

WEXFORD COUNTY COUNCIL.

=====

'ROAD WORKS' MEETING

=====

JANUARY 24TH. 1927.

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M I N U T E S

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N. J. FRIZELLE

FORTVIEW

SECRETARY

WEXFORD.

The Road Works Meeting of the Wexford County Council to consider Provisional Road Works' Scheme in respect of the financial year 1927-28 was held in the County Council Chamber, Fortview, Wexford on 24th January 1927.

Present:- Mr T. McCarthy Chairman (presiding), also Col Gibbon, Col Quin, Messrs Wm. Boggan, James Cline, Ml Cloney, Patrick Colfer, John Connors, Thomas Cooney, Richard Corish, Michael Doyle, James Gaul, James Hall, Patrick Hayes, Michael Jordan, Aidan Mernagh, N.J. Murphy, Sean O'Byrne, M.M. O'Donoghue, John Pender, James Shannon, William Thorpe and John White.

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

ROAD WORKS 'SCHEME AND ROAD ESTIMATE,

The Chairman explained that the object of the special meeting was to consider the Provisional Road Works' Scheme as submitted by the County Surveyor and Road Estimate, as this part of their Budget was the one on which most public attention was focussed. It differed from all other Estimates inasmuch as it was open to the Council to give the County Surveyor the full amount of his estimate or reduce it as they thought proper. In considering the estimate, he hoped the common sense of the Council would prevail and that nothing would be done which would lead to the deterioration of the roads. The Council could not allow the roads to get into a state that would cost the people a very large sum next year or the year after to maintain. They had to bear in mind that they had to deal with modern traffic difficulties and the system that prevailed years ago would not do now. The Council had to keep a number of men regularly on the main and county roads and they must have the roads made from good material. The men on the roads and in the quarries must be trained men, and in fixing the figure the Council would have to bear those facts in mind. The country was not prosperous at present and that applied not only to the farmer and the rate-payer but to the business man and the working community, a number of whom were at present unemployed. In fixing the rate they would have to view the general conditions and be as conservative

as possible without allowing the roads to suffer to any material extent. They should fix a sum which would keep the roads in a reasonable state of repair. He appealed to both sections of the Council to try if possible to co-operate and permit of a little give and take on both sides. Unfortunately, on this Council even trivial matters were allowed to take a party turn and most questions were decided by a party vote. He would like to see a little more co-operation. If each side could view the other's point of view, ~~an~~ a more satisfactory decision would always be arrived at. The Council should face facts from an honest point of view, and if they did that they would get on much better. At the same time he did not suggest that any party should sacrifice any of ^{its} ~~their~~ party principles. The Co. Surveyor's estimate amounted to £33657. To realise that, they would require a rate of 4/9 or 1/5 more than last year. The Co. Surveyor was asked to prepare an estimate for comparative purposes on a 3/- in the £ basis. With reference to last year's rate, the Council was fortunate as far as the weather was concerned. Only they had a dry ^{December} ~~winter~~ the rate would not have been sufficient. As it was, there were a good many complaints about some of the roads, and in a good many cases money had to be transferred from one section to another, and money had to be taken from a road that did not need repairs to be spent on a road that did need them. Another thing was that the Council last year did not provide for any improvement works at all. They merely provided for a rate to maintain the roads. In the improvement works there had been a good many complaints- that dangerous corners or turnings had not been eased or eliminated. Complaints had been made to the members of the Council of the danger owing to the existence of those corners. No provision had been made for ~~the~~ such work last year, but a number of them had been included in this year's estimate.

The County Surveyor said that at the meeting of the Finance Committee he explained that the figures he had arrived at were those necessary to provide material and maintain the roads for modern traffic. With the figures set out in his

estimate, he believed he would be able to maintain the roads against any lorry or heavy traffic that might come except on a few short lengths here and there that might get cut up in bad weather and which would require special treatment. His figures were absolutely essential if the roads were to be maintained to meet present traffic. He agreed with the Chairman's statement that the dry month of December saved the roads from getting into a hopeless condition. If the month of December had been wet, all the material would have been gone by now. With regard to the 3/- rate, he had been hard set to allocate it. The Council might consider his estimate high, but there was no question whatever that 3/- was absolutely too little ~~only for the dry weather last year~~. His estimate for the maintenance of main roads was £25721. He eliminated from that the sum of £2966 for re-surfacing and tarring.

In reply to Mr Sean O'Byrne, he said he had not sufficient material on the roads at the present time. As he had already said, the position would now be worse only for the dry winter. The roads were not absolutely going to pieces and he would try to carry on.

Asked how he arrived at the rate of 3/-. the County Surveyor said he was directed by the Finance Committee to make out figures and to estimate at what rate those figures would work out at. He was not asking a 3/- rate. He would rather have it 6/-. He arrived at the 3/- rate on the following figures:-
 Maintenance of Main Roads £16500: Maintenance of County Roads £28016: Improvements Main Roads £636: do County Roads £1345:
 Arrears Quarries and Machinery £4440: Contingencies Main Roads £1400: do County Roads £2600: Total £54937.

These figures worked out at a reduction of about 36% on his original estimate.

In reply to Mr Corish, he said the amount passed last year was about 26% lower than his estimate, and the rate agreed to last year was 3/4 in the £.

Mr Sean O'Byrne said the chief complaint they heard everywhere was with reference to lack of material. It was clear

that enough material had not gone on any road this year, and they were now contemplating putting less material on them next year. They were at present paying for the neglect of the roads for the past thirty years. For the pennies saved in the past they were paying shillings now, and probably in the future they would be paying half-crowns for the shillings saved at present.

Mr Doyle said he was in thorough accord with all the Chairman had said to the effect that they should try to get the roads into a condition which would ~~be~~ have them passable for the ratepayers and able to withstand modern traffic. If times were normal he would agree with every word the Chairman had said, but if they got the roads into good condition by practically causing the bankruptcy of the ratepayers, what great advantage would the improved roads be to them? He suggested that they should wipe out all improvements this year until they reached a stage in which there would be some colour of prosperity. The most of the damage on roads was caused by lorries and other heavy traffic from urban areas. Tillage had gone down practically as low as zero, and, therefore, the farmer had not the use for the roads that he had heretofore. Mr O'Byrne had remarked on the carelessness with which the roads were treated in the past, but to his (Mr Doyle's) mind some of them were in a much better condition in the past than at the present time even with the increased expenditure. Formerly it did not take as much to keep up the roads as at present. The country would not now stand an increase in the estimate for roads or for anything else. He thought the people would be hardly able to pay a higher rate than last year. He held that to increase the rate would be another step on the road to bankruptcy for the ratepayers. He would not agree to increase last year's rate, and he thought, personally, that they should try to adopt the 3/- rate and eliminate all improvements rather than have it higher. He thought the roads would be maintained in last year's condition with that amount, especially when they considered the large Grants.

Col Gibbon said he quite agreed with Mr Doyle that they

could not pay, but he thought they should look to the future as well as to the present. With reference to the Gorey road that had been mentioned, a good deal of tarring had been done on it last year. The County Surveyor was now asking for £2300 for the repair of that road, and on that basis when they got to the 200 miles of tarred roads that had been spoken of as being required in the county, the cost would amount to about £30,000. According to the Co. Surveyor's estimate, the Gorey district was getting this year £9,000 out of £10,000. Last year's rate was a crushing one so far as the farmers were concerned. Their prices for everything were bad except for sugar beet and potatoes. They had got to meet their Land Annuities and a good many farmers were finding that the State was even harder than the landlords when it came to the collection of those annuities. The majority of farmers could not see the necessity of being called upon to provide roads which were to them not only a luxury but a difficulty when they came to drive their cattle over them in frosty weather. He suggested that they should recognise the facts as Mr Doyle had stated and tell their County Surveyor that they were reluctantly compelled to cut his estimate to £54,000. The Grant for the Enniscorthy road and other amounts would bring them up to £130,000 for spending on the roads. He proposed that a rate of 3/- should be struck.

Mr Boggan seconded.

The County Surveyor said that it was not until they had surfaced a road three times with bitumen that they would get a good surface. The three surfacings would cost about £450 a mile.

Mr Boggan said he quite agreed with the trend of the Chairman's address to the Council. It would be a mistaken policy to let the roads get into such a condition as would necessitate large sums being spent on them in the future to put them into decent repair but he did not for a moment say that the roads were getting into that state. He would say on the other hand that the roads had greatly improved. He did not agree with the County Surveyor when he stated that the fine weather in December was a

help to them. It was more of a hindrance because the stones did not bond into the roads. He was not satisfied that they were getting the full value for their estimate. Some time ago he made a suggestion to the County Surveyor about utilising stuff that had accumulated along the sides of the roads by transferring it to the middle. He believed that that operation would mean a saving not only of hundreds of Pounds, but possibly thousands. They would have the material on the spot and would be spared the expense of boring, blasting, breaking and carting. He appealed to the members who were there in the workers' interests to come to some arrangement by which the quarries could be worked on a different system to the present one. If they could believe even half the stories they heard about waste in the quarries and the waste of public money, it was something frightful. He did not believe half of these stories himself, but even less than half was quite enough. The system on which these quarries were being worked was ~~responsible~~ accountable for thousands of Pounds, and if they could devise any system of working piece-work they would save a large amount of money. They need not necessarily decrease employment by adopting piece-work. They could spend the money they saved by piece-work on the roads in other directions. He thought the Council would be wise to listen to the appeal Mr Doyle had made to them. The majority of the rate-payers in the county were in a pitiable position. They had no money and very little means of making it. They were not in a position to pay an increased rate, and he doubted if they were able to pay even the rate imposed on them last year.

Mr Shannon said it was not necessary to tell him about the condition of the country and every Labour member there knew it quite as well. He did not want to impose hardships on the ratepayers any more than was necessary, but he was tormented listening to ratepayers complaining of the state of the roads, and it was quite evident that they were as anxious to have the roads made good as the Labour members were. The rate struck last year was not adequate to make the roads, but he proposed, as a compromise, that the same rate be struck this year as last year.

He thought it was heavy enough on the ratepayers and little enough to maintain the roads.

Mr Pender seconded.

Mr Hayes said he did not believe last year's rate was at all sufficient to keep the roads in decent repair. With regard to employment, owing to last year's reduced estimate, 85 less men were employed in October than in the corresponding period of the previous year. With the depression in agriculture, that meant that they were going to have an increased amount of unemployment, and he thought they should pay keen attention to the number of people who were left without any means of livelihood at all.

Col Gibbon said that as far as the employment question went, he would remind Mr Hayes that the undertaking and the instruction of the Council was that as far as possible during the present financial year they would employ men regularly the whole year round, and not discharge them at the end. With regard to the amount of employment in the October of the year before last, the result of that was that the men were thrown out in the following February and March. Therefore, the Council agreed that it was better to nurse the money in order to keep a certain number of men in regular employment than to have a large number of men thrown out of work later in the year.

Mr Hayes said that many of their permanent men were disemployed in January of last year owing to the reduced estimate.

Mr Cloney drew the Council's attention to the large amount of rate at present outstanding. The country was in a bad state at the present time, and to strike a higher this year than in the past would be a murderous policy.

Mr Thorpe said that the difficulty of getting in the rates was brought before them constantly. The Rate Collectors told them they were ashamed to demand rates from some people who were actually hungry. It was now almost impossible for one quarter of the people to pay their rates. The other three-quarters might struggle on for a year or two. If the Council tried to get a ~~little~~ little better value for the money spent on the roads, they might be able to do them. Any amount of gripes were being cleaned out

that would not interfere with the water tables at all. If the gripes were sufficiently deep to carry off the water there was no necessity of sinking them further into the sub-soil. On some of the steam rolled roads last year, the gripes were all cleaned up, and this year there were horses drawing stuff back miles to put on the roads. They were drawing back clay to replace what they took away last year. These matters should be looked to in time. If the roads were properly managed, the rate they were now proposing would be well able to maintain them in a proper manner.

Col Quin said that after all their roads were becoming very much better year after year. There was a very great improvement in them even this year towards last year.

Mr Corish said he agreed with a great number of the remarks made by the Chairman in his opening statement, and he also agreed with Mr Doyle's remarks that the people were not in as good a position as they would like to see them. No matter how abnormal the times might be, it was strange that the people, not the members of the County Council, who talked about the rates being too high were the very first who complained about the condition of the roads. Mr Doyle referred to the Urban areas making a big contribution towards the cutting up of the roads. He (Mr Corish) admitted that the Urban areas did make a big contribution in that direction, but it was up to the farmers to make a big contribution in the work of having the big lorries which conveyed their agricultural products to the towns to the detriment of the workers, put off the roads. He strongly advocated the removal of these big lorries. Mr Boggan's statement was certainly reasonable when he talked about co-operation. He (Mr Corish) did not wish to perpetuate party differences, and he believed that every business should not be made a party question, so that on occasions they could all agree to do their best for the county they represented. There were complaints regarding the work in the quarries and the Direct Labour System by people who favoured the Contract System, but speaking on behalf of the Labour Party in the Council he would state that they were quite prepared to go into the whole question in order to see if better results could be obtained. He agreed

that if a man got paid fair wages he should do fair work in return. No Trade Union official encouraged laziness or idleness. As farming conditions were now improved from what they were last year, he thought the Council should decide on the same rate as last year.

The Chairman said he was very much impressed by the reasonable manner in which the debate had been carried out. It seemed to be the opinion of some members that the Urban Districts were responsible for the big lorry traffic. The opposite was the case and the urban districts were the biggest sufferers because of the diversion of trade from the towns to the rural villages.

The Urban areas had to pay for the upkeep of the county roads a proportion based on their valuation.

Mr Boggan seconded Col Gibbon's proposition.

The Chairman suggested as there was no possibility of unanimity that a compromise might be arrived at by agreeing to a rate of $3/2$ in the £.

Col Gibbon said that the Farmers' members of the Council would agree to the Chairman's suggestion.

Mr Shannon stated that the Labour members could not accept the Chairman's proposal.

A poll was then taken with the following result:-

For a $3/4$ rate - Messrs Cline, Colfer, Connors, Cooney, Gaul, Hayes, Mernagh, Sean O'Byrne, Shannon, Pender and Corish - 11.

Against - Col Gibbon, Col Quin, Messrs Boggan, Cloney, Doyle, Hall, Jordan, O'Donoghue, Thorpe, White and the Chairman - 11.

The Chairman gave his casting vote against the $3/4$ rate which was declared lost.

The Chairman then proposed that a Road Rate of $3/2$ in the £ be struck and Mr Hall seconded.

The proposition was carried without a poll.

WEXFORD-ENNISCORTHY ROAD.

Under date 19th January 1927, the following letter (No R/SGN/32) was read from the Department of Local Government (Roads):-

"With reference to an entry in the Minutes of Proceedings of the Wexford County Council on the 10th inst relative

to the work to be carried out on the Wexford-Enniscorthy Road under the National Road Scheme, I am directed by the Minister for Local Government and Public Health to state that he cannot see his way to sanction the alteration proposed in Clause II of the general conditions of contract. If the Council will be good enough to refer to the Department's letter of the 27th July last indicating that a Grant of £36,796 had been ear-marked under the Scheme for County Wexford, they will observe on page 2 of that letter that the usual conditions as to men to be employed and the wages to be paid, which were attached to previous Grants, applied to the Grant then notified. These conditions apply to the Saorstát as a whole."

The following resolution was adopted on the motion of Mr Hall seconded by Mr Cloney:-

"That the proposal of the Wexford County Council made at the meeting on 10th January 1927 for alteration of Clause II of "General Conditions of Contract" relative to re-construction work on the Wexford-Enniscorthy Road be withdrawn, and that the clause as submitted originally by the Department of Local Government be allowed to stand."

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CERTIFICATE OF SECRETARY

I certify the foregoing to be a correct
record of the Minutes of Proceedings of Road
Works Meeting of my County Council held on 24th
January, 1927.

(Signed) _____

W F Fuzelle

Secretary: Wexford County Council.

Dated this 31st day of January, 1927.

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WEXFORD COUNTY COUNCIL.

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MEETING 10TH JANUARY 1927

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MINUTES.

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N. J. FRIZELLE

FORTVIEW

SECRETARY

WEXFORD.

The monthly meeting of the Wexford County Council was held in County Council Chamber, Fortview, Wexford on 10th January 1927.

Present:-Mr T. McCarthy(Chairman)presiding:also Messrs W. Boggan,P.Byrne,James Cline,M. Cloney,P. Colfer, John Connors,Thomas Cooney,Richard Corish,Michael Doyle,James Gaul,Col C.M. Gibbon,James Hall,P. Hayes,D. Kavanagh,Aidan Mernagh,Sean O'Byrne,M.M. O'Donoghue,John Pender,Col Quin, Thomas Rossiter,William Thorpe,James Shannon,James E. Walsh and John White.

Mr J. Quigley,Chief Roads Engineer,Department of Local Government,the Secretary,the Assistant Secretary,the County Surveyor,Assistant Surveyor T. Cullen and Mr Elgee, Solicitor,were also in attendance.

The Minutes of last meeting were read and signed.

CONFIRMATION OF MINUTES OF COMMITTEES.

Roads Committee.

The following Minutes of Roads Committee in respect of meeting of 22nd December 1926 were submitted:-

The monthly meeting of the Roads Committee of Wexford County Council was held in County Council Chamber, Fortview, Wexford on 22nd December 1926.

Present:-Mr T. McCarthy (Chairman Co. Council) presiding, Also, Messrs Sean O'Byrne, James Hall, James Shannon, Michael Cloney, William Boggan, Patrick Colfer, Col Gibbon and Col Quin.

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

The Minutes of last meeting were read and signed.

COUNTY SURVEYOR'S REPORT.

The County Surveyor submitted the following report:-

"On the 14th inst, I was in Dublin with reference to nature of the work to be done under Grant on the Enniscorthy-Wexford road. Mr Quigley, with whom I had an appointment was unable to attend at his office until the 16th inst when I had an interview with him, and at his request accompanied ^{him} on 17th inst to inspect compressed concrete road work being carried out between Drogheda and Dundalk. There are some difficulties in connection with this class of work. It is necessary to have a longitudinal central joint unless the whole width of the road would be closed to traffic, but I think we will be able to do this with our road except on a few sections. Also there is a good deal of idle time with the steam roller but I believe this can be greatly reduced in carrying out the work in closely adjoining sections at the same time. On the Louth road the cement is of the quick setting variety (Ferro-crete), but there is no reason why slower setting cement such as "Drinagh Cement" could not be used if special time be allowed after laying before traffic is permitted. We would be also able to use for this work, material from Clonhaston, Brownswood and Kerlogue quarries which would eliminate any possible damage that would occur in drawing material from Ballybrennan Quarry. Subject to further consultation with Mr Quigley, and answers to mine by Louth County Surveyor I believe the compressed concrete would be the best method of dealing with this road. In connection with the present strengthening work I have to report that I am at present having material

hauled from Kerlogue by our own steam lorry over the road between Urban boundary and Ferrycarrig and as we have full control of this work and speed is low and the loading limited, there is no appreciable damage being done. I examined into the question ~~into the question~~ of traction haulage in order to expedite the work, and have decided that such would not be advisable at the present time, as we would probably seriously injure the already completed road to Ferrycarrig. I may note that the owner of the traction agrees with me in this, and would not care to undertake responsibility for damage. The result of this is that there will be delay in completing the work, but there is no reason why if it be decided to employ concrete that the Specification should not be put in hands at once. Possibly, also if concrete be employed the work can be done directly, and in this case the Department will probably require some system of piece work being adopted.

On the 15th inst, I interviewed Mr Delap, Consulting Engineer for Mountgarrett Bridge, and I went into the matter of the revised plans. The revision of the plans was rendered necessary by the increased loading now required, and also in regard to the width of the opening span. The Bridge Committee have already agreed to this and the plans are practically completed. I asked Mr Delap to go carefully into the Estimate for the new span, and have now received from him details of the cost. The bridge as now designed is estimated to cost £17500 of which there will be a free Grant from the Government of 25%, namely, £4375, leaving £13125 to be provided by the two Counties in equal proportions. County Wexford proportion therefore, will be £6562, and as the amount already provided for is only £5750, it will be necessary for the Wexford County Council to pass supplemental proposal, amounting to £812, before any tender can be accepted for the work. When in Dublin I also called at the Office of the Minister of Industry and Commerce (Transport and Marine Section) with reference to procedure we must adopt in obtaining permission for erection of temporary bridge across tide way, and also the difference in position of piles between old and new bridges. I ask for authority to make necessary arrangements with the Minister for the work.

"Put before Mr Quigley, Chief Roads Engineer, the necessity for improvement work on the road between Enniscorthy and Scarawalsh, and I have been directed to formulate proposal. Also I have been directed to prepare particulars for improvement work on the continuation of this line running thro Enniscorthy Urban. On the 20th inst, I inspected road with Mr Casey, Town Surveyor, and I have the matter now in hands.

Recently I inspected a gullet on the Clonard Road, No 123W. The main portion of this gullet runs for a considerable length underground in Mr Heffernan's premises, and as we have recently been caused trouble by overflowing, I got Mr Heffernan to open and clean gullet, which is an old built structure of small sectional area. I am satisfied that we shall never have freedom from flooding of the road unless gullet is reconstructed and I suggest pipes for this. I consulted Mr Elgee on the matter, and he holds that we cannot compel Mr Heffernan to rebuild the gullet, but I understand that he (Mr Heffernan) is agreeable to lay pipes if we supply same. I recommend that this be done and ask for your authority. I shall submit estimate at the meeting.

I have to report that the Claimant in the recent action against the Council for damage by blasting operations in Gurtins Quarry has removed stones that were cast on his land, and I understand is converting them to his own use. I submit report from Assistant Surveyor.

I shall submit particulars of the necessary work to be done on the road adjoining County Hospital which the Health Board propose filling.

On the 2nd inst, I visited the "Long Lane" (Coolgreany) with Messrs Hall and S. O'Byrne. Mr Treanor, Assistant Surveyor was also present. We are of opinion that the road is not such as to warrant removal of corners as requested by the local people, but we have recommended some minor improvements.

I inspected also the site of the proposed concrete footway in Gorey Avenue, and the same Committee were present. We are of opinion that at the present time the concrete kerb with a gravelled

footway would serve all necessary requirements, and at a later date, particularly if building extends along Avenue on this side, concrete surface might be put in.

I shall have particulars at the meeting of the existing areas with Gangers in charge. At the time of arranging this matter I carefully examined the whole county and made the divisions, and I do not think that they could be altered without great trouble, particularly as the groups of roads are arranged to fit present areas, and any interference with them would require two gangers to deal with one pay-sheet.

Committees have been appointed to deal with the following matters but dates have not been fixed, and I think it would be well if fixtures could be made:-

1. Courthouse Committee to interview Minister of Finance.
2. Committee to inspect Verona Bridge.
3. Roads Inspection Committee."

Wexford-Enniscorthy Road.

The County Surveyor stated he was in favour of having the work carried out in concrete but there were some minor points he would like to have cleared up. The width to be done in concrete was 18 feet. He had, as he reported, seen in Louth, main road through Dundalk and Drogheda to Belfast. With regard to the suitability of the road for horse traffic, the County Surveyor of Louth who was very well satisfied with general results stated that there were very steep hills between Dundalk and Newry and there had been no complaints of the unsuitability of the material for horse traffic and no question of animals slipping on the surface had arisen. In Dublin, the County Council had directed the County Surveyor to spread sand on a bitumencous macadam road. This formed an emulsion and had ruined the road.

The Chairman said if the Enniscorthy-Wexford road was reconstructed in concrete, the Co. Surveyor estimated that 5000 tons of cement would be required for the work. It would be a great advantage to the county if this could be procured from Drinagh Cement Works. He had heard that, unfortunately, a good deal of the machinery

which had been in use in Drinagh had been transferred to England.

The County Surveyor mentioned that Mr Walsh, County Surveyor of Louth, considered the best time to carry out the work was between March and October. He had written to Mr Quigley and Mr Walsh for full details in order to allow of the Specification being drawn up as soon as possible.

Col Gibbon believed that the question of having a track for horses at the side of the concrete should be considered.

The County Surveyor pointed out that the road was generally 21 feet wide and if 18 feet were to be concreted there would be only three feet left for a horse track. Cement for grouting would cost about 60/- per ton on the road while Ferrocete which was a quick setting cement would cost 70/- per ton.

Col Gibbon considered that the Road Inspection Committee should see the experimental stretches of road from Inchicore to Rathcoole. It was found there that the concrete portion never became so slippery for horse traffic as the section done in bituminous macadam.

Mr Hall raised the question that constant traffic by horses on a cement surface would cause great injury to their feet and legs from shock and animals would become useless after a short time.

Col Gibbon thought the County Council should hold an Inquiry in connection with the particular surfacing to be put on this road.

The Chairman was not in favour of this proposal which to his mind would only bring in people who knew nothing about the class of road proposed. The point raised by Mr Hall was an important one but it could be decided only by expert opinion. Many people thought the amount proposed to be spent on this road outrageous.

Mr O'Byrne agreed. If this road was surfaced in the same manner as the Gorey-Arklow road it should be sufficient for all ordinary requirements and the balance of the money could be employed for the improvement of other roads.

The Chairman said he had seen the road from Rathcoole to Inchicore and he did not consider it slippery.

In reply to the Chairman, Mr Treanor and Mr Ennis agreed with Mr Hall that the unyielding surface of a concrete road would injure horses' feet and legs very rapidly.

The County Surveyor considered that the same amount of money would be spent for bitumen as for cement if it was decided to have the road laid down in bitumencous macadam.

It was decided to refer the matter to next meeting of the County Council, the Co. Surveyor being directed to have all information ready by then to enable specification to be drawn up and work advertised.

Mountgarrett Bridge.

The following resolution was adopted on the motion of Mr Sean O'Byrne seconded by Mr Shannon:- "That we approve of recommendation as to Mountgarrett Bridge appearing in the report of County Surveyor and that the Co. Council be recommended to raise the extra £812 for Wexford's share of the necessary outlay for the reconstruction of this bridge."

Moyne-Scarawalsh Road.

Col Quin said when recently over this road he found it in a very much improved condition.

Col Gibbon stated that when he and Mr O'Byrne went ~~over~~ over the road on the day of last County Council meeting, they found a man engaged in filling the worst of the pot-holes and the road was considerably improved.

Col Quin said it was a very undesirable state of affairs that the road was not put in order until a complaint had been made.

Mr Ennis, Assistant Surveyor in charge of the road in question, said he did not know that a discussion would take place as regards this road at the last Co. Council meeting. Col Quin was wrong in assuming that it was the effect of the discussion which had caused him to pay special attention to the road. He made out a plan over six months ago as to how he would deal with this particular road and the work was carried out exactly according to that plan.

Mr Ennis then explained the steps he had taken in the

matter. The particularly bad part had to be repaired with rough stone and it was necessary that he should wait for the road to become really bad before the work could be properly and efficiently carried out. He claimed, after his nine years' experience, to know something about road repair and in this instance he was convinced he did the right thing. The road did not show pot-holes but waves which were caused by heavy lorry traffic.

Mr O'Byrne said it was clear that the improvement in the road was not the result of any discussion at County Council meeting, but he was on the road previously and he did not think it should have been allowed to go so much out of repair as it did.

Mr Ennis asked if Col Gibbon still charged him with culpable negligence.

Col Gibbon said he still held that the road was allowed to go too far before repairs were carried out and it would cost the County considerably more than if the work had been done at an earlier period. He was quite ready to withdraw the charge of culpable negligence and would do so publicly at the County Council meeting.

The Chairman said that any roads for which Mr Ennis had been given sufficient money were a credit to him. He did not think there was the slightest negligence on the part of Mr Ennis as regards this road- in fact, he (Chairman) knew it was a source of worry to him for months. Mr Ennis made a good job with what money he had available and he (Chairman) could not see where the question of any extra expense to the County arose.

Col Gibbon still held that the damage beyond The Moyne would not have occurred if the road had been seen to sooner.
Gullet at Clonard.

The County Surveyor stated there were about 90 lineal yards of gullet to be reconstructed in this case. It would cost the Council about £70, while the work to be done by Mr Heffernan would cost about £8 or £10. It was only at exceptional times and ~~and~~ in an abnormally wet season that the road was flooded.

Mr Boggan asked if the drain along the side of the road

could be widened.

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The County Surveyor stated this might have the effect of undermining the wall.

It was decided that Mr Boggan, a member of the Roads Committee should visit the place and report to next meeting of the Committee.

Damage by Blasting at Cartins Quarry.

Mr Kehoe, Assistant Surveyor said the amount of material taken off his field by Mr Duggan would be about seven tons. He (Mr Kehoe) sent in men to remove these stones but Mr. Duggan ran them off.

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

County Hospital Road.

The County Surveyor stated that in this case it would be necessary owing to the proposed amount of filling to put in a subsidiary retaining wall outside existing parapet wall. The whole job would cost the County Council about £50. He understood the labour would be supplied by the County Board of Health.

The following resolution was adopted on the motion of Col Gibbon seconded by Mr Cloney:- "We recommend the County Council to authorise the County Surveyor to expend from Road Contingencies A/C a sum not exceeding £50 in levelling road leading ~~from~~ to County Hospital from Wexford town."

Long Lane.

It was decided that in accordance with the recommendation of the County Surveyor, no action be taken in connection with the dangerous corners on this road.

Gorey Avenue Footpath.

Recommendation of County Surveyor approved on the motion of Mr Sean O'Byrne seconded by Mr Hall.

Road Gangers and Existing Areas.

The County Surveyor mentioned that particular care had been given to laying out the areas of road gangers, every feature of each man's district having been gone into. The fact that some of them had ~~larger~~ a greater mileage than others, ^{was not serious as} the duplication

of travelling was not so necessary with large gangs. At the time the areas were fixed, days and days had been spent in laying out the most suitable sections, and as he believed these were satisfactory, it would be a mistake to alter them. Any alteration would mean that two gangers would have to deal with the one Road A/C which would lead to confusion and the work would not be so well done as at present. When supervision was not necessary, all gangers were reduced to the status of ordinary workmen.

Mr Hall did not think that, as stated, all gangers were working gangers with spade and shovel.

Col Gibbon said that in the area of Mr Kehoe, Assistant Surveyor all gangers worked well.

Mr Shannon pointed out that as all gangers were working "whole" time they should be paid at the same rate.

Mr Colfer said that Mr Kehoe's gangers were paid less than those in other parts of the county and it was as important that the roads in this area should be kept as well as the roads in the rest of the county.

The County Surveyor in reply to the Chairman said that no protest had been made as to the areas of gangers or the wages to be paid them when the Scheme was first adopted.

Mr Cloney proposed and Col Quin seconded the following:-

"That as no protest was made as to arrangements made by County and Assistant Surveyors for gangers' areas and wages, no action be taken to interfere with existing arrangements."

Mr Colfer said that last summer the gangers in Mr Kehoe's district had been reduced to a wage of 30/- per week.

Mr Shannon proposed:- "That no reduction be made in the wages of gangers in Mr Kehoe's district during the summer months."

Chairman: If that is carried it must apply to the rest of the county also.

Col Gibbon said that men with small responsibilities should not be paid as much as men with large responsibilities; otherwise the responsibilities of the first mentioned should be increased and they should be paid higher wages.

The Chairman after further discussion ruled that if

anything was to be done to interfere with existing arrangements it should be on notice of motion. He had in his mind when he proposed to refer the matter to the Roads Committee, the levelling of the responsibilities of all the gangers and paying them the same wages. But according to the County Surveyor this presented difficulties which could not be overcome.

Meetings Sub-Committees.

It was decided that the County Surveyor should arrange for meetings of the following Committees:-

(a) Courthouse Committee to interview Minister of Finance when the latter has arranged to receive them.

(b) Verona Bridge Committee

(c) Roads Inspection Committee.

Mr Cloney said he found it impossible to act on this Committee.

Col Quin said if appointed he would be glad to act.

The following resolution was adopted on the motion of Mr Cloney seconded by Mr Boggan:- "That Col Quin be appointed a member of Roads Inspection Committee."

The other members are the Chairman, Messrs Corish, Sean O'Byrne and Hall.

ROADS COMMITTEE AND THE PRESS.

Col Gibbon proposed:- "That we recommend the Co. Council to adopt a resolution declaring the meetings of Roads Committee open to the Press."

Col Quin seconded.

Passed.

The Chairman said this was an unprecedented motion as Committee meetings were never open to the Press.

ALLOWANCE TO COUNTY AND ASSISTANT SURVEYORS FOR GRANT WORK.

Under date 9th December 1926, the Department of Local Government wrote (R.G./201):-

"I am directed by the Minister for Local Government and Public Health to state that he had under consideration the question of the payment of some allowance to County and Assistant County Surveyors in respect of the work carried out by them under Grants

made from Public Funds in connection with Road Schemes.

In the past four years the Grants notified from the Road Fund to County Councils exceeded 50 per cent of the Road Expenditure from County Funds in the same period. The expenditure under the National Road Scheme will, in general, scarcely be completed before the 31st March 1929, and other Road Fund Grants will be operating in the meantime.

The Minister has decided, with the approval of the Minister for Finance, to make annual grants for the three years commencing 1st April 1926, to the County Surveyors and Assistant County Surveyors engaged on road work financed out of Grants.

The allowance payable to the County Surveyor of Wexford County will be £100 per annum for the period mentioned. The allowances payable for a like period to Assistant County Surveyors engaged on Road Fund work are £40 per annum for whole-time Assistants and £25 per annum for part-time Assistants. The allowances must be withheld in the case of any officer who fails to observe the Department's regulations in relation to the carrying out of work under Grants or whose work whether under Road Fund or County Funds is, in the opinion of the Minister, unsatisfactory.

It is to be understood that the allowances are not necessarily applicable to Surveyors appointed after the date of this letter.

Claims on the accompanying Requisition Form may be made half-yearly.

The Minister for Finance in sanctioning the payment of the allowances expresses the hope that they will lead to increased efficiency in Surveying Staffs and economic administration of the Grants."

CLAIM BALLYMURRAY QUARRY.

Under date 10th December 1926, a claim was received from Messrs Huggard, Brennan & Godfrey, Solicitors on behalf of Thomas, Laurence and Patrick Whelan, Ballinagore, Blackwater for £22 being the value of 110 cubic yards of material from Ballymurray Quarry at 4/- per cubic yard which was not allowed for in the measurement made by Mr T. Cullen, Assistant Surveyor.

Mr Cullen reported that as a check against fraudulent banking of material prepared in Ballymurray Quarry, the amount for each contractor was set out separately when broken, and the second measurement was made on the 20th inst.

Particulars of payments and measurements were supplied to Patrick Whelan at the end of August last.

The average output per hour of Breaker is $5\frac{1}{2}$ cubic yds. It was engaged for a total of 48 hours effective work on Whelan's material, and this would practically correspond with the measurement he had made in the Quarry and on the road.

It was decided, after discussion, to refer the matter to Mr Elgee for his advice.

CAMOLIN PARK ROAD.

Memorial from residents in Camolin Park was submitted relative to the extremely bad condition of the road leading to their houses from Camolin village, and which appeared to be the property of the Department of Agriculture, (held over from the March meeting in order to ascertain the views of those concerned more definitely).

The following was submitted from Mr P. O'Byrne M.C.C.:-
"A meeting of the Ratepayers and tenants resident in Camolin Park was held on 22nd November 1926, Rev M. Wickham C.C. presiding; the following resolution was adopted:- "That we ask our Representatives in the Dail, Messrs Corish and Doyle to interview the Forestry Department and Land Commission with a view to ascertain who is responsible for the upkeep of the roads leading to holdings in Camolin Park."

Mr Sean O'Byrne mentioned that the road in question was about $2\frac{1}{2}$ miles long and there were gates put on it by the Department of Agriculture.

It would be admitted that its present bad condition was due definitely and distinctly to the removal of timber sold by the Department. He thought they might ask the Department to remedy the damage caused by their own action.

He then proposed the following:-

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"That Messrs Doyle and Corish T.D.'s be requested to interview the Forestry Department with a view to inducing them to put the Camolin Park Road into proper condition, and that they interview the Land Commission on this matter also."

Mr Hall seconded the resolution which was adopted.

CARRIGBYRNE QUARRY.

The County Surveyor submitted report of receipts and expenditure in connection with Carrigbyrne Quarry from 25th September to 26th October 1926. This showed an excess of receipts over expenditure of £2-4-6, or, charging for Breaker at 10/- per hour, an excess of £8-4-6.

This was considered satisfactory.

BUNCLODY COURTHOUSE.

The County Surveyor submitted report from Mr Emis, Assistant Surveyor, re above as follows:-

"I have been looking at the Town Hall in Bunclody, and think it would make a much more suitable place for the District Court than the present place. It is in charge of a Committee who are willing to give it on the same terms as Dr Donner gets for the present Courthouse. They will supply heat in the form of an oil-stove, and any necessary furniture. I believe that Mr Fahy has seen it since, and considers it a very suitable place.

Mr Denis Lennon, Bunclody is Secretary to the Committee. You might get Mr Elgee to prepare any lease necessary and send it to him."

Mr Emis said that since he had furnished his report, Dr Donner, landlord of the existing Courthouse had spent £25 or £30 on repairs. He understood now that Mr Fahy, District Justice, was satisfied with the present Courthouse and did not want it changed.

It was decided on the motion of Col Gibbon seconded by Col Quin that the County Surveyor ascertain the views of Mr Fahy, D.J. in connection with the proposed change of building for Court work in Bunclody.

ERECTION OF HOUSE WITHIN PROHIBITED DISTANCE ON ROAD 326E.

Mr T. Cullen, Assistant Surveyor, reported that on 7th December 1926, he found a house being built by Mr John Asple,

Galbally, within the prescribed distance from the centre of the road. The new building was replacing an old house. It was 5 yards from road centre at one end and 10 yards from it at the other. The road would be widened by the proposed work which would not be likely to interfere in any way with the safety of the public or with any improvement work that might be carried out in the future.

Mr Sean O'Byrne proposed and Mr Hall seconded the following resolution which passed:- "That in view of the report of Mr Cullen, Assistant Surveyor, relative to the erection of new house by Mr Asple at Galbally within the prescribed distance from the centre of the road, the County Council be recommended to allow the building to remain as it causes no inconvenience."

Mr Shannon proposed and Col Quin seconded the following which was adopted:- "That we recommend the County Council to advertise, at stated periods, the fact that persons erecting houses must observe the conditions of the Acts of Parliament prohibiting buildings from being erected within a specified distance from the centre of public ~~roads~~ roads."

The Secretary mentioned that Mr Asple had called at the County Council Offices and apologised for not having obtained the permission of the County Council before proceeding with the erection of the house. He would have done so if he had known it was necessary.

PURCHASE OF COTTAGES.

Under date 13th December 1926, Mr T.J. Flood, Inspector, Irish Land Commission, wrote asking if the County Council would purchase three cottages on the Alcock Estate, which was being acquired by the Land Commission. There were also some other houses on the property which might be offered for sale.

Mr Sean O'Byrne mentioned that this matter was under consideration by the County Board of Health.

LICENCE FOR PETROL PUMP.

Licence for the erection of Petrol Pump was directed to be issued to Mr E.W. Bates, Coach & Motor Works, Gorey, on the motion of the Chairman seconded by Col Gibbon.

The issue of this licence was recommended by the County Surveyor.

CINEMATOGRAH LICENCE.

John Mac Donald, Irish Street, Buncloody applied for licence under Cinematograph Act 1909 for premises situate at Chapel Lane, Buncloody.

It was proposed by the Chairman seconded by Mr Sean O'Byrne:- "That licence under Cinematograph Act 1909 for premises in Chapel Lane, Buncloody be issued to Mr John Mac Donald, Irish St. Buncloody, on receipt of report from the County Surveyor and the Garda Siothchana that the premises are satisfactory and comply with provisions of Cinematograph Act and regulations thereunder."

Col Gibbon proposed:- "That our Secretary be instructed to communicate with the Department concerned and ask whether in connection with premises proposed to be used for Cinematograph purposes, the County Council can refuse a licence where an outside exit is not provided for any gallery in the building. That Mr Elgee, Solicitor be requested to look into the provisions of the Cinematograph Act and Regulations thereunder and advise the Council on these points."

The Chairman seconded the resolution which was adopted.

CHAIR OF HIGHWAY ENGINEERING.

Circular letter was received from the Institution of Municipal and County Engineers relative to the proposed establishment of Chair of Highway Engineering in connection with the City and Guilds Engineering College, London.

Mr Sean O'Byrne proposed and Col Gibbon seconded the following resolution which was adopted:-

"That the County Council be recommended to take no action in connection with the proposed establishment of Chair of Highway Engineering in London."

HOWTH URBAN DISTRICT COUNCIL-
ENCROACHMENT ON PUBLIC RIGHTS OF WAY.

The following resolution from Howth Urban District Council re encroachments on public rights of way was adopted on the motion of Mr Sean O'Byrne, seconded by Mr Shannon, Col Quin dissenting:-

"1. That the law as it at present exists on the question of public rights of way and other public rights is unsatisfactory, difficult to understand and uncertain in its application, a fact of

which militates unduly against the public.

2. That the procedure for establishing or defending public rights of way or other public rights is cumbersome and expensive.

3. That the Government of Saorstát Éireann be requested to introduce legislation simplifying and amending the existing law on the subject and especially providing:-

(1) That the present Common Law methods of establishing rights of way shall be replaced by statute law which shall provide:-

(a) That continuous user by the public for a period of twenty years shall suffice to establish a public right to use

a path or track leading not only to a "public place" but to the sea or foreshore for the purpose of bathing. and

(b) To a place of public promenade or resort, or to an ancient monument or place of antiquarian interest, or to a beauty spot (e.g. the top of the Sugar Loaf).

(c) That the fact that there is more than one such path shall not debar any such path or paths from being rights of way by virtue of such public user.

(ii) That the Local Authority shall have power to institute or defend proceedings for the establishing or defence of a public right of way or other right.

(iii) That the Local Authority shall have power (without being under any legal obligation to do so) to maintain and keep open and free from weeds and undergrowths or other obstruction a public right of way. Provided that no liability shall attach to said Local Authority either on the ground of nonfeasance or misfeasance by reason of this clause.

(iv) That the Local Authority shall be empowered to prohibit the erecting hereafter of any unnecessary and undue obstruction by owners of adjoining property of a view obtainable from a highway or public right of way.

(v) That the Local Authority shall be given compulsory powers of acquiring land for the purpose of providing rights of way."

ROAD ENNISCORTHY TO MOYEADY.

Mr Ennis, Assistant Surveyor, submitted an account showing that on this road he had only £21 odd in hands and it was impossible to maintain it to the 31st March next without a further expenditure of £61-1-4.

Col Gibbon proposed and Mr Sean O'Byrne seconded the following which was adopted:-

"That the County Council be recommended to agree to the expenditure of £61-1-4 from Contingencies A/C in order to keep the road from Enniscorthy to Moyeady in a suitable condition."

HAULAGE RATES.

The following report was submitted by Mr T. Cullen, Assistant Surveyor:-

"Men hauling on Grant Work are at present working at rate of 1/- per cubic yard for road from Asylum Gate to Baroness Grey's Gate, distance to further end being just over a mile. They now say they cannot carry on, as they are only able to earn 6/- per day, owing to large amount of time lost in loading and they ask for increased rate."

After some discussion, the following resolution was adopted on the motion of Mr Boggan seconded by Mr Cloney:-

"That the County Council be recommended to make no change in rates allowed for haulage work."

INCREMENT TO MR T. CULLEN, ASSISTANT SURVEYOR.

At the meeting of the County Council on 13th December 1926, a resolution was adopted postponing the consideration of increment to Mr T. Cullen, Assistant Surveyor until the Roads Committee had an opportunity of considering complaints regarding Blackwater and other roads in Mr Cullen's district.

Mr Cullen reported that the principal road regarding which complaint had been made was 175E to which attention was called by the Oulart Branch of the Farmers' Union.

Under date 20th December 1926, Mr Cullen furnished particulars of the amount of material put upon this road from 1923, and stated that he had visited the road on seven occasions prior to receiving the complaint from the Farmers' Union.

In connection with the Blackwater roads generally, he admitted that some of the by-roads in that locality were in a bad condition but they had not been neglected. He denied that their present condition was due to either slackness of the men working on the section or lack of supervision on his part. When he took over these roads in 1923, he found them with a very poor surface, -margins and water tables being banked up with an accumulation of scrapings for years. Very little drainage had been provided for, and there was practically no suitable material available.

He arranged for the gathering, breaking and distribution of sea-stones of good quality and had heavy margins and banks removed off the principal roads. A good deal of this work still remained to be done but could not be carried out to any appreciable extent with the money now available unless the amount of tonnage was to be seriously interfered with. This was already insufficient to maintain some of the roads, leaving out the question of improvements.

He then outlined in full the history of Road 175E from 1917 and the difficulty which had been found in procuring suitable materials. Since January last, roads in this Section had been inspected on 37 occasions by him.

The Chairman mentioned that Mr Cullen was particularly unfortunate in having allotted to him a district with a very large number of poor roads.

In reply to Mr Boggan, the County Surveyor said the roads under Mr Cullen's supervision had improved since he took over charge.

Mr Boggan stated that in view of the report of County Surveyor, he would withdraw any objection he had to Mr Cullen's increment being allowed on the score of Clonhaston gullet for the work of which Mr Cullen had only a secondary responsibility.

On the motion of ~~Mr~~ Mr Cloney seconded by Mr Shannon, the following resolution was adopted:-

"That in view of the explanation submitted by Mr Cullen at this meeting regarding the history and present condition of the roads in Blackwater district, we recommend the County Council to agree to the granting of increment to Mr Cullen."

WEXFORD BRIDGE.

In reply to Mr Hall, the County Surveyor stated that the bascule beams were being erected and the men were now engaged in laying down the through sheeting.

It was not possible-at the moment-to say when the work would be finished but he claimed it to be a splendid job.

Mr Rossiter proposed and Mr Cline seconded the following:- "That the Minutes of Roads Committee meeting of 22nd December 1926 as submitted to the meeting be and are hereby confirmed."

Enniscorthy-Scarawalsh Road.

Col Gibbon mentioned that at the last meeting of the County Council, he stated that Mr Ennis, Assistant Surveyor was guilty of culpable negligence as regards this road. But at the last meeting of the Roads Committee it was definitely shown by Mr Ennis that he was acting as regards this road in accordance with a Scheme prepared by him a considerable time before. The words "culpable negligence" were not therefore true under the circumstances. At the same time, he (Col Gibbon) considered that the County Surveyor should see that repair work on roads was undertaken before the damage was allowed to go too far.

Roads Committee and the Press.

In connection with recommendation that Roads Committee should be open to the Press, the Chairman pointed out that Committee meetings of public bodies were not open to the Press. Committees could only make recommendations which were open to ratification or rejection by the County Council subsequently. Col Gibbon who raised this matter at the last meeting of the Roads Committee had complained that sufficient publicity had not been given of late by the newspapers to road matters, though some months ago, it was Col Gibbon himself who proposed that only a summary of the proceedings of the Roads Committee should be read at County Council meetings in order to save time. The full minutes were on the table for everyone to read and for the Press to copy. Up to some months ago, these full minutes had been read at the meetings of the County Council but on the suggestion of Col Gibbon, a synopsis only of the minutes had been read for some time back. If there was to be any change, it should be one of the two following, - That the full minutes of the Roads Committee should be read or that the Roads Committee should consist of the entire Council and let its decisions be final.

By having the meetings of the Roads Committee open to the Press the public mind might become confused, as recommendations made at a Roads Committee meeting might be subsequently changed by the County Council so that the public would never know where they stood. He would be sorry to see any Committee meetings open to the Press and it would be rather an unusual precedent.

Col Gibbon admitted it was on his suggestion that a summary of the proceedings of the Roads Committee was now submitted instead of having the full minutes read. His reason for doing so was, that it was obvious going over the ground twice would take up an enormous amount of time and on the minutes of the Roads Committee there were a number of minor details which the County Council would approve of right away. Even at the time when the full minutes were read the Press did not report different items very fully unless some discussion arose out of them. The Press could be asked, if it was decided to have the Roads Committee meetings open to them, to put a note at the head of the proceedings that in reporting them they desired to remind their readers that all matters decided by the Committee were merely as recommendations which would in due course come before the County Council on such and such a date. The whole subject of Roads was on a par with the Public Health Board in importance for the county, and from the point of view of the farmers, the roads were certainly in front of everything else that was done at the County Council. For that reason, they should try and find some way in which the County could be kept in touch with what was going on in connection with the roads. If the suggestion of the Chairman that they should have a special meeting of the County Council purely and simply to deal with the roads was adopted, it would effect the result which he (Col Gibbon) wished to bring about. They had received a great many complaints from members of the County Council that they did not have an opportunity of going before the Roads Committee to air their opinions. For that reason he would be prepared to fall in with the Chairman's suggestion, or failing that, to see the proceedings of the Roads

Committee reported, on the understanding that the Press headed their reports with the note that Committees could only make recommendations and that their decisions were not final.

Mr Hall proposed:- "That the recommendation of the Roads Committee to have the meetings of said Committee open to the Press be not confirmed, but that the full minutes of the Roads Committee be read as in the past, this procedure to remain in force for a year."

Col Quin seconded the motion which was carried.

Col Gibbon proposed:- "That a special meeting of the County Council acting as a Roads Committee be held on the fourth Monday in January and the fourth Monday in February to deal with the ordinary work of the Roads Committee and also with the annual Estimate for Roads for the coming financial year."

The Chairman pointed out that the Finance Committee would consider the full Rate Estimate on the 20th of January and instead of having the meeting of the Roads Committee on the fourth Monday in January, they could have a full meeting of the Council on that date to deal with the Roads Estimate and let the ordinary business of the Roads Committee be dealt with in the ordinary way.

Finally after further discussion, the suggestion of the Chairman, having been seconded by Mr Sean O'Byrne was adopted.

Increment to Mr Cullen, Assistant Surveyor.

In connection with the proposed increment to Mr Cullen, Assistant Surveyor, the following resolution was received from the Blackwater Branch of the Farmers' Union:-

"That we, the members of the Blackwater Branch, Farmers' Union do protest against the proposed increase of the salary of Mr Thomas Cullen, Deputy Surveyor, on the grounds of his not giving satisfaction, and likewise do we protest against the unnecessary outlay in rates caused by the overlapping of haulage between Ballymurray and Ballyconnigar. Stones are being brought

"from Ballymurray to within a mile of Ballyconnigar, and from Ballyconnigar to within a mile of Ballymurray-an over-lapping of two miles."

Mr Roßsiter proposed and Mr Gaul seconded the following

"That the recommendation of Roads Committee agreeing to increment to Mr Cullen, Assistant Surveyor be confirmed."

Passed.

The County Surveyor denied that there was any over-lapping in haulage from the quarries mentioned in the resolution of the Blackwater Farmers' Association.

After some discussion, Mr Sean O'Byrne proposed and Mr Corish seconded the following resolution which was adopted:-

"That the portion of the resolution from the Blackwater Farmers' Union relative to overlapping of haulage from quarries be referred to the Roads Inspection Committee for report."

Haulage from Brownswood Quarry.

In connection with the decision of the Roads Committee as to haulage from Brownswood Quarry, a letter was read from hauliers, John Redmond and Stephen Dempsey, asking for permission to come before the meeting in connection with this work.

Mr Sean O'Byrne proposed and Mr Hall seconded: ~~that~~

That the deputation from hauliers at Brownswood Quarry be heard."

Passed.

Stephen Dempsey, one of the men concerned, complained that they were at present receiving 1/- per yard mile and they could only earn 6/- per day for man and horse at that rate. They were unable to load the stones direct, as on account of the bank, they had to fill them with a barrow, wheel them five or six yards across and then empty them into the cart. It took them from 15 to 20 minutes to load a cart each time.

Mr Hall held it to be a fact that a large number of loads were never measured at all.

Mr Cullen, Assistant Surveyor explained that there were two half-yard boxes at the loading bank. About 10 loads

were measured into carts by the foreman of the quarry, and all outside these 10 loads were measured in the depots on the roads.

Mr Boggan contended that the County Surveyor should make arrangements later on to have the approach to the bank constructed in such a way that it would be easy for the hauliers to load. They should even now be able to do at least about 8 journeys in the day.

The County Surveyor said it was his opinion that the short haulage was ~~the~~ responsible for the small amount of money the men were able to earn.

The Chairman stated he had investigated the matter and believed the men had a grievance.

This was strongly denied by Mr Boggan.

Mr Connors contended that when horse haulage was available, engines should not have been employed on this road.

Chairman-If horse haulage was employed, the amount of stones required for this road could never have been put out. Complaints had been made at last meeting that the preliminary work on this road was being delayed, but it would be impossible to deal with the haulage to the road except by engines.

Mr Thorpe proposed and Col Quin seconded :-

"That the Roads Inspection Committee be requested to investigate the complaint of the hauliers from Brownswood Quarry as soon as possible.

Wexford-Enniscorthy Road.

Mr J. Quigley, Chief Engineer, Local Government Department (Roads), who attended in connection with the scheme for the resurfacing of the road said that the Department had had that road under their care for the past three years. It had been a very expensive and very unsatisfactory road in many ways. It had been subject, as the members knew, to extremely heavy lorry traffic and up to the present the Department had provided out of the Road Fund some £16,300 for it. There remained a sum of £33836, which had been allocated to the remaking of that road, and the whole question now was what kind of surface they should put on it. He had considered the question very carefully as to the best surface to recommend to the Council and the Ministry in order to get the best value for the money. They considered the possibilities of a tar macadam, and of a cheap form of concrete, which they were using under the Grants in County Louth. They were at present calling it compressed concrete, but on the whole the process was in the experimental stage, and they were not altogether satisfied with it. Compressed concrete, as it was called, was concrete put in with an ordinary roller. In the beginning, concrete was used as grouted concrete—the stone was steam-rolled in the usual way, and instead of putting on a slurry of mud to bind the stones together, afterwards rolling it, several surveyors in England and other countries, and in Ireland also, began to experiment with putting in a grout of cement so as to bind the surface together in a more substantial way than with mud binding, as it was called. It struck the Louth County Surveyor and himself that if they were doing that work at all it would really give better results if they mixed the material up as a concrete, so they had been mixing up the cement with stone and spreading it on the road and putting a steam roller on it. That system would necessitate a central joint continuously, and that joint caused them a good deal of trouble. It was not possible in most cases to make it so that the centre of the road remained quite watertight, and one of

the drawbacks with regard to compressed concrete was that central joint. It had also been showing somewhat bad results under frost in the present winter. It was concreting that was cheap compared to concrete roads in America and across channel. After all it was only a cheap form of work in the experimental stage, and therefore, something that he could not at present recommend for the road from Ferrycarrig to Enniscorthy. The alternative methods-tar macadam, etc.-had not been satisfactory in the Dublin area. There was a continual outcry on the part of horse owners with regard to the bad foothold, especially under certain conditions of weather. Owing to the complaint of slipperiness in County Dublin during the present winter, the Co. Council insisted on the roads being kept gritted. That gritting on the tar surface had a very bad effect, as it caused the surface to disintegrate more or less, and also of course created a considerable amount of mud on the road, so that the surveyors up to the present had not been able to find an ideal road that would stand up to both motor and horse traffic. He, personally, had been giving all possible attention to the solution of the problem as to what might best be done within their money resources for the road to Enniscorthy. As he had said, it had already been very expensive. In the last three years they had spent £16000 on it. A certain amount of very good work had been done. The road from Wexford to Ferrycarrig and all the trunking from Ferrycarrig to Enniscorthy had been done under that £16000, but they should all recognise that for thirteen miles of road there had been very great expenditure, and they wanted, if possible, to provide a road that would do away with that heavy expenditure to a large extent and which would give a surface life of ten or twenty years. He had come to the conclusion that what would best solve the difficulty would be a central strip of concrete, 6 inches deep, twelve feet wide, with two sides each four feet in width, making a total width of twenty feet all the way from Ferrycarrig Bridge to Enniscorthy-11.4 miles. The macadam surface at the sides would be sprayed with Spramex or other suitable dressing. He had gone

into the figures and was confident that the work could be done for the money available, and he put his suggestion before the meeting as being what he considered would give the best return for the money on that particular road. With regard to the carrying out of the work he would recommend that it be done by contract in open competition. He had drafted the specification and submitted it to the County Surveyor. Some small amendments might be required and he would consult with the Co. Surveyor about them. The road had been very costly, seeing that up to the present they had provided up to £50000 for it. That figure might sound very big to some gentlemen who might not have been following the trend of events with regard to road-making, but the modern road was an expensive thing, and some surveyors had been spending £3000 a mile in making ordinary water-bound macadam roads, but of course that included widening, taking out corners, etc. He thought, however, that the members would agree that when they came to a figure of £3800 or approaching £4000 per mile for the making of a road, they had reached a sum as high as they could possibly find money to advance. They had only two sources from which to obtain money for roads at present - the ratepayers and motorists - and the total amount they put up was not so extraordinary compared with other services. The resurfacing in question would be paid for entirely out of the Road Fund, in other words, by motor taxes. With regard to possible objection to the work being done by contract, he would like to point out that they would be immediately considering a further distribution under the £2,000,000 which the Government had provided for the remaking of a certain mileage of roads which they were calling the National Roads, and which in their opinion were the most important roads in the Saorstát. It was up to himself and all the surveyors in charge to try and get the best value for that money and to spread it over the whole mileage they had scheduled, something approaching 1600 miles - so that they had not money to play with and needed to be as careful as possible.

At the same time they wanted to make up the road from Ferry-carrig to Enniscorthy, and from there to Gorey, and from there to the County bounds. Another road was from Enniscorthy to New Ross. The only point he wanted to make about the National Roads was that there would be a good deal of employment almost immediately. In fact the money was ready and they were ready to put up the work. It was merely a question of how much work could be undertaken with the plant, etc. available. The present work would be carried out under the County Surveyor and the staff of the County Council.

In answer to Mr Hall, Mr Quigley said he was not proposing to have the road done with reinforced concrete. They might have it reinforced over short lengths, but there were really no swampy parts ⁱⁿ ~~of~~ the road. There would always be a difficulty in repairing a concrete road, but he did not anticipate that there would be any cracks needing repair for a great many years. Of course the repairing of a crack was a possibility. It could be cut out and concrete run in again.

Mr Hall said that a great part of the road had a bad, soft bottom.

Mr Doyle said he thought the general opinion was that there was an extremely bad bottom in the road over a considerable way.

The Chairman said there were a few very swampy sections along by Kyle.

In reply to Mr Corish, Mr Quigley said that if they could put reinforcement in with the money available, he certainly would be in favour of putting it in.

Replying to Col Gibbon, Mr Quigley stated Ferrocete was ^{not} going to be used.

Col Gibbon said he wished to record his opinion that 6 inches of unreinforced concrete would not stand with the bottom there was between Lady Grey's entrance and the Edermine Hill. Another frightfully bad place was the whole way from the Fox and Goose to Arran Cottage. They could obtain Ferrocete

for £3 per ton while ordinary cement would possibly run to £2.

Mr Corish stated that a number of people did not think it desirable to have ferrocrete setting so quickly.

Mr Quigley replied that wonderful results had been obtained by the use of ferrocrete. It was cheaper recently than it had been. The figures given by Col Gibbon were correct. They had obtained quite wonderful results in Kildare with ferrocrete.

Col Gibbon stated that from the point of view of the farmers using the Wexford-Enniscorthy road it would be more to their interests to have the concrete work entirely on one side of the road.

Col Quin-That would mean the lorries tearing up one side of the road.

Mr Corish-It would look a ridiculous proposition.

Col Gibbon-Is this road to have a water-bound surface or a sealed surface on the sides?

Mr Quigley-Sealed.

Col Gibbon said he still adhered to the opinion that provision should be made for the carrying away of the surface water. He did not think it would be economic not to have such a provision made. A special clause should be inserted to provide for proper drainage. Mr Quigley in his statement emphasised that £16000 had been already expended on the road, but additional money which came from the rates of the county was also spent on it. The whole amount was a prodigious total.

Mr Hayes asked if it was proposed to confine the material to Ballybrennan Quarry.

Mr Quigley-We are eliminating Ballybrennan. There are three quarries mentioned in the specification.

Co. Surveyor-Clonhaston, Brownswood and Kerlogue.

Mr Hayes-Haven't you as good material in Trinity quarry? You will admit it is a good hard material.

Co. Surveyor-I think the three quarries we propose to deal with will be sufficient to cover the job.

Mr Hayes pressed his point in support of which he

said the job would give a good deal of employment, and there was a large number of men unemployed in the country.

Mr Quigley stated the three quarries mentioned were the property of the Council, and were convenient to the job.

Col Gibbon mentioned that where the road had been prepared by preliminary rolling, there was a very big camber which would put the Council to expense if it had to be interfered with. It was not necessary to have a high camber for a concrete road. The rolling was not carried far enough to the edges and was not at all uniform. Some of the edges of the road had not been dealt with and would have to be re-bottomed.

Mr Quigley suggested that the material from the ~~qu~~ quarries could be given free to the contractor, subject to their being worked in a proper way. The contractor would have as definite and simple a specification as it was possible to give him in order to get tenders within the money.

Mr Thorpe said the contractor should at least pay the quarry charge; otherwise this would have to be borne by the ratepayers.

Mr Quigley pointed out that whatever quarry charge was made for the quarry, the contractor would provide for it in his tender.

Mr Shannon-On what grounds do you prefer contract to direct labour?

Mr Quigley-On the grounds that you will get the best value for your money.

Mr Shannon-I don't think you will get better value. You have the Co. Surveyor and his staff and plant and a network of practical roadmakers all over the county. You would have a happy-go-lucky system of working your quarries by a contractor and his men. He would carry on to suit himself. You would also have your own plant idle.

Mr Hall-This is out of our hands.

Mr Walsh-Where have you plant in the county to do that? There is no plant.

Mr Rossiter-Is there a three years' guarantee stipulated in the contract?

Mr Quigley-One year is all that is asked. If you ask for a three or five years' guarantee it will mean increasing the contract price. These guarantees have not worked out satisfactorily for other surveyors. You would not with a guarantee for five or ten years get a contract that would be acceptable.

Mr Thorpe-How long do you intend to keep the road closed?

Mr Quigley-The road will have to be closed in sections and there will be a clause in the contract that residents and farmers in the district will have to be accommodated by the contractor during the work on the roads.

Mr Thorpe-How long do you think it will be after the concrete is laid until the road can be opened for traffic?

Mr Quigley-The ordinary cement would be about three weeks.

Mr Thorpe-There will be no road in a short time if you open it for traffic within three weeks after the concrete has been laid.

Mr Doyle asked Mr Quigley what might be the cost of the street surfacing in places like Merrion Square.

Mr Quigley replied that some of the thoroughfares such as Merrion Square cost about £2 per square yard. About 24 miles of asphaltting work had been done in and around Dublin which cost over £10,000 a mile. It would be prohibitive to do the Wexford-Enniscorthy road in asphalt or reinforced concrete.

The Chairman stated that Mr Quigley had given a very full explanation.

Col Quin stated the margins on the road would ruin it.

Mr Quigley stated that there was no money available at the moment to do anything with the margins.

The Chairman proposed that the work be carried out in accordance with the terms of the specification. He believed they would have a good road for ten or fifteen years.

In reply to Col Gibbon, the County Surveyor stated

it was proposed to get the sand from Killurin.

The Chairman in reply to a query stated that the specification provided that 10 per cent of the amount of the contract would be withheld for a year. In his opinion, the best way to reconstruct this road was according to the proposal put before them by Mr Quigley. One thing Mr Quigley should insist on, that the portions of the road from Lady Grey's gate to the rise of the hill at Edermine, and from the Fox & Goose to Arran Cottage should be laid down in reinforced concrete.

Mr Boggan asked what means had been taken to prove the durability of the concrete road proposed by Mr Quigley.

Mr Quigley-I have seen this class of road in various countries-France, Italy and England. We also put down such a road two years ago and it has stood up excellently. I have no doubt that concrete properly done will stand up to modern traffic.

Mr Thorpe-Will there be any difficulty in keeping the tar macadam level with the concrete portion?

Mr Quigley-I don't really anticipate any difficulty in that way. We propose to run a longitudinal joint in Macphalt. If I had money I would like to do the whole road.

Questioned as to the mixture of the concrete, Mr Quigley replied that the mixture of 1, 2, 4, and 6 to 1 would be all right and would last for the next twenty years. Probably 3000 tons of cement would be required, and it was, he added, a great pity they could not manufacture it in the Saorstát.

Mr Doyle-What is the average width of the road between the fences?

Mr Quigley replied there would be an average width of 20 feet of metal. The conditions with regard to the wages to be paid under the Grant would undoubtedly be the same as those which had already been laid down.

Mr Walsh seconded the Chairman's proposition.

Mr Hall said he believed the job would be a bad one from the farmers' point of view in regard to their use of the road.

Mr Quigley mentioned that he did not know whether the Council would be prepared to supply the material to the contractor from their quarries free of cost.

Mr Thorpe proposed that a charge of ^{three} pence per cubic yard be made.

Mr Hall seconded.

Chairman-When will we be in a position to advertise the work?

Mr Quigley-Immediately if you approve of the work to-day. This concrete work cannot be safely done during the frost and I would say the earliest date to start it should be the 1st of March.

Replying to Mr Corish, the Co. Surveyor stated a permanent clerk of works would be necessary for the job.

Mr Thorpe-Where is the money to come from?

Chairman-From the Grant.

Mr Quigley-A clerk of works is absolutely essential. In Co. Dublin the Council pay their own clerk of works. They have a man who held the position of county surveyor for a short time and they are paying him a big salary. We are quite ready to take the views of the Co. Council as to the clerk of works. You will want a particularly good one.

During the consideration of the clauses in the specification, Col Gibbon asked if it were necessary in case of special work like this, which was required to be done quickly, to limit the working hours to fifty a week. Could they not fix them at fifty-four as in the agricultural industry?

Col Quin-And overtime.

The County Surveyor stated there was nothing to prevent two shifts of men being employed.

Chairman-What are we going to do first about the clerk of works?

Mr Corish-The best man you could have would be a mason or plasterer.

Col Quin-You would want a bigger man than that.

On Mr Quigley's suggestion it was further agreed that

the wages of the clerk of works be fixed at £5 per week.

On the motion of Mr Corish seconded by Mr Sean O'Byrne it was decided that the appointment of clerk of works be left in the hands of the County Surveyor.

The resolutions of the Chairman to carry out the work on the specification submitted by Mr Quigley and that of Mr Thorpe to oblige contractor to be responsible for a quarry ~~cha~~ charge of 3d per cubic yard for material supplied from the Co. Council quarries were then put and passed.

The Co. Surveyor having read the proposed conditions of the contract, Mr Corish moved:-

"That for the first sentence in Clause 11 of General Conditions of Contract for work on Wexford-Enniscorthy road, there shall be substituted the following, the remaining portion of the clause being allowed to stand:- "The contractor shall employ all local labour both skilled and unskilled whenever the same is available and suitable, and, shall pay a wage not less than the minimum standard prevailing for similar work in the district; same shall not apply to foremen or men holding key positions. All men so employed shall be members of the Trade Union catering for their particular trade or calling.

Mr Hall-Why should a man working on it be a member of a Trades' Union?

Mr Corish-Because if you hadn't Trade Unionists you might have men working 60 hours before long.

Col Quin-That means you throw out the wretched poor who are not members of the Transport Union?

Mr Corish-It does nothing of the kind. They have plenty of time to join.

Mr Quigley said the condition contained in Mr Corish's resolution had to be sanctioned by the Ministry. He could not say whether they would accept it or not.

Mr Corish-If it is passed it will be my job to approach the Ministry to see they approve of it.

Mr Thorpe-I thought the Ministry were the highest authority.

Mr Corish-They are approachable.

Mr Hall proposed as an amendment that the paragraph in Mr Corish's resolution insisting on the men employed being Trade Unionists be deleted.

Mr Doyle seconding said the paragraph meant compulsion on men to do a certain thing.

Mr Boggan-Are you bound to employ demobilised soldiers?

Co. Surveyor-Only those that are suitable. You must give preference to those who are suitable.

Mr Boggan-Will the demobilised soldiers be confined to County Wexford?

County Surveyor-Certainly.

Mr Hayes stated it was unfair to be still stipulating that ex-soldiers should be given the preference. He had nothing to say against the Army.

Mr Corish-The Government have allowed Councils to use their discretion.

Questioned as to the probable number of men to be employed, Mr Quigley replied that there would be likely 100 men in all.

Mr Doyle urged that the men thrown out of employment by the closing of Drinagh Cement Works should be given the preference in the work at Kerlogue Quarry as they were now idle for practically two years.

Mr Hall's amendment was then put to the meeting and on a poll the following voted for it:-

Col Quin, Col Gibbon, Messrs Doyle, Hall, O'Donoghue, Cloney, Walsh, Kavanagh, Boggan, White and Thorpe. - 11.

Against- Messrs Corish, Sean O'Byrne, P. O'Byrne, Shannon, Pender, Cooney, Gaul, Colfer, Rossiter, Mernagh, Connors, Cline, Hayes-13.

The Chairman did not vote and the amendment was declared lost. Mr Corish's motion was declared carried by the same voting.

The following resolution was then proposed by the Chairman seconded by Mr Sean O'Byrne and adopted:-

"That the clauses of the General Conditions for work on Wexford-Enniscorthy road be and are hereby approved subject to the amendment of clause eleven consequent on resolution as to employment of local labour and employment only of men who are Trades Unionists, which has been adopted at this meeting."

Mr Corish proposed and Mr Sean O'Byrne seconded the following resolution which was adopted:- "That where possible all materials employed in the reconstruction of Wexford-Enniscorthy road shall be of Irish manufacture."

Mr Rossiter and Mr Cline then withdrew their resolution in connection with confirmation of Minutes of Roads Committee.

Mr Rossiter then proposed and Mr Cline seconded the following which passed nem. con.:-

"That the Minutes of Roads Committee of 22nd December 1926 be confirmed unless as regards items in connection with which this Council has made amendments or changed."

Finance Committee Minutes.

The following Minutes of Finance Committee meetings of 22nd December, 1926, and 5th January, 1927, were read for the meeting:-

The fortnightly meeting of the Finance Committee of Wexford County Council was held in the County Council Chamber, Fortview, Wexford on 22nd December 1926.

Mr T. Mc Carthy (Chairman) presided. Also, Messrs P. Hayes, A. Mernagh, Sean O'Byrne and Wm. Thorpe.

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

The Minutes of last meeting were read and confirmed.

Treasurer's Advice Note for £6469-2-11 was examined and signed.

OVERDRAFT.

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

"That in view of the fact that a sum of £1851-12-0 has only been collected out of second moiety of Poor Rate, viz, £71501, and £4814 still outstanding on first moiety, we request the Department of Local Government to sanction continuance of existing overdraft with the Treasurer of the County Council, viz, £30,000 on the usual terms."

RATE COLLECTION.

The state of Rate Collection to 21st December 1926 was submitted.

The following are the amounts of second moiety in each case:-

Wexford District - James Quirke £136-11-3: Thomas Sutton £34-3-0:

Patrick Walsh £7: P.J. Furlong £36-13-11: C. McCarthy £101-11-8.

Enniscorthy District. - M.M. Kelly Nil: Ml Deegan £26-11-5: Joseph

Cummins Nil: Patrick O'Byrne Nil: Sean Gannon Nil: W. Cummins

£182-1-7: Patrick Donohoe £35-1-7.

Gorey District. - John J. O'Reilly £249-6-0: John J. Kelly £65-19-0

P.J. Fitzpatrick £97-4-4: John J. Sinnott £255-18-1.

New Ross District - E.J. Murphy £412-11-0: Thomas Rowe £41-6-6:

John Doyle £8-10-3: John Curtis Nil: Bernard Cleary £159-19-11.

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

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"That Rate Collectors be called upon to lodge at least 25% of second moiety of their Rate Collections by 5th January 1927 as according to the terms of their employment they should have practically half the amount of this moiety lodged by 31st December 1926."

BONDS OF RATE COLLECTORS.

Under date 17th December 1926, Mr J.J.O'Reilly, Rate Collector No 13 District wrote asking to be allowed to transfer his Fidelity Guarantee ^{Bond}~~Premium~~ from Irish National Assurance Co. to New Ireland Assurance Co.

The Committee decided that it would be inadvisable to interfere any further for the present year with any transfers of Fidelity Guarantee Bonds of Rate Collectors.

The fortnightly meeting of the Finance Committee of the Wexford County Council was held in County Council Chamber, Fortview, Wexford on 5th January 1927.

Present:- Mr Thomas McCarthy (Chairman) presiding; also Messrs Sean O'Byrne, William Thorpe and Michael Jordan.

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

The Minutes of last meeting were read and signed.

Treasurer's Advice Note for £3828-0-9 was examined and signed.

RATE COLLECTION.

State of Rate Collection was submitted. At the previous meeting of the Committee, a resolution was adopted directing the Collectors to lodge 25 per cent of second moiety by 5th January 1927. None of the Collectors had put this resolution into effect. A sum of £2978-10-5 only was collected on second moiety warrant of £71501-19-5.

The amount collected was as follows (to nearest £):-

Wexford District- James Quirke £373. Thomas Sutton £54. Patrick Walsh £7. P.J. Furlong £435. C. McCarthy £153. Total £1022.

Enniscorthy District. M. Kelly Nil. M. Deegan £96. J. Cummins £54. P. O'Byrne £10. Sean Gannon £Nil. W. Cummins £183 and Patrick Donohoe ££106. Total £449.

Gorey District. John J. O'Reilly £249. John J. Kelly £66. P.J. Fitzpatrick £128 and John J. Sinnott £256. Total £699.

New Ross District. E. J. Murphy £470. Thos Rowe £38. John Doyle £8 John Curtis £69. B. Cleary £222. Total £807.

The following resolution was adopted:-

"That the Rate Collectors be notified that the Finance Committee are dissatisfied with the manner in which the collection of the second moiety of Rate for 1926-27 is being proceeded with. In view of the Council's financial position, Rate Collectors be informed that unless very substantial progress be made by them by next meeting of Finance Committee on 20th January, the Finance Committee will be compelled to ask the County Council to deal drastically with those whose collections are most backward."

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

"That the Minutes of Finance Committee meetings of 22nd December 1926 and 5th January 1927 be and are hereby adopted."

Rate Collection.

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~~Resurrection~~

Under date 8th January 1927 the following was read from the Department of Local Government(No.G.612/1927 Wexford County):-

I am directed by the Minister for Local Government and Public Health to acknowledge the receipt of Form 61 showing the position of the Rate Collection up to the 31st ultimo.

I am to state that it is noted none of the Rate Collectors have closed their warrants for the first moiety of the current rates. They should be called upon to lodge the amount outstanding at once."

Proposed by the Chairman seconded by Mr Sean O'Byrne and adopted:- "That copy of letter(G. 612/1927 Wexford County) under date 8th January 1927, be forwarded to the Rate Collectors for their particular attention."

PREPARATION OF RATE ESTIMATE.

Circular letter from Department of Local Government under date 30th December 1926(60203/1926) as to preparation of Rate Estimate in view of the effect which Local Government Bill 1927 now before the Oireachtas would have on this work, was read for the meeting.

TREATMENT OF ADVANCED CASES OF TUBERCULOSIS.

Under date 16th December 1926 letter(P.H. 56660/1926 Wexford Bd of Hth & P.A.) with copy of letter addressed by the Department of Local Government to the County Board of Health and P.A. on the subject of provision of accommodation for the treatment of advanced cases of tuberculosis was read.

Letter of 30th December 1926(P.H.60020/1926 Wexford Bd of H. & P.A.) with accompanying copy of letter to County Board of Health & P.A.dealing also with this subject was read.

These communications pointed out that the buildings at Gorey old Workhouse were not suitable for use as a Tuberculosis Hospital and the County Board of Health should consider the utilisation of Wexford Fever Hospital premises for the purpose.

Chairman-The County Board of Health have agreed to

fall in with the views of the Department of Local Government and to utilise the Wexford Fever Hospital as a Tuberculosis Dispensary for advanced cases.

PROPOSED AGREEMENT BETWEEN COUNTY COUNCIL
AND COUNTY INSURANCE COMMITTEE.

Under date 5th January 1927, the Department of Local Government wrote (P.H.17/1927 Wexford Bd of Hth & P.A.) ~~wrote~~ asking that a copy of the agreement proposed to be entered into between the County Council and County Insurance Committee for the treatment of insured and exempt persons suffering from Tuberculosis should be submitted to them before final approval by the County Council.

It was decided that the Secretary communicate with the County Board of Health and ascertain how the consideration of comprehensive agreement between the County Council and the County Insurance Committee now stands, and if the Board of Health had taken any steps regarding the stipulations in former draft agreement to which the Department of Local Government had taken exception

ROAD GRANT.

Under date 16th December 1926, the Department of Local Government (Roads) wrote (R.G.131) stating that £40 had been lodged with the Treasurer of the County Council on foot of special Grant of £200 for Faythe, Wexford Urban.

LAND COMMISSION AND PAYMENT OF POOR RATES.

Circular letter of 3rd January 1927 (G 312/27 Mis) from Department of Local Government was read. This pointed out that if Rate Collectors would serve all demands for rates on the Land Commission at the earliest possible moment after the striking of the rate, it would facilitate the payment of rates by the Land Commission and would greatly reduce the work of Collectors in their dealings with that Department.

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

"That copy of Circular letter (G 312/27 Miscellaneous) from Department of Local Government be furnished to Rate Collectors and that they be instructed to comply with its terms."

The Secretary stated that the Collectors had already received a copy of the Circular letter in question.

CAPITATION GRANTS - MENTAL HOSPITAL.

Under date 30th December 1926, the Department of Finance wrote forwarding information as to payment of capitation grants to Mental Hospital as follows:-

1922-23 — Amount of claim certified by the Auditor £4811-2-10. Payments on account £4021-2-7. 1923-24-amount certified by the Auditor £4933-8-4: payments on account £4037-19-1. 1924-25-amount certified by the Auditor £4996-10-10: payments on account £4205-9-6. 1925-26-amount certified by the Auditor £4856-11-3: payments on account £3985-19-7. 1926-27-amount certified by the Auditor not yet known.

Mr Doyle-We are short in Enniscorthy to the extent of £850 and the public do not appear to know that this curtailment is due to the Government.

The Chairman stated that the reason for the curtailment was that the amount assessed for capitation grants was not sufficient.

Mr Doyle held that the Government were responsible, and in consequence of their failure to discharge their obligations that ^a sum of £850 was thrown on the ratepayers. He proposed the following resolution:-

"That the attention of the Government be called to the fact that Wexford County Council are not receiving the full amount of capitation grant for Mental Hospital certified by Local Government Auditor. If original amount set aside by the Government to pay the full amount of capitation grant be not sufficient, we regard it as a duty of the Government to make up the deficit from some other source."

Mr Sean O'Byrne seconded.

Mr W. Thorpe-Any Government that takes up the reins of government should discharge their liabilities.

Mr Doyle-If the ratepayers were to fall back and say their funds were not sufficient what are you going to do?

The Government are finking their responsibility.

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The resolution was unanimously adopted.

OFFICERS OF SCHOOL ATTENDANCE COMMITTEES.

The Secretary, Office of National Education, forwarded under date 31st December 1926, copy of circular letter which they had addressed to Secretaries of all School Attendance Committees which had been abolished as from 1st January 1927. Questions regarding the compensation of officers of School Attendance Committees which had been abolished would be dealt with by the Department of Local Government.

It was decided that no action be taken as regards compensation of School Attendance Officers whose offices have been abolished pending instructions from Local Government Department in the matter.

SALE OF FOOD & DRUGS ACTS.

Under date 16th December 1926, the Department of Agriculture wrote (L 2669/1926) that one of their officers had purchased for analysis four samples of butter in Ferns and four samples of butter in Gorey. The County Analyst had certified these samples to be pure.

VENEREAL DISEASE.

The following Scheme for the treatment of Venereal Disease was approved on the motion of Col Gibbon seconded by Mr Gaul:-

Scheme for the Diagnosis of Venereal Disease,

For the purpose of this Scheme the following words and expressions shall have the meanings hereinafter set forth:-

County: The expression "County" shall mean the administrative county of Wexford.

County Council. The expression "County Council" shall mean the County Council of the administrative county of Wexford.

Medical Practitioner. The expression "Medical Practitioner" shall mean a registered Medical Practitioner practising in the county.

Venereal Disease. The expression "Venereal Disease" shall mean Syphilis, Gonorrhoea, or Soft Chancre.

Minister. The expression "Minister" shall mean the Minister for Local Government and Public Health.

Medical Officer in charge of Scheme. The expression "Medical Officer in charge of the Scheme" shall mean Dr _____ of _____ or other Medical Officer appointed by the County Council and approved by the Minister to take charge of the County Scheme for the diagnosis and treatment of Venereal Disease.

Diagnosis.

Examination of Specimens: Any Medical Practitioner practising in the County shall obtain, at the cost of the County Council, a scientific report on any material which he may submit from a patient suspected to be suffering from Venereal Disease from the Pathologists with whom arrangements have been made by the Board of Health and Public Assistance.

Supply of Appliances. Any Medical Practitioner practising in the county ~~shall obtain~~ who may require the necessary Laboratory appliances for the taking of materials and their transmission by post or otherwise may make application to that effect to the Medical Officer in charge of the Scheme who shall thereupon arrange to supply gratuitously to the applicant the necessary outfit of appliances, a form of clinical details of the case, a circular of instructions for the collection of the specimens and a label with the address of the Pathological Laboratory to which the specimens are to be sent. The outfit, form and circular will be that decided upon by the Pathologist, with the approval of the Minister for Local Government and Public Health.

Postage on Specimens. In order to save practitioners the trouble of applying for repayment of postage, a uniform payment of six pence, to cover out-of-pocket expenses in the transmission of specimens, shall be made for each specimen sent to Laboratory.

The Pathologist shall send quarterly statements of the specimens sent and the Practitioners sending shall be paid the amounts shown by the Pathologist's statement forthwith.

Supply of Printed Directions. All Medical Practitioners practising in the County shall be supplied at the cost of the

County Council with printed directions regarding:-

- (a) The methods of taking blood or other materials for examination..
- (b) The name and address of the Bacteriologist or Pathologist employed to make such examination
- (c) The address of the Laboratory to which the materials are to be sent by the Practitioner.
- (d) The precautions necessary in transmission, and
- (e) The repayment by the Co.Council of postage on materials forwarded.

Treatment.

Hospital Treatment: Patients requiring special Hospital Treatment shall have such treatment provided in a recognised Hospital which has entered into an agreement for the treatment of cases of Venereal Disease with the County Council and which has the approval of the Minister for Local Government and Public Health.

Patients will receive such treatment on the recommendation of the Medical Officer in charge of the Scheme and only on his recommendation.

Supply of Salvarsan or its Substitutes: Salvarsan or its substitutes for the treatment and prevention of Venereal Disease shall be supplied to Medical Practitioners free of cost, subject to the restriction that Salvarsan or its substitutes, which are administered by intravenous injection, shall be supplied only to such Medical Practitioners as can show satisfactory evidence of training or experience in the administration of these drugs. Medical Officers requiring to obtain Salvarsan or its substitutes for the treatment or prevention of Venereal Disease shall make application to that effect to the Medical Officer in charge of the Scheme, and each application shall state a qualification or qualifications possessed by the applicant. The Medical Officer shall satisfy himself before issuing a supply for the purpose, that the applicant is a Medical Practitioner who possesses one or other of the following qualifications:

(a) Holds a certificate of having satisfactorily fulfilled the duties of clinical assistant in a hospital Department recognised by the Department for Local Government and Public Health in connection with a Sanitary Authority's Scheme for the treatment and diagnosis of Venereal Diseases in their communicable stages:

(b) Holds a certificate of satisfactory attendance at a course of instruction in the diagnosis and treatment of Venereal Disease (including intravenous medication) in such a Hospital Dept. or in a recognised Medical School or post graduate college.

(c) Is or has been within the last five years, a member of the permanent staff of a hospital managed by a Committee and containing not less than 50 beds, or

(d) Produces satisfactory evidence, other than that indicated in the foregoing paragraphs that he has had adequate experience in the administration of these drugs by intravenous injection.

Records.

Records and information relating to the Scheme shall be kept and furnished by the County Council and by the parties to the Scheme as required by the Department of Local Government and Public Health, with due regard to the confidential nature of the information recorded, and all registers and records of cases dealt with under the Scheme and all laboratories, hospitals and Institutions with which the County Council make arrangements shall be accessible to the authorised officers of the Minister for Local Government and Public Health.

Institutional Arrangements for Execution of Scheme.

(a) The Medical Officer in charge of the Scheme shall recommend in respect of cases requiring Institutional treatment. He shall have fixed hours for the examination of patients sent to him by Medical Practitioners practising within the county.

(b) Arrangements shall be entered into between the Co. Council and an approved Hospital for the treatment of cases requiring special Hospital treatment.

(c) With the approval of the Minister for Local Government and Public Health arrangements shall be made by the Co. Council with

an approved Pathologist, for the examination of specimens, the drafting of instructional circulars and the provision of out-fits of appliances.

Information to be Confidential: All information obtained in respect of any person treated under this Scheme shall be treated as strictly confidential.

General: This Scheme shall come into operation on the 1st April 1927, and shall continue in force for one year when it may be continued, modified, extended or lapsed as the County Council with the consent of the Minister may decide.

Travelling Expenses of Patients: The County Council may, if they think it advisable and just pay the travelling expenses of patients who are sent for treatment to a special Hospital.

Finance.

Medical Officer in charge of Scheme	£50-0-0
Clerical Expenses and Expenses of Administration	£30-0-0
Medicines, Appliances and Treatment	£120-0-0
	<hr/>
	£200-0-0
Grant Contribution	£150-0-0
Total Cost of Scheme to Rates	<hr/>
	£50-0-0

Mr Rossiter served Notice of Motion as follows:-

"That on receipt of approval by Department of Local Government of Scheme for the treatment of Venereal Disease, the County Council appoint Dr S.V. O'Connor, Wexford, as Medical Officer under the Scheme as Dr O'Connor has at present superannuation under the Scheme for Amalgamation of Unions."

TRANSFERS OF AMOUNTS FROM ROAD CONTINGENCIES FUND.

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

"That the following transfers be made from Road Contingencies Account (Main Roads) *to*

18G £101: 19G £50: 2E £100: 13E £80: 14E £40: 8E £40: 34E £80:
37E £40: 27E £10: 1R £40: 12R £150: 29R £30: 32R £30: 47R £30:
140R £20: 1W £50: 5W £30: 17W £30: 19W £50: 30W £30.

Sign Posts £155-8-2.

Section A Gorey £65: B £41: C £55: D £278: E 62: F £43: G £50:
H £70: I ££27.

Section B Enniscorthy £70: C £70: F £70: J £70: K £70: N £80.

Section D New Ross £70: F £80: G £60: I £100: E £100: H £30:

J £100: M £40: Enniscorthy

Section F Wexford £40: H £60: I £60.

Sudden Damage 3rd and 4th class roads New Ross £14.

GRAVEYARD AT KILMALLOCK, ENNISCORTHY.

Under date 5th January 1926, letter was read from Mr Henry M.P. Hare (estate of Robert Hawtrey Peare), solicitor, Irish Land Commission pointing out that in 1913 Messrs M.J. O'Connor & Co Solicitors, Wexford had applied to the Land Commission for liberty to subdivide the holding of Mr R.H. Peare at Kilmallock in order that one rood of the lands should be acquired by Enniscorthy Rural District Council for the enlargement of the graveyard on the lands. Redemption money of £3-10-1^d for the rood had been paid and the former annuity of the holding reduced accordingly. No steps were, however, taken to exclude the rood from the registered holding and the consent of the Land Commission was withdrawn. Default had been made in the payment of the Land Purchase annuity and the lands were about to be put up for sale, but before doing so, the Commissioners desired to give the County Council an opportunity of completing what was apparently intended in 1913, viz, to have the rood excluded and declared free from any portion of the Purchase Annuity.

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

"That the Irish Land Commission be requested to have rood of land taken by Enniscorthy R.D. Council at Kilmallock for use as a graveyard, excluded from the holding of Mr Robert Hawtrey Peare and declare same to be freed from any portion of the Purchase Annuity in this case."

PREPARATION OF REGISTER OF ELECTORS.

Under date 7th January, 1927, the following was read from Mr. J. S. Scallan, Registration Officer:-

"I beg to apply to the County Council for an advance of Three Hundred Pounds to enable me to meet current expenses in connection with the preparation of the fifth Register under the Electoral Act 1923"

The Chairman proposed the following resolution, which was seconded by Mr. Sean O'Byrne, and adopted:-

"That, in order to meet current expenses in connection with the preparation of Fifth Register under the Electoral Act 1923 a sum of Three Hundred Pounds be advanced to the Registration Officer, Mr. J. N. Scallan".

ANCIENT MONUMENTS COMMITTEE.

The following resolution from Ancient Monuments' Committee was adopted on the motion of Mr. Cloney, seconded by Mr. Sean O'Byrne:-

"That we request the Wexford County Council to call upon the Government to seek Parliamentary powers to enable the Office of Public Works to take over Ancient Historic Monuments in order to provide for their preservation.

"Such a measure is urgently needed if a priceless National heritage is to be saved. Adequate protection can be made for the rights of property owners on whose lands such monuments stand. In present circumstances we are convinced that powers entrusted to the Office of Works, under a measure such as we propose, would be exercised with tact, and, also, with a due regard for the rights of all concerned.

"We would ask the County Council to forward this resolution to the other Co. Councils in An Saorstát with a view to its adoption, as we are convinced that any steps taken by our public

bodies in this matter will have the hearty support of all patriotic Irishmen"

GRAIN CONFERENCE.

A resolution was received from Tirconail County Council requesting the Government to give effect to the recommendations of the Grain Conference which was composed of representatives of the County Committee of Agriculture and which had apparently been so far ignored.

The Chairman said the Council should refer the resolution to the Committee of Agriculture.

Colonel Gibbon said the Committee of Agriculture refused to send delegates to the conference.

Mr. Walsh said it would only tend to increase the cost of labour.

Mr. Doyle said he had the pleasure of attending the Grain Conference a few times and he could never see any good derived from the recommendations.

Colonel Gibbon said the County Committee had already marked "read" the recommendations of the Grain Conference.

Colonel Quin proposed and Mr. Hall seconded the following which was passed without dissent:-

"That the resolution from Tirconail County Council asking the Government to give effect to the recommendations of the Grain Conference be marked "read"."

LAND ANNUITY GUARANTEE REPAYMENTS.

The following resolution from Dublin County Council was adopted on the motion of Mr. Hall, seconded by Mr. Thorpe:-

"That this Council is of opinion that there is no longer any reason for continuing the Clause in the Land Purchase Acts holding Co. Councils responsible for defaulting Annuitants and consider that the time has come for the repeal of this section. Copies of this resolution to be sent each Co. Council and County Council of General Councils"

GENERAL ROAD MATTERS.
=====

Mr. Thorpe proposed, Mr. Hall seconded and it was adopted:-

"That the Roads Inspection Committee be requested to report as to the manner in which road material has been spread at Tomcoole Cross roads"

The following Memorial, which was extensively signed, was submitted to the meeting:-

"We, the Undersigned being some of the residents and ratepayers in the townland of Ballygillane Big, beg to bring the following to your notice. There is a road going by Ailsa Lodge and Mrs Barry's house, and the road is about 200 yards in length. It is a quarter of a mile from the Pier. There are ~~nix~~ eight houses on the road and all occupied by substantial ratepayers and there are no arrears of rates. At the present time the road is absolutely impassable and has not apparently been cared for by your Council at all. As ratepayers we feel we are absolutely entitled to have a properly maintained road by our houses and we would be glad if you would kindly see that the Council attend to the matter at once".

Mr. Doyle - The whole thing was only 250 yards long. There were eight houses on the road, and the rate on each ranged from £5 to £11 per year. None of the houses were new, and between them all they housed 64 persons. A good many of them would probably be lodgers but there were five or ~~six~~ very substantial houses, and the people complain that they had to pay a big rate, and should be entitled to a good road to their houses. The whole rate in that district had been increased by £700, and those who had to pay £11 a year felt they were entitled to a road. The whole place was only 250 yards long, and it was a continuation of the new road. To his mind it would not take much to put the place in repair. If it was repaired now it would stay in repair

for a number of years. If the road was to cost a lot of money he would not be in favour of spending it, but his suggestion was backed up by some of the largest ratepayers in the district. The whole population of Ballygeary were prevented from attending divine service, while the children were prevented from attending school by reason of the flooding. A good deal of the flooding was due to lack of drainage of the Ford of Lyng, and he would like to know if Mr. Elgee had yet got Counsel's opinion, which the council directed him to get some enight months ago. Something should be done at once to alleviate such a nuisance in the district.

Mr. Corish seconded.

Mr. Hayes said he agreed with Mr. Doyle, and he would like to call attention to the state of another road in the Corramacorra district.

The Chairman said that was a matter for the Roads Committee.

Mr. Elgee said with reference to the Ford of Lyng Counsel asked him for a map setting out details as to the area of all the different townlands which were affected. He had asked Mr. Barry to supply this, and he hoped to be able to send it on this week.

In reply to Colonel Gibbon, the County Surveyor said the cost of making the 250 yards of road would be £300.

Mr. Doyle - You deviate considerably from your letter to me, in which you said £50.

County Surveyor - If the road was to be made by the people it would cost £50 to surface it.

Mr. Doyle said he would not support it at a cost of £300.

The matter was referred to the County Surveyor for a report at the next meeting.

Colonel Gibbon raised the question of repair of potholes. He had seen workmen throw chippings into pot hole, pour in cold bitumen without any roughening or preparation of the hole, more loose chippings were put in then, more cold bitumen etc., and no attempt was made at any time to consolidate the material.

The County Surveyor stated that the holes were brushed out

and flattened down.

Mr. Thorpe contended that a special rammer should be used in the circumstances.

Mr. Quigley said that very good results had been obtained in Dublin by putting in bitumen and chippings. Of course picking out the hole and tamping would give better results but it cost more in time and money. It might be advisable to have the bitumen and chippings mixed before use.

Wm Quigley
Febr 14th 1927.