

~~and pure air is more essential than water. Many cities supply gas, &c., at a great profit to the rates. The last objection is there may be danger to the rates. I have tried to show there need not be if there is a competent management. But even if there were do we not know that in many cases for railways and other public works the rates are pledged. There is, to my mind, no reason why the State should not itself undertake, or enable the Local authority to make provision for the lives of the toilers in the towns as to carry out the great land reform already passed or proposed to be passed for the toilers in the rural districts.~~

~~It is, at any rate, in my opinion, the only way. At present society stands like the rustic deser bed by Horace, on the bank waiting for the stream to flow by. But it will never cease to flow as long as the wells of misery, which feed its awful tide, remain undried.~~

6.—*The Tourist Movement in Ireland.*

By D. J. WILSON, Esq.

[Read Friday, 19th April, 1901.]

“And sure it is yet a most beautiful and sweete country as any is under heaven, with many goodly rivers, replenished with all sorts of fish, most abundantly sprinkled with many very sweet islands and goodly lakes like little inland seas, that will ever carry shippes upon their waters.”—*Spenser's State of Ireland*, 1596.

WHILE I cannot plead that I am unaccustomed to public speaking, I can claim your indulgence on the ground that this is the first occasion on which I have ever read a paper of this description, and on the further ground that I have not had very long notice in which to prepare a paper to adequately treat what, to my mind, is a most important subject.

My paper should, I am aware, be devoted to a statistical and social review. I have discovered, however, that the subject is eminently one which does not lend itself to statistics, and I propose instead to treat it from a historical and an economic point of view—in the first place, endeavouring to justify the title of paper by showing that there is a Tourist Movement in Ireland, and next (assuming that I have succeeded in establishing this fact), dealing with its economic value to the country. In using the term historical I have no intention of diving into remote antiquity. Ireland has apparently always been a very attractive country, and has had a very varied list of visitors; but while some of them were extremely peripatetic, the “Tourist,” in the modern sense of the word, is the evolution of comparatively recent times. I do not, therefore, propose to deal with the journeyings of Strongbow or the tours of Oliver Cromwell. And may I here

interpolate that though "The Tourist Movement" is the heading of my paper, the word "Tourist" is as abominable to my mind as "Tripper" or "Globe-trotter," or even "Scooter," under which term anyone who leaves his own neighbourhood unless he carries golf clubs or a gun or fishing rod, or makes it apparent by his flippant clothing and extremely up-to-date conversation that he is going to a race meeting, is liable to be branded. Why the jaded citizen seeking a change of scene during his holiday, or the man of leisure in search of the interesting and the beautiful, should be known by any of these appalling names is a mystery, but the word "Tourist" is possibly the least objectionable, and has now a recognised meaning, which I take to be the visitor who comes to Ireland attracted by the beauty of our scenery and the welcome of our people. I purposely bracket these two inducements to travel in Ireland. As an Irishman I am, of course, after a considerable experience of scenery in both the Old and New World, prejudiced in favour of the beauty of my own country, but in addition to the charm of Irish scenery I have always found that a most important feature of attractiveness to the visitor to Ireland lies in the hearty welcome he gets. No matter what the fate of the movement for the preservation of the Irish language may be, the expression, "Caed Mille Failthe" will always remain the best known Irish expression because it expresses the best known *Irish* quality.

So far back as 1589, Robert Payne, in his "Briefe Description of Ireland," writes of the Irish: "Although they did never see you before they will make you the best cheare their country yieldeth . . . and take not anything therefor."

Later on, Arthur Young, in his "Tours in Ireland, 1776-1779," endorses this opinion. He writes, summing up his experiences of the Irish: "Every unprejudiced traveller who visits them will be as much pleased with their cheerfulness as obliged by their hospitality, and will find them a brave, polite, and liberal people."

A good deal of Arthur Young's book is occupied with graphic and eulogistic descriptions of scenery, particularly Killarney and the Shannon, but he did not come to Ireland as a Tourist, he was much more engaged in studying from a political point of view the condition of the agricultural population. He complained very bitterly of the want of accommodation. "The inns," he writes, "are miserable, and the lodgings little better," and he speaks of "the want of accommodation and extravagant expense of strangers residing in Killarney." Apparently there was not much encouragement held out to the Tourist, if such existed in those days in the way of conveyance either. It took Young 36 hours to cross from Passage to Milford Haven, but what he most objected to was the delay in starting. On this point he writes, "It is much to be wished that there were some means of being secure of packets sailing regularly instead of waiting till there is such a number of passengers as satisfies the owner and captain." In

spite however of the want of accommodation, and insufficient means of conveyance, people by degrees did continue to come to Ireland and the Rev. W. Hamilton's letters concerning the Northern Coast, 1790, certainly attracted attention to the Giant's Causeway.

But the first account we get of an improvement in the means of conveyance is in "A Journey throughout Ireland, 1834," by Henry D. Inglis. In this work there is a very interesting sketch of the vast improvement in travelling instituted by Charles Bianconi who came over to Ireland as a little boy under the charge of a commercial traveller who made the boy hawk about pictures for him. In this way Bianconi got to know a good deal of the country, particularly about Clonmel, and eventually started a car and conveyed passengers for hire. By degrees this car was succeeded by others until he reached the height of his fame just about the time Mr. Inglis was in Ireland. Clonmel was his head quarters, and his cars which were "the regular jaunting cars constructed on a large scale," radiated from this centre all over Ireland. "The charge was moderate and the rate of travelling, about 9 English miles per hour." He owned about six hundred horses, and his consumption was 200,000 stone of oats and 14,000 tons of hay in the year. Mr. Inglis gives an interesting description of the Shannon along which there was at that time a very good service of steamers. He also denounces the Hotel accommodation:

The book however, which did more to popularize Ireland about this period than any other, was Mr. and Mrs. S. C. Hall's—"Ireland its Scenery and Character." The object of this book as its authors claimed was to "direct public attention to Ireland, and to induce visitors to see it for themselves," and this is the same object that those who are interested in the Tourist Movement have before them to-day.

The Halls' large three volume book, published in 1841 undoubtedly did succeed in its object, and it may fairly be called the herald of the Tourist Movement, it contains many very fine engravings and pictures of scenery with some interesting maps. About this time there appeared Maxwell's "Wild Sports of the West," which resulted in bringing over considerable numbers of sportsmen, and no doubt we are also indebted to Thackeray. But in discussing the causes which operate on the mind of the Traveller for pleasure, I think that which plays the most considerable part is "Fashion." Make any place "the fashion," and people will go there, whether it is beautiful or not. Fashion follows the Court, and perhaps the Court played a greater part as the leader of fashion fifty years ago than it does to-day. I am not going to discuss reasons, but I think I may safely say that if Ireland had been as much favoured by the visits of Royalty during those fifty years as say Scotland, the number of Tourists would have been immensely greater.

However, I gather broadly from the information very kindly placed at my disposal by the managers of the great railway and steamship companies that tourist traffic, in the technical sense of the word, is the growth of the last ten or fifteen years, and the tourist movement is therefore practically not more than fifteen years old. The advance in the traffic during this period has been remarkable, and I think from the information I have received that I am well within the mark in asserting that it has increased during this period at least 100 per cent. It is, as I have already pointed out, extremely hard to get actual figures. It is, for instance, hard to distinguish between the excursionists and the tourists, but I have been at some pains to interview the heads of our great carrying companies by sea and land, and I fancy my estimate as the result of my inquiries is a fairly accurate one. The reason of this recent great increase is, to my mind, due to three causes, chiefly—advertisements, better accommodation, and better and cheaper facilities of transit. Under the title advertisement I may point to the formation of the Hotel Proprietors' Association of Ireland in the year 1890. As a result of this a convention of the hotel proprietors has been held every year since then, accompanied by an annual dinner, the effects of which has undoubtedly been the calling of public attention to the fact that the hotel proprietors of Ireland are alive to the point that on them principally the tourist movement hinges. Following the starting of this association comes the meeting of the Royal Dublin Society in 1895, when the Lord Lieutenant (the then Lord Houghton) took the chair. The result of this meeting was the formation of the Irish Tourist Association, of which Lord Cadogan was appointed the first president. The next development was a mass meeting at the Imperial Institute in London in 1896, at which Lord Cadogan presided, and at which all political parties and all sectarian bodies were represented. Mr. John Redmond, Lord Dunraven, Mr. Gerald Balfour, Mr. Horace Plunkett and many others spoke in encouragement of the movement and in recognition of its usefulness, and this meeting had undoubtedly a great effect. Where all worked so earnestly in promoting this great meeting, it would be invidious to particularise, but it is only fair here to state that the success of this meeting was due, in a great measure, to the efforts of the Earl of Mayo, who has always taken the liveliest interest in the Tourist movement, while the organising of this meeting and its origin were the work of Mr. F. W. Crossley, whose publications and guides have done so much to advertise Ireland as a Tourist resort, and who is so rightly called the "Founder" of the Tourist movement.

Following this meeting came the invitation of the Tourist Association to the members of both Houses of Parliament. I think I am justified in saying that of the twenty-five or so members, belonging to all political parties, who then came over,

there is not one who is not a living advertisement of the beauty of our scenery, the comfort of travelling, the excellence of our Hotels, and the welcome of our people.

The practical outcome of all these meetings was the formation of the "Tourist Development (Ireland) Co., Ltd.," the object of whose existence is to demonstrate that a reasonable return can be paid to its shareholders by encouraging and fostering what I might almost call a National industry.

Another great advertising medium was the establishment, a few years ago, of the Irish Railways London Office at 2 Charing Cross, which is supported by seventeen Railway Companies, and distributes about 30,000 of its guide "Through Erin's Isle" through Clubs, Hotels, etc., all over Great Britain. As was only to be expected the visit of Her late Majesty Queen Victoria gave a great impetus to Tourist traffic, and we have reason to hope that Royal visits will be more frequent in the future than they have been in the past. One hears a good deal about emigration out of Ireland, but it may be interesting to note that last year there landed at Queenstown 8,000 immigrants into Ireland, this however is not as great a number as in 1894 when there were 12,000. At an interview which I had with Mr. Moore the courteous Manager of Messrs. Cook, he informed me that their receipts from Tourists have increased at least 50 per cent. in the last ten years.

Advertisement has been the chief reason of the increase in Tourist traffic, but advertisement would be useless if it is not supported by facilities of travel and comfortable accommodation. Indeed if we are not able to carry and cater for our visitors comfortably when they do arrive, it would be better for us if they did not arrive at all. In these two respects, however, we have made enormous strides during the last ten years, and I think I may confidently say that there will not be found on any Railways in the world more comfort in travelling than can be found on the Irish Trunk Lines to-day. A good deal still remains to be done in improving connections and bringing some of the branch lines and smaller lines up to a better standard, and signs are not wanting that these improvements are being gradually carried out, and that Railway Directors and Managers are alive to the fact, not only that the Tourist is a valuable source of income, but that the best way to get him is to make him comfortable. Another development of recent years is the revival of the Bianconi System. In the days of Bianconi his coaches were chiefly used by the residents of the country as a means of transit, from one place to another, then the Railways came, and Bianconi was cut out in many places, but his coaches survived in places where the railways had not come or could not reach. Notably, on one service known as the Prince of Wales' route from Bantry to Killarney. So popular has this mode of travelling become recently, from a tourist point of view, that many new routes have since been opened. The Tourist Develop-

ment Company runs, during the tourist season, 50 coaches over four routes, having 300 horses, employing 100 men and covering daily 500 miles; the only difference being that this company has adopted the *char-a-banc* instead of the long car of Bianconi, and it is interesting to note that over 30,000 Tourists were conveyed over these Routes last year.

Then there are the popular cars radiating from Larne belonging to the McNeill Company, and in the Northern Highlands also, a long-car service has just been started, connecting many spots of great beauty. The Tourist Development Company has also revived the steamer service on the Shannon. I need not deal at great length with the improvements in our hotel accommodation. That is an acknowledged fact. Perhaps the best example is that of the Southern Hotels, whose chain of hotels is becoming so popular that I understand they are being enlarged. The Hotel Question is one which deserves particular study. And the result of my observations is, that a tourist hotel can best be established and worked by a carrying company which has capital at its back. I do not, of course, allude to our Dublin hotels, which have other trade besides tourist traffic, but I think that my hearers will agree with me that the hotels owned by, or under the management of the carrying companies in most parts of Ireland have improved the whole tone of the accommodation in their respective neighbourhoods. I remember that when the Northern Counties Railway acquired their hotel at Portrush and enlarged and improved it, all the other hotel-keepers there and the lodging-house owners imagined they would be ruined. But what has happened? Instead of that, there has ever since been an increasing demand for lodging houses, and all the other hotels have had increased business and improved their establishments. The same outcry was made a couple of years ago, when the Tourist Development Company built its hotel at Killaloe—a place hitherto chiefly known as the title of a celebrated comic song—and the same result is coming about as happened at Portrush. There is much yet to be done in the way of improving hotel accommodation, but signs are not wanting that we in Ireland are waking up to the fact that providing the tourist with proper accommodation is by no means an unprofitable investment. And to my mind what is wanted in this direction in the remoter parts of the country, is not so much a grand structure as a moderate sized hotel, possibly built of concrete, where there will be good plain fare, wholesome drink, cleanliness and reasonable charges. Hotels of this class, erected at the principal beauty spots—and much of our scenery is still unexplored—would do more to encourage tourist traffic than anything else.

And this brings me to what I have called the economic point of view, and I am afraid I cannot expect the patience of my hearers to endure more than a brief sketch of my ideas on this point, though it is to my mind much the most important view of the

matter. I have now been interested in the tourist movement for some ten years, and I have invested a good deal of money and spent a good deal of time in helping to promote it, but I never would have done so had I not felt convinced that the encouragement of tourists to Ireland would result in a material benefit to the country. To prove by statistics that this result is being accomplished is almost impossible, but examples are innumerable as to the benefit a particular locality has received. Take for example the Southern hotels. In the first place the labour employed in their construction was local, thereby distributing a considerable quantity of money. Last year the Southern Hotels Company made up 14,000 beds. Those 14,000 people had to be fed and to be brought to and from these hotels. Does it not stand to reason that more labour has been employed and capital expended, and that this neighbourhood has benefitted by these hotels? As a matter of fact, all the vegetables used in these Hotels were first of all imported, but are now grown in the locality, and this industry of market gardening has been one which, above all others, has been and will be benefitted by the Tourist Movement. It has been suggested, and is possibly true, that an Irishman is not an ideal hotel manager, and that other countries produce more suitable waiters. Even granting that this theory is correct, though I am not sure that it is so, and assuming that we import hotel managers and waiters, the amount of employment and the impetus to market gardening and the production of fowls, eggs, and all the necessities of a breakfast table, which are developed in the neighbourhood of an hotel must benefit the locality. An hotel, however, must be run upon business lines in order that it may be of this benefit, and I should consider it a most mischievous result if the Hotel should give more than the market price for its commodities.

Take another example: In the Parish of Meevagh alone the Manager of the Rosapenna Hotel last year disbursed in wages for products and car hire the sum of £1,500. In 1895 only one car existed in that neighbourhood which plied for hire; now there are fifteen cars. It is needless to point the moral. The amount of money spent and the consequent relief of distress there is apparent. Examples of this kind could be given without number.

Whether there is a radical difference between the Excursionist and the Tourist is a disputed point. But it is a fact that last year 7,260 of those who are considered to belong to the former class distributed through the medium of Messrs. Cook a sum of £750 amongst the car-drivers in Dublin, and as each of these people, even if they only spend the day in Dublin, must have had a dinner here, it is obvious that the Restaurant keepers must have benefitted by their presence.

Take again the traffic to Recess or Mallarany, the inevitable car hire, and the necessary supply of commodities; can anyone suppose that the circulation of money consequent in Tourist

traffic is not of infinite importance to these hitherto neglected districts.

I feel that though I have not at all adequately treated my subject, I need not labour the point of the economic value to Ireland of the Tourist Movement. We, who are interested in it, do not claim that it is a panacea for all the ills that Ireland is supposed to labour under, but we do claim, if it is true that the benefactor of his country is he who makes two blades of grass to grow where one grew before, that we, whose endeavour it is to bring over here and properly cater for the Tourists, are in our own way acting up to that beneficence, and that while in no sense claiming the name of philanthropists, we are showing that there is an asset, as yet imperfectly recognized, which tends towards the wealth of the country and that in advertising that asset we are practically producing the proverbial two blades of grass.

I have purposely omitted dealing with the advantage from an educational point of view of encouraging the stranger to come within our gates, because the discussion of this point of view might bring me perilously near the border of politics, which cannot be entered upon in the proceedings of this Society.

7 — *Salmon Fisheries in Ireland and the Report of the
Irish Inland Fisheries Commission.*

By H. D. CONNER, Esq., K.C.

[Read Friday, 17th May, 1901.]

THE object of this paper is to bring before this Society the importance of the salmon fishery to the country districts of Ireland, to give an outline of the conditions essential to insure its prosperity, and to summarize very shortly and necessarily inadequately the highly valuable report recently presented to the Lord Lieutenant by the Commission appointed to inquire into the state of the Inland Fisheries of Ireland, and presided over by Lord Justice Walker. Now, in reference to the importance of the salmon fishery in country districts, it is a trite and hackneyed remark, which probably has been many times repeated in this room, that the fact that Ireland is not, and possibly can never be, a manufacturing country on a large scale, makes it all the more vital that every nerve should be strained to develop any natural advantages that the country possesses, and to encourage wealthy Englishmen to come to this country, and to spend in it their superfluous riches, which they are only too anxious to do, on the mere condition that they can be assured of a moderate amount of really good sport. Now, I be-