

iffs. In the year 1547 the office of bailiffs was changed to Sheriffs. In 1660 Charles II. gave a collar of S. S. to the Mayor, with a company of foot guards, and in the year 1665, this monarch conferred the title of *Lord Mayor* on the chief magistrate and granted him 500*l.* per annum, in lieu of the guards. Sir David Bellingham, was the first who was honoured with the title of Lord Mayor of the City of Dublin. Charles Lovet and John Quelsh, the same year were sheriffs. In 1672, Arthur, Earl of Essex, introduced new rules for the better government of the city, and in 1683, a *Tholsel* was built, for the magistrates to meet in, and to hold their courts, assemblies, &c.

The civil government at present, is vested by various charters in the corporation, consisting of the lord mayor, who is chosen annually, aldermen, sheriffs, and common council; the sheriffs' peers are twenty-four in number, the aldermen are chosen from among them for life. The common council consists of ninety-six members, who are chosen by their respective Guilds, or companies, of which there are twenty-five. The sheriffs are chosen annually, and must be freemen, and qualified by being worth 2,000*l.* without incumbrance of debts. The lord mayor tries all offences, even capital ones, except for murder and treason, and also tries matters of property for any sum under 20*l.*

A *New Police* is established by act of Parliament, under a chief and three assistant commissioners, and four divisional justices, who are aldermen of the city. This excellent establishment consists of forty horse patrols, and four hundred foot, well armed, trained and clothed. They have stationary watch-houses, and are patrolling their different districts every night, from dark until light in the morning. There are six divisions, each having a Police-office, the head of which is the Castle division, in Exchange Court. At this office, Hackney Coaches and Cars are licensed; and complaints may be lodged against the drivers for imposition, &c. To each of the six districts three magistrates are appointed, and sit alternately every day, from ten in the morning till three in the afternoon, and from seven to eight o'clock every evening.

The city is principally lighted with gas, upon the most improved principle. The Coal Gas Company's works are very extensive, and well situated upon the North Strand. An Oil Gas Company is also established, who have erected a large and ornamental building in Great Brunswick-street; and a Company of Patriotic Individuals have erected extensive premises near the Docks, at Ringsend, for the purpose of making Turf Gas; which national undertaking, it is hoped will meet with that success, its liberal projectors so highly merit. The streets of Dublin are paraded by numerous regular night watchmen, and no city is better protected from nocturnal depredations.

*Savings Banks* have been established in Dublin, with the most beneficial effects to the industrious working classes, and servants of the city and vicinity; not less than 10*l.* nor more than 50*l.* are received from any one person, in the course of a year. The amount remaining in one of these banks; to the credit of the depositors, the latter end of the year 1822 was nearly 57,000*l.*

**TRADE AND COMMERCE.**

The *Trade of Dublin* consists of various manufactures of silk, woollen, worsteds, fustians, cottons, &c. The poplins and tabinets that are made here are celebrated for their beauty and excellence, the manufacture of which employs many hundreds looms and workmen. These trades are chiefly carried on in the suburbs, a part of the town called the Earl of Meath's Liberty, of very considerable extent, and now that the export restrictions are removed, for woollen and

other goods, it is hoped that the daily enlargement of the exportation trade will produce a proportional increase of commercial consequence and opulence. The mercantile business of Dublin has heretofore consisted chiefly in the importation of foreign commodities; but from the great increase of the manufactures, and their progressive state of improvement, there is no doubt, but in the course of a few years, the metropolis of Ireland will boast of an extensive foreign export trade. The inconvenience arising from the state of the harbour is at present a great obstacle to the shipping trade of Dublin, but it is expected to be soon removed by a canal being cut from Sutton through the isthmus of Howth, or from Dalkey, to communicate with the grand canal, by which there would be an excellent passage from the sea for the largest ships, which now are obliged to send their cargoes up the river in lighters.

The wholesale and retail domestic trade of Dublin is conducted in a most respectable and extensive manner. The warehouses are very commodious, particularly for woollens, cottons, muslins, &c. &c.; and at two seasons of the year, viz: spring and autumn, are crowded with shopkeepers from all parts of the country, who then purchase their stocks for the ensuing seasons. The retail business of this city is also very great. The numerous shops in all branches of trade, are elegant, and some of them superb; in fact, to give a just idea of the general traffic of Dublin, it is only necessary to say that almost in every feature it resembles the style and splendour of the metropolis of Great Britain.

**ADJACENT COUNTRY.**

The country round this charming city corresponds with it in beauty. The river and walks are on the one hand enlivened by the delightfully shaded green lanes of Clontarf, with a view of the craggy hill of Howth, and on the other the scene is highly finished by the distant prospect of vessels, with their extended white sails majestically gliding from the view. Opposite to this on the other side of the water, at a considerable distance are the wildly magnificent Wicklow Mountains softening into mild and varied beauty as they approach the city, forming altogether environs that are not to be equalled in Europe. The Black Rock, about three miles distant toward the bay, is a pleasant village, where there is most excellent bathing, the salt water being extremely pure. This place, in summer, is numerously attended, and the throng of cars and carriages of all descriptions that are then on the road (particularly on Sundays), is calculated to strike the stranger with astonishment. In the same direction, about six miles distant, is the Dargle, a wonderful natural curiosity, it is an immense valley, lined with fine lofty trees, whose tops are considerably below persons who are walking on the elevated ground on either side. Proceeding forward, at some short distance is a cataract of great depth, the water falls from the precipice into the abyss below, with a noise that gives a sublimity to the entire scene. The lands are richly cultivated to the foot of the mountains, interspersed with rich plantations, gentlemen's country residences, and many beautiful rural cottages. In another direction from Dublin towards the north-west, is the beautiful village of Leixlip, which perhaps stands unrivalled for its varied charms; here may be seen the happiest combination of wood and water, forming the most exquisite scenery conceivable. The young and the gay may here ramble among the most enchanting walks and prospects, while those more sedate may select shaded recesses, formed as it were by nature to contemplate these her wondrous beauties. In short Dublin and the country around, want nothing but a resident nobility and gentry, to make it as flourishing and as happy a land as any on the Globe

**GENERAL POST OFFICE, IRELAND.**

Established by Act of Parliament, 1st of August, 1784.

**POST MASTERS GENERAL.**

Right Honourable Earl O'Neill, --- Right Honourable Earl of Rosse.

**SECRETARY'S OFFICE.**

Secretary, Sir Edward Smith Lees.  
Chief Clerk, Thomas Orde Lees, Esq.  
First Senior Clerk, T. G. Harrison, Esq.  
Second Senior, James Crofton.  
Minute Clerk, J. Burrowes.

**TREASURER'S OFFICE.**

Treasurer, Graves Chamney Swan, Esq.  
Senior Clerk, Glascott Symes, Esq.

**ACCOMPTANT GENERAL'S OFFICE.**

Accomptant General, Robert Shaw, Esq.  
First Clerk, George D. Mills, Esq.

Resident Surveyor, H. A. Bushe, Esq.  
Surveyors, Wm. E. Lees, Wm. Fotherston, Thomas Heron and Wm. Cupples, Esqrs.

**CLERKS OF THE ROADS.**

Leinster, Sir Edward S. Lees.  
Connaught, William Donlevy, Esq.  
North, William Johnston, Esq.  
Munster, Thomas Orde Lees, Esq.  
British and Express Newspapers, S. De Joncourt, Esqrs.

**INLAND OFFICE.**

President, William Donlevy, Esq.  
Vice Presidents, Ambrose Leet, and Stephen De Joncourt, Esqrs.  
Senior Clerk, Francis Harvey, Esq.  
Second Senior, T. G. Harrison, Esq.  
Inspector of Franks, Robt. B. West, Esq.

**BRITISH MAIL OFFICE.**

Comptroller, Frederick Homan, Esq.  
Senior Clerk, Henry Clare, Esq.

**BYE, DEAD AND MIS-SENT LETTER OFFICE.**

Superintendent, William Johnston, Esq.  
Senior Clerk, John Hedden, Esq.

The Mails for England are dispatched every morning at seven o'clock.

**ALPHABET AND WINDOW.**

Superintendent, A. Lyster, Esq.  
Senior Clerk, John Somers, Esq.

**LETTER BILL OFFICE.**

Senior Clerk, Henry Beere, Esq.

**MAIL COACH OFFICE.**

Superintendent, Jos. Ferguson, Esq.  
Assistant, P. Urquhart, Esq.

**INSPECTOR OF SHIP LETTERS.**

John Draper, Esq.

**SOLICITOR.**

Thomas Thomson, Esq. 40, Harcourt-street, Office, General Post Office.

**STEAM PACKETS BETWEEN DUBLIN AND HOLYHEAD.**

Royal Sovereign, Capt. Charles Nuttal.  
Meteor, Captain James Skinner.  
Vixen, Capt. Robt. Power.  
Ivanhoe, Capt. J. A. Stevens.

These Packets leave Howth alternately at eight o'clock every morning, and arrive from Holyhead every afternoon from two to three.

**PACKETS BETWEEN WATERFORD AND MILFORD.**

Camden, Capt. Nuttall.  
Gower, Capt. Grey.  
Auckland, Capt. Evans.  
Freeling, Capt. Roberts.  
Iris, Capt. Hallands.  
Mansfield, Capt. Pascoe.  
Montrose, Capt. Hughes.

N. B. None of the above Captains are particularly attached to any one of the Packets, but all take their turn in rotation as may be.

**Receiving-houses for the Receipt of Letters for the General Post Office, open until Five o'clock in the Afternoon, at the following Places;**

No. 8, Clare-street	No. 104, James's-street	No. 108, Dorset-street
Kavanagh's Hotel, No. 24, Stephen's Green, North	No. 6, High-street	No. 112, Great Britain-street
No. 8, French-street	No. 74, Queen-street	No. 7, North Earl-street
No. 88, Bride-street	No. 10, King's-Inns-quay	Royal Arcade
No. 26, Meath-street	No. 21, Capel-street	No. 25, Augier-street
No. 53, Newmarket, Coombe	No. 22, North King-street	No. 2, East James's-street
	No. 64, Dorset-street	

Letters for England should not be put into any of the Receiving-houses.

**GENERAL PENNY POST-OFFICE.**

Comptroller, Edward James Baynes, Esq.  
President and Chief Clerk, Neal J. O'Neill, Esq.  
Collector, William Barrington, Gentleman.

In the City there are Six Collections and Deliveries daily, and in the Country two, Sundays excepted.

FOR THE CITY.		FOR THE COUNTRY.	
1st Dispatch	8 o'Clock.	1st Dispatch	8 o'Clock.
2d ditto	10 ditto	2d ditto	2 ditto
3d ditto	12 ditto		
4th ditto	2 ditto		
5th ditto	4 ditto		
6th ditto	6 ditto		

The Postage on each Letter, to and from all parts of the City, is one penny; beyond the City two-pence. The only place where letters can be post-paid is the General Post Office. No Letter exceeding four ounces will pass, except such as is intended for General or Foreign Dispatch.