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Bray Bridge from the east, 1842 (Bartlett)

BRAY

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',² 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,³ 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.⁴ 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, Raheenaclog, 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;⁵ 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.⁶

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. 1173,⁷ 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.¹² 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

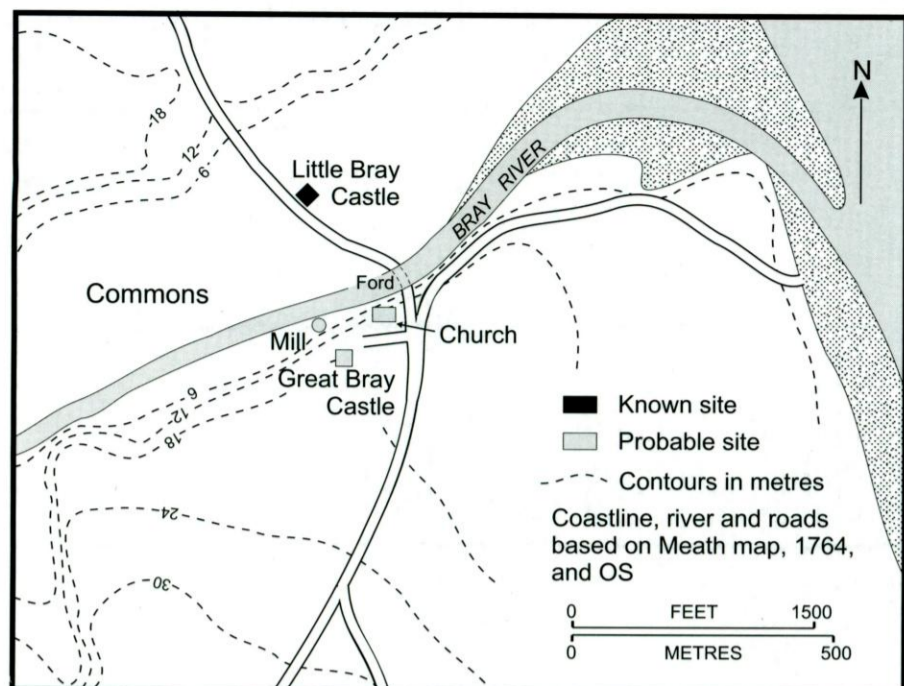


Fig. 1 Sites in medieval Bray.

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 1668,¹⁷ 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 negotiate¹⁸ — 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.¹⁹ 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.²⁰ 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',²¹ 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.²²

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.²³ 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.

* * *

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.²⁴

The second factor was the proximity of the coast. The fashion for sea-bathing 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'.²⁵ 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.²⁶ 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.²⁷

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 1842.²⁸ 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.

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.²⁹ 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.³⁰ This rapid expansion in service trades continued, so that by 1846 there were over fifty shopkeepers and some fifteen craftsmen.³¹ 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.³² 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

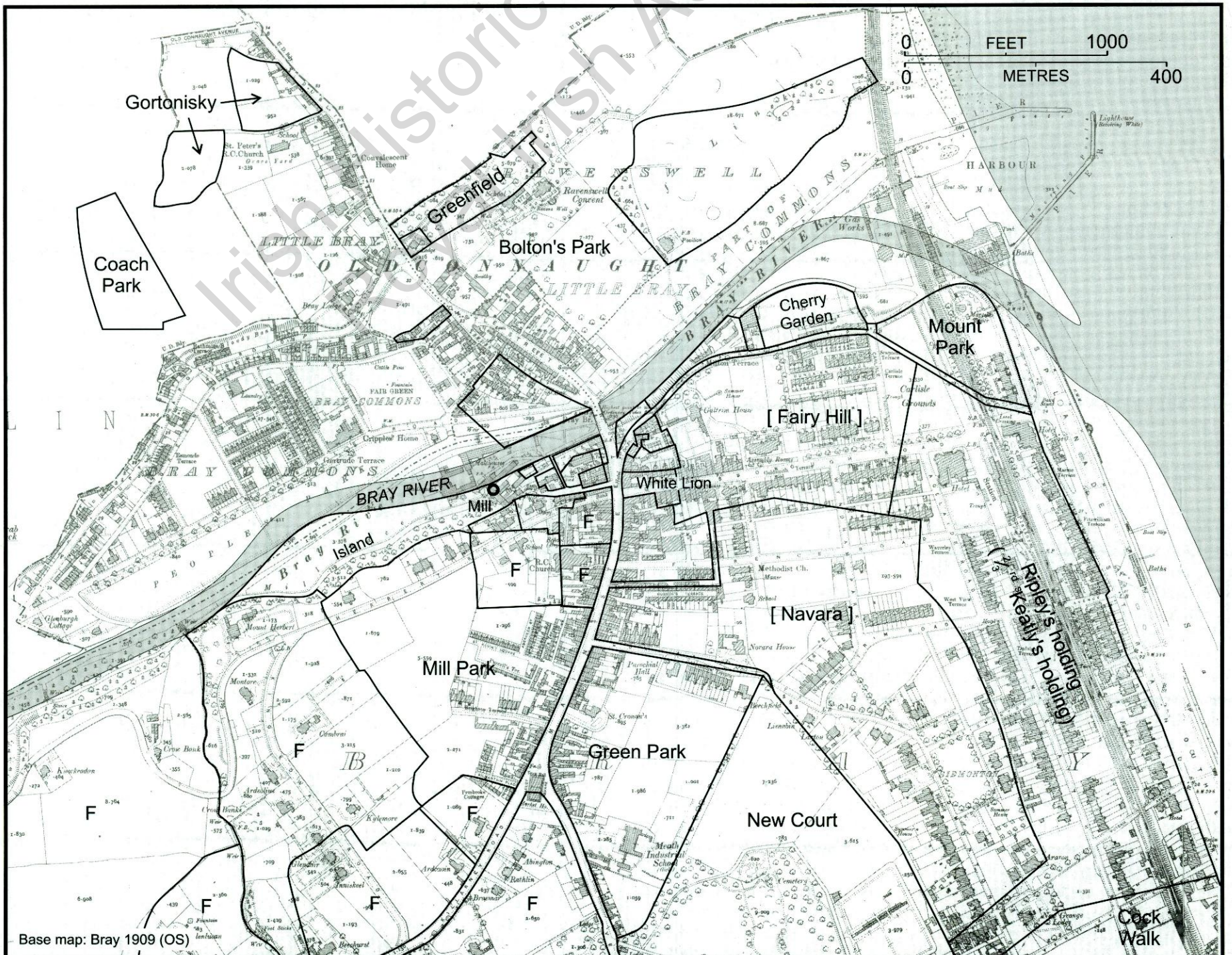


Fig. 2 Meath and Fitzwilliam property units in Bray, c. 1764 (Barker; Meath map, 1764; MED). F = Fitzwilliam property.

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.³⁵ The railway line ran southwards 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.³⁶

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.³⁷ 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.³⁸ 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.³⁹ 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.⁴⁰ 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

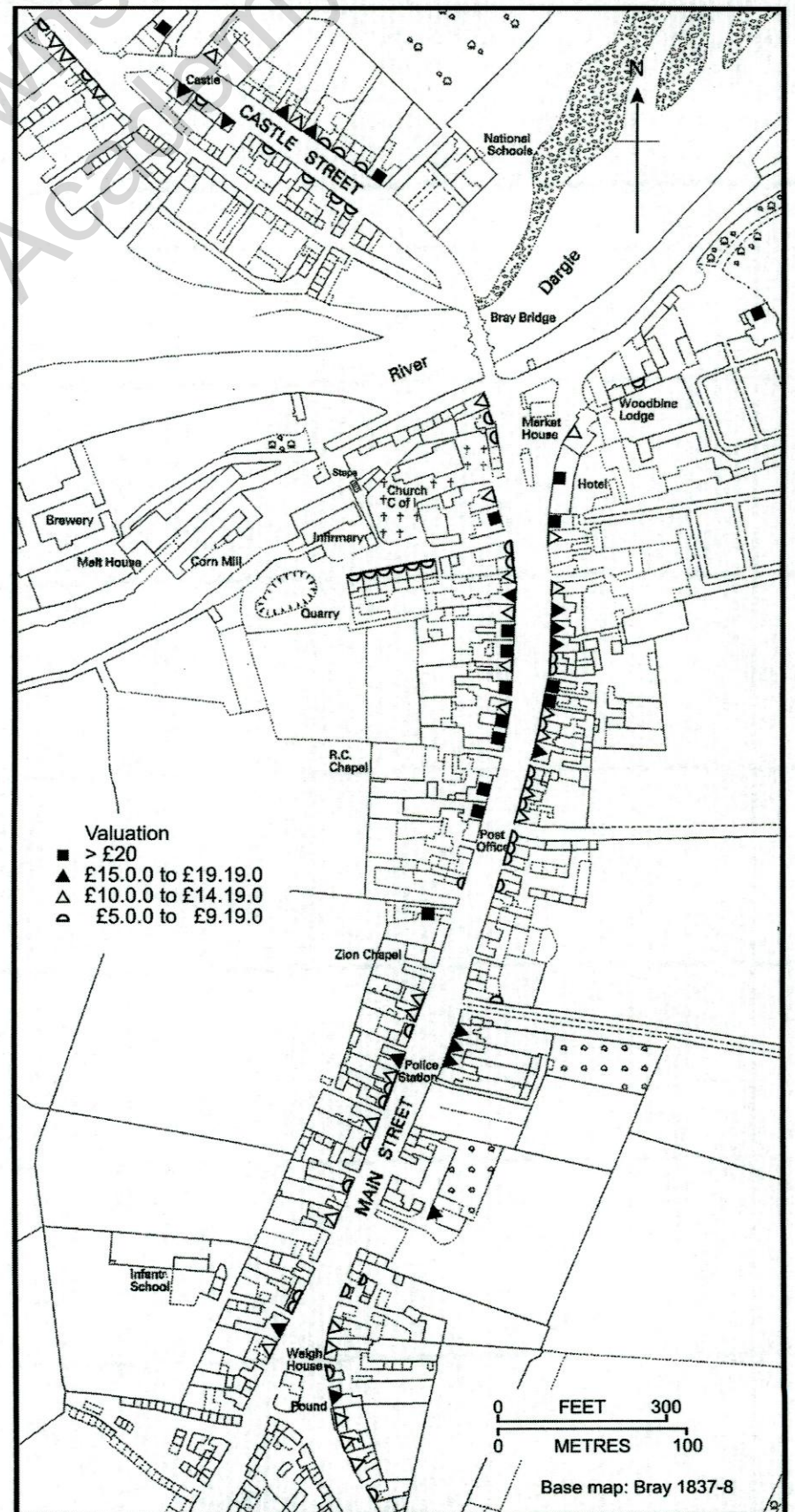


Fig. 3 Houses valued at £5 or more, c. 1850 (Val. 1).

chairman of the town commissioners,⁴¹ 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.⁴² 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 counter-attraction 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 pre-existing 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.⁴⁴

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. 1960.⁴⁵ 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 south-eastern 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.⁴⁷ 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.⁴⁸ Memorable floods were to recur later in the twentieth century.

* * *

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.⁵⁰ 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.⁵¹ 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.⁵² 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,⁵³ 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.⁵⁴

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.⁵⁵ 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.⁵⁷ 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 1854.⁵⁸ 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.⁵⁹ 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.⁶⁰ 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.⁶¹

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.⁶³ 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.⁶⁵ 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.⁶⁶ 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.⁶⁷ By 1878 the tower itself was considered dangerous, with its foundation undermined by the sea and a long crack up its side.⁶⁸ 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.⁶⁹

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 1884.⁷¹

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 privately-owned 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 proved abortive.⁷³ With its twin encircling 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.⁷⁴ 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.⁷⁶ 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.⁷⁷ 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.⁷⁸

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.⁷⁹ 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.⁸¹ 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

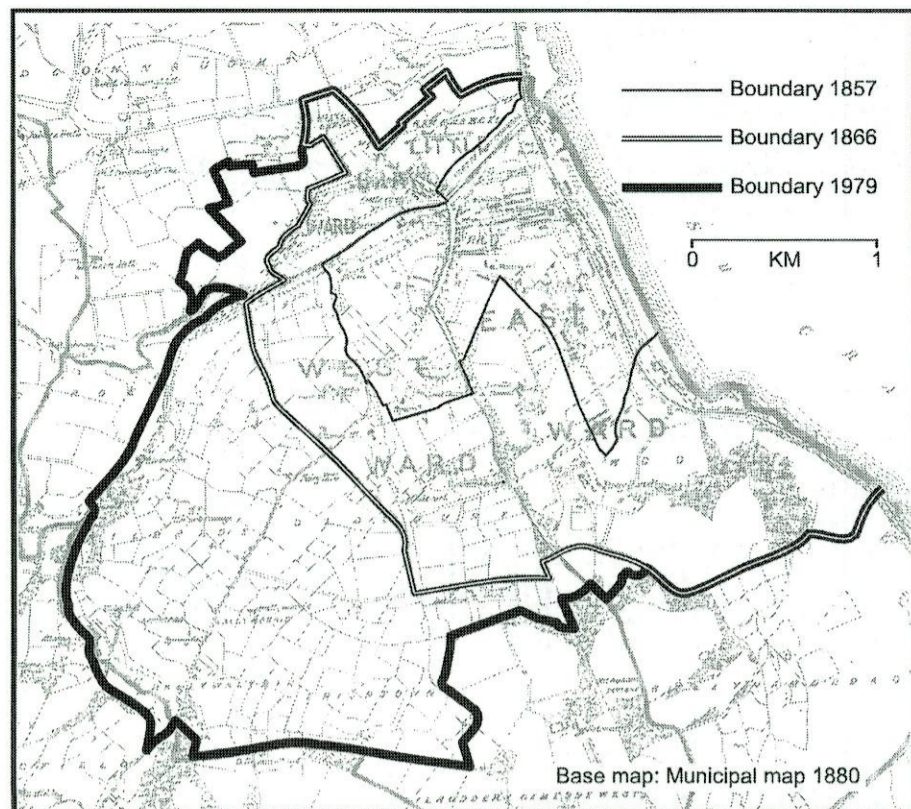


Fig. 4 Municipal and ward boundaries.

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 short-term 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.⁸⁹ 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;⁹⁰ 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 1986,⁹¹ 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 nineteenth-century 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.

NOTES

1. 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.
2. Doran, p. 44; Scott, p. 6.
3. 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.
4. A.P. Smyth, 'Kings, saints and sagas', in Hannigan and Nolan, p. 45.
5. Scott, p. 91.
6. 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, 1993, p. 44).
7. 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 *JRSAL*, lxxxiv (1954), pp 72–8.
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 191–235.
9. *Cal. Carew MSS*, v, p. 134.
10. J.T. Gilbert (ed.), *Historic and municipal documents of Ireland* (London, 1870), pp 456–62.
11. *Rot. pat. Hib.*, p. 39.
12. *Ibid.*
13. Davies, 1986a.
14. MED.
15. MEL 19, 10.5.1675, William, earl of Meath, to Edward Keatly, yeoman.
16. MED 170.
17. Price, 1931.
18. See, for instance, *FJ* 8.8.1799.

19. A drawing of the Bray mill in 1807 confirms that the Dargle River flowed close by the mill wheel at this period (Nattes).
20. 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).
21. *FJ* 20.9.1787.
22. See, for instance, *FJ* 3.2.1784, 23.6.1789.
23. MED 98.
24. Davies, 1993, pp 30–33.
25. OSN.
26. Taylor.
27. *Ir. Builder* 1.12.1893.
28. Davies, 1993, pp 31–2; *FJ* 15.3.1842.
29. Lucas.
30. *Pigot*.
31. *Slater*.
32. Moylan, 1972, pp 7–8; Donnelly (2), p. lxxv.
33. Murray.
34. *FJ* 21.1.1854.
35. The reclamation involved infilling the old estuary mouth; see Ordnance Survey maps, 1838 and 1870; Meath map 1853.
36. 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).
37. 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 the 'forty foot'.
38. BTC 3.10.1892, 20.2.1893.
39. *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.
40. [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.
41. 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).
42. *FJ* 28.10.1854.
43. Godkin and Walker, p. 159.
44. Lancelot Bayly, Upper Main Street, Bray, 1927, watercolour, in Bray Public Library.
45. 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.
46. Godkin and Walker, p. 160; see also Clare, p. 13.
47. Clare, p. 46.
48. *FJ* 4.1.1877, 24.10.1881; BTC 1.11.1886; Flood scrapbook.
49. *Dublin Builder* 1.11.1860.
50. *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).
51. *FJ* 17.8.1880; BTC 6.4.1885.
52. *FJ* 29.10.1859; Powell, p. 16.
53. *Thom*.
54. Powell, p. 26.
55. See, for instance, *FJ* 21.5.1875, 24.5.1875, 3.6.1875; see also Davies 1986b.
56. *WN* 15.9.1906.
57. *Ir. Builder* 1.11.1877; Davies, 1993, p. 42.
58. Clare, pp 12–13.
59. *FJ* 10.10.1865.
60. BTC *passim*, 19.6.1876, 17.7.1876.
61. 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.
62. BTC 4.8.1884, 15.3.1885, 21.1.1889; Clare, pp 62–3.
63. See, for instance, BTC 7.2.1876; *FJ* 30.8.1880.
64. BTC 20.4.1885, 4.5.1885, 15.6.1885, 7.9.1885.
65. *FJ* 2.11.1869.
66. 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.
68. *FJ* 20.12.78.
69. See, for instance, BTC 10.5.1876, 6.12.1880, 24.1.1881, 16.10.1882.
70. BTC 21.11.1881, 16.10.1882.
71. BTC 6.10.1884.
72. *Thom*.
73. *FJ* 15.8.1884, 6.6.1885.
74. BTC 28.11.1892.
75. Patrick O'Brien, 'Bray harbour', [c. 1950], typescript, in Bray Public Library; Suttle, p. 102.
76. BTC 18.8.1884.
77. See, for instance, *FJ* 11.12.1871; BTC 21.3.1881, 2.1.1882, 3.4.1882; 18.4.1887.
78. BTC 18.6.1888, 18.4.1887, 21.7.1884.
79. See, for instance, MED 402, 471; *FJ* 5.4.1881, 22.7.1884.
80. Clare, pp 17–18.
81. For instance by helping to steer legislation through the House of Lords, see *FJ* 31.5.1881.
82. For a full account of the disputes, see Clare, pp 21–6.
83. 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.
84. The truncated building is visible in an aerial photograph of the International Hotel and railway station, c. 1930, in Bray Public Library.
85. Clare, p. 36. See, for instance, *FJ* 2.3.1875, 4.5.1878.
86. *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.
88. Delap, p. 279.
89. 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.
90. 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 oldest forge.

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 1838 to 1978 inclusive.

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 Bray *alias* Brey 1627 (*MED* 79).
 Little Bray *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

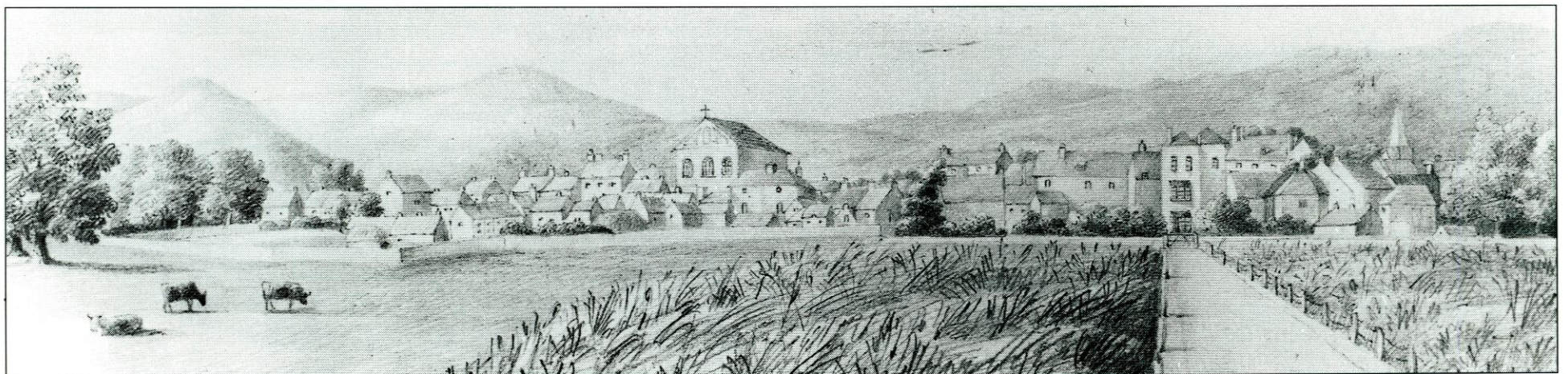
Uncertain: perhaps after a legendary hero of Irish prehistory (*Bk Leinster*, iii, 754; iv, 893); perhaps an old river name (O'Donovan, 1838, 24; Price, 1945, 147, 150); perhaps after brí, a hill, from the steep south bank of the Dargle R. on which Bray Castle (see 12 Defence) was built (Scott, 95, 218–21).

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, 555).
 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 1885 (*NHI*, ix, 47, 58).



Bray main street and Quin's Walk from the east, c. 1840 (Nicholl)

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. Ire., 1252-1284, 377).

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, 107-8).

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

Civil parish: Bray 1838 (OS).

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

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

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

Poor law electoral division: Rathdown, formed in 1839 (HC 1843 (275) xlvii, 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

Table with 6 columns: Year, c. 2000, [Great] Bray and Bray Commons, Little Bray, Bray Township/Urban District. Rows show population data from 1800 to 1926.

¹ 'Nearly 2,000 souls' (Wakefield, ii, 793).

² Probably adults only (Census, 1659).

³ Extended from 1,138 to 1,850 acres.

(Source: Census, except where otherwise stated.)

9 Housing

Table with 5 columns: Year, Inhabited, Uninhabited, Building, Total. Rows show housing statistics for [Great] Bray and Bray Commons, Little Bray, and Bray Township/Urban District from 1668 to 1911.

¹ 'Great Bray' (Price, 1931, 167).

Table with 6 columns: Year, 1st-class, 2nd-class, 3rd-class, 4th-class, Unoccupied, Total. Rows show housing classification data for [Great] Bray and Bray Commons, Little Bray from 1841 to 1861.

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 than 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 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).

Albert Lane or Walk Unnamed 1870 (OS). Albert Lane, renamed Albert Walk in 1886 (BTC 15.3.1886). Albert Walk 1909 (OS).
Ardee Street/Sráid Áth Fhirdhia 998 (nameplate). 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 (BTC 21.12.1891), 1909, 1937; incorporated into car park by 1978 (OS).
Back Street
Ballance's Lane 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).
Barrack Lane (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 1858-9.
Barry's Lane Near Florence Road, site unknown. Barry's Lane 1880 (Breatnach, [10]), 1903 (BTC 6.4.1903).
Bray Commons Road See Upper Dargle Road.
Bray Street See Main Street.
Brennan's Parade Brennan's Parade 1865 (Thom), 1870 (OS). Named after John Brennan, local builder and property owner.
Brewery Lane See Mill Lane.
Brighton Terrace (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 Bhrighionn 1998 (nameplate).
Burke's Lane (63258955). Unnamed 1837, 1909 (OS). Burke's Lane 1906 (WN 2.6.1906).
Captain's Avenue (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.
Carlisle Road or Terrace Little Bray, site unknown, probably off Castle Street. Casey's Lane 1898 (WN 24.12.1898).
Casey's Lane Laid out in c. 1808 (RD 603/109/410884); Castle Street 1837 (OS), 1998 (nameplate).
Castle Street (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).
Chapel Lane See Church Terrace [east].
Church Lane 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).
Church Road/ Bóthar Teampaill Unnamed 1762 (Barker), 1838 (OS). Church Lane 1858 (MED 408a). Church Terrace 1870 (OS). Church Terrace/Ardán an Teampaill 1998 (nameplate).
Church Terrace [east]/Ardán an Teampaill Unnamed 1838 (OS). Church Terrace 1849 (Val. 1), 1870 (OS).
Church Terrace [west]/Ardán an Teampaill
Clifton Lane (61508955). Lane 1860 (MED 410). Clifton Lane c. 1860 (Val. 1), 1909; built over by 1937 (OS).
Commons Road See Lower Dargle Road.
Convent Avenue/ Ascaill an Chlochair 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).
Critchley's Lane See Pound Lane.
Cruchleys Lane (63808465). Unnamed 1838; Cruchleys Lane 1870-1937; unnamed 1978 (OS).
Cunningham's Lane Location unknown. 1890 (BTC 7.4.1890).
Dalton's Court (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).
Dixon's Lane Location unknown. 1887 (BTC 2.5.1887).
Dock Terrace See Harbour Terrace.
Donovan's Lane Little Bray, site unknown. 1885 (BTC 21.12.1885).
Dublin Road/Slí Chualann '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).
Duncairn Avenue 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).
Dunne's Lane Little Bray, site unknown. 1885 (BTC 21.12.1885).
Eglinton or Elrington Road Elrington Road 1864, 1865; Eglinton Road 1866 (Thom), 1870 (OS), 1998 (nameplate).
Fairgreen Road/ Bóthar na Faiche 1998 (nameplate). Unnamed 1909, 1937; Fairgreen Road 1978 (OS). Fairgreen Road/Bóthar na Faiche 1998 (nameplate).
Fair View Laid out in c. 1860 (MED 410). Fair View 1909 (OS); named after adjacent fair green (see 16 Trades and services).
Florence Road/ Bóthar Fhlórans 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).
Galtrim Road [west]/ Bóthar Ghealdroim 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).
Galtrim Road [east]/ Bóthar Ghealdroim Built and named in 1906 (BTC 2.10.1906); 1909 (OS). Galtrim Road/Bóthar Ghealdroim 1998 (nameplate).
Glenard Avenue/ Bealach Ghleann Ard Unnamed 1870; Glenard Avenue 1909 (OS). Glenard Avenue/ Bealach Ghleann Ard 1998 (nameplate). See also above, Ballance's Lane.
Green Park Road Laid out in c. 1860 (MED 410). Green Park Road 1890 (BTC 11.8.1890), 1909 (OS).
Hall's Court (62908450). Unnamed 1838-1937; Hallscourt 1978 (OS). Hall's Court c. 1849 (Val. 1), 1900 (BTC 20.12.1900), 1998 (nameplate).
Harbour Terrace (68459145). Presumably laid out in c. 1862 (see 22 Residence: Harbour Terrace). Dock Terrace 1870, 1909; Harbour Terrace 1937; unnamed 1978 (OS).
Herbert Road 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 or Terrace [lower] 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).

- Hudson's Lane or Terrace Upper (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).
- Infant School Lane See School House Lane.
- Infirmery Lane See Barrack Lane.
- Jobber's 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).
- Jordan's Lane (63408730). Unnamed 1838 (OS). Jordan's Lane 1858 (MED 408a). Destroyed on construction of Herbert Road (*q.v.*) in 1858–9.
- Kenny's Lane Location unknown. 1890 (BTC 15.12.1890).
- Killarney Road/Bóthar Chill tSáráin '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).
- Kilmantain Place/Plás Chill Mhantáin 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).
- Kilruddery Road See Vevay Road.
- King Edward Road/Bóthar Rí Eamoinn Laid out and named in 1902 (BTC 6.10.1902); 1909 (OS). King Edward Road/Bóthar Rí Eamoinn 1998 (nameplate).
- Kingsmill Road/Bóthar Mhuileann an Rí Laid out by c. 1870 (*Heffernan*). Kingsmill Road 1902 (*Thom*). Unnamed 1909; Kingsmill Road 1937 (OS). Kingsmill Road/Bóthar Mhuileann an Rí 1998 (nameplate).
- Kingsmills Avenue See Sidmorton Avenue.
- Kingstown and Dublin Road See Dublin Road.
- Loretto Avenue or Lane Unnamed 1870; Loretto Lane 1889 (BTC 18.3.1889). Loretto Avenue 1909 (OS), 1998 (nameplate). For another Loretto Avenue, see Convent Avenue.
- Lower Dargle Road/Bóthar na Deargaile Íochtair 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).
- McCormack's Avenue (64308645) Late 19th cent. (Val. 2). Demolished in 1902 on completion of Florence Road (*q.v.*).
- Main Street '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 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.
- Market Square Laid out on construction of Town Hall in 1882–3 (see **13** Administration); 1909 (OS).
- Meath Place/Plás na Midhe Unnamed 1885; Meath Place 1909 (OS). Meath Place/Plás na Midhe 1998 (nameplate).
- Meath Road [north] See Adelaide Road.
- Meath Road [south]/Bóthar na Midhe Meath Road 1866 (*Thom*), 1870 (OS). Meath Road/Bóthar na Midhe 1998 (nameplate).
- Meath Villas Lane See Ballance's Lane.
- Mill Lane Unnamed 1838 (OS). Mill Lane 1845 (MEL 17, 28.5.1845), 1870 (OS). Also known as Brewery Lane (local information).
- Mount Norris Villas Mount Pleasant 1866 (*Thom*), 1870 (OS), 1998 (nameplate).
- Mount Pleasant (6350705). Prospect Avenue 1858 (MED 408a), 1862 (Val. 2). Mount Pleasant 1870; built over by 1909 (OS).
- Navarra Avenue or Navarre See Novara Avenue.
- New Church Road See Church Road.
- Newcourt 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.
- Novara Avenue or Road/Ascaill Nobhara 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). Novara 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.
- Nunnery Avenue See Convent Avenue.
- Old Connaught Avenue/Ascaill Unnamed 1837 (OS). Old Connaught Avenue c. 1860 (Val. 1), 1909 (OS). Old Connaught Avenue/Ascaill Shean-Chonnacht 1998 (nameplate).
- Shean-Chonnacht Old Dargle Road See Upper Dargle Road.
- Pearse Road Laid out in c. 1860 (MED 410). Unnamed 1909; Pearse Road 1937 (OS).
- Pound Lane 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.*).
- Prospect Avenue See Mount Pleasant.
- Purcell's Square or Terrace (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.
- Putland Road/Bóthar Phutland 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.
- Quinsborough Road 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.
- Quin's Passage See Albert Avenue.
- Railway Avenue See Captain's Avenue.
- Ravenswell Road/Bóthar Thobar Ríona 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).
- River Lane Unnamed 1880 (Municipal map), 1909; River Lane 1937 (OS).
- Ryan's Lane Off Castle Street, site unknown. 1870, 1885 (BTC 1.8.1870, 17.8.1885).
- St Mary's Terrace Railway Terrace 1862 (*Thom*), 1870; St Mary's Terrace 1977 (OS). Private lane 1998.
- School House Lane (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).
- Sea Road See Seapoint Road.
- Seapoint Road [east]/Bóthar Rinn na Mara Presumably laid out as access to martello tower no. 2 in c. 1804–5 (see **13** Defence). Unnamed 1816 (Taylor), 1838 (OS). E. end 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).
- [Seapoint Road south] (68308930). Unnamed 1760 (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]/Bóthar Rinn na Mara 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).
- Seymour Road/Bóthar Saomair Unnamed 1870 (OS). Carlisle Terrace 1900–08; Seymour Road 1909 (*Thom*), Carlisle Road 1909; Seymour Road 1937 (OS). Seymour Road/Bóthar Saomair 1998 (nameplate).
- Sheridan's Lane Unnamed 1870 (OS). Carlisle Terrace 1900–08; Seymour Road 1909 (*Thom*), Carlisle Road 1909; Seymour Road 1937 (OS). Seymour Road/Bóthar Saomair 1998 (nameplate).
- Sidmorton Avenue/Ascaill Suí Mhantáin (61608900). Unnamed 1870 (MED 410). Sheridan's Lane 1891 (BTC 21.12.1891), 1909, 1937; unnamed 1978, 1997 (OS). Kingsmills Avenue 1860 (MEL 51, 28.12.1860). Sidmorton Avenue 1867 (*Thom*), 1870 (OS). Sidmorton Avenue/Ascaill Suí Mhantáin 1998 (nameplate).
- Sidmorton Place Unnamed 1870; Sidmorton Place 1909 (OS), 1998 (nameplate).
- Sidmorton Road/Bóthar Suí Mhantáin Sidmorton Road 1870 (OS). Sidmorton Road/Bóthar Suí Mhantáin 1998 (nameplate).
- Sidmorton Square Unnamed 1870; Sidmorton Square 1889 (*Thom*), 1909 (OS), 1998 (nameplate).
- Somerset Avenue See Victoria Avenue.
- Stable Lane (67108745). 1871, 1890 (BTC 4.9.1871, 6.1.1890).
- Strand Road/Bóthar na Trá Unnamed 1870 (MED 410). Extended to S.W. by 1816 (Taylor). 'Widened and improved' in c. 1859 (Bray strand plan). Strand 1863 (*Thom*). Strand Road 1870 (OS). Strand Road/Bóthar na Trá 1998 (nameplate).
- Sutton Road Unnamed c. 1860 (MED 410). Sutton Road 1909 (OS).
- 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).
- Vevay Road/Bóthar Vevay 'Road from Wicklow to Bray' 1762 (Barker). Unnamed 1777 (Taylor and Skinner), 1838 (OS). Part of Main Street (*q.v.*) 1849 (Val. 1). Kilruddery Road 1858 (MED 408a). Vevay Road 1864 (*Thom*), 1870 (OS). Vevay Road/Bóthar Vevay 1998 (nameplate).
- Victoria Avenue/Ascaill Victoria 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 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.
- Raheenaclog (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). Rahanaclog 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). Raheenaclog 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 1998.
- 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 (*Thom*).

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 (OS).

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

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 (*Fiantis*, 265, 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).

Officers' 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 (MED 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 (MED 18, 2.2.1864). Probably demolished on construction of harbour in 1891–6 (see **17** Transport).

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 1997 (OS).

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 2.1.1893).

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). Gortonisky 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. D, 13.4.1723).
- High Park, Little Bray, site unknown. 1636 (MED 98).
- Tobberegans' 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). ²/₃ of Keatly's holding (*q.v.*) granted to Robert Ripley in 1696; 1810 (MEL 12, 21.11.1810), 1853 (Meath map, 1853).
- Greenfield, Dublin Rd E. (61509160). 1697, 1872 (MED 235, 533).
- Navara, Main St E., later site of Navara 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).
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Orchards:

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- 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).

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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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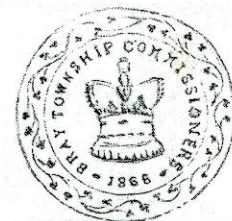
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Seal of Bray Township