

WEXFORD COUNTY COUNCIL.

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MEETING HELD ON 3RD DECEMBER, 1928.

MINUTES.

The monthly meeting of the Wexford County Council was held in County Council Chamber, Wexford, on 3rd December, 1928.

Present:- Messrs. J. Armstrong, J. Brennan, J. Clince, P. Colfer, T. Cooney, R. Corish, J. Culleton, J. Cummins, T.F. D'Arcy, J. Doran, J. Gaul, Colonel C.M. Gibbon, James Hall, Michael Jordan, William P. Keegan, Thomas Mayler, Thomas McCarthy, John Murphy, Sean O'Byrne, Miss Nellie O'Ryan, Col.R.P. Quin, M.M. Roche, James Shannon, Myles Smyth and James E. Walsh.

The Secretary, the Assistant Secretary, the County Surveyor and Mr. Elgee, Solicitor, were also in attendance.

On the motion of Colonel Gibbon, seconded by Colonel Quin, the chair was taken by Mr. McCarthy.

The Minutes of last meeting were read and signed.

Mr. M. Doyle (Chairman) then attended and presided for the rest of the meeting.

The Late Rev.R. Fitzhenry, P.P.

On the motion of Mr. O'Byrne, seconded by Colonel Quin, the following letter, under date 26th November, 1928, was ordered to be inserted on the Minutes of meeting:-

I beg to acknowledge with very sincere thanks the kind resolution of sympathy with the relatives of the late Father Fitzhenry, P.P. passed by your Board, coupled with your own and the members of your staff.

Confirmation of Minutes of Committees.

The Minutes of Finance Committee in respect of meeting held on 22nd November, 1928 were submitted as follows:-



The fortnightly meeting of the Finance Committee was held in County Council Chamber, Wexford on 22nd November, 1928.

Mr. M. Doyle (Chairman) presided and there were also present:- Messrs. James Shannon (Vice-Chairman) Sean O'Byrne, T. McCarthy and James Hall.

The Secretary, Assistant Secretary and County Surveyor were in attendance.

The Minutes of last meeting were read and signed.

Treasurers' Advice Note for £5458.13.5d. was examined and signed.

#### Rate Collection.

In connection with case of Ex-Rate Collector Cleary the following report under date 22nd November 1928 was submitted from Mr. Elgee, Solicitor:-

I beg to report that Ex-Collector Cleary pleaded guilty to embezzlement at Circuit Court on 20th November, 1928.

His Solicitor (Mr. Colfer) lodged on his behalf <sup>the</sup> sum of £97 which in addition to the £141.9.4 already lodged made a total of £238.9.4. Total defalcations known to date of hearing amounted to £326.5.2.

The amounts unpaid Cleary for poundage and Voters' lists fees were £53.4.6. and £24.1.3. respectively, while an overlodgment previously made by Cleary amounted to £10.17.7d. Total £88.3.4.

This sum along with Cleary's lodgment of £238.9.4. covered amount of default as known to date.

A suspensory sentence of twelve months imprisonment with hard labour was recorded against Cleary on his entering into his own recognisance of £20 to keep the peace and be of good behaviour for three years.

The following resolution was proposed by Mr. O'Byrne, seconded by Mr. Hall and adopted:-

"That the Local Government Department be requested to allow £53.4.6. poundage unpaid to Bernard Cleary and £24.1.3 fees for Voters' lists prepared by him to be applied towards his defalcations.

In connection with cases of Collectors J.J. Kelly and Michael McCarthy, who were suspended from office, letter was read from Local Government Department, under date 17th November, 1928 - G.

69294/1928 Loch Garman (Fa) - forwarding copy of letter which had



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been addressed by the Department to these Collectors.

The letter in question called attention to the suspension of Collectors from office and requested them to furnish within seven days from 17th November any explanation which they cared to offer.

Regarding the position of Mr. J.J. Kelly, Mr. James Carton, Kiltomas, Ferns, one of his personal sureties wrote under date 19th November agreeing to the decision of the Council to appoint Messrs. J.J. O'Reilly and J.J. Sinnott to close the Collection.

A similar letter under date 17th November, 1928 was received from Mr. Aidan O'Leary, Clonee, Camolin, the other personal Surety of Mr. Kelly. He wished to be relieved of his Securityship when the amount of outstanding Rate up to March, 1928 had been collected.

It was decided on the motion of Mr. O'Byrne, seconded by M  
Mr. Hall that Messrs. Carton and O'Leary be informed that their liability for personal Bond will not apply to any collection beyond Rate for March, 1928.

Under date 17th November the following letter was received from Mr. O'Reilly, Rate Collector:-

In reference to our conversation with Mr. T.A. Frizelle last Tuesday 13th inst. re No. 14 Collection District (J.J. Kelly's) myself and Mr. John J. Sinnott have arranged that the Divisions most suitable to us both would be as under -

Sinnott. E.Ds. Ballyoughter, Huntingtown and Kilcomb.

O'Reilly. Ballybeg, Ballyellis, Monaseed and Rosminogue.

We take it that we are accepting this at poundage Fees same as our present Collection.

Re Personal Bonds. We are of the opinion that our existing Bonds should be sufficient to cover this collection as we have previously collected an amount yearly, over the amount of Total Collection including this addition.

The following resolution was proposed by Mr. Hall, seconded by Mr. O'Byrne and adopted:-

" That in the event of the Local Government Department confirming the suspension of Collector J.J. Kelly, Messrs. Sinnott and



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O'Reilly, Collectors, be directed to provide an addition to their existing personal Bond of £100 in each case. Should they so desire a new personal Bond to cover this amount could be prepared, subject to approval of new Sureties by the Council."

The Division of the collecting district as follows was approved:-

Collector J.J. O'Reilly:-Ballybeg, Ballyellis, Monaseed and Rosminogue.

Collector J.J. Sinnott:- Ballyoughter Huntingtown, and Kilcomb.

As regards collection of Mr. Michael McCarthy it was decided that Mr. Quirke provide additional personal surety of £200 either by addition to his present bond or by New personal Bond with sureties approved by the Council.

The state of the Rate Collection as follows was submitted:-

Amounts outstanding:- 1923 Rate £103.0.6d. 1924 Rate £101.16.3. 1925 Rate £67.3.0. 1926 Rate £348.19.10. 1927 Rate £1023.0.1. 1928 Rate ~~£~~4281.9.5d. Total.£5925.9.1d.

The following shows amount of 1928 Rate outstanding in each district:-

J.J. O'Reilly,£1.0.4. T. Rowe £8.4.3. J.J. Sinnott £27.2.9d. E.J. Murphy, £26.7.6. J. Curtis.£43.13.1. J. Quirke £95.3.7. J. Cummins, £142.6.1. M. Deegan~~£~~216.13.5d. P. Doyle £205.8.11. J. Doyle, £113.19.2. P. Donohoe £155.16.4d. W. Cummins £220.13.7d. T. Sutton. £265.5.0. S. Gannon £187.13.7. P. Furlong £275.9.1d. M. O'Hanlon £188.12.10. J.J. O'Reilly (No. 15) £446.11.7d. P.O'Byrne £289.9.5d. M.M. Kelly £251.8.1. M.McCarthy £614.7.10d. J.J. Kelly.£506.3.0.

1929 Rate. The following shows percentage of 1929 Rate Collected.

E.J. Murphy 96. J.J. O'Reilly 89. J. Doyle 88. T. Rowe 87. S. Gannon 86. J. Quirke 86. P. Doyle 83. J. Curtis 82. J.J. Sinnott 81. M. Deegan 79. P. O'Byrne 78. J. Cummins, 77. P. Furlong 76.



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W. Cummins 76. T. Sutton 75. A. Dunne 62. P. Donohoe 60.

M. Kelly 47. M. O'Hanlon 46. No. 5 District *Nil*. No 14 District *Nil*

Average 67. 1929 Rate outstanding, 1st Moiety £19121.2.7d.

2nd Moiety £60467.3.1d. Total. £79588.5.8d.

It was decided to call the attention of Mr. O'Hanlon, temporary Collector for No. 21 District to the fact that he must display more diligence in the discharge of his duties, in view of the very small amount collected by him to the present.

Some of the members of the Committee examined Rate Books relative to their own districts, and in the case of Collector O'Byrne it was decided that Ratepayers owing arrears be communicated with from County Council Office.

#### Primary Scholarship Scheme.

Under date 14th November, 1928 the following (F.16734) was read from the Office of National Education:-

With reference to previous correspondence regarding the question of the recognition of the Christian Brothers' Schools, Gorey for County Council Scholarships for 1928/29 and to your letter of the 22nd ultimo, I am directed to inform you that the Department's refusal to recognise this school for Scholarship purposes was due mainly to the inefficiency of the instruction which has been brought to the notice of the Manager in Inspectors' reports for the past two years, and which was confirmed by the results of the pupils' examinations. The absence of a Leaving Certificate course was mentioned as an additional reason to show that a pupil could not pursue a full secondary course at the school and the organisation of such a course for the present year could have no effect on the Department's decision and has no relevancy to the instruction of the pupil in question (Patrick Sheehan).

At the request of the Council, and to overcome the difficulties of the present position regarding this boy, the Department is prepared to give special recognition to this school for the current school year (i.e. to July next) but the Council should make ~~it~~ the necessary arrangements for the tenure of this boy's Scholarship to some other Secondary School should they decide to renew it after the present year as the Department is not prepared to give further



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recognition to the Gorey Christian Brothers School for Scholarship purposes until it has shown a higher standard of efficiency maintained for the period of at least two years.

It was decided that copy of this letter be furnished the Superior, Christian Schools, Gorey and that it be brought forward when applications for renewal of Scholarships are under consideration by the County Council.

Weights and Measures Act, 1928.

The following under date 19th November, was read from the Department of Industry and Commerce, (Power Section), 33 Upper Merrion St. Dublin:-

Under the provisions of the above Act, petrol pumps and other instruments, must be verified and stamped, and subjected to periodical tests by the Inspectors of Weights and Measures. In order to carry out the tests efficiently, new types of measuring standards, costing it is anticipated, between £40 and £45 per set, will have to be provided for the Inspectors, but an effort is being made, to arrange the work in such a manner as to limit the provision to one set for each County or Borough.

To assist a number of local authorities concerned a specification of the new standards has been prepared, and tenders will be invited by the Minister for Industry and Commerce for the supply of a considerable number of sets. It is proposed to include the necessary provision by your Council in the number specified, but this will not bind the Council to accept any of the tenders, which will be submitted <sup>due</sup> in course as it is open to any local authority to purchase its requirements outside the inclusive contract.

The following resolution was adopted:-

"That the Finance Committee will be prepared to consider any tenders which may be submitted in this matter by the Department of Industry and Commerce."

Local Authorities (Officers and Employees) Act, 1926.

Under date 19th November, a letter was read from Secretary, County Councils General Council relative to appointment of Select



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Committee of An Dail to inquire into the working of the Local Authorities (Officers and Employees) Act, 1928, and asking for statement of the experience of the working of the Act in Wexford County.

It was decided to reply to this communication and state that there was only one appointment before the Appointments' Commission that of Solicitor to the Council - in which the Council were concerned, and in that case the person recommended by the Council had been selected by the Appointments Commission.

Irish Public Bodies Mutual Insurances Limited.

The report of the Directors of above in connection with second ordinary meeting was read and considered most satisfactory.

Proposed Committal to Industrial School.

The District Court Clerk, Enniscorthy, wrote that application would be made on the 29th November to the Enniscorthy Court to commit to Industrial School four children ~~namely~~ viz., James, Patrick, Edward and John Devereux.

It was decided to refer the matter to Mr. Elgee, Solicitor.

Ford of Lyng.

The following resolution was adopted:-

"That Mr. Elgee be instructed to proceed against the owners of South Slob to obviate the flooding of the road at Ballybro and Ford of Lyng, which is in such a deplorable state for the past ten or twelve days that people cannot attend Mass or go to market."

It was also decided to call the attention of Office of Public Works to the present circumstances in connection with the flooding of Ford of Lyng and to request them to forward copy of the report of their Engineer or Inspector who had seen the place recently, or at least material portions of same.

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The following resolution was adopted on the motion of Mr. O'Byrne, seconded by Colonel Quin:-

"That the Minutes of Finance Committee in respect of meeting held on 22nd November, 1928 be received and considered." Rate Collection. In connection with the proposal that the outstanding rates in No. 5 Collection District (C. McCarthy) be handed over to Mr. Quirke, (Collector for No. 1 District) for Collection the following was read from Mr. P.J. Furlong, (Collector for No. 4 District):-

I consider that I have a grievance in connection with the appointment of the temporary Collector in the place of Collector McCarthy. Having regard to the precedent set by the County Council when two Collectors were appointed in place of Collector Kelly, I submit I am entitled to expect to have been appointed at least jointly with Mr. Quirke as I consider I am equally entitled to share of the work. My District adjoins that collected by Collector McCarthy, to a far greater extent than that of the Collector appointed, and in addition I live in the District.

I would point out that I have had long service with the Council and for three years acted as Deputy Collector in Mr. McCarthy's District, and I am sure that if referred to you will corroborate the fact that in August 1926 at the request of the Council I took up the collection of an arrear of £900, left behind by Collector Sinnott, and I was successful in having same gathered in to the satisfaction of yourself and the Council. Under these circumstances, I think it unfair that my claim to a share of the work in collecting in Mr. McCarthy's District should have been overlooked.

I would ask you to bring the matter before the Council with a view to having same re-considered, and if the Council permit, I would be glad of a Hearing.

Mr. Roche proposed and Mr. Culleton seconded the following:-  
That Collection of arrears and current rate in District No. 5



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be divided for collection between Messrs. Quirke and Furlong, existing Collectors."

After discussion, Mr. Elgee, Solicitor, said that, as the County Council at their last meeting had decided that the work should be performed by Mr. Quirke, it would be necessary to have resolution of Mr. Roche, considered on notice of motion.

Mr. Roche then gave the necessary notice of motion to be considered at special meeting of the Council to be held on 10th December, 1928.

The following resolution was then adopted on the motion of Mr. O'Byrne, seconded by Mr. McCarthy:-

"That the Minutes of Finance Committee in respect of meeting held on 22nd November, 1928, be and are hereby confirmed except in so far as same have been altered or amended by resolutions adopted at this meeting."

Roads Committee- The Minutes of Roads Committee in respect of meeting held on 26th November, 1928, were submitted as follows:-



The monthly meeting of the Roads Committee of Wexford County Council was held in County Council Chamber, Wexford on 26th November 1928.

The following were in attendance.:-

Messrs. P. Colfer, J. Culleton, T.F. D'Arcy, Colonel Gibbon, J. Hall, Thomas Mayler, Sean O'Byrne, Colonel Quin, M.M. Roche, James Shannon, P. Hayes, W.P. Keegan and Myles Smyth.

The Secretary, the County Surveyor and six Assistant Surveyors were in attendance.

On the motion of Colonel Gibbon, seconded by Mr. Hall, the chair was taken by Mr. McCarthy.

The Minutes of last meeting were read and signed.

Immediately after this Mr. M. Doyle, Chairman, attended and presided for the remainder of the meeting.

County Surveyor's Report.

The following report for month of November was submitted by the County Surveyor:-

As directed by the Council I have prepared my complete Estimate for the coming year for road maintenance and improvemant works. At present time the Roadworks Scheme is in the hands of the Printer, but I expect to have it completed by the end of the week, and I shall circulate copies among the Councillors, so that they may have time to consider it before the meeting on the 10th proximo.

The very bad Summer and Autumn has had a most injurious effect on Road Maintenance, and I have applications from all the Assistant Surveyors for supplemental sums out of the Contingencies Fund. I have not yet been able to go into these in detail, but, from examination of Accounts, I believe it will be very difficult, if not impossible, to maintain the roads up to the 31st March next. I suggest that you refer this matter for consideration to the Finance Committee, at meeting to be held on the 6th proximo, which will be before the special meeting to consider next year's Estimate.

I sumit copy of letter from the Town Surveyor, Enniscorthy, in



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regard to the maintenance of Railway Bridges in the Urban Area. I consider that as the County Council is now paying the Urban Council for the maintenance of these bridges that application should be made to the Railway Company for the sum agreed between the Urban Council and the Railway Company for maintenance. In connection with this matter also, I wish to point out that the Railway Bridge adjoining Wexford Bridge in Wexford Urban Area is not at present under any agreement with the Railway Company, and I consider that we should take over this also.

By direction of the Local Government Department I prepared a new Form of Notice in regard to Hedge Cutting, and have directed all the Assistant Surveyors to serve notices where ever necessary. In connection with this matter I submit copy of letter from Mr. O'Neill, Assistant Surveyor.

At the last meeting of the Council the matter of moving the telegraph pole at Riverview, Duncannon-to allow of corner being improved- was mentioned. I have since been in communication with the Postal Authorities, and arranged for the immediate removal of the pole.

During the past week the Trunk line at Farnogue was badly flooded on several occasions. I find that this is due to land water which the culvert is unable to pass away quickly enough. I found it necessary to cut gaps in the parapet wall to let off the flooding, and I suggest that a new culvert be put in adjoining the old one, and ask for instructions accordingly.

On the 21st instant I inspected the flooding at Coolroe. The only member of the Committee present was Mr. Clince, and with him and Mr. Cullen, Assistant Surveyor, I made a thorough examination of the place. I have arranged with the adjoining land owner to allow river to be cleaned out below the bridge, which, to some extent, will relieve the flooding, but I believe it will be necessary to re-build bridge or culvert, and I am putting forward proposal in my Estimate.



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On the 23rd instant I inspected the flooding at Riverchapel. Messrs. J. O'Byrne ~~and~~ W. Keegan and M. Smyth M.C.Cs were present, as also Mr. Treanor Assistant Surveyor, and a large number of the local people interested. There is no question that a great deal of nuisance is caused by the river in flood time, and a number of houses and premises are flooded. The road itself is not interfered with, but some years ago the County Council expended money in cleaning the river bed which had a beneficial effect. If the flooding is to be kept within reasonable bounds it will be necessary to clear the river periodically. This will possibly entail an expenditure of from £12 to £15 annually, or every second or third year. The only point arising is the powers of the Council to deal with this.

I have had the Assistant Surveyors and Gangers take special note of the cracks, and other defects appearing in the concrete road between Enniscorthy and Ferrycarrig, and have a number of these cracks marked. The very bad weather has prevented a complete examination, and on my special visit on the 23rd instant, owing to the bad weather I was unable to identify all the cracks. There are now an increased number of these, and a simple statement of such would appear to show that the work was very defective. I am quite satisfied, however, that the majority of the cracks are immaterial, and that the work done is sound. With the present very bad weather it is impossible to arrange a suitable day in advance, but I suggest that arrangements be made for inspection by the Committee, to be summoned by wire, as weather permits of full inspection. I found generally that the drainage was satisfactory, but in a few places I gave special directions to the Assistant Surveyors in regard to opening channels to thoroughly complete this matter.

The Council authorised an expenditure of £400 on the rebuilding of the retaining wall, and repair of bridge at Ballyhogue. I now submit details of expenditure, amounting to £277.15.10d, which leaves an unexpended balance of £122.4.2d. Kilmuckridge Bridge is



now completed, but the expenditure on same has been beyond the original estimate. This was owing in part to objection raised by adjoining Mill owner for whose convenience we had to alter the original line of the bridge as set out, and to build a special culvert for the tail race from the Mill. There was also a very great increase in the filling put in so as to ease the hill at each side. The work is an entirely satisfactory job, and I suggest that money be transferred from the unexpended balance at Ballyhogue to cover the extra cost of this.

I submit details with interim balance showing the working of the County Machinery for the current year to date. As already pointed out to the County Council the present charges authorised by the Local Government Department do not cover capital and special expenditure. Eliminating these there is an excess of receipts over expenditure amounting to £1,100 odd. As already pointed out by the reports from the Insurance Company the machinery has been maintained in first class condition, and I consider it practically equal to new. The repairs are all covered by the expenditure. I now find that during the Winter it will be advisable to overhaul the plant at an expenditure of £400, to bring the whole of the machinery completely up to date, and I shall be glad to have authority to have this work put in hands. The overhead expenditure on the machinery not covered by the charges amount to £2,568, and it will be necessary to provide for this separately less any excess of charge over expenditure that may be at the 31st March next. I was authorised to expend a sum of £405 in erecting elevator plant, and so forth at Ballybrennan Quarry, and I now have complete figures of expenditure on this which amount to £403.15.6d. Spare parts taken from the breaker, and which will be available for repairs on other machines I estimate at £100 so that the nett cost of this plant will be £304. I have had careful records kept of work done at Ballybrennan Quarry since the elevator plant was put there, and the saving effected amounts to £306, so that the cost of the plant



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has already been covered. I shall have further particulars and details in regard to this available at next meeting.

In connection with the loan to be obtained for the improving of the New Ross-Camblin Road I find it will be advisable to make special arrangements for dealing with the large quantity of material in Ballykelly Quarry. I estimate that this expenditure will run to in or about £200, and I ask for authority to put the work in hands as soon as possible, so that we may be prepared to deal with the work without delay in the Spring. I have no doubt that this expenditure will be well covered by saving in the work when this is in hands.

The following resolution was proposed by Colonel Gibbon, seconded by Mr. O'Byrne and adopted:-

"That the report of Co. Surveyor as submitted to this meeting be received and considered."

Contingencies Fund.

Mr. Hall mentioned that after heavy rain the gangers should walk road to clear up water tables.

Colonel Gibbon proposed and Colonel Quin seconded the following resolution which was adopted:-

"That in view of the prevailing unfavourable weather the County Surveyor be instructed to curtail as far as possible any improvement or advance work on roads and deal only with urgent maintenance."

Mr. Culleton complained of the time spent by road men trimming hedges and ditches.

Mr. Doyle mentioned that he had received complaints as to the same effect from a number of people in his district. He saw some of the work himself and it was absolutely useless. He thought some of them had been put on to it because they had nothing else to do.

The County Surveyor mentioned that it was necessary to have this work done in order to keep the channels clear. The work



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was only carried out where it was necessary.

In reply to Mr. Hall the County Surveyor said the amount at present in the Contingencies Fund was £730 on account of Main Roads and £679 for Co. Roads. There was a bigger sum in the Fund this time twelve months.

The meeting considered that there was no necessity to submit the proposals of Co. Surveyor from Contingencies Fund to the Finance Committee and it was agreed that it should be dealt with at the special meeting of the County Council to be held on 10th December, 1928.

Overline Railway Bridges. Enniscorthy and Wexford.

A resolution was adopted directing the County Surveyor to negotiate with the Railway Company in connection with the maintenance of Overline Bridges on Trunk Road in Enniscorthy Urban Area and as regards Railway Bridge adjoining Wexford Bridge; that the figure for maintenance suggested by the County Surveyor be submitted to next meeting of the Roads Committee and that the cost of the adjoining roads in each instance be regarded as a factor in arriving at the amount to be paid for maintenance by Railway Company.

Hedge Cutting. The letter from Mr. O'Neill, Assistant Surveyor referred to by the County Surveyor stated that in one case he understood the Land Commission held the farm at the present time, and the local Solicitor for the Commission referred him to headquarters. He desired instructions. Another point on which he asked for guidance was in the case of land taken on the eleven months' system. The owner was usually a person not residing in the district, while the person who had taken the land for the eleven months disclaimed all responsibility for hedge cutting.

It was decided to refer the matter to Mr. Elgee, Solicitor.



Flooding at Farnogue. The County Surveyor mentioned that cost of new culvert to obviate flooding would be £90.

It was decided to take no action for the present.

Flooding at Riverchapel. In reply to Colonel Quin, the County Surveyor said that the flooding at Riverchapel did not in any way interfere with the roadway there.

It was decided to take no action in the matter as Council were not concerned.

Wexford-Enniscorthy Concrete Road.

Mr. Hall proposed that the following Sub-Committee appointed on the 4th July, 1927 be requested to make a special inspection of Wexford-Enniscorthy concrete Road:-

Messrs. M. Doyle, R. Corish, T. McCarthy, James Gaul and Colonel Gibbon.

Mr. Culleton Seconded. *Passed*

Colonel Gibbon mentioned that he had a letter from Mr. Musgrave, Irish Engineer of the Portland Cement Company, who was very anxious to look at the work done on the Enniscorthy road. He invited the speaker and the County Surveyor to accompany him on his inspection and also to visit concrete roads made North of Dublin.

He was quite sure that if they could find a suitable date and any other member of the Council would like to attend their examination Mr. Musgrave would make the necessary arrangements. He (Colonel Gibbon) was satisfied that the mixing of the concrete on the Enniscorthy road was satisfactory and he was also satisfied that the proper inspections of the road were made. He had inspected the road probably more than anyone else and he was satisfied the job was a good one-as good as it could possibly be under the terms of the specification and design. The fact that no cracks had appeared in the work on Wexford Quay had been referred to but this was a different proposition as it was laid with reinforced



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concrete. Cracks were bound to occur in concrete laid under the conditions of the design of the Enniscorthy-Wexford road.

Mr. Birthistle pointed out that in Dublin on a road 100 feet wide laid in reinforced concrete more cracks could be seen than in the Wexford-Enniscorthy road.

It was decided that the County Surveyor arrange for the most suitable date for inspection and also that he would communicate with Mr. Musgrave as suggested by Colonel Gibbon.

Petrol Pump in New Ross.

In connection with statement made by Colonel Quin at a recent meeting of the Roads Committee that the widths of footpath and carriageway given relative to application for erection of Petrol Pump were not as stated by the Assistant Surveyor, the County Surveyor stated that the footpath was 9 feet at the point where the pump stood and 8 feet 10 inches further up. The road was 40 feet at the pump and 44 further up.

In the course of discussion it was ascertained that Colonel Quin had really referred to a petrol pump on a different site and the matter dropped.

Kilmuckridge Bridge. The County Surveyor stated that the amount expended over allocation in this case was £63.12.5d.

Mr. O'Byrne proposed that unexpended balance from rebuilding retaining wall and repair of Bridge at Ballyhogue viz., £122.4.2 be applied as far as necessary to cover extra cost of work at Kilmuckridge Bridge.

Mr. O'Byrne said that the work was well done and it was one of the most necessary in the County.

Mr. Hall who seconded, agreed, and stated that everybody was very well pleased with the manner in which it had been carried out.

Passed.

Proposed Overhaul of Machinery Plant. The County Surveyor mentioned that overhead expenditure referred to was made up as follows:



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Instalment Loan New Plant.	£635.
Morris Truck.	£204.
Instalment Loan Purchase Machinery.	£1360.
Insurance Premiums.	£115.
Work at Ballybrennan.	£254.

Mr. Hayes considered that these items should have been taken into account when they were ~~making~~ fixing the rate of 3/6d. per cubic yard for breaking material.

Mr. McCarthy proposed that the £400 asked for by County Surveyor for machinery overhaul be voted for the purpose. Machinery required overhauling from time to time and out of a total expenditure of £20,000 for machinery the sum of £20 per £1,000 per annum was certainly not exorbitant.

Colonel Quin seconded.

Mr. D'Arcy proposed and Mr. Hall seconded:-

"That a sum of £200 be voted in charge of County Surveyor to carry out the most pressing machinery overhaul.

Colonel Gibbon said it would be very difficult for them when they had no detailed estimate, to carry out Mr. D'Arcy's suggestion to cut down the proposal of County Surveyor to £200 without having the actual points at which cutting was to be done.

He suggested that £400 be agreed to and that Mr. D'Arcy could go through the detailed estimate with the County Surveyor and if Mr. D'Arcy could see his way where cheaper quotations could be obtained, there was no doubt the County Surveyor would fall in with Mr. D'Arcy's views.

On a show of hands two only voted in favour of Mr. D'Arcy's amendment.

Colonel Gibbon then proposed:-

"That the sum of £400 be allowed for repair of machinery and overhaul and that the County Surveyor submit detailed list of cost to Mr. D'Arcy in order to ascertain if the latter could make any saving in them.

Colonel Quin seconded the motion which was passed, Messrs. Hall



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and D'Arcy dissenting.

The County Surveyor stated that if Mr. D'Arcy was able to point out to him where money could be saved he was just as anxious as anyone else to economise.

Mr. Roche proposed and Mr. Shannon seconded the following resolution which was passed:-

"That as regards repairs to machinery the County Surveyor be directed to have the necessary work carried out by County Wexford firms, provided the cost does not exceed manufacturers' charges."

Ballybrennan Quarry. The County Surveyor dealt with figures in connection with saving of £306 in working this quarry and in reply to queries stated that in recent years there always had been a deficit in its working. At the present the cost with new plant for breaking and loading was under 2/- per yard. As far as he could see they were saving something over 1/- per yard with elevator plant, which was found very satisfactory and well worth the money.

Colonel Gibbon suggested that the County Surveyor could investigate the possibility of putting in smaller plant of a similar kind in Kerlogue and other suitable quarries.

New Ross-Camblin-Campile and Duncannon Road. The following letter under date 24th November, 1928 was read from the Manager, National Bank, Wexford:-

I have submitted your further letter to the Board for extension of the period of repayment of above Loan and in all the circumstances the Board have been pleased to accede to the Council's request and the term of the Loan is therefore now ten years. This must be regarded as a special concession and is not to be regarded as establishing a precedent. The Board desire that the existing total of loans be reduced as soon as possible and unless substantial reductions in the liabilities of the Council are made favourable consideration of any future requirements cannot be given.



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I have to inform you that repayment of loans extending over a period of ten years is not viewed as satisfactory by the Board, and in future loans required by the Council cannot be granted for such long periods.

The following resolution was adopted on the motion of Mr. O'Byrne, seconded by Mr. Shannon:-

"That, as recommended by the County Surveyor £200 be allocated for dealing with material in Ballykelly Quarry for New Ross-Camblin-Campile and Duncannon road and that said amount be paid out of loan.

On the motion of Mr. O'Byrne, seconded by Colonel Gibbon, the following resolution was adopted:-

"That report of County Surveyor submitted to this meeting be and is hereby adopted subject to any amendments or alterations made in same at this meeting."

Complaint by Haulage Contractor.

Mr. James Brien, Glenties, Glenbrien, came before the meeting and complained that Michael Bennett, Road ganger, had charged him with drawing a load of material from the road for his own use and that Bennett had received this information from an independent farmer, whose name he refused to give. Mr. Brien admitted that there were about five or six shovelful of material-the tailings from the car as it was swept out from time to time-in his yard. Bennett said he would not report the matter, but he (Mr. Brien) insisted upon having it brought before the Roads Committee. He would not allow any man to call him a rogue.

The County Surveyor said that when Mr. Brien came to him the matter was at once taken up with the ganger and Mr. Cullen, Assistant Surveyor.

Mr. Cullen said that he found about a tenth of a cubic yard of stones in Mr. Brien's yard. The latter had no hesitation in pointing it out. He (Mr. Cullen) believed that the explanation given by Mr. Brien that this was the accumulation of a few stones swept from the cars engaged in haulage work was correct.



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Mr. Hall proposed and Mr. D'Arcy seconded:-

"That ganger Bennett be directed to apologise to Mr. Brien for his action."

Colonel Quin who held that the ganger was acting quite correctly proposed that the matter be allowed to drop.

Mr. O'Byrne seconded.

Colonel Gibbon proposed that the members for the Ennisecorothy Electoral area investigate the matter with a view to getting the fullest information and submit their report to next meeting of the Roads Committee, the County Surveyor to fix date of investigation.

On a show of hands 12 voted in favour of Colonel Gibbon's amendment and one against.

The Chairman declared it carried.

Ford of Lyng.

Under date 24th November the following letter was read from Mr. Elgee:-

I am in receipt of yours of yesterday and note that the Finance Committee have directed me to take proceedings against the owners of the South Slob in the District Court to obviate the flooding of the Road at Ballybroo and Ford of Lyng.

As I have already on several occasions pointed out to the Council-that if any proceedings in respect of this flooding are taken against the Owners of the lands they have to be in the High Court as I cannot bring them in the District Court, and if I take proceedings in the District Court now the application will be dismissed. Accordingly I will be glad for further instructions before I take any proceedings in the District Court.

Mr. O'Byrne said he would move that proceedings be taken in some Court in order to have the long standing <sup>Grievance</sup> ~~Grievance~~ under which the people laboured redressed.

Colonel Gibbon mentioned that it would be advisable if the T.Ds for the County raised the question in An Dail in which case it



was probable a man would be appointed to go into it and the expense would be thrown on the Government. It could be pointed out to the Government that the drainage of the South Slob had been carried out under Grant from the Government with the condition set out in an Act of Parliament that the rights of adjoining land holders were not to be interfered with. The work was to be regarded as ineffective unless this condition was carried out.

The five T.Ds with the farmers in the neighbourhood who were being penalised should press on the Government to compel the South Slob Company to fulfil their contract under the Act.

Another point that could be put before the Government was the fact that the Slob Company had deliberately raised the level of the spillways by about a foot and as a consequence there was twelve inches more flooding on the lands affected. Even if the Government were not satisfied to deal with the matter directly the fact of raising the question would evoke some statement as to the persons against whom action would lie in this matter, but it would be ridiculous for the adjoining owners to spend thousands <sup>and</sup> thousands of pounds in High Court proceedings against rich holders with problematical success.

Colonel Gibbon then moved the following:-

"That we request Messrs. Jordan and Corish T.Ds who are members of this Council to raise in An Dail the question as to responsibility for the flooding at the Ford of Lyng. ~~xxx~~ That Mr. Elgee, Solicitor, be directed to obtain without delay copy of Act which constituted the South Slob Company and that he submit to Counsel for his opinion the whole circumstances of the case (with Slob Act) in order to advise the Council as to what proceedings can be taken if any. That the County Surveyor be directed to provide Mr. Elgee with map marked with boundaries of flooding, with special reference to flooding of roads and the points at which the river has been blocked by weeds etc., and section showing the original size of the spillways and how they had been raised in height."



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Mr. Culleton seconded the resolution which was adopted.

The Chairman mentioned that Mr. Elgee should take steps to push on this matter without delay; it had been going on for 24 or 25 years at least.

Arterial Drainage (Minor Schemes) Regulations, 1928.

The Secretary mentioned that copy of circular letter of the Department of Local Government (S.77223/1928 Ilgh (B.C.T.)) had been furnished to each member of the Roads Committee.

Colonel Gibbon mentioned that the most dangerous point in these Regulations was that any amount spent over the estimate would fall on the funds of the County Council. If they estimated a certain drainage scheme would cost £750 and the cost was £950 the excess of £200 would have to be provided by the County Council and could not be debited to the promoters of the scheme. Another point was that any three men could furnish a petition to the Council to drain their lands and whether the scheme was proceeded with or dropped the Council would be responsible for all the preliminary expenses as a County-at-large Charge.

No order was made on the matter.

Rosslare Road-South Coastguard Station.

Under date 8th November, letter was read from four residents on above road asking if the Council were taking any steps to prevent the road from slipping further into the sea, when the repairs were likely to be carried out or in the event of the road being closed permanently, what provision was to be made for approach to their houses.

The Secretary stated that in reply to this it had been pointed out that it was not contemplated at present that any portion of roadway, on the frontage of any existing house, should be closed. The Rosslare end would remain open, the Tagcoat end from where the road ran inland from the sea to the houses, would be closed to vehicular traffic. The whole road would, however, remain open to pedestrians.

Mr. Birthistle  into the sea.



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It was decided to apply to the Minister to close the portion from the Tagoat end to the nearest house in the direction of Rosslare.

Road at Baker's Cross.

Under date 16th November, Martin Kinsella, Boleybawn, Gorey, called attention to gullet in a hollow in the road below Baker's Cross (Larchfield). The water comes back from the river through the gullet, flows down the road and empties into his lane to a depth of four and five feet. If the gullet were closed it would stop the nuisance. Inside the Bridge down to the Railway Bridge, the river was all choked with trees and bushes.

Mr. Treanor said that it would flood another portion of the road if the gullet was closed and he did not consider it was the business of the Council to clear the river down to the Railway Bridge.

The County Surveyor mentioned that if this was a natural river they had no power to compel anyone to clean it, but if it were an artificial drain they could.

It was decided that Mr. Elgee, after consulting with the County Surveyor should explain the circumstances to Mr. Kinsella.

Ballybrennan Protection Wall.

Mr. John Doyle, Ballybrennan, Bree, wrote under date 10th November, stating that protection wall at Ballybrennan was now level with the road, leaving a drop of about thirty feet. If any accident happened it might cost a lot of money compared with the few pounds it would take to repair it.

The County Surveyor said the place was in a very serious condition, but not quite so serious as represented by Mr. Doyle. He had included in his estimate a proposal dealing with it.

Tara Hill and Ballincarrig.

A memorial from a large number of Ratepayers asking for the repair of lane leading to their homes in Tara Hill and Ballincarrig (Gorey) was read. They stated upwards of 50 families were using the lane as it was the only means of reaching their homes. During



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the Winter months when the lane was flooded they were unable to travel unless on foot. The lane crosses the main road at Ballinacarrig to the main road at Kilcavan and if repaired would be of great service to people living in that district.

Mr. Keegan said that if £100 was spent on the lane it would be giving people a passage way at all times to and from their homes. In his opinion it would be money well spent.

Mr. Treanor, Assistant Surveyor said that the lane was in a very bad condition, overgrown with bushes and briars. It was only 10 feet wide in the widest part. The road was a solid rock about two miles <sup>long</sup> and in his opinion it would be extremely difficult to make a decent thoroughfare in the place.

It was decided that the matter be considered with Road Works Estimate on the 10th December.

#### Oil on Roads from Traction Engines.

Under date 5th November, Mr. J. G. Quigley, Chief Engineer, Department of Local Government forwarded the following in reply to query of Roads Committee:-

Yours of the 15th ultimo has remained without a reply owing to my absence from the Office.

I beg to refer you to Section 5, of the Motor Car (Public Service Vehicles) Order, 1928. This you will notice will take effect from the 1st January, 1929. On page 115 of our Report of the Inter-Departmental Committee of the Control, etc., of Road Traffic, 1928, you will see a provision against cinders being allowed to drop or any locomotive causing a nuisance.

A note has been taken as to making provision in the completed new traffic legislation against any self propelled vehicle causing nuisances, such as the dropping or spilling of oil.

#### Flooding of Lane, Baldwinstown.

Mr. James Keating, Baldwinstown, Bridgetown, wrote complaining that a lane leading to his farm at Baldwinstown Cross roads was in a very bad condition, owing to the action of road men, deliberately turning the water on to it by placing on it large patches of road



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material, which prevented the water flowing in its original course to the water tables on the side of the road. A large gullet prepared by the Council would be able to take the water away from his lane if the Council's men had not interfered.

The County Council would be liable for whatever further damage was done to the lane.

Mr. Kehoe, Assistant Surveyor, said he never remembered the water going anywhere else except down by the side of this lane. Of course, if the man could get the water off his lane it would be to his advantage. He would inspect the place and report to next meeting of Council.

#### Road Grants.

The Secretary reported that since the last meeting of the Council the sum of £1907 had been received from the Government, viz., for Trunk Roads £905 and Link Roads £1,002.

#### Petrol Pumps.

On the motion of Mr. Hall, seconded by Mr. O'Byrne, the following resolution was adopted:-

"That the application of Messrs. John Bolger and Company for erection of two petrol pumps in Ferns Street, the tanks of which are on the Company's own premises be acceded to, work to be carried out to the satisfaction of the County Surveyor."



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The following resolution was adopted on the motion of Colonel Quin, seconded by Mr. O'Byrne:-

"That the Minutes of Roads Committee in respect of meeting held on 26th November, 1928, be received and considered."

Contingencies Fund. The County Surveyor, in reply to Mr. Hall, said that the amount now in this fund was £1409; this time ~~twelve~~ months it was £2400. Several abnormal items of expenditure, particulars of which he gave, the County Surveyor stated, had to be provided for this year.

Mr. Cummins asked for information to be supplied to him for next ordinary meeting of the Council as to the Council's indebtedness to their Treasurer and as to the financial position of the Council generally.

Flooding at Riverchapel. Mr. Keegan said that four years ago the Council had cleaned up the river which backed up from the sea. This and the landflooding was responsible for the present position. There were 14 families concerned and the Council in allocating money for the purpose were only following the precedent set by a former Council. He proposed that £14 be allocated for the work.

Mr. O'Byrne in seconding pointed out that when the Council spent money on this work the water flowed over the road and there was a possibility this would happen again. As a preventive and to save a bigger outlay later, the money would be well spent.

The Chairman said that the road was not flooded at the present time. There was a number of places actually flooded at the present time-roads and houses and no proposal had been made to help the people concerned.

After further discussion a poll was taken with the following result:-

For the motion, Messrs. Armstrong, Cline, Colfer, Corish, Cummins, Gaul, Keegan, McCarthy, O'Byrne and Shannon .....10.

Against:- Messrs. Brennan, Culleton, D'Arcy, Doran, Gibbon, Hall, Jordan, Mayler, Murphy, Quin, Roche, Smyth, Miss O'Ryan and the Chairman .....14



Messrs. Cooney and Walsh were not present when the poll was taken.

The Chairman declared the proposal lost.

Wexford-Enniscorthy Concrete Road. Colonel Gibbon reported that the Sub-Committee inspected the road on 1st December, 1928. There were in attendance himself, Mr. Gaul, the County Surveyor and Capt. Musgrave, Engineer to the Portland Cement Company, and who was an expert on road making. They had gone over the road as far as Brownswood. The cracks were all numbered and the Sub-Committee examined each one, stopping for sometime at the bad ones. The main cracks were in the long bays that were made in the beginning. There were extremely few cracks in any of the short bays. The majority were hair cracks and could not be seen unless the weather was extremely favourable and dry. It did not look as if they were likely to extend much. It was only in one case the Sub-Committee found a crack starting from each side and it might be necessary in ~~which~~ this case for the Contractors to cut out a bit of concrete. In the opinion of Captain Musgrave it would not be wise to touch this at the present time. It might be accounted for by a temporary interruption according to Captain Musgrave. If the motor was running irregularly or the pump supply was giving trouble so that the work was held up any time from half an hour to two hours, and the concrete laying went on without making a regular joint, a crack might occur. They had also inspected the point at Brownswood trough at which the County Surveyor reported that oil dropped from engines was injuring the concrete. There was certainly some slight deterioration of the surface. Captain Musgrave said there would be no difficulty in dealing with the small amount of damage which had occurred; if they waited until summer, clean off any dirt on it, and then tar-spray for a couple of perches. This, in the opinion of Captain Musgrave, would entirely prevent any further damage. His opinion was that so far as the concrete was concerned, the job was entirely satisfactory and that the number of cracks in it was suprisingly



small. Even if more cracks were noticeable in the Summer, Captain Musgrave did not think the position would be serious. In his (Colonel Gibbon's) opinion the road was in a very satisfactory condition and beyond the cracks there was no sign of any surface wear, which Captain Musgrave stated was surprising in a length of  $11\frac{1}{2}$  miles; also that there <sup>not</sup> should/be one single joint of inferior concrete, an almost unheard of thing. This spoke well for the manner in which the Contractors had carried out their work.

Mr. Gaul corroborated what Colonel Gibbon had reported in connection with the inspection of the Sub-Committee. He did not see anything whatever wrong with the road.

The County Surveyor mentioned that the cracks and joints would be all gone over in the late Spring or early Summer. He did not see any difference between "Ferrocete" and the ordinary cement. It would appear from the experience which they had gained in laying this road that the proper distances between joints should be about 45 or 50 feet.

The following resolution was adopted on the motion of Mr. O'Byrne seconded by Colonel Quin:-

"That the report of the Sub-Committee for Enniscorthy-Wexford road be approved."

#### Machinery Overhaul.

Mr. D'Arcy contended that the amounts paid by the Council for <sup>also</sup> machinery overseer and ~~also~~/for employment of carpenter and blacksmith, should have been brought in as portion of the annual upkeep of the machinery.

Colonel Gibbon disputed this and held that these employees were only dealing with running expenses and not with the capital charges.

The County Surveyor pointed out that the remuneration paid these employees was charged against each particular job for the use of machinery. The £400 really represented capital expenditure. Anyone familiar with machinery will recognise that even a high



cost in maintaining it at the highest standard of efficiency was economic in the long run. If the remuneration of the employees mentioned by Mr. D'Arcy was brought in against the overhaul, this expenditure would be brought in a second time. He was absolutely satisfied that the machinery was maintained in the best and most economic manner.

Mr. D'Arcy proposed the following resolution:-

"That a sum of £200 be allocated for machinery overhaul."

This was seconded by Mr. Hall.

In reply to Mr. Corish the County Surveyor stated if this resolution were adopted it would mean that certain items of machinery which he had intended to be overhauled could not be dealt with.

Colonel Gibbon stated he was prepared to propose that this expenditure of £400 be suspended till the next meeting of the County Council and that the estimate of the County Surveyor in detail be placed before this meeting prior to which the figures can be in Mr. D'Arcy's hands, and let him show the Council meeting where a reduction could be made.

Mr. Keegan proposed:-

"That the recommendation of the Finance Committee be approved."

Mr. Corish seconded.

The County Surveyor mentioned that the expenditure of £200 only would mean that three or four times as much would have to be spent next year on overhaul.

In reply to Colonel Gibbon, he said that there would be no detrimental effect on the machinery if this matter were <sup>postponed</sup> ~~proposed~~ to next ordinary meeting of the County Council.

Colonel Gibbon moved a resolution to this effect, the detailed figures proposed by the County Surveyor to be circulated with the agenda paper for next ordinary meeting,

Mr. Culleton seconded this resolution which was agreed to without dissent.

Ford of Lyng.

Mr. Elgee, Solicitor, mentioned that he had read the South



Slob Embankment Act under which the Slob Company had been formed and it was a fact that they were supposed not to do any damage to adjoining lands, but to compel them to carry this out proceedings would have to be taken in the High Court and of course he would institute these proceedings any time he was instructed.

Colonel Gibbon said he believed the Act of Parliament referred to was not submitted to Counsel at the time the case was under consideration, as the Council was not aware of its existence.

Mr. Elgee said that every Act dealing with the matter had been submitted to Counsel.

The following resolution was proposed by Mr. O'Byrne, seconded by Mr. Hall and agreed to, other motions being allowed to drop:-

"That Mr. Elgee, Solicitor, be instructed to take proceedings at once to compel the Slob Company to carry out their obligations as provided under South Slob Embankment Act as regards non-prevention of flooding of lands of adjoining owners.

Rosslare Road. The County Surveyor mentioned that he was afraid the slipping of the road was extending towards the existing houses.

It was decided to apply to the Minister for Local Government for local inquiry for closing of road, as all interests concerned could be represented there, <sup>and</sup> their views laid before the Inspector.

Flooding of Lane, Baldwinstown. The following report under date 30th November, 1928 was read from Mr. Kehoe, Assistant Surveyor

"In compliance with instructions from the Roads Committee I inspected, on Tuesday last, the laneway at Baldwinstown complained of as being flooded by Mr. Keating.

When raining the water from the Cross roads runs down by the side of the lane and about midway down - owing to a defective water table - spreads over the surface.

Mr. Keating told me that formerly the water went down the side of the public road, and that, owing to a resident there raising the side in front of his door the water was diverted into the lane.



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This must be thirty years ago, as he said it was before I had anything to do with it.

I told Mr. Keating the Roads Committee would probably be making an inspection in the early Spring, and that I would ask them to come and see the place.

He was quite satisfied with this, so that the matter may rest for the present."

The suggestion in Mr. Kehoe's letter was approved.

The following was proposed by Mr. O'Byrne, seconded by Mr. Keegan, and adopted:-

"That the Minutes of Roads Committee in respect of meeting held on 26th November, 1928 be and are hereby adopted."

Gorey-Courtown Road.

The following memorial signed by 159 Ratepayers in the Gorey and Courtown Districts was read:-

We, the undersigned, being ratepayers resident in the Gorey District, County of Wexford, hereby petition that your Council may, in our interest, and in the interest of the inhabitants of this District generally, take into your earliest consideration the necessity of having the Main road between the Town of Gorey and Courtown Harbour, put into a proper and efficient state of repair. This road has for some years been allowed to remain in a very bad state of repair to the detriment of tourist and other traffic to the sea-side resort of Courtown Harbour.

At the request of one of your Council's Surveyors the Harbour Master of Courtown Harbour took a census of all the traffic entering Courtown Harbour on the 15th August, 1928. His return shows that 521 Motor Cars, 8 Charabancs, 64 motor cycles, 170 horse drawn vehicles, and 1300 pedal bicycles passed over all or portion of this road. That was only one day in the Summer season. From this census it is evident that, in the interests of the public generally, this road should be put into a proper and efficient state without any undue delay. Your Petitioners are of opinion



that having regard to the volume of traffic this road has to carry, that the only proper and efficient method is that of steam rolling.

Your Petitioners would remind your Council that a rate is struck for the purpose of developing the tourist traffic in the County. Courtown Harbour is admittedly one of the most beautiful, popular, and safest sea-side resorts in the County, but tourists and Summer Boarders will not come to it if the Main road leading to it is allowed to get into such a state of disrepair that motor traffic is not reasonably safe upon it. Moreover, the majority of the residents in Courtown Harbour and Riverchapel are largely dependent upon the tourist traffic for a livelihood.

Your Petitioners, therefore, ask that your Council may take the terms of this Petition into your earnest consideration, and accede to the request therein presented to you.

Mr. Keegan mentioned that this road had certainly deteriorated recently as ~~as~~ a 'Bus Service had started using it about a month ago; unless it was attended to immediately it would soon become impassable. If allowed to remain as at present for another year the Council might calculate on spending about two thousand ~~or~~ three thousand pounds a mile in order to put it into ordinary condition.

Mr. O'Byrne pointed out that there was no possibility of this road being kept by the ordinary maintenance proposed. They had hopes to obtain a Grant from the Tourist Association for its repair. Unless it was steamrolled it would be come a complete wreck before the Summer.

The County Surveyor said the bottom of ~~the~~ road was fairly sound, but the surface went to bits from the class of traffic that went on it particularly during the dry weather when it became full of pot holes. To put a decent surface on it would cost about £5,000.

After further discussion the following resolution was proposed by Mr. McCarthy, seconded by Mr. D'Arcy and adopted:-

"That the position of the Gorey-Courtown road be brought specially to the notice of Mr. Quigley, Chief Engineer, Roads Department, Local



Government, on the occasion of his attendance at the meeting of County Council on 10th December, 1928.

Handbreaking Road Material In Quarries.

Miss O'Ryan mentioned that, notwithstanding the resolution of the County Council, no men since the last meeting had been employed at handbreaking in Windygap quarry although several were available.

The County Surveyor said that there had been no necessity for their employment. They must have fine stuff for the fast traffic and could not use coarse material unless they were ready to roll it in. He never agreed that handbreaking should be the only method of obtaining stones from all Quarries. In the Spring time he proposed to prepare a large quantity of screenings in Ballybrennan and circulate them by rail or otherwise through the County as they could be prepared there much cheaper than anywhere else.

Miss O'Ryan asked if since the last meeting of the Council any men had gone into quarries for handbreaking of material.

County Surveyor-Only a few, but these were as many as were required.

Miss O'Ryan - From now on will you require any handbroken stones?

Co. Surveyor - If we had early intimation of what Grant work and the amount of rolling we had to do, I would be in a position to answer that question. We do not know at present whether we will get £2,000 or £10,000 of a Grant.

The Chairman said that where the County Surveyor and his Assistants could give any employment at handbreaking they were bound to do so.

Rate Collector C. McCarthy, District No.5.

The Secretary reported that up to the present he had not received any intimation from Mr. C. McCarthy, as to when he intended taking up duty.

Colonel Quin proposed and Mr. O'Byrne seconded, the following resolution which was adopted nem.con.

"That, subject to confirmation by Local Government Department, we dispense with the services of Mr. C. McCarthy, as Rate Collector for No. 5 District, and hereby terminate his employment with the Council."



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Preparation of Voters' Lists, etc.

Mr. Cooney said that Rate Collectors had a grievance in as much as they had not been paid for Registration work carried out by them in 1927 although they had applied on more than one occasion to the County Registrar for payment.

It was decided that the Secretary call the attention of the County Registrar to the complaint of the Rate Collectors and ascertain from him when he intends satisfying their claim.

Loan. New Ross-Camblin-Campile-Duncannon Road.

The following resolution was adopted on the motion of Mr. Corish, seconded by Mr. Colfer:-

"That, pursuant to letter of sanction of the Minister of Local Government under date 25th October, 1928 (S.Co. Wexford (Pg)), the sum of £4,000 be borrowed from the National Bank Limited, Wexford, for the purposes therein mentioned - to be repaid within 10 years with interest at the rate of half per cent under Irish Banks' rate varying, subject to a minimum of 4% per annum as in said Letter of Sanction provided and it is further resolved that the Seal of the Council be affixed to the necessary Mortgages over the rates to secure said loan.

Scholarship Schemes.

The following resolution was adopted on the motion of Mr. O'Byrne seconded by Mr. Cummins:-

"That provisions of University Scholarship Scheme, as obtained for year 1928/29, with the necessary amendments as to dates etc., be and are hereby agreed to for scheme for 1929-30."

"That the recommendation of the Scholarship Committee that amount of Primary Scholarship be fixed for four years at £50 per year and that the limit of valuation of parents or guardians of candidates to secure eligibility for competition for these Scholarships be increased from £50 to £75 be specially considered at the meeting of County Council to be held on 10th December, 1928."



Derating of Agricultural Land.

The following resolution was read from the Offaly County Council:-

"That we, the Finance Committee of the Offaly County Council, having read a report of a Conference held in Northern Ireland, in which it was stated that the Northern Minister for Finance proposes to introduce legislation exempting Agricultural Land from Rates, request the T.D's, the Minister for Agriculture, the Minister for Finance, also all the County Councils in Southern Ireland, to unite with us in pressing for similar legislation in the Free State, owing to the present very depressed condition of Agriculture."

Miss O'Ryan said if this resolution was to be put in force it would be necessary that <sup>a</sup> fund should be set up to meet the deficit and this could be done by applying the Land Purchase Annuities for the purpose.

Colonel Gibbon said that a real difficulty in regard to remission of Rates on Land was that in England the percentage of Rate relative to Agriculture was only 2½ whilst in Ireland it was 67%. Any remission of rates would give no relief to Irish Farmers, as they would be obliged to meet it in other taxation.

Mr. McCarthy proposed that the resolution be noted. Everyone he said would be delighted if Agricultural Land could be relieved of rates, but from the information given in An Dail it was not feasible to carry out such a proposal.

It was very doubtful even if it could be successfully applied in Northern Ireland. The amount of derating would have to be put on other buildings and factories (which were very few in the 26 Counties) and would be prohibitive.

Mr. O'Byrne seconded.

The Chairman said that something should be done to give the farmers some further relief on Agricultural Land, but it was not feasible to derate Agricultural Land in toto. The Free State farmers had to compete with those in Northern Ireland and in Great Britain, who were benefiting



by derating. The farmers were never worse off than they were to-day. He saw that all around him in his own locality. To totally abolish rates on Agricultural Land was not feasible, all these taxes would come back in some other way. As regards the retention of Land Annuities he did not believe it had been ~~proved legal~~ that such a step was legal; if it were, he would be glad to fall in with Miss O'Egan's proposal. He did not want illegalities and he would not stand for them in this County. They should sustain the present Government as long as it is there and until replaced by some other Government.

Colonel Gibbon considered that a case should be made to the Government to relieve them from the deduction from their Government Grants, owing to defaulting Land Annuityants.

Mr. Jordan mentioned that the Farmers' Party had taken up the question of ~~the~~ derating a couple of months ago. A Committee had been appointed and the subject was well in hand. There would be a certain measure of relief, but he was unable to say to what extent. It was a very intricate matter and necessitated a lot of consideration. It had been arranged to have a full dress debate next session with regard to Land Annuities.

The Chairman put the resolution and declared it passed, Mr. Cummins dissenting.

#### Town Tenants Commission.

Recommendations put forward in connection with the report of Town Tenants Commission of 1927 from Blackrock Urban Council were read.

Consideration was adjourned until next ordinary meeting of the County Council.

#### Renunciation of War and Disarmament.

A memorial and suggested resolution in connection with above were received ~~in~~ from the Committee, 4 Eustace Street, Dublin.

It was decided to take no action in the matter.

#### Salaries of Officials.

The following resolution was received from the Agricultural



Protection Association (County Wexford):-

"Considering the oppressive Rates and the acute crisis which exists in the Agricultural Industry today, we ask the County Council to revise existing Official Salaries and put them on a pre-war basis, with an addition in proportion to the increase in the cost of living, and to recommend ~~to~~ the Local Government Board to sanction same; also, to reduce the number of Officials to compare with pre-war period."

Mr. D'Arcy proposed that a return of Salaries of Officials paid by County Council, the date of appointment of each Official, the terms of appointment, with opening and present salaries, the financial position of the Council and amount of overdraft to the Bank, be presented to next monthly meeting of Council.

Mr. Smyth seconded.                      Passed.

Mr. Elgee, Solicitor, stated he considered it right to point out to the Council that they had no power to reduce the salary of any existing official at the time of the Treaty. Reduction of Salaries had been brought forward at a meeting of the Former Council by Mr. O'Donohue, but it was turned down, in view of the state of the Law.

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Michael Doyle



WEXFORD COUNTY COUNCIL

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SPECIAL MEETING 10th DECEMBER, 1928.

MINUTES.



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A special meeting of Wexford County Council was held in County Council Chamber, Wexford on 10th December, 1928.

Present:- Mr. M. Doyle (Chairman) presiding; also Messrs. James Armstrong, John Brennan, James Clince, Patrick Colfer, Thomas Cooney, Richard Corish, John Culleton, John Cummins, Timothy F. D'Arcy, John Doran, James Gaul, Col. C.M. Gibbon, James Hall, Patrick Hayes, Michael Jordan, William P. Keegan, Thomas Mayler, Thomas McCarthy, John Murphy, Sean O'Byrne, Colonel R. P. Wemyss Quin, M.M. Roche, James Shannon, Myles Smyth, James E. Walsh and Miss O'Ryan.

The Secretary, Assistant Secretary, the County Surveyor, the six Assistant Surveyors and Mr. Elgee, Solicitor were also in attendance.

The minutes of last meeting were read and signed.

#### Provisional Road Works Scheme.

The Provisional Road Works Scheme for financial year 1928-30 in accordance with estimatee for road maintenance and improvement and which had been supplied to each Councillor was considered.

Letter was read from Local Government Department (Roads) - RGM/201/29 - under date 22nd October 1928. This communication pointed out that that Minister was anxious to be in a position to notify the County Councils, as early as possible, the Grants which may be made from the Road Fund in respect of year 1929-30. Upkeep Grants had up to the present been <sup>according</sup> calculated to the sums which County Councils had allowed in the previous year for road maintenance. The Minister considered it would be more satisfactory if he could indicate before the Council passed their Road estimates for next financial year what measure of State aid could be given towards the cost of main roads. For this purpose he would be glad if Councils would, with as little delay as possible, frame provisional estimates of the amounts which they were likely to allow



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for (a) Trunk Roads (b) Link Roads (c) County roads for the next financial year. The Minister would have these examined and would then indicate the extent of State assistance. The Estimates should include the requirements in regard to the upkeep of Trunk and Link Roads in the Urban areas of the County. The Minister drew the special attention of Council to the fact that there is no County in the State in which road works had not been carried out at the cost of the Road Fund. Complaint~~was~~ occasionally made that the reconstructed or resurfaced roads were not having ~~an~~ sufficient attention paid them by Road Authorities. Where roads have been steamrolled or otherwise improved and are in a condition to receive surface dressing, the Minister considered that part of the normal maintenance allocated to such roads should consist in the application of such dressings. He therefore expected that County Councils in framing their estimates for the maintenance of roads which have been improved and which will require tarring etc. in the coming financial year would provide in their estimates for such tarring, and the inclusion of a provision under this head would be taken into account in determining the amount of the Grant towards upkeep. Particulars of the extent to which this work had been provided in the estimates should be clearly stated. As delay in considering this matter would mean delay in determining the amount of Upkeep Grants which would be available, provisional estimates should be submitted as soon as possible and it was suggested that the matter should be disposed of during the next four weeks. Normally provided the estimates show that a reasonable sum is proposed - having regard to the cost of upkeep in 1914 and the rise in wages since that date for the maintenance of roads - the intention of the Minister is to make grants of 50% of the cost of the upkeep of trunk main roads and 30% of the cost of the upkeep of Link main roads.

In reply to the Chairman the County Surveyor said that last year the Council got £6000 for spraying work. I included in this



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year's estimate there was a sum of £6505 for spraying and the Council would have to provide this themselves, but they would be recouped 50% of their outlay. Last year the Government provided the total money for spraying work.

In reply to Mr. D'Arcy the County Surveyor stated that there were 103 miles of trunk roads in the County and 194 miles of link roads.

On a point of procedure Colonel Gibbon asked if they were to arrive at the estimate for the maintenance of the roads by adding together the cost of everything that everybody thought should or ought to be done or would like to have done, or were they going to agree to a rate in the £ and keep their expenditure inside of this.

In answer to Mr. D'Arcy the County Surveyor said the total road mileage of the County was 1968, approximately 69 miles of trunk roads had been dealt with, but practically nothing had been done as regards the link roads. No Grants had been received up to the present in connection with link roads.

Colonel Gibbon - The County Surveyor had put down £76,000 in his estimate for road maintenance as compared with £53,000 last year. Were they to prepare a schedule of expenditure for the £76,000 which meant a net increase of 10.48d in the £. over last year taking Grants into account. Were they going to pass their estimates with that increase right away. If they did not contemplate an increase of 10½d in the £ and decided to reduce the amount it was better do it now. They could fix approximately the amount to be raised as a preliminary before going into what the County Surveyor proposed should be spent.

In reply to Mr. Roche the County Surveyor stated that taking them as a whole the roads were somewhat better than they were last year.

The Secretary in reply to a question stated that taking the net estimate of County Surveyor and comparing it with amount raised



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last year and allowing for increased maintenance Grants the net increase in estimate was £16,430.

The County Surveyor said he did not see how his estimate could be reduced seeing that the roads were getting a different~~and~~ increased traffic which necessitated an increased expenditure.

Mr. Roche contended that the by-roads were not getting this traffic.

County Surveyor-Some of them are, but taking it in bulk it is practically the same. Since 1914 there was 50% increase in the cost of by-roads.

Mr. Roche stated he would propose that all roads except main and link should be submitted for contract.

Mr. D'Arcy seconded.

Mr. Cummins asked in what position the County Surveyor stood as regards road finance for the coming three months, the worst in the year.

Mr. Corish said that the County Surveyor had informed him that since 1914 the cost of road upkeep had gone up by 100% and he might point out that any contracts for by-roads which had been entered into showed a very substantial increase in price.

The County Surveyor said it was only the fourth class roads which were under contract.

Miss O'Ryan pointed out that a lot of men who had been employed on roads were~~now~~ idle; it was now close on Christmas and those men had no chance of making a livelihood.

Mr. Hayes consider<sup>ed</sup>/it waste of money to be putting tonnage on certain of their by-roads. At present the material was rolling about on these roads. He considered such roads should be kept under the observation of the Survey staff and only receive tonnage when absolutely necessary. <sup>Better work</sup> had been done by direct labour on the roads which had not been tendered for and which had been left on the County Surveyor's hands.

Colonel Quin said the Council had cut the Surveyor's estimate



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by £20,000 last year, and the County Surveyor had still enough to carry on.

County Surveyor-Just enough, but you must remember there are three and a half months to go to the end of the financial year.

Miss O'Ryan-I hold from statements made by the County Surveyor previously that we have not enough money to carry on to the end of the year and the men are out of work.

Chairman-Surely it is not the business of the Council to deal with unemployment. Let us spend the money on the roads if necessary but surely we are not going to do more work on them than is absolutely necessary because there is unemployment.

Mr. Keegan said that some of the roads in the North were in a very bad way. If certain by-roads did not require a great deal of material it was necessary the sides should be trimmed and water taken off. Everyone agreed that more work on the roads was necessary and that they were deteriorating in the Gorey area.

There was no use in certain Councillors insisting that they had money enough to carry on.

Mr. Culleton-The money is not being spent to the best advantage. The money is sufficient if we got the best value for it.

Colonel Gibbon said they should proceed to settle the total amount to be spent and then allocate it to each road.

Colonel Quin-The chief thing is to settle the amount we can afford to spend. If we settle that the remainder will fall in very much easier. We certainly cannot afford to spend more than last year.

Mr. O'Byrne questioned how the amount could be reduced by altering the system of maintenance from direct labour to contract. They had seen roads handed over to the County Surveyor not to exceed Contract price in each case, and they found they could get more done on the roads than would have been done by contractors.

Mr. Hall said he could refer to several cases in which there was not quarter the amount done by direct labour than would



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have been done by contract. The County Surveyor knew that.

County Surveyor(emphatically)-I don't know it.

Mr. D'Arcy said that everybody recognised that contract was much cheaper than direct labour. The small man with about 20 acres did not really put down anything against his labour. He utilises his labour on the road when he could not work on his farm. There was a number of days on which a farmer could not ~~work~~ work on his land when he could work on the road.

Mr. Keegan pointed out that if labourers were disemployed they and their families would have to be kept by Home Assistance. The fault he had with the direct labour was that it was not evenly divided. The small farmer had his land to look to for support, but the workers had nothing only their labour, and it was unfair for men to come there and take the bread from the mouths of the labourers and their families.

Mr. Roche said they did not want to take the bread from anybody's mouth; it was to cut down the burden on the ratepayers. He was out for cutting down the rates and that was the meaning of his proposal.

Mr. Shannon said he would like to have an expression of opinion from the County Surveyor as to the statement of Mr. Hall that contract work was cheaper than direct labour.

Mr. Hall denied he said that contract was cheaper. He said that only a quarter of the amount of work was done.

Mr. Shannon said the small farmer of 20 acres would do much better by giving his best to his land instead of working partly on the land and partly on the road and doing a poor job at both. The man with 20 acres of land and who put his labour into it would not have a minute to spare for any other work. This thing of going out on the road when he could not work on the land was bound to be detrimental to the road. They found in the past when the road required attending to the contractor found he had to work on his land and this system was responsible for the high rates today.



Mr. D'Arcy said that some Councillors believed the Council existed to relieve unemployment, but their business was to get the work done on the roads as cheaply as possible. In 1920 the roads cost £20,000 when farmers were getting twice the price for their produce. To increase the 1914 figure by £30,000 would mean that the ratepayers would not exist.

Mr. Keegan said that Mr. D'Arcy failed to call attention to the difference in the class of traffic. There were not many eight or ten ton lorries on the roads in 1920-and not one car in 50 and not a truck in 50. It was ridiculous to say that roads could be done at the same price as in 1920.

Mr. Gulleton said they were not getting fast traffic on the third and fourth class roads.

Mr. O'Byrne said when the Council passed the County Surveyor's estimate the amount to be spent would be the same for contract as for direct labour.

The County Surveyor said there was very little competition for last accepted road contracts. Tenders were generally at the amount of his estimate and a lot of the roads were untendered for. Mr. D'Arcy had said that the small farmer went to the road when he could not work on his farm but modern traffic was such that the road required close and constant attention. That is where the contract system would fail. The Contractor could put on a certain amount of tonnage and do a certain amount of surface work but he would not do this at the best time and it would not be done five per cent under the cost of direct labour.

Colonel Gibbon considered that Mr. Roche's proposal went too far. Where buses were running over a road a certain amount of direct labour would be necessary and if this occurred in Spring the farmer would be engaged on his farm. Some roads which were taken up by bus traffic should be exempt from Mr. Roche's proposal. He then referred to the proposed taxation of buses which would help the road fund and Grants for roads.



Colonel Quin asked what was meant by the contract system. Was it giving little contracts to people who did not know anything about making roads or giving a mile or two to men who did know something about it. Road making was not a fool's job. It required skilled labour and skilled supervision.

The County Surveyor in reply to Colonel Quin said that material was supposed to be spread in wet weather, but with present day traffic a good deal of work formerly done in Winter had now to be carried out in the Summer.

Colonel Quin said the barbarous system of throwing loose stones on roads and allowing them to be consolidated by traffic should be discontinued. Road making was a job for the skilled man and not for the amateur.

The Chairman said that in 1924 they could not get contracts for roads at the price allowed. People had a better way of making money by their agricultural produce. They took Land on the eleven months' system and would not go on the roads because it was not as beneficial to them or gave as good an income as farming. No one was now taking land under the eleven months' system and it was impossible to set an acre of land for tillage. He was sure owing to this condition of affairs the Council would now be able to get more contractors than they could during the war or a few years after it.

Mr. Hayes said that during the years peak prices for Agricultural produce prevailed the Council were not able to obtain contractors and had to adopt another system under which they could build up the roads. Now the men who did this were to be fired out and starved and the fruits of their labour handed over to contractors.

Mr. Hall said he did not think the contractors threw up the roads; they were relieved of their contracts.

Mr. Jordan said that the Contractors had given up the roads because they could not get paid for their work. One man whom he



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knew had a contract at £12 and it was not possible to do the work for the money. He was told he would get an increase to £20 provided he obtained a certain type of material. He did this but he never got payment beyond the £12 and that was the reason why they could not ~~get~~ the contractors.

The County Surveyor said he could not quite follow ~~the~~ case given by Mr. Jordan. If an Assistant Surveyor told a contractor that ~~his~~ contract price of £12 could be raised to £20 the Assistant had no power to do so-in fact so long as the contract remained in force it would not be increased by any means.

Mr. Jordan-The contractor applied for an increase and got it from the District Council.

County Surveyor-Once the Contract was entered into the amount ~~in~~ it could not be changed by anybody.

Mr. Corish-How many men would be put out of employment by this resolution?

County Surveyor-500 or 600.

Mr. D'Arcy said he could not see why the labourers could not take the contracts.

Mr. O'Byrne-Nobody has shown that we are going to save a single shilling by the change.

Miss O'Ryan-Is it quite fair because the times are bad to take the roads from the men who made them.

Chairman- But are you in a position to strike a rate to relieve the unemployment of the County ?

Miss O'RYan I am not asking the County Council to strike a rate at all. I am only trying to get fair play as between the classes.

Mr. Corish said the labour party were not asking for an increase in the road estimate, in fact they did not think it desirable there should ~~be~~ an increase, but it was not fair to throw out of employment the men who had ~~build~~ <sup>were</sup> up the roads.

The County Surveyor said where roads ~~scattered~~ <sup>were</sup> scattered here and there



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at distances were thrown on his hands they could not be done by direct labour and the only option they had in the past was to set these roads to adjoining contractors who were doing good work.

But they could not employ men on direct labour to work on roads five or six miles apart.

After further discussion Mr. Roche decided to drop the resolution moved by him at an earlier stage of the meeting and proposed the following:-

"That all roads in the County, excepting main roads be done by Contract."

Mr. D'Arcy seconded.

A poll was taken with the following result:-

For the proposal:- Messrs. Brennan, Culleton, D'Arcy, Doran, Gibbon, Hall, Jordan, Meyler, Murphy, Quin, Roche, Smyth, Walsh and the Chairman....14.

Against:- Messrs. Armstrong, Clince, Colfer, Cooney, Corish, Cummins, Gaul, Hayes, Keegan, McCarthy, O'Byrne, Shannon and Miss O'Ryan ... 13.

The Chairman declared the motion carried.

Mr. Keegan-Mr. Jordan should bring in a motion to build a new wing to the County Home.

Mr. Jordan-Why should you ask me any more than anyone else?

The Chairman-We have not that on the agenda.

Colonel Gibbon said that when tendering came into force the cases of some men would have to be looked into. They should see how they could get employment for men who had horses and carts working under the direct labour system.

Mr. Corish-Don't be trimming.

Mr. O'Byrne-You have not ~~ya~~ been able to prove that your resolution will save a shilling.

Colonel Gibbon proposed that amount agreed to for road maintenance last year be ~~a~~ fixed for next financial year. Each year they had been saying it was a bad year for the farmers, but



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there could be no questioning the fact that so far as Wexford district was concerned this was really one of the worst experienced. If they took the potato shipping industry though they had a far larger yield/<sup>than</sup> last year they would be able only to get off one cargo from Kilmore this year, as the potatoes were not in the Country since they failed to keep. Last year they got off six or seven cargoes. Taking Barley, the price was down as compared with last year while the yield was approximately very little over half.

Oats was also a small yield and there was no straw in the Country for feeding cattle this year. The weather had also seriously interfered with the beet crop which brought in a good deal of money to the farmers in previous years in Wexford district. Whilst it was good in other parts of the Country it was poor in their district. Farmers were not in ~~a~~ position to pay a penny more than last year and this was why he put his proposal before the Council.

Colonel Quin seconded.

Mr. D'Arcy did not agree with the proposal and held there should be a substantial reduction on last year's rate. Seventy miles of the principal roads in the County were finished. According to the County Surveyor's reports of some years ago the Wexford Enniscorthy road was costing an enormous amount of money. That was now finished and will not need a very appreciable outlay for some time. In face of this they were asked to contribute the same amount as last year. He (Mr. D'Arcy) held that according to the disclosures made during the last few months they were entitled to some reduction. While motor traffic was increasing it could not be said that it was increasing to any appreciable extent on the third or fourth class roads. That was his experience. Their receipts for motor taxation were £21,000 and they should see they got back from this what was their due. He proposed:-

"That a road maintenance rate of 2s.8d. in the £ be agreed to as against 2s.11d. rate for last year.



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Mr. Shannon said ~~he~~ had been speaking to the representative of Fairway Bus Company and if they carried ~~out~~ a programme which they had in hands there would be plenty of bus traffic on their third <sup>and</sup> ~~or~~ fourth class roads. There was no sense ~~or~~ reason in saying that such traffic would not come on such roads.

Mr. Hall seconded Mr. D'Arcy's proposal

After further discussion Colonel Gibbon withdrew his resolution

Mr. Cooney said that farmers who paid £60 or £70 in rates had gone to him complaining of the scandalous condition of the roads in their districts and asking what could be done to get the Council to realise their responsibilities in the matter. Everything was grand when the estimates were brought <sup>in</sup> but everything was rotten when the roads had to be done. Farmers paying big rates were complaining of the condition of the roads which would ultimately cost ten times the present figures, unless an adequate sum for their maintenance was provided.

Mr. Smyth-The County Surveyor has stated that the roads are improving and he ought to know better than the farmers.

Mr. Gaul-It is only ~~waste~~ waste of time going through this. I quite understand that the Farmers' party have come in with a cut and dried programme ~~and~~ it is only waste of time to carry the discussion further.

The Chairman said it was unfair of Mr. Gaul to make such a statement. The Farmers Party had no meeting of any sort for some months. Everyone of them went there that day ~~with~~ with an open mind to do what was best for the ratepayers and for the roads. It was an injustice to the farmers to use the expression that Mr. Gaul had made.

Mr. Gaul-I say you are going to throw 500 or 600 men out on the road and the rates will have to feed them.

Mr. Hall said they had been informed that once the Wexford-Enniscorthy road was off their hands the estimates would be reduced by thousands of pounds.



Mr. Shannon inquired what was going to happen to third and fourth class roads at 2s.8d. in the £. if the money estimated for main roads was to be retained. His answer was that these roads would suffer such deterioration that the Council next year would have cause to remember it.

In reply to Mr. Culleton the County Surveyor said that there were 45 road gangers with wages from 36/- to 40/- per week. If their services were dispensed with it would mean £4,500 less.

Mr. Corish-But a fair proportion of their wages is paid out of Government Grant.

Colonel Quin said last year they had agreed to a sum of £53,814 for road maintenance and he proposed that £50,000 be allowed for this year.

This ~~pro~~posal was not seconded.

Mr. Shannon proposed and Mr. O'Byrne seconded the following resolution:-

"That last year's estimate for road maintenance viz., £53,814 be agreed to for financial year 1929-30."

A poll was taken on this with the following result:-

For:- Messrs. Armstrong, Cline, Colfer, Cooney, Corish, Cummins, Gaul, Hayes, Keegan, McCarthy, O'Byrne, Shannon and Miss O'Ryan ...13.

Against:- Messrs. Brennan, Culleton, D'Arcy, Doran, Gibbon, Hall, Jordan, Meyler, Murphy, Quin, Roche, Smyth, Walsh and the Chairman ...14.

The Chairman declared the amendment lost.

Mr. Shannon-I would never have ~~proposed~~ that only to test Colonel Gibbon's mettle. He proposed this motion himself.

Mr. Cooney-Oh! He often did that before.

Mr. D'Arcy then formally moved the following which was seconded by Mr. Hall:-

"That a rate of 2s.8d. in the £. for road maintenance for financial year 1929-30 be agreed to."



A poll was taken with the following result:-

For:- Messrs. Brennan, Culleton, D'Arcy, Doran, Gibbon, Hall, Jordan, Meyler, Quin, Murphy, Roche, Smyth, Walsh, and the Chairman ...14.

Against:- Messrs. Armstrong, Cline, Colfer, Cooney, ~~Salfer~~ Cummins, Hayes, McCarthy, O'Byrne, Shannon and Miss O'Ryan..10.

Declined to vote:- Messrs. Corish, Gaul and Keegan. 3

The Chairman declared the motion carried.

Gorey-Courtown Road.

Under date 7th December, 1928 the Department of Local Government (Roads) wrote (R/RG/201) that a Grant of £1,000 from the Road Fund had been set aside for works of road improvement on the Gorey-Courtown Road. Proposals for the most suitable works should be submitted on Form No.11 as soon as possible in order that the work may be commenced without delay.

Colonel Quin said that the previous Grant for £1,000 had been all spent in Gorey area and he thought that the present grant should be spent on the road outside Gorey Urban area.

In reply to the chairman County Surveyor said it would take £5,000 to put this road into proper repair.

Mr. Keegan-The County Council should add the necessary amount to the Grant and be finished with the road for a certain number of years. Even if they spent another £1,000 with the Grant they could do some useful work. Now that the estimate was cut down, £1,000 would be nothing in comparison with the improvement which would be effected.

It was decided that work on this road should begin at Courtown end as soon as possible, road to be steamrolled to a width of 18 feet and material to be provided from Gorey Hill Quarry.

Working of Quarries.

The County Surveyor said that as regards inviting tenders and possibly setting contracts for third class roads formerly



done by direct labour a lot of material for most of those roads had been provided in the past from County Council quarries. Did the Council now propose that their quarries should be worked by direct labour or by contract. It was not possible to allow individual Contractors into a quarry to get 100 or 200 yards of material. The only alternative was to get a big contractor to work a particular quarry. But <sup>if</sup> the main roads (trunk and link) were to be supplied with the necessary material at the specified time the quarries must all be worked as formerly.

In reply to Mr. Jordan the County Surveyor said the average cost of producing material in County Council quarries was 7/- per cubic yard.

Mr. Jordan said it would be a mistake to allow a lot of Contractors to go into a quarry and over run it. The proper way to work a quarry was to get gangs of men at day's work rates. If that scheme was generally adopted it would absorb all those who would be thrown out of employment by the contract system and in certain areas absorb unemployed men also. He could not see why they could not go in for handbreaking in quarries on a larger scale. Complaints had been made to him of two inch machine material not taking <sup>up</sup> bond, rolling about the road and cutting the tyres of motor cars. If these were broken by hammer they would have a certain amount of binding material. A number of men had been with him and offered to turn out material <sup>from Cherry Orchard quarry</sup> quarried and broken at 6/- a cubic yard. This would double the amount of employment in quarries which was badly needed.

The County Surveyor said he would be quite satisfied if the men turned out the material according to specification but an enormous amount of material required from Cherry Orchard ~~which~~ could not be provided by hand drilling and blasting. There were restrictions on the use of blasting material at the present time and everyone using it had to be authorised. They were not allowed to have a lot of blasting material all over the County and even for the smallest



blast had to provide for a Civic Guard escort. It was necessary to provide an escort and motor car for even five lbs of gelignite whereas they could bring 500 of it in the same manner and at the same expense.

Mr. Ennis (Assistant Surveyor) said he required 1,500 yards of chippings from this quarry and about 5000 cubic yards of material annually. Was Mr. Jordan prepared to give a guarantee that this would be forthcoming?

Mr. Jordan replied in the affirmative.

Chairman-If direct labour got out the stones and the men on piece work did the banking and breaking? I would not say it would be economic to drill by hand.

Co unty Surveyor- Handbroken material will be increasing the nuisance you have about large material.

Mr. Jordan- Against that you have the fact that the few men you have as road contractors when they go to Cherryorchard quarry they will take the handbroken material in preference to the machine broken material.

Colonel Quin thought it would be impossible to get the 5000 cubic yards required from Cherryorchard quarry broken by hand. What were the machine breakers in the quarries for? Because it was much cheaper to obtain the material by machinery and it would be much more uniformly produced. It is exactly the same as the sickle compared to the reaper and binder.

County Surveyor-I suggest that we set off a face of the quarry and let the men break and quarry material there. Let us work the other part of it by direct labour. This could be done in any quarry in which there is a sufficient extensive face to allow of it being carried out. Of course there are some quarries in which this could not be done.

Colonel Quin-Is your machinery sufficient to produce all the material you require? If your machinery is to remain idle it will be an uneconomic business.



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Mr. Jordan suggested that 50% of all material to be provided should be hand broken.

Mr. Ennis said <sup>if</sup> the gang mentioned by Mr. Jordan started ~~now~~ in Cherryorchard quarry they would be getting the benefit of 1/6d per yard owing to rock shaken by blasting. Mr. Jordan's men should be ~~obliged~~ to start at the straight rock.

The County Surveyor said it would take the men 12 months by handbreaking to get 2,500 yards of material.

Mr. Keegan-All the better.

County Surveyor-But you want the material.

Mr. Jordan-Get more men.

Miss O'Ryan asked if it would be possible for the County Surveyor to manage to provide a little employment in all the quarries in view of the Christmas season.

Mr. Meyler called attention to Carrigbyrne Quarry. The men who had been employed there had given satisfaction but they were thrown out. He proposed they be reinstated and that they get the preference for piece work in the quarry at 6<sup>s</sup>/0 per yard.

Mr. Walsh seconded.

Mr. Hayes asked if Mr. Meyler would specify in his proposal that the men who had been working since the new arrangement of working it had come into operation would not be displaced.

Mr. Corish said no question of throwing the first set of men out of employment arose. It was found they were working at less than the other men in the County and for longer hours. The Labour Party submitted this was responsible for unemployment and suggested they be put <sup>back</sup> ~~back~~ on direct labour and he understood this had been done.

Mr. Jordan-These men were prepared to give you the material at 6/- per cubic yard which is less than it could be obtained by direct labour.

County Surveyor-The condition of going to direct labour was that the work should be done at the same figure as the men had



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been doing it by piece work and figures were submitted to the County Council showing that this was the case.

Mr. Shannon pointed out that when the men referred to by Mr. Meyler were working in the quarry the Roads Inspection Committee found on their visit there a lot of inferior material mixed with clay. The men were reprimanded, the ganger put out of office and replaced by another man.

Mr. Corish-We never suggested they should be thrown out. It is not throwing a man out of employment when he is changed from piece work to day work. He (Mr. Corish) objected to these men working overtime. There were idle men in the district at the time but these quarrymen were allowed to do practically two day's work in one. This should not be allowed while their fellows were walking about idle.

Mr. Meyler said he would move his motion in the following terms

"That the men who had been disemployed at Carrigbyrne quarry get the preference of employment there at piece work at 6/- per cubic yard and be employed on the same conditions as previously obtained."

Mr. Walsh seconded.

The Chairman suggested that Mr. Meyler should move the following instead of his proposal:-

"That the piece work system be restarted at Carrigbyrne quarry.

Mr. Corish-We object to the same conditions as obtained there previously.

Mr. O'Byrne- What about giving preference to married men with families, and giving work to one person in each house so long as unemployment was manifest in the district? In the conditions prevailing in the past married men were supposed to get the preference and you were not supposed to give work to two or three people in the same house. I understand that two or three of the same family have been employed at Carrigbyrne.

Mr. Corish Proposed and Mr. Shannon seconded the following:-



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"That piece work be restarted in Carrigbyrne quarry."

After discussion this was withdrawn by the proposer and seconded but was subsequently proposed by Mr. McCarthy and seconded by Mr. Cummins.

A vote was taken on this proposal with the following result:-

For:-Messrs. Cline, Cummins, Keegan, McCarthy, O'Byrne, and Miss O'Ryan ...6.

Against:-Messrs. Brennan, Culleton, D'Arcy, Doran, Gibbon, Jordan, Meyler, Murphy, Roche, Smyth and Walsh ...11.

Declined to vote:- Messrs. Armstrong, Colfer, Cooney, Corish, Hayes, Gaul, Hall, Quin, Shannon and the Chairman ....10.

The Chairman declared the motion lost.

A poll was taken on Mr. Meyler's motion with the following result:-

For:- Messrs. Brennan, Culleton, Cummins, D'Arcy, Doran, Gibbon, Hall, Jordan, Meyler, Murphy, Quin, Roche, Smyth, Walsh and the Chairman ...15.

Against:- Messrs. Armstrong, Cline, Colfer, Cooney, Corish, Gaul, Hayes, Keegan, McCarthy, O'Byrne, Shannon and Miss O'Ryan.12.

The Chairman declared the motion carried.

After adjournment Colonel Gibbon called attention to the fact that the £31,488 for main roads in County Surveyor's estimate was made up as follows in districts:- Gorey £5,694. Enniscorthy £13,682. Wexford £5,842. New Ross £6270, or according to percentage of expenditure:- Gorey 18. Enniscorthy 43½. Wexford 18½. New Ross 20. He thought when Wexford Enniscorthy road had been completed there would be a much bigger percentage available for Wexford District in future years. It now appeared that Wexford district was not to get a fair crack of the whip because the figure of £5,842 included roads which were not in the present Wexford Local Electoral area. He considered that in the revision of expenditure that would have to be made owing to the cutting down of the County Surveyor's estimate Wexford district should receive



20 756

a bigger proportion of the expenditure. The road from Wexford to New Ross was growing worse and the road to Rosslare was in a terrible state.

County Surveyor—The real point is the question of mileage. You will find that the mileage rate is approximately the same but a greater number of miles happen to be in Enniscorthy district than in the others and naturally more money must be provided there. Continuing the County Surveyor explained how he had arrived at his estimate for each road. He went into the manner in which each road was to be maintained with the Assistant Surveyors and having regard to last years expenditure, the traffic, the condition of the road, the amount of tonnage required, the situation of the quarry and in fact all the other circumstances which would affect the figures necessary for maintenance. Wherever spraying work or improvement work had been carried out the maintenance figure had been curtailed. The average for trunk roads including spraying worked out at £130 per mile and on link roads £101. If spraying work was excluded from trunk roads the amount was £71.15 per mile. Where the normal cost had been about £150 to £157 per mile for non-reconstructed main roads a certain amount of drainage and patch work would now be necessary on the reconstructed roads and this he had put down at £30 per mile. Spraying work cost from £160 to £180 per mile for second spraying.

Colonel Gibbon said that as regards spraying work it worked out as follows in districts:— Gorey £1975. Enniscorthy £2960. New Ross £860 and Wexford £160.

Mr. Walsh suggested they should consider the maintenance amount for each trunk road one after the other, then the ordinary ~~the~~ main roads and they would know how they stood as regards the balance of the estimate.

In reply to the Chairman the County Surveyor said that £1320 was proposed to be spent on the trunk road between Wexford and Rosslare Harbour. The meeting was proceeding to deal with the other figures



for Wexford district when Mr. Corish moved:-

"That in view of the reduction in the County Surveyor's estimate the figures be sent back to him for reconsideration and adjustment and that the new set of figures be considered by the Roads Committee."

Mr. Hayes seconded the motion which was adopted.

The County Surveyor ~~asked~~ asked if he were to take a pro. rata reduction for trunk and link roads as on County Roads. If this were done the grant of 50% for trunk roads and 30% for link roads would be proportionately reduced and if the Minister considered the allocation for these roads was not sufficient they ran the risk of losing the Grant altogether.

It was decided to leave this matter to the discretion of the County Surveyor.

Mr. D'Arcy then proposed and Mr. Hall seconded the following resolution which was passed:-

"That in all quarries where possible handbreaking be carried on at a piece work rate of 6/- per cubic yard."

Mr. D'Arcy proposed and Colonel Quin seconded the following ~~which was adopted~~:-

"That Contracts for third and fourth class roads be entered into for three years from 31st March, 1929, material to be supplied from County Council quarries at 7/- per cubic yard."

A vote was <sup>on Mr D'Arcy's motion</sup> taken with the following result:-

For:-Messrs. Brennan, Culleton, D'Arcy, Doran, Gibbon, Hall, Jordan, Meyler, McCarthy, Murphy, Quin, Roche, Smyth, Walsh, Miss O'Ryan and the Chairman ...16.

Against:- Messrs. Armstrong, Clince, Colfer, Cooney, Corish, Gaul, Hayes, Keegan, O'Byrne, and Shannon .. 10.

Mr. Cummins was not present when vote was taken.

The Chairman declared the motion carried.

#### Ballinacarrig Lane.

A proposal to expend £100 for repair of old lane from



22 758

Road 134 in Ballincarrig to Road 133 in Kilcavan stood in the name of Mr. Keegan.

Colonel Quin said he considered in view of the great stringency of money <sup>no</sup> ~~new~~ new road should be taken into account by the Council this year.

Mr. Keegan said that the circumstances in connection with this lane were explained in full by him to the Roads Committee. There were 20 ~~to~~ 30 families living on it. It had been made by some of the old ascendancy class but these were gone out of the Country and the unfortunate people living on the lane were not in a financial position to put the place in repair. They had no way to go to Mass or meeting -bring their crops to market or sending their children to school except by this lane which was practically impassable. He did not suggest the Council should make a new road there but grant £100 to allow of repair to make the place so that it could be used by those concerned.

Mr. O'Byrne in seconding said the repair was badly needed.

Mr. Treanor, Assistant Surveyor, said that everything stated by Mr. Keegan as regards the lane was true. £100 would simply clean up the sides, but would provide for very little material.

The Chairman asked if the inhabitants were prepared to do anything in the way of putting the place in order.

Mr. Keegan said he thought the lane had been constructed by the Earl of Courtown and as the late landlord he had been responsible for its maintenance ~~up~~ to the period he went out of it. He would guarantee that the people concerned would do all that was possible and he would insist on them making the most out of the £100.

Chairman-But they have not put forward any offer as to what they are prepared to do in the way of help.

Mr. D'Arcy proposed and Mr. Shannon seconded the following resolution which was adopted:-

"That consideration of Grant of £100 towards repair of lane



23 159

at Ballinacarrig be referred to Roads Committee. In the meantime that proposals in writing as to amount of help they propose giving be obtained from the local people."

The following resolution was adopted on the motion of Mr. Keegan seconded by the Chairman:"

"That County Councillors in Gorey Electoral area with Mr. Treanor, Assistant Surveyor, inspect Ballinacarrig lane and report to next meeting of the Roads Committee."

"That they interview the local people with a view to obtaining a written guarantee as to the amount of help which would be forthcoming to supplement County Council grant of £100.

Coragh Lane.

The County Surveyor stated that the condition of this lane had been before the Roads Committee which had recommended it should be repaired by the County Council at a cost of £500 and maintained in the future out of County funds.

Mr. Martin Kehoe, Coragh, <sup>came</sup> ~~came~~ before the meeting and explained that the lane ran from the forge in Coragh to Johnstown, Clonegal. He came to the meeting to repeat the assurance given to the Roads Committee that there was no farmer who would not give the help of men and horses to assist in the work. If they were not satisfied that this was one of the worst lanes in the world he would be prepared to withdraw his application. It was not fair to the ratepayers concerned to ask them to pay rates and not have the same facilities as other people.

A discussion took place as to doing half the lane and the balance in a future year.

Mr. Ennis, Assistant Surveyor, said the place was rock and the future maintenance would be high unless the £500 estimated be spent on it. He did not count very much on the assistance to be given by the local people; he did not believe it would be a great deal.

Mr. Armstrong said the people of the district would do a good



24 7/60

deal of the work and would shape the road from fence to fence so that the County Council would not have to do anything but the surfacing and the future maintenance.

Colonel Quin asked if the County Council gave the material would the local people do the rest.

The Chairman suggested that the Council should fix a certain sum to expend on the lane provided a certain amount of work was done by the local people, before the Council did anything. In this <sup>way</sup> they would have the matter in their own hands.

The County Surveyor stated that one half of the lane would not cost more than £70 or £80 but if this only were done there was the risk that the work owing to the very steep hill on the other half would be washed away. It was a mistake to do it piecemeal.

Mr. D'Arcy proposed:-

"That £100 be voted for the repair of Coragh <sup>lane</sup> at Coragh end the local people supplying the necessary haulage and carrying out any other work which in the opinion of the County Surveyor should be done by them"

Mr. Hall seconded.

Colonel Gibbon thought it would be better to allow the matter to remain for the present with the County Surveyor who could draw up a regular agreement of contract with specification of what was to be done and see what is actually meant in the work and material. The County Surveyor could then inform the Council what it was going to cost them and what the help offered by the local people would be worth.

Mr. Corish proposed:-

"That the County Council agree provisionally to take over Coragh lane and that a sum of £250 be voted for its repair the County Surveyor to report to next meeting of Roads Committee the amount of help which the local people propose to give, and if in his opinion these proposals are satisfactory."

Mr. Corish pointed out that they had the opinion of the County



25 961

Surveyor that if half of the lane which was most easily dealt with was repaired the whole work in a flood from the hill portion might be washed away and there was also the point that if they took over only half the lane they would be responsible if anything happened on the other end.

Mr. Armstrong seconded the motion which was adopted Colonel Quin and Mr. Roche dissenting.

Mr. D'Arcy said he would give the necessary notice of motion to bring this lane within the provisions of Section 25(1) of the Local Government Act of 1925.

Knockduff Lane.

A motion stood in the name of Mr. Jordan that a sum of £70 be allocated for the repair of Knockduff lane.

Mr. Jordan in moving said that the matter had received very full consideration from the Roads Committee and it was not necessary to deal with it at length.

Mr. Shannon seconded the motion which was adopted, Colonel Quin and Mr. Roche dissenting on the ground that the County Council could not take over any new roads at present, as the County could not afford the outlay.

Mr. Jordan said he would give the necessary notice to bring the road within the provisions of Section 25(1) of the Local Government Act of 1925 .

Monglass Lane.

Mr. Jordan moved that as recommended by the Roads Committee £40 be voted for repair of Monglass lane.

Mr. Shannon seconded the motion which was adopted.  
Colonel Quin and Mr. Roche dissented.

Mr. Jordan said he would give the necessary notice of motion to bring the road within the provisions of Section 25(1) of the Local Government Act of 1925.

Barraglan Lane.

Mr. O'Byrne proposed:-



"That a sum of £1,200 be allocated for repair of Barraglan lane. The amount he said was big but there was a big stretch of Country concerned and it had been recommended by a Committee."

Mr. Gaul seconded.

Colonel Gibbon said the work had been turned down by the District Council.

Mr. Ennis said that the lane was one and a half miles long-half a mile of new road would have to be made. It was in his opinion pure nonsense to go on with the proposal.

Colonel Quin proposed:-

"That the proposal to repair Barraglan lane at a cost of £1,300 be rejected."

Mr. Brennan seconded.

A poll was taken with the following result:-

For rejection:- Messrs. Brennan, Culleton, D'Arcy, Doran, Gibbon, Jordan, Meyler, Murphy, Quin, Roche, Smyth, Walsh, Miss O'Ryan and the Chairman ... 14.

Against:- Messrs. Armstrong, Cline, Colfer, Cooney, Corish, Gaul, Hall, Hayes, McCarthy, O'Byrne, and Shannon . 11.

Messrs. Cummins and Keegan were not present when poll was taken.

The Chairman declared the proposal to take over the lane rejected.

#### Hedge Cutting.

Mr. Treanor, Assistant Surveyor, reported that notices to cut hedges had been served on William Somers, Limerick, Kilanerin, Thomas Hall, Ballinacree, Inch, Thomas Barrett, Coolishall, Bryan Murphy, Parktown, Gorey. Mrs. Lynch, Ballinclare, but work had not been carried out.

The following resolution was adopted on the motion of Mr. O'Byrne, seconded by Mr. D'Arcy:-

"That proceedings be instituted against the persons reported to this meeting as having failed to comply with statutory notice



27 763

to cut hedges which are detrimental to roads."

Rate Collection.

The following motion of which previous notice had been given was moved by Mr. Roche:-

"That for the purpose of completing the collection of outstanding arrears and of current rate in District No. 5, the resolution of the Council appointing Mr. James Quirke to perform this work be rescinded and that the collection be divided between Messrs. Quirke and Furlong, Rate Collectors, these collectors to agree amongst themselves as to the electoral divisions of Mr. McCarthy in which they propose to collect.

Mr. Gaul seconded.

Under date 8th December, 1928 the following letter (G.79294-1928 Loch Garman) was read from the Department of Local Government:

Adverting to the Minutes of the Wexford County Council of the 12th ultimo regarding the suspension of Deputy Collector Michael McCarthy (No 5 District) and Collector J.J. Kelly (No 14 District) from their offices pursuant to Article 99 of the Public Bodies Order, 1925, I am directed by the Minister for Local Government and Public Health to state the he concurs in the withdrawal of the Council's consent to Mr. Michael McCarthy acting as Deputy for Collector Charles McCarthy.

Failing the immediate resumption of duty by Collector Charles McCarthy, the Minister approves of the proposed appointment of Collector Quirke (No.1 District) to close the 1927/8 collection in No. 5 District, provided Collector Charles McCarthy's sureties agree. The Minister has not been supplied with any adequate reason for the continued absence of Mr. Charles McCarthy from duty and unless the Council are fully satisfied that he is genuinely incapacitated they should forthwith pass a resolution terminating his services with a view to vacating the office, the sanction of the Minister will be necessary and when this had been <sup>he</sup> ~~done~~/will be



prepared to approve of the proposed appointment of Collector Quirke to collect the current rates in No. 5 District, subject to adequate security to cover the extra sum to be collected.

The Minister confirms the suspension from office of Collector J.J. Kelly (No. 14 District) and removes him from Office. The Minister also approves of the proposed arrangements for the closing of the 1927-28 and the collection of the 1928-9 rates in this District (No. 14) by Collectors O'Reilly and Sinnott provided Collector Kelly's sureties agree as regards the 1927-8 warrant for ~~£~~ which they still remain responsible. Collectors O'Reilly and Sinnott should be required to provide adequate additional security for the additional current rates to be collected by them.

Copies of letters addressed to Messrs. McCarthy and Kelly are enclosed for the Council's information.

The resolution was adopted and it was also decided that Collector Quirke's personal security in respect of work in Mr. McCarthy's district be reduced to £100 and that Furlong provide further personal security of £100 wither ~~by~~ addition to his present personal bond or by new personal bond in the amount.

#### Secondary Scholarship Scheme.

In connection with the above scheme the following recommendations<sup>ns</sup> of Scholarships Committee were submitted:-

#### Primary Scholarship Scheme.

"That the aggregate valuation of parents or guardians<sup>of scholars</sup> competing should be raised from £50 to £75."

Recommended that the Council fix the value of Scholarships at £50 for the four years for which they are tenable; that the figure for bursaries should remain at £15 and maximum amount of Scholarship, where ordinary residence of Scholarship holder is convenient to railway or other means of locomotion in order to attend Seconday School, at £30 should stand."

The following resolution was adopted on the motion of Mr. O'Byrne, seconded by Mr. Shannon:-



29 765

"That the recommendations of Scholarships Committee submitted to this meeting be and are hereby adopted."

Wexford Corporation and Motor Traffic in Main Street.

The following resolution was received from Wexford Corporation

"That we, the Corporation of Wexford, hereby request the Wexford County Council to be so good as to make application to the Minister for Local Government and Public Health under Section 7(4) of the Roads Act 1920, for an Order to prohibit heavy motor lorries from traversing the Main Street of Wexford, and to substitute the Wexford Quays as an alternative route for such vehicles."

In forwarding the resolution the Town Clerk, Wexford, wrote under date 5th December as follows:-

The Corporation of Wexford have had under consideration on several occasions recently, the advisability of prohibiting, if possible, the passage of heavy motor lorries through the Main Street, and compelling drivers of such vehicles to use the Quays as an alternative route when coming into, or going out of town.

The Main Street, as you are aware, is very narrow in some parts, and on Saturday nights especially, when it is overcrowded with pedestrians, the passage through it of motor cars and motor lorries constitutes a grave menace to life and limb.

The matter was again before the Corporation at their statutable meeting on Monday last, when it was explained that any application for an Order for the diversion of heavy motor traffic should be made under Section 7(4) of the Roads Act 1920 to the Minister for Local Government and Public Health, but through the medium of Wexford County Council.

Accordingly the accompanying resolution was unanimously adopted on the matter, and I was directed to forward it to you, with a request that you would lay it before the County Council at the earliest available opportunity.

The Corporation will be prepared to tender evidence of the inconvenience caused by the passage of heavy & vehicles through the



principal thoroughfare of the town at any inquiry which the Minister may decide to hold on the matter.

Mr. Corish in reply to the Chairman said the Corporation would contribute to the cost of the inquiry any amount which they legally could pay. He then proposed the following resolution:-

"That the Minister for Local Government be requested to arrange for holding of local Inquiry to prohibit heavy motor lorries from traversing the Main Street, Wexford and to substitute, Wexford Quays as an alternative route for such vehicles."

Mr. O'Byrne seconded the resolution which was adopted.

Sealed Order-Water Supply Dunsinane.

Sealed Order of Minister for Local Government under date 29th November, 1928 (P.H. 74,934-1928) fixing the Clonroche Dispensary District as the area of charge for improving and maintaining Water-supply at Dunsinane was read.

Road Grant.

The Secretary reported that £343 had been received since last meeting of the Roads Committee from Department of Local Government in respect of Roads T.11 (£296) and T.16 (£74).

Petrol Pump in Gorey.

Under date 30th November 1928, the Department of Local Government (Roads) wrote (IR/93/32) forwarding copy of appeal from Messrs. Bates and Son, Gorey against the decision of the County Council declining to renew licence for petrol pump and asking for a statement of the Council's views in the matter.

The letter of appeal from Messrs. Bates and Son having been read the Secretary stated that when Messrs. Bates applied for licence and it was granted but, in issuing it was forgotten to point out to them that Council had adopted a resolution that the Council would not grant a licence for any pump the tank of which was under the footpath.

Mr. Treanor, the day after issue of licence called attention to the resolution in question and Bates were notified. At that



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time they had only about an hour's work done. They refused to stop work and erected pump with tank under the footpath. The Council allowed the matter to stand but informed Messrs. Bates two or three times during the year that they would not grant a renewal of licence unless tank was removed from under the footpath. Messrs. Bates took no notice. They allowed the licence to lapse and on application ~~for~~ for new licence the Council refused to grant it and called attention to their resolution that they would not grant a licence in respect of any pump the tank of which was under the footpath, so long as resolution remained on the books, but that if Messrs. Bates would place tank of pump on their own premises licence would be granted, subject to site etc. being approved by the County Surveyor.

It was decided to forward the Secretary's statement in this matter to the Department of Local Government.

Committee-County Library Service.

The following resolution was adopted on the motion of Colonel Gibbon seconded by Mr. Corish:-

"That as recommended by County Library Committee, Rev. John Sinnott, Adm. Wexford, be appointed a member of Library Committee vice Rev. R. Fitzhenry, P.P. deceased.

Poisons and Pharmacy Act Licence.

The following resolution was adopted on the motion of Mr. Shannon seconded by the Chairman:-

"That renewal of Poisons and Pharmacy Act licence be granted William Hogan, Fethard-on-Sea.

Storage Tanks etc.

Under date 3rd December, 1928 the Irish B.P. Company 11-13 O'Connell Street, Dublin wrote forwarding drawings showing building etc. which they proposed erecting and installing on land at Temple-shannon, Enniscorthy, the property of Messrs. J. Donohoe, Ltd. and asked the approval of the County Council to the plans. The County Surveyor stated that in his opinion the Council should not approve



3 ✓ 768

of the proposal unless all the buildings concerned were placed 30 feet from the centre of the road.

The following resolution was adopted on the motion of Mr. McCarthy seconded by Colonel Gibbon:-

"That ~~the~~ Irish B.P. Company, 11-13 O'Connell Street, Dublin be informed that the Wexford County Council having considered their letter of the 3rd December, 1928 and accompanying plans cannot see their way to approve of erection of proposed buildings, storage tanks, etc., at Enniscorthy, unless same are placed in positions at least 30 feet from the centre of the public road.

Food and Drugs Acts.

The following resolution was adopted on the motion of Mr. O'Byrne, seconded by Mr. Corish:-

"That Guard Michael Stephens 7,101 Bunclody be appointed ex-officio Inspector under Food and Drugs Acts vice Guard M.M. O'Carroll transferred."

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*Michael Doyle*