



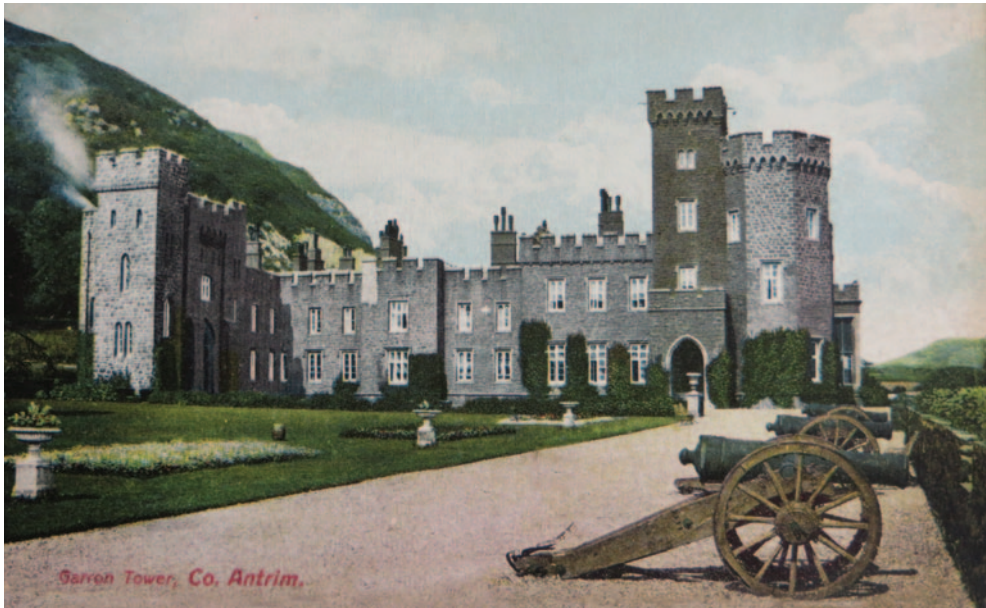
‘A little Fancy Building hastily erected’: Frances Anne Vane-Tempest and the landscaping and development of the demesne at Garron Tower, part 2

ANNE CASEMENT

BETWEEN 1848 AND 1850, FRANCES ANNE VANE-TEMPEST (1800-1865) (PLATE 1), the second wife of Charles Stewart, 3rd Marquess of Londonderry (1778-1854), created a sumptuous country residence for herself at Garron Point on the east coast of Antrim, within the portion of the Antrim estate she had inherited from her mother, who had been Countess of Antrim in her own right.¹ Garron Tower, or, as it was known locally, ‘the Tower’ (Plate 2), was constructed by the Londonderrys’ builder-architect, Charles Campbell of Newtownards, who also oversaw the remodelling of Lord Londonderry’s family home, Mount Stewart, county Down, in 1845-48. Despite Londonderry having described this castle-like residence amounting to fifty-six bedrooms and dressing rooms as merely ‘a little Fancy Building hastily erected’,² the Londonderrys clearly felt it merited an imposing setting. They were already well versed in the creation of extensive landscape parks, as an ambitious scheme, including an artificial lake, accredited to William Sawrey Gilpin had been created earlier in the century at the family’s primary residence of Wynyard Park, county Durham.³ Mount Stewart’s remodelling had been accompanied by substantial alterations to the grounds around the house and to the woodlands, drives and walks. There, a fine lake had also been created, which served not only to enhance the park immediately to the north of the house but also to provide it with an ample supply of water.⁴ Its boldness and simplicity and its marked effectiveness as a design element suggests the involvement of a professional designer.⁵

LAYING OUT THE RAMPARTS, ROADS, ROUTES AND LODGES

GARRON TOWER WAS TO BE SITUATED ON AN EXTREMELY PICTURESQUE SITE AT THE northern extremity of a gently sloping area known locally as the Largy, in the townlands of Dunmaul and Two Acres and Half. To the west, the land rose



sharply to the Antrim Plateau, and to the east it descended dramatically to the sea. The 1833, 1857 and 1903 editions of the Ordnance Survey maps reveal the extent and nature of the landscaping work that took place in conjunction with the construction of the house (Plates 3, 6, 21), and the details, difficulties and progress of the work are vividly chronicled in the many letters sent to Lady Londonderry by Charles Campbell and his son William, who acted as his assistant. Building work began in earnest in spring 1848, but preparatory work had commenced the previous January.⁶ The Campbell correspondence does not commence until April 1848, and contains but a single reference to this preparatory work, noting it included ‘excavating all foundations and cellar story’ [*sic*]. It seems likely that the material excavated in the course of this work, and in all probability a significant amount of other material, was employed to create a suitably level area on which the house and adjoining grounds might be located.⁷

Although the site selected for the Tower was not secured until 1848,⁸ a few years after William Sawrey Gilpin’s death in 1843, the influence of his ideas may perhaps be evident here in the landscaping of the demesne, particularly with regard to the construction of a terrace immediately east of the house (Plate 7). Gilpin’s uncle and teacher, Rev William Gilpin, was a pioneer of what came to be known as the picturesque style of landscape gardening, promoted in a modified form by his nephew in his seminal work *Practical Hints upon Landscape Gardening*, published in 1832. A fundamental tenet of this style was that a landscape should be properly framed and that it should not sweep up to the house. To this end, William Sawrey Gilpin’s schemes frequently made provision for a terrace beside the house which might serve to frame the wider prospect and provide a convenient vantage point from which to view it. Such terraces are to be found at Wynyard Park and Mount Stewart, where Gilpin’s involvement is either known or suggested, and also at Garron Tower.

page 134, 1 – Francis Grant,
PRA (1803-1878), FRANCES
ANNE EMILY (NÉE VANE-
TEMPEST), MARCHIONESS OF
LONDONDERRY (1800-1865)
c.1853, oil on canvas, 269 x 178 cm
(courtesy National Trust)

opposite, 2 – Postcard showing
the grounds at Garron Tower
viewed from the south
(courtesy Iain Bradley)

3 – Detail of 1833 O.S. map
showing two possible locations
for the Tower at Garron Point,
c.1848
(courtesy PRONI)



The construction of such a terrace along the east side of Garron Tower, where it might command an outstanding prospect over the North Channel and its islands towards the Scottish coast, proved a complex and expensive operation. As has been noted, the house was situated on top of a cliff, and there was only a narrow strip of land available before the ground fell away dramatically some 200ft to the sea below. Befitting a castle, it was appropriate for this terrace, framed by a battlemented parapet, to form the upper flattened top of a defensive rampart, which might also serve to secure the cliff face. In June 1848 Campbell informed Lady Londonderry that the rampart was ‘so designed as to take in so much of the declivity, as to produce a ten-foot wall in front of the sea, and four-foot parapet to the terrace side’. The rampart wall was to be on average about 10ft high, 4ft of which would be above the terrace and the remainder below the brow of the hill. It would be 3ft thick at the base, diminishing to 2½ft at the terrace.⁹ His estimate of £286 for its construction according to an approved plan was presumably accepted.¹⁰

Campbell’s sketch of the outline of the proposed rampart shows that at least one alternative layout was suggested before plans were finalised (Plate 4).¹¹ His undated pencil sketch of the rampart as seen from below also survives,¹² and shows that he was clearly a competent artist, skilled in the use of perspective and scale (Plate 5).¹³ By May 1849 Campbell was able to report that:

The rampart wall is now my Lady, up to the terrace level from the south bastion to the Dunmaul end of the circular battery, leaving a terrace 40 feet wide between the octagon tower and the sea. That portion of the work was very heavy, as we had to sink deep to obtain a firm footing, the wall in one part 28 feet high to the surface and in thickness 8 feet at the base – the masons are now proceeding along the curtain wall to the Dunmaul side of the building, which is also heavy work but that part once over all will be more light – and consequently more rapidly gone over.



4 – Charles Campbell's plan of the circumvallation or defensive wall around Garron Tower, c.1848

5 – Charles Campbell's sketch of the circumvallation, c.1848

6 – Detail of 1857 O.S. map showing extent of demesne at Garron Tower

(all courtesy PRONI)

Inevitably this resulted in significant additional cost.¹⁴

A severe storm, or, in Campbell's words, a 'hurricane', struck the Antrim coast in December 1849, and apparently resulted in the partial collapse of the rampart. Clearly chastened by this unexpected turn of events,¹⁵ Campbell determined to rebuild the fallen part of the rampart with arching to strengthen it, not merely filling up with earth as before. To achieve this, he was obliged to take down a significant portion of the wall that remained standing, and to clear all the rubbish away in order to get a firm footing for the arches.¹⁶

By the following May the work was nearing completion, enabling William Campbell, who supervised this element of the works, to forward to Lord Londonderry 'two plans, one of the whole elevation of rampart shewing what it will be when altogether completed, the other the plan elevation and section of the return counterfort walls' (Plate 5),¹⁷ 7ft wide at the base, necessary for the greater stability and permanency of the circular rampart. By his own estimation, this work would 'make an everlasting job, the foundations of the original wall never having gave way'. It appears that Lord Londonderry met the cost of the repair of the rampart and construction of the counterfort walls, but as it also involved the rebuilding of the outside circular wall of the circular rampart, which the Campbells had agreed to build under the terms of their original contract, they were obliged to reinstate this at their own expense.¹⁸ A cargo of eighty tons of coping stone for the entire wall had been ordered, and two men from county Down employed to set it.¹⁹

By mid-June, the end was in sight. The result was a truly impressive structure, well able to overcome the challenging nature of the site and provide a splendid frontispiece to the castle, and a place to promenade. A fine circular bastion lay immediately in front of the drawing room and ballroom windows,²⁰ framed by bastions on either side leading, via a set of steps with chain railings, to a lower terrace to the north, bordered on the landward side by a line of yew trees, and on the seaward side by three smaller bastions and gun embrasures. The rampart wall to the south, also punctuated by gun embrasures, framed the grounds beside the front entrance, terminating in a round tower.

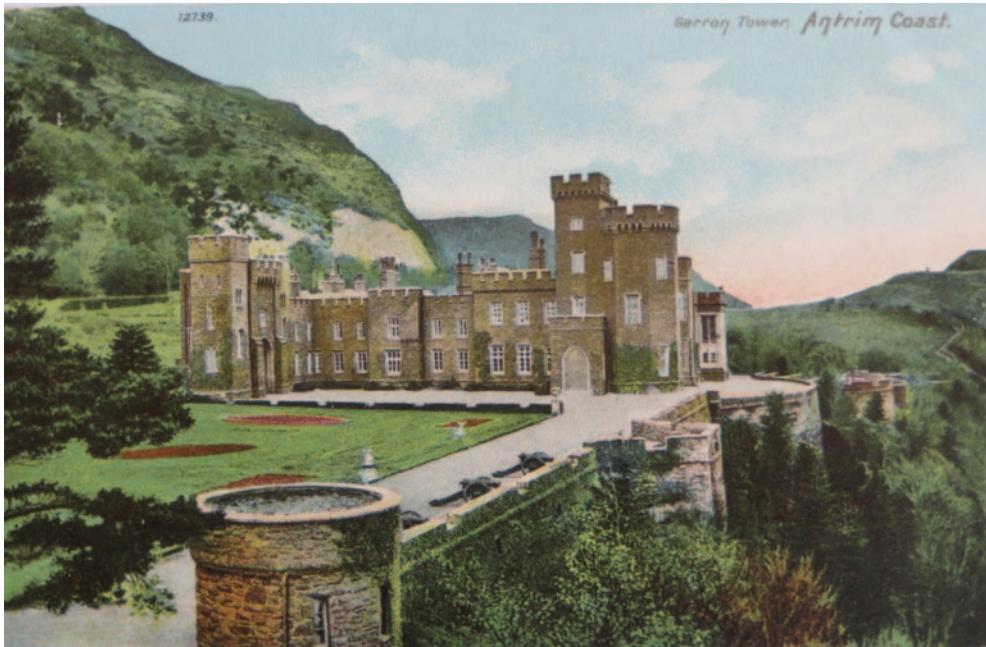
Lord Londonderry clearly felt that no castle worth its name was complete without battlements graced by suitable ordnance. He, like his wife, was not averse to drawing on the help of influential friends, in this case his brother-in-law and fellow Peninsular War hero, Field Marshal Henry Hardinge. Hardinge had been clerk of the Ordnance between 1823 and 1827 and would hold the office of Master-General of Ordnance between May and September 1852. A drawing of cannon entitled 'Guns from Lord Hardinge' exists, and a letter written in 1851 noted that they had not then arrived. In 1852, £20 in freight charges was paid for shipping the guns from London.²¹ There are eight cannon in all, four to the north of the house and four to the south (Plate 2, 7).²² Possibly produced during the Napoleonic wars, they appear to be nine-pounders made of iron, and bear the insignia GR and the arrow mark of the Ordnance department. Nine pounders were customarily 7ft or 7½ft long, whereas the guns at Garron Tower are 5ft long, suggesting they were made for a private customer, possibly a landowner or captain of a merchant ship.²³ Other items of ordnance purchased by the Londonderrys during their foreign tours may also have found their way to Garron Tower.²⁴

As the site chosen for the house was narrow, confined between the mountain and the sea, the proximity of the nearby public road to the west, which until the 1830s had

been the principal route along this part of the Antrim coast, was a matter of concern for the Londonderrys from the outset. At some stage there appears to have been a proposal to enclose the demesne with a wall, which was presumably rejected in favour of allowing the road to continue through the demesne.²⁵ In 1848 a local surveyor, John Magee, of Park View, Glenarm,²⁶ who had been employed in the past to make maps for the Londonderrys of other parts of Frances Anne's estate, was commissioned to draw up surveys for a realigned road through Nappan, the neighbouring townland to the south, and Garron Tower demesne.²⁷ The Londonderrys apparently had no qualms about shifting public roads to suit their aesthetic needs, having done so earlier at Mount Stewart (Plate 6).²⁸

John Millar, a Belfast architect employed to inspect the building work at Garron Tower, noted that the existing road was likely 'to be sacred (in some measure) to the Millions by the lapse of time', but reassured the Londonderrys that its unwelcome presence could be remedied so 'as to change an apparent structural difficulty into an architectural beauty', and at the same time add to 'the Military appearance of the Tower as a place of some strength, and in perfect keeping with the fortifications on the sea front'.²⁹ Despite Millar's confidence, the Londonderrys felt it imperative that the public road adjacent to the house be relocated, and, perhaps inspired or spurred on by the need to address this problem, found a solution that not only satisfied their demands, but also provided a handsome means of conveniently accessing the house from the new coast road, which now hugged the coastline immediately to the east. Access to the house from the north from this new road would be achieved by combining an earlier improvement to the line of the original thoroughfare with the first section of the intended realignment.³⁰ From the south, the house would be accessed from the coast by a new road joining the second section of the realigned old route at the boundary of Nappan and Ballyvelligan.³¹ In order to proceed, it was necessary to purchase land in Nappan. The owner, John O'Neill Higginson, saw an opportunity to profit, and he let it be known that he had 'no more idea of selling his property than his Lordship had of parting with the Tower of Garron', and that nothing but a tempting price far beyond the market value of the land could induce him to sell. He seems to have demanded the exorbitant sum of £15,000, but in 1850 the Marquess succeeded in negotiating the purchase for the, nevertheless, considerable sum of £11,000 for 805 acres.³²

It would appear that the first work to be undertaken was the construction of the new section to the south, linking the line of the new coast road with that of the old coast road. A tender dated 23rd March 1852 from William McKay and William McGallard³³ exists for 110 statute perches of new road from the old bridge at Drumnasole to the coast road in Nappan for the sum of £99 13s 9d, the work to be completed to the satisfaction of the County Surveyor by 1st August 1852.³⁴ The actual realignment of the former coast road appears to have taken place in two stages. An undated specification drawn up by Daniel Hanna exists for a road 122 perches long and 12ft wide,³⁵ which most probably relates to the realignment of the section north of the house. This work did not require the acquisition of additional land as it lay within the original leasehold purchase.³⁶ A contract for 124 perches was secured by John Murphy, who appears to have been one of the Nappan tenants,³⁷ at a cost of £247 15s 4d.³⁸ The specification included details of the type of surface, pavements and drainage required.



7 – Postcard showing the south front, the ramparts, guns and formal gardens
(courtesy Iain Bradley)

The first phase of these works most likely had been completed by 1855 as John Murphy had been paid £317 15s 4d by this time.³⁹ Murphy was paid for the construction of 124 perches, but it would appear that the route of the new road had been modified. Two maps exist, both drawn by John Magee before the acquisition of Nappan townland, showing alternative routes terminating at the boundary with Nappan, one of 140 perches, the other 199 perches (Plate 8).⁴⁰ As the work apparently took place after the Nappan purchase, it seems likely that a decision was taken to terminate this section of the realignment at the new entrance to the house, and indeed the specification states that it would end at ‘the end of the road next the Porter Lodge’. Apparently some preliminary work had already been undertaken as a tender was submitted by Alexander Morrow of Carnlough on 16th April 1851 for the intended battery on the new road at a cost of 2s 6d per perch, the work to be completed by 20th May 1852.⁴¹ A separate contract was made for the provision of iron railings beside the road, and awarded to a Scottish contractor, who brought Scotsmen to erect them.⁴²

A specification, presumably for the second stage of the work, was drawn up in 1855 for the construction of an 18ft-wide road of 248 perches from the old road at Drumnasole, north through the lands of Nappan, to the junction of the present-day road at the Garron Tower entrance gate. In November 1856 an agreement was reached with John Murphy to complete the work by November 1857 for £460.⁴³ A tender also exists from Murphy for breaking up the old road from the south for £70, the work to be completed by 1st November 1855.⁴⁴ A map drawn by John Magee in November 1852, and approved by Lord Londonderry in July 1853, shows the line of an intended south approach



8 – 'Garron Tower Demesne',
watercolour map by John
Magee, 1848

9 – 'South approach to Garron
Tower', watercolour map (with
plan and section) by John
Magee, 1853

(both courtesy PRONI)



of 360 perches (Plate 9).⁴⁵ The map also indicates the location of the bridge at point C specified in the tender, and the means by which the realignments carried out in Murphy's first and second contracts were to be linked to the house and to the new line of road at the junction of Nappan and Ballyvelligan.

By October 1852 William McKay appears to have been paid £470 'for making the new road from Nappan to the Split Rock including the batteries and walls etc',⁴⁶ but as it is clear that both sections of the road were constructed by John Murphy, at a total cost of £707, and almost all the references to McKay refer to walling of some sort, it would appear that this payment relates to batteries and walls along the entire length of new road.⁴⁷ The contract for part of this work appears to have been awarded to William McAllister and Felix Mulvenna, with McKay acting as a subcontractor. Lord Londonderry became involved in settling a dispute which subsequently arose between these parties.⁴⁸ There were also many other smaller contracts for walling associated with the construction of the new road.⁴⁹

The realignment of the road was carried out under the supervision and guidance of Richard Wilson, who, in 1850, replaced John Lanktree as agent for Lady Londonderry's Antrim estate.⁵⁰ From Wilson's point of view, the substantial employment created for unskilled labourers in conjunction with the construction of the road, and the house itself, must have been invaluable to an estate and its tenantry recovering from the devastating effects of the Great Famine, which had struck particularly hard in this part of Ulster.

The realignment resulted in significant changes to the way the house was approached. Originally there appears to have been a single approach, from an entrance a short distance north of the house.⁵¹ Two new approaches were to be created, the principal one from the south. A subsidiary approach from the north was also to be created along the line of the former public road. This would be accessed from new entrance gates adjacent to the Cut Rock,⁵² with a further set of gates to be located immediately north of the house on the outskirts of the formal gardens (Plate 15).

Originally the principal gate lodge appears to have been located on the west side of the original coast road some distance north-west of the house (Plate 4). The first stage of the realignment of the public road necessitated the rebuilding of the lodge, and a new location was chosen south-west of the house (Plate 6). The piece of ground south of the castle and between the coach road and Major Hickeys's March had been planted with shrubs forward to 'where the Porter Lodge is intended to be built',⁵³ and the coach road had been marked out from the castle to the south side of the Porter's Lodge, together with an adjacent shrubbery.⁵⁴ The nature of this lodge is uncertain. The Antrim Papers include plans for a variety of different lodges, and the maps show a degree of variation in its depiction.⁵⁵ In October 1850 Andrew Walker of Carnlough estimated the cost of work on a porter's lodge specified by Mr Hardy to be £145,⁵⁶ with the work to be completed in three months.⁵⁷ The present gate lodge is circular, and is likely to be that shown on a demesne map drawn by John Steele Magee in November 1852.⁵⁸

A fine pair of entrance gates was designed by John Thorman,⁵⁹ who, by October 1852, had been paid £152.⁶⁰ The present gateway does not appear to be original as it now incorporates pedestrian entrances on either side and is wider than shown in historic photographs (Plates 10, 11).⁶¹ The construction of 'circular walls leading to the grand entrance



10 – Archive photo of George Porteous and Pat (the Watcher) McKeown, with original gateway and gate lodge
(from Magill, GARRON TOWER)

11 – The now extended gateway
(photo by the author)

12 – Bridge designed by Alexander Morrow
(courtesy PRONI)



13 – The present entrance to the Foaran Path
(photo by the author)



gates' was tendered for by Alexander Morrow on 10th June 1851. These walls were to be 6ft high, with pillars at each side rising 2ft above them. The work was to be executed 'in a splendid style of rock work, with a neat chisell [*sic*] draft round each stone', and coped with white freestone projecting 2½ inches over each side of the wall. Morrow's estimate of £43 was questioned by Lord Londonderry and the sum of £40 agreed, with a completion date of 10th August 1851. These gates formed part of a suite of proposals for entrance gates for the estate, including at the Cut Rock and 'the old road leading down to the boreen',⁶² with Morrow again tendering and, it seems, securing contracts for the associated walling. His tenders included a sketch of an old bridge surmounted by a brick wall graced with an elaborate finial, presumably for the bridge over the entrance to the boreen (Plates 12, 13).⁶³

ESSENTIAL SERVICES AND FACILITIES

THE 1857 ORDNANCE SURVEY MAP SHOWS A SUBSTANTIAL COURTYARD ENCLOSED BY ranges of buildings on all sides on the east side of the public road and a short distance north of the principal entrance (Plate 6). The Millar report of January 1849 referred to some 'stable offices' in the proximity of the remodelled road. Estate maps produced by Magee in 1848 and 1849 show two adjacent or adjoining ranges of buildings in a similar location in close proximity to the house, immediately west of the original line of the public road and east of the realigned road, their inclusion suggesting they had some estate function. The 1852 Magee map shows a square courtyard in the same location, immediately east of the realigned road.⁶⁴ An undated estimate for enclosing the demesne produced by Charles Campbell mentions offices at Stewart McAllister's, 'enclosing a square with a dwarf wall'. A sketch on the reverse suggests that the location of the range of buildings shown on the Magee map is comparable with the location of the dwelling occupied by McAllister, the former tenant.⁶⁵ Their location close to the principal entrance would suggest they may have been the stables.

A decision was subsequently taken to relocate the stable accommodation a short distance to the north-west of the house, adjacent to the gates on the northern approach marking the entrance to the formal grounds. Plans were prepared around 1859, almost certainly the work of the office of Lanyon & Lynn, a leading firm of Belfast architects established by Charles Lanyon (1813-1889).⁶⁶ The existing stables were to be demolished and some of the materials, such as slates, reused in the new building. The specification for the proposed work, and associated documents, indicated that it included the provision of entrance gates and a coach house and stables, loose boxes, harness room, forge, servants' rooms and privies.⁶⁷ All this work was to be completed by 1st August 1860.⁶⁸ Tenders were received in late 1859 and the contract was awarded to Thomas Dixon for the sum of £2,200, Dixon stipulating that the work could not be completed before June 1860. It was suggested that the cost of the work might be reduced by the omission of Muirgraves'⁶⁹ patent fittings and the reuse of the existing ones, a suggestion peremptorily rebuffed by Lady Londonderry, who agreed to pay £2,000 but insisted on the new patent fittings.⁷⁰ The finished work was satisfactorily inspected in September 1860 by Stewart



14 – Stables, probably designed by Charles Lanyon, c.1859

15 – View of Garron Tower from Dunmaul to the north

(both from Magill, GARRON TOWER)

– presumably John Stewart, her Durham agent – whom she had called upon in such a capacity previously (Plate 14).⁷¹

Once the stables were completed, attention turned to the construction of other facilities. In November 1860 the London architect, Lewis Vulliamy (1791-1871), previously employed in the design of the house, supplied a number of alternative proposals for a new dairy and adjoining scullery (Plate 16-18). Among them was an octagonal dairy with a fountain in the centre, and a passage behind the scullery to prevent the steam associated with washing the utensils from entering the dairy. Another provided for two dairies, one for making ice-cream and the other for the milk pans, and provision for drying utensils in the sun. The interior was to be handsomely furnished with a fountain, marble shelves and Minton tiles. The specification mentioned a marble shelf, white glazed tiles with blue dots between the tile lining, and windows in the dairy and scullery with yellow deal oval casements, though none of the plans provide for such a type of window. Dixon was again engaged to undertake the work, and in early 1861 attempts were made to resolve the disagreement between the architect and builder regarding the high cost of the project, which was estimated at £313. No trace of such a building remains today, and it may never have been built, or an existing one deemed sufficient.⁷² In 1862 Lady Londonderry's health began to fail, and she paid her last visit to Garron Tower in the summer of 1864. On the journey over she suffered a heart attack, from which she never recovered, dying at Seaham in January 1865. This might perhaps explain why the project to build a new dairy may never have been realised.⁷³

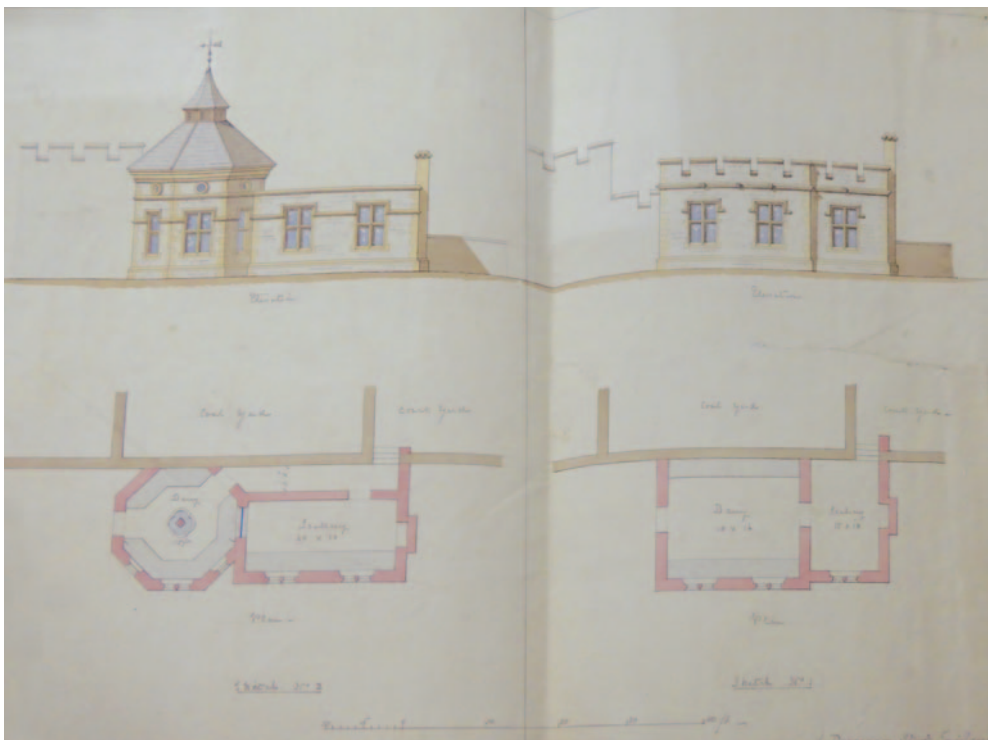
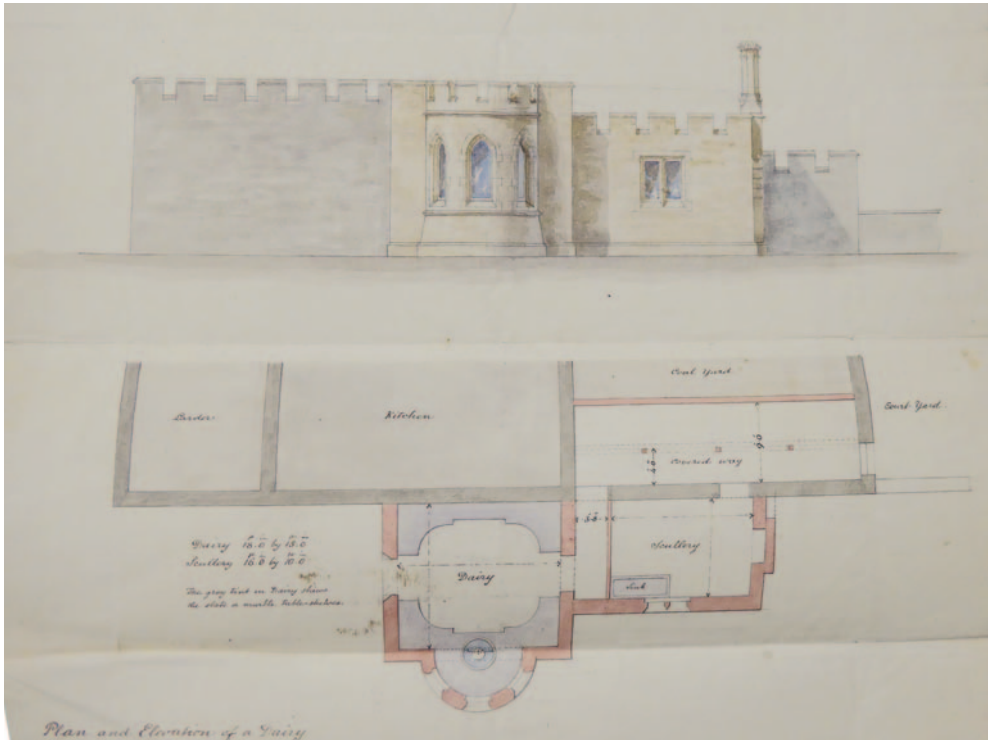
A plentiful source of water was required to supply the needs of the household at Garron Tower. In February 1849 a well was sunk 30ft deep. Two pumps were required to raise water to the kitchen, water closets and servants' apartments. However, Campbell was concerned that even this supply might prove insufficient, and in June the same year decided to sink a second well south of the house, and together these seemed to satisfy the demand. In January 1850 the construction of the new entrance gateway required Campbell to 'sink deep there, in order to get down below the well drain, which came so near the building as to involve this difficulty'. An arched passage to the pump well was

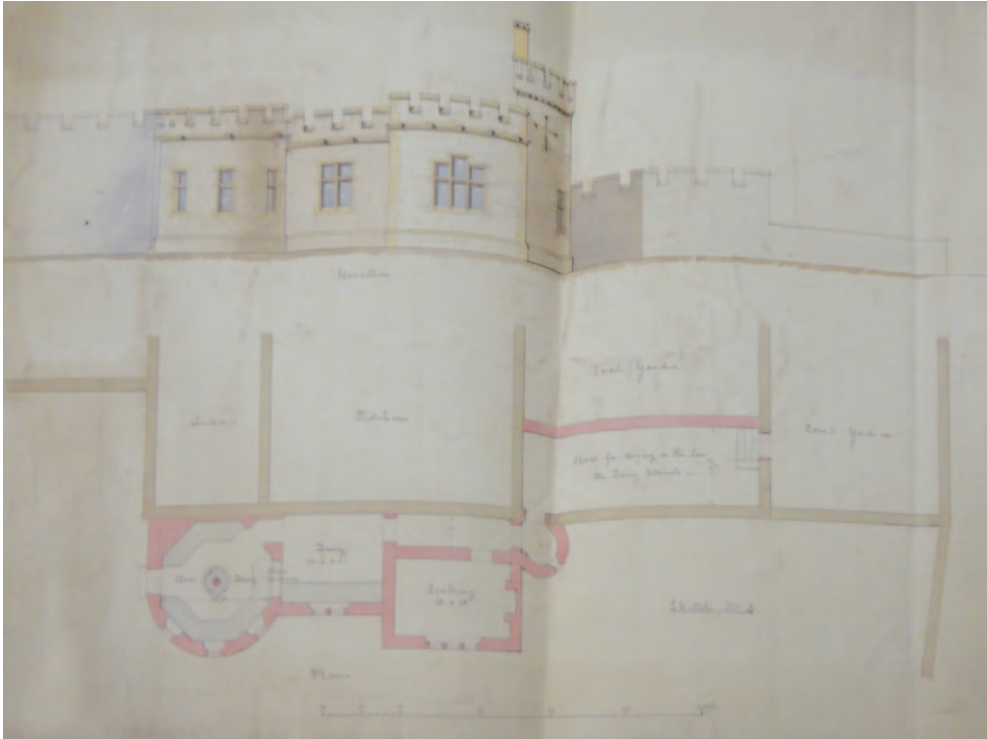


also constructed underneath the floors of the house so that the well water could be easily got at any time it might be required.⁷⁴

This supply obviated the need for an earlier proposal to pipe water from a mountain source to a reservoir adjacent to the house. It would appear, though, that a reservoir was constructed, but perhaps only to store water from the wells.⁷⁵ The 1857 Ordnance Survey map shows a reservoir adjacent to the east side of the new line of the public road, some distance north-west of the house (Plate 6). The map also shows a water engine on the west side of the coast road linked to a fast-flowing river, which created a strong current by depositing its contents into the sea at this point. As the size of the castle expanded and the number of guests it accommodated increased, the existing water supply became inadequate. The Londonderrys may have drawn on the experience and expertise they had acquired in the management of their mining interests in county Durham when selecting this means of solving the problem.⁷⁶ The cost of the work, perhaps completed by a contractor from Durham named Elliot,⁷⁷ together with the building of a tower over the works and the provision of a gateway and piping (£422), had been paid by late 1853, though it seems there was some disagreement over the sums charged by Elliot. The water engine is known to have pumped water to a reservoir located on top of Dunmaul Head, and also presumably to the reservoir located beside the realigned road north-west of the house. In 1862 the mining engineer Robert Watson of Seaham was asked to examine the proposal for improvements to the waterworks at Garron Tower.⁷⁸

An ideal site for an ice house was being sought as early as 1849 when Charles Campbell remarked to Lady Londonderry that he had examined the grounds for a site ‘north of Dunmaul and in the mound apparently made by the excavations of the moat which had been around it heretofore’. It lay near a coast guards’ station in a location ‘on which the sun would never shine’. In his next letter he suggested that the ice house’s sizeable cost could be avoided by storing ice within two vaults of the rebuilt part of the circular battery. This idea was apparently not taken up as the remains of an ice house still exist on the side of Garron Point. In 1854 a specification for an ice house, entered via an arched passage way, was prepared at an estimated cost of £114.⁷⁹





16-18 – Lewis Vulliamy (1791-1871), *alternative proposals for a new dairy at Garron Tower, 1860*
(courtesy PRONI)

A decision had been taken to provide new accommodation for the coast guard staff on the shore below the coast guard station at Garron Point. In October 1849, Campbell submitted an estimate of £230 for the construction of four cottages, each comprising two bedrooms, a kitchen and sitting room, and handsomely detailed entrance porch and chimneys. By September 1853, Alex Morrow had been paid £80 for building a wall along the shore road and at the coast guard cottages.⁸⁰

GARDENS, GROUNDS AND COASTAL FEATURES

THE EXPOSED, COASTAL NATURE OF THE SITE SELECTED FOR GARRON TOWER SEVERELY limited the types of plants that could be successfully cultivated there, and it was thus necessary to restrict the plantings around the house to hardy, salt-tolerant trees and shrubs.⁸¹ Nonetheless, there was also a requirement to provide a sheltered area for the successful cultivation of produce for the table, and much emphasis was placed on the installation of glasshouses to cultivate tender subjects, particularly fruit. The 1857 Ordnance Survey map and photographs of the period show two areas of formal garden – a substantial rectangular area on the south side of the house, and a smaller rectangular garden on the north side (Plate 6). Photographs show the south garden set with formal



19 – Plan of the 'Flower Garden' by James McWilliams, 1849

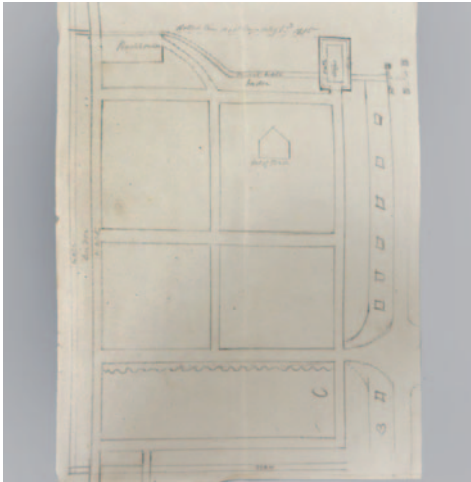
20 – Sketch plan of flower garden by George Porteous

21 – Detail of 1903 O.S. map showing a formal rectangular kitchen garden

(all courtesy PRONI)

22 – Aerial photo of the flower and vegetable garden from the west

(courtesy Seán Doherty)



beds and surrounded, at least in part, by a low wall (Plates 7, 15).⁸² The smaller north garden appears also to have been set with formal beds, while fishponds lay immediately adjacent, to the north-west.⁸³ In spring 1849 a report noted that the garden was 'all formed and the plots of ground levelled and dug', although the walks were 'all formed but not gravelled nor edged'. The flower ground and its beds had been laid out, and the shrubbery planted with evergreens.⁸⁴ The associated plan shows a rectangular area of ground subdivided into five distinct units – a single rectangular area at one end, set with twelve formal beds of various shapes, and four smaller rectangular areas (Plate 19). The edges of the garden and its internal boundaries appear to be formed by gravel walks. Access was via an entrance on the east side, which was fringed with shrubbery. A similar rectangular garden is shown on an 1850s plan (Plate 20), which also suggests that by this time the entrance to the garden had been relocated.⁸⁵ The 1903 Ordnance Survey map (Plate 21) and an early twentieth-century photograph (Plate 22) suggest both these plans may relate to a formal rectangular kitchen garden, with extensive structures at the north end and an

entrance aligned with the gateway to the house immediately west of the house.

A rose garden was added later. Several firms were invited to tender for the associated work, and an illustrated estimate of £62 10s was received in November 1860 from A. Macdonald of May Street, Belfast, for the 'walk of Rosery', comprising a series of sixty-five arches, 126 yards long. A tender of £60 for a rosary was also received in January 1861 from E. Hernulewicz of Delahay Steet, London.⁸⁶ It was recommended that the tender be awarded to the local contractor, Macdonald, and that it would be better to have the archways battened in stone rather than fixed to the ground by double prongs, as suggested by him. The work had been completed by 1861 when Macdonald submitted a bill for £77 10s.⁸⁷ The management of the gardens, grounds and estate was in the capable hands of George Porteous, who was sent from Wynyard to work at Garron Tower in 1851 (Plate 10). He remained at the Tower for sixty years, and was apparently domiciled in the Cut Rock Cottage.⁸⁸

The £75 cost of a lean-to peach house was approved by Porteous and Wilson. It was designed by John Fitzsimons, who appears to have assumed the role previously fulfilled by Charles Campbell after the latter's death in late 1850. Although this estimate is undated, other correspondence relating to the provision of glass for this building, apparently shipped from Whitehaven in Cumbria, and made by the firm of R.W. Swinburne in South Shields, suggests the work was nearing completion in early 1853.⁸⁹ In February 1856 Porteous wrote to Lord Londonderry regarding proposals for a new greenhouse intended for a site near the peach house, and both these glasshouses are shown on his accompanying plan. He advised that due to the sloping nature of the ground,⁹⁰ a free-standing building would be best, and recommended a site at the bottom of the garden where the ground was more level. The proposed greenhouse was intended to extend as far as the rear wall of the peach house, with its end door at the termination of the bottom walk of the garden. The specification suggested the greenhouse was to have walls twelve inches thick, plastered inside and outside so as to resemble cut stone. Inside there would be a fireplace with a tiled flue, a tiled path around the perimeter, shelves and a centre stage. Fitzsimons seems to have been contracted to execute this work for £130.⁹¹ Porteous



went on to recommend that:

The space between the peach house and it [the greenhouse] could be filled with a much cheeper [*sic*] sort of houses for growing fruit trees and all sorts in pots. They are made very low in the roof in order to have the trees near the glass and would look and answer every bit as well to have them built with the fall of the ground. One of these 36' long by 12' wide should not cost more than £40. One 40' long by 12' wide with everything complete should not exceed £50.

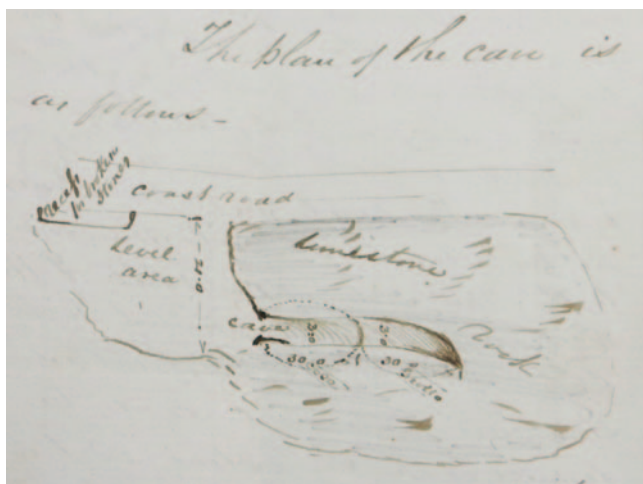
Several estimates appear to have been received, and it would seem that Porteous's recommendation of the one received from Fitzsimons of £40 was agreed, as there is a payment to him of £85 for two orchard houses, presumably of the smaller type.⁹² Porteous had clearly been concerned with growing fruit for some time as in December 1855 he promised to send Lady Londonderry a list of suitable fruit trees. There is also a record of a payment to Fitzsimons of £20 relating to a cucumber house.⁹³

An undated specification from Wynyard made suggestions for the landscaping of the grounds with the objective of enhancing the prospect from the house, albeit 'so as in every way to make it look like nature'. Ivy and creepers were to be planted on the walls of the principal buildings, and a fountain, encircled by native plants, constructed so as to be visible from Lady Londonderry's apartments, which by this time were located on the south-west front. There is also mention of a new walk on Nappan Hill, a location which as well as providing romantic walks and drives, was also prosaically intended for rearing pheasants. The top walk was 'to be continued round the foot of hill to come in to terrace walk beside Metallic Tower'. Planting was suggested for the front of this hill in order to improve the view from the house and provide pheasant cover. A list of salt-tolerant tree species was also supplied.⁹⁴

It is difficult to determine conclusively the existence and route of walks and drives through the estate on the 1857 Ordnance Survey, but the 1903 map includes a track marked 'Her Ladyship's Mountain Path', apparently leading from a point south-west of the house through the plantation on Nappan Hill and on to a small building in Galboly Lower on the plateau above (Plate 21). Lady Londonderry is reputed to have used this route to drive around Nappan, looking over the precipice and peeking into a shepherd's hut.⁹⁵ A drive beginning at the reservoir north of the house led due east across the headland to the cliff face, where it terminated. This map also shows a drive from the former public road some distance north of Garron Tower to a building thought to be the coast guard station at Garron Point (Plate 6). In 1899 a lady tourist mentioned going down 'Her Ladyship's Step' to the sea, and a narrow, stepped path still exists beneath the northern end of the battlements. This may have followed the line of the new bridle path to the shore, for the construction of which Charles Campbell had been paid £41 by October 1852.⁹⁶

In March 1846 the land agent John Lanktree had recommended Garron Tower's site over one at Dunluce partly because it had 'infinitely better sporting ground'.⁹⁷ Good rough shooting might be found on the nearby Garron Plateau, populated with partridge, woodcock and snipe. Grouse (possibly introduced black grouse) could it, seems, be admired at close quarters within a preening yard constructed on Nappan Hill, for which the

23 – Sketch plan of the grotto at Garron Tower
(courtesy PRONI)



Belfast manufacturer A. Macdonald produced an estimate for installing a hundred yards of ‘Gothic’ fence in 1861.⁹⁸

Lady Londonderry had a pet Irish wolfhound, Urisk, of whom she was clearly inordinately fond. This beloved pet appears to have died in 1850, and Frances Anne commissioned a headstone, inscribed with verses composed in his honour by her childhood friend and long-time correspondent, Henry Liddell, to be placed above the dog’s final resting place in the grounds of Garron Tower.⁹⁹ The dog’s body was treated equally lavishly, being buried in a casket made by Andrew Walker, comprising the best of sheet glass with a mahogany frame, french polished. Walker suggested that the glass case should be made immediately as ‘the dog will keep better when it is not exposed to the air’.¹⁰⁰ In October 1850, her close friend, Benjamin Disraeli, commented that his elder sister, Sarah, had been given a delightful Skye terrier, which she named, at his suggestion, Urisk, ‘so Urisk still lives, at least for me’.¹⁰¹ It would seem that all Lady Londonderry’s canine companions were treated like guests, as Alex Morrow was paid the considerable sum of £19 to construct a tiled-roof dog kennel.¹⁰²

In June 1850 Campbell alluded to a grotto within the demesne.¹⁰³ John Lanktree, whose whimsical nature may have found the idea of creating a grotto appealing, alluded to such a feature in 1849 when sending Lady Londonderry a sketch of a natural limestone cave that lay adjacent to the coast road (Plate 23).¹⁰⁴ It would seem that the idea of making use of this feature had already been broached, and he agreed with Lady Londonderry that it should be enlarged and embellished. If widened, the outer part, lit by daylight and provided with a stove, would serve as an admirable venue for luncheon or tea. Tables and a sideboard might be hewn from the limestone, and the recess at the entrance planted with shrubs. The inner part could also be enlarged and fitted up as a grotto with shells and artificial light. Another smaller cave might serve as a hermitage, lit externally and warmed. For the amusement of Lady Londonderry’s youngest son, Lord Ernest, Lanktree intended to provide a sitting tenant for the cave in the shape of a splendid old badger, but captivity did not suit the fellow and he died two days later.¹⁰⁵

Patrick Mahon was awarded a contract for a basin and canal on the shore below

Garron Tower in late 1851. The basin was to measure 45ft by 30ft, and was intended to be linked to an 85ft-long canal. Mahon agreed to complete the scheme by 1st December 1851 at a cost of £82 6s. Lord Londonderry stipulated that work was to be approved by the Inspector of Public Works, or some competent person at Cushendall nominated by him.¹⁰⁶ This scheme was reviewed the following spring when Mahon estimated that an extension of the basin would cost £33 7s 11d, and that in his opinion the existing feature was sufficient. Lord Londonderry declined to heed his advice, approved the enlarged plan, and by late 1852 Mahon had been paid £112 for the basin below the Tower, and £5 for repairs the following year. In 1853 the Board of Works was paid £10 for surveying the basin. There had also apparently been a payment by September 1852 to Charles Campbell (or perhaps his estate) for £10 for a bathing place, perhaps sited in the vicinity of the basin.¹⁰⁷ A quay, and perhaps a basin, appears on the 1857 Ordnance Survey map, located on the shore north of the house close to a row of cottages, presumably the coast-guard cottages (Plate 6).

In 1850 Lord Londonderry and the inspecting commander of the coast guard discussed the possibility of a replacement for an existing boathouse.¹⁰⁸ It is not clear if this occurred. A boathouse is identified on the 1833 Ordnance Survey map beside the shore, north of the house (Plate 3), presumably used by the coast guard in conjunction with the operation of the coast guard station on top of Dunmaul Head. A boathouse as such is not identified on the 1857 Ordnance Survey, but a structure is indicated in a similar location to the boathouse on the 1833 map, adjacent to the new quay.

ALTHOUGH SOMEWHAT MODEST IN COMPARISON WITH MOST OF THEIR OTHER RESIDENCES, Lord and Lady Londonderry's establishment at Garron Tower was lavishly designed, detailed, furnished and landscaped at very considerable expense. When the property was advertised for rent in 1887, the gardens, grounds and 'mountain grazing' were considered a fundamental part of its attraction:

This charming mansion, situated in the most picturesque position on the North Coast of Ireland ... contains about 6 reception rooms and 56 bed and dressing rooms with the usual domestic offices, the whole being very conveniently arranged, and in excellent order, with stabling for 16 horses. The gardens and pleasure grounds include about 5 acres, and there are besides 350 acres of mountain grazing, with good rough shooting over 6,000 acres. ¹⁰⁹

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ENDNOTES

The following abbreviations are used:

DRO	Durham Record Office, Londonderry Papers, Irish Correspondence
IADS	<i>Irish Architectural and Decorative Studies</i>
Londonderry	Edith, Marchioness of Londonderry, <i>Frances Anne</i> (London, 1958)
Magill	Paul Magill, <i>Garron Tower, County Antrim</i> (Belfast, 1990)
PRONI	Public Record Office of Northern Ireland
PRONI, Antrim	Public Record Office of Northern Ireland, Earl of Antrim Estate Papers, D2977
D2977/54/16/4	PRONI, Antrim, D2977/54/16 /4, Expenditure at Garron Tower by the Marquis of Londonderry October 1852 – September 1853
D2977/54/16/6	PRONI, Antrim, D2977/54/16 /6, Expenditure Garron Tower, 8th October 1852 – 31st December 1856

- ¹ Anne Casement, 'A true Lady Chatellaine': Frances Anne Vane-Tempest and the building of Garron Tower, part 1', *IADS*, XIX (Dublin, 2016) 90-117.
- ² DRO, D/Lo/C516 (3), Lord Londonderry to John Lanktree, Garron Tower, 27th September 1849.
- ³ Giles Worsley, 'Wynyard Park, County Durham – I', *Country Life*, CLXXX, 1986, 614-17: 617.
- ⁴ Anne Casement, 'William Vitruvius Morrison's scheme for Mount Stewart, county Down – was it ever realised?', *IADS*, VII (Dublin, 2004) 32-63, 52.
- ⁵ Christopher Gallagher, Sarah Rutherford et al, 'Mount Stewart Demesne, Co. Down, N. Ireland: Conservation Management Plan', 2 vols (2018) I, 65-66. The lake at Mount Stewart, both in the way it enhanced the setting of the house, and in its visual relationship with the adjacent Strangford Lough, recalls the work of William Sawrey Gilpin (1761/2-1843) at Crom Castle, county Fermanagh, in the mid-1830s. Gilpin had advised Charles Stewart on landscaping at Wynyard Park in 1821-22, for which he was paid £25 (S. Piebenga, 'William Sawrey Gilpin

(1762-1843): a review of his work as a landscape gardener' (York University D. Phil, 1995) II, 393-94.) It is conceivable that, as William Morrison had earlier provided designs for the alteration of the house, Gilpin may similarly have advised on the landscape, perhaps while he was in Ireland working at Crom in the mid-1830s, but that his proposals were not implemented until much later, after works to the house had been completed.

- ⁶ PRONI, Antrim, D2977/54/1/2, Estimate and Specifications of Tower, Charles Campbell, 19th December 1846.
- ⁷ Campbell's practice seems to have been to employ a team of workmen, supplemented as necessary by labourers hired by the day; see PRONI, Antrim, D2977/54/2/1, Charles Campbell to Lady Londonderry, 8th April 1848.
- ⁸ DRO, D/Lo/C512 (55) and (57), John Andrews to Lord Londonderry, 13th June and 27th July 1848.
- ⁹ PRONI, Antrim, D2977/54/2/5 and 6, Charles Campbell to Lady Londonderry, 24th June and 6th July 1848.
- ¹⁰ PRONI, Antrim, D2977/54/6/1, Estimate of Ramparts Garron Tower, Charles Campbell, 2nd August 1849.
- ¹¹ PRONI, Antrim, D2977/54/6/5, Campbell's Plan of Circumvallation, n.d.
- ¹² PRONI, Antrim, D2977/54/6/3, Campbell's Perspective of Circumvallation, n.d. This is presumably the sketch referred to in D2977/54/2/5, Charles Campbell to Lady Londonderry, 24th June 1848.
- ¹³ Casement, 'A true Lady Chatellaine', 95.
- ¹⁴ PRONI, Antrim, D2977/54/5/17, Charles Campbell to Lady Londonderry, 19th May 1849; D2977/54/5/22, William Campbell to Lady Londonderry, 27th June 1849.
- ¹⁵ And by the alarm raised in Lady Londonderry's mind by her rumour-mongering McDonnell relations; see PRONI, Antrim, D2977/54/10/13, Charles Campbell to Lady Londonderry, 23rd March 1850 and D2977/54/10/4, William Campbell to Lady Londonderry, 25th January 1850.
- ¹⁶ PRONI, Antrim, D2977/54/5/25, Charles Campbell to Lady Londonderry, 17th December 1849.
- ¹⁷ A buttress or other projection built against a wall in order to prevent it bulging or moving.
- ¹⁸ The estate accounts suggest that by October 1852 Charles Campbell had been paid £611 18s

- for building fortification walls, etc, and £121 15s 3d for the terrace walls; see D2977/54/16/4.
- ¹⁹ PRONI, Antrim, D2977/54/10/17, William Campbell to Lord Londonderry, 11th May 1850; D2977/54/5/25, Charles Campbell to Lady Londonderry, 17th December 1849.
 - ²⁰ A later addition, completed in 1852; see Casement, 'A true Lady Chatellaine', 108.
 - ²¹ PRONI, Antrim, D2977/37/8/2/5, c.1850; D2977/54/12/3, Bernard ?Abberloy to Lord Londonderry, 24th January 1851; D2977/54/16/4.
 - ²² The guns were originally mounted on wooden gun carriages, now replaced with concrete stands.
 - ²³ Ruth Brown, Royal Armouries, 13th March 1987; Brigadier R.J. Lewendon, Royal Artillery, 30th January 1987; T.J. Wylie, Ulster Museum, 4th February 1987, in author's possession. See also Magill, 70.
 - ²⁴ PRONI, Antrim, D2977/54/39/1, April 1911, Auction catalogue for the furniture, carpets, with prices and purchasers in pencil; Stewart, Charles William, *A Steam Voyage...* (London, 1842) 337. An entry in the auction catalogue includes a pair of rare old brass salute cannon on carriages embossed with the Russian crest and dated 1697, from the Palace, St Petersburg, which were presumably either obtained or gifted to the Londonderrys during the their stay in Russia in 1836-37, but do not appear to correspond to the cannon on the battlements.
 - ²⁵ PRONI, Antrim, D2977/54/6/2, Estimate for Enclosing the Demesne, n.d.
 - ²⁶ PRONI, Antrim, D2977/36/9/11, Map of an intended road through Nappan and Garron Tower Demesne, John Magee, 1848 (now lost). He was also paid £13 11s for a survey of the road; see D2977/54/16/4.
 - ²⁷ PRONI D3560, Photographs and plans relating to Glenarm Castle, 1811-67, D3560/1 (88), Plan of Glenarm demesne, county Antrim, the property of Edmund McDonnell, by J.S. Magee, 1849; PRONI, Antrim, D2977/36/7/7, Part of the Antrim Estate entailed upon the most Honorable Frances Anne Vane Tempest now Marchioness of Londonderry, enlarged from the Ordnance Survey by John S. Magee, September 1850. There is considerable confusion regarding Magee. The majority of the maps undisputedly bear the name John S. or John Steele Magee, but there is also one from the same period clearly signed William S. Magee. This signature, in fact, appears twice, on two different iterations of the same map; see PRONI, Antrim, D2977/36/7/6, Map of the Garron Tower demesne, 1848 and D2977/3A/4/61/1D, Map of Premises at Garron Head, the property of the most noble the Marquis and Marchioness of Londonderry, Wm. S. Magee, 1848.
 - ²⁸ PRONI OS/6/1/20/2, Surveyed 1832, Revised and contoured 1857.
 - ²⁹ PRONI, Antrim, D2977/54/3/2, Report by John Millar, 1st January 1849.
 - ³⁰ Turnly's Cut constructed by Francis Turnly in 1822 to improve the access between his estates at Cushendall and Drumnasole.
 - ³¹ PRONI, Antrim, D2977/36/9/1G, South Approach to Garron Tower, John Steele Magee, Park View, Glenarm, November 1852; D2977/36/7/11, Nappan, W.R. Waters, 18th January 1882.
 - ³² PRONI, Antrim, D2977/1/7/8, Agreements John O'Neill Higginson, Civil Engineer of Belfast and Charles William Vane, Marquis of Londonderry, 21st October 1850; DRO, D/Lo/C 516 (3), Lord Londonderry to John Lanktree, Garron Tower, 27th September 1849; D/Lo/C 516 (4), John Lanktree to Lord Londonderry, Sunday evening; D/Lo/C 517 (1), 3rd Viscount O'Neill to Lord Londonderry, n.d.; D/Lo/C 521 (9), James Garrett to John Lanktree, 2nd October 1849; D/Lo/C 521 (11), James Garrett to William Orr, 12th September 1849; D/Lo/C 521 (12), James Garrett to William Orr, n.d.; PRONI, Antrim, D2977/54/16/3, Amount supposed due by the Marquis of Londonderry on Tower a/c, 8th October 1852; D2977/54/16/6; D2977/7B/120, Rental Marchioness of Londonderry, 1849-60, 47.
 - ³³ Presumably McGalliard. The McGalliard family were tenants in Nappan townland; see PRONI, Antrim, D2977/36/7/11 and D2977/7B/120, 47.
 - ³⁴ PRONI, Antrim, D2977/36/9/1E, Proposal for making a new line of Road Between the Coast Road at Nappan and Drumnasole Bridge, 23rd March 1852.
 - ³⁵ The signature is somewhat uncertain but appears to be Daniel Hanna who seems to have been involved in the entire realignment of the old coast road as a plan and sections of part of the southern approach exist by him; see PRONI, Antrim, D2977/36/9/1H, Plan and Sections of Carriage Road to the Garron Tower, November 1854, and D2977/54/25/17, Section of Garron Tower approach. Curiously there are also other documents associated with this work signed by, or including a reference to H. or W.H. Hanna of

- Clarendon Place Belfast; see D2977/54/25/11, 5th October 1855, 25/12, n.d. and 25/18, 2nd October 1855. Two undated estimates for 124 perches of new road by Hanna also exist; see D2977/54/25/13 and 14. D2977/36/7, Maps of Marchioness of Londonderry's Estate, includes entries for both Hugh and Daniel Hanna; PRONI Antrim, D2977/54/25/2, Specification Garron Tower Road, 1st part, n.d.
- ³⁶ PRONI, Antrim, D2977/3A/4/61/1A, Lease from Lord Londonderry to John Andrews, 20th July 1848. This relates to land being leased for 99 years from 1st May 1848 to John Andrews by the Marquis formerly in the tenure of Stewart McAllister and Alexander McAllister, John Mulvenna, Neal Mulvenna, Felix Mulvenna and John Hamilton lying within the townlands of 'Two acres and a half' and Dunmaul amounting to forty-one acres three roods and thirty-five perches. See also D2977/7B/104, Rental Marchioness of Londonderry, 1843-48, 164.
- ³⁷ Griffith's Valuation of Tenants, 11, and PRONI, Antrim, D2977/36/7/11, 1882. He was also one of Charles Campbell's trustees; see PRONI, Antrim, D2977/54/14/2, Lord Londonderry to Charles Campbell's trustees, 24th October 1851.
- ³⁸ PRONI, Antrim, D2977/54/25/5, Proposal for 124 perches new road, 22nd December 1854; D2977/54/25/3, Estimated expenses Garron Tower Road, 1854.
- ³⁹ PRONI, Antrim, D2977/54/25/4, Payments John Murphy on the new road, 1855.
- ⁴⁰ PRONI, Antrim, D2977/36/9/1B, Map of Intended Road through Garron Tower Demesne, John S Magee, 1848; D2977/36/9/1C, Plan and Section of Intended Road through Garron Tower Demesne, J.S. Magee, 1849.
- ⁴¹ PRONI, Antrim, D2977/54/6/11, 16th April 1851.
- ⁴² PRONI, Antrim, D2977/54/25/1, memo C.L. Young and Co work due at Garron Tower, n.d.; 2977/54/25/3, Estimated expenses Garron Tower Road, 1854, and D2977/54/16/6 show that C.L. Young were paid far more than the initial estimate of £73 15s 3d, suggesting they provided iron railings for more than the initial section of the realigned coast road.
- ⁴³ PRONI, Antrim, D2977/54/25/8, Specification New Road through Nappan, 1855; D2977/54/25/16, 15th November 1856.
- ⁴⁴ PRONI, Antrim, D2977/54/25/6, 20th March 1855; D2977/54/25/3, Estimated expenses Garron Tower Road, 1854. Murphy appears to have been paid £99 for breaking up the old road. It is not clear whether this is in addition to the £70 he appears to have been paid for digging up the old road to the south, or if this was the total sum he was paid for this work; see D2977/54/16/6. Meban and Drain were also paid £50 for digging up the old road; see D2977/54/16/4.
- ⁴⁵ PRONI, Antrim, D2977/36/9/1G, November 1852.
- ⁴⁶ PRONI, Antrim, D2977/54/16/4.
- ⁴⁷ PRONI, Antrim, D2977/54/25/20-23, but see also D2977/36/9/1E, Proposal for making a new line of Road Between the Coast Road at Nappan and Drumnasole Bridge, 23rd March 1852.
- ⁴⁸ PRONI, Antrim, D2977/54/6/6, William Campbell to Lord Londonderry, 16th October 1850; D2977/54/12/1, Bernard ?Abberloy to Lord Londonderry, 17th January 1850; D2977/54/25/20-23.
- ⁴⁹ PRONI, Antrim, D2977/54/16/4.
- ⁵⁰ Wilson came from Comber, county Down, and was married to the sister of Lord Londonderry's solicitor, Robert Cassidy. He was almost certainly acquainted with Lord Londonderry's chief agent John Andrews, who may have recommended him for this post.
- ⁵¹ PRONI, Antrim, D2977/54/6/4, Rough Map of Demesne, n.d.
- ⁵² The dramatic cleft in the rock at the summit of Turnly's Cut.
- ⁵³ Presumably John O'Neill Higginson, the former owner of Nappan townland.
- ⁵⁴ PRONI, Antrim, D2977/54/4/1, Plan of Garden at Garron Tower, James McWilliams, 14th March 1849.
- ⁵⁵ The lodge in question may have been the single-storey, three-bay lodge with lattice-paned windows and a hipped roof circumscribed by battlements shown on an undated plan and elevation. There is, however, also a set of floor plans for a two-storey, three-bay lodge; see PRONI, Antrim, D2977/37/8/2/6, Plan and elevation of gatekeepers house at Garron Tower, c.1850; D2977/37/8/3/12 A-C, three drawings and plans of a small house, n.d.; D2977/37/8/2/11, Elevation and floor plan for a three-bay, 2-storey, pitched roof dwelling with a central projecting bay.
- ⁵⁶ George Hardy served as a railway engineer to the Londonderry Seaham and Sunderland railway between 1855 and 1900; see Londonderry, 274, 276.
- ⁵⁷ PRONI, Antrim, D2977/54/7/18, 17th October 1850. £45 paid by October 1852; see D2977/54

- /16/4. Walker appears to have been a carpenter so this sum may relate to the cost of carpentry rather than building work. Repairs to the roof of the lodge and other work were carried out between 1852 and 1856; see D2977/54/16/6. John Fitzsimons was paid the considerable sum of £317 10s 11d for alterations to the lodge c.1852; see D2977/54/21/3, payments to John Fitzsimons on contracts ended October 1852.
- ⁵⁸ PRONI, Antrim, D2977/36/9/1G, John Steele Magee, November 1852. In November 1860 the builder Thomas Dixon wrote to Richard Wilson that an estimate for a lodge in an unspecified location would be prepared upon receipt of a sketch from Wilson. Dixon wrote again to Wilson at the beginning of December stating that although plans had yet to be prepared for the lodge he expected to do so in a day or two; see PRONI, Antrim, D2977/54/29/13 and 7, Thomas Dixon to Richard Wilson, 7th November 1860 and 2nd December 1859 (on reverse says 2nd December 1860). It is not known if this work was ever done. The 1857 Ordnance Survey Map shows that a gate lodge was also constructed to serve the entrance to the estate at the Cut Rock. No specific reference to a lodge at the Cut Rock entrance has yet been traced, but it is possible that some of the above items may relate to it. There is however a payment to John Fitzsimons for a contract for £30, presumably in September 1853, for a lodge at Eagle Hill; see D2977/54/16/4. Eagle Hill appears to have been a shooting mountain; see D/2977/36/7/7, Part of the Antrim Estate entailed upon the Honorable Frances Anne Vane Tempset now Marchioness of Londonderry, enlarged from the Ordnance Survey John S. Magee.
- ⁵⁹ See Christine E. Hiskey, 'John Buddle (1773-1843) agent and entrepreneur in the north-east coal trade' (University of Durham, thesis, 1978) 107, which states that John Thorman was a Londonderry colliery engineer. Durham University genealogy has John Thorman engineer, formerly of Rainton colliery and late of Seaham Harbour, died 20th November 1854.
- ⁶⁰ PRONI, Antrim, D2977/54/16/4. It is not certain whether this refers to gates or pairs of gates, presumably for the principal, north and Cut Rock entrances. Two sketches depict a pair of entrance gates, one pair set within a palisade, the other between a pair of walls; D2977/37/8/2/11, Sketch of Gates with Palisade for Garron Tower Ireland, John Thorman, July 1851 and 54/6/9, Design for battlements on Bridge at Tower, Morrow contract approved, n.d. The present railings adjacent to the grand entrance are not of the same design as the palisade on Thorman's drawing and are made of galvanised steel.
- ⁶¹ Magill, 46. In the 1970s the original gates were widened and pedestrian entrances added to accommodate the needs of the present occupants of the building, St Killian's College. This was achieved by the amalgamation of the former gates and piers with ones then located adjacent to the stable block; see Magill, 71; Seán Doherty, personal communication.
- ⁶² That is, the Foaran Path, the original incredibly steep route of the public road before the blasting of Turnly's Cut in 1822; see Fred Hamond, *Antrim Coast and Glens Industrial Heritage* (Belfast, 1991) 59-61.
- ⁶³ Such an embellishment might have been thought appropriate as this bridge lay beside the north approach to the house. The proposal also included a drawing of a pair of entrance gates and adjoining walls, seemingly identical to those at grand entrance. PRONI, Antrim, D2977/54/6/7, Proposal for building entrance from Road to Gate at Garron Tower, Alexander Morrow, 10th June 1851; D2977/54/6/8, Estimate for building of Pillars and walls at old Bridge at north side of Tower, Alexander Morrow, 2nd June 1852; D2977/54/6/9, Design for battlements on Bridge at Tower, Morrow contract approved, n.d.; D2977/54/6/10, estimate for Gate and wall at Split Rock, Alexander Morrow, 1 July 1852; D2977/54/6/11, Specification and Contract for Battery Wall Garron Tower, Alexander Morrow, 16th April 1851.
- ⁶⁴ PRONI, Antrim, D2977/36/7/6, 1848; D2977/36/9/1C, 1849; D2977/36/9/1G, 1852.
- ⁶⁵ PRONI, Antrim, D2977/7B/104, Rental Marchioness of Londonderry, 164, 1843-48; D2977/54/6/2, Estimate for Enclosing Demesne, n.d.
- ⁶⁶ PRONI, Antrim, D2977/54/29/6, Charles Lanyon, n.d., indicates these were by Charles Lanyon himself.
- ⁶⁷ PRONI, Antrim, D2977/37/8/1/4 A-F, Plans, Sections and Elevations of Stables and Coach House at Garron Tower, c.1859. Charles Lanyon had previously done an inspection at Mount Stewart for which he was paid £18 17s in May 1848, and he subsequently won the competition to design a memorial to Charles Stewart, 3rd Marquess of Londonderry, in 1856; see Gervase Jackson-Stops, 'Mount Stewart Co. Down - II',

- Country Life*, CLXVII (London, 1980) 754-58: 756.
- ⁶⁸ PRONI, Antrim, D2977/54/29/11, Specification, n.d.; D2977/54/29/5, Memo Stables, n.d.; D2977/54/29/1, tender from Thomas Dixon, 15th November 1859; D2977/54/29/2, covering letter from Thomas Dixon 15th November 1859; D2977/54/29/3, tender from Joseph McAuley, 16th November 1859; D2977/54/29/4, tender from James Carlisle to Messers Lanyon and Lynn, 28th November 1859.
- ⁶⁹ Musgrave & Co Ltd of Belfast, manufacturers of patent slow combustion stoves and patent stable and cow-house fittings who had previously supplied heating stoves for Mount Stewart; see Casement, 'William Vitruvius Morrison's scheme for Mount Stewart', 33-63: 59.
- ⁷⁰ PRONI, Antrim, D2977/54/29/6, Charles Lanyon, n.d.; D2977/54/29/7, Thomas Dixon to Richard Wilson, 2nd December 1859, D2977/54/29/10, Lady Londonderry, 5th December 1859.
- ⁷¹ PRONI, Antrim, D2977/54/29/12, 29th September 1860, D2977/54/29/13, Thomas Dixon to Richard Wilson, 7th November 1860; D2977/54/21/10, John Stewart, 19th November 1853.
- ⁷² PRONI, Antrim, D2977/37/8/3/11 A-C, Plans and elevations of a dairy 1860; PRONI, Antrim, D2977/54/28/4, Thomas Dixon to Richard Wilson, 30th January 1861, D2977/54/28/7, Thomas Dixon to Richard Wilson, 19th January 1861; DRO, D/Lo/C 207 (8), George Vulliamy to Lady Londonderry, 1st November 1860, D/Lo/C 207 (4) Lewis Vulliamy to Lady Londonderry, 25th January and 5th February 1861; D/2977/54/28/1-2, Specification of Dairy at Garron Tower, n.d.; D2977/21/6, Specification, unsigned, for Porch, 8th November [?]; D2977/54/16/4.
- ⁷³ Londonderry, 298-99.
- ⁷⁴ PRONI, Antrim, D2977/54/1/7, Particulars of Estimate of Garron Tower, 10th August 1849; D2977/54/5/8 and 20, Charles Campbell to Lady Londonderry, 19th February and 15th June 1849; D2977/10/3, Charles Campbell to Lady Londonderry, 18th January 1850. See also Anne Casement, 'The Silent Interlocutory Voice', *Due North*, II, no. 9, 2015 32-37.
- ⁷⁵ PRONI, Antrim, D2977/54/16/3, Amount supposed due by the Marquis of Londonderry on Tower a/c, 8th October 1852; D2977/54/16/4; D2977/54/16/6.
- ⁷⁶ Hamond, *Antrim Coast and Glens Industrial Heritage*, 86.
- ⁷⁷ Presumably the Londonderrys' colliery manager George Elliott; see Londonderry 235.
- ⁷⁸ PRONI, Antrim, D2977/54/22/11, N. Hindhaugh to Lord Londonderry, Fence Houses Co Durham, 5th December 1853, 54/22/13, Cost of Making Water Works at Garron Tower Ireland, 1853; PRONI, Antrim, D2977/54/22/14, Richard Wilson to George Elliot, Fence Houses Co Durham, 4th November 1853, D2977/54/22/10, Robert Watson to Richard Wilson, 10th January 1862; D2977/54/16/4. Jimmy Irvine, 'Camlough Harbour Development Scheme, 1854-64', *The Glynnys*, vol. 5, 1977, 22-30: 25, says Watson was an engineer at Seaham.
- ⁷⁹ PRONI, Antrim, D2977/54/5/25 and 26, Charles Campbell to Lady Londonderry, 17th and 27th December 1849; D2977/54/22/6, Ice House plan etc. 1854, though a payment of £17 6s 10d for an ice house appears to have been made by October 1852; see D2977/54/16/6, and others in 1853; D2977/54/21/12, Memorandum of repairs to be done at Garron Tower, n.d., and D2977/54/21/13, Jobbings John Fitzsimons, 1853.
- ⁸⁰ PRONI, Antrim, D2977/54/1/11, Charles Campbell estimate and specification, 12th October 1849. D2977/54/16/4, the inspecting commander of the coastguard raised concerns regarding access to the coast from the coast guard station. If Lord Londonderry were to close all access up the original line of the coast road along the incredibly steep Foaran Path, his men would have to walk much further to reach the shore below; see D2977/54/12/1, Bernard ?Abberloy to Lord Londonderry, 17th January 1850.
- ⁸¹ PRONI, Antrim, D2977/54/21/6, Specification, unsigned, for Porch, 8th November [?].
- ⁸² By October 1852, Patrick Murphy had been paid £18 for the garden wall; see D2997/54/16/4.
- ⁸³ Magill, 68, 31, 45, 70-71: 78; PRONI, Antrim, D2977/54/9/1, notebook including an estimate of £32 4s for a fish pond, 23rd October 1850, from Felix Mulvenna and William McAllister, though this appears to relate to the extension/improvement of an existing feature.
- ⁸⁴ PRONI, Antrim, D2977/54/4/1, Plan of Garden at Garron Tower, James McWilliams, 14th March 1849.
- ⁸⁵ PRONI, Antrim, D2977/54/26/2, George Porteous sketch, n.d.
- ⁸⁶ Iron bridge manufacturers; see *Grace's Guide to*

- British Industrial History*, <https://www.graces-guide.co.uk/>.
- ⁸⁷ PRONI, Antrim, D2977/54/22/15, 1861, Macdonald estimate for iron work, 22nd November 1860, and E. Hernulewicz to Richard Wilson, 8th January 1861.
 - ⁸⁸ Magill, 44, 46. Porteous's responsibilities included charge of the stock on the mountain, grazing and haymaking on the demesne, and care of the plantations, roads and fences. He may have been a fine gardener but his correspondence would indicate he had been a poor scholar.
 - ⁸⁹ Accounts for the same year indicate that by the end of October, Fitzsimons had only been paid £66 for this work; see PRONI, Antrim, D2977/54/21/9, Schedule of work completed by Fitzsimons to 25th October 1853. PRONI, Antrim, D2977/54/19/1, George Porteous to unknown recipient, 29th January 1853; D2977/54/19/2, estimate R.W. Swinburne, 3rd February 1853; D2977/54/19/3, Robert Anderson to Lady Londonderry, February 1853; D2977/54/19/4, Fitzsimons estimate for peach house, n.d.
 - ⁹⁰ Clearly shown on the Holden photograph; see Magill, 71.
 - ⁹¹ PRONI, Antrim, D2967/54/26/1, George Porteous to Lord Londonderry, 14th February 1856; D2977/54/26/2, Porteous sketch of garden, n.d.; D2977/54/26/3, plans and elevation of greenhouse, n.d.; D2977/54/26/4, Fitzsimons tender for greenhouse, 12th February 1856; D2977/54/26/5, specification for greenhouse, n.d.
 - ⁹² PRONI, Antrim, D2977/54/22/18, Fitzsimons agreed estimate, n.d. Although Porteous's recommendation of orchard houses is dated 1856, John Fitzsimons was apparently paid £85 for two orchard houses in October 1852; see D2977/54/16/6.
 - ⁹³ PRONI, Antrim, D2977/54/22/9, George Porteous to Lady Londonderry, 22nd December 1855; PRONI, Antrim, D2977/54/21/12, Memorandum of repairs to be done at Garron Tower, n.d.
 - ⁹⁴ PRONI, Antrim, D2977/54/21/6, Specification, unsigned, for Porch, 8th November [?], but presumably dating from c.1852 as it also contains suggestions for work completed then.
 - ⁹⁵ By this time incorporating the former townlands of Dunmaul and Two Acres Half; see Londonderry, 267; PRONI, OS/6/1/20/3.
 - ⁹⁶ Magill, 69; D2977/54/16/4, this payment possibly being made posthumously either to his son William or his executors.
 - ⁹⁷ PRONI, Antrim, D2977/5/1/8/6/4, John Lanktree to Lady Londonderry, 20th March 1846.
 - ⁹⁸ Richard Dobbs, 'Statistical Account of Ardclynis and Laid, 1817', *The Glynnys*, vol. 2, 1974, 43-57: 45; PRONI, Antrim, D2977/54/22/16, Macdonald estimate for 100 yards pointed Gothic fence for 'prunning/preening yard, 6th January 1861 (title on back appears to say Nappan Grouse Yard); D2977/54/16/4.
 - ⁹⁹ Henry Thomas Liddell (1797-1878), the eldest son of Thomas Henry Liddell (1775-1855), 1st Baron Ravensworth of Ravensworth Castle, near Gateshead, county Durham,
 - ¹⁰⁰ Beside the narrow path immediately south of the southern extremity of the battlements; PRONI, Antrim, D2977/54/7/8, A. Walker, Contract for case and woodwork, 9th November 1850.
 - ¹⁰¹ Magill, 49-50; Lady Londonderry appears to have placed a headstone bearing verses composed by Henry Liddell above the graves of all her favourite dogs; see Londonderry, 296-97.
 - ¹⁰² PRONI, Antrim, D2977/54/16/4.
 - ¹⁰³ PRONI, Antrim, D2977/54/10/20, Charles Campbell to Lady Londonderry, 15th June 1850.
 - ¹⁰⁴ Perhaps Garron Point Cave shown on the 1857 OS Map adjacent to the Antrim coast road, a short distance north of the house.
 - ¹⁰⁵ PRONI, Antrim, D2977/5/1/8/11/9, John Lanktree to Lady Londonderry, 2nd March 1850.
 - ¹⁰⁶ PRONI, Antrim, D2977/54/7/10, 13th September 1851.
 - ¹⁰⁷ PRONI, Antrim, D2977/54/7/13, Approved Plan of Basin, n.d.; D2977/54/7/12, Estimate Basin at Tower. 3rd April 1852; D2977/54/16/4. Irvine, 'Carnlough Harbour Development Scheme, 1854-64', 27, says Mahon also built the harbour (c.1853) and Town Hall at Carnlough (1855-56).
 - ¹⁰⁸ PRONI, Antrim, D2977/12/1, Bernard ?Abberloy to Lord Londonderry, 17th January 1850.
 - ¹⁰⁹ Magill, 68.