

*Committee.*

MINUTE BOOK  
COMMITTEE  
1877-1888

Limerick Harbour Commissioners

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P211/50

Special Pilot Committee

March 26<sup>th</sup> 1877

P. Phillips, in the Chair,

H. Boyd,

L. Muller B.

Report from South Pilot, Messrs  
referred from Board, as to circumstances  
under which the Barque, "Hazy" passed up  
river without obtaining a Pilot, having been  
compelled, and the Pilot and the state of  
the Barque having been heard -

Ordered, That it will be necessary  
for the Pilot & for the Committee that  
he make an attempt to send a canoe  
to the Barque when flying a signal, for  
a Pilot - but found it impossible to have  
her towed owing to the severity of the  
falo. That under the circumstances  
the Barque is to pay the Pilot's fee  
which is to be divided between the South  
Pilot, who accompanied & towed her up  
river, and the Senior Pilot -  
but that the Western Pilot & have no  
claim -

read & approved

P. Phillips Chairman

Special Committee  
April 3<sup>d</sup> 1877.

The Committee for providing Haystack  
machines at the Dock and Quay made  
this day - present -

John Mullock,  
Richard Phillips.

Report of Mr. Hall, Engineer, referred from  
last Board, stating that the machine  
are now completed and ready for use  
was read - on consideration of which  
the Committee

Recommended - That  
notices be affixed on each of the  
machines that they have been  
purchased for the accommodation  
of shipmasters, purchasers, pilots,  
and of persons importing or  
shipping bulky commodities  
requiring to be weighed, and  
that one of them can be had  
on application to the Harbour  
Master.

That the Commissionery  
should appoint a man authorized  
to work the machines and  
give tickets for articles weighed,  
such man to be at the call of  
the Harbour Master when required.

That the man so appointed  
be paid at the rate of 4/- per  
day every day he is engaged -  
and - That a charge of 1/-  
be to be made for all articles  
weighed, as a fund for payments  
of his services.

That the machines be  
in charge of the Engineer, as to

having them kept in repair and good order  
John Mullock

reas reported  
Committee to be present - 19<sup>th</sup> Apr 1877  
19<sup>th</sup> - John Mullock

Special Committee  
Tuesday 17<sup>th</sup> April 1877.

The Special Committee appointed at Board  
yesterday met at the Dock on Monday 17<sup>th</sup> April 1877  
to transact - present -

Robert A. Donnell

John Mullock

William Cochran

William Boyd -

with the Engineer and Secretary.

The Committee having examined  
the plans referred to in the Engineer's report -  
Recommended that the disposition of  
including the Quay Dock, by a Wall on  
flanking from the Garrison to the Boat Gate,  
be not adopted for the present - and

with reference to another

the Dock premises at the West end } They recommended that  
a gate be erected between the present  
premises, across the entrance Embankment -  
= about, as appears on adoption of report  
of James Curran Esq., to be locked at night  
at same time as the other gates so as to make  
the Dock premises as especially recommended.

William Boyd

Adopted with exception of gate to Quay on West side  
i. e. referred to Committee

John Mullock 17<sup>th</sup> Apr 1877

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Special Committee

Monday 24<sup>th</sup> April 1877.

Present - Richard Phillips  
William Boyd  
William Cochrane

On consideration of report recommended to them at Board yesterday the Committee again inspected the proposed position of the gate for enclosing the West end of the Floating Dock, and now recommend that the portion of piling which stands from the embankment to the pier be removed to the inward side of that part of the embankment - being joined to the Maston and being connected with the piling of the cross bank to be extended along Commission's pier to the place opposite the Boat House where the gate should be erected across the embankment to the Boat House piling.



Admiral's Road

William Cochrane

adopted  
John A. ...  
7 May 1877  
Mayor

Special Committee

Monday July 23<sup>rd</sup> 1877.

Present - Luke Mullock, in the Chair,  
William Boyd,  
Robert St. Leonard.

Thomas Kelly, Pilot of Clare River, came before the Committee to explain as to the complaint made by letter to Lord Board that he gives his license to his son to enable them to act as Pilots without being authorized.

Kelly denied that he ever gave away his license, but admitted that his son did act as Pilot, and that the number of boats lately frequenting Clare is much greater than there are Pilots for.

The Committee decided that his son may apply to next Board for a license if the Board should think it desirable to appoint him if found qualified, as they are of opinion that the number of Clare Pilots ought to be increased - there being now 13 vessels at Clare requiring Pilots outwards.

Kelly was cautioned as to the effect of the complaint against him, & informed that it is his duty to report to the Harbour Master any cases in which unlicensed persons act as Pilots on the River.

Report read and adopted at meeting 30 July 1877

Richard Phillips  
Chairman of Board

Monday July 30. 1877.

Pilot Committee.

R. Phillips in the Chair.  
J. R. Dwyer  
James Harris

Thomas Kelly, Junr, son of Mr. Kelly  
Pilot of Clare River, came before the  
Committee as ordered in last minute of  
the Committee and offered himself for  
examination as a Pilot for the King's -  
but as he has never been to sea the  
Committee cannot recommend that  
a license be given him until he complies  
with the rules in that respect.

The Secretary is directed to advertise  
in the "Clare Journal" and other papers  
propos if any that the Board will  
revise applications from persons  
desires of being licensed to act as  
Pilots for the Clare River. -

Read & adopted at Board 13. Aug 1877

R. Phillips  
Chairman of Board

Monday August 13. 1877.

Pilot Committee  
R. Phillips  
J. R. Harris  
J. R. Boyd.

Read - Report received from the Master of the  
Steamer "Sancta" against Pilot J. Murphy  
for having this in contempt and neglect  
allowed his vessel to go ashore on the  
"Bridget" Rock going down the River.

The Capt. and Pilot both came before  
the Committee, and from investigation it  
appeared that at the time the same vessel  
the Captain himself was at the wheel  
having taken it from the Pilot to allow  
the latter to eat his dinner.

The Committee are of opinion that  
the Pilot is not severely culpable as  
he was not actually at the wheel at the  
wheel when the vessel struck, but that  
he is blameable for having given the wheel  
to the Captain at that part of the  
River, when he knew the Channel was  
narrow.

They therefore let the Pilot  
off with a caution and warned him  
to be more careful in the discharge  
of his duty in future.

R. Phillips  
Chairman of Committee

Read and adopted at Board 27. Aug 1877

R. Phillips  
Chairman of Board

Monday September 10. 1877.

The Pilot Committee -

Richard Phillips, w. Mr. Harris,  
James Harris,  
& William Boyd.

Complaint of the Master of the schooner 'Aspersion' was investigated against Pilot Michael Brody - for refusing to produce two copies of the Pilotage Rates and Regulations, when required on boarding the vessel, in consequence of which the vessel became liable to a claim for distance money.

The Pilot admitted that he had not the Regulations to produce if asked for, but stated that the Captain did not ask for them - and

the Harbour Master having stated that he enquired into the matter he had not required the Captain to pay the distance money &c.

The Committee recommended the Pilot for not <sup>paying the expenses of the</sup> being furnished with the Regulations, and for not having fully informed the Captain - and directed the Harbour Master to inform the Body of Masters that the distance money has been lost to their fund thro' his misconduct.

R. Phillips Chairman of the

Monday, October 29 - 1877.

Committee of the whole Board met this day - present

James Harris, James O'Callaghan, P. O'Keefe, William Boyd, Robert Saunders, Luke Mallon, R. C. Drury, Mr. Cochrane, Geo. Hynes, John O'Connell, Thomas O'Connell, Mr. Harris.

The resolution proposed at last Board by Mr. Harris, proposing to form a fund for the superannuation of old and infirm Pilots was read and considered.

Mr. Harris, whether attended, and gave it as his opinion that the application of the Harbour Fund as proposed would not be legal.

The following resolution was adopted and ordered to be brought up as a report to next Board

Proposed by Mr. Harris

Seconded by Mr. Harris

Resolved - That an opinion of Council be taken whether it is competent to the Board to apply any portion of the Harbour Fund to a superannuation fund as proposed in Mr. Harris' suggestion.

James O'Connell  
Chairman

Read and adopted 5 Nov 1877

R. Phillips Chairman of Board



Monday January 21. 1878.

The Committee of the whole Board was summoned for that day according to order of last meeting to discuss the Graving Dock Rates so as to render them more in accordance with the circumstances of the port - the following attended

R. Phillips in the Chair  
Snr. Mullock, and  
William Boyd.

On consideration of the Schedule as adopted in the Harbour Act 1867 the Committee do not think it advisable to make any alteration of the present rates, but they agreed on certain additions to, and amendment of the present regulations for the use of the Dock which they recommend to the Board for a Report, and of which they submit draft herewith -

James Spangh  
Chairman

LIMERICK HARBOUR.

REGULATIONS adopted by the Harbour Commissioners for the use of the Graving Dock,

1st - That the Dock shall be available to all Vessels on payment of the Rates, fixed by Schedule B of the Limerick Harbour Act, 1867, subject to the following regulations and conditions -  
2nd - That the Masters, Agents, or other persons in charge of Vessels requiring use of the Dock, shall make application to the Secretary, for a Docking Order, giving particulars of the draft of water, length of keel, &c., and stating the probable time required for repairs, and shall pay a deposit of £5, which deposit shall be allowed in settlement of the Dock Rates, provided there shall be no claim thereon for damage to the Dock or any of its appliances, by neglect on the part of any person acting for the Vessel; but such deposit shall be forfeited if the Vessel is not ready to enter Dock at the time stated in the application, unless prevented by unavoidable circumstances, and every Vessel to enter shall be subject to the following regulations -

3. 10/- In case the Dock Rates chargeable for Schedule B on any Vessel shall not amount to the Deposit of £5, the Vessel shall pay on account of the expenses of pumping the Dock such sum as in addition to the Rates to chargeable shall amount to the sum of £5.

4. 10/- All Vessels shall have precedence for the use of the Dock according to priority of applications, provided they are ready to enter at the time named, but if any Vessel be not ready to enter at the time named, if the Dock be ready to receive her, the next in order of application shall have the prior right to enter, unless the Vessel first entitled shall be prevented by some unavoidable cause sanctioned by the Commissioners.

5. 10/- If a second or third Vessel shall require to enter the Dock while any other Vessel is undergoing repairs therein, the Master or other person in charge of such Vessel shall consult with the Harbour Master or other Officer of the Commissioners, and with the persons in charge of such other Vessels already in the Dock as to the time at which such latter Vessels may be ready to leave the Dock, and shall undertake and agree to remove his Vessel so as to permit the former one to be undocked at the time so agreed on between the parties.

6. 10/- All Vessels in the Dock shall submit to have the Gate opened for other Vessels to go in or out, as may be required; and the Masters or other persons in charge of such Vessels in the Dock shall attend and scuttle, or float or shore their own Vessels at their own risk and expense, if the time the Vessel entered for has expired; but if such time has not expired, the Vessel entering shall pay all expenses of shoring, floating, or sinking of the Vessel already in Dock, but shall not be accountable for any damage that may occur by the neglect of the parties in charge of such Vessel.

7. 10/- No Vessel shall be charged for Sunday while lying in the Graving Dock, but if the Vessel enter on leave the Dock on a Sunday then the Sunday must be charged; and Vessels under repair in the Dock shall not be charged for any time work may be stopped on such Vessels (as certified by the Harbour Master) by reason of the Dock being filled with water to admit or let-out other Vessels.

16  
8. If any Captain or Owner before docking his Vessel requires the Dock to be pumped out for inspection or adjustment of the Blocks, such Captain or Owner must pay one half the cost of pumping (as estimated by the Engineer) in addition to the ordinary Dock Rates, and other charges to which the Vessel may be liable.

9. That no rubbish, ballast, or other matter shall be put out of any vessel in the Dock without permission in writing of the Harbour Master, and that the use of all blocks, shores, and other appurtenances of the Dock, and the heading of the pitch pots and stoves, and all such matters shall be subject to the approval of the Harbour Master.

10. All Vessels entering the Dock, shall be docked, blocked, shored, and undocked entirely at the Owners risk—Masters and Owners being at liberty to employ any Carpenters or other workmen they may think fit, and the Commissioners being free from all liability or risk to the Vessel, from accident, fire or any other cause whatsoever.

11. That no Vessel shall be docked, blocked, shored, or its other appliances, caused by any Vessel docking, undocking, or while in the Dock shall be made good at the expense of this Vessel causing same, and the cost shall be chargeable with the Dock Rates to which she may be liable.

12. That no Vessel shall be allowed to be undocked until all Rates, Charges, and Damages shall have been paid or secured, on payment of which an order shall be issued by the Secretary to the Harbour Master to allow the Vessel to leave the Dock; but should the Captain, Owner, or Agent of any Vessel decline to remove such Vessel, owing to any difference or dispute, or any other reason, the Harbour Master shall be empowered to remove such Vessel to the Floating Dock, all expenses attending such removal to be borne by the ship removed, and be recoverable with other Dock and Harbour dues.

13. No Kiel Blocks or Capping Pieces, except those immediately supporting the vessel undergoing repairs, are to be removed, and such Blocks, Capping Pieces, or Cotten Pins as are disturbed must be carefully replaced before the vessel is undocked.

14. All Ribs, Floating Stages, &c brought into the Dock shall be properly moored to prevent damage and removed with the vessel for whose repairs they were used.

15. All Baulks, Shores, Blocks, &c must be raised and lowered by the timber Stages provided for that purpose; or on no account shall such timbers be thrown down the steps of the graving Dock.

16. No Kiel Blocks are to be used for Shoring, for Lanching or cutting copper or for any purpose other than supporting the Kiel of the vessel under repairs.

17. All chips and other rubbish shall be removed by those in charge of the vessel undergoing repairs at such times as the Harbour Master shall direct; otherwise the floor will be cleaned at the expense of such persons.

18. No Blocks, shores, or other plant intended for the use of the graving Dock are to be removed outside the Dock yard without the Consent in writing of the Harbour Engineer.

7. 19 The Person or Persons entrusted with the repairs of any vessel in the Graving Dock, shall give due notice to the Harbour master as to the time that such repairs will be completed, time of said notice not to exceed 8 hours.

8. 20 Any person or persons offending against these Rules shall forfeit a penalty of £5, or be sued for the damage done.

9. The Harbour Master and the Harbour Engineer have orders to see that these Rules are carried out

Port & Harbour of Liverpool

"The Petroleum Act 1871."

In Liverpool Harbour Commission's exercise of the power and authorities vested in them by "The Petroleum Act 1871" do hereby make and enact the following Bye-Laws,

1. In the following Bye-Laws the word "Petroleum" shall mean Petroleum to which the "Petroleum Act 1871" applies.

The expression "Port," Harbour Master," "Quays" shall have the meanings borne by them in the several Acts

of Parliament relating to the Port of Harbour of Liverpool, and the word

"Vessel" shall also have the same meaning as the word "Ship" as defined

in the said Petroleum Act 1871.

2. No Bye-Laws shall come into operation on the 1<sup>st</sup> day of <sup>May</sup> 1878.

3. Every vessel carrying Petroleum shall on approaching the Harbour

stand in the River Mersey and to log as she has any Petroleum

onboard exhibited, and keep hoisted a red flag at the Masthead & by

and a red light at night

4 - Potroleum shall be discharged  
 by means of lighters on Boats  
 only, from barrels at the anchorage  
 called the "hole" below the dock,  
 and landed only at the North  
 Strand Quay, and not elsewhere  
 within the said port, and only  
 between sunrise and sunset.  
 - that it to say only after sun-  
 -set and before sunset, and  
 no vessel having Petroleum  
 on board shall until after it  
 shall have been fully discharged  
 pass upriver up the river than  
 the said anchorage.  
 5. All Petroleum landed at the  
 North Strand Quay shall be  
 removed within 24 hours, and  
 only between sunrise and sunset,  
 under direction of the Harbour  
 Master.

Adopted at Meeting 14 Jan'y 1878  
 J. Phillips, Chairman

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Monday May 6. 1878.

of Committee of the whole Board was held this day to consider Mr Long's letter as referred from last meeting of the Board.

- Thompson Curwens
- James Bamisshaw
- William Boyd
- Edward Callaghan
- John Cronin
- Richard Brown
- William Cochrane
- John Mullock
- James Spence

Mr Wright - having taken the Chair,

Mr Long's letter applying to compound his annuity was read - and having been fully considered the following Report was agreed on.

That we are willing to comply with the principle of Mr Long's application but having regard to the proceeds that you yourself we do not think it advisable to pay away so large a sum as the full composition would amount to - we therefore recommend the Board to compound = half the amt of Mr Long's annuity = viz 40 - 5 years purchase, continuing to pay him half his present annuity during the remainder of his life.

passed unanimously  
James Spence  
Chairman

Committee of the whole Board  
June 15. 1878.

- James Harris, in the Chair.
- Ed Callaghan, R. M'Donnell
- R. Power, W. Boyd
- L. Mullock, R. Phillips
- J. Cronin, J. Doyle
- John M'Donnell, W. Cochrane.

For the reading of a letter opposing the same, bearing Mr Phillips' application and Charles Phillips' application for accommodation in the Dock

Read - 1<sup>st</sup> Report of the Board & the Committee cannot entertain the application for erecting a shed on the Dock at the place referred to.

Having considered the Board's Report on the application for a shed on the Dock, please read the Board's decision thereon the use of the shed in the Dock while their premises are being altered - and the application of the Clyde to also for the shed.

The Committee recommend that the joint use of the sheds should in the Dock be given to each Company, with the worst berth available there to on the arrival of their steamers, first come first served, and an Engineer be authorized to put up a partition dividing the shed when such may be required. This arrangement to be continued only during the pleasure of the Board. But it is proposed to the joint Company in view of the necessity of providing additional accommodation.

The Committee request the Board to prepare a plan and estimate for a shed at the N. side of the Dock to be continued at next Board.

May 13/78. Mr Wright's Report be adopted.

Resolved, that the Report be adopted.

Resolved by the Committee & the Board.

The consideration of Mr Hall's suggestions to close the  
Fishing Dock while putting up the new Engine.  
The Committee do not think it advisable to close  
the Dock but recommend that notice should  
be given to any vessels that may apply for  
use of the Dock during the building up of the  
Engine, and that they should be satisfied for the  
having done so. It is ordered that notice be  
given to the Dock.

A letter from Mr Bryan Hannahan, a partner  
and one from the City Dublin Company to him on the  
subject of widening the Steamboat Quay - was  
ordered to be referred to an architect  
to advise.

Mr Hannin  
Chairman

Read at Board  
and adopted  
June 24/78  
Eugene Wallingham  
Chairman

Committee of whole Board,  
July 1<sup>st</sup> 1878.

- E. Wallingham, in the Chair
- Arch<sup>d</sup> G. Kelly, jr.
- Robert W. Donnell,
- Chairman,
- William Spright.

Harbor Byelaws. - The revision of present Byelaws  
referred from last Board, was considered,  
and the Secretary was requested with  
assistance of the Harbour Master to draft  
such alterations and additions as appear  
to be required, subject to Committee.

Shed at Dock. - The consideration of a shed to be  
accommodated required at Dock, the  
Committee is of opinion that the best  
position would be along the lower  
Wall of the Dock, between the two  
lower jetways - and they request  
Mr Hall to prepare a plan and  
estimate for a suitable shed to be  
erected there, for use of Board.

Hand redrafted  
after reference for the  
purpose. A  
Eugene Wallingham  
Chairman

# Report.

That the Clyde Shipping Company be informed that ~~we~~ consider the tone of their letter of the 11<sup>th</sup> quite uncalled for as there is no desire on the part of the Commissioners to ~~place any impediment~~ <sup>put any obstruction</sup> in the way of their trade, but inasmuch as the extent of the Dock accommodation is now too limited for the general trade it is impossible to appropriate any particular place as a <sup>second</sup> special berth ~~for their~~ <sup>for Coasting</sup> steamers. They must therefore be satisfied to use the berth now appropriated to the Liverpool and the Glasgow Steamers near their respective sheds which can be easily made available for both by some mutual arrangement, as their ~~business~~ <sup>needs</sup> do not arrive simultaneously.

That ~~it is~~ <sup>considering the increased demand for</sup> ~~improperly~~ <sup>spaces in the Dock if it</sup> inexpedient to <sup>continue to</sup> allow any portion of the Dock premises to be appropriated to the storage of Coal for any particular trader, which is quite unprevented at any other port, and the Clyde Ship Co must therefore remove their Coals as they are landed in the same way



as all other Graders, and

That following up this ~~resolution~~ <sup>view</sup> that notice  
be served on Mr Phillips & surrender the  
part of Dock Wharf which he now rents  
for the storage of Coal.

adopted unanimously

James Spaight

A letter from the Clyde Ship Co dated <sup>11th</sup> was read <sup>Chairman</sup> ~~removing~~ and the  
Report of the Committee having been considered -

Alderman Nyles moved } that this Report be adopted  
At Harm seconded - }

~~The Mayor proposes that the Report with the ~~Cl~~ letter of the  
Clyde Ship Co be referred back to the Committee for  
reconsideration -~~

The motion not being seconded the original Resolution was  
passed & the Report adopted - The Mayor dissenting -

In accordance with Report & notice of motions.

Mr Mullock ~~with~~ proposed  
& Mr Boyd - seconded  
Hats

Thurs day, July 25. 1878.

A Committee of the whole Board met this day pursuant to resolution of last Board -

- James O'Hara (P.O.C.) in the Chair
- Mr. Gallagher
- Mr. Phillips
- Mr. Myers
- John Mullock
- William Edmund
- James Brannan
- J.P. Smith

Letter of the Clyde Shipping Company 11<sup>th</sup> 420<sup>th</sup> July, and resolution referring thereto to this Committee having been read - the Committee agreed to the following

January 9 - 1879.

The Committee appointed to enquire into the management of the Refreshment Rooms at the Dock as to complaint made in Memorial from some Corks dealers presented at last Board, met this day and visited the Rooms - viz.

- Richard Phillips
- Robert McDonnell
- John Mullock -
- with the Surveyor and the Engineer.

The Committee having enquired into the matter find that Griffin does sell to sailors shirts and some other things made up by his wife and daughter, but not clothes purchased & sold again.

But as so much in the sale of Soap, Coffee, and other refreshments would not enable him to keep open the room they think it would be unreasonable to prevent him adding that branch of business by the industry of his wife and family.

The Committee however are of opinion that he should not exhibit clothing conspicuously in the shop or Room to the detriment of its character as a Refreshment Refreshment place - tho' they see no objection to his selling, <sup>as usual</sup> articles made by his family.

The Committee have authorized Mr. Hall to put up a shoo in the inner room of the House.

Read & approved  
at Board 29<sup>th</sup> July 1879  
J. P. Smith Chairman

Richard Phillips  
Secy

Monday January 27. 1879.

— Report

A meeting of the Committee of the Board of Harbor Commissioners of the Port Council to prepare a Memorial to the Treasury for giving Melrose Bridge free tolls passing over, was held this day at the Harbor Board Room.

The Mayor in the Chair.

Others present —

William Byles,

J. A. Walker & Co.

J. Condit & Co.

and associated Harbor Commissioners

A. Phillips

W. Boyd

The following Report was agreed to

and adopted, That the Committee be requested to prepare a Memorial to the Lords of the Treasury praying that the memorial be submitted for Melrose Bridge to be submitted for the advantage of the public, and that our City Representatives be authorized to undertake that the Corporation & Harbor Commissioners will in that event make arrangements for the maintenance of the Bridge and crossing of the same.

Friday Feb 11. 1879.

The Pilot Committee was summoned for this day on matters referred from Board when Mr. Wright and Mr. J. L. Smith attended. But no meeting was held in respect to the lamented death of Mr. Smith, the Rev. A. Clark, who died. A meeting was morning —

At Council Log

Monday, February 21. 1879.

Special Committee to inquire into Expenses & Harbor Working Staff, in accordance with resolution of the Board, met this day at the Dock.

A. Spoman, Mayor, in the Chair,

W. Boyd, James Smith,

R. Phillips, Robt. A. Brumell,

L. Mitchell, John A. Brumell,

Wm. Byles,

Mr. Hall, Engineer, submitted a list of men now employed, which was generally approved. A number of us required

1. Premium Engineer,

2. Millwright,

3. Carpenter,

4. Assistant Engineer (occasionally)

5. Laborer,

6. Mate,

7. Laborer,

8. Carpenter & Joiner,

9. Dock gate man,

10. Stevedoring,

11. Laborer,

all of whose duties were fully described.

Bridge in future.

Michael Spinnaker Mayor  
Chairman

Proposed by Mr Harris  
Seconded by Mr Boyd.

Resolved, That this report

be adopted, and in accordance therewith

with this Board will undertake

the maintenance & working

of the Shire's Bridge & in

the event of remission

of the Bridge Tolls and

Debt.

Michael Spinnaker

9/2/19

The Committee then agreed to

recommend - That a contract be made for the supplying of broken stone for repairs of the Quay road works, and that the men employed in the Quarry may be discharged, and that Mr. Hall be requested to enquire as to the comparative cost of each system.

That the Lord Protector shall be under orders of the Harbour master, and shall come on duty each morning at 6 O'Clock, or whenever the Light-bark - man comes on, and to remain on duty till 6 P.M. when relieved by the Light Watchman.

Mr. Harris proposed, and Mr. McEneaney seconded -

That we recommend that

the Engineer's Clerk be continued.

Mr. O'Connell proposed that when seconded the adoption of the Light -

Read and signed 3. March 1879

W. Phillips, Chairman

Great Com. Committee -

Description	Number of men	Nature of Duties
Ironman Engine	1	To look after, work, and keep in repair the Pumping Engines and Caisson Dredger Dock jacks, cranes on Quay heads doing ordinary work for the Port when required.
Skilled labourers	1	To take care of Pumping Engines & Dredger, clean machinery and to generally keep the Harbour, and keep some in repair to be on call for repairs, (oil &c.)
Ironman Carpenters	1	To repair barrows & and make tool handles for heavy work, to assist Foreman during extra jobs &c
Labourer	1	To assist both the last named to execute all repairs to Quay wall & to find material for this purpose
Ironman Mason	1	To carry, and do all masonry for extra jobs.
Labourer	1	To assist mason when required
Gangster	3	To be in charge of heavy work
	1	To carry tools for blasting and otherwise
	1	To clean Quay Dock, Dredger &c to act as extra Road Sweeper in bad weather, and to assist mason when required.
Dock jacks men	4	To attend Dock jacks, Drawbridge &c
Sweepers	3	To clean and keep in repair the Quay heads &c

over

The Committee then agreed to

Print Quarterly

Description	Number of men	Nature of Duties
Labourers	4	<p>Not continuously employed            (4 of whom must be skilled in boat management)            To pump ballast and work at same when vessels are entering or leaving the graving dock to work at dredging and barges, and to assist in the            To pump and tar dock piles, ballast, dredging, brans, chain boats, Road piles &amp;c</p>

4 Artisans  
 4 Skilled Labourers  
 16 Handy Do

W. Kelly

10 be  
10 be  
10 be

67.  
181  
10, 10,  
69,  
100

The Committee then agreed to -

Pilot Committee -

Monday, February 24. 1878 -

Pilot? Kelly's in the Chan's  
Edw. M. Donnell, Luke Muller,  
Robert M. Donnell, New Britain,  
Wm. M. Lane,  
The Dry Dock

With reference to the renewed  
Pilot Licensees - the following  
men appeared before the Committee

Michael Griffin, aged  
74. Considered competent to get  
a renewed license -

Patrick Mahony }  
of Lunenburg, age 64 }  
also considered competent.

John Sullivan, 69,  
also competent -

Richard Scanlan, 67,  
also competent.

Samuel Cahill, 68,

also competent.

John McManara, 66,

also competent -

Deady Colloff, 69,

also competent.

These being the oldest men on the list, the  
Committee did not think it necessary to  
have any other of the men before them, and it  
was

Ordered. That all existing licenses be  
renewed, subject to the decision in any  
case of complaint to be disposed of

Complaint against the  
"Johnson's" for not  
heavily to take a Pilot  
on board, by which a man  
was felt overboard and was  
nearly drowned -

Ordered, That the Pilot be  
renewed, that the danger arose from their  
own disobedience at duty in not showing  
a Pilot flag - and that their report of

Approved  
Wm. M. Lane

Wm. M. Lane

displaying a flag in future will be considered  
an offence punishable by the Board.

Board of Trade Report of  
the Standing of the "Beaumont"  
Balard's Dock, in the papers.  
Pilot Calligram  
who was in charge of the vessel came  
before the Committee and explained  
the circumstances.

Order - That the  
Pilot is adjudged guilty of culpable  
negligence in getting the vessel underway  
in the night time, and darkness, and  
we recommended that his licence  
be suspended for 2 months.

Complaint of the Plaintiff

Pilots for not complying with the Statute  
Pilots by piloting ships to & from  
Dorchester. And application of Pilot  
John Corlett for permission to  
pilot Mr. Phyllis's steamer, and  
to cross the river -

of the principle involved  
of the General Board.  
Letter from Board of Trade  
as to certain Rules regarding the  
River & not carrying side lights

of the Harbour Board have not power  
to compel River Craft to carry lights  
application & made to the Board of  
Trade & make the required order.

Order to be made to the Board of  
Trade & make the required order.

Chairman of the River Board  
in a Rick in Regent Harbour. The Committee  
are of opinion that this was occasioned  
by the Ricks at Regent not being correctly  
placed, and that a beam or mark  
should be placed on the rick in question

Call attention  
of Board of Pilots  
of the Harbour Board

P. Phillips  
Chairman

Meeting of Committee  
Monday 24 March 1879

- W. Phillips in the Chair,
- John A. Bennett,
- Richard Phillips,
- Robert A. Darnell,
- John A. Darnell,
- H. J. Hale - Harbour Engineer.

The Committee proceeded to discuss the  
complaint of certain traders against Griffie  
the hauler of the Corporation of Dover for  
interfering with them by taking cables to  
Crew of Ships in Dock, & from some  
Mr. Connolly, exhibited, appears before  
the Committee with three letters delivered, who  
stated their complaints in course of which  
it transpired that letters have been allowed  
by Griffie to sleep in the upper room of the  
Rehabilitant House.

The Committee then agreed to  
Report that Griffie should not  
allow any person whatever, besides the  
members of his own family, to sleep  
in the house. And that while he may  
sell clothing made up by his own family,  
he must not depreciate the goods of  
other dealers or prevent them in any  
way from exercising their trade.

That Griffie be  
informed that if he transgress  
this order in any way he will be  
deprived of the house.

The Committee then received a complaint  
made by the Captain of the "Geo. Roberts"  
and the "Yarmouth" - Successor ships were  
in Dock - that on Saturday night last  
Simon Rowden the night-boatman &c.



The Dock stopped them when entering  
the Dock premises with their wives  
and laid hands on the ladies ready  
telling them they could not go in -  
On hearing Rivard's explanation  
the Committee are of opinion that the  
complaint was fully established, and  
agreed to -

Report, that Rivard be  
required to apologize to the  
Captains, and be suspended  
until next Monday's Board.  
Rivard apologized - W. O'Meara

That the report as to Rivard be adopted  
and he be now reinstated -  
That the report as to Retirement Bonus  
also adopted

Nov 31-79. Enfellaghan  
Chairman

Copy of Memorial to the Lord Lieutenant  
27 March 1879  
To His Grace John Winston, Duke of Marlborough  
Shrewsbury

That in the month of March 1878 Memorialists  
addressed your Grace praying you would be pleased to  
put into effect the provisions of the County Courts Ireland  
Act 1877 - enabling the Lord Lieutenant in Council to confer  
jurisdiction for the trial of admiralty cases on the Chairman  
of Quarter Sessions for the County and city of Limerick. -

Memorialists were disappointed at receiving reply that  
your Grace did not think it necessary to grant a local  
Admiralty Court to Limerick, and have heard that the  
opinion was founded on an impression that the like Courts  
established at Belfast and Cork have been but little aviaed  
of. They therefore beg leave to inform your Grace that since the  
formation of the Court at Cork in November 1877. Fifteen suits  
have been instituted there, one of which resulted in a decree  
for £250 and the rest were settled without going to trial. Thus  
saving the parties much expense litigation and probable loss  
while appealing to the Superior Court. And in Belfast six suits  
have been brought and determined with like satisfactory results

That like advantages would accrue to parties at Limerick is  
evidenced by the fact that claims against ships constantly  
arise. In a late instance a ship owned in the North of Ireland  
refilled at Limerick and sailed without paying for materials  
supplied, and before a writ from Dublin could be obtained,  
and only a week since a freight ship about to sail was detained  
by a like writ until a debt of £80 incurred by her was paid.

Memorialists therefore again pray that your Grace, &c.  
Considering their former memorial, will be pleased to  
confer jurisdiction in Admiralty Cases on the Chairman  
of Sessions of the County and city of Limerick according  
to the provisions of the County Courts (Ireland) Act 1877.

Seal

Tuesday June 10. 1879.

The Committee of which Board appointed at yesterday's meeting was then moved to meet at the Dock that day, to arrange as to some modification of Glasgow Steamer. The following attended -

R. Phillips.

R. Brown, and

W. Boyd.

The Committee has recommended that in order to accommodate the Clyde Shipping Company the middle shed at Dock - the use of which has been agreed to be given to McPhail & Co during the rebuilding of the wall of their yard on the Quay - be divided, and one half appropriated to the use of McPhail & Co, and the other half to the use of the Glasgow Shipping Co.

That as to berth accommodation, the berth nearest to the shed above of that appropriated to the Livepool Steamer shall be given to the Glasgow Dock, but come first served, and any further accommodation given than that the Harbour Master now affords according to the rules of the Port - and of course they may use the berth of the Livepool Steamer when she is not in port.

Wm Boyd Chairman.

That the Company report of the arrangement be left under by the hands of the Harbour Master

10 June 1879 Wm Boyd

Monday, Sept 1. 1879.

Pilot Committee met this day (all the members of the Board having been summoned) - present -

R. Phillips, in the Chair.

Mr. Boyd

Mr. McPhail

Mr. McPhail

The application of Patrick O'Brien, Pilot, for permission to take charge of one of the Glasgow Steamers as Pilot.

O'Brien having hitherto acted only as a Coaching Pilot,

Board - The Committee having considered this application and also a petition from the Chamber's Pilot for appointing to increase the number of Pilots on the River, decided that they cannot allow O'Brien to join either of bodies of Pilots as there are no vacancies, but they will not object to his joining either the "N.A. Williams" or the "Premier", or the "Argyll" or the "Chieftain" boats and acting as a

Chieftain Pilot on these vessels without dividing his earnings with the Chamber's Pilot. The Chamber's Pilot themselves having suggested that he might get this privilege.

John Brown, Master Pilot of Western Station, appeared before the Committee on evening of last evening, to answer complaint that the Steam Club, "The Fishermen", will not receive a Pilot unless he witnesses the river. He stated the three Western Stations flying a signal -

The Committee having investigated the case as well they could in the absence of

The Captain of the Steam Ship, recommended that the Western Pilot be continued for gross Pilots shall not receive any part of the pilotage earned in this case - nor in any future case in which similar neglect occurs. The Master Pilot is not to be paid any expenses for attending here & Eng.

Complaint having been made to last Board that on the evening of Sunday the 17<sup>th</sup> August the two lights in charge of the Helix, buoyage, were not lighting at 10 o'clock - when the "Commodore" steamer was coming up the river with a large party of excursionists, by which great danger was incurred.

Notice came before the Committee and explained that the reason of his neglect to light the lamps was that the boat had been taken away by some person on that day, and to keep the Helix River Regatta -

The Committee are of opinion that notice was given of gross neglect in this matter, and recommended that he be fined ten months wages and required to report to next Board the names of the persons who took away the Commodore's Boat on Sunday the 17<sup>th</sup> August.

The Committee recommended that the Lightkeepers' Boats be all wanted with the name "Harbour Commissioners" -

*P. Phillips* Chairman

An application from Michael Kelly for a Pilot's licence for the Western division of the river and to include the Regatta was read, and marked "no vacancy at present for a new Pilot."

Monday, December 22<sup>nd</sup> 1879.

A Committee of the whole Board was held this day pursuant to resolution of last Board -

- John A. Donnell, in the Chair,
- James Harris, L. Mullon,
- Richard Phillips, J. Ramagosa,
- Robert A. Donnell, L. O'Connell,
- William Boyd,
- Richard Thom,
- Admiral Myle,
- William Williams,

Enlargement of New Quay Dock -

Read report of Mr Hall, Harbour Engineer, detailing the increase of average of shipping using the New Quay Dock since the opening in 1857 viz. 1857 - 1864, 48,000 - 1874, 51,825 - for which the Quay and wharfing accommodation is 2350 feet in length. The suggested addition to the dock of which plan is submitted would give 4870 feet of Quayage, for which about 6 acres of additional land would be required. But an alternative plan providing a central pier at the west end of the present dock would give additional Quayage accommodation for about 4000 feet.

The Committee are of opinion that the following works are of primary importance, and recommended that they be undertaken by the Board in the following order -

- 1<sup>st</sup> Clearing the pier head entrance,
- 2<sup>nd</sup> Clearing any channel obstructing
- 3<sup>rd</sup> Clearing the South side channel
- 4<sup>th</sup> Making Timber Jetty in Dock
- 5<sup>th</sup> New Dock entrance, and

House on file.

The Committee request the Engineer to report at next meeting of the Board, with estimate of cost of these works.

Medwick Street improvement

Read - Resolution of the Town Council adopted 16 December on occasion of the departure of Harbour Commissioner, leaving waiting on the Council pursuant to resolution of last meeting - authorizing the Harbour Commissioners to execute the work on their undertaking to save the Corporation's interests and indemnified from any claims or losses that may arise in consequence of the execution of the work and for which the Corporation may be made legally liable.

The work being now proposed, and Thomas McManara being the only person who has given notice of claim for compensation the Committee recommended that the same be done for compensation, and if not agree to any offer, be made to him that when the work is completed this Board will agree to arbitrate whether any and what damage has been done to his property and to pay compensation accordingly.

That if Mr. McManara refuses to agree to their proposition the Board, our Engineer, be directed to dispend the work.

Thomas McManara

Read & approved  
Thomas McManara  
29

Tuesday, Dec 23, 1879.

The Committee assembled today from the result of the offer made to Mr. Thomas McManara pursuant to order of yesterday's meeting.

James Harris, in the Chair  
John D. Daniels  
Richard Phillips  
Robert McDonnell  
William Boyd  
Mellman Myles  
James Straight

Mr. Hall reported that he had called on Mr. McManara, and communicated to him the terms of the minute adopted yesterday, but he declined to adopt it and stated that he would not be satisfied with anything less than coming out the work off his own hands according to the plan of his Engineer, Mr. Cox; leaving the question of further compensation to be arranged with his solicitor.

The Committee therefore advised Mr. Hall to suspend the work immediately, and recommend the Board to have the roadway replaced as it was before the work was undertaken.

Mr. Harris

Read & approved  
James Harris  
26

Tuesday, December 30. 1879.

The Committee of the whole Board  
appointed yesterday visited & inspected  
the site of the intended new road  
between the Dock Road & Henry  
Street.

P. Lucas Harrier in the Chair  
P. Phillips  
P. St. Dunnell  
W. Boyd.

Resolved That our Chairman be  
directed to communicate with  
the Clyde Shipping Company to  
ascertain if they will unite with  
this Board in having this road  
constructed without any at-  
tention being paid to the  
joint interests of their Company  
and this Board. The width of  
the road and footways to be  
46 feet in full.

W. Amrnis

Monday, January 5. 1880.

Special Committee of the whole Board  
met this day -

James Harris, in the Chair,  
William Doyle, Richard Phillips  
William Boyd, James Wright  
John P. Barry, William Spillane.

Proposed New Road.

Read, Letter from the Clyde Shipping  
Company acknowledging the Minute of  
the Committee of 1878 December, and  
stating that they have referred the matter  
to their Engineer in receipt of a letter  
report they will communicate again  
with this Board.

Quarry ground above of gas works.

Mr. Spillane on the part of the  
Clyde Shipping Company has handed in a  
letter asking the Committee in what  
terms they would let the piece of Quarry  
Land shown on plan submitted - being  
the ground lying between that already  
apart to be sold for the Gas works. And  
the boundary of the Railway Station  
provided - the Gas Committee has  
stated not to manufacture Sulphate  
of Ammonia or use the Land for any  
purpose injurious to the neighbourhood  
property, or which may be objected to  
by the Committee; the Company  
shows to allow them a right of passage  
from the Dock road to lay as it can be  
conveniently allowed to them for  
that purpose, or a passage from  
Frederick Street. The Board have  
the right of retaining possession of  
the ground whenever it may be required  
for Harbour purposes allowing  
the Gas Committee for any outlay

they may have made them on with  
the consent of the Committee.

The Committee unanimously  
recommended the Company to  
let this ground on the above mentioned  
conditions, at the Annual Meeting of  
the Company.

Mr. Harris

adopted Mr. Harris's  
plan to prepare a plan  
in accordance with the above minutes

Saturday 24<sup>th</sup> - 1880. January.

The Committee of whole Board  
met this day to receive the Engineer of  
the Clyde Shipping Company with their  
reply to the proposition of the Company  
to join with them in the purchase of making  
the timber and road from the Dock  
to Henry Street.

present -  
William Boyd, in the Chair,  
Richard Purdy,  
William an Taylor,  
Richard Pober,  
John McCannell,  
Robt. McCannell,  
James Harris.

Mr. Boyd, Engineer of the Clyde Co.,  
and Mr. Redden, in the Chair,  
attended the Committee, and the  
subject of purchasing having been  
fully discussed

Mr. Redden, as solicitor for the  
Clyde Shipping Co, stated the terms on which  
they propose to give them consent to the  
making of the new road  
1<sup>st</sup> That the Committee shall  
pay the whole expense.

2<sup>nd</sup> That they will require foot-  
paths of the width of 12 feet at each  
side of the road, of 10 feet at each  
side of the timber berth.  
3<sup>rd</sup> That the Company  
shall guarantee the Company  
against any loss or damage that  
may at any time be caused by the  
making of a tramway on their  
road, and shall erect the  
concessions thereon.

4<sup>th</sup> That the Company shall  
agree to give the Company  
permission to open a gateway  
opposite their premises into  
the "Timber berth" in the Dock,  
and shall consent to the laying  
of a tramway from such berth  
across the Dock road into their  
premises, in the event of their  
getting the legal sanction of the  
Municipal Authority thereto.

Board agreed to be satisfied  
with the terms, but the  
side width of 10 feet  
is originally specified.

The Specification prepared by Mr. Hall,  
Civil Engineer, was read & approved.  
The Committee having fully  
approved the matter agreed to

Report. That they recommend  
the Specification be sent to the  
Clyde Shipping Company stating  
that the Committee will  
undertake to execute the work  
on receiving a contribution of  
one hundred pounds from the  
Company. But the Company  
cannot at present undertake

Mr. Boyd, Engineer.  
Mr. Hall, Civil Engineer.  
Mr. Redden, in the Chair.  
Mr. Harris, in the Chair.

The other terms proposed by the Company  
being out of the question of the  
meeting of the proposed road works

Wm Lloyd Church

Adopted and approved by the Board, the Engineers  
to go on with the work at once provided the Clyde Co  
agree to the Board's terms —

If there still is any difference between the Board and the  
Clyde Company, the Secretary is instructed to summon  
a Committee of the whole Board to consider the subject  
and the Committee is hereby authorized to conclude  
arrangements and act in every way as if the Company  
was transacted in open Board —

W Phillips

see note in preceding page  
about width of foot paths

Chairman of Board  
26 July 1880

Specification of Proposed New Road thro'  
the Premises of the Clyde Shipping Company  
15<sup>th</sup> Jan. 1880

The Limerick Harbour Commissioners undertake  
to make a good Road, leading from the Dock Road  
to Upper Henry Street, thro' the Property of the Clyde  
Shipping Company, according to the Plans prepared  
by the Harbour Engineer and enclosed herewith.

The said Road to take the line or direction laid  
down by the Engineer of the Clyde Shipping Co.,  
and be made in <sup>one</sup> firm easy gradients (1 in 36)

The Roadway or Cartway to be 30 feet wide thro' out  
and laid with at least 12 inches deep of metalling,  
and broken stone, and provided with the necessary

drainage, and  
the foot paths to be each 6 feet wide, with punched  
limestone kerbs and well laid with gravel of a suitable

description: kerbs to be 7" wide and at least 12" deep.  
The whole work to be handed up to the proper  
authorities, in good condition, in 10 weeks from  
the time of commencing the work.

The Harbour Commissioners to have the right  
to dispose of any surplus material arising from the  
specification or otherwise, as their Engineer may think  
proper.

Commi. Has. Comm. and that the  
Road thro' the Road to be made  
and

A Committee of the whole Board met -  
Monday February 2<sup>nd</sup> 1880.

- Present -  
Mr. Johnson, Mayor, Mr. Olin,  
James Spangler (P. O. C.), Mr. Hyley,  
Rev. P. H. Giddis,  
Mr. W. C. Colledge,  
James Hanna, Esq.,  
John W. Hubbert,  
Richard Brown,  
John McDonald,  
Rev. H. Donald,

Mr. Hoop, Engineer, of the Clyde Shipping Company attended and stated that the Company will agree to contribute £100 as required to the making of the proposed road thro' their ground, from the Docks to Henry Street, provided a sewer be made thro' it, and the Channel Berth laid, according to his specification, and that they be permitted to make a gateway into the Dock grounds opposite to their water and off road Coal Yard.

Mr. Hoop subsequently agreed that the Company would undertake to make the sewer, in lieu of giving the Contribution of £100.

The question having been very fully discussed Mr. P. H. Giddis proposed and Alderman Colledge seconded "That of the Clyde Shipping Co. except the Specification of the Harbour Engineer for making a level road from the Docks thro' the Clyde Coal ground, and if the Co. make a sewer themselves, that the Committee do recommend that the Board direct the road to be made, and



and that it be undertaken as soon as possible so as to afford useful employ-ment to the unemployed laborers of the City."

It is which the following amendments proposed by Mr. Springt and endorsed by Mr. Harris was adopted on a division of 8 votes for to 5 against.

Resolved, That before any expenditure of the Harbour Fund in constructing a road through the property of the Clyde Shipping Company a statement of facts be submitted by Mr. Murray for opinion of Council as to the legality of such expenditure. Resolved - That to be sent to Council by order of the Committee.

*Michael Jameson*  
Chairman

Adopted at Board meeting of July 1880  
*Michael Jameson*  
Chairman

Voting:  
For -  
Harris  
Hunt  
Murray  
Springt  
Jameson  
Chambers  
Barnes  
Jameson  
Chambers  
Barnes  
Harris  
Hunt  
Murray  
Springt  
Jameson  
Chambers  
Barnes  
Harris  
Hunt  
Murray  
Springt  
Jameson  
Chambers  
Barnes

Tuesday, February, 10-1880.

A Committee of the whole Board was convened for this day pursuant to order of yesterday's Board, to meet the Engineers of the Clyde Shipping Company, and of the Corporation, to arrange as to constructing the intended new road between the Park & Henry Street - present.

James Harris in the Chair.  
Richard Pitt-Rivers,  
Richard Paver,  
Alexander Huley,  
John M. Dobson, M.C.,  
William Boyd.  
Mr. Collett, City Surveyor.  
Mr. Coy. - C.S. (Clyde Co.)  
Mr. Hall - Harbour Engineer attending.

The opinion of Council read at Board yesterday was referred to, to the effect that the Committee may lawfully construct the road.

The details of the specification as further proposed having been discussed, it was Resolved - That the Clyde Company (tho' Mr Coy) having agreed to make the necessary sewer thro' the road, instead of constructing the sewer as proposed - same is agreed to.

That the Channel course be conducted with a stall and piling as proposed by the Engineer, to be agreed to.

Further Resolved, That in accordance with authority given by the General Board, variations be now made to our Engineer to proceed with the work as agreed on - That the present gateway be removed from its present position to a place exactly opposite the new road, and that the suggestion of the Clyde Company that they

be permitted to make a gateway into  
the Dock premises opposite their new  
Office and Coal yards will be favorably  
considered hereafter if done be found  
necessary.

The Road is now completed  
to be a public road, and handed over  
to the control and conservancy of  
the Corporation.

Wm. Phillips  
Chairman

Mr. Edmund Somersell desired to be taken down as  
directing to this business being finally decided  
without being reported to the general Board - and  
Mr. Styles declined to vote. - W. Carroll Esq

Adopted at Meeting 23 Feb. 1880

W. Phillips  
Chairman

Monday, March 11. 1880.

A Committee of the whole Board  
met this day pursuant to resolution  
of last meeting of the Board - to consider  
the report of the Engineer as to the clearing  
of the Dock Entrance, and the adjacent beds  
of the River, by blasting the rock and  
clearing away the debris &c - estimate  
@ £20,000.

Present - James Harris, in the Chair,  
Macnaman Styles,

Edmund Somersell,

Robert M'Donnell,

John M'Donnell,

William Boyce,

Richard Phillips Esq.

The Engineer's report referred from the  
Board, was read - and having been fully  
considered it was

Resolved. That in the  
first instance so much of the rock  
in the Dock entrance, and in its  
immediate vicinity under the  
Quay wall, as prevents a ship  
from docking at the depth of the  
Dock Hill, should be removed by  
blasting; and that our Engineer  
be requested to report fully the  
expense of executing this portion  
of the proposed work under his  
own superintendance.

In discussing the machinery necessary for  
driving the Committee

Resolved

That the Steam Drift for now  
belonging to the Dock be sold, and

Older building machinery such as cranes  
Engines, beams, and so be procured  
in haste - after due report as to  
expense &c.

James Harris

Accepted at Board Meeting in March 1880  
All of proper & the addresses

William Harris  
Chairman

Thursday March 25<sup>th</sup> 80.

Committee of the whole Board.

Sturman, Colclough, J. O. in Chair.  
Robt. A. Donnell, James Harris,  
William Spillane,

Read, Letter of Mr Spillane, Gas Manager,  
referred from last Board, applying for  
the remaining portion of the Quarry between  
that already agreed to be given, through Committee  
of the boundary of the "Sailor's Home" - in  
order to enable the Gas Committee to  
extend their works.

The Committee having considered  
the matter. Recommend that the  
application of the Gas Committee be  
be complied with, reserving a  
margin along Frederick Street  
to the depth of 13 feet - the  
width of the present Cattle pens -  
subject to the right of way already  
agreed to be given to the Gas Committee.  
The additional cost to be charged the  
Gas Committee for the additional  
ground now applied for; the in  
proportion to that already expended

for the purpose of Quarry ground already  
agreed to be let to them - and on the same  
terms as the resumption of the Quarry, & more,  
that in the event of the Gas Committee  
requiring land of the present Police Barrack  
they are to undertake to build on, pay  
the expense of building, another barrack,  
on a suitable site in the same locality.

Ernest Colclough  
Chairman

April 5<sup>th</sup> 1880.

Proposed by Mr Harris  
seconded by Mr. Tridy - That this report -  
be adopted -  
Ernest Colclough chairman

Friday, April 16<sup>th</sup> 1880.

A Committee of the whole Board  
was held this day, convened in consequence  
of a report from the Harbour Master that  
the Barge "Ararat" was prevented from  
leaving Lock yesterday morning by the  
"Big Low mounds" which lay across the  
Lock entrance and would not allow  
the Barge to get out, the order was  
by the Harbour Master -

Present -  
William Spillane, in the Chair,  
R. Phillips  
Jas Harris  
Mr Colclough  
John McDonnell  
John Mullark  
John Linnane  
William Boyd.

Harbour Master's report, as above, was  
read.

Also letter from Master of the "Harat"  
stating that they would hold the Board

to the small the exigencies of the detention  
of his ship.

The following declaration was framed  
Proposed by Mr Hamit,  
Decided by Adm's Callaghan.

Resolved. That while in court  
oppose the Captain of the Commodore  
for having acted in the manner he  
has done, we believe he did so in  
ignorance to stop a vessel when  
leaving port; believing as he did  
that he was doing so to ~~avoid~~ <sup>avoid</sup> paying  
him money which he considered  
he was entitled to be paid for  
Bribe of the vessel; and that  
in future similar cases no boat  
shall stop or interrupt the passage  
from the docks when ordered to  
leave by the Harbour Master.

Proposed by Mr Justice  
Decided by R Amey  
R. Spillane  
Shipman

Read & approved  
at board  
19<sup>th</sup> April  
R. W. M. M. M.

Tuesday, May 4<sup>th</sup> 1880.

Committee of the whole Board present &  
over of last meeting of the Board (yesterday)  
& various other from directors of the Clyde  
Shipping Company - regarding the Commission  
to visit a breach along the new road & decide  
that Company to lay down pipes as proposed -  
present -

- James Hamit, in the Chair,
- William Spillane,
- Robert M. Donnell,
- John Mullock,
- Richard Phillips.

Mr Beauchamp's letter, read -

Also agreement signed by Mr Hall on the  
part of the Harbour Commission, and  
Mr Cox on the part of the Clyde Company,  
and Mr Cox's subsequent letter to Mr Hall  
were read and considered.

The Committee thereupon  
Ordered, that our Director be requested  
to reply to the letter of the directors of the  
Clyde Shipping Company stating that  
according to the terms of the signed agree-  
ment the Commission have the control  
of the whole site of the new road, including  
the temporary works lately put up at Spring  
Street end, until the completion of the work,  
and requesting therefore that the operations  
of the Harbour Engineer will not be  
interfered with.

That the Director's opinion  
be also requested as to the liability of  
the Commission to make the  
excavation referred to, on the legal  
construction of the documents.

Tuesday, May 10 - 1880.

Committee of the whole Board on matters referred from last meeting (ordinary) met.

Luke Mullock, in the Chair,  
Arthur Phillips,  
Robert A. Donnelly.

Application from Shipwrights } Letter from Mr. Sweeney (Marine)  
read -

Ordered, that in this case if the vessel remains in dock beyond 5 days the be charged rates for the additional number of rates according to schedule, but the charge for additional pumpings (which would be incurred if the vessel were taken out and re-docked) be remitted.

Block Green & Block, at Sails } Specification for block seats and approved, and plan of Block approved.

Ordered, that advertisement for a clock be published for tenders to be received 14<sup>th</sup> June next, and our Engineers be authorized to proceed with arrangements for building the tower subject to approval of the full Board.

Pilot, Harve } The plan of house approved at on Olan's Island } Board yesterday, considered - and ordered, that our Engineers be authorized to proceed with its erection. (Mr. Millane, attending)

Right of passage to Gas Committee } The Committee recommended that a passage 15 feet wide from Redrick Street be given to the Gas Committee as near the rear of the Coaltle as may be convenient, and Mr. Millane

open on the part of the Gas Committee, that the passage reserved by the Gas Committee in depth from Redrick Street, shall be 20 feet instead of 17 as arranged.

Luke Mullock  
Chairman

Proposed by R. M. Jones  
Seconded by Mr. Phillips

That this report be returned of and that the work of the Block Green be proceeded with at once.

May 1880  
Michael Spence  
Chairman

Pilot Comm. Fee

Monday 22<sup>nd</sup> June 1880.

James Speight, in the Chair,  
Richard Phillips,  
John Craun,  
Miriam Spillane,

Complaint of Pilots Patrick Brennan, James  
and Patrick Brown, against Patrick Brennan  
and Michael Harratam. Pilot - that on the  
morning of 15<sup>th</sup> May they came to the Pilot Boat  
at Ravello Bay almost helplessly almost  
abandoned them in very bad language and  
threatened them so that they left the boat  
for safety - when the two latter (Brennan  
and Harratam) got the boat under weigh  
and sailed away leaving the complainant  
ashore.

No fear Pilots came before the  
Committee, and were heard as to the  
complaint and defence.  
The Committee having  
considered the matter, were of opinion  
that Brennan and Harratam  
be each fined a fortnight's earnings,  
and warned that future compliance  
of drinkment will result in their  
dismissal.

The Secretary is directed to pay the expenses  
of the two complainants owing to their  
by order of the Board.

James Speight  
Chairman

Read & Approved by the Board 28 June 1880  
Richard Phillips  
Chairman

Pilot Comm. Fee

August 2<sup>nd</sup> 1880.

Rev. W. Somers,  
Richard Phillips,  
John Mullock - W. Spillane -

Matters referred for Board,  
Complaint of Stevedores that some  
persons are taken out to sea on board the  
Pilot Boat to the disadvantage of others  
expecting to do business with the incoming  
Ship.

Grand. That no persons - Stevedores,  
Brokers, or Booking Clerk be taken out  
a.s.w.p. on board the Pilot Boat in future. And  
Unauthorized men acting as Pilots.

Read report from Pilot Brennan, that  
Pilot that Capt. Harrigan, and Pat. Longfellow,  
both members of Ravello went out in  
canoe on 21<sup>st</sup> 5<sup>th</sup> and took charge of vessels  
entering the river, not being bound Pilots,  
and impeded the licensed Pilots attempting  
to board vessel & danger of their lives.

Grand - That these persons be  
dismissed for acting as Pilots, not  
having been licensed by the Harbour  
Board, and taking away the Pilots  
Cante. The cases to be heard at  
the next meeting.

Request of the Harbour Board that the Board  
pay the portion of the expense of repair  
and refitting of the Boat. Referred to the  
Board for consideration of the full Board.

Request of the Harbour Board that the Board  
pay the portion of the expense of repair  
and refitting of the Boat. Referred to the  
Board for consideration of the full Board.  
The Board have decided to pay the expenses  
of the two complainants owing to their  
by order of the Board.  
James Speight  
Chairman

Tuesday, December 21 - 1888.

Special meeting of Pilots' Com.

met at - East Harbour -  
William Cochran, in the Chair,  
Lake Muller,  
William Boyd,  
Richard Phillips,  
John Chanin - Moderator.

Read, Letter of Frank Brennan,  
Master Pilot, dated 2<sup>nd</sup> December, explaining  
that the following Pilots absented them-  
selves from duty in the Pilot Boat -  
Michael Brophy  
Thomas McManama  
Lewis Bohan  
Michael Cahill  
Patrick McManama  
Michael Brennan

Read Letter of Michael Griffin, 11 Dec<sup>r</sup>,  
explaining that on the 3<sup>rd</sup> Dec<sup>r</sup>, all the  
Pilots whose time it was to serve in the  
Boat made their appearance, except  
three and he was ordered on board  
the Boat to make up the Crew, which  
he obeyed. On Sunday evening Cahill  
one of the Pilots came on board. After  
the 4<sup>th</sup> (Friday) boarded a ship as Pilot  
but Cahill refused him stamps who  
abused him and defied the Rules.

The Pilots all came before the  
Committee and each explained  
the cause of his absence. Lewis  
Bohan produced a medical certificate  
of illness; and Michael Brophy that  
his daughter was on the point of  
death - the others that they were fishing -

Ordered - That all the Pilots be  
reprimanded for gross neglect of  
duty, and cautioned to be more  
attentive in future. And that  
Lewis Bohan, and Michael  
Cahill be given 7<sup>th</sup> for their expenses.  
The Master Pilot having submitted  
to state this report be paid 10/- for  
his expenses.

The Committee being of opinion that  
Griffin's complaint was well founded  
Ordered that he be paid 5/- expenses,  
and Cahill was severely reprimanded.  
The Committee recommended that  
before the Rules be revised in  
February next the Rules of the  
Boat be revised, and amended so  
as to ensure regularity of Service  
in future.

Mr Phillips complained to the Committee  
that an Italian vessel "Pellegrini" was put on shore  
at Clonsawteen Boat coming up the River, that  
the fault of the Pilot in charge.

The vessel was in tow of the Pilot  
Jas. Brennan, Master, with Pilot  
Bohan on board; and Pilot Kelly  
on board in charge of the Ship.

The parties came before the Committee  
and some investigation having been made  
the matter was adjourned for further  
enquiry

J. Phillips for Committee

Thursday January 13<sup>th</sup> - 1881.

Special Committee -

James Harris, in the Chair,  
John McDonnell,  
Richard Phillips,  
William Boyd,  
Arthur Power,  
George Cornisham,  
Keesman Myles,  
Robert M. Donnell,  
Edw. Mullart.

Captain of the ship Sino.

and Mr. Beck, Counsel - came before the Board to remonstrate against the order of last Board requiring removal of the cargo of that ship on Dock wharf and the change of to a week in the shape of wharfage haul.

The Chairman informed the Captain and Counsel that that matter cannot interfere with the order of last Monday's Board.

Copypoint - against - Pilot John Kelly.

Report of Board of Trade as to standing of the "B. M. M. M." read.

Also letter of the Captain of Schooner "Elizabeth Charlotte" complaining that the Pilot put his vessel ashore on 6<sup>th</sup> Jan<sup>y</sup> having thro' "the Acts" &c.

The Committee recommended that the Pilot be suspended for three months for great neglect in the case of the schooner "Elizabeth Charlotte".

Engineer's Report referred.

Recommendation to raise a Store in Fair's Dock for the preservation of Shores &c. - Approved.

Suggestion to enclose the S. Side of the Fair's Dock - adopted.

On the suggestion of the Engineer that the field now held by Mr. Harold be opened as a quarry for the purpose of Harbour works - Mr. Harold advised that the field should be appropriated as a site for the erection of Artisans' or Labouring dwellings -

The Committee recommended that the field shall not be broken up for a quarry but reserved for future consideration of its use.

Read & approved / J. Harris

Resolved

24 July 1881

Chairman





Special Committee  
Monday March 14<sup>th</sup> 1881.

Present - R. M. Somers, in the Chair.  
R. Purdy  
E. Nyles  
W. Boyd  
J. Cunningham

Committee proceeded to consider matters  
reported from Board - viz -  
Bye-Laws for Wharves,  
and amended as per draft attached,  
and ordered to be brought up for approval  
at next Board.

Pilotage regulations.  
Resolved, Committee to proceed  
on Monday next at 12 o'clock -

Read at Meeting March 1881  
W. Boyd

# BY-LAWS

Made by the Limerick Harbour Commissioners, pursuant to the Limerick Harbour Act, 1867, Section 13, for the Regulation and Management of the Harbour and Quays of Limerick.

## FIRST.

That a clear margin of at least Six Feet from the face of the Quay wall towards the roadway shall be at all times left free and unencumbered from any description of Goods whatsoever, and that the Owners or Agents of any Goods placed within that limit on any part of the Quays or Wharfs, shall be liable to a Fine not exceeding Ten Shillings for each offence, as also to the expense incurred for their removal.

## SECOND.

That a space of Thirty Feet from the butt of the Crane towards the roadway shall be allowed for Timber when hoisting or shipping off, and not more than Six Tiers in height shall be allowed in piling, in order to secure safety to the public. Any deviation from this rule to subject the Owner or Agent to a Fine of Twenty Shillings for each succeeding twenty-four hours while it so remains.

## THIRD.

That in the Piling of Deals or Staves, a roadway of at least Twenty-five Feet in width shall be left free for general traffic, and any encroachment upon that space shall subject the Owner or Agent to a like Fine of Twenty Shillings for each succeeding twenty-four hours.

## FOURTH.

That all Timber, Deals, and Staves shall be cleared out of the Floating Dock and off the Quays and Wharfs, within Fourteen Days after the date of their arrival, and any delay in clearing them shall subject the Owner or Agent to a Fine of Forty Shillings for each Twenty-four Hours after such period.

## FIFTH.

That all Tiles, Bricks, & Slates, Imported shall be cleared off the Quays & Wharfs within Seven Days after the final discharge of each cargo, under a penalty of Ten Shillings per day that any part of such cargo may remain after the time

6<sup>th</sup>

Put no native timber or other goods intended for shipment shall be laid down on the quays or the dock premises for shipment for a longer period than seven days before the shipment of such goods, unless they are intended for exportation, in which case they shall be subject to the same charges as a cargo sent on board a vessel for the purpose of being re-impacted goods. Any breach of this rule shall subject to a fine of ten shillings per 24 hours, and any portion of such timber or other goods, which remain on the quays or wharfs after the time specified - W

Special Committee

Monday March 14<sup>th</sup> 1881.

Present - R. M. Samuels, in the Chair.

R. Phillips

J. H. Hayes

W. Boyd

J. Cunningham

Committee proceeded to consider matters

referred from Board - viz -

Bye Laws for Exchange.

The Bye Laws of 1871 were revised and amended as per draft attached, and ordered to be brought up for approval at next Board.

Freight regulations.

Resolved, Committee to meet on Wednesday next at 12 O'clock.

Read of Report of 11th Dec 1881  
W. Boyd

BY-LAWS

Made by the Limerick Harbour Commissioners, pursuant to the Limerick Harbour Act, 1867, Section 13, for the Regulation and Management of the Harbour and Quays of Limerick.

FIRST.

That a clear margin of at least Six Feet from the face of the Quay wall towards the roadway shall be at all times left free and unencumbered from any description of Goods whatsoever, and that the Owners or Agents of any Goods placed within that limit on any part of the Quays or Wharfs, shall be liable to a Fine not exceeding Ten Shillings for each offence, as also to the expense incurred for their removal.

SECOND.

Timber.

That a space of Thirty Feet from the butt of the Crane towards the roadway shall be allowed for Timber when hoisting or shipping off, and not more than Six Tiers in height shall be allowed in piling, in order to secure safety to the public. Any deviation from this rule to subject the Owner or Agent to a Fine of Twenty Shillings for each succeeding twenty-four hours while it so remains.

THIRD.

Deeds and Staves.

That in the Piling of Deeds or Staves, a roadway of at least Twenty-five Feet in width shall be left free for general traffic, and any encroachment upon that space shall subject the Owner or Agent to a like Fine of Twenty Shillings for each succeeding twenty-four hours.

FOURTH.

That all Timber, Deals, and Staves shall be cleared out of the Floating Deck and off the Quays and Wharfs within Fourteen Days after the date of their being landed on any part of the Harbour, and any failure to do so shall subject the Owner or Agent to a Fine of Forty Shillings for each Twenty-four Hours after such period.

FIFTH.

That all Tiles, Bricks, &c. Slates imported shall be cleared off the Quays within Seven Days after the final discharge of each cargo, under a penalty of Ten Shillings per day that any part of such cargo may remain after the time specified.

6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 21<sup>th</sup> 22<sup>th</sup> 23<sup>th</sup> 24<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup>

That all such fines and penalties shall be recovered in the same manner as fines and penalties are recoverable under the Provisions of the Limerick Harbour Act, 1867, and the Acts incorporated therewith.

Given under the Common Seal of the Limerick Harbour Commissioners, the Twenty-ninth day of May, One Thousand Eight Hundred and Seventy-one.

WILLIAM CARROLL,  
SECRETARY.

Assented to by the Board of Trade, this }  
Twenty-fourth day of July, 1871. }  
T. N. FARRER,  
SECRETARY.

Committee of the whole

Board Monday 11 April 1888

R. W. Dunnell, in Chair,

H. Byrd, L. Hullwood

R. Purleigh, M. Buchanan

J. Cunningham, R. Brown

W. H. Hyles -

Mr Harold's application referred from the Board was taken into consideration -  
Concomitant therewith was that that £100 to given to Mr Harold in addition to all sent due of him which is to be forgiven him, in consideration of his giving up immediate possession.

Resolved

11 April 1888

Read - at Board and amended by resolution.  
altering clause 15th

Spe  
Mon

Present

Committee of  
resumed from  
Bye Law

and  
and  
at

Postage rep  
on

Read at meeting of the  
to admit -

Committee, June 6/1881.

W. Cochrane, in Chair  
R. Phillips.  
J. Hyles  
W. Boyd.

The Committee considered the report  
of the committee who visited the Dock  
to inspect the place for erection of shed,  
on 19<sup>th</sup> Inst.

and recommended that such  
report of visiting Committee be con-  
firmed with regard to the shed at the  
N. side of the Dock the report is to be  
signed by our Engineer & Harbour Master.  
They also recommended the erection  
of the shed at North Dock on the N. side  
approved of the visiting Committee.

W. Cochrane  
Wm. Boyd  
James Spangler  
Chairman

# BY-LAWS

Made by the Limerick Harbour Commissioners, pursuant to the Limerick Harbour Act, 1867, section 13, for the Regulation and Management of the Harbour and Quays of Limerick.

## FIRST.

That a clear margin of at least Six Feet from the face of the quay wall towards the roadway shall be at all times left free and unencumbered from any description of Goods whatsoever, and that the Owners or Agents of any Goods placed within that limit on any part of the Quays or Wharfs, shall be liable to a Fine not exceeding Ten Shillings for each offence, as also to the expense incurred for their removal.

## SECOND.

That a space of Thirty Feet from the butt of the Crane towards the roadway shall be allowed for Timber when hoisting or shipping off, and not more than Six Tiers in height shall be allowed in piling; in order to secure safety to the public. Any deviation from this rule to subject the Owner or Agent to a Fine of Twenty Shillings for each succeeding twenty-four hours while it so remains.

## THIRD.

That in the Piling of Deals or Staves, or landing or laying down for Shipment, any other Goods, a roadway of at least Twenty-five Feet in width, shall be left free for general traffic, and any encroachment upon that space shall subject the Owner or Agent to a like Fine of Twenty Shillings for each succeeding twenty-four hours.

## FOURTH.

That all Timber, Deals, and Staves, or any other Goods (except those hereafter specified) landed from Ships or Craft, shall be cleared out of the Floating Dock and off the Quays and Wharfs within Fourteen Days after each lot of such Goods shall have been discharged from any Vessel, unless the Harbour Commissioners shall by special agreement permit the Goods to be stored for a longer period. Any default of this rule shall subject the Owner or Agent to a Fine of Forty Shillings for each Twenty-four hours after such period.

## FIFTH.

That all Tiles, Bricks, Slates or Coals imported shall be cleared off the Quays or Wharfs, within Seven Days after the final discharge of each cargo, under a penalty of Ten Shillings per day, that any part of such cargo may remain after the time specified.

## SIXTH.

That no Native Timber or other Goods intended for Shipment, shall be laid down on the Quays or within the Dock Premises for shipment, for a longer period than Seven Days before the shipment of such Goods, unless by special permission, at the prescribed rent. Any breach of this rule shall subject the Owner or his Agent to a penalty of Ten Shillings per twenty-four hours which any portion of such Timber or other Goods may remain on the Quays or within the Dock Premises after the time specified.

## SEVENTH.

If the Harbour Commissioners find it desirable or expedient to permit Goods to remain on the Quays or in the Dock Premises longer than the time herein specified for the removal or shipment of such Goods, they shall be at liberty to charge a Wharfrage rent for such Goods, not exceeding Six Pence per square yard of the Harbour Premises occupied by such Goods, for every week or part of a week they are allowed to remain on the ground, and that such rent shall be enforced by the seizure and sale of such Goods in the same manner as is provided for recovery of expenses for storage of Goods, under the 68th sec. of the Harbour, Docks and Piers Clauses Act, 1847.

## EIGHTH.

That all such Fines and Penalties shall be recovered in the same manner as Fines and Penalties are recoverable under the Provisions of the Limerick Harbour Act 1867, and the Acts incorporated therewith.

The Board of Trade hereby consent to the foregoing By-Laws.

Signed,  
T. H. FARRELL,  
Secretary.

London, June 8th, 1881.

Given under the seal of the Limerick Harbour Commissioners.  
23rd May, 1881.

WILLIAM CARROLL,  
Secretary.

Committee, June 6/1881.

Committee meeting  
June 20<sup>th</sup> 1881.

- James Commins, in Chair,
- Mr. Boyd.
- Robt. McDonnell.
- William Lowman.
- Richard Phillips.

The Committee proceeded to consider the  
 proposed Bye Law of Regulation of the  
 Quays & to be sanctioned by the Board of  
 Trade - deferred from last meeting to arrange  
 for carrying them into effect - and made  
 the following order -

N<sup>o</sup>. 1. Cargo to be kept at least 6 feet from the edge of the quay -  
 Let this rule be forthwith enforced where practicable  
 regarding all goods now on the quays -

N<sup>o</sup>. 2. To be acted on as soon as practicable and in all  
 future occasions of landing timber -

N<sup>o</sup>. 3. To be acted on forthwith -

N<sup>o</sup>. 4. Notice to be given to any one now having cargo lying  
 on the quays, that this rule be enforced - time to be  
 computed from the 1<sup>st</sup> July

N<sup>o</sup>. 5. To be acted on forthwith - from the 1<sup>st</sup> July - let notice  
 be given to the owners of Drick and Flays that if they  
 occupy the quays with bicks or Flays they must pay  
 the fixed charge of 6<sup>d</sup>. per yard per week -

N<sup>o</sup>. 6. Let this rule come into operation after 1 July - and  
 not to commence in the prescribed time after that  
 date - the limits beyond which goods cannot be al-  
 lowed to extend to be fixed and pointed out to the  
 public by the Harbour Commissioners or their  
 officer before 1 July -

The Comm  
 of the comm  
 to inspect the  
 on 19<sup>th</sup> Ins.  
 report of  
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 They also  
 of the shed  
 approved of

Wm. at Com  
 James

N<sup>o</sup>. 7 - This rule to be strictly enforced.

That the Secretary and Harbour Master arrange how these rules are to be carried out and to call on any of the present staff to assist in doing it - the Secretary to arrange how the accounts for rents are to be kept and the money collected.

The Bye Laws to be printed and a sufficient number of the printed rules to be put on cards to be left in the Offices of Merchants and others interested in the operation of the rules -

Fleming

W<sup>at</sup> adopted  
R<sup>emo</sup> Donaldson  
Chairman

2 June 1871

Committee of whole Board  
Monday 1<sup>st</sup> August 1881.

Present - James Harris, in the Chair  
William Boyd,  
James Lammiman,  
Richard Phillips,  
Robert McNeill.

The consideration of matters referred  
from last Board - is -  
Site for Schools at Army Street -

Proposed by Mr. Donaldson  
seconded by Mr. Boyd.

Resolved, That  
we recommend that half the Army  
Street frontage about 103 feet with an  
average depth of 105 feet be granted  
to the Rev. Lemuel's Company - Adm<sup>r</sup>  
of the <sup>in excess of</sup> frontage - on a lease, for the  
purpose of building schools, at a  
Rent of one shilling per foot-frontage,  
- tags, usual terms in the lease.

Passed by the Board  
Mr. Phillips dissenting in the  
grounds, but he asked  
repeal of the clause  
as not wanted

Mr. Phillips

Tenders for supplying the Electric Light at school.  
Mr. Hall read tenders from the British  
Electric Light Company, and from the  
Stemens Company, prices details of  
charges -

The tender of the Stemens Co.  
appearing to be the most advantageous  
we recommend it - be accepted for 6  
months <sup>on the</sup> ~~proposed~~ terms. Subject to be  
~~transacted~~ details in their tender  
dated July 14, 1881 -

Proposed by Mr. Boyd -  
seconded by Mr. Donaldson  
passed unanimously

Mr. Phillips

McNeill

Tuesday Aug. 26. 1887.

The Committee appointed last meeting to select a suitable testimonial to be presented to Mr. Hall, pursuant to resolution passed that day - present Mr. Cordman.

J. Connelley

J. Harris - Mr. Boyd.

Ordered, That in order to avoid

presenting Mr. Hall with something he may already have. We request

Mr. Harris to make a selection of

some suitable articles of the

value of £25, on which an inscription may be engraved expressive of our

appreciation of <sup>his</sup> services.

Mr. Cordman (Chair)

Monday 24 October 1887.

Attendance }  
Absence }  
The Board resolved itself into a Committee to investigate the Expenses Report that on the night of Friday the 14<sup>th</sup> in the course of the Praying Book was found to be open and the water in consequence ran out of the Book.

The Bookmen having all been brought before the Committee and the matter investigated -

Ordered. That the Book be returned to the same status and value as the ordinary Book - new, Paper 18. a book.

That Clary and Schin, Bookmen be fined half a week's wages each. \*

The Currier of the High City of Halifax having made claim for loss of his ship while repairing in Praying Book in consequence of the above damage - £29. 8. 9.

Ordered, That the Board have no liability in this matter, according to the rules of the Praying Book.

That the Harbour Master be directed to enforce the Byelaws as to other Ships & Goods to be loaded & kept aboard while in Book

Wm. Boyd



Monday 21<sup>st</sup> October 1881.

Committee of the Whole Board was called for this day with reference to Cattle Pass, on reference from last meeting.

present

William Boyd  
Richard Phillips  
William Cochrane

The Committee having proceeded to see the Pass

Ordered, That before acceding to provide additional accommodation for imported Cattle our consent be deferred to write to the Veterinary Department, stating that we are

informed that such Pass are provided at other ports (viz. Dublin, Cork, & Waterford) on the premises of the Chartered

Ship Company who are the owners of the Cattle, and not by the Harbour Authority;

and that as the Pass the Harbour Commissioners have provided here are expensive

and well arranged, & as there is only <sup>two</sup> ~~one~~ Steam Tug Cattle

from this port, we desire the further informed as to our

ability before incurring further expense for a trade from which we derive no

revenue.

Wm Boyd  
Chairman

Friday, June 2<sup>nd</sup> 1882.

The Committee approved & made arrangements as to the sailing of the first steam Atlantic steamer from the Shannon on Monday, when the "Canadian" will be sent from Boyes for Boston, and summoned for this day -

James Sprygh, as the Chair.  
J. Committee. Mayor  
W. Boyd.

R. A. Donnell.

P. Phillips.

S. Harris.

John Miles.

John Cleary.

Ordered - That the Commissioners be summoned to get to Boyes by the next train tomorrow at 2 o'clock, and that cards be also sent to the members and officers of the Corporation, saying the Commissioners will be glad to be joined by any of them who desire to go.

James Sprygh  
Chairman

Thursday, 15<sup>th</sup> June 1882

The Committee appointed to consider the clauses of the Specification for lighting the Docks by electricity was summoned for seven this day. Present:-

Robert W. Donnell, in the Chair

William Spillman

William Cochrane

Specification having been read, was adopted with the following alterations:-

1. Section of light marked "D" to be altered to site on Steamboat Quay
2. Light marked "B & F" to be 4 5000 Candles, power each
3. " " " " " " " " " " " " " "
4. " " " " " " " " " " " " " "
5. " " " " " " " " " " " " " "
6. Agreement and Contract to be signed for a period of three years.

It was ordered that a Special Meeting be summoned for next Monday 19<sup>th</sup> inst to receive Report of Committee and to order issue of advertisement.

Wm Macdonell  
Chairman  
15<sup>th</sup> June 1882

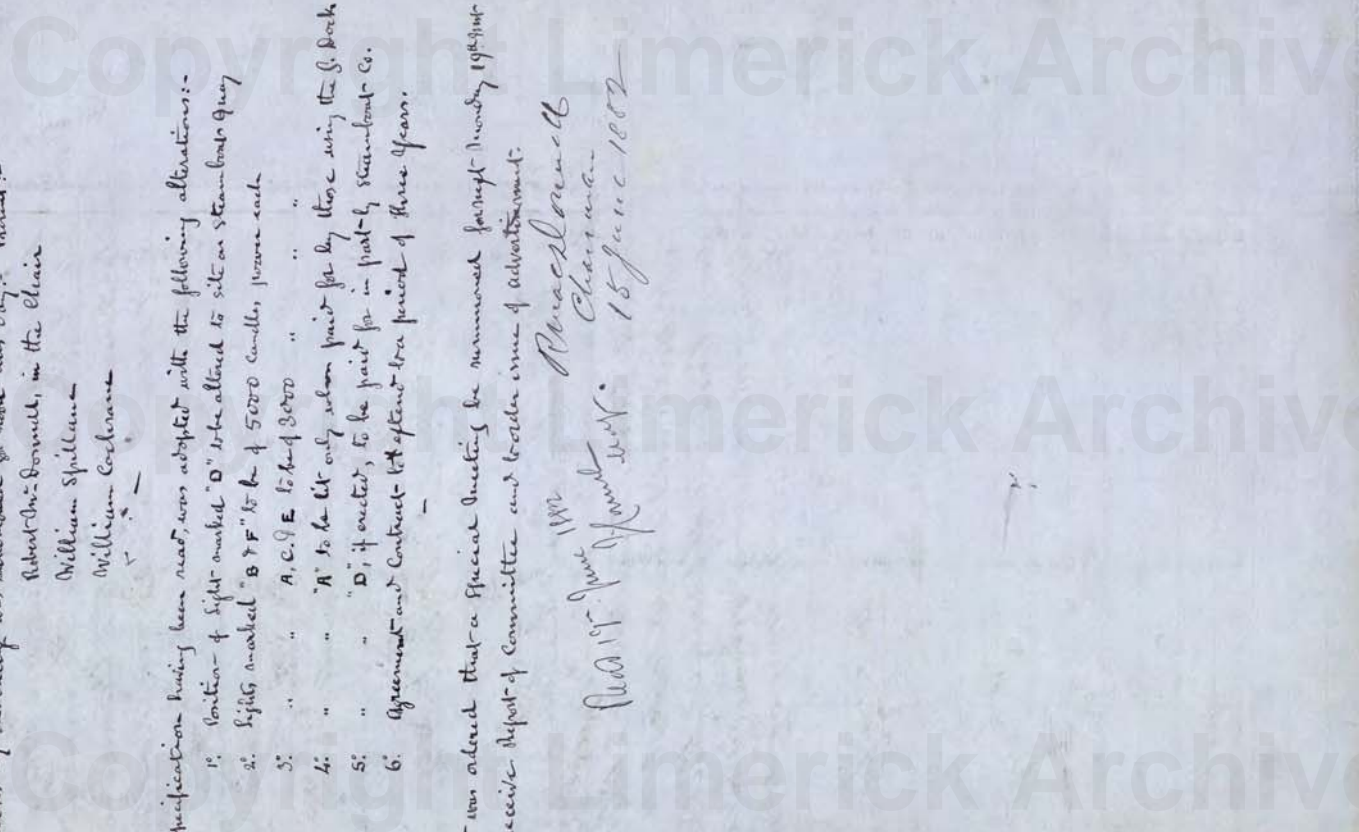
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B.C. and  
particular  
of treated

the charges may be made by purchase of fuel  
the free benefit of our fuel for the use of the Coasting Steamers  
(which



*See also*  
 Suggestions for use and management of the new dock store

The new store is about 225 feet long and about 40 feet broad. The roof is supported on 16 iron pillars - which are set 15 feet apart. It therefore consists of 15 sections spaces 15 feet each between these pillars.

All the store be separated into distinct compartments divided from each other by closed partitions. Each of these compartments will then contain be 75 feet long and will contain 5 pillars and the intervening spaces 15 feet by 40 feet between these pillars -

Let two of the compartments be completely closed so as to be suitable for lock-up stores - the remaining compartments might remain open for the present -

Let the compartments be numbered A, B, C and let the intervening spaces between the pillars in each compartment be numbered 1, 2, 3, 4, 5 - and they can be thus distinguished as separate sections, hereafter explained.

*Let in the two public*  
 The City, can now obtain the full benefit of our two dock & docks & will the Coasting steamers (which are now carrying goods in competition with the Railway and especially the Railway extension between the dock & steamers are flying) are afforded sufficient storage space for the goods to afford protection to dry goods in all weathers, as they store they now occupy as quite insufficient for half the sea-borne goods carried by steamers. The new store can be made to do valuable service to the City and port in this respect, and while it will be a great public benefit it will produce a profitable return for the City & cost of its construction -

That it is not desirable to let the store permanently

On give a monopoly of the accommodation to any particular interest or company - The Commissioners should therefore retain the possession & control of the stores, and should notify how the ~~space~~ available space for storage at the following scale of charges: - Charge 7

Compartments store & Subdivisions	Board of Store				
	4 weeks for 2 months	3 weeks	4 weeks	4 1/2 weeks for 6 months	7 1/2 weeks for 12 months
A No 1	107	261	391	£ 8	£ 15
2	191	591	646	£ 15.6.8	£ 28.10
3	276	791	891	£ 22 -	£ 41 -
4	341	891	1091	£ 28 -	£ 52.10
5	401	1101	1391	£ 33.6.8	£ 62.10

Proposed by Mr Harris  
 recorded by Mr L.  
 W.D. would, that  
 had bay be let at  
 107- per week.  
 Speed to. Ad  
 Phillips dissent.  
 Humber, May.  
 9<sup>th</sup> Oct 1882

the charges may be varying prices to be more or less  
 the free benefit of our free port & docks, so until the Coasting Steamers  
 (whole)

Monday, 9 October 1882

Committee -

- Mayor.
- R. Phelps, R. Cowen,
- W. Boyd, W. Cochran,
- J. Harris, A. B. Cronin,
- R. M. Broun.

Read - Letter from Clyde Shipping Co  
 referred from last Board, asking if  
 the Commissioners will let to them  
 the new shed at the Dock, on  
 front of it; and if that part will  
 be shored down & have gables.

The Committee having fully  
 considered the subject agreed to the  
 following Report -

The new Store is about  
 225 feet long and about 40 feet broad. The roof is supported on  
 16 Iron Pillars - which are set 15 feet apart. It therefore consists of  
 15 spaces 15 feet each between these Pillars -

Let the Store be separated into 3 distinct Compartments  
 divided from each other by closed partitions -

Each of these Compartments will have 75 feet long and  
 will contain 5 Pillars and then 5 intervening spaces 15 feet by 40 feet  
 between these Pillars -

Let two of the Compartments be completely closed so as to be  
 suitable for lock up stores - the remaining compartment might  
 remain open for the present -

Let the Compartments be numbered or lettered A, B, C and  
 let the subdivisions or spaces between the Pillars in each Compartment  
 be numbered 1, 2, 3, 4, 5 - and they can be thus identified and treated  
 as separate subdivisions as hereafter explained

The Citizens that is the trading public can never obtain  
 the full benefit of our four forty docks, or until the Coasting Steamers  
 (which

Suggest

The  
 The roof is  
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(which are now carrying goods in competition with the Railway and effectually preventing Railway extension wherever the Steamers are plying) are afforded sufficient storage accommodation to afford protection to dry goods in all weathers, as the Stores they now occupy are quite insufficient for half the sea-borne goods carried by Steamers -

The new Store can be made to do valuable services to the City and port in this respect, and while it will be a great public benefit it will produce a profitable return for the cost of its construction -

But it is not desirable to let the Store permanently or give a monopoly of this accommodation to any particular interest or Company - The Commissioners should therefore retain the possession, and control of the Stores, and should merely have the available space for storage at the following charge -

That each bay be let at 10/- per week.

Mr Phillips has proposed a graduated scale of charge for each division of the Store for week, but on the proposition of Mr Mann's, seconded by Mr Stansfield the fixed charge of 10/- per Bay per week as above was adopted. Mr Phillips dissenting.

Read and adopted  
at Board

Wm. Hamlin, Secy.

Monday, January 8<sup>th</sup> - 1883.

Special Committee appointed to report on the resolution of last Board (to consider the great inconvenience caused to Trade by the want of Mites of Labourers and Carriers at the Dock.)

- J. Conant, Mayor, in Chair,
- Rich<sup>d</sup>. Phillips, W. Beltram,
- Geo. W. H. P., P. J. P.,
- J. S. P., Rich<sup>d</sup>. Wilton.

Resolved by Mr P. J. P. That in the absence of the largest employers of men at Dock, and by majority members of the Harbour Board, it is not desirable to take any proceeding in the object of that meeting until their views can be ascertained.

J. Hamlin, Secy.

15 - 17 - 1883  
Read at Board  
J. Hamlin, Secy.

Monday, February 5<sup>th</sup> 1883.

Committee on Reference from last Board.  
Present.

Jacob Harris  
Richard Phillips - in the Chair  
William Osborne  
Richard Milton.  
J. Cornisham - Mayor.  
Alexander Walker.

Read. Letter of Mr. Frisby, Vice Consul for  
the Netherlands, with complaint of the Captain  
of the Dutch Ship "Zwaan Van Pruisland" as  
submitted to last Board.

Explains:-

That he arrived in the Shannon on  
the 14<sup>th</sup> Inst with a fair wind, when the Pilot  
ordered him to anchor in Poppar; on the  
following afternoon the Harbour master  
ordered his ship up to Lock. In course  
of which he engaged 2 days - that shortly  
after passing Bally Castle the vessel took  
the ground where the wreck heavily and  
remained for a considerable time, until it  
was too late for working. Trawl had to be  
towed back to Bally Castle where she had  
to remain to await the following Spring  
tides. Explains that he was delayed  
at Poppar when he should have been  
brought up on a fair wind. Secondly of  
the serious injury done to his ship in  
consequence of having allowed her to go ashore  
and loss sustained by being damaged & left  
awry to the anchorage. Further that  
the Pilot was of no use having no instructions  
while on Board.

Captain and Pilot having been  
heard - also Mr. Hall, master of the  
Dy Steamer.

The Committee are of opinion  
that the Pilot was guilty of neglect

in allowing the vessel to remain at Poppar  
when he should have brought her up on  
the second day as far as Bally Castle -  
that was not otherwise culpable ground  
of Mr. H.

Ordered, That the Pilot be  
reprimanded, and fined £4.6.0  
and £2.0.0 to be paid by the  
17

and that his earnings be left  
untouched & he pay that sum when  
it is paid to the Captain.

Adopted.

Monday 1883  
EW 19/4

Chairman of Committee

Board reserved into Portage  
Committee -

February 19. 1883.

J. May 19th in the Chair,  
A. Phillips, J. Harris,  
J. McBurnett, R. de Brosses,  
L. Wilson, R. Power,  
J. Rickard.

Letter of the Captain of the "Empress" is  
referred from Board read.

Steph, Western Pilot, who was in charge  
of the ship, and  
Joyce, Upper Shannon Pilot, who was  
at the Grass Island Station, on the  
occasion - were both heard.

The Committee is of opinion  
that Steph was not culpable in stopping at  
Grass Island in order to get an Upper  
Shannon Pilot to trip the ship up to Limerick,  
but the Limerick Pilots were very well  
- kept of duty in not coming off to give  
instructions to the Captain when he  
had been sounding the Steam whistle  
frequently & that they be severely reprimanded

James Gwynne -  
Pillips & Co. heard  
& Grass Island  
half the time in Pillips & Co. professedly

Read and approved at Board of Feb 5th 1883  
Phillips Chairman

Saturday March 24. 1883

We, the Commissioners of Public Works in  
Ireland, in pursuance of the power for that  
purpose contained in the Wellesley Bridge (Limerick)  
Act, 1872, do by this our Order, declare that the  
Wellesley Bridge, Limerick, and the approaches  
thereto by land, shall in and from the twenty-  
sixth day of March instant, be vested in the  
Corporation of Limerick for the use of the public.

And we do also by this <sup>our</sup> Order, further  
declare that the <sup>above</sup> said Bridge connected  
with the said Wellesley Bridge and the  
approaches thereto by water, shall in and  
from the said twenty-sixth day of March  
instant, be vested in the Limerick Harbour  
Commissioners, for the use of the public,  
and that from and after the said date, the  
said Bridges and approaches shall be  
vested accordingly, and no tolls, rates or  
duties, or charges of any description shall  
be payable for or in respect of any user  
of either of the Bridges.

Dated at the Offices of the Lord  
of Public Works, in Ireland, Custom  
House, Dublin, this twenty-second  
day of March, in the year of our  
Lord, one thousand eight-hundred  
and eighty-three

J. M. Kerlin }  
J. M. Roberts. }  
Commissioners.

A true copy of  
the original  
made in the office  
of the  
Commissioner,  
1883-4

Board resolved in to P. Hoag's  
Committee

Saturday March 24. 1883

Joint Committee of Commissioners  
and Corporation by order of last Board  
to arrange for opening Mallett's Bridge  
on Monday next 26. Inst.

- J. Connelley, Mayor,
- Samuel Walker, M. C. of Town,
- Richard Town, J. P. of Town,
- Samuel Walker, M. C. of Town,
- J. Nolan, M. C. of Town,

M. Hall, Engineer of Harbor Board,  
Mr. Corbett, City Surveyor.

The Mayor read Order and Warrant  
of the Board of Works vesting the structure  
of the Bridge in the Corporation, and  
the same Bridge in the Harbor  
Commissioners pursuant to the  
Mallett's Bridge Act 1882.

Resolved, That the Members  
Commissioners and Members of  
the Corporation attend at the  
Bridge on Monday at one o'clock  
to declare the Bridge opened,  
free of toll from that time,  
and the Mayor be requested  
to perform that ceremony -

Connelley, Mayor.

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Letter of  
referred from  
Steps  
of the City  
Project  
at the  
Decision  
The  
that steps to  
from Alan  
Shannon  
entitled  
- part of  
Education,  
has been  
frequent  
Always be  
& James  
has the  
Read and



Wednesday October 4. 1883.

Committee of the whole Board on  
Mr Harris' resolution passed 10<sup>th</sup> September.  
James Compton Mayor in Chair  
Mr Boyd, A. McQuillan  
Mr. Gorman, Mr. Cochrane  
James Harris,  
Alexander Walker  
James Ramsay

Mr Harris having stated his views  
as to the several improvements for  
the navigation of the port to which  
his resolution refers, took account as  
follows, and some having been fully  
considered.

- 1<sup>st</sup> That the carrying out of the  
following works are approved, to be done =
- = means to the adoption of the River  
Cleaning away Walker's Bank and  
Rock, estimated at - £ 5500.
- 2<sup>nd</sup> Cleaning away the Rock
- 3<sup>rd</sup> Rock, or just past it - 2500.
- 4<sup>th</sup> Cleaning away South ground  
at Carrington's Quay - 540.

That specifications be prepared, and  
tenders called for for the execution of the above  
works. It was proposed by Mr Ramsay and  
unanimously resolved.

That Mr. Hall be authorized  
to procure the best Engineering and  
Nautical opinions as to the proposal of  
a new entrance to the Floating Dock,  
and that further consideration of  
this matter be deferred until such  
opinions are procured.

William Lloyd

Monday October 15 - 1883.

Committee of the whole Board on matters  
referred from last meeting -  
The Mayor in the Chair.  
Richard Phillips  
Robert McQuillan  
William Cochrane  
Alexander Walker  
Stephen Moore.  
William Boyd.

The Committee is of opinion that the  
question was not asked by the crew of  
the Tyboat, and that the co-ordinator  
of their conduct be left to the owners  
of the Ty. Proposed by Mr. McQuillan, 10.  
Seconded by Mr. McQuillan, 10.  
Mr. Boyd

Resolved - That a sum of  
Five hundred pounds be paid over  
to the Master of the Tyboat in  
compensation for the loss of his share  
in the construction of the crew of the Tyboat, and  
that the crew of the Tyboat, and  
their expenses for his discharge -  
Proposed by Mr. McQuillan  
Seconded by Mr. Cochrane  
Resolved - That a sum of  
£ 11. 13. be paid over to the crew of  
the Tyboat in the manner directed

Wednesday October 4. 1883.

Committee of the whole decided on  
Mr Harris' resolution passed 10 September.  
Joint Committee Mayor in Chair  
Mr Boyd, Mr. McQuinn  
Mr. Gorman, Mr. Cochrane  
James Harris,  
Herman Walker  
James Donnan

Mr Harris having stated his views

as to the several  
the navigation of  
his resolution re-  
= him &c, and then  
considered.  
Resolved  
Following M  
= moved  
1st  
2nd  
3rd  
at 10

That specifications be prepared, and  
tender called for for the execution of the above  
works. It was proposed by Mr Donnan that  
managers be appointed.

That Mr. Hall be authorized  
to procure the best Engineering and  
Nautical opinions on the proposal of  
a new entrance to the Floating Dock,  
and that further consideration of  
this matter be deferred until such  
opinion are procured.  
Herman Walker

Monday October 15 - 1883.

Committee of the whole Board in matters  
referred from last meeting -  
The Mayor in the Chair.  
Richard Phillips  
Robert McQuinn  
Herman Cochrane  
Herman Walker  
Stephen Moore.  
William Boyd.

Mr. Hall, Engineer read the statement of the  
Cost of the Bridge as to the conduct of  
the City of the Engineer, by means, on  
the occasion of the report of the Engineer  
in the storm of the morning of 28<sup>th</sup> ulto,  
when Martin & Mahony was drowned.

The reporter's error explained their  
conduct on the occasion. He urged the  
(Eng. claims, averring that they did all  
in their power to save the bridge and  
the life of poor Mahony. (See Resolution)

With reference to the claim of the family  
of M. J. Mahony, who was drowned -

Proposed by Alderman Walker  
Resolved by Mr. Coover -  
Resolved. That a sum of  
Five hundred pounds be paid over  
to the father of M. J. Mahony in  
compensation for the loss of his son.  
The compensation of the loss of their clothes  
sustained by the City of the Bridge, and  
their expenses for his funeral -  
Proposed by Mr. Walker  
Resolved by Mr. Coover  
Resolved. That a sum of  
£41. 13. be paid over to the Mother of  
the Bridge in the manner abovesaid

by Mr. Hall.

in consideration of the claim of John Brown, who has worked as common laborer of the Boston Works for 32 years, and is unable to work any longer. Dr. Cameron's certificate having been read.

Proposed by Mr. Wright - seconded by Mr. McConnell and allowed. That a disbursement of \$100 be made to John Brown for life.

Wm. Wright  
1854

Pilot-Committee.

- Wm. Boyd, in the Chair.
- Richd. Power
- John McDonnell
- Wm. Spillane
- Dep. Pillara
- John J. Walker
- Ed. Cleary
- M. Stanton - Mayor.
- R. Wilton.
- M. Brennan.

1854

Read - letter of Martin of the "Bonach" referred from Grand Jurors, complaining that the vessel could not get a Pilot when she wanted Blue Light on the 8<sup>th</sup> Inst and after obtaining a Pilot a speaking blowing the ship was driven on Peab Bar and considerably damaged.

Capt. Mahony of Pilot cutter having been heard in explanation - and Felix Brennan, Pilot, was on duty on 8<sup>th</sup> Inst and brought up the Boat to the wreck to change crew and get along tried to get back but was driven back, and on 9<sup>th</sup> saw the "Bonach" and found a licensed Pilot there on Board.

Resolved - That the Pilot Boat be not allowed to leave Long's Point for upper river except from State of Weather on any account. Stores to be conveyed to the latter when necessary.

That the log book in future be strictly kept by the Capt. of the Pilot Boat, and submitted to each meeting. Resolving the letter of R. Brennan (Pilot) in the

Minutes of the 16<sup>th</sup> Feb. The Secretary  
was directed to inform him that he is  
not to write letters to the great in-  
formers (perhaps pilots) without  
consent of the Board.

157. expenses of 5/- to be paid to  
Capt. Shuey and Philip Mann an  
attending Board that day.

Monday, March 24<sup>th</sup>, 1884.

Special Meeting (pursuant to resolution of last Board)  
to consider the great inconvenience caused to trade by the  
recent strikes of labourers at the Dock -

James Spaight, P.C. in the Chair  
R. MacDonnell  
Richard Power  
William Colman  
William Boyd

On consideration of the question for which the meeting  
was summoned it was suggested by Mr Robert MacDonnell  
and agreed to - That the following Resolutions be asked to attend  
a Conference with the Harbour Commissioners to arrange as to  
a future maximum Tariff for the discharge of vessels etc.:-  
Horgan & J. Connel, Shaugheessy - Kennedy & Trosby.

Wm Boyd  
Chairman

Read at Board  
24 March 1884

Saturday, March 29th 1884.

Special Meeting to confer with the principal Stevedores with the view of arranging Tariff for discharging vessels at Hook etc

Present -  
William Cochrane

No meeting wanting a Quorum.

A Phillips  
Acting Secretary

Read at Board  
31 March 1884  
Wm Boyd  
Chair

Monday, 7th April 1884.

Special Committee to enquire into Engineers and Harbour Master's staff, in accordance with resolution of the Board -

present - William Boyd in the Chair -  
Alderman Walker  
William Cochrane

Having examined the Weekly Pay Sheets etc, and Mr Hall, Harbour Engineer, having explained the respective duties of the men whose names appeared therein it was

Ordered - While the Committee have the greatest confidence in Mr Hall's ability, they at the same time request him give his strictest attention towards reducing the number of labourers etc as far as possible, consistent with the efficient working of the Harbour in consequence of decrease of revenue and falling off of receipts of the Port.

Wm Boyd  
Chair

Monday 24 Nov 1884.

Committee to consider propriety of forming a Dredging Barge etc

Robt D'Ornell in Chair  
J. Bournehan, James Harris  
J. Lowman, J. O'Hara  
James Bannatyne, R. Brown,  
James Spaight, R. Wilson.  
Engineer reported the result of enquiring trade, and the answer of enquiries made.

Ordered - That the Engineer be directed to proceed to the site of the barge etc or other the best terms etc or other in that he can be procured by the Harbour Committee.

Ordered - An Consideration of the Plans (Laid) submitted to the Board that there be no increase because ~~unprofitable~~ or unless further notice

Ordered That no objection be entered to them. The requisite authority from the Board of Trade for removal of pilotage of Tareff rates

Accepted Robert Cochrane

P2/1/50(1)

Proposed by Mr Harris

Seconded by Mr Boyd

That a Communication shall be made to the  
 Commissioners of Public Works asking  
 them to insert in the Shannon Navigation  
 Bill now being introduced into Parliament  
 a Clause enabling them to transfer the  
 Maintenance & Repair of the Torques Pier &  
 Harbour to the Local H. Authorities  
 and that so far as relates to that Pier & Harbour  
 the Harbour Authorities shall be deemed  
 the Local Authority, & that they shall  
 be at liberty in case of necessity for the  
 Maintenance of the Works to increase the  
 Scale of Rates for Quay & Wharfage but  
 not to exceed the limit allowed by  
 the present Harbour Act, and  
 request an early reply ~~to be made~~  
~~to the Board of the Torques Pier & Harbour~~  
~~Completed early~~

Passed unanimously  
 O'Connell  
 Chairman  
 5/1/85

P2/1/50 (2)

Resolved - That the Rate Mr  
Kearney, Our Law Adviser, be  
authorised to lodge the Petition  
against the Steam Navigation  
Bill, now read, and to take all other  
necessary steps he thinks advisable  
regarding same, and that an appropriate  
Seal be affixed thereto.

Proposed by R. McDermott.

Seconded by W. Boyd,

Passed unanimously  
at a meeting of the  
Common Council  
20/2/83

Tuesday, 6 January 1885.

Committee was summoned for one o'clock this day to consider the Shannon Navigation Bill, &

Mr. Kearney attended and produced copy of the Bill

The Mayor, with the Chair,  
Mr. Spillane — James Harris — Mr. Conihau — Mr. Boyd

Proposed by Mr. Harris  
Seconded by Mr. Boyd

Resolved — That a communication shall be made to the Commissioners of Public Works asking them to assist in the Shannon Navigation Bill now being introduced into Parliament a clause enabling them to transfer the Maintenance & Repair of Foynes Pier & Harbour to the Limerick Harbour Commissioners and so far as relates to that Pier & Harbour the Harbour Commissioners shall be deemed the local authority, and that they shall be at liberty in case of necessity for the maintenance of the works to increase the scale of rates for Quayage & other charges but not to exceed the limit allowed by the Limerick Harbour Act and requesting an early reply

Thursday 26 February 1885.

A meeting of the Special Committee appointed on the matter of the Lower Shannon Navigation Bill met today

Present, James Harris, in the Chair,  
Mr. Boyd, Mr. MacDonnell, Mr. Conihau, with Mr. Kearney sol.,  
Mr. Dawson, M.P. also attended

Proposed by Mr. MacDonnell  
Seconded by Mr. Boyd

Resolved — That Mr. Kearney our Law Officer be authorized to lodge the petition against the Shannon Navigation Bill, now read, and to take all the necessary steps he thinks advisable regarding same, and that our Corporate Seal be affixed thereto.

The Secretary was authorized to inform Mr. W. Graham, M.P. that we have authorized Bellin to be lodged against the Bill & request his co-operation with Mr. Dawson M.P. and who has been requested to communicate to the whole the detail.

Read at 9 Mar 85  
Boards

Friday, 27 March 1885.

Meeting of Committee to arrange for opposition to Shannon Navigation Bill, met this day, to select witnesses to give evidence before Committee in House of Commons — Present — James Harris, in the Chair,  
Robert MacDonnell,  
Alexander Conihau,  
The Mayor

Mr. Conihau, Law Officer to Corporation, attended.

After discussion on statement from Mr. Kearney & Co. it was resolved to recommend — that the following witnesses be summoned to attend before Parliamentary Committee: —

Mr. James Harris — Mr. W. Boyd  
Mr. Robert MacDonnell — Alex Conihau with the Harbour Engineer & Law Officer, Committee adjourned to future meeting to arrange details of evidence etc & from the Corporation — Messrs. W. H. Hovell & Law Officer

Read at Board of Directors on 27 Mar 85  
Chairman



Tuesday 1<sup>st</sup> May 1885.

A meeting of the Special Committee, appointed on the 28 February, to watch the progress of the Shannon Navigation Bill, met this day to consider the letter received from Mr. Francis Kearney Esq.

Present - The Mayor, in the Chair,  
Mr. MacDonnell - Mr. Conican - Mr. Boyd - Mr. Harris -  
Mr. Wilson - Mr. MacEBS, Harbour Engineer, Mr. P. L. Bourke Esq.  
Two Aldermen were also present.

Committee decided to summon Special Committee of the whole Board to consider & ratify instruction to witnesses going to London for 11 o'clock tomorrow (Saturday)

ENCLOSURES

Limerick Harbour.

Engineer's Office

Limerick, 9<sup>th</sup> October 1885

"Foggy Harbour"

extracts from Engineer's Report, 24<sup>th</sup> March 1885

"The Harbour (so called), between the mole and the Pier, is silted up, so that there is a depth of water varying from 6 1/2 ft - 17 1/2 ft only, at Spring Tides, within this area, instead of 18 ft, which latter depth could easily have been maintained at least along the Quay wall and the approach."

"With regard to the Pier, the superstructure in 'skid' of the outer or inner end and would require rebuilding, as well as about 150 ft of the Quay Wall seaward inwards."

"The foundations must be removed or strengthened where new rebuilding is carried out."

"To put the Pier in proper repair would require an expenditure of £500. To dredge the Road-Harbour as above suggested would cost about £1000. - this operation should be done every three years."

Monday, 5 October 1885.

Special Committee appointed in the matter of Fornes Harbour was summoned for this day - present - Mr MacDonnell - Chairman -

James Harris - Alderman Bunnihan - J. Spaight  
Mr. Kearney read the Shannon Act 1885.

The following resolution proposed by Mr. Spaight - seconded by Mr. Harris was carried unanimously: - That we are now prepared to take over the care and responsibility of the Harbour of Fornes, in compliance with the provisions of the Shannon Act 1885 and that our Engineer make a free survey of the Harbour for transmission to the Board of Works -  
That a copy of this resolution be sent to the Secretary of the Board of Works.

R. MacDonnell  
Chairman

At a  
meeting  
of the

Board

held  
for

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COUNCIL ARCHIVES

Limerick Harbour  
Limerick

Limerick Harbour (new office)  
Chamber of Commerce  
Limerick  
21<sup>st</sup> February 1886

Sir

I have to acknowledge the receipt of your letter of the 6<sup>th</sup> February  
instant with memorandum for suggested resolution to be passed by the  
Limerick Harbour Commissioners in connection with the proposed nomination  
of the latter as the Harbour Authority for Doynes Harbour under the Harbours  
Act of 1885.

The matter has been brought under the consideration of the  
Limerick Harbour Commissioners and they have come to the decision of  
accepting the position of Harbour Authority for Doynes in case the  
Commissioners of Her Majesty's Treasury should adopt the recommendation  
of the Commissioners of Public Works upon the conditions proposed in the  
memorandum referred to in your letter of the 6<sup>th</sup> Inst. subject however  
to the following qualifications

- 1 Sub Section B. The Harbour Commissioners will undertake the  
construction of such a Pier or other substantial  
head to the existing Pier as will be sufficient for  
the present requirements of the Trade with capacity  
extension at any time hereafter that it may become  
necessary, but the Harbour Commissioners submit  
that an extension of the magnitude described in sub  
section (b) of paragraph 1 of memorandum <sup>is</sup> ~~will~~  
not ~~now~~ be ~~now~~ required at present.

2. at Station 6 The Haleford and Limerick Railway Company being willing to make the necessary connections and arrangements between the Railway Station and the Topes Pier and for working the Pier, there will be no occasion for any undertaking by the Harbour Commissioners in relation to that portion of the Works as powers can be obtained to enable the Railway Company to do so much of the Work.

The Harbour Commissioners will give security for completion of Works within their Statutory powers.

The Harbour Commissioners are aware that the needful powers for applying the savings of the Limerick Harbour Fund to the proposed pier Works or for borrowing on the security of the Limerick Harbour dues can be only obtained by a new Act of Parliament, but they submit that under the circumstances a Bill to effect the above object being for public purposes ought to be promoted by Government as a Public Bill and that the Harbour Commissioners may by that means be spared the expenses of a private Bill.

The Commissioners are desirous in the recommendation that the dues to be imposed at Topes should be regulated by the same conditions and on the same scale as at Limerick, but subject to the improvement being made at Limerick in respect of local dues and the local regulations to be made thereat.

The Commissioners recognize the principle that no

undue preference shall be given to any person or persons banding forces at Topes or vice versa

When the points above referred to shall be arranged the Harbour Commissioners will be prepared to pass a formal Resolution on the same the proposed objects into effect.

The view of the various arrangements ~~that~~ necessary to the settlement of the matter, and the nature of the work to be done to the Harbour Commissioners to have an early reply to the communication.

I Have the Honour to be Sir,

Your obedient Servant

Lees

W B Soady Esq

Esq

Commissioners of Public Works

Thursday 28 January 1886.

Special Committee appointed in the matter of Foynes Harbour was summoned for this day, to consider letter received from the Secretary to the Board of Works - present -

Mr. Harvis in the Chair  
Mr. Mac Donnell  
P. Harvis  
Alderman Conihan

Proposed by Mr. Mac Donnell,  
seconded by P. Harvis,

Resolved - That having heard the letter read from the Secretary of the Board of Works relative to an interview with the Board - re Foynes Harbour Harbour & Pier, the Secretary be directed to inform the Board of Works that Monday next being an inconvenient day the Deputation will be ready to wait on them on Wednesday next or any other day after Wednesday

Stephen Moran  
Mayor  
1788

Foynes Harbour Committee, Wednesday 24 February 1886.

A meeting of the above Committee was summoned for this day to consider draft reply to letter from Board of Works -

Robert Mac Donnell - in the Chair  
Alderman Conihan  
William Moran

Mr. Kearney brought up letter which was agreed to

Forney Harbour Committee 17 May 1886.

A meeting of the Committee was summoned for one o'clock this day to consider reply to be sent to the Board of Works letter dated 14th May asking when Harbour Engineers can confer what amount is to be put into the Rice for expenditure on improvement of Forney Harbour

See Resolution.

Proposed by Mr MacDonnell  
Seconded by Ald. Cornishan

That the Secretary do reply to the Committee of the Collector of the Crown Duties of Public Works informing him that the Draft of the proposed Act to make Provisions for the improvement of Forney Harbour has been submitted to a Committee <sup>of the Board of the</sup> of the Harbour Commissioners, and has been approved ~~of~~ by them, and that a Special Meeting of the Commissioners has been convened for the 20<sup>th</sup> inst to obtain their formal approval of the proposed Act, and that in the mean time the improvement of Public Works may ~~be~~ be had the approval by the Committee by ~~only~~ anticipating the formal approval by the Harbour Board

James MacDonnell

Proposed by Mr Cornishan  
Seconded by Mr MacDonnell

That the Harbour Engineer be instructed to confer with the Engineer of the Commissioners of Public Works on the subject of <sup>the</sup> improvement of Forney Harbour, and to ~~prepare~~ produce any plans or estimates ~~that may be~~ necessary for such Conference

James MacDonnell

Committee Meeting 14 June 1886.

A Special meeting of Committee of whole Board was summoned for this day, in accordance with order from last Board, to consider present working &c of the Dock Refreshment Rooms. Present:

Robert MacDonnell - in the Chair,  
Ald. Cornishan,  
James Harris,

Proposed by Mr. Harris,  
Seconded by Ald. Cornishan,

Resolved - That Mr. Harris be requested to make inquiries as to whether the St. Michael's Temperance Society or the Cheap Refreshment Rooms Company would take up the premises at the Docks, and work them on the same system as their own establishments: & that in the meantime the Harbour Board be advised to get up possession of the premises without further delay.

Resolved - That Mr. Harris be requested to ~~ask~~ make inquiries as to whether the Cheap St. Michael's Temperance Society or the Cheap Refreshment Rooms Coy. would take up the premises at the Docks, and work them on the same system as their own establishments, and that in the meantime the Harbour Board, be advised to ~~take~~ get up possession of the premises without further delay.

Proposed by Mr. Harris  
Seconded by Ald. Cornishan.  
Carried unanimously  
R. MacDonnell  
Chairman  
14 June 1886

Jones Harbour Committee 17 May 1886.

A meeting of the Committee was summoned for one o'clock this day to consider reply to be sent to the Board of Works letter dated 14 May asking ~~if the Harbour Engineers can confer~~ what amount is to be put into the Vice for expenditure on improvement of Jones Harbour

See Resolution.

Proposed by Mr W D Oursell  
Seconded by Mr Louchman

That the Secretary do reply to the Chairman of the Board of Works in the affirmative of

the proposal informing him that the

Board of Works proposed that the Harbour

for the improvement of Jones Harbour

has been submitted to a Committee

of the Board of Works  
of the Harbour Commissioners, and

Committee meeting 14 June 1886.

A special meeting of Committee of whole Board was summoned for this day, in accordance with order from last Board, to consider present working of the Dock Refreshment Rooms. Present:

Robert MacDowell, in the Chair,  
Albion Harris,  
James Harris,

Proposed by Mr. Harris,  
Seconded by Mr. Harris,

Resolved - That Mr. Harris be requested to make inquiries as to whether the St. Michael's Temperance Society or the Cheap Refreshment Rooms Company would take up the premises at the Dock, and work there on the same system as their own establishments; and that in the meantime the Harbour Board be advised to get up possession of the premises without further delay.

Resolved - That Mr. Harris  
be requested to ask the  
Committee as to whether the

25 August 1886

A Meeting of Committee held this day  
to discuss said Pilot Bill

Present: See other order

Robert Arnold in Chair & Mr. Macdonald, Mr. Moore, Richard Nelson, Mr. McCallister &  
Peter R. Howard etc. - Mr. Callaghan

To consider Vendors for New Dock Sigs

Receipts & Disbursements

£1592.10.0

Richard Donnelly  
Chairman

Widiers Foundry Co. Manchester £3170 - less Hydraulic gear  
John Meehan, Mount Kenneth 5000 - including gear  
Hamish Donald & Wilson, Paisley 3645 - without Hydraulic gear

- Same -

3825 including - " -

Keir & Co. Greenock

2,592/10/- do; -

Reid & Co. North Glasgow

2,492/10/- Excluding

Harland & Wolff, Belfast,

4,225 - including

4,053 Excluding

5,096 including

4,996 Excluding

Stewart & Co. Belfast

3,310 including

3,270 Excluding

Worke & Co. Belfast

3,950 including

3,600 Excluding

Edward Inch, Belfast

1,142 - do; -

4,612 - including

Resolved - That the Tender of Mess Keir & Co. Greenock for the  
Dock gates for the sum of £1592.10.0 including Hydraulic gear be  
accepted.



3 September 1886

A. Meeting of the Committee held this day

Present:

No Reading held.  
No Minutes

Present  
W. Spillans Secy  
J. Phillips Secy  
R. M. Spillans Secy  
R. M. Spillans Secy

7 October 1886  
Mr. Mearns Secy  
Mr. Spillans Secy  
Mr. Phillips Secy

A Special Committee Meeting of the whole Board was summoned for this day, to hear the Secretary's report on the result of his Examination of the books, on the Receipts of the Post and to consider what action should be taken on the discrepancies in the account and improper returns of the monies collected, amounting to £774. 18. 6 so far as he had within the time, so through them, say from 1st January to 5 October 1886. The being collected and not lodged in Bank as well as totting in the Cash book being here tampered with.

Mr Spillans moved that information be given against Mr Phillips, Mr Cummings, suggested that the Committee adjourn until 2 next morning. The Committee agreed to this suggestion. Mr Spillans arising.

The day was devoted to examine the books pertain to May 1886 and report again to the Committee.

Wm Spillans  
Chairman

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24 October 1886

An adjourned meeting of the franchisees held this day

Present  
Jespanght - Chair  
William Spillane  
J Connehan  
Rich Downer  
R Wilson  
W O Gorman

The following resolution was proposed and seconded  
Passed unanimously.

That an information be laid on a motion against  
the late Clerk B. Wm Phillips for the debts of  
recently reported to the Board of large sums of  
money the property of the Franchisees.

24 Oct 1886

Wm Phillips  
Jespanght  
11 Oct 1886  
Agreed to  
Wm Phillips

24 October 1886

A meeting of the franchisees held this day  
Present: Jespanght in the Chair

H. Bond  
Mr Connehan  
Jespanght  
Robert Downer  
Rich Downer  
Wm Spillane  
Wm Wilson  
W O Gorman  
Jespanght  
Wm Phillips  
Wm Wilson  
W O Gorman  
Jespanght  
Wm Phillips  
Wm Wilson  
W O Gorman

Mr Wm Fraser on the proposed Railway  
formed the Engaged Debt into the  
Materiel and General & haulage Railway  
and to see that is the best course to be  
and to see that is the best course to be  
in the same matter, as to whether these  
will agree to any guarantee of interest on  
any terms that might be borrowed for  
that purpose. 26 - Nov 1886.

The following resolution was proposed by Mr Robt  
W Downer & seconded by Mr Nathan Jespanght

That this Joint Committee recommends to the  
Respective Boards, that the Bill now before  
Parliament be adopted, subject to the Franchisees  
respecting the Schedule of tolls be approved  
and that we recommend the two Boards  
to give a sufficient guarantee

3<sup>rd</sup> December 1886.

Present Mr Jas Spaydell in the Chair  
Mr William Spillane  
Mr Boyd  
& Joseph the Waterman

To Consider

Letter from the Office of Public Works asking for the last annual statement of accounts received together with a copy of the schedule of rates and dues, and the amount of shipping reported for each of last three years

Letter of the Council from the rate payers asking for a copy of the Harbour Commissioners' report to be made for the next year and the management of the Harbour in the event of the Bill proposed becoming law.

also letter from Mr Stephen Webb pointing out the above mentioned

letter from the Board of Public Works office with draft of the proposed Bill for transferring the Harbour to the Commission, of the Harbour Board, and asking for an immediate reply

It was ordered that the accounts asked for by the Board of Works for the working of the past three years be sent to them and also the Commissioners having examined the draft of the Bill in Council on the 14th day of November being approved of was ordered to be returned to them.

The duty to supply the information and documents required

to be to reply regarding the provisions of the Bill and stating intention of the Commission in passing the Bill to devote their efforts to all questions concerning interest of the Harbour

to reply stating that Commissioners have received the Bill and see no objection to it from the Commission

15<sup>th</sup> December 1886

Present Mr W. Robinson in the Chair  
Mr J. Cronin  
Mr W. Spillane

To select names to represent the Harbour Commissioners on the Working of the proposed City and Harbour

Mr. A. Stuart Russell and Mr. William Spillane were recommended for adoption by the Board

J. M. A. &

257

29<sup>th</sup> December 1888

Present Mr William Spillane on the Chair  
Richard Wilson  
J. B. Walker

Mr Murray Sec  
Mr White H.E.

Mr Murray submitted the printed form of the proposed rules and bye-laws suggested by the Committee on the 17<sup>th</sup> of Decr to be inserted in the bye-laws of the Society for the conveyance of goods &c from the Quay & Docks to the terminus of the Railways.

The following clauses were specially mentioned in the following note presented for approval of the Board for adoption.

Schedule

Paragraph 2. Schedule. - Iron Company's Carriage additional 1/2

Animals. Class 1 Iron long horse truck add or Recd. of Drayht or horse 3 pence. Iron Company's Carriage additional

Class 11 Iron long Rec low truck or Recd cattle 3 pence. Iron Company's Carriage additional

Class 111 Iron long fully fly stand or horse all animals one penny for mile. Iron Company's Carriage additional

Class 14. Iron all sort Dray Scares and all sort of Manure 3<sup>d</sup> per ton for mile. Iron Clinic & Conduits and all unclassified material for repair of Public Roads one penny per ton for mile. Iron Company's Carriage additional

For all like Culin charcoal &c all stone for buildings. Paving & paving like slabs. Clay, Iron Stone, or acid. Iron. Steel Iron Bar Iron hoop Iron and all other similar. Class V description of wrought Iron and Iron castings not manufactured with bituminous. Salt Sand. Iron Clay and Stone for use for tiles. Three pence. Iron Company's Carriage one penny additional

Class VI Iron Sugar Grain Iron Glass Hydro Siphon. Brick. Earthen ware. Nails. Staves and Deals. Metals. (Copper) Nails. Nails & Spikes 1/2 per ton for mile. Iron Company's Carriage one penny additional

Class VII Iron Cotton and other goods. Manufactured goods and all other Merchandise. Fish articles. Dolls. or things per ton for mile 1/2. Iron Company's Carriage one penny additional

Class VIII Iron long Carriage of whatever description. Not being a Carriage but used and adapted for travelling on a Railway and not weighing more than one ton. Carried or conveyed on a truck or platform belonging to the Company. Trucking for mile. and a sum of one penny half penny for every additional quarter of a ton or fractional part of a quarter of a ton. Which any such carriage may bring

The above clauses are stated in Bill

Monday 31 January 1887

Present. Mr Wm Spillane in the Chair  
Mr Spence in the Chair  
Mr. Spence  
Mr. Spence  
Mr. Spence

Contracts for clothing was put down

Mr Collins Suits, 101 Dorking Suits, 2/3 6  
Same Suits, 102 Dorking Suits, 2/3 6  
Same Suits, 103 Dorking Suits, 2/3 6  
Same Suits, 104 Dorking Suits, 2/3 6  
Same Suits, 105 Dorking Suits, 2/3 6  
Same Suits, 106 Dorking Suits, 2/3 6  
Same Suits, 107 Dorking Suits, 2/3 6  
Same Suits, 108 Dorking Suits, 2/3 6  
Same Suits, 109 Dorking Suits, 2/3 6  
Same Suits, 110 Dorking Suits, 2/3 6

were recommended for acceptance by the Board as being the lowest tender

Mr. Spence  
Mr. Spence  
Mr. Spence

Friday 14 February 1887

Special Committee

Called to receive Report from the Harbour Engineer on the threatened and dangerous State of the wharves of the North Wall of the Floating Dock

Present Mr Wm Spillane in the Chair  
Mr. Spence  
Mr. Spence  
Mr. Spence  
Mr. Spence

On hearing Report from Mr Hall that about 200 feet of the Wall had sunk and was falling into the Floating Dock - the Committee visited the Dock, and on seeing the alarming State it presented. the Quay road having splintered and the Stone wall inclining on it they ordered that each end of the approach be strengthened at once -

and proceeded to prevent accident. and that the Engineer should do every thing he considered right for the safety of the Structure and that Estimates and Specifications should be done for ready work repairs and that the Engineer be allowed to employ any tonnage he should think necessary. At the suggestion of Mr Spillane orders were given to employ 100 men to remove the soft Roadway & to remove the provisions for the Callstone Wall.

Mr. Spence  
Mr. Spence  
Mr. Spence

Wednesday 23 February 1887

A Special Meeting of the Notts & W. Derbyshire Harbour Committee called for 5 o'clock this day to consider what action should be taken with regard to the Bill from the Secretary of the Government in relation to the Canal Reading and giving a written undertaking to the Committee to allow him to be represented by Council of Special Committee.

Present -  
Mr. Mayors in the Chair  
Robert W. Donnell  
Mr. Boyd  
Mr. Kearney  
Mr. Kearney Secretary

Ordered) That on Law arising at the time steps to an action from the Board of Works (acting for the Govt) what might be done by the Harbour Committee in the matter and that the Law Agents be communicated with the Parliamentary Agents as to the wisdom of the Bill.  
Resolved by R. W. Donnell  
Secretary of the Harbour  
Committee  
Passed

W. A. O'Keefe Mayor  
Chairman. 23rd Feb 87.

Monday 28 February 1887

Harbour Committee

Present The Mayor presiding -  
Ala. Comishan  
Robert W. Donnell  
Mr. Millars  
Mr. Kearney Sol.

To hear Mr. Kearney's Statement and to read letters from Board of Works and to read letters from Board of Works and to read letters from Board of Works. The Bill having been read a second time and referred to Select Committee of the house

Ordered) That Mr. Kearney be ordered to prepare a written report on the Bill to be approved by the Committee, and that same be read and presented in due time, and as recommended by the Board of Works, a deputation joined to London, consisting of Mr. Robert W. Donnell, Ala. Comishan, Mr. W. J. Dale & Mr. Kearney to examine in support of the Bill.  
The Mayor Secretary

W. A. O'Keefe Mayor  
28th Feb 87. Chairman

Mr. Kearney read letter received by Mr. Jones Esquire from the Chairman of the Board of Public Works, referring to the proposed Bill now before Parliament, and a communication from the Parliamentary Agents in reply to the same, and by order of the Council of the Harbour.

Mr. Kearney was also requested to attend the Board of the Harbour proposed Board, to discuss the proposed Bill, so as to draw their attention to the same, and to suggest to the Board of Public Works, by compelling the Harbour Committee to give security for the Bill, the Harbour Committee might be paid to, by any inquiries forwarded upon such complaints, and for the time being, the Harbour Committee should have any forms to be filled up with the instructions of the Works.

W. A. O'Keefe  
Mayor 28th Feb 87

Committee.

Present Mr. May in the Chair.

- Mr. Robert Spinnell
- Mr. Stephen Dixon
- Mr. Richard Brown

To receive Mr. Kearney's Copy of Copy for Council - on the Application of late Capt. - Mr. Whelpley

Mr. Kearney having read the case and of the above additions were made to it by the Committee it was ordered that it should be sent to Mr. D.B. Sullivan, Chairman - Mr. W. D. Quinn

W. A. W. Cupple 7th 3rd 54  
Mayor & Chairman

Monday 28 February 1887.

- Mr. Kearney did not attend
- Mr. Stephen Dixon
- Mr. Richard Brown

Friday - 29 March 1887

Committee of Honor

Present The Mayor in the Chair, D. V. Munn, W. Sullivan.

- Mr. J. Bannigan, W. Boyd, R. Wilson, J. M. Mulligan,
- Mr. Dick Price, R. M. Donnell, A. C. Conningham -
- W. J. Hall, H. S. Newberry, J. S. Board, R. S. Ryan,
- Mr. W. Waller, J. H. Hannon, Secy.

To consider the report on the Report of the Board and of it to confirm the order of Council in directing the Corporation to be ordered to go to the Board -

Ordered that Mr. Kearney present a petition relating to the Board regarding the tax of houses, or it or otherwise the Revenue of the port to be kept separate from any other tax on account of the Report on the State of the Dock Walls Referred to Council -

To receive <sup>from</sup> Mr. Kearney's Copy of Opinion on the liability of the Corporation, as per Board's order of 21 February -

The opinion being read. Mr. Kearney Mr. Council's legal liability for the same being read. I was proposed that the same be referred to Mr. Donnell and that Mr. Kearney would ascertain how Mr. Council would propose paying it back to the Corporation.

Resolved  
To issue Copy of Opinion to Robert Hall Chapman and to consider whether a Revenue Ordinance is to be given to Mr. Michael Pottley taking as the title and account -

The necessary were issued to the three named above -

W. A. W. Cupple  
21st 3rd 1887

Thursday 21<sup>st</sup> March 1887

Present: Messrs. Mayor in chair.  
W. Wilson, Ald. Walker,  
Ald. Conington, W. J. Hall, C. C. J. J. Harris Esq.

Consider Mr. Storeys and Mr. Kellys A/E  
Report on the Dock Walls

Referred to Committee & Monday  
May 6<sup>th</sup> 1887

Mr. Malcomson applied for facilities in the  
Dock Accommodation for the discharge of timber  
by Quay cranes  
That Mr. Wilson, Mayor, be directed  
to give every facility for the purpose  
applied -

Monday 4<sup>th</sup> April 1887

Present: Messrs. Mayor in chair.  
Ald. Walker, Ald. Conington, C. C. J. J. Harris,  
W. Wilson, W. J. Hall, W. Boyd - Ald. M.  
Donnell, W. S. Hall, C. C. J. J. Harris,  
Deputy Mayor, Mr. Kearney

Mr. James Malcomson &  
Mr. Kellys Reports on Dock  
Walls with Estimates &c

Agd. to meet Board  
meeting - Tomorrow  
Signed -



Present:  
 Mr. Goughan in the Chair.  
 Mr. Gillane  
 Stephen Moore  
 John S. Walker  
 Richard Wilson

Tuesday 5<sup>th</sup> April 1887  
 adjourned from yesterday

To receive Annual Report on  
 the year 1886-1887 as  
 proposed by Messrs. Gillane & Wilson  
 of Bankers by direction of the Board

Mr. Moore proposed that the  
 sum of £200, the amount to be stopped  
 pursuant to Mr. Small's bill the £  
 be paid to him, the sum to be  
 recommended to the Board

Mr. A. O'Kiffe  
 Mays 11<sup>th</sup> 87

Monday 25<sup>th</sup> April 1887  
 Present:  
 Mr. Goughan in the Chair  
 Mr. J. S. Walker  
 Mr. A. O'Kiffe  
 Mr. S. B. Walker  
 Mr. R. Wilson

The Secretary read his Statement of the Financial Working  
 of the Port for the preceding two years, also a Statement  
 showing results of present liability of the Government  
 and their position regarding the amount to be borrowed  
 and to raise for the purposes of the Harbours (Amendment)  
 as to terminating the present loans & debt and  
 amalgamating the balance due into the £100,000 the whole  
 to be paid off in eight years in equal half yearly payments.  
 Mr. S. B. Walker under took to wait on the Secretary regarding  
 the loan and on the suggestions of Mr. O'Kiffe the  
 following particulars were set on to him to consider

Committed Debt £50,000 0 0  
 Borrowed to build Framing Road 20,000 . . .  
 " to pay off the French Debt 3779 9 7  
 Paid in Cash on 4<sup>th</sup> £3002 19 5  
 " " on 4<sup>th</sup> of Interest 2666 8 10  
 " " on 4<sup>th</sup> of Interest 5866 3 3  
 " " on 4<sup>th</sup> of Interest 2210 6 4

The question of sending a deputation to enquire Mr.  
 S. B. Walker was deferred pending when some time

Mr. Moore recommended that £2000 part of the  
 commitments in the Government Paper 3% should be  
 sold to meet the cost of the interest of the new  
 debt & to be

Mr. A. O'Kiffe  
 Mays 2<sup>nd</sup> May 87

Harbour Improvement Committee  
Friday 1887

Present  
William Spillane in the Chair  
J. Donohoe  
Robt W Donnell

Mr Donnell's Name  
Mr Spillane  
Mr Spillane  
Mr Donohoe  
Mr Donnell  
Mr Donnell

On the receipt of the following telegram from Mr Spillane  
Spillane in reply to a telegram sent to him - asking  
him to arrange with the Treasury to receive a deputation  
of Committee appointed as above in the question of  
the Notice - present Mr Spillane,  
Mr Spillane says -  
Treasury Secretary that he will of interview  
Suggests the following to the Board of works first  
as subject must reach Treasury through them

Ordered that a telegram should be sent to the  
Board of works as follows - 14th 1887  
Harbour Commissioners request that  
if deputation can have an interview your  
Board on Friday or if not, earliest day  
Harbour Secretary

Present  
Committee  
Friday 1887

To receive deputation report on the part of Dublin  
in connection with the forming of a new  
Board of works for the repairs of South Wall and  
the pier bridge to meet end of each  
The following letter was forwarded to the Board of works - see other side  
advised

Committee Meeting of Harbour & Dredgers  
 12th May 1887  
 Present William Spillars Esq  
 Ald Comptrolr -  
 John S Walker Esq, S J for the day

To prepare form of application for loan as a result of  
 Statement of Resources of Income as a result of  
 and also to supply estimates & Plans of works  
 proposed to be executed

Wm A D Kuffe Mayor  
 Chairman 16th May 1887  
 The following letter & statement were sent to the Board of works, dated 14th May

In compliance with the terms of the arrangement made with the  
 Board of works in the year 1876, we now formally ask your recommendation to the Treasury of our  
 application for a loan of £100,000 - the same to be repaid by the Board of works, which will follow  
 and to execute a water scheme to the same work

With regard to the loan we wish simply to observe that the same is not only about £100,000  
 and that it has fallen through in part of the arrangements, and must be immediately re-estimated  
 with reference to the new estimate. The arrangements are fixed to be made at the time of the opening  
 of the District - the same great work that the large works now being done by the Board are fixed to  
 be done at the same time, and are so fixed that there would be no objection to the Board of  
 the port. The construction at the same time as the work will also be a saving of  
 of approximately £100,000 which is an additional reason for proceeding with the  
 work as being at present

Our Engineer Mr W H Hill B.E. will forward plans and estimates for the proposed new  
 works (harbour) and is ready to meet your Engineer and Public at any time you  
 appoint or here of your choice.

We enclose you a financial analysis of the working of the port since 1877 and a  
 statement of the same from 1876 with the consent of the Treasury, that the same  
 should be submitted to the Treasury in some of the  
 regarding the analysis. That the Treasury income, there is a 1/2 per cent of the annual  
 deposits of the same, £297,000, and the same amount, there is a 1/2 per cent of the  
 in available surplus of £297,000. All the working now done through the port  
 will not no longer be any necessity for any expenditure, but that had or any other  
 the two specified. The amount of the same and maintenance  
 We ask you to give the same to your Engineer and to the Treasury, that something may be made  
 during the same time to provide the same from the same  
 We fear that we may have to pay the same at the same time of the same  
 which at the same time we will feel obliged to give a loan to your effect  
 before the same time we will feel obliged to give a loan to your effect

W H Lacey Esq  
 Statistician & Engineer

Harbour & Dredgers Committee  
 Tuesday 17th May 1887  
 Present Mr Mayor & Mr Spillars Esq in the Chair  
 Mr Spillars, Chairman, Mr Spillars, Secy

To prepare form of application to the Board of works  
 for loan  
 approved & following day for the Secretary  
 write the Committee to draw up report as required by the  
 Board of works. The accounts were sent on  
 on Thursday evening 19th

Wm A D Kuffe Mayor  
 Chairman - 25th May 1887

(Copy Statement sent to Board of Works -  
 Analysis of Income and Expenditure of Port of Liverpool from 1877 to 1886 both inclusive  
 that income for 10 years

Income	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	Average
Income	157,714	169,373	162,579	158,000	167,682	157,943	158,201	158,231	158,411	158,587	158,231
Expenditure	157,714	169,373	162,579	158,000	167,682	157,943	158,201	158,231	158,411	158,587	158,231
Surplus	0	0	0	0	0	0	0	0	0	0	0

Income of 10 years 1,577,634 Average 157,763 4  
 Expenditure of 10 years 1,577,634 Average 157,763 4  
 Surplus of 10 years 0  
 Average of 10 years 157,763 4  
 Surplus of 10 years 0

Income of 10 years 1,577,634 Average 157,763 4  
 Expenditure of 10 years 1,577,634 Average 157,763 4  
 Surplus of 10 years 0

Income of 10 years 1,577,634 Average 157,763 4  
 Expenditure of 10 years 1,577,634 Average 157,763 4  
 Surplus of 10 years 0



Tuesday 28 June 1887.  
Local Deputation Committee  
W. H. A. & Co. & Co.  
Mr. A. S. & Co.  
" Mr. W. H. & Co.  
" Mr. W. H. & Co.

It was arranged to write to Mr. J. P. G. to arrange with the  
<sup>the Treasury</sup> Treasury to deal with the matter on Thursday or Friday, the object of  
the visit is to ask the Treasury to extend the period of  
the works at their expense, by deciding that the Board of  
Works should have a doubtless that the Government be  
relieved from all responsibility in connection with the job of  
expense to be incurred, and the application for loan  
for putting in the works of course to stand approved  
for another time!

The Treasury refused receiving the deputation  
and the first had report from the Board  
of Works.

Special Monday 4th July 1887  
Present. Mr. J. P. G. & Co. & Co.  
Mr. A. S. & Co.  
" Mr. W. H. & Co.  
" Mr. W. H. & Co.  
" Mr. W. H. & Co.

It was arranged to report on the subject of the transfer of land  
by Mr. J. P. G. to the Board of his request for repairs of the water  
works at the Works.

It was proposed Mr. Cunningham having moved having been  
ending the leaves to be here on Wednesday.

Letter from Mr. J. P. G. to the Board of Works on the subject of  
the transfer of land. It is proposed to bring the  
subject before the Board of Works before the transfer is  
made up the subject of a resolution  
to be given by the Board of Works  
on the subject of the transfer of land  
to be here on Wednesday.

More from Mr. Cunningham  
to be here on Wednesday

Special Meeting 6 July 1887  
 Present The Mayor in Chair.  
 J. W. Dennis J. P. James Oregon  
 (Wright Smith) Ala Corwin (C. S.  
 Ryan. W. J. Hale C. C.

Resolved the necessity of having the immediate inspection  
 of the Dock Wall by some competent independent Engineer  
 or  
 resolution

No Approval of Shares offered by W. J. Gunningham  
 Also other names being sent in Mr. Kearney was asked to prepare  
 of a document of the day ordered & to prepare the Bond.

Mr. Kearney about 10 the day next & Messrs. Ship Company  
 appeared at the meeting and asked permission to  
 retain the Laws in the Dock or <sup>with the Dock</sup> or other  
 person whom was given to leave at their pending business  
 of the Government, to stay

It was proposed by Alderman W. C. Chase and  
 seconded by Mr. C. Ryan that Mr. Hall write  
 for an Engineer and independent Engineer  
 to report of the State & to be below of the Dock  
 wall as a General report against that  
 Mr. Kearney by Mr. Cabot. The following Resolution

That the Mayor with the Engineer Law orders  
 and Secretary be authorized to engage the services  
 of an Engineer and independent Engineer to make an  
 inspection of the Dock Wall, and to report on the  
 their original design construction and present  
 condition and such other points as Mr. Hall may  
 suggest.

W. J. Hall  
 July 11. 1887

13 July 1887

The following letter having been received from Mr. Gale on the  
 question, sent by him to the House on the condition of the Dock  
 Wall. A Special Meeting was summoned & Board  
 and Alderman total action should be taken on it

The following names attended:

W. J. Hall - in the Chair  
 J. W. Dennis  
 J. P. James  
 J. Corwin  
 C. S. Ryan  
 W. J. Hale  
 W. Kearney  
 W. C. Chase

The following Resolution was proposed by W. J. Moore and  
 seconded by Alderman Chase & passed unanimously  
 That a resolution from the Board consisting of at least  
 three or four members be appointed to proceed to find out & found  
 out the representations of the Dock and to inform the Secretary  
 with reference to the present financial position of the Board  
 with reference to the operations of the Dock  
 Mr. J. W. Hall Mayor of San Francisco July 11, 1887

The above was read at Board Meeting  
 The 8th August & signed.

NOTICE TO PRODUCE.

P2/1180(3)

1896 No. 10589

Notice to Produce  
General Form.  
Form No. 15, App.B.

In the High Court of Justice in Ireland.

Queen's Bench

DIVISION.

T. O'HANLON,  
Law Stationer, Stamp  
Retailer and Scrivener,  
19 St. Andrew-street,  
Dublin.

Notice Filed 189

Between

Thomas Dixon and Sons

Plaintiff

and

The Limerick Harbour Commissioners

Defendant.

TAKE NOTICE that you are hereby required to produce and show to the Court, on the trial of this *action* all books, papers, letters, copies of letters, and other writings and documents in your custody, possession, or power, containing an entry, memorandum, or minute relating to the matter in question in this *action* and particularly

all *minute books*, Bye Laws and Regulations for use of the Graving Dock in Limerick made and adopted by the

Defendants dated January 1878, all books containing schedule of charges and rates for use of the said Docks and Bye Laws and Regulations adopted by Defendants dated June 1873 and approved and sealed by Board of Trade on 17<sup>th</sup> October 1873, also letters and notices and request for the use of the said docks by or on behalf of Plaintiffs for their *Steamer* *Ferriside* - also Harbour Master's Report dated 9<sup>th</sup> January 1897  
Dated this 17<sup>th</sup> day of September 1896 and 1<sup>st</sup> day of May, 1897

See Books  
referred  
to these  
'73-'78  
Limerick

To

John L. Callan & Co  
Plaintiffs Solicitors

25 Suffolk Street  
Dublin

John Landon Esq

Sol for Defs  
Capel Street

1896 No. 10 589

High Court of Justice  
Queen's Bench Division

---

Dixon & Sons  
v  
Limerick Harbour  
Commissioners

---

John Gordon Esq  
1 Chapel Street

Plaintiffs  
Notice to Produce

---

Wm L. Scallan & Co  
Dublin



IN THE HIGH COURT OF JUSTICE IN IRELAND.

T. O'HANLON,  
Law Stationer, Stamp  
Retailer, Scribbler  
and Typewriter,  
19 St. Andrew-street,  
Dublin.

Queens Bench

DIVISION.

SUBPENA DUCES  
TECUM  
AT SITTINGS OF  
HIGH COURT.

BETWEEN—

Thomas Dixon Bond

Plaintiff

AND

The Limerick Harbour  
Commissioners,

Defendant

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain  
and Ireland, Queen, Defender of the Faith, To \*

\* The names of three  
witnesses may be  
inserted.

John Boyd Esq  
Secretary of the  
Limerick Harbour  
Commissioners,

GREETING

WE command you to attend at the sittings of the above  
DIVISION of our High Court of Justice in Ireland, for Easter to be  
holden at Dublin on Friday, the 7<sup>th</sup>  
day of May 1897, at the hour of 11 o'clock, in the fore noon

† "Plaintiff" or "De-  
fendant."

‡ Specify documents  
to be produced.

and so from day to day until the above cause is tried, to give evidence on behalf of the  
Plaintiff and also to bring with you and produce at the time and place  
aforesaid † the original Minute Books or  
Records containing any reference  
to Bye Laws & Regulations for the  
management of the Graving  
Dock and in particular in relation  
to the "Regulations" dated January  
1878 referred to in affidavit of  
documents sworn by you on  
the 11<sup>th</sup> March 1897 and also the  
original of same as approved  
and adopted by the Commissioners  
and the original of all other  
rules and regulations for the  
management of the Graving  
Dock

WITNESS, Edward Baron Ashbourne, Lord High Chancellor  
of Ireland, the 4<sup>th</sup> day of May in the year of Our Lord  
One Thousand eight hundred and ninety Seven

John J. Scallan Esq  
Plaintiff Solicitor

Dublin.

25 Suffolk St

Committee on the Dock Walls Monday, 18th Sept 1887

- Present Mr Mayor in Chair -  
 Ald Comyns. Robt M. Donnell  
 W. Bayd. G. W. Bunting  
 W. Wilson - J. J. Davis Esq. W. J. Hall. C.C.

To Repl. to letter from Board of Works as under

August 1887.  
 Referring to your communication of the 3rd Inst in regard to the application of the Admiralty Architects' recommendations for a loan of £20,000. to repair the Dock Walls of Greenwich Arsenal. I am directed by the Board to state that their proposals of the Treasury Office to be informed of the estimated cost of the repairs to the Dock and whether the same of eggs. Accumulated fund could be applied in aid

You will please furnish the Board with the information

Signed,  
 R. B. Sady  
 Mr. St. George's Mayor  
 18th Sept 1887

Committee Meeting

24th September 1887

- Present Mr St. George's Mayor  
 Mr S. D. Moore  
 Mr R. B. Sady  
 Mr R. J. Davis  
 Mr Bunting  
 Mr Spillane

The above gentlemen having adjourned to the Dock. In the Mr Hall's office and examined papers brought. Decided to meet on Sunday next in Board room after Finance Committee is finished - to prepare a report.

It being stated that Messrs. Sady & Esman about joined Mr Bayd & report on the Dock walls on what terms suitable machinery could be procured for the exchange of duties - this issue is found on the Commissioning to the present condition of the Dock walls.

Respectfully  
 Yours  
 R. B. Sady  
 24th Sept 1887

Committee of Enquiry into Employment of Harbor  
in Connection with the Port  
Friday. 23rd Sept 1887

Respect

William Lawrence  
his仆人  
London

The Committee having visited the Docks on Monday the  
5th Inst. and in the Harbor-Engineers Office and  
Examined the labor-books and made Enquiry into the  
duties of the several Employees. have been summoned  
to meet to-day to prepare their Report on the same. which  
is as follows. The gentlemen named in the following  
were Mr. Richardson the Clerk. Mr. Ward. Mr. Wilson  
Mr. P. Gordon. Messrs. M. Bunting. Mr. Spurgeon  
Mr. Hall of the Harbor Master were present.

### Report

Sarsfield Bridge was visited. "for new"  
men are to remain on the Bridge to look at circumstances  
General Cleanliness &c.  
A second man to be on duty on North Bridge.  
The two other men to be on duty on South side. between  
Docks and Bridge.  
The duties of the three men being to attend to general  
order of the Quay, keeping the Bars & raised in order  
these duties to be in addition to the opening and  
closing of the Bridge day and night, or any  
others. The Harbor Engineer may assign to them  
public notices to be given to their Masters. that  
when it is necessary to pass through Bridge at  
night that intimation be given to Harbor  
Master before 6 o'clock P.M.

That two day Watchmen and Night Gate-men and  
Night-masters services are to be permanent & retained  
but that the assistant Night-masters be only employed  
when absolutely necessary.

Working Dock & 3 Be Enrolled that two  
Gate-men 3 men will be enough at the Dock Gate as above as  
sufficient water pressure is available -  
for the present we recommend the four men employed  
should be engaged as follows.

The man to remain constantly in charge of Dock Gate,  
at least 2 men, &c another to act as Gate-man  
near Harbor Office. The other two to act as  
Day Police or Gate-men as directed. All to be  
under the control of the Harbor Master.  
We believe the above arrangements will be effected  
in keeping the Quay in better order in preserving the  
property of the Board in the Docks and public  
premises from idlers, pilferers and others. who have  
prosperous business there.

We recommend that these regulations should be  
strictly adhered to, and any neglect of duty, be  
visited with dismissal, and that where any offence  
is committed, the officers of the Board get power to  
suspend, suspend, suspend for a meeting of the  
Commissioners.

Enquiry We find that the four men employed at Road Dock  
Quay, in the Docks and in the Quay are necessary,  
but that there is undifferently done, owing to the age  
of some of the Sweepers -

Partly. We also find that the Gate paid for portage  
is necessary and reasonable.

Labour. When Sullivan (labourer) place became vacant,  
that it be not filled up. We do not want to  
recommend his dismissal, having been engaged  
in our Employment.

Labour. We believe a few permanent sweepers are permanently  
necessary, and that he be paid at the rate of  
Wages current in the City -

Engineers  
of Docks

The Engineer of the Graving Dock be not paid more than 500 l. week, and that he be required to file his own Books.

Ameliam,

That the Services of the Spectral firm may be dispensed with.

Dredge

That the foregoing recommendations also apply to the Dredge, and that the Services of the firm in the latter be dispensed with.

Portland

It is recommended that no allowance be given in any instance for overtime under any circumstances.

Mason

That the Engineer be requested to send us an Estimate for the Block Paving of the South Side of the Dock.

That a mason's contract are per monthy required, and that to be paid the usual weekly trade way.

On the recommendations of Mr. W. Dornell that Est. No. 1 be opened.

Wm. A. B. C. Myn  
2nd Oct. 87.

Committee Meeting of the Horse

Monday 29 Oct 1887

To revise present Schedule of Rates and Charges on Imports and to fix a tariff rate on all imports and Exports in future articles of every description of Goods.

Present Members

Mr. J. S. Walker in the Chair

Mr. McCallum

Mr. McCallum

Mr. McCallum

Richard Power

J. P. Mack

J. P. Mack

Victor, Inspector Veterinarius

Mr. McCallum

Mr. McCallum

Mr. McCallum

Mr. McCallum

Mr. McCallum

After hearing remarks from some of the Members

It was proposed by Mr. McCallum

that the several Importers and Exporters interested should

hold a meeting and prepare a Report suggesting of their views and send same to the Secretary to be laid before a meeting of the Commission on Thursday and a second meeting to be held on Sunday, 1st December at 4.15 P.M.

Committee Meeting Monday 30 October 1887

Mr. Walker in the Chair

Mr. McCallum

Mr. McCallum

Mr. McCallum

The Report from the Committee of Merchants was read on the proposition of Mr. McCallum seconded by Mr. Richard Nelson.

The Committee recommended that Mr. McCallum (the Secretary) report be reconsidered before adoption and be brought up at a meeting of the Board with the alterations now suggested.

Saturday. 31 Dec 1887

Committee Meeting  
R. M. O'Sullivan  
R. M. O'Sullivan  
W. M. O'Sullivan  
W. M. O'Sullivan

Mr. O'Sullivan, Mr. O'Sullivan, Mr. O'Sullivan & Mr. O'Sullivan  
appointed by the meeting of the 10th inst. to  
to meet Mr. O'Sullivan on the adjournment of same  
of charge to the Prager O'Sullivan on the 10th  
made by Mr. O'Sullivan &c. and this day.

Mr. O'Sullivan attended. Several items were suggested to  
the Board by the Board being referred to 20.1 -  
The O'Sullivan's without prejudice to any future action  
in the Board of O'Sullivan's to take 20.1 & 20.2 & 20.3  
Mr. O'Sullivan left with Committee to the O'Sullivan's

Chairman  
7/187

Committee Meeting  
R. M. O'Sullivan  
W. M. O'Sullivan  
W. M. O'Sullivan

Mr. O'Sullivan read Mr. O'Sullivan's report for the 10th inst. of the  
O'Sullivan for the purpose of making the O'Sullivan  
on the 10th inst. O'Sullivan for the purpose of making the O'Sullivan  
recommended that O'Sullivan should be employed for O'Sullivan  
that under direction of the O'Sullivan to work the day, O'Sullivan  
suggested that a man should be put on to the O'Sullivan  
to see the work properly carried out.

In the case of Mr. O'Sullivan's Bill, order was given that further  
Parliamentary should be obtained, and that the Secretary  
and Engineer should be consulted with Mr. O'Sullivan on the  
subject  
That the date of making deposit of O'Sullivan and the O'Sullivan  
of same to be furnished.

The expenses of photographing the plans be referred  
The office expenses in Dublin be disallowed  
They require further information on the charge of O'Sullivan  
time in preparing estimates for Parliament  
The charge for correspondence be disallowed  
The 30 telegrams be disallowed  
They wish further information on the same about in  
London, Dublin and O'Sullivan

It is agreed to a charge for 20.1 & 20.2 Dublin to O'Sullivan  
Some days to O'Sullivan at same  
The 30 telegrams to London to be O'Sullivan  
The Hotel Expenses of same to be O'Sullivan  
to know if he was obliged to stay the 42 days in O'Sullivan  
Contingents, and had he any other duties besides the  
O'Sullivan of O'Sullivan's Bill to be O'Sullivan

The question of money £5000 paid for advertising was O'Sullivan  
to be decided by O'Sullivan. Parliamentary O'Sullivan was  
read by O'Sullivan &c.

Committee Meeting 13 January 1858

Mr Hoffe, Mr Mayor acting Chair

Ch. Merchant present

Mr Bellant -

Mr John Walker

Mr Robt Power.

McGonally Sol

W. G. Giffen

Mr Morrey

Doyle

McEgan

McIntire

53500

Good for 1000  
 Five 108 0  
 Four 12 8  
 One 10 1 0 8  
 Cattle 99 9 0 8  
 Horses 11 0 8  
 Sheep 2 5 8

Committee Meeting 16 January

16 January

Mr Hoffe & Mayor in the Chair

Mr Bellant, Mr Boyd, Mr Richard Wilson & E. Ryan

Edmore, Robt Power, William H. Bellant, Mr John Walker, Mr John Bellant, Mr Richard Wilson

Edmore, Mr Hoffe, Mr Giffen

Mr Gray

Mr Morrey

Mr Deakin

Mr Bellant

Mr Hoffe Sol

Mr Bellant Sol

The clause of Tariff Rates as expressed in the Schedule as prepared being fully discussed by the members of the Board and by the Merchants and as suggested by Mr Bellant that the following rates were to be adopted on a list of those already mentioned.

Wine from 4 to 31

Port Wine 6 " 4-1

Carton wine 8 " 6 "

Drafferies 7 " 4 "

Specie & gold 7 " 4 "

Insurance 1 "

Wine 3 " 4 "

Rum 4 " 3 "

Whisky 7 " 4 "

Branney 7 " 4 "

Wine 7 " 4 "

Wine 4 " 1 "

Tobacco 7 " 6 "

Sherry 4 " 8 "

Wine 9 " 6 "

Wine 6 " 4 "

Foreign Beer 1/2 -

Wine 2/4 -

See resolution

to be done

The trust the Lord Lieutenant is enjoying the scenery & beauty of <sup>the</sup> Mountain & Lake district of the west & we would not write a word to depreciate the charms of this wild and picturesque <sup>region or its annual capital</sup> district, but we think that facts should be adduced to, in addresses describing Galway City & district, and its geographical charms. Galway is not as it has been described

"The most westerly port in Ireland" and <sup>the most important in the West. The fact of its position in the Atlantic is the question was the title of</sup> "preeminently qualified for American or other intercourse" <sup>of</sup> ~~the~~ <sup>the</sup> question was the title of

of mutual inquiry <sup>of</sup> ~~the~~ <sup>the</sup> question was the title of <sup>of</sup> ~~the~~ <sup>the</sup> question was the title of

was appointed, consisting of Captain Beechey R.N. Captain Smith & Captain Coffin, to inquire & take evidence as to the relative

merits of a port in Galway Bay & the River Shannon, as a western station when they came to the following decision:—

"Having now given the relative merits of the port of the Shannon & Galway, ~~we~~ we beg to repeat we have given a preference to the Shannon over the port of Galway, from the advantage it has in point of situation, and consequently of ready ingress & egress from the port, and the comparative safety with which the land may be made in cases of uncertainty of position, <sup>from the very nature of the case which would be necessary to</sup> ~~from the very nature of the case which would be necessary to~~ <sup>either of the two</sup>

This report was presented to Parliament in November 1859, and we think the fact, <sup>that</sup> as <sup>to</sup> geographical position & facilities for trans-Atlantic intercourse ought to be adhered to

\*

Limerick Archives