1909-78 (OS). Largely redundant after construction of Herbert Road (q.v.) in

Near Florence Road, site unknown. Barry's Lane 1880 (Breatnach, [10]), 1903 (BTC 6.4.1903).

See Upper Dargle Road.

See Main Street.

Brennan's Parade 1865 (Thom), 1870 (OS). Named after John Brennan, local builder and property owner.

See Mill Lane.

(61958425). Laid out in c. 1855 (see 22 Residence: Old Brighton Terrace). Brighton Terrace 1860 (Val. 2). Private road, unnamed 1870, 1909; extended by 1937; part of Parnell Road 1978 (OS). Brighton Terrace/Ardán Bhrighton 1998 (nameplate).

(63258955). Unnamed 1837, 1909 (OS). Burke's Lane 1906 (WN

(62108895). Unnamed 1860 (MED 410). Railway Avenue 1873 (MED 408b). Captain's Avenue 1872 (BTC 22.4.1872), 1909, 1937 (OS), 1964 (BTC 10.11.1964). Built over by 1978 (OS).

See Seymour Road. Little Bray, site unknown, probably off Castle Street. Casey's

Lane 1898 (WN 24.12.1898) Laid out in c. 1808 (RD 603/109/410884); Castle Street 1837 (OS), 1998 (nameplate).

(59009285). Laid out in c. 1838 as access road to St Peter's Church (see 11 Religion). Chapel Lane 1849 (Val. 1), 1864 (Thom). Unnamed 1909, 1937; Chapel Lane 1978 (OS).

See Church Terrace [east].

Presumably laid out in c. 1859 (see 11 Religion: Christ Church). 'Mr Herbert's new hill road' 1860 (Powell, 20). New Church Road 1870-1937; Church Road 1978 (OS). Church Road/Bóthar Teampaill 1998 (nameplate)

Unnamed 1762 (Barker), 1838 (OS). Church Lane 1858 (MED 408a). Church Terrace 1870 (OS). Church Terrace/Ardán an Teampaill 1998 (nameplate). Unnamed 1838 (OS). Church Terrace 1849 (Val. 1), 1870 (OS).

(61508955). Lane 1860 (MED 410). Clifton Lane c. 1860 (Val. 1),

1909; built over by 1937 (OS). See Lower Dargle Road.

Nunnery Avenue 1860 (MEL 56, 29.12.1860), 1885 (*Thom*). Convent Avenue 1909 (OS). Convent Avenue/Ascaill an Chlochair 1998 (nameplate). Also known as Loretto Avenue early 20th cent. (local information). See Pound Lane

(63808465). Unnamed 1838; Cruchleys Lane 1870–1937;

unnamed 1978 (OS). Location unknown. 1890 (BTC 7.4.1890). (63158355). Dalton's Court c. 1863 (Val. 2). Dalton's Lane 1866 (BTC 10.9.1866), 1870, 1909 (OS). 9 houses 'unfit for habitation'

1912 (WP 6.7.1912). Dwellings demolished, closed by 1937 (OS). Location unknown. 1887 (BTC 2.5.1887).

See Harbour Terrace. Little Bray, site unknown. 1885 (BTC 21.12.1885).

Le bothre de Bree' 1459 (Stat. Ire., Hen. VI, 632). Unnamed 1777 (Taylor and Skinner), 1837 (OS). Kingstown and Dublin Road 1849 (Val. 1). Dublin Road 1898 (Thom), 1909 (OS). Dublin Road/Slighe C[h]ualann 1998 (nameplate).

Laid out in c. 1883 (BTC 7.5.1883). Unnamed 1885 (OS). Duncairn Parade 1888 (*Thom*). Duncairn Avenue 1902 (BTC 7.4.1902), 1909 (OS). Duncairn Avenue/Ascaill Dhún Chairn 1998 (nameplate). Little Bray, site unknown. 1885 (BTC 21.12.1885).

Elrington Road 1864, 1865; Eglinton Road 1866 (Thom), 1870 (OS), 1998 (nameplate). Unnamed 1909, 1937; Fairgreen Road 1978 (OS). Fairgreen

Road/Bóthar na Faiche 1998 (nameplate). Laid out in c. 1860 (MED 410). Fair View 1909 (OS); named after adjacent fair green (see 16 Trades and services).

E. section laid out by 1870; unnamed 1870 (OS). Extended to junction with Eglinton Road (q.v.) in 1886 (Ir. Builder 1.5.1886). Florence Road 1891 (WN 7.2.1891). W. end connected to Main Street, 2 houses on Main St and 6 cottages on McCormack's Avenue (q.v.) removed, cost £4,000, in 1902 (BTC 2.5.1901, 24.6.1901; WN 3.5.1902); 1909 (OS). Florence Road/Bóthar Fhlórans 1998 (nameplate).

Private roadway, laid out in c. 1862 (see 22 Residence: Novara Terrace); unnamed 1870, 1885 (OS). Realigned and named as part of Galtrim Road in 1906 (see next entry); 1909 (OS). Galtrim Road/Bóthar Ghealdroim 1998 (nameplate).

Built and named in 1906 (BTC 2.10.1906); 1909 (OS). Galtrim Road/Bóthar Ghealdroim 1998 (nameplate).

Unnamed 1870; Glenard Avenue 1909 (OS). Glenard Avenue/ Bealach Ghleann Ard 1998 (nameplate). See also above, Ballance's Lane.

Laid out in c. 1860 (MED 410). Green Park Road 1890 (BTC 11.8.1890), 1909 (OS).

(62908450). Unnamed 1838-1937; Hallscourt 1978 (OS). Hall's Court c. 1849 (Val. 1), 1900 (BTC 20.12.1900), 1998 (nameplate). (68459145). Presumably laid out in c. 1862 (see 22 Residence: Harbour Terrace). Dock Terrace 1870, 1909; Harbour Terrace

1937; unnamed 1978 (OS). Laid out in 1858-9 by Hon. Sidney Herbert, later 1st Baron Herbert of Lea, cost £2,000 (Powell, 38; *Thom*). Herbert Road 1870 (OS), 1998 (nameplate).

Hudson's Lane, laid out in c. 1860 (Val. 2). Hudson's Terrace 1863 (Thom), 1870, 1909; demolished by 1937 (OS). Replaced by Fatima Terrace in 1948 (local information).

<sup>&</sup>lt;sup>2</sup> Probably adults only (Census, 1659).

<sup>&</sup>lt;sup>3</sup> Extended from 1,138 to 1,850 acres.

Hudson's Lane or Terrace Upper

Infirmary Lane

Infant School Lane Jobber's Lane

Jordan's Lane

Kenny's Lane Killarney Road/ Bóthar Chill tSáráin

Kilmantain Place/ Plás Chill Mhantáin

Kilruddery Road King Edward Road/ Bóthar Rí Eamoinn Kingsmill Road/ Bóthar Mhuileann Kingsmills Avenue Kingstown and

Lower Dargle Road/ Bóthar na Deargaile

Loretto Avenue or

**Dublin Road** 

Lane

Íochtair

McCormack's Avenue

Main Street

Maitland Street

Market Square

Meath Place/Plás na Midhe Meath Road [north] Meath Road [south]/ Bóthar na Midhe Meath Villas Lane Mill Lane

Mount Norris Villas Mount Pleasant

Navarra Avenue or Navarre New Church Road Newcourt Road

Novara Avenue or Road/Ascaill Nobhara

Nunnery Avenue Old Connaught Avenue/Ascaill Shean-Chonnacht

Old Dargle Road Pearse Road

Pound Lane

Prospect Avenue Purcell's Square or Terrace

Putland Road/ Bóthar Phutland

Quinsborough Road

Quin's Passage Railway Avenue Ravenswell Road/ Bóthar Thobar Ríona

River Lane Ryan's Lane

Sea Road

St Mary's Terrace

School House Lane

(64658595). Hudson's Lane, laid out in c. 1860 (Val. 2). Hudson's Terrace 1863 (Thom), 1870, 1909; Hudson's Terrace Upper 1937; unnamed 1978 (OS).

See School House Lane. See Barrack Lane.

(63058775). Unnamed 1762 (Barker), 1764 (Meath map, 1764), 1838 (OS). Jobber's Lane 1858 (MED 408a). Unnamed 1870 (OS). Right of way closed in c. 1895 (Scott, 164). Gates erected in 1903 (BTC 18.5.1903).

(63408730). Unnamed 1838 (OS). Jordan's Lane 1858 (MED 408a). Destroyed on construction of Herbert Road (q.v.) in 1858-9.

Location unknown. 1890 (BTC 15.12.1890).

'Little lane' 1666 (MED 161). Road from Kilmacanogue to Bray 1762 (Barker). Unnamed 1838, 1870 (OS). Killarney Road 1872 (Thom), 1909 (OS). Killarney Road/Bóthar Chill tSáráin 1998 (nameplate)

Unnamed 1885 (OS). 1904 (BTC 19.12.1904), 1909 (OS). Built over part of Pound Lane (q.v.). Kilmantain Place/Plás Chill Mhantáin 1998 (nameplate).

See Vevay Road.

Laid out and named in 1902 (BTC 6.10.1902); 1909 (OS). King Edward Road/Bóthar Rí Eamoinn 1998 (nameplate)

Laid out by c. 1870 (Heffernan). Kingsmill Road 1902 (Thom). Unnamed 1909; Kingsmill Road 1937 (OS). Kingsmill Road/ Bóthar Mhuileann an Rí 1998 (nameplate).

See Sidmonton Avenue.

See Dublin Road

Unnamed 1870; Loretto Lane 1889 (BTC 18.3.1889). Loretto Avenue 1909 (OS), 1998 (nameplate). For another Loretto Avenue, see Convent Avenue.

Bray Bridge Road authorised in 1866 (29 & 30 Vict., c. 261). New Dargle Road 1866 (Val. 2). Bray Commons new road completed in 1873 (*Ir. Builder*, 15.11.1873). Commons Road 1865–1900 (Thom). Lower Dargle Road 1909 (OS). Lower Dargle Road/Bóthar na Deargaile Íochtair 1998 (nameplate).

(64308645) Late 19th cent. (Val. 2). Demolished in 1902 on completion of Florence Road (q.v.).

'A strata via regali' 1352 (*PED* 45). 'Highway' 1666 (MED 161). 'The street of Bray' 1730 (MEL 10, 21.10.1730). Bray Street 1757 (MEL 25, 10.5.1759). Unnamed 1838 (OS). Main Street 1849 (Val. 1), 1870 (OS).

Maitland Street 1888 (WN 7.1.88). Miltland (recte Maitland) Street 1909; Maitland Street 1937 (OS), 1998 (nameplate). Named after Lady Ardee (née Maitland), later 12th countess of Meath. Laid out on construction of Town Hall in 1882-3 (see 13 Administration); 1909 (OS).

Unnamed 1885; Meath Place 1909 (OS). Meath Place/Plás na Midhe 1998 (nameplate).

See Adelaide Road.

Meath Road 1866 (Thom), 1870 (OS). Meath Road/Bóthar na Midhe 1998 (nameplate).

See Ballance's Lane.

Unnamed 1838 (OS). Mill Lane 1845 (MEL 17, 28.5.1845), 1870 (OS). Also known as Brewery Lane (local information). Mount Norris Villas 1866 (Thom), 1870 (OS), 1998 (nameplate).

(6350705). Prospect Avenue 1858 (MED 408a), 1862 (Val. 2). Mount Pleasant 1870; built over by 1909 (OS).

See Novara Avenue.

See Church Road.

0.5 km S. of 72807940. Unnamed 1870 (OS). Quarry Road early 20th cent. (local information). Newcourt Road 1936 (Thom), 1978 (OS). For another Newcourt Road, see Putland Road. Private roadway, unnamed 1838 (OS). Navarre, private avenue

1860 (Powell, 21). Navarra Avenue c. 1860 (Val. 1). 'Constituted a county way' in 1861 (FJ 10.7.1861). Navara Avenue 1862; Novara Avenue 1867 (Thom). Novara Avenue, Novara Road 1870, 1885; Novara Avenue 1909 (OS). Widened at W. end in 1886 (BTC 13.5.1886). Novara Avenue/Ascaill Nobhara 1998 (nameplate). Named after Novara House (see 21 Residence). For another Novara Avenue, see Victoria Avenue.

See Convent Avenue.

Unnamed 1837 (OS). Old Connaught Avenue c. 1860 (Val. 1), 1909 (OS). Old Connaught Avenue/Ascaill Shean-Chonnacht 1998 (nameplate).

See Upper Dargle Road.

Laid out in c. 1860 (MED 410). Unnamed 1909; Pearse Road Unnamed 1838 (OS). Critchley's Lane 1849, 1852 (Val. 1), 1871

(McNally, 93). Pound Lane 'a lot of mud cabins' 1870 (OS; OSN). Demolished by 1885 and partly replaced by Kilmantain Place (q.v.)

See Mount Pleasant.

(62658480). Purcell's Square East, Purcell's Square South, built in c. 1864 (Val. 2). Purcell's Terrace 1870, 1909 (OS). Demolished by 1937 (OS). Named after original owner, Mr Purcell, butcher. Laid out in c. 1863 (FJ 23.1.1864). Newcourt Road 1863 (Thom), 1870 (OS), 1889 (BTC 18.11.1889). Putland Road 1863 (Val. 2), 1900 (Thom), 1909 (OS). Putland Road/Bóthar Phutland 1998 (nameplate). Named after Putland family of Bray Head House (see 22 Residence). For another Newcourt Road, see above. Laid out by Dublin & Wicklow Railway Co. (see 17 Transport),

site supplied by John Quin junior in 1854 (O'Sullivan, 74). New Street 1858 (MED 408a). Quinsborough Road 1862 (Thom), 1870 (OS), 1998 (nameplate). Known locally as 'the Quinsboro' or 'Forty-foot' (Doran, 43; local information). Named after John Quin junior, see 16 Trades and services: Royal Hotel.

See Albert Avenue. See Captain's Avenue.

Laid out in 1861 (FJ 4.5.1861). Ravenswell Road 1870 (OS). Closed by landowner in 1878, reopened in 1879 (FJ 24.5.1878, 17.6.1879). Ravenswell Road/Bóthar Thobar Ríona 1998 (nameplate) Unnamed 1880 (Municipal map), 1909; River Lane 1937 (OS).

Off Castle Street, site unknown. 1870, 1885 (BTC 1.8.1870, 17.8.1885). Railway Terrace 1862 (Thom), 1870; St Mary's Terrace 1977 (OS). Private lane 1998.

(62408390). School Lane 1849 (Val. 1), 1902 (BTC 7.2.1902). Infant School Lane 1891 (BTC 6.4.1891). Unnamed 1870-1937 (OS). School House Lane 1998 (local information).

See Seapoint Road.

Seapoint Road [east]/ Bóthar Rinn na Mara

[Seapoint Road south]

Bóthar Rinn na Mara

Sidmonton Place Sidmonton Road/ connected to Strand Road (q.v.) on construction of Dublin & Wicklow Railway (see 17 Transport) in c. 1854 (MED 58). Seymour's Avenue 1864 (Val. 2). Seapoint Road 1870 (OS). Also known as Sea Road 1899, 1900 (BCM, iv, p. xciv; v, p. cxxxiii). Seapoint Road/Bóthar Rinn na Mara 1998 (nameplate). (68308930). Unnamed 1760 (Rocque), 1764 (Meath map, 1764),

Presumably laid out as access to martello tower no. 2 in c. 1804-5

(see 13 Defence). Unnamed 1816 (Taylor), 1838 (OS). E. end

(Rocque), 1764 (Meath map, 1764), 1816 (Taylor), 1838 (OS). Demolished on construction of Quinsborough Road (q.v.) and Dublin & Wicklow Railway (see 17 Transport) in c. 1854 (MED 580).

Seapoint Road [west]/

Unnamed 1760 (Rocque), 1764 (Meath map, 1764), 1818 (Taylor), 1838 (OS). Seymour's Avenue 1864 (Val. 2). Seapoint Road 1870 (OS). Also known as Sea Road 1884, 1900 (BTC 6.10.1884; BCM, iv, p. xciv; v, p. cxxxiii). Seapoint Road/Bóthar Rinn na Mara 1998 (nameplate).

Unnamed 1870 (OS). Carlisle Terrace 1900-08; Seymour Road Seymour Road/ Bóthar Saomair 1909 (Thom), Carlisle Road 1909; Seymour Road 1937 (OS). Seymour Road/Bóthar Saomair 1998 (nameplate). Sheridan's Lane (61608900). Unnamed 1860 (MED 410). Sheridan's Lane 1891

(BTC 21.12.1891), 1909, 1937; unnamed 1978, 1997 (OS). Sidmonton Avenue/ Kingsmills Avenue 1860 (MEL 51, 28.12.1860). Sidmonton Ascaill Suí Mhantáin Avenue 1867 (Thom), 1870 (OS). Sidmonton Avenue/Ascaill Suí

Mhantáin 1998 (nameplate). Unnamed 1870; Sidmonton Place 1909 (OS), 1998 (nameplate). Sidmonton Road 1870 (OS). Sidmonton Road/Bóthar Suí

Mhantáin 1998 (nameplate). Bóthar Suí Mhantáin Sidmonton Square Unnamed 1870; Sidmonton Square 1889 (Thom), 1909 (OS), 1998 (nameplate).

Somerset Avenue See Victoria Avenue.

Stable Lane (67108745). 1871, 1890 (BTC 4.9.1871, 6.1.1890).

Unfenced track, unnamed 1838 (OS). 'Widened and improved' Strand Road/ in c. 1859 (Bray strand plan). Strand 1863 (Thom). Strand Road Bóthar na Trá 1870 (OS). Strand Road/Bóthar na Trá 1998 (nameplate). Unnamed c. 1860 (MED 410). Sutton Road 1909 (OS).

Sutton Road Upper Dargle Road

Unnamed 1760 (Rocque). Extended to S.W. by 1816 (Taylor). 'New road leading to the Dargle' 1825 (*FJ* 9.7.1825). Mail coach road 1853 (Meath map, 1853). Bray Commons Road *c.* 1860 (Val. 1). Old Dargle Road 1867, 1885 (BTC 2.9.1867, 2.12.1885). Upper Dargle Road 1909 (OS). 'Road from Wicklow to Bray' 1762 (Barker). Unnamed 1777

Vevay Road/ (Taylor and Skinner), 1838 (OS). Part of Main Street (q.v.) 1849 Bóthar Vevay (Val. 1). Kilruddery Road 1858 (MED 408a). Vevay Road 1864 (Thom), 1870 (OS). Vevay Road/Bóthar Vevay 1998 (nameplate). Victoria Avenue/

Novarra Avenue 1861 (MEL 57, 19.2.1861), 1867 (MEL 59, 18.12.1867). Unnamed 1870 (OS). Somerset Avenue 1909–13 (Thom), 1910 (Porter, 66). Victoria Avenue 1909 (OS). Victoria Avenue/Ascaill Victoria 1998 (nameplate).

Wyndham Park or Road/Páirc Uí Ghaoithín

Ascaill Victoria

Unnamed 1885 (OS). Wyndham Road 1892, Wyndham Park 1904 (BTC 1.8.1892, 15.8.1904), 1909 (OS). Wyndham Park/ Páirc Uí Ghaoithín 1998 (nameplate).

#### 11 Religion

Base of cross, Vevay Rd W., site unknown, 'between the gateways of Newcourt and Rockbrae' (see 22 Residence) (Scott, 135), perhaps early Christian. Said to have been moved to new site (see next entry) in late 18th cent. (O'Donovan, 1838, 30). Base of cross, Vevay Rd W., 0.5 km S. of 60357940. Cross 1909; socket stone of cross 1978

(OS), 1998. See also previous entry.

Raheenacluig (Ráithín an Chloig; little rath of the bell), Strand Rd, S. end, 0.25 km S.E. of 74707940. Early Christian, perhaps used as penal chapel (Donnelly (2), cxlii–cxliii). Rahanaclig 1657 (DS). Raheen-na-Cluig, with 2 smaller buildings, remnants of moat 1838 (O'Donovan, 1838, 25-6). St Michael's Church, in ruins 1870 (OS). St Patrick's Church c. 1905 (Doran, 33-4). Raheenacluig Church, in ruins 1978 (OS), 1998. Graveyard: probable graveyard 1838 (O'Donovan, 1838, 26); 1870 (OS); no visible

remains c. 1905 (Doran, 34).

Church, site unknown, perhaps Church Terr. N. on or near site of later St Paul's Church (see next entry). Oratory or small church, said to be early Christian (Scott, 75). Church of Bre 1280 (Crede Mihi, 142). Church of Bree, 'anciently the parochial church of Derichat' 1530 (Scott, 203); 1539, 1547 (D'Alton, 910).

St Paul's Church (C. of I.), Church Terr. N., probably on or near site of earlier church (see previous entry). Said to have been built in 1609 (Lewis, i, 222); 1615, 1630 (Scott, 204). Church 1666 (MED 161). Church with bell turret W. end 1736 (Bushe). Church with spire 1762 (Barker). Spire 'raised' in 1775 at cost of £11.7s.6d (Scott, 205). Church enlarged to T-shape in 1816 or 1818 (Lewis, i, 222; Scott, 205). 'Plain building with small spire' 1837 (Lewis, i, 222). Church with battlemented, pinnacled tower 1842 (Bartlett). Converted from parish church to chapel of ease on consecration of Christ Church (q.v.) in 1863, E. side extended and church dedicated to St Paul in 1869, major renovations in 1911-12 (Scott, 206-7). Church 1838; St Paul's Church 1870-1937; church 1978, 1997 (OS). Closed in 1973, converted to workshop in 1977 (local information). In commercial use 1998.

Graveyard: 1666 (MED 161), 1697 (tombstone inscription); unnamed 1838, graveyard 1870–1997 (OS); overcrowded, closed in c. 1887 (BTC 5.12.1887); disused 1998. Chapel, near St Paul's Church (see previous entry), site unknown. Church or chapel of

Augustinian friars, endowed by Archbold family, 1530 (Scott, 203). Christ Church (C. of I.), Church Rd S. (62007940). Under construction 1858 (FJ 31.12.1858). Consecrated in 1863 (OSN). Spire built in 1865–70 (Garner, 10). Christ

Church 1870–1978 (OS), 1998. Holy Redeemer Church (R.C.), Main St W. Chapel built in c. 1784 (*Postchaise companion*, 191). Parish priest and parishioners evicted for non-payment of rent, services discontinued, roof removed in c. 1800; 2 houses and 'range of cabins' later built on site of chapel yard (Donnelly (2), ix; (3), lxxvi). 'In a state of decay, almost verging to ruin', to be repaired and enlarged 1809 (FJ 7.12.1809). Reroofed, services resumed in c. 1809 (Donnelly (2), ix). T-shaped chapel on rectangular plot with central avenue to Main St 1816 (Taylor). New chapel commenced on same site in 1824, unfinished 1829 (FJ 3.4.1824, 13.11.1824, 13.6.1829). Plain oblong building, side walls over 30 ft high, front with 3 entrance doors and windows above (Donnelly (3), cvi; Nicholl); 1838 (OS). Church extended 33 ft in front and bell tower built in 1850-54 (Donnelly (4), cxxiii). Front yard cleared of buildings, piers and railings added by 1870 (OS). Rebuilt, rear extended in c. 1895-7, re-opened in 1898 (BCM, iii, pp xvi, lxxxiv; OS). Church of our Most Holy Redeemer 1899 (BCM, iv, [p. xiii]). Area 100 by 60 ft at rear enclosed by wall and railings in 1900 (*BCM*, v, p. cxliv). New front and tower completed in 1965 (Brien, 19). R.C. church 1909–97 (OS). Holy Redeemer Church

St Peter's Church (R.C.), Little Bray, Dublin Rd W. Built in 1837 (St Peter's Church, [3]). R.C. chapel 1838, 1898; St Peter's Church 1909-78; church 1997 (OS)

Graveyard: consecrated in 1842 (FJ 9.5.1842); 1849 (Val. 1). Extended in 1905 and 1954 (St Peter's Church, [3]); 1909-97 (OS).

Presbyterian meeting house, temporary, Little Bray, site unknown, in Mr Beggs's house, later Wilde's coach factory (see 15 Manufacturing). Early 19th cent. (Irwin, 225). Presbyterian meeting house, temporary, Main St, S. end, in courthouse (see 13 Administration). c. 1816 (Irwin, 225).

Presbyterian chapel, Main St W. 'Plain but neat', built in 1817 (Irwin, 225). Zion chapel 1838 (OS). Presbyterian chapel 1852 (Val. 1). Closed in c. 1858 on opening of St Andrew's

Presbyterian Church (see next entry).

St Andrew's Presbyterian Church, Quinsborough Rd S. Built in 1858 (Irwin, 228). Presbyterian meeting house 1870; Presbyterian church 1909-78; church 1997 (OS). S. transept added in 1890 (Ir. Builder 15.9.1890). N. transept added in 1892; named St Andrew's Presbyterian Church in 1925, porch added in 1929 (Reid, 11–14). Methodist chapel, location unknown. 1824 (*Pigot*).

Primitive Wesleyan Methodist chapel, Brighton Terr. N. Wesleyan Methodist chapel 1846 (*Slater*). Methodist chapel 1852 (Val. 1), 1870 (OS). Primitive Wesleyan Methodist chapel c. 1864 (Val. 2). Closed in c. 1878 when Wesleyan and Primitive Wesleyan Methodists reunited (local information). Converted to Union Hall (see 21 Entertainment) by 1889.

Bray Methodist Church, Eglinton Rd W. Built in 1864 (Dublin Builder 15.3.1864); Wesleyan chapel 1870; Methodist church 1909-78; church 1997 (OS). Bray Methodist Church

1998 (nameplate).

Friends' meeting house, Quinsborough Rd N., in wing of Assembly Rooms (see 21 Entertainment). 1895 (Slater), 1897-1943; moved to Duncairn Terr. in c. 1944

Plymouth Brethren meeting house, in wing of Assembly Rooms (see 21 Entertainment). 1875

(FJ 11.10.1875), c. 1905 (Doran, 45).

Loreto Convent, Vevay Rd E. Opened in former Bray Head House, Vevay Rd E. (see 22 Residence) in 1851 (FJ 2.1.1851). Loreto Convent, chapel, conservatory, bell 1870; Loreto Convent, chapel 1909–78; convent 1997 (OS). See also **20** Education. Gate lodge and drive: 1838–1978 (OS); gate lodge demolished in *c*. 1985, drive closed

and replaced by new entrance in 1998 (BP 12.2.1998).

Cemetery (66158190): polygonal Spanish-style stone structure, built in c. 1850, closed in 1884 (Convent note, 61). Convent cemetery 1870, 1909; disused 1937; unnamed 1997

Cemetery: opened in 1884 (Convent note, 61). Burial ground 1909, cemetery 1937-97

Infirmary (67158170): 1870; unnamed 1909, 1937; demolished by 1978 (OS).

Quarry (65808205): 1870; disused 1909 (OS).

Convent of the Holy Family, Sisters of Charity, Dublin Rd W., in Rack Rent House (see 22 Residence). Opened in 1896 (BCM, v, p. cxliii). Closed on opening of Ravenswell Convent in 1901 (see next entry).

Ravenswell Convent, Sisters of Charity, Dublin Rd E., in former Ravenswell House (see 22 Residence). Opened in 1901 (BCM, v, p. cxliv). Ravenswell Convent 1909-78; convent 1997 (OS). See also previous entry; 20 Education: Ravenswell Convent National School.

#### 12 Defence

Great Bray Castle, Herbert Rd N., site unknown. 12th cent. (Scott, 215). Castle 1284 (Cal. doc. Ire., 1252-84, 560). Stone house and courtyard 1311 (Red Bk Ormond, 24). Burnt by warfare in 1316 (Cal. Carew MSS, v, 134). Perhaps identifiable with Rokelescourt Castle, to be repaired 1334 (Rot. pat. Hib, 39; Scott, 121). Castle and bawn 1538 (MED 11), 1576 (MED 21). Stone castle, 3 rooms 40-ft square, to be repaired at cost of £30, 1625 (MED 71). Bray castle 1657 (DS); 1666 (MED 161), 1762 (Barker). Masonry at base of existing wall (62608750) possibly remnant of castle or bawn wall (Johnston, 93).

Little Bray Castle, Castle St W. (61808985). Proposal for castle, 40 ft high, 24 by 16 ft in length and breadth, to be built within 3 years, £10 grant, in 1459 (Stat. Ire., Hen. VI, 632-5). Castle 1636 (MED 98). 1 castle wall, old castle valued at £5 1655 (CS); 1657 (DS), 1837 (OS). Repaired 'some time ago', in use as police barracks c. 1836–c. 1844 (see 13 Administration). Oblong stone tower, modern brick battlements 1898 (Dix). Private residence c. 1905 (Doran, 42). Castle 1909 (OS). Demolished for road widening in 1937 (Martin, 1980, 151).

Oldcourt Castle, Vevay Rd W., 0.5 km S. of 60257940. Late medieval, perhaps mid 15th cent., tower with hall attached (Johnston, 138). Oldcourt Castle 1548 (Fiants, 265, 1104) (200 OFF) 1104), 1620 (MED 64), 1657 (DS). Oldcourt Castle, tall battlemented tower, top partly railed, low thatched stone building attached 1799 (Turner). Tower 1838, 1870 (OS). Restored in 1897 (Doran, 71). Oldcourt Castle, in ruins, 1978 (OS), 1998.

Barracks, infantry, Church Terr. N. Built in c. 1692 (Scott, 112-13). Barracks, yard, house of easement, all already built, land leased to crown in 1700 (MED 329); 1736 (Bushe), 1762 (Barker). Closed in 1818 (FJ 26.9.1818), converted to dispensary and fever hospital (see 19 Health). Old barracks, 'dilapidated' 1885 (BTC 15.3.1885).

Converted to 3 private dwellings by 1909 (OS).

Martello tower no. 1, Strand Rd E. Built in 1804-5 (FJ 17.7.1804, 14.9.1805); 1838, 1870 (OS). Tower, ash pit, poultry house, privy 1859 (*Tower plans*). Disused 1865 (MED 449). Damaged by high seas in 1878 (*FJ* 20.12.1878). Demolished on building of new sea wall and Grand Marine Promenade (see 18 Utilities, 21 Entertainment) in c. 1884 (FJ 17.6.1884).

Martello tower no. 2 and 4-gun battery, Strand Rd W. Built in 1804-5 (FJ 17.7.1804, 14.9.1805); 1838 (OS). Tower, battery (dismantled), coal store, furnace shed, guard room, north battery house, privy, scullery, south battery house 1859 (Tower plans). Tower transferred to private ownership in 1865 (BG 4.11.1865, 9.12.1865). Martello tower, 4 gun emplacements 1870 (OS). Derelict, to be repaired 1909; converted to private residence in early 20th cent. (local information). Martello tower 1909-97 (OS)

quarters (68759045): officers' quarters 1859 (Tower plans); unnamed 1870–1997 (OS); in use as livery stables (see 16 Trades and services: Marine Station Hotel) 1897; converted to private residence in c. 1924 (local information).

## 13 Administration

Gallows, location unknown. 1797 (FJ 26.8.1797).

Stocks, location unknown. 1803 (FJ 31.3.1803).

Courthouse, Main St, S. end (62658330). Courthouse c. 1816 (Irwin, 225). Unnamed 1838 (OS). Old courthouse 1853 (Meath map, 1853).

Courthouse, Main St E., on site of former market house (see 16 Trades and services). Built in 1841 (datestone; FJ 31.3.1841); 1870-1978 (OS). Closed on opening of new courthouse, S. of town, in 1984 (BP 7.8.1984). Heritage centre and tourist information office 1998.

Post offices:

Location unknown, perhaps same as next entry. 1817 (FJ 17.5.1817).

Location unknown, perhaps same as next entry. 1824 (*Pigot*). Main St W. 1838 (OS).

Main St E. (63858660). c. 1849 (Val. 1).

Main St E. (63608510). 1854 (Thom), 1870-1978 (OS). Closed in 1996 (local information).

Quinsborough Rd N. (64758775). Opened in 1882 (FJ 3.10.1882); 1883 (Val. 2). Replaced by new post office on nearby site in 1904 (WN 28.5.1904). Sub post office, Main St W. (63408580). 1885–8 (Thom).

Sub post office, Brennan's Parade (70908515). 1892 (Thom), 1909, 1937 (OS), 1965 (Thom). Customs boat house, Strand Rd E. Site leased by Board of Customs in 1822 (MEL 18, 2.2.1864). W[ater] g[uard] boat house c. 1825 (Nimmo). Water guard station 1838 (D'Alton, 904). Boat house 1838, 1870 (OS). Sold to Gas Co. (see 18 Utilities) in c. 1864 (MEL 18, 2.2.1864). Probably demolished on construction of harbour in 1891-6

Coast guard boat house, Strand Rd E. (74008060). Boat house 1870 (OS), 1889 (BTC 15.11.1889). Disused 1902, transferred from Board of Admiralty to Bray Urban District Council in 1904 (WN 21.6.1902, 17.9.1904). Boat house 1909-80; unnamed

Coast guard station, Strand Rd W. 1832 (FJ 4.12.1832), 1838; coast guard station, watch house 1870 (OS). Disused after opening of new coast guard station in 1877 (see next entry). Demolished by 1897, replaced by Esplanade Hotel (see 16 Trades and services).

Coast guard station, Putland Rd S., 0.25 km S. of 74057940. Coast guard station, chief officer's house, 5 other houses, rocket cart house, boat house built in 1876-7 (FJ 20.1.1876, 4.1.1877; Holohan, 48). Coast guard station 1909, 1937 (OS). Closed, converted to army barracks in 1922 (Holohan, 51; Thom). Converted to private residences in c. 1925 (Thom).

Police barrack, Castle St W., in Little Bray Castle (see 12 Defence). Police barrack 1836 (OSN), 1837 (Lewis, i, 222); disused 1844 (Coghlan, 137a).

Police station, Main St E. 1838 (OS). Closed in 1861 (Coghlan, 137a). Constabulary barrack, Main St W. (63508615). 1852 (Val. 1), 1858 (MED 408a). Closed in c. 1863 (Val. 2).

Constabulary barrack, Main St E., in former Quin's Hotel (see **16** Trades and services: Royal Hotel). Opened in c. 1863 (Val. 2); 1870–1909 (OS). Closed on transfer of Garda Síochána to Convent Ave N. in c. 1930 (see **22** Residence: New Grange Lodge). Clinic 1937 (OS). Part of Royal Hotel 1998.

Telephone exchange, Main St W. (63708735). Opened in c. 1882 (FJ 3.8.1882). Transferred

to new premises (see next entry) in c. 1898 (*Thom*). Telephone exchange, Main St E. (63958715). 1898–1924 (*Thom*).

Town Hall, Main St, S. end, on site of pound (see 18 Utilities). English-revival style, built in 1882–3, donated by Reginald Brabazon, Lord Ardee, later 12th earl of Meath, and Lady Ardee, architects Thomas Newenham Deane & Son, builders Messrs Wardrop & Son, cost £5,366 (wall plaque; FJ 2.5.1883; Ir. Builder 15.10.1884; Joyce). Opened in 1884 (FJ 8.4.1884); 1909–97 (OS). Closed in c. 1985 (Crowther, 133). Renovated in 1991 (BP 15.3.1991). Bray Urban District Council chamber, remainder in commercial use 1998. See also 16 Trades and services: market house.

#### 14 Primary production

Fishery, freshwater, salmon, brown trout and sea trout, in Dargle R. Rented annually at half a mark 1284 (Cal. doc. Ire., 1252-83, 560). Worth 5s a year 1311 (Red Bk Ormond, 24). Fishery 1538 (MED 11), 1609 (MED 62); granted to Edward Brabazon, Lord Ardee, in 1621 (MED 121). Leased with corn mill (see 15 Manufacturing) 1794, 1813 (MED 341). Trout fishery 1837 (Lewis, i, 222). Miller's salmon fishery 1838 (D'Alton, 903). E. limit defined in 1853 (Bray fisheries). Affirmed as part of manorial property of earls of Meath in 1855 (FJ 24.5.1855; MEL 17, 2.6.1868). Leased to local anglers' association 1998.

Fish weir: site unknown, erected by 11th earl of Meath in c. 1886 (BTC 17.1.1887). Fishery, sea, Dargle R. mouth. 1609 (MED 121). Defined in 1853 (Bray fisheries). Property of earl of Meath, affected by building of new harbour (see 17 Transport) 1893 (BTC

Fishery, sea, Strand Rd, S. end. 1787, 1811 (FJ 16.9.1787, 5.3.1811). 'The small fishing

station of Bray Head strand' 1843 (FJ 30.6.1843); 1908 (BTC 18.6.1908). Commons, location unknown, perhaps same as Bray Commons (see next entry). 1311 (Red Bk Ormond, 24).

Bray Commons. Commons 1636 (MED 98). 42 [plantation] acres 1657 (DS); 1698 (MED 408a). Commons of Little Bray 1762 (Barker). Bray Commons 1771 (Dublin Journal 3.6.1771), 1837 (OS).

Lower Commons: 13 acres (5.25 hect.) 1837 (OS); enclosed through Bray Commons Enclosures Act, 1859, in 1860 (22 & 23 Vict., c. 75; *Thom*); sold for £1,550, added to lands of Ravenswell House (see **22** Residence), in 1860 (MED 535). Lower Commons 1872 (MED 534). Laid out as part of Bray Golf Links in 1897 (see **21** Entertainment). Upper Commons: 37 acres (15 hect.) 1837 (OS); enclosed through Bray Commons

Enclosures Act, 1859, in 1860 (22 & 23 Vict., c. 75; MED 410; Thom); laid out as fair green (see 16 Trades and services), housing lots (FJ 3.11.1860) and public park (see 21 Entertainment: People's Park). Upper Commons 1872 (MED 534). See also 21 Entertainment: racecourse.

Commons, Strand Rd (70708750). 'Common of Bray' 1773 (SN 3.5.1773), c. 1825 (Nimmo).

Parks and gardens

Park, presumably deer park, location unknown. 60 acres worth 20s a year, surrounded by ditch 1311 (Red Bk Ormond, 24). Cronemore, Little Bray, site unknown. 1636 (MED 98). Gortonisky, Dublin Rd W. (57559220, 58759335). Gortnisky 1636 (MED 98). Gortonisky

1697 (MED 723), 1853 (Meath map, 1853). Hart acre, Little Bray, site unknown. 1636 (MED 98). 1 plantation acre 1723 (MEL exp.

High Park, Little Bray, site unknown. 1636 (MED 98). Tobberegan's acre, Dublin Rd E., site unknown, presumably associated with Regan's Well (Tobar Riagáin) (see 18 Utilities). 1636 (MED 98).

Bolston's Park, Main St W., adjacent to Mill Park (q.v.), site unknown. Bolston's Park 1666 (MED 161).

Glebe, Killarney Rd W., 0.5 km S. of town. College Close, glebe 1666 (MED 161, 163). College Close 1762 (Barker). Glebe 1837 (Lewis, i, 222), 1838 (OS).

Mill Park, Main St W. (62008450). Mill Park or Night Park 1666 (MED 161). 12 plantation acres 1696 (MEL 10, 2.5.1696). The Mill Park 1853 (Meath map, 1853), 1878 (MEL 10, 18.1.1878).

Thomas Ellingsworth's close and garden, Main St W., site unknown. 1666 (MED 161). Bolton's Park, Dublin Rd E., later site of Ravenswell House (see 22 Residence). 1670 (MEL exp. C, 18.4.1670).

Green Park, Main St E. (64308360). 11 plantation acres 1670 (MEL exp. C, 18.4.1670), 1774 (MEL 12, 27.1.1774), 1850 (MEL 12, 28.9.1850).

Keatly's holding, Strand Rd W. (70508300). Granted to Edward Keatly in 1675 (MEL 19, 10.5.1675). Divided in 1696 into Cock Walk (q.v.) and Ripley's holding (q.v.). Comprised the slang, the brick, the old house and hilly fields 1765 (MEL 26.1.1765). Mount Park, Seapoint Rd S. (68909000). Mount or Higher Park 1675 (MEL 19,

10.5.1675). Mount Park 1699 (MED 235), 1859 (*Tower plans*).
The Coach Park, Upper Dargle Rd N. (56509100). 1679 (MED 723), 1853 (Meath map,

1853). The Holmes, Herbert Rd N., adjoining Bray Flour Mills (see 15 Manufacturing), site unknown. 'Small parcel of ground' 1691 (MEL exp. C, 15.10.1691), 1708 (MEL 17, 20.11.1708).

Cock Walk, Strand Rd W. (72008100). 1696 (MEL 12, 22.4.1696), 1764 (Meath map, 1764). 17 plantation acres 1846 (MEL 18, 4.2.1846); 1853 (Meath map, 1853). See

also above, Keatly's holding.

Ripley's holding, Strand Rd W. (70008700). <sup>2</sup>/<sub>3</sub> of Keatly's holding (q.v.) granted to Robert Ripley in 1696; 1810 (MEL 12, 21.11.1810), 1853 (Meath map, 1853).

lin Rd F. (61509160) 1697 1872 Navara, Main St E., later site of Novara House (see 22 Residence). Unnamed 1697, 1764;

Navara 1853 (Meath maps, 1764, 1853). Cherry Garden, Seapoint Rd N. (66509025). 1699 (MED 235).

Fairy Hill, Main St E., later site of Galtrim House (see 22 Residence). Unnamed 1760, 1764; Fairy Hill 1853 (Meath maps, 1764, 1853). The Brick Field, Vevay Rd E. (66258350). 1832 (Putland map 3).

Castle Park (62708725). 'Formerly called the Castle Park or fair green' 1858 (MED Orchards:

Adjoining Little Bray Castle (see 12 Defence), site unknown. 1636 (MED 98). Little Bray, site unknown. 1636 (MED 98).

Dublin Rd E., site unknown. 1790 (MED 865).

Main St E. 1838 (OS).

2, Novara Ave S. 1838 (OS).

Seapoint Rd N. 1838 (OS).

Warren, Little Bray, site unknown. 1655 (CS). Warren 'of Great Bray', location unknown. 1666 (MED 161).

Great Bray wood, adjacent to S. side of Dargle R., site unknown. 1679 (MED 723).

Bodson's acre: part of Great Bray wood 1679 (MED 723). Gravel pit, Dublin Rd E. 1837 (OS).

Gravel pit, Dublin Rd W. 1837 (OS).

Gravel pit, Albert Ave S. (70108580). Disused 1870 (OS). Gravel pit, Seapoint Rd S. (67058975). Disused 1870 (OS). Gravel pit, Meath Rd E. (70508455). 1870 (OS).

Quarry, Herbert Rd S. 1838 (OS).

Quarry, Herbert Rd S. 1838 (OS).

Quarry, Killarney Rd E., 0.5 km S. of 59307940. Disused 1870 (OS).

Quarries, 3, Newcourt Rd E., 0.5 km S. of 73307940, 74707940. 1870 (OS).

Quarry, Vevay Rd E. (64458205). 1870; disused 1909 (OS).

Sand pit, Killarney Rd W., 0.5 km S. of 55007950. 1870 (OS).

Town parks, Church Rd, site unknown. 1838 (D'Alton, 905), 1857 (MED 407).

#### 15 Manufacturing

Bray Flour Mills, Mill Lane, W. end. Mill 1207 (Cal. doc. Ire., 1171–1251, 53), 1311 (Red Bk Ormond, 24), 1538 (MED 11). 'Ruinous and unprofitable', to be repaired 1625 (MED 71); 1629 (Cal. pat. rolls Ire., 1625-32, 456). Mills 1666 (MED 161), 1730 (MEL 10, 21.10.1730). Unnamed 1764 (Meath map, 1764). Manor mill of Bray', watercourse, £200 to be spent on improvements 1794 (MEL 17, 1.7.1794). Corn mill 1838, 1870 (OS). Bray Mills: bakery, old malt house, store, 2 water wheels 1875 (MEL 17, 1.7.1875). Bray Flour Mills 1882 (FJ 14.11.1882). Converted to electricity works (see 18 Utilities) in 1891. See also below, malt house.

Mill race, weirs, sluices: mill dam or weir 1666 (MED 161); unnamed mill race 1764 (Meath map, 1764); new watercourse to be built 1794 (MEL 17, 1.7.1794); 1838; mill race, sluice, weir 1870 (OS). Covered race, mill race, surplus water tail race, tail race 1875 (MEL 17, 1.7.1875). Mill race, 2 sluices, 4 weirs 1909; mill race, sluice, overflow 1937 (OS). Remains of mill race infilled in 1993 (local information).

Tuck mill, associated with corn mill (see previous entry). Tuck mill 1697 (MEL 8, 5.3.1697), 1730 (MEL 10, 21.10.1730).

Tanpit or 'several tanpits', location unknown. Authorised by crown in 1628 (Cal. pat. rolls Ire., 1625-32, 339).

Tanning yard, 'Bray strand', site unknown. John Judd 1881 (FJ 29.8.1881).

Brewery, location unknown. Edward Burley 1697 (MED 235).

Brewery, location unknown. Joseph Martin 1788 (Lucas).

Brewery, location unknown. George Seymour 1788 (Lucas).
Bray Brewery, Mill Lane, W. end. Brewery, at least 17 men employed, 1798; producing 3,000 barrels of been annually 1810 (FJ 12.7.1798, 27.10.1810); 1838, 1870 (OS). Bray Brewery 1884 (Thom). Closed, converted to male the string of the Meltings in 1903. 1978 (OS). Demolished and replaced by private residences, The Maltings, in 1993

(BP 10.9.1993). See also below, malt houses.

Malt house, Mill Lane, W. end (62008770), associated with brewery (see previous entry) and corn mill (q.v.). Malt house 1808 (MEL 17, 16.12.1808), 1838–1909; unnamed 1937–97 (OS). Converted to private residences and commercial premises, The Maltings, in 1993 (BP 10.9.1993).

Malt house, Mill Lane, W. end (62008810), associated with brewery (q.v.). Malt house 1870, 1909; unnamed 1937, 1978 (OS). Demolished and replaced by private residences, The Maltings, in 1993 (BP 10.9.1993).

Forges and smithies:

Main St W., site unknown. 1698 (MEL exp. A, 2.5.1698).

Devitt's forge, Main St W. (63358565). Said to have been inscribed 1725 (local tradition).

1846 (*Slater*), 1870, 1909 (OS), 1934 (*Thom*).

Main St W., site unknown. 1730 (MEL 10, 21.10.1730).

Near Main St. W., site unknown. 1730 (MEL 10, 21.10.1730). Near Main St, site unknown. 1763 (MED 235). Main St E. (63258440). 1846 (*Slater*), 1860–76 (*Thom*), 1862 (Val. 2). Castle St, W. (62908925). 1849 (Val. 1), 1854–1908 (*Thom*). Castle St W. (62758940). 1849 (Val. 1), 1856 (*Slater*), 1866 (Val. 2).

Little Bray, site unknown. Curran 1856 (*Slater*). Main St W. (63208505). 1856 (*Slater*). In ruins 1857 (Val. 2).

Hudson's Terr. S. (64308580). 1860 (*Thom*), 1870, 1909 (OS). Castle St, site unknown. Doyle 1864–83 (*Thom*).

Little Bray, 'Dargle Rd', site unknown. Doyle 1874–77 (*Thom*). Main St W. (62208335). 1893 (*Thom*), 1900 (MEL 10, 5.3.1901), 1909 (OS).

2, Seapoint Rd N. (67659020). 1699, 1753 (MEL 18, 22.5.1753), 1841 (Meath map, 1841). Derelict mid 20th cent. (local information).

Location unknown. Thomas Sharkey 1788 (Lucas).

Location unknown. Thomas Southern 1788 (Lucas).

Strand Rd, N. end (68709230). 2 kilns c. 1825 (Nimmo), 1859 (Bray strand plan). 1 kiln

2, Harbour Terr. E. (69009170). 1870 (OS).

Seapoint Rd N. (65658995). Lime kiln 1870, 1909 (OS). Derelict 1998.

Seapoint Rd N. (65358970). Lime kiln 1870 (OS). Distillery, location unknown. 1785 (FJ 3.9.1785).

Distillery, location unknown. Constantine Matthews 1788 (Lucas).

Distillery, Seapoint Rd N. (65306585), on site of later timber yard (see 16 Trades and services). Old distillery 1793 (MEL exp. A, 27.3.1793).

Distillery, location unknown, perhaps connected with brewery, Mill Lane (q.v.). James Southern 1799 (FJ 31.10.1799). Linen and woollen manufactory, location unknown, presumably near free school, Strand Rd W. (see 22 Education). Supported by Mr and Mrs George Putland (see 22 Residence: Bray Head House, Vevay Rd E.), over 40 'poor women' employed, finished products

distributed to poor 1837 (Lewis, i, 223). Coach and car factory, location unknown, associated with Quin's Hotel (see 16 Trades and

services: Royal Hotel). 1846 (Slater). Coach and car factory, location unknown. Byrne 1856 (Slater).

Coach factory, location unknown. Nicholas Walker 1858 (Thom).

Coach factory, Castle St, site unknown, perhaps same as next entry. Wilde 1888 (Thom), 1890 (Irwin, 225). See also 11 Religion: Presbyterian meeting house.

Coach factory, Castle St W. (61808985). Dennehy 1892-1945 (Thom). See also previous

Brick works, Killarney Rd E., 0.5 km S. of town. Brick works 1864-95 (Thom), 1870, 1909 (OS).

Saw pit, Mill Lane N. (62958830). 1870 (OS).

Saw pit, Quinsborough Rd N. (65058800). 1870 (OS). Slaughter house, Main St E. (64358600). 1870 (OS).

Slaughter house, Main St W. (63208505). 1870 (OS). Bray Art Furniture Industry, Novara Ave S., in parochial hall (see 21 Entertainment). Woodcarving class founded in 1887; transferred to Bray Technical School (see 20 Education) in 1902 and to new workshop, Florence Rd S., in 1911; closed in 1914 (Martin, 1985, 1, 12, 15).

## 16 Trades and services

Market. Weekly market, Thursdays, granted by crown to Walter de Ridelesford in 1213 (Cal. doc. Ire., 1171-1251, 76). Weekly market, Tuesdays, confirmed to Edward Archbold in 1626 (Cal. pat. rolls Ire., 1625–32, 16, 148). New patent from crown for weekly market, Fridays, to 2nd earl of Meath in 1674 (MED 166). Discontinued by 1824 (Pigot). Tuesdays and Saturdays 1837 (Lewis, i, 222), 1852 (Fairs and markets rept, 315). Wednesdays and Saturdays 1860 (OSN). Market open daily 1884 (BTC committee bk 10.6.1884). Weekly market 1909 (OSN). Changed to Wednesdays and Saturdays in 1909 (BTC 20.8.1909).

Market cross, junction Killarney Rd, Vevay Rd, site unknown. Market cross 1822 (Wright,

Market house, Main St, N. end. Built by 9th earl of Meath in 1790 (FDJ 14.10.1790). 2-storey, 3-bay building 1829 (Pratt). Market house 1838 (OS). Demolished in c. 1841 and replaced by courthouse (see 13 Administration).

Market house, Main St, S. end, part of Town Hall (see 13 Administration). Ground floor area, 62 ft long by 50 ft wide, opened in 1884 (FJ 2.5.1883, 15.12.1884); 1909, 1937 (OS). In use until c. 1945; arcades bricked in, divided into offices in c. 1975 (Joyce, 42). Renovated in 1991 (BP 15.3.1991). In commercial use 1998.

Market place, in Main St, S. end, adjoining market house (see previous entry). Area both sides Main St defined in 1883 (BTC committee bk 8.11.1883). In use as temporary hay and straw market 1884 (see next entry).

Hay and straw market, temporary, in market place (see previous entry). 1884 (BTC

committee bk 10.6.1884).

Hay and straw market, Main St, S. end (62708285). Laid out in 1885; enclosing wall, stables built in 1891 (BTC 4.5.1885, 19.1.1891). Unnamed 1909–78 (OS). Hay and straw market 1962 (BTC 9.1.1962). In use as pound, demolished in 1991 (BP 18.10.1991).

Fairs. Twice-yearly fairs, St Martin's Day (11 November) and St Philip and St James (1 May) 1626 (Cal. pat. rolls Ire., 1625-32, 148). New patent from crown, twice-yearly fairs, May and September, to 2nd earl of Meath in 1674 (MED 166); 1793 (FJ 4.5.1793, 24.9.1793). Twice-yearly, 1 May and 20 September, for frieze, flannel, cattle and sheep 1822 (Wright, 8). 1 May and 20 September, for cattle, sheep, woollens and toys 1824 (Pigot). 4 new fairs added in 1833 or 1835 (Fairs and markets rept, 315). 4 frieze fairs a year, 12 January, 4 May, 5 August, 12 November 1837 (Lewis, i, 222), 1860–1892 (*Thom*). 6 cattle fairs a year, 1 March, 1 May, 1 July, 15 August, 20 September, 14 December 1837 (Lewis, i, 222), 1860 (*Thom*). Increased to monthly fairs in 1870; reduced to 6 fairs a year in 1873; monthly fairs resumed in 1876 (FJ 13.12.1869, 30.12.1872, 8.9.1875); 1909 (OSN). Fair dues transferred from 11th earl of Meath to Bray Township Commissioners in 1880 (FJ 23.3.1880).

Horse fair: started by Bray Township Commissioners in 1880, 4 a year planned, apparently discontinued after May and August fairs 1880 (FJ 22.4.1880, 6.5.1880, 5.8.1880).

Fair green, near Main St, site unknown. 'Green spot of ground where the fair is commonly kept' 1696 (MED 235).

Fair green, Little Bray, on Bray Commons (see 14 Primary production). 1838 (D'Alton, 904). Fair green, Main St W., in Castle Park (see 14 Primary production). 'Formerly called the Castle Park or fair green' 1858 (MED 408a).

Fairs, street. On 'the streets of Bray' 1869 (BTC 6.12.1869). Transferred to fair green in 1870 (see next entry).

Fair green, Fairgreen Rd E. (60458900). Opened in 1870; cattle pens built in 1893 (BTC 6.12.1869, 4.5.1893). Fair green, cattle pens, fountain 1909; fair green, fountain 1937 (OS). Closed in c. 1950 (local information). See also 18 Utilities: pound.

White Lion, Main St E. (63908760). 'Formerly known' as White Lion 1693 (MEL 14, 18.4.1693). Turk's Head 1756; rebuilt in c. 1762 (MEL 14, 26.1.1756, 10.5.1762). White Lion or Turk's Head 1780, 1805 (MEL 14, 25.5.1780, 5.6.1805). Former White Lion 1819 (MEL 14, 30.5.1819), 1831 (MEL 18, 25.3.1831). Demolished in c. 1854 on construction of Quinsborough Rd and extension of Royal Hotel (q.v.). See also below, Mount Cashel Arms.

Sun Inn, location unknown. Sun Inn, Charles Moran 1762, 1773 (Dublin Journal 23.10.1762,

Royal Hotel, Main St E. Opened in 1776 (FJ 3.11.1816). Meath Arms Inn 1788 (Lucas). William and John Quin's inn 1800; Quin's Hotel 1815 (FJ 3.4.1800, 19.12.1815). 60 'regular beds' 1835 (Cosby, 60). Hotel 1838 (OS). Moved to newly-built premises on adjacent site on corner of Quinsborough Rd in c. 1854 (see 10 Streets). Quin's Hotel 1860 (Powell, 19), Bray Hotel 1861; reopened as Quinsboro Boarding House in 1863 (FJ 28.5.1861, 5.10.1863); 1864–6 (Thom). Bray Hotel 1866; Royal Hotel 1867 (FJ 23.10.1866, 1.2.1867), 1870 (OS). Extended to include original premises, hall and clinic (see 13 Administration: constabulary barrack) after 1937 (OS). Extra storey added in c. 1955 (local information). S. end demolished in 1982 (BP 19.11.1982), replaced by commercial premises. Hotel 1909-97 (OS). See also 15 Manufacturing: coach and car factory; 17 Transport: Livery stables and posting establishment.

Mount Cashel Arms, location unknown, perhaps same as White Lion (q.v.). Warren's hotel 1781 (Dublin Journal 12.5.1781). Mount Cashel Arms, John Warren 1788 (Lucas).

Robert Christie's inn, location unknown, perhaps Sun Inn (q.v.). Simon Christie's hotel and tavern 1788; Christie's boarding house 1793 (DEP 6.5.1788, 4.4.1793). Robert Christie's inn 1800 (FJ 3.4.1800).

Marine Station Hotel, junction Quinsborough Rd/Strand Rd (69758855). Breslin's Bray Hotel, opened by Edward Breslin in 1855 (FJ 30.5.1855). Extended on seaward side in c. 1859 (Bray strand plan). Breslin's Royal Marine Hotel 1859 (Tower plans). New wing added, 90 bedrooms, 12 sitting rooms 1860 (Powell, 13-14). Royal Marine Hotel 1870; hotel 1909 (OS). Sold to Dublin, Wicklow & Wexford Railway Co. (see 17 Transport) and renamed Station Hotel in 1900 (WN 30.6.1900). Marine Station Hotel c. 1905 (Doran, 54), 1910 (Porter). Upper floors destroyed by fire in 1916 (Fire report). Vacant 1917-35, lower floors reopened as railway buffet in c. 1936 (Thom; Coghlan, 132). Largely rebuilt, in commercial use 1998.

Anchor Tavern, Main St W. (63558830). Anchor Tavern 1856 (*FJ* 16.9.1856), 1870 (OS).

Renamed Bridge House in c. 1947 (Thom). Closed in 1981 (BP 7.8.1981).

Wicklow and Wexford Hotel, Upper Dargle Rd N. (60259075). Wicklow and Wexford Hotel 1856 (Slater), 1862-1958; Sunnybank Inn 1973 (Thom), 1996 (local information). The Pickled Pig 1998.

Kennedy's hotel, Main St W. (63658775). Ford's hotel 1858 (MED 408). Kennedy's hotel

1861 (*BG* 15.6.1861), 1863 (*Thom*).

Bray Head Hotel, Strand Rd, S. end, 0.15 km S.E. of 74707940. Lacy's Bray Head Hotel, opened by John Lacy in 1860 (*FJ* 4.5.1860). Bray Head Hotel 1863 (*Thom*), 1870 (OS). Extended on E. side by c. 1905 (Doran, 54); 1909 (OS). Crofton Bray Head Inn

International Hotel, Quinsborough Rd S. (68708800). International Hotel, built by John Brennan for William Dargan, cost £30,000, 212 bedrooms, largest hotel in Ireland, opened in 1862 (Dublin Builder 1.6.1862; FJ 25.4.1862, 1.1.1863, 11.5.1875); 1870 (OS). Vacant 1900; International Hotel 1901; H.R.H. Princess Patricia Military Hospital 1916–19; vacant 1922–35 (*Thom*). Hotel 1909, 1937 (OS). Reopened as hostel in 1935 (*The Irish Times*, 11.5.1935). A.P. Friendship Holiday Association Home 1936–9 (*Thom*). Army base c. 1939–45 (local information). International Hotel, reopened by 1947; destroyed by fire in 1974 (Martin, 1984, 190). Site of leisure centre 1998

Wallis's Private Hotel, Quinsborough Rd S. (66908780). 1877–1901 (Thom).

Commercial hotel, location unknown, perhaps Main St E. (63058410). Pearce 1895-1900 Temperance Hotel, Strand Rd W. (72508235). 1895-1900 (Thom).

Esplanade Hotel, Strand Rd W., on site of former coastguard station (see **13** Administration). Esplanade Hotel 1897 (*Thom*). Hotel 1909–97 (OS).

Private hotel, Eglinton Rd W. (65658675). 1898–1902 (*Thom*). Private hotel, Meath Rd W. (70258335). 1898–1901 (Thom).

Savings bank, location unknown. Opened in 1819; 1824 (Pigot).

Bray savings bank, location unknown, perhaps same as next entry. Opened in c. 1831; 1861 (FJ 23.1.1861), 1863 (FJ 20.1.1863).

Savings bank, Castle St E. (63358955). c. 1849 (Val. 1), 1866 (Val. 2).

Bank of Ireland, Main St W. Union Bank of Ireland opened in 1863; transferred to Hibernian Bank in 1867 (FJ 31.1.1863, 5.10.1867). Hibernian Bank c. 1905 (Doran, 117). Bank 1870-1997 (OS). Bank of Ireland 1998.

Northern Bank, Quinsborough Rd N. Northern Bank opened in 1890 (WN 6.9.1890). Bank 1909-97 (OS). National Irish Bank 1998.

Coal yard, Main St W. (63508760). 1857-64 (Val. 2).

Coal yard, in grounds of former fever hospital (see 18 Health). Opened in c. 1858 (Val. 2).

Coal yard, Seapoint Rd N. (65659020). 1858 (Val. 2), 1870 (OS), 1882 (FJ 16.9.1882).

Coal yard, Harbour Terr. W. (68609260). 1870 (OS).

Coal yard, Harbour Terr., site unknown. Built by Mr Cuthbert in 1872; closed on building of new harbour (see 17 Transport) in 1891 (BTC 3.6.1872, 15.6.1891). Storehouse, in former fever hospital (see 18 Health). Opened in c. 1858 (Val. 2).

Timber yard, Seapoint Rd N., on site of former distillery (see **15** Manufacturing). 1861 (*Thom*), 1870 (OS), 1881 (*FJ* 22.6.1881). Veterinary infirmary, Hudson's Terr. S. (65308590). 1870 (OS).

#### 17 Transport

Ford, on or near site of later Bray Bridge (q.v.). 1657 (DS).

Ford, Dargle R., near intake of mill race (see 16 Manufacturing: Bray Flour Mills), site

unknown. 1666 (MED 161).

unknown. 1606 (MED 161).

Bray Bridge. Stone bridge 1666 (MED 161). 4-arch bridge 1736 (Bushe). Collapsed in storm and replaced by new 4-arch bridge in 1741 (Scott, 163); 1838 (OS), 1842 (Bartlett). 'Old dilapidated bridge' 1849 (*Thom*). Replaced by new 3-arch bridge on same site, paid for by Counties Dublin and Wicklow, in 1855–6 (datestone; *FJ* 25.7.1855, 16.9.1856; OSN); 1870–1978 (OS), 1998.

Bridge, probably footbridge, Dargle R. mouth, S. side. 1838 (OS). Footbridge, over Cockbrook, Strand Rd (73158150). 1838 (OS), 1841 (Meath map, 1841). Railway bridge, over Dargle R. Built in c. 1854 (see below, Dublin & Wicklow Railway);

Bridge, pedestrian, over Dargle R., Harbour Terr. to Ravenswell Rd (67609220). Built by William Dargan by 1860 (Thom). In dangerous condition 1866; closed in 1870 (BTC

20.9.1866, 5.9.1870). Wooden bridge 1870; demolished by 1909 (OS) Bridge, single-arch, Castle St to Ravenswell Rd, adjoining Bray Bridge (q.v.). Presumably built in c. 1861 (see 10 Streets: Ravenswell Road); 1998.

Bridge, over Dargle R., Harbour Terr. to N. pier. Built in conjunction with harbour (q.v.) in 1891-6. Collapsed in 1980, replaced by new bridge on same site in 1983 (BP 30.9.1983); 1997 (OS).

Harbour, in Dargle R. Navigable cut from town to sea, paid for by local inhabitants, made in 1787 (FJ 20.9.1787). Usable only by small craft 1822 (Wright, 9). Navigable by 'flat vessels', 70-80 tons burden, at high tide only, as far as dock (q.v.) c. 1854 (MEL 17, 2.6.1868). Navigation impaired by construction of railway bridge (q.v.) in c. 1854 (FJ

Dock, Dargle R., S. side. Quay 1838; old dock 1870 (OS). Also known as Seymour's Dock,

Dock, Dargle R., S. side. Quay 1838; old dock 1870 (US). Also known as Seymour's Dock, after coal merchant owner, early 19th cent. (Suttle, 99).

Dock, Dargle R., S. side (68609170). Built by Dublin & Wicklow Railway Co. as 'required by Admiralty' in 1858 (FJ 18.12.1855), 23.2.1858). Lacking mooring rings and steps, 'fallen into disrepair' 1860 (FJ 4.2.1860); 1870 (OS). In 'neglected state' 1876 (BTC 5.6.1876). Sea wall carried away by gales in 1878 (Ir. Builder 15.12.1878). Foundations 'uprooted' by floods in 1881 (FJ 24.10.1881). Demolished in 1891–6 during construction of new harbour (see next entry).

Harbour, Harbour Terr. E., enclosing Dargle R. mouth. Built in 1891–6 (BTC 27.10.1891; WN 28.11.1896). Harbour, boat slip, 2 piers with mooring posts 1909, 1937 (OS). Harbour disused for commercial shipping by c. 1950 (Suttle, 102). Harbour, slipway, 2 piers with mooring posts 1978, 1997 (OS). Lighthouse: in operation from 1897 (BTC 1.9.1897); 1909, 1937 (OS); destroyed in storm

in 1957 (Suttle, 102). Bar, Dargle R. mouth (69059280). Channel cut through bar in 1860 (FJ 14.11.1860); cut out

and piled in 1867-8 (Ir. Builder 1.7.1867; FJ 8.12.1868); bar 1870 (OS). Boat slip, Strand Rd E. (74258075). Built in 1872 (BTC 18.1.1872); 1909-77 (OS). Disused, demolished in 1996 (BP 2.5.1996).

Milestone, 10-mile (Irish), from Dublin, on Bray Bridge (q.v.). 1805 (FJ 7.2.1805).

Mail coach road, Dublin to Wexford, via Dublin Rd, Main St. 1777 (Taylor and Skinner) Mail coach road, Dublin to Wexford, via Dublin Rd, Upper Dargle Rd. 'New post road' 1813 (RD 676/172/462042). Mail coach road 1837 (OS), 1853 (Meath map, 1853).

Livery stables and posting establishment, Quinsborough Rd N. (64508810). Associated with Quin's Hotel (see 16 Trades and services: Royal Hotel), stabling for 170 horses 1823 (Observations, 4). Posting house 1837 (Lewis, i. 222), 1846 (Slater). Unnamed 1838, 1870 (OS). Livery stables 1885 (BTC 7.12.1885), c. 1905 (Doran, 140). Livery

stables and posting establishment 1922 (Macrory rental).

Royal Marine Livery Stables, Albert Ave N. (70558635). Royal Marine Livery Stables 1879 (FJ 15.7.1879). Livery stables 1870–1937 (OS).

Dublin, Wicklow & Wexford Railway. Dublin & Wicklow Railway: Bray-Dublin (Harcourt Rd terminus) line opened in 1854 (FJ 10.7.1854); extended to Harcourt St terminus in 1859 (Shepherd, 31); Bray–Dalkey line opened in 1854 (FJ 10.7.1854); last section of Bray–Dublin (Westland Row terminus) line completed in 1855 (Shepherd, 28). Extended to Wicklow town in 1855 (FJ 25.10.1855). Renamed Dublin, Wicklow & Wexford Railway in 1860; extended to Rathdrum in 1861, to Enniscorthy in 1863, to Wexford in 1872; renamed Dublin & South Eastern Railway in 1907; incorporated into Great Southern Railway in 1925; Harcourt St line closed in 1959 (Shepherd, 28, 8, 50, 92, 100)

Railway station. Opened in 1854 (FJ 10.7.1854). Station c. 1860; railway station, carpenter's shop, carriage shed, crane, 2 engine houses, goods store, passenger platform, platform with cattle pens, signal post, smithy, turntable, watch house 1870; station, engine house, foot bridge, goods shed, level crossing, passenger platform, platform with cattle pens, signal post 1909 (OS). 2nd passenger platform, E. side of track, built in 1927 (Shepherd, 113); 1937–97 (OS). Refreshment rooms: 1854 (*FJ* 20.7.1854), 1860–63 (*Thom*). 'Not a very remunerative

speculation' 1874 (*FJ* 24.2.1874). Station master's house (69508690): built in 1859 (*Dublin Builder*, i, 147); unnamed

1870-1997 (OS); private residence 1998.

Bray & Enniskerry Light Railway, from railway station (q.v.), via S. bank of Dargle R. (Val. 2). Construction began in 1891, discontinued in 1892 (WN 5.9.1891, 10.6.1893). Track removed in 1893; supposed railway embankment (66859140) extant 1998 (Ledwidge, 29; local information).

Coach office, Dublin Rd W. (59509285). 1854-95 (Thom).

Footpaths. 'Bray to be flagged' 1860; Main St paved in 1861 (FJ 21.11.1860, 9.4.1861).

## 18 Utilities

Regan's Well, Little Bray, site unknown, probably same as Ravens Well (q.v.). 1636 (MED 98). See also 13 Primary production: Tobberegan's acre.

Broderick's Well, Upper Dargle Rd N., 0.25 km W. of town. 'Much frequented by

consumptive and asthmatic persons' 1837 (O'Donovan, 1837, 32). Broderick's Well 1837, 1909 (OS), 1980 (Martin, 1980, [ii]). Ravens Well, Dublin Rd E., in grounds of Ravenswell House (see 22 Residence). 1837–1937

(OS). See also above, Regan's Well.

Well, Vevay Rd E. (64208135). 1870 (OS).

Well, Upper Dargle Rd S. (57858915). 1872 (MED 534).

Pound, Main St, S. end. Pound 1762 (Barker). Unnamed 1838; pound, extended to include site of former weigh house (q.v.) by 1870 (OS). Old pound 1873 (MED 408d), 1880 (FJ 2.4.1880). Moved to new site on construction of Town Hall (see 13 Administration), see next entry.

, S.W. portion of fair green (see 16 Trades and services). Built in 1885 (BTC 18.5.1885).

Weigh house, Main St, S. end, in or adjacent to former courthouse (see 13 Administration). 1838 (OS).

Weigh house, Main St, S. end, adjacent to market house (see 16 Trades and services). Built

in c. 1883 (BTC 11.5.1883). Weighing machine, Church Terr. N. (63008755). 1870 (OS).

Gas works, Albert Walk E. (69808615), in railway yard (see 17 Transport). Supplied railway station and Breslin's Royal Marine Hotel (see 16 Trades and services: Marine Station Hotel), built in 1856 ( $\vec{FJ}$  8.11.1855, 3.10.1857); c. 1860 (OS). Gas works, retorts, storage tanks; works destroyed by fire in 1896 (WN 19.9.1896).

Gas works, Harbour Terr. E. (68959185). Opened in 1859 (FJ 6.12.1858). Gas works, gasometer 1859 (Bray strand plan). New gasometer erected in 1864 (FJ 30.8.1864). Gasworks with gasometer 1870 (OS). Damaged by storms in 1872 and 1873; demolished by storm in 1877 (FJ 4.12.1872, 8.10.1873, 7.2.1877). Gasometer, Harbour Terr., N. end (68109195). 1870 (OS). Gas works, Seapoint Rd N. (67609145). Opened in 1880 (FJ 1.4.1880); 1909 (OS). Closed in 1834 (BP, 7.8.1981). In use as stores 1937 (OSN). Pareliet 1980 (Garner, 23)

in 1934 (BP 7.8.1981). In use as stores 1937 (OSN). Derelict 1980 (Garner, 33). Demolished in 1981 (BP 7.8.1981).

Gas holder: 1885, 1909; 'disused' 1937 (OS); subsequently rebuilt, use discontinued in 1977, demolished in 1981 (BP 7.8.1981).

Sewerage works. Commenced in 1857 (Ledwidge, 9). New sewer to be laid along Strand Rd 1860 (FJ 21.11.1860). Sewers laid in 1868-71 (FJ 17.3.1868, 6.10.1871). £7,000 borrowed for further work in 1878 (Ir. Builder 15.12.1878). Sewer, Little Bray, laid in c. 1879 (FJ 3.9.1879).

Reservoir, Herbert Rd W., 40 m W. of 55008045. Reservoir supplying railway station (see 17 Transport) and Turkish Baths (see 21 Entertainment) 1860 (Powell, 38); 1870 (OS). Presumably largely disused after 1868, see next entry.

Water supply. Connection to Dublin Corporation Vartry Reservoir, Co. Wicklow, made in 1868 (FJ 6.8.1868).

Street lighting. Street lamps, gas, erected in c. 1865 (FJ 24.5.1865). Street lamps, oil, erected in Little Bray in 1885 (BTC 20.4.1885). Esplanade lamps converted to electricity, 16 lighted for summer months, in 1886 (BTC 7.6.1886, 19.7.1886). Street lamps converted to electricity in c. 1892 (see below, electricity works, Mill Lane).

Public water pumps and fountains:

Captain's Ave, site unknown. Erected in 1869 (BTC 5.7.1869).

Killarney Rd E. (62358285). 1870 (OS).

Main St E. (63308475). 1870 (OS).

Main St E. (63808650). 1870 (OS). Main St, S. end (62758360). 1870 (OS). Removed in 1884 (BTC 7.7.1884).

Quinsborough Rd N. (69208945). 1870 (OS). Seapoint Rd, W. end (64008845). 1870 (OS).

Strand Rd E. (70508780). 1870 (OS).

Strand Rd W. (73908040). 1870 (OS). Moved to new site in 1885 (see next entry).

Strand Rd E. (73958055). Moved from former site (see previous entry) in 1885 (BTC 20.4.1885); 1909 (OS).

Vevay Rd E. (63508195). 1870 (OS).

Vevay Rd W., 0.25 km S. of 65857940. 1870 (OS).

Vevay Rd W. 0.5 km S. of 66807940. 1870 (OS), 1890 (BTC 7.7.1890).

Main St E. (63858810). Erected in 1876 (inscription). Fountain 1909, 1937; monument 1978 (OS). Partially replaced by copy in 1998 (*BP* 19.2.1998).

Upper Dargle Rd N., adjacent to Ravenswell Row (see 22 Residence), site unknown. Erected in c. 1879 (BTC 1.12.1879). Moved to new site in 1899 (see next entry).

Upper Dargle Rd, site unknown. Moved from nearby site (see previous entry) in 1899 (BTC 2.10.1899).

Wyvern Monument, Main St, S. end. Monument and fountain given to town by Reginald Brabazon, Lord Ardee, in 1884 (FJ 20.5.1884), cost £177.6s.6d (Ir. Builder 15.10.1884); 1909-97 (OS). Partially replaced by copy in 1998 (BP 19.2.1998). Known locally as The Devil (BP 23.10.1997).

Little Bray, site unknown, 'at or near Murphy's Row'. Erected in c. 1885 (BTC

Main St W. (62408310). 1892 (BTC 5.9.1892).

Watering place, Dargle R., Castle St E. (63558885). 1860 (MED 410), 1869 (MED 599b). Sea wall, Strand Rd E. Built in 1884-6 as outer edge of Grand Marine Promenade (see 21 Entertainment). Reinforced in 1941–4 (Delap, 279). Street nameplates. Erected in 1885 (BTC 7.9.1885).

Electricity works, Seapoint Rd N., in part of gas works (q.v.). Lighting supply to Esplanade (see 21 Entertainment) commenced in 1886 (BTC 19.7.1886); 1887 (WN 8.1.1887).

Presumably closed in c. 1892 (see next entry).

Electricity works, Mill Lane, W. end, in former corn mill (see 15 Manufacturing). Opened in 1892 (WN 23.7.1892). Transferred to Bray Township Commissioners in 1896 (58 & 59 Vict., c. 155). 66 consumers 1896, 230 consumers 1909 (WN 22.2.1896, 22.5.1909); 1909 (OS). Closed in c. 1934 (local information). Unnamed, disused 1997

## 19 Health

Dispensaries:

Great Bray', in medical superintendent's premises, location unknown. Opened to serve parishes of Bray, Old Connaught and Rathmichael in 1811 (Weld, 1). Moved to new premises in 1816 (see next entry).

Near Bray Bridge (see 17 Transport), in Dr Heffernan's house, site unknown. Opened in 1816 (Weld, 2). Moved to former barracks in 1818 (see next entry).

Church Terr. N., in former barracks (see 12 Defence). Opened in 1818 (Weld, 3). Moved to new premises in 1836 (see next entry). See also below, fever hospital. 'Great Bray', location unknown. Opened to serve Bray parish in 1836 (Weld, 8).

Dublin Rd W. Opened to serve parishes of Old Connaught and Rathmichael in 1836 (Weld, 7). Little Bray dispensary 1837 (OS).

Church Terr. N., in grounds of former barracks (see **12** Defence). 1858 (MED 408a). Church Terr. S. (63308745). 1864 (Val. 2), 1870 (OS), 1881 (*FJ* 3.5.1881). Herbert Rd N. (62708730). Opened in *c*. 1892 (BTC 5.9.1892); *c*. 1905 (Doran, 117), 1909, 1937 (OS). Private residence 1998. Fever hospital, Church Terr. N., in former barracks (see 12 Defence). Purchased for £100 by

10th earl of Meath and donated to dispensary district as fever hospital in c. 1818 (MED 329); infirmary 1838 (OS). Vacant 1853 (Meath map, 1853). Converted to storehouse and coal yard in c. 1858 (see 17 Trades and services). Galtrim House Hydropathic Establishment, Quinsborough Rd N., in Galtrim House (see 22

Residence). 1860 (Powell, 25), 1861 (Thom).

Bray Auxiliary Hospital for Incurables, Lower Dargle Rd N., in former workmen's hall (see 21 Entertainment). Opened in 1872, closed in 1873 (Heffernan; BTC 27.5.1872, 1.9.1873). See also next entry.

Home for Crippled Children, Little Bray, Lower Dargle Rd N., in former Bray Auxiliary Hospital for Incurables (see previous entry). Home for Crippled Children opened in 1874 by Mrs Lucinda Sullivan; 18 children 1876 (FJ 30.11.1876). New wing, 13 rooms, opened in 1878, total accommodation 40 children (Sullivan, 13). Cripples' Home 1909, 1937 (OS). Known as Sunbeam House by c. 1930; renamed Home for Handicapped Children in 1960; closed, residents transferred to Glenmalure Guest House (see 22 Residence: Vevay House) in 1962 (Loughrey, 48, 64). In commercial use 1998.

Meath Hospital Convalescent Home, Little Bray, Lower Dargle Rd N., in Dargle View House (see 22 Residence). 1st-floor rooms made available by Reginald Brabazon, Lord Ardee, for use of Meath Hospital, Dublin, opened in 1882 (FJ 10.1.1882; MEL 49, 24.1.1882). Ground and 1st floors in use 1884 (MEL 49, 21.8.1884). Meath Convalescent Home 1889 (*Thom*). Moved to Dublin Rd W. in 1899 (see next entry).

Meath Hospital Convalescent Home, 2 houses, Dublin Rd W. (597759230). Moved from Lower Dargle Rd N. (see previous entry) in 1899 (MED 49): 1909 (OSN), Closed in c. 1971 (Thom). Private residences 1998. See also 22 Residence: Arbutus Lodge.

## 20 Education

School, C. of I., near pound (see 18 Utilities), site unknown. 1736; closed in 1819, presumably on opening of Bray Bridge Schools (q.v.) (McNally, 86).

Gordon's boarding school for girls, location unknown. Opened in 1817 (FJ 4.6.1817); 1818 (FJ 24.1.1818).

Bray Bridge Schools, Castle St E., C. of I., boys and girls. Site acquired from 10th earl of Meath in 1819 (MED 338). Bray Bridge Schools 1824 (Pigot). 78 pupils 1824 (Ir. educ. rept 2, 598-9). National schools, 89 boys, 87 girls 1835 (Publ. instr. rept 2, 86b). School house 1837 (OS). Boys' and girls' free schools c. 1849 (Val. 1). Closed on opening of St Paul's Endowed Schools, Herbert Rd S., in 1904 (WN 25.6.1904). 'Male, female and infants schools including the school-house and playground' sold to 12th earl of Meath in 1905 (MED 1037, 1042). Converted to private residences in 1906 (BTC 23.1.1906). Belton Terrace 1998.

Bray Boys' National School, Seapoint Rd S., R.C. Parochial school opened in 1820 (Breatnach, [2]). 90 pupils 1824 (*Ir. educ. rept 2*, 848–9). 89 pupils 1835 (*Publ. instr. rept 2*, 86b). National school 1838, 1870 (OS). Closed, pupils transferred to new

premises in 1880 (see next entry). Private residences 1998.

Bray Boys' National School, Herbert Rd S., R.C. (63158685). Site donated by Lady Herbert of Lea (McNally, 91). Opened, pupils transferred from national school, Seapoint Rd (see previous entry) in 1880 (Donnelly (4), cxxxviii). 214 pupils 1883 (*Ir. educ. rept 50*, 570–71); 1909 (OS). Closed, pupils transferred to new premises, St Cronan's National School, Vevay Rd E., in 1932 (Breatnach, [11]). Little Flower Hall 1998.

National school, Seapoint Rd N., R.C, girls (65758970). Parochial school opened in 1820 (Donnelly (3), xciv). 90 pupils 1824 (*Ir. educ. rept 2*, 848–9). 140 pupils 1835 (*Publ. internel*).

instr. rept 2, 86b). Unnamed 1838; national school 1870 (OS). 157 pupils 1883 (Ir. educ. rept 50, 570–71). Closed, pupils transferred to Ravenswell Convent National School (q,v,) in 1901 (BCM, v, p. exxxiii). Private residences 1998. Mrs Anne Carmichael's private school, Little Bray, site unknown, girls. 60 pupils 1824 (Ir.

educ. rept 2, 598-9).

Honora Doyle's school, 'Great Bray', location unknown. 12 boys, 24 girls 1824 (Ir. educ. rept 2, 848-9). Eleanor King's school, 'Great Bray', location unknown. 10 pupils 1824 (Ir. educ. rept 2,

Mrs Putland's girls' school, Strand Rd W. (74407940), girls and boys. Built and financed by Mrs George Putland (see **22** Residence: Bray Head House, Vevay Rd E.), cost of building £100, 6 boys, 36 girls 1824 (*Ir. educ. rept 2*, 848–9). 'Upwards of 100 poor female children clothed and educated' 1831 (FJ 24.9.1831). 80 girls, 22 boys 1835 (Publ. instr. rept 2, 87b); 1837 (Lewis, i, 223), School house 1838 (OS), 1843 (Putland map 1). Mrs Putland's girls' school 1849 (*Thom*).

James and Jane Sweeney's private school, 'Great Bray', location unknown, R.C. 22 boys and

girls 1824 (*Ir. educ. rept* 2, 848–9).

William Woods's private school, 'Great Bray', location unknown. 12 boys, 14 girls 1824 (*Ir. educ. rept* 2, 848–9). Infant school, Brighton Terr. S., C. of I. Built by Viscount Powerscourt, opened in 1829 (Lewis, i, 223; wall plaque). 58 pupils, 'supported entirely by Lady Powerscourt' 1835 (*Publ. instr. rept* 2, 86b); 1838, 1870 (OS). Disused 1901 (*WN* 12.10.1901).

Converted to Bray Technical School (q.v.) in 1902.

St Peter's National School, Chapel Lane S., boys and girls, R.C. (59159270). 46 pupils, opened in 1844 (McNally, 90). National school houses 1849 (Val. 1), 1856 (*St Peter's Church*, [8]). Rebuilt in 1874 (datestone). Girls' school taken over by Sisters of Charity in 1899 (*BCM*, iv, p. cxxvi). School 1909, 1937 (OS). Closed, pupils transferred to new premises in 1966 (local information). Unnamed 1978, 1997 (OS). St Peter's Youth Club 1980 (Martin, 1980, 158). Community employment scheme

premises 1998.

Daniel Dowling's school, boarding, location unknown. 1846 (*Slater*).

Loreto Convent Secondary School, Vevay Rd E., in Loreto Convent (see 11 Religion), girls, R.C. Opened in 1851; extended in 1863 (*FJ* 2.1.1851, 14.5.1863). Loreto Convent

boarding and day school 1860 (*Thom*). Loreto Convent Secondary School 1998. Loreto National School, Vevay Rd E., in grounds of Loreto Convent (see **11** Religion), girls and infants, R.C. Opened, 189 pupils, in 1854 (McNally, 92). Loreto National School 1870 (OS). 403 pupils 1883 (*Ir. educ. rept 50*, 570–71). Loreto School 1909, 1937 (OS). Pupils transferred to former Royal Drummond Institution for Girls (q.v.) in 1945. Demolished in c. 1988 (local information).

Bray School, Sidmonton Rd E., in Fort View (see **22** Residence: New Grange Lodge).

Opened in 1862 (Mansfield, 43). Moved to new premises in c. 1866 (see next entry).

Aravon School, Meath Rd W., in Aravon House (see **22** Residence). Bray School, moved

from Sidmonton Rd E. (see previous entry) in c. 1866 and renamed Arayon School; extended into adjoining Head View (see **22** Residence) in c. 1894 (Mansfield, 43). Bray College c. 1870 (*Heffernan*). Aravon 1870–1937; school 1978 (OS). Aravon School 1982 (Bray directory, 31). Pupils moved to new premises in 1984; buildings demolished in c. 1985 (Mansfield, 47)

French School, Sidmonton Place N. (68308440), 3 terraced houses, girls, protestant. Opened in 1864 (local information). French Protestant School 1867 (Thom). French School c.

1870 (Heffernan), 1937 (OS). Closed in 1966 (Martin, 1984, 150).

Meath Industrial School for Girls, Oldcourt, 0.5 km S. of town, presumably in Oldcourt or Vevay House (see 22 Residence). Industrial school for 50 protestant girls, opened in

1872; moved to Belmont House, Templecarrig, 6 km S. of town, in 1888 (WN 15.3.1890). Moved to Vevay Rd E. in 1892, see next entry.

Royal Drummond Institution for Girls, Vevay Rd E. (64108250). Meath Industrial School for Girls, established by 11th earl of Meath, built in 1892, licensed for 100 girls, new wing added in c. 1910 (Porter, 3); 1909 (OS). Converted to home for blind soldiers in c. 1917; Duke of Conpagnit's Hospital for soldiers 1918, 1919; Powel Drummond c. 1917; Duke of Connaught's Hospital for soldiers 1918, 1919; Royal Drummond Institution for orphan daughters of British ex-servicemen 1920 (*Thom*), 1937 (OS). Closed, transferred to Loreto Order in 1944; reopened, extended, as St Patrick's School in 1945 (Convent note, 61). Scoil Náisiúnta Crónán Naofa 1946 (wall plaque); St Patrick's National School 1998.

St Patrick's National School 1998.

Miss Tobin's school, Loretto Ave S. (69258125). 1872–9 (*Thom*).

Isabella Saunders's ladies' school, Novara Ave S. (65308485). 1873–1909 (*Thom*).

Miss Hutchinson's academy for young ladies, Meath Rd, site unknown. 1876–82 (*Thom*).

Misses Easons' school, Quinsborough Rd S. (66258770). 1881 (*Slater*).

Anna E. Haynes's school, Meath Rd, site unknown. 1881 (*Slater*), 1882–8 (*Thom*).

Miss Tobin's school, Meath Rd, site unknown. 1882–8 (*Thom*).

Meath House ladies school, Meath Rd W., in Meath House (see 22 Residence). 1883–1909 (*Thom*). Belgrave School c. 1905 (Doran, 141).

St Andrew's National School, Eglinton Rd W., Presbyterian, boys and girls. Built in 1887, opened in 1888, 97 pupils 1889 (datestone; Reid, 11). School 1909–97 (OS).

Destroyed by fire in 1942 (local information). Replaced by larger school in 1943 (Reid, 14). Amalgamated with St Paul's Endowed Schools, C. of I., in 1971; pupils transferred to new premises, Newcourt Rd S. in 1991 (local information). transferred to new premises, Newcourt Rd S. in 1991 (local information). Teacher's house (65758625): built in 1890 (Irwin, 229).

Cyril Smith's school, Meath Rd, site unknown. 1892 (*Thom*). Thomas McKean's High School, Seymour Rd W. (67458935). 1897 (*BCM*, ii, p. xxix).

Ravenswell Convent National School, Sisters of Charity, Dublin Rd E., in converted stables of former Ravenswell House (see 22 Residence), boys and girls, R.C. Pupils transferred from national school, girls', Seapoint Rd (q.v.) in 1901 (BCM, v, p. exliv). School 1909–97 (OS); Ravenswell Convent National School 1998.

Bray Technical School, Brighton Terr. S., in former infant school (q.v.). Opened in 1902 (WN 18.10.1902). Closed, students transferred to new technical school, Florence Rd N. in 1933 (local information; Thom). Part of Bray Boys' Hall 1937 (OS). In commercial

Library, private circulating, location unknown. James Carroll 1824 (Pigot).

Library, private circulating, location unknown. Opened in 1862 (FJ 4.1

Library, private circulating, Quinsborough Rd, site unknown. Armstrong 1865 (FJ 15.8.1865).

## 21 Entertainment

Golf course, location unknown, probably on commons, Strand Rd W. (see 14 Primary production). Golf club 1762 (FDJ 23.10.1762). 'A common, famous for ... golf' 1773

Bray Golf Links, Ravenswell Rd N., partly on former Bray Lower Commons (see 14 Primary production). Opened in 1897, pavilion built in 1898 (Dunne, 45–6); 1909–97 (OS). Racecourse, location unknown. 1777 (FJ 7.6.1777).

Racecourse, location unknown. 1808 (FJ 4.7.1808).

Bray Racecourse, on Bray Upper Commons (see 14 Primary production), 2- or 3-day meetings annually. Laid out in 1832 (FJ 18.9.1832). Course extended, stand erected at winning post in 1834 (FJ 24.3.1834, 18.6.1834). Bray Racecourse 1837 (OS). Annual races 1837 (Lewis, i, 222); 1838 (FJ 3.10.1838). Destroyed by floods in 1839 (FJ 14.8.1839). Under repair, destroyed to prevent reopening, in 1844 (FJ 28.8.1844).

Esplanade, Strand Rd E. Esplanade, fenced with granite posts and chains, laid out by William Dargan in 1859 (FJ 14.10.1859, 27.10.1859; Nicol). 13-ft-wide road laid out along seaward edge in 1861 (FJ 27.3.1861). Transferred to Bray Township Commissioners in 1861 (29 & 30 Vict., c. 261). Piling added to reduce storm damage in 1870 (BTC 14.5.1870). Kerbs added in 1879 (Ir. Builder 15.7.1879). Esplanade, South Esplanade 1870-1997 (OS). See also next entry.

Grand Marine Promenade, along outer edge of Esplanade (see previous entry). Concrete structure, engineer P.F. Comber, builders McAlpine and Richmond; N. section built in 1884-6; S. section built in 1885-6; total cost £20,000 (Ir. Builder 1.4.1882, 15.2.1888). Opened by Lord Caernarvon, lord lieutenant of Ireland, named Grand Marine Promenade in 1885 (BTC 3.8.1885). Extended S. to coast guard boat house (see **13** Administration) in c. 1890 (BTC 15.11.1889). See also **18** Utilities: sea wall.

Turkish Baths, Quinsborough Rd N. (65958825). Turkish Baths, architect Sir John Benson, built by William Dargan, opened in 1859 (FJ 31.12.1858, 29.10.1859); 1860 (Powell, 16). Baths 'about to be removed' 1864 (Val. 2). Disused 1865 (FJ 17.1.1865).

Converted to Assembly Rooms (q, v) in 1867. Turkish baths, Quinsborough Rd N., in 'north wing' of Assembly Rooms (q, v). Opened in 1867 (FJ 6.11.1867). Railway baths, Strand Rd E. (70608775). 1859 (Bray strand plan), 1860 (Powell, 27).

Kelly's Baths, Strand Rd, N. end (69409120). Hot, cold and open sea baths, built by John Kelly in 1861 (FJ 8.4.1861). Kelly's Baths 1886, 1890 (BTC 6.12.1886, 20.10.1890). Baths 1870-1937; unnamed 1978, 1997 (OS). Closed in 1954 (local information). In use by boat club 1998.

Naylor's Baths, men, Strand Rd, S. end, 0.5 km S. of town. Nailor's Baths 1875 (FJ 17.9.1875). Mr Naylor's bathing place 1902 (BTC 7.4.1902). Men's bathing place, Naylor's Cove c. 1905 (Doran, 102). Bray Cove swimming pool 1963 (BTC

2.4.1963). Naylor's Cove 1977 (OS).

Swimming baths, ladies, Strand Rd E. (71458655). Ladies' open sea-bathing baths, opened in 1878, cost £1,000 (*FJ* 19.2.1878, 12.11.1878). 30 bathing boxes on seaward side erected in 1885 (BTC 6.7.1885). Baths 1909, 1937 (OS). Men's and women's baths

mid 20th cent.; demolished in c. 1962, replaced by beach pavilion (BTC 11.9.1962). Gentlemen's baths, Strand Rd E., near martello tower no. 1 (see 12 Defence), site unknown. Temporary baths, erected annually 1884–6 (BTC 15.9.1884, 20.7.1885, 4.7.1887). Ball court, Sheridan's Lane N. (61308920). 1860 (MED 410), 1872 (Val. 2).

People's Park, Little Bray, Lower Dargle Rd S., on part of former Bray Upper Commons (see 14 Primary production). Enclosed in 1860 (MED 410). Landscaped and planted at expense of Reginald Brabazon, Lord Ardee, in 1882–3 (FJ 22.8.1882, 7.1.1884). Damaged by flood, railings washed away in 1905 (Flood scrapbook). People's Park 1867 (BTC) 14.1867 (1900) 07 (68) 1867 (BTC 1.4.1867), 1909–97 (OS).

Park lodge: caretaker's lodge, English-revival style, T.N. Deane & Son architects, built in 1882–3 (BTC 7.8.1882, 11.5.1883; *The Builder* 23.2.1884); unnamed 1909, 1937; park lodge 1978 (OS); burnt and subsequently demolished in 1983 (local

information). Bray Head Park, Strand Rd, S. end, 0.25 km S. of town. Grand Marine Park, opened in 1896

(WN 4.7.1896). Bray Head Park 1921 (BTC 5.4.1921). Carlisle Grounds, Quinsborough Rd N. Bray Athletic Ground, laid out by William Dargan, opened in 1862; Carlisle Cricket and Archery Ground 1863 (*FJ* 10.10.1862, 15.6.1863); named after 7th earl of Carlisle, lord lieutenant of Ireland, who performed opening ceremony. Carlisle Grounds 1870–1978 (OS). Transferred to Bray Urban District Council in 1965 (BTC 12.10.1965). Football grounds 1998.

Roller skating rink: indoor, 120 by 75 yards, opened in 1876 (FJ 31.8.1876). Closed in 1880 (FJ 24.2.1880, 5.8.1880).

Bray Literary Club and reading room, Quinsborough Rd S., in International Hotel (see 16 Trades and services). Established in 1862 (FJ 3.12.1862); 1863–4 (Thom)

Bray Club House, Quinsborough Rd S. (68208800). Bray Club House 1865-1915 (Thom),

Workmen's hall, Lower Dargle Rd N. (59858830). To be built from stones of martello tower no. 3, 2 km N. of town; opened in 1866 (BG 14.10.1865; FJ 10.4.1866; Val. 2); 1869 (MED 599a). Converted to Bray Auxiliary Hospital for Incurables (see 19 Health) in

Assembly Rooms, Quinsborough Rd N. Converted from Turkish Baths (q.v.) in 1867 (FJ 12.7.1867). Assembly Rooms 1870, 1909; The Picture House 1937 (OS). 'Turkish Baths' demolished in 1980 (Irish Independent 19.2.1980). See also next entry; 11

Religion: Friends' meeting house, Plymouth Brethren meeting house Alexandra Masonic Lodge room, Quinsborough Rd N., in Assembly Rooms (q.v.). Opened

Bandstand, Strand Rd E. (72108510). 1870 (OS). Removed, replaced by new bandstand on adjoining site in 1884, see next entry.

Bandstand, Strand Rd E. (71958500). Temporary wooden bandstand erected in 1884; new bandstand, acquired from International Exhibition grounds, Herbert Park, Dublin, erected in 1908 (BTC 5.5.1884, 16.6.1908); 1909-78 (OS), 1998.

Bandstand, Strand Rd E., N. end of Esplanade, site unknown, probably 70358890. Erected

on 'old site' in 1887 (BTC 23.5.1887).

Orange hall, location unknown, perhaps same as Union Hall (q.v.). 1883 (FJ 16.6.1883).

St Kevin's Hall, location unknown. 1883 (FJ 28.11.1883).

National League Rooms, location unknown. 1884 (BTC 15.9.1884).

Irish National Foresters, Michael Dwyer Branch, location unknown, said to be Church Terr. N. (62258730). Opened in 1885; transferred to new premises, Main St N., in 1912 (BP 3.6.1983; local information; Thom).

Parochial hall, C. of I., Novara Ave S. Built in 1886 (Ir. Builder 1.2.1886); 1909-97 (OS).

See also 15 Manufacturing: Bray Art Furniture Industry.
Union Hall, Brighton Terr. N., in former Methodist chapel (see 11 Religion). 1889–1937 (*Thom*). In commercial use 1998. See also above, Orange hall.

Bray Boat Club premises, Strand Rd, N. end (68959090). 1887–8 (*Thom*). Bray Boat Club boat house, Strand Rd, N. end, site unknown. 1890, 1893 (BTC 6.1.1890,

## 22 Residence

(See also Appendix C.)

Single and paired houses

House, 'Great Bray', location unknown, probably on lands of Mill Park (see 13 Primary production). Robert Gregory, 3 hearths 1668 (Price, 167).

House, 'Great Bray', location unknown. Richard Wichell, 8 hearths 1668 (Price, 167).

Oldcourt, Vevay Rd W., perhaps Oldcourt Castle (see 12 Defence), perhaps Vevay House (q.v.). 2 hearths 1668 (Price, 167); 1699 (MED 235).

Newcourt, Vevay Rd E., on site of later Bray Head House, Putland Rd S. (q.v.). Newcourt 1760 (Nevill). To let 'very convenient for marketing dining see bathing and goat's

1760 (Nevill). To let, 'very convenient for marketing, dining, sea bathing and goat's whey' 1819 (FJ 8.5.1819); 1821 (Duncan). Apparently demolished by 1838 (OS). For another Newcourt, see Bray Head House, Vevay Rd E.

Vevay House, Vevay Rd W., 0.5 km S. of 62407940. Oldcourt House 1760 (Nevill), 1838 (OS). Extended, perhaps rebuilt in c. 1858 (BP 15.6.1961). Vevay House 1858 (MED 406), 1870 (OS), 1940 (Thom). Sunbeam House (see 19 Health: Home for Crippled

Children) 1962-96 (Loughrey, 64, 90). For another Oldcourt House, see below Mount Park, Seapoint Rd, site unknown, on lands of Mount Park (see 14 Primary

production), possibly Seapoint House (q.v.). 1765 (MEL 18, 26.1.1765). Seafield, Strand Rd W., site unknown. Seafield, 'genteel country seat' 1773 (SN 3.5.1773); c.

Bray Head House, Vevay Rd E. 'Putland Esq.' 1777 (Taylor and Skinner). Sans Souci 1815 (Atkinson, 611), 1835 (FJ 11.6.1835). Newcourt 1838 (OS). Bray Head 1835 (FJ 24.10.1835), 1849 (FJ 15.10.1849). Bray Head House, sold to Loreto Order in 1850 (FJ 2.1.1851); converted to convent and school (see 11 Religion, 20 Education). For another Bray Head House, see below; for another Newcourt, see above Ravenswell House, Dublin Rd E. 'Dwelling house' 1770 (RD 279/320/182942). Boultonhill

1777 (Taylor and Skinner). Bolton Hill 1781 (RD 340/215/228168), 1794 (MED 542). Ravenswell 1801 (MED 538). Ravenswell House 1837 (OS). Sold to Sisters of Charity, converted to convent in 1901 (see 11 Religion). See also 14 Primary production: Bolton's Park.

Sea View, location unknown. 1790 (FDJ 25.10.1790), Thomas Sharkey 1807 (MED 301). Arbutus Lodge, Dublin Rd W. Built in 1802 (local information). Arbutus Lodge 'generally occupied by persons who come there for the purpose of receiving the benefit of the

saltwater' 1836 (OSN); 1837 (OS), 1998.

Woodbine House, Seapoint Rd S. (64258835). Woodbine Lodge boarding house 'convenient to goat's whey and sea bathing' 1815 (FJ 29.4.1815). Woodbine Lodge 1870 (OS), 1884 (BTC 6.10.1884). Woodbine House 1958 (Thom). Demolished in 1978 (local information).

Carrigbrae, Vevay Rd W. (63158045). Eden View 1816 (FJ 24.4.1816), 1838 (OS), 1852 (Val. 1). 'Bathing lodge' 1838 (OSN). Prospect Cottage 1837 (Lewis, i, 222), 1870 (OS). Carrigbrae 1870 (*Thom*), 1909, 1937 (OS). Converted to Marino School in 1951 (local information). Eden View name plaque extant Herbert Rd N. 1998.

Galtrim House, Galtrim Park W. Unnamed 1816 (Taylor). Fairy Hill 1837 (Lewis, i, 222).

Fairy Hill 'a bathing lodge' 1838 (OSN); 1856 (*Slater*). Galtrim House 1860 (*Thom*), 1870–1978 (OS). Destroyed by fire, demolished in 1984 (*The Irish Times* 26.10.1984). See also 14 Primary production: Fairy Hill; 19 Health: Galtrim House Hydropathic Establishment.

Novara House, Novara Ave N. Unnamed 1816 (Taylor). Navarra 1837 (Lewis, i, 222). Bay View, 'bathing lodge' 1838 (OS; OSN). Navara 1853 (Meath map, 1853). Navare 1860 (Thom). Novara House 1870–1997 (OS). Rebuilt in c. 1985 (local information).

See also 14 Primary production: Navara.
Seapoint House, Seapoint Rd N. (67409020). Seapoint House 1823 (FJ 7.7.1823), 1870

(OS), 1998 (nameplate). See also above, Mount Park.

St Cronan's, Main St E. Presbytery built in c. 1826 (Donnelly (3), cxxviii); 1838 (D'Alton, 904), 1897 (BCM, ii, p. ix). Unnamed 1838; St Cronan's 1870–1937 (OS). Sold by church authorities in 1963 (Martin, 1984, 133). St Cronin's Vocational School 1980 (Garner, 20). UDC 1997 (OS). Bray Urban District Council municipal offices 1998. Ardilaun House, Upper Dargle Rd N. (59809025). Bray Lodge 1829 (RD 845/370/566370),

1837, 1909; Ardilaun House 1937; demolished by 1978 (OS).

Beechurst, Killarney Rd W. (59708070). Rich View 1837 (Lewis, i, 222), 1838 (OS). 'Bathing lodge' 1838 (OSN). Rich View 1892; Beech Hurst 1893 (Thom), Beechurst 1909, 1937 (OS). Demolished in c. 1978 (Thom).

Bray Cottage, Killarney Rd W. Unnamed 1838 (OS). Bray Cottage 1846 (Slater), 1870;

unnamed 1937; part of health centre 1978, 1997 (OS). Oldcourt, Vevay Rd W., 0.5 km S. of 61157940. Unnamed 1838 (OS). Oldcourt House 1858 (MED 406). Oldcourt 1870-1978 (OS), 1998 (nameplate). For Oldcourt House, see above, Vevay House

Bray Head House, Putland Rd S., 0.5 km S. of 70007940, on site, perhaps incorporating ruins, of Newcourt (q.v.). 'New house' 1848 (Putland map 2). Bray Head 1855 (FJ 13.1.1855), 1865–1909 (OS). Bray Head House 1908 (BTC 4.8.1908). Sold to Presentation Order in 1920 (BP 13.3.1996). Part of Presentation College 1998. For another Bray Head House, see above.

Sidmonton Cottage, Sidmonton Rd N. (67758440). Built in 1855 (datestone). Unnamed 1870-1997 (OS). Sidmonton Cottage 1998 (nameplate).

New Grange Lodge, Sidmonton Rd E. Fort View 1858-73 (Thom). Occupied by Bray School 1862–c. 1864 (see 20 Education). Fort View 1870 (OS); named from view of martello tower no. 1 (OSN). New Grange Lodge 1874 (*Thom*), 1909 (OS). Converted to Garda Síochána station in 1930 (*Thom*); 1997 (OS).

Manse, Presbyterian, Quincorough Rd S. (65208755). Built in c. 1858 (Irwin, 229). Manse

1870-1937 (OS). Converted to private residence on erection of new manse, Old

Connaught Ave, in 1939 (Reid, 14).

Widows' almshouse, Main St W. (63708805). 1858 (MED 408a), 1862–6 (*Thom*).

Widows' almshouse, Upper Dargle Rd, site unknown. 1866 (Val. 2).

Rose Cottage, Strand Rd W. (72558205). Rose Cottage 1863 (*Thom*), 1870; unnamed

1909-97 (OS). Derelict 1998.

Aravon House, Meath Rd W. (70108235). 1864 (Thom), 1870 (OS). Converted to school in c. 1866 (see 20 Education: Aravon School). Named from inverse spelling of Novara House (q.v.).

Manse, Methodist, Eglinton Rd W. (65808630). Built in c. 1864 (Dublin Builder 15.3.1865); 1870-1937; unnamed 1978, 1997 (OS). In commercial use 1998.

Mount Herbert, Herbert Rd N. (58258540). Mount Herbert 1868 (Thom), 1870-1978 (OS), 1998 (nameplate).

View, Sidmonton Rd E. (69958220). Head View 1870 (OS). Incorporated into Aravon

School in c. 1894 (see 20 Education).

Rock Brae House, Vevay Rd W. (0.1 km S. of 63407940). Built in 1875 (Hayden, 1).

Rockbrae 1888 (*Thom*), 1909–78 (OS). Converted to headquarters of District Local Defence Force in 1942 (Hayden, 3, [8]). Rock Brae House 1998.

Rectory, Church Rd N. (62208015). Built in 1878, cost £2,300 (*Ir. Builder* 1.9.1878).

Rectory 1885–1978; unnamed 1997 (OS).

Dargle View House, Lower Dargle Rd N. (61508860). Dargle View House, built in 1880; lower floor in commercial use 1880; upper floor converted to Meath Hospital Convalescent Home (see **19** Health) in 1882 (MEL exp. D, 17.6.1880; 49, 24.1.1882). Converted to 3 houses in 1899 (MEL 49, 1.5.1899)

Killisk House, Meath Rd E. (71208225). Killisk House, built in 1883 (datestone); 1998. Presbytery, Herbert Rd S. Built in 1895 (BCM, i, p. xxi); 1897 (Thom); 1909–97 (OS). Rack Rent House, Dublin Rd W. (59909215). Rack Rent House, residence of Sisters of Charity 1896–1901 (see 11 Religion: Convent of the Holy Family). St Peter's Presbytery c. 1945 (Bray booklet, 31). Unnamed 1909–97 (OS).

Rows and terraces

Church Terrace, Church Terr. S. Unnamed 1838 (OS). Church Terrace 1858 (MED 408a). House, W. end, removed in c. 1861 on construction of Herbert Rd (see **10** Streets) (Val. 2). Church Terrace 1870–1997 (OS).

Old Brighton Terrace, Brighton Terr. N., 4 houses. Brighton Terrace, 'lately erected' 1855 (FJ 24.5.1855); 4 houses 1862 (Thom), 1870-1937; Old Brighton Terrace 1978, 1997

Brennan's Terrace, Strand Rd W. 12 houses built by John Brennan in 1859 (Dublin Builder,

i, 164); 1861 (Thom), 1870-1997 (OS).

Duncairn Terrace, Quinsborough Rd N. Dargan Terrace, built by William Dargan in 1859 (FJ 31.12.1858, 14.10.1859); 1861 (*Thom*), 1870 (OS). Renamed Duncairn Terrace in 1870 (BTC 5.9.1870); 1885–1997 (OS).

Fontenoy Terrace, Strand Rd, S. end, 0.25 km S.E. of 74707940. Unnamed 1859 (Bray strand

plan). Fontenoy Terrace, 6 houses 1862 (*Thom*), 1870, 1978 (OS), 1998 (nameplate). Prince of Wales Terrace, Quinsborough Rd S. 12 houses built in 1860–61 (*Dublin Builder*) 1.12.1860); 1862 (*Thom*), 1870–1997 (OS). See also **21** Entertainment: Bray Club House.

 Harbour Terrace, Harbour Terr. W. (68409140). Dargan Cottages, 6 cottages 1862, 20 cottages 1864–1900 (*Thom*). 'A range of working-men's houses' 1878 (*Ir. Builder* 15.12.1878). Dock Terrace 1870, 1909; Harbour Terrace 1937 (OS). Sold to Bray Urban District Council for demolition in 1952 (MED 1107).

Hudson's Terrace, Hudson's Terr. S. (64808600). 1862 (Thom), 1870, 1909; demolished by 1937 (OS).

orough Rd N., 5 houses. 1862 (Thom), 1870-1997 (OS). Partly in commercial use 1998.

Goldsmith Terrace, Quinsborough Rd S., 12 houses. 1863 (Thom), 1870-1997 (OS)

Milward Terrace, Meath Rd E. Built in 1864 (datestone). Milward Terrace, 4 houses 1870, 8 houses 1909-97 (OS)

Florence Terrace, Florence Rd N. 4 houses 1870; 13 houses 1909–97 (OS).
Ravenswell Row, Green Park Rd N. (58258925), 10 houses. Unnamed c. 1870 (Heffernan).
Ravenswell Row 1872 (MED 534). Unnamed 1909; Ravenswell Row 1937; demolished, replaced by New Ravenswell Row by 1978 (OS).

Brabazon Cottages, Sheridan's Lane E. Built in 1882 (date plaque); 1978, 1997 (OS). Artizan's Dwellings Co. cottages, Ardee St E., Maitland St (59058855). Built in 1888 (BTC) 1.10.1888). 58 artisans' cottages 1892 (Thom). Unnamed 1909-97 (OS).

## APPENDIX A

Partition of the manor of Great Bray, 1 April 1666. Based on MED 161 and PED 321, spelling modernised except for proper names.

Edward, earl of Meath, to Oliver, earl of Tyrconnell. To end all disputes concerning the lands of Great Bray alias Bree, County Wicklow, part of which lie in common and undivided, it is agreed as follows. The earl of Tyrconnell shall have all messuages or dwelling houses, cottages, cabins, and garden plots, with their appurtenances, in the middle of the said town of Great Bray, now in

the occupation of Cornelius Reley herdsman, John O'Donnell, Martin Cavarna, Onor O'Doile widow, Patrick Tanglett, John Birnes, and Arthur Tooley, and bounded with the highway that leads from the hollow part of the hill (where the piers of the stone bridge lie) towards Kilruddery on the east; the highway that adjoins the west end of the churchyard, and so straight forward to the south-west end of the garden belonging to the house of Thomas Ellinsworth on the west; the church and churchyard on the north; and the great quickset hedge and ditch belonging to the field called the Mill Park or Night Park on the south and south-west. And also all those lands of Great Bray, bounded by the high way that leads from the town of Great Bray to Kilruddery, on the east; the lands of Ould Courte on the south; and nigh the little lane on the north, leading from the road of Bray towards Ballymurris and Ballywaltrim, so far as the stream in the glen that lies westward from Great Bray, which stream runs northward to the ford by the mill dam or weir above the mill; from which glen westward the earl of Tyrconnell is also to have all the lands and wood in Bray lying between the river of Bray and the lands of Ould Courte, unto the further end of the field called Colledge Close, where the hedge and ditch run, to an old decayed house wherein William Caddow formerly lived (which house stands within the lands of Great Bray and is claimed by Ould Courte), from which old house the hedge and ditch run westerly to the glen that leads over and points upon the towns of Kilcrony and Fasseroe, Co. Wicklow.

The earl of Meath shall have the castle of Bray and the ground about it and before it, and the

said Thomas Ellinsworth's house and garden to the high way at the west end of the churchyard, and all other houses and garden plots lying between the highway that leads toward Kilruddery from the hollow of [the hill] by the stone piers of the bridge, and the sea; and also all those the mills of Bray and the fields or closes called the Mill or Night Park, and Bolston's Park, bounded on the east with the castle of Bray, and Thomas Ellinsworth's close and garden, on the north with the river of Bray, on the west, with the stream in the glen leading from the ford by the mill dam or weir above the mill on the south, with the little lane leading from the great road in Bray towards Ballymurris and Ballywaltrim; and also the lands and woods of Great Bray lying westward beyond the aforesaid hedge and ditch from the aforesaid N.W. end of the Colledge Close to Kilcrony and Fassaroe; and the mill dam, weirs and warren of Great Bray, and all the residue of the manor and lands of Great Bray, not herein before limited to the earl of Tyrconnell.

The bounds to be yearly perambulated in Whitsun week or at the court leet kept there. The earl of Tyrconnell shall lease his proportion to the earl of Meath, for 51 years, at a rent of £40, and 6 salmons from last 25 March.

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#### **NOTE ON MAP 2**

The map of Bray in 1837-8 is derived from the 1:1056 manuscript plan of [Great] Bray (1838), the 1:10,560 manuscript fair plan of Little Bray (1837) and the 1:1056 manuscript valuation plan of c. 1849 in the National Archives of Ireland, Dublin, together with the published 1:10,560 Ordnance Survey maps of Co. Dublin, first edition, sheets 26 and 28, and Co. Wicklow, first edition, sheet 4. Information for the coastal area has been supplemented by detail from the Ordnance Survey field books (1838) and other sources. The reconstruction has been adjusted to the planimetry of the published 1:500 town plan (1870) for [Great] Bray and the published 1:2500 plan (surveyed 1909) for Little Bray. Solid lines represent features still extant in 1870 or 1909 respectively, while dotted lines indicate that, since the feature had by then disappeared, its exact position cannot be determined.

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Seal of Bray Township