

tions in the other provinces also, although handicapped mostly by very long railway journeys, sent their members in huge numbers to take part in the procession.

Sixteen special trains took 20,000 people from Belfast alone.

After Dublin itself and the city of Belfast, probably

The Largest Representation in the Procession came from the South-eastern counties of Leinster. From Waterford up practically every centre of population on the Dublin and South-eastern system had arranged for special travelling facilities. Parnell's own county of Wicklow sent an enormous number of people, the procession being headed by a contingent of two thousand Wicklow men resident in Dublin.

The whole of Connaught was touched through the Great Midland line, the contingents from Athlone and Mullingar being immense ones. It may be mentioned, as giving an idea of the vastness of the numbers who came from Connaught, that from County Roscommon alone twenty-five divisions of the Ancient Order of Hibernians, with an average membership of one hundred and fifty each,

Travelled Almost to a Man

to Dublin. The 'Citie of the Tribes' sent about three-quarters of its population on the long journey right across Ireland in order that the ancient capital of the West should take its proper place in the National tribute of honor to a Man and fidelity to a Cause.

After Dublin itself it was naturally expected that Munster would be responsible for by far the largest contingent amongst the provinces. A very large number of special trains had been arranged to run from Kerry—the county which so largely contributed to the Parnell Monument Fund; and from Cork City and County, but owing to the unhappy dispute between Sir William Goulding and Mr. Dent on one side and the railway employees on the other, no less than forty-six trains did not run from places south of Maryborough. Some of the Corkmen, a number of whom belonged to the old Parnell Guard, were so anxious to be present at the ceremony that they tried to charter a special steamer when they found that the trains were not to run, but it was too late to do so.

To give an idea of the length of the procession it will be sufficient to state that it took over two hours before the tail end of the procession got away from the starting point, and from the fact that Mr. Redmond had concluded his speech and unveiled the memorial before many of the rear divisions reached O'Connell Bridge. When Mr. John Redmond, M.P., began his address at the unveiling ceremony there were fully 100,000 persons, and yet thousands of the processionists had not arrived at the monument until the end of the speech-making.

The Monument.

The monument, which is built of Shantalla granite, is an obelisk triangular on plan, rising to a height of 57 feet above the street level, and crowned with a bronze tripod eight feet high. The base or pedestal rests on a platform 26 feet in diameter standing some nine inches over the street paving, and in which is inlaid a large trefoil of Barna granite embracing the area of the base. The bronze statue of Parnell, eight feet high, stands on a projecting pedestal at a height of about nine feet over the street, and around the pedestal and the base of the monument are carved ox skulls and swags, underneath which are inlaid bronze wreaths and plaques with the names of the provinces and the counties of Ireland. Bronze torches ornament the three angles. The harp, which appears on the obelisk above the figure, is in low relief and gilded, and the inscription, which is incised and also gilded, is as follows:—'To Charles Stewart Parnell.—'No man has a right to fix the boundary to the march of a nation. No man has a right to say to his country: Thus far shalt thou go and no further. We have never attempted to fix the *ne plus ultra* to the progress of Ireland's nationhood, and we never shall.'

The Statue.

Saint-Gaudens attacked with keen enthusiasm his great work for the Irish, as he had long been anxious to erect a shaft of this character, and also as he said himself he felt in his element with this nationality—his mother being an Irishwoman. He took endless pains to make the design a success and worthy of the man it was intended to honor. He procured every particular in the way of maps, plans, photographs, measurements,

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