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Santos Fernandez Noguero Dr
Technological University Dublin, santos.fernandeznoguero@tudublin.ie

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Reviewer

Dr Santos Fernández Noguero, Chair of the MSc in Geographic Information Science at Technological University Dublin

Geographers, Historians, Urbanists and Dubliners in general will find this book an interesting cartographic collection of Dublin, further enriched by numerous illustrations, photographs and engravings that have been gathered over the years by the authors. Joseph Brady is an Associate Professor in Urban Geography in the School of Geography at University College Dublin, and Paul Ferguson, is the Map Librarian at Trinity College Dublin. Most of the maps and images come from their personal collections and they have also done an extensive research effort to review other sources including the Dublin Port Archive, the National Archive in Dublin, and private collections.

The contents are presented in a chronological order to the reader, starting with Dublin's first detailed map by John Speed in the "Theatre of the Empire of Great Britain" published in 1611, and finishing in 2015 with some of the first images of Dublin captured from the space with the NASA-USGS Landsat satellites. In between those five centuries, there is a substantial number of cartographic references to mention, both because they represent historical moments or due to the scientific or artistic value of the maps.

Among the first attempts of producing scientifically accurate maps of Dublin during the 18th century, Charles Brooking produced a remarkable vision of the city in 1728. The work has an impressive amount of information, it is composed of a panoramic view of the city from the North, a series of oblique vignettes showing different main buildings and statues and, of course, a map, it has an overall size of

141 x 58 cm. In 1756, John Rocque published “An Exact Survey of the City and Suburbs of Dublin”, a map made of four large sheets of 69 x 49 cm each at a scale of 1:2,400 -the same he had used for his 24 sheets map of London in 1746. The work is so detailed that it was not surpassed until the Ordnance Survey in the 19th century. This first period ended in 1791 with James Malton’s images, a picturesque and descriptive view of the city that resembles those done for other European cities at the time.

A second period, covering most of the 19th century, begins with the publication of “Map of the County of Dublin” by William Ducan in 1821. This is a great format triangulated map composed of eight 86 x 57 cm sheets and it is available in colour and black and white. Although it has less details than Rocque’s, it was important in bringing information up to date, showing new settlements, roads, and other developments. This period covers the development of the rail network and other localized projects happening around the city who contributed to conceive very detailed maps and three-dimensional views of the city. As with the end of the previous period, the authors highlight “A Bird’s Eye View of Dublin”, published in late 1890 in the illustrated newspaper *The Graphic*. This black and white panorama presented a less bucolic and massified bird’s view of the city compared to the James Malton’s images. It also supposes an updated view of highly detailed “The City of Dublin” published by the *Illustrated London News* in 1846.

From the beginning of the 20th century until 1990, while still using traditional techniques, the maps of Dublin were more focused on specific projects that were developed in the city. Therefore, rather than purely illustrating the morphology of the city, there was a wide range of thematic mapping produced to improve the public-health policies, the railway system, and a variety of civic initiatives to redefine the city centre and the suburbs. An excellent example would be the “Survey of the North Side of the City of Dublin” by Dublin Corporation in 1918, which also anticipates the need for Geographic Information Systems. Since 1925, there are several references to the traffic congestion as well. From the 1940s onwards there were a number of development plans. At the end of the 1950, the Ordnance Survey were the reference in terms of accuracy and quality, including not only the street names, but numbers and well-known shops. In the 1960s the Dublin postal districts were introduced. The authors have also included cartographic references to the city during the Cold War, where it is described the military motivations behind a set of Dublin maps by the USSR General Staff.

The last period begins with the last decade of the 20th century, and it has been characterized by the mass usage of computers, the development of geospatial databases and digital map production. The examples mentioned in the final part of the book refer mainly to touristic maps created by different private companies, together with other urban and transport projects like the redevelopment of the Grand Canal Dock area and the attempts to build an underground system for Dublin. Unfortunately, no

references were included to the Ordnance Survey, known as “Tailte Éireann – Surveying” since March 2023. This state agency produces the National Map and the Prime2 database, as well as other key geospatial products of reference like aerial photography and LiDAR datasets.

On the whole, “Dublin: Mapping the city” is a valuable cartographic anthology to keep as a reference in the subject. The text is rich in details while is still pleasant to read, the graphic elements perfectly illustrate the main milestones with great level of quality, making this book appropriate for experienced researchers and hobbyists interested in the history of the Irish capital. Finally, although Dublin and the West have changed increasingly fast over the period covered by the book, similarly to the cartographic techniques, it is worth to reflect on the following thought made by the authors on the future of maps: whether there is a future for the paper map, it still has the value of being a snapshot in time when compared to the high-tech, ephemeral and constantly changing digital cartography.

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