

Wexford Co. Council
Meeting - 9th February 1925

A meeting of the Wexford Co. Council was held in the County Council Chamber, Fortnew Wexford, on 9th February, 1925.

Present: - Mr. E. P. Golly, Chairman (Presiding) also Messrs M. Blaney, C. Bulleton, J. Cummins, R. Corish, M. Doyle, P. Hayes, James Hall, D. Lavanagh, Sean O'Byrne, M. M. O'Donoghue, John Pender & James Shannon

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

The Minutes of last meeting were read & signed.

Road
Report of Inspection Committee

The following report was presented by Messrs E. P. Golly (Chairman), James Hall, John Cummins, & Sean O'Byrne, who were appointed a special Road Inspection Committee: -

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SCHEDULES.

The following Schedules accompany this Report:—

- A.—Statement of Mileage in each Rural District of the County.
- B.—Mileage in each Assistant Surveyor's District.
- C.—Mileage Allowance paid each Assistant for twelve months, and Salary of each Assistant Surveyor.
- D.—Actual Expenditure on Grant Works.
- E.—Do., Special Works.
- F.—Current Expenditure Direct Labour Scheme.
- G.—Letter Co. Surveyor, Work New Ross Bridge.
- H.—Number of Men employed on Direct Labour in each Assistant Surveyor's District.

The Committee desire to lay before the Council a few general remarks as a preliminary. The gravest problem which at present faces Co. Councils is the up-keep and maintenance of their roads. With the present available funds this problem does not admit of solution. People who have very small conception of the great difficulties which are before a Co. Council continually refer to what roads were costing a few years ago, and what must be spent on them now, but, seeing that the great change in the conditions of traffic grew up almost in a night, the conditions of even six or seven years ago have no practical bearing on the present situation.

Everybody recognises the two great causes of rapid road deterioration: (a) fast motor traffic; (b) the heavy motor lorry. The first keeps the road pock-marked with pot-holes; the second (which is manifestly the more serious) cuts the road to ribbons. When patches are put down on the roads the fast motor car, even of normal weight, comes dashing along, sucks up the blinding from the newly-laid patch, and scatters the metalling all over the surface so that it is really impossible to keep the road clear of pot-holes under existing conditions. If patching material of a suitable grade was dressed with tar the position would be

penditure. The heavy motor traffic is really the crux. It will be conceded that our roads were never built for traffic of this nature, and there is a good deal to be said for the proposal that lorries of excessive weight should be entirely prohibited until the roads have been brought to a certain standard. But though prohibition might be obtained for a few years it would be putting back the wheels of progress to make any regulation by which, for any length of time, merchants would be interfered with in the system of transport which they consider most suitable for their trade and their pockets. The view that roads should be constructed to withstand the exigencies of modern traffic is enlightened and progressive, and if we are to benefit by development in commerce and tourist traffic we must be prepared later on to have highways which will not break down under the heavy lorry or the colossal char-a-banc.

Consider for a moment the position of any main road over which heavy lorries are passing. The very substantial amount which has been allocated for its upkeep is swallowed up, the road goes from bad to worse, and when it becomes

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impassable the lorries take a different route, cutting up and destroying a further section. Now, if lorries were limited to the six ton type and under, and if they were driven at a reasonable pace, the allocated amount would keep the road in such order that very little complaint would be heard from road-users.

Something must be done as regards the weight of heavy lorries if the roads are to be saved. The taxpayers, after two lean years, are not in a position to foot the bill, and State assistance must be forthcoming.

The ideal system would be for the State to take over the Trunk Roads, the County Council dealing directly with second and third class roads, and arranging with Parish Committees for the maintenance of fourth class or accommodation roads. The State should guarantee a subsidy of fifty per cent. for second class and twenty-five per cent. for third class roads, the fourth class roads being maintained without any subsidy.

The Government might explore the possibility of drafting a scheme, by which Co. Councils for road and other improvement works for which loans are essential, could, without too much red tape or complication, float County Stock or issue bonds. If feasible proposals could be produced, a way would be found to cover the enormous cost necessary to deal with the road problem in an efficient manner.

Your Committee in submitting their report would like to point out that it was out of the question to inspect even as many roads as they desired to cover. In the limited time at their disposal they endeavoured by a judicious selection to obtain a fair idea of the general working of the Quarries in each Deputy Surveyor's District, and of the various classes of roads for which they are each responsible.

We spent a full day in each of the districts and every member of the Committee made the full itinerary. Mr. Barry (Co. Surveyor), in whose motor car we travelled, accompanied us.

DISTRICT OF DEPUTY ENNIS.

This district has the advantage of a fair number of Quarries giving a good quality of Stone. Generally speaking, the roads are fair and pretty well attended to, an average supply of material spread and material in depots of all the roads we visited. We would like to see much closer attention given to the clearing of water tables and more frequent cuttings to enable the water to flow off roads.

We strongly advise that where practicable there should be no selva or margin left on sides of road, and that the green patch should be cleaned into edge of fence.

We noticed a number of hedges and overhanging boughs. Steps should be taken to have same cut this winter, during specified period.

We observed that Broadford Bridge has been temporarily repaired with sleepers, and we wish to know why it was not re-built in concrete.

We inspected site for proposed Weigh Bridge at Ferns, interviewed Mr. Bolger, and definitely arranged space for same. Depot of stones should be deposited against wall leading to Church, as stones are at present very unsightly, and a source of danger and obstruction to thoroughfare.

We considered the Section of Steam-rolling done on the Bunclody Road satisfactory, except that we would prefer to see the water tables sloped and cleared to edge of fence, and all selvages and rubbish removed.

DISTRICT OF DEPUTY CULLEN.

The roads from Enniscorthy North and North-East are in a very backward condition, water-tables neglected, hedges running wild, and the roads generally requiring attention. We are prepared to admit that this area is poorly provided with Quarries, and that the roads had always a bad reputation. Perhaps the present Deputy has not been in charge long enough to show visible signs of improvement. While making this allowance we recommend that a consistent effort towards bringing up this area be insisted on.

The roads to the South and South-West of Enniscorthy are well served with Quarries, and, we might say, fairly satisfactory as regards spreading and material in depots, but we must again express our disapproval with the drainage and choked water-tables.

We question whether the Steam-rolling work on Trunk Section near Oylegate will stand the test though appearing satisfactory at the moment. This road has the reputation of being notoriously without bottom, consequently proper and effective bottoming should be the chief object in Steam-rolling a road of this nature.

We were well pleased with the work that is being carried out in Ballybrennan Quarry. We consider this the finest Quarry in the County, and splendidly worked. The Charge Hand (Hendrick) is a very reliable man.

We visited dangerous corner at Dononore where dispute exists relative to removing same; it is a very nasty corner, and Council should insist on having it removed.

DISTRICT OF DEPUTY TREANOR.

The most interesting part of our visit to this district consisted in witnessing a blasting operation on a large scale at Carriganeagh Quarry under control of Deputy Treanor, Fitter Murphy and 16 men. We were much impressed with the manner in which this was carried out, each man exhibiting a very intelligent interest. There was a tremendous quantity of material secured, and we should say there are great possibilities to be obtained by the systematic working of this Quarry; it gives an excellent stone comparing well in quality and situation with Ballybrennan.

Our report on Courtown Harbour has been already before the Council.

Trunk Road section to Wicklow Bounds, distance, about 6 miles. This is a splendid job of rolling, the road having been sloped clean into the water-tables, hedges clipped, etc. We have no hesitation in saying that this important road is in an exceptionally creditable condition, and we would feel very happy could we see all the other Trunk Sections brought up to similar standard.

There are two Engines working on this road, one under the new Grant, and the other under an old British Grant. It appears the second Engine was engaged by Deputy Treanor from Deputy Kehoe, the latter having no rolling work in hands this year.

We visited portion of Trunk Road in the County Wicklow, and we were very much disappointed with its condition when compared with the Co. Wexford Section under Deputy Treanor.

We must say that we were well pleased with the condition of all the roads we saw in this district. We found material out and spreading done—and well done. The work seems to be carried out intelligently and systematically, and on the whole shows the beneficial results of careful supervision.

DISTRICT OF DEPUTY BIRTHISTLE.

The Wexford Town to Whitefort Trunk Section is in deplorable condition—no material on road and none in depots. This is a most important road, and we hold that its present condition shows great want of foresight on the part of Deputy and of Co. Surveyor, in particular, who must have seen it frequently, and who should be thoroughly acquainted with its reputation in previous winters. He should have taken some steps to ensure that material was obtained from some proper quarter for this road during Summer months. Material is now being brought from Ballybrennan by engines with the result that Killurin to Kyle small road has become a real danger to travellers. The manner in which this particular area has been handled is a positive disgrace.

Entrance to Tubberfinick Quarry should be made good, condition now impossible for carters to take material.

Eden Vale Quarry (semi-contract) should be developed to meet demands of roads in district.

Castlebridge-Blackwater Area—Short supply of material, very defective drainage, water running down all hills in centre of road. Castlebridge to Wexford end in good order; spreading work well done, and water-tables cleaned as we would like to see on other Sections.

Dangerous corner at Ballyfarnogue Cross should be removed at once.

Wexford to Rosslare Trunk Section.—Co. Surveyor says it is not possible to do any steam-rolling work this year; drainage neglected; insufficiency of material in depots for so important a road, and very little spreading done.

There has been very essential work done in Rosslare area by removal of dangerous corners.

We were considerably surprised at the neglected state of the roads from Rosslare, Ballygeary, Tagoat, Lady's Island to Tenacre and the Southern portion of this district. There is a lack of material in depots and little spreading, unclipped hedges, and no chance of water leaving roads owing to defective drainage and flooding of the whole road in some cases in consequence of choked gulleys that could be easily remedied.

At a corner near Ballybro the road appears to be continually flooded. There is no exit for the water owing to want of drainage on the Slob lands. We recommend that the road be raised at this particular point. This is a matter that should have been attended to long since.

We understand there is an economic quarry at a place called Mill Pond supposed to yield a good stone, and which is very badly needed in this district. An examination of same should be made at once.

We visited road complained of by Mr. Cloney, M.C.C.—Wexford-Duncannon line—and found water-tables had been cleaned and effective work done.

The Section of Steam-rolling at Ardcanrisk is very good considering soft nature of road.

This whole district, North and South, is handicapped more than any other in the County owing to lack of suitable Quarries. Nevertheless, while making due allowance for this difficulty, we cannot understand the backward state of the whole area. There seems to have been no intelligent effort made, and great want of system and proper supervision have been exhibited.

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DISTRICT OF DEPUTY KEHOE.

This district runs along the sea-board—Kilmore to Duncannon, and Hook to Taghmon. It has few Quarries, being principally maintained with sea gravel. Considering that there is no Trunk work to be attended to this year by Mr. Kehoe we feel that the roads in his charge should be in a more advanced stage of improvement; more material spread, and a better system of spreading should be apparent. We disagree with the plan of placing stones up against the edge of road thereby holding the water on the road and preventing a proper camber. Many roads in this area are termed soft-roads; therefore, there is all the greater need to keep off the water by consistent drainage, and complete cleaning of water-tables.

In Taghmon Village representations were made to us by some local people requesting a concrete footpath to be made from corner below Nicholas Cullen's shop to new National Bank. We recommend that as this work is really necessary the request should be complied with at once.

DISTRICT OF DEPUTY JONES.

The Arthurstown to New Ross road, via Whitechurch, is much below the ordinary normal standard. Such an important road would need considerably more material, better drainage and stricter attention to hedges. Same may be said for the other roads converging thereon.

Inspected road at Curraghmore, Ramsgrange, where we found a very old complaint of flooding owing to the impossibility of drainage either by road or land unless at enormous expense. We recommend that a concrete wall be erected alongside of ditch about 3 ft. high to enable pedestrians at least to travel. At another point on this road a gullet has become choked and this should be remedied.

We were satisfied with the Steam-rolling being done outside New Ross.

Trunk Road to Ballyanne and St. Mullins is in very bad condition. Some spreading done, but altogether insufficient. Not nearly enough material in depots; drainage very much neglected, and no attempt at hedge-cutting.

In Carrigbyrne Quarry we found that the stones prepared contained a large quantity of clay that seemed to have been retained in removing surface to clear rock. That material of this nature should be put out on roads is ridiculous and waste of money. The road opposite Quarry is in a wretched state for want of a drain in roadway leading from Quarry. Other roads in this area (including New Ross main road) are fair, if water tables and hedges were in order.

We visited 30 Quarries and travelled nearly 500 miles of roads. In the majority of Quarries there was no work going on, the men having been transferred to the roads. There were large quantities of material ready for breaking, and big supplies prepared awaiting transport to the various depots. In the lesser number of quarries where we found the Breakers (Machine), Hand-Drill and Hand-Breaking going on the work was satisfactory.

1.—In the large Quarries in which a number of men are engaged we consider it advisable to have someone put in charge of each Quarry in the absence of the Ganger, as in all cases the latter has to attend to the men on roads and other Quarries in his area. A suitable remuneration could be allowed the man acting as Deputy Ganger for the time being.

2.—In all cases Quarry operations should be carried out level with floor, or in cases in which it is necessary to go down for the rock the intervening space should be filled in to keep floor level.

3.—Having HOLES DRILLED for an unnecessary long period before blasting operations takes place, we consider to be uneconomic.

4.—Carrigbyrne Quarry.—From our observations in connection with the working of this Quarry we recommend that the present Ganger be superseded.

5.—We believe it would pay the Co. Council to secure a Railway Siding to Ballybrennan Quarry.

6.—We feel that an effort should be made to prevent heavy lorries travelling particularly on the fourth class roads, considering the nature of the latter. The practice is most unfair to the local residents.

7.—When a road gets into bad condition and no material available in depots we hold it to be waste of money and time to draw stones from Quarry, place in depot, and re-load to distribute on road. In such cases the spreading should be done direct from cart which takes delivery at Quarry. It should not be impossible to have the specified quantity of material required measured before being drawn from Quarry. From point of view of economy we question the wisdom of road surfacemen carting material long distances with donkey carts for spreading purposes. In such cases a horse and cart should be engaged, and the surface road man should spread from same.

8.—In the greater number of districts the cutting of hedges has not been tackled. Although a definite ruling of the Co. Council that overgrown hedges are a serious obstacle to the proper development of road maintenance and should be the subject of proceedings, we hold it is unfair that the system should be carried out in one or two districts and entirely neglected practically in the others. We recommend that the Council insist on each Deputy carrying out its orders in this respect. Also overhanging boughs are a menace to roads and a source of obstruction to carters of agricultural produce. They should be removed in all cases.

9.—Except in one district, we found the drainage in a very backward state; the importance of having water-tables properly attended to cannot be too strongly emphasised, they are as important as material. On the hills there is an amount of waste caused by the water taking an unfettered course down the roadway, and in most cases carrying practically the whole road surface with it. We noticed that in many cases there is a double ditch being built from the road scrapings and rubbish from the water-tables. On many roads this second ditch is as high as the road fence. We hold that this practice should cease forthwith; in all cases the farmer or adjoining resident should be notified that the drains were to be cleaned alongside his holding, and if he refused to cart away the material it should be thrown on to the bounds' ditch. Also, where practicable, no selvaige should be left on roadside, which should be cleaned into the water-table, thereby affording the water every opportunity to flow off the road.

It would take a very large sum of money to place the Co. Wexford roads in a position to successfully carry the present abnormal traffic. Your ordinary estimate this year was £81,000, and what you shall receive from Grants, £30,000. These amounts can be taken as the limit of your expenditure; therefore, it is of the utmost importance that you secure good value for the money. Each Deputy should systematise and speed up his various Sections to secure the maximum output; he should pay surprise visits at hours for opening and closing work to roads and Quarries, and pay strict attention to any Quarry not giving a fair return; he should keep in close touch with his men, and even if a man on the road is doing work that can't be improved upon the Deputy should stop when passing, because a good man can become indifferent according as he is treated by his superiors.

We are glad to be able to say that we never saw one man idling in Quarry or on road during our tour, and we made many surprise visits.

Repairing New Ross Bridge.—This is a proposal work for which Co. Surveyor is responsible (Schedule G.). There are two men working on it—Carpenter and labouring man. We visited work at 9 a.m. The men turned up five minutes later, though Carpenter admitted his starting hours were 8.30. Messrs. Hearne and Co. supply the Timber and Carpenter, and charge the Council, but there is no check or SUPERVISION from OUR SIDE. Ten men could be engaged on this work as easily as two, and the work done in a fifth of the time, and with no more interference to traffic than under present conditions of repair. We consider the arrangement a very ridiculous business altogether.

The Committee are of the opinion that the Gangers relieve the Deputies of very much responsibility in controlling the work, and as there are 45 such men employed in the County any increase of salary to the Deputies cannot be recommended.

The Council would be well advised to appoint a permanent Inspection Committee, which would inspect the whole county at least twice per year, and act generally as a Roads' Advisory Committee to the Council.

Owing to the very unsatisfactory state of the Wexford District, under Deputy Birthistle, coupled with the nature of the report submitted by this Deputy to the Finance and Roads Committee on the 5th inst., it is of the utmost importance that a change be immediately made.

Deputy Jones has been a very conscientious official who has given almost 30 years' faithful service to the Council. With his advancing years he cannot be expected to give the energy required in discharging the onerous duties of his position in a heavy district like New Ross. To have it brought up to the standard required and to cope with the new order of things much greater activity and initiative are needed. Therefore, we feel it desirable to suggest that Mr. Jones be asked to accept superannuation.

The County Surveyor being the chief officer responsible to the Council for the management and maintenance of the roads in the entire county, we feel there is much in this report that calls for his explanation. We are agreed that the County Surveyor's policy of directing operations from his office is primarily responsible for the glaring defects so much in evidence, and we strongly urge the Council to take definite and immediate action in this matter.

Signed:—

EAMON O'FOGHLUDHA,

JOHN O'RYNE

JOHN O'RYNE

SCHEDULE A.

ROADS IN DISTRICTS.

Enniscorthy	...	642
Gorey	...	375½
New Ross	...	485½
Wexford	...	463½

1966½

SCHEDULE B.

ROADS IN ASSISTANT
SURVEYORS' DISTRICTS.

John Kehoe	...	340
W. H. Jones	...	315½
R. J. Ennis	...	322
Thos. Treanor	...	330
J. F. Birthistle	...	342
Thos. Cullen	...	317

1966½

SCHEDULE C.

	Jan. Mileage paid in Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Dec. Mileage paid in Jan.	Total
JONES	18 8 6	19 3 0	18 8 0	17 7 1	18 18 0	14 7 6	21 16 6	18 3 6	23 2 0	15 15 0	14 3 8	13 18 0	213 10 9
KEHOE	19 14 2	18 16 6	19 0 0	19 16 2	18 6 6	15 7 6	21 17 6	19 13 4	24 7 6	17 4 6	18 14 0	16 15 2	229 12 10
ENNIS	17 17 6	19 8 6	16 4 6	14 5 6	15 11 0	15 19 0	16 14 6	15 5 6	19 13 0	14 0 0	16 17 0	12 16 6	194 12 6
BIRTHISTLE	18 8 6	16 12 6	19 6 0	14 17 6	18 10 6	16 4 2	19 2 0	17 4 6	20 18 6	12 0 0	17 6 6	14 18 0	205 8 8
CULLEN	16 15 0	18 6 6	23 11 10	19 13 0	19 0 0	21 4 0	21 9 0	18 15 6	24 18 4	18 4 6	19 5 6	16 16 6	237 19 8
TREANOR	22 11 0	21 11 0	31 5 0	25 1 0	26 0 0	13 11 6	18 8 0	22 14 8	34 10 9	27 16 0	27 11 0	17 13 6	288 13 5

SALARIES.

	Salary.	Deducted for Repayment of Car.	Net.
JONES	200	36 18 0	163 2 0
KEHOE	200	72 6 3	127 13 9
ENNIS	185	37 18 4	147 1 8
BIRTHISTLE	170	55 15 10	114 4 2
CULLEN	170	55 15 10	114 4 2
TREANOR	400	73 4 8	326 15 4

SCHEDULE D.

GRANTS.—ACTUAL EXPENDITURE TO 27/12/'24.

Works No.	Assistant Surveyor.	Amount of Grant.	Amount spent to Date.
		£	£ s. d.
A887	Mr. Jones	1760	1172 16 4
A888	Mr. Ennis	880	259 17 7
A889	Mr. Cullen	870	596 2 3
B851	Mr. Treanor	5757	2887 12 2
B851	Mr. Ennis	5450	143 0 0
B852	Mr. Jones	2637	413 3 0
B853	Mr. Cullen	4982	815 16 6
B853	Mr. Birthistle	6028	1187 16 9
B854	Mr. Jones	2077	
B854	Mr. Birthistle	860	460 12 6
B855	Mr. Ennis	2909	
British Road Grant.	Mr. Treanor	3500	3440 19 10*

*£1,777 2s. 7d. of this amount expended prior to 1-4-'24.

SCHEDULE E.

SPECIAL WORKS.—ACTUAL EXPENDITURE TO 27-12-'24.

Assistant Surveyor.	Description of Work.	Amount.	Expended to Date.
		£	£ s. d.
Mr. Treanor	Repairs to Peppardscastle Bridge by S.D.O.	339	319 13 8
Mr. Jones	To Rebuild Retaining Wall and Parapet and Restore Road on No. 3R.	130	125 10 2
Mr. Jones	To repair Parapets of Wall on No. 1R.	120	96 2 5
Mr. Kehoe	To divert roadway from Slip carried away by sea and pay compensation for land taken.	300	127 17 6

SCHEDULE F.

COUNTY WEXFORD D.L. SCHEME.—EXPENDITURE TO 27/12/'24. (actual).

Assistant Surveyor.	Amount of Proposals.	Amount Expended to 27/12/'24.	Balance Available.
	£	£ s. d.	£ s. d.
Mr. T. Treanor	9,893	6965 11 1	2927 8 11
Mr. J. F. Birthistle	11,703	7750 18 1	3952 1 11
Mr. T. Cullen	9,926	7871 8 9	2054 11 3
Mr. R. J. Ennis	11,095	6265 8 10	4829 11 2
Mr. W. H. Jones	7,697	4261 19 1	3435 0 11
Mr. J. Kehoe	7,590	4757 14 2	2832 5 10
	57,904	37,873 0 0	20,031 0 0

4th-CLASS ROADS.

AMOUNT OF PROPOSALS ON 4th-CLASS ROADS IN CO. SURVEYOR'S HANDS.

	£
Mr. W. H. Jones	405
Mr. J. Kehoe	156
Mr. J. F. Birthistle	100
Mr. R. J. Ennis	74
Mr. T. Treanor	24
Mr. T. Cullen	11
	770

SCHEDULE G.

E. P. Foley, Esq., M.C.C.,
Crossabeg,
Wexford.

9th January, 1925.

RE/ NEW ROSS BRIDGE.

A Chara,

In regard to the repair work on New Ross Bridge, this work has always been attended to by Messrs. Hearne, Timber Merchants, who have supplied carpenter as required. Timber and sundries we pay for on ordinary bill, and the carpenter's time. It is impossible to state in advance exactly what quantity of material, timber, etc., it would require, and the only improvement on this system would be to invite offers from local carpenters, and make a contract of service merely, we to supply materials, which could be obtained at contract price, but there is little choice in regard to small quantities of timber.

Le meas,

W. F. BARRY,

Soirbheir An Chondae.

SCHEDULE H.

Average Number of Men employed
by each Assistant for nine months ended
31-12-24.

Mr. T. Treanor	...	130
Mr. J. F. Birthistle	...	106
Mr. T. Cullen	...	114
Mr. R. J. Ennis	...	80
Mr. W. H. Jones	...	80
Mr. J. Kehoe	...	50
Total		560

The following statement was submitted from Assistant Surveyors: J. Kehoe, R. J. Ennis, W. H. Jones, J. F. Birthistle & T. Cullen.

"We have seen the Report of the Special Roads Committee & are in thorough agreement with the opinions expressed as to the difficulty in maintaining roads in proper order owing to the excessive & heavy motor traffic which prevails to-day. Nobody is in a better position to speak of this than ourselves.

"With regard to the report on the state of the roads in each of our districts, we feel, on the whole, that it is hardly quite fair. We quite realise the difficulties of a Committee to form an accurate & adequate opinion of the state of each district considering the time at their disposal to make a thorough examination of the work.

"The chief complaints seem to be that there is insufficient drainage & that the spreading of the material was not sufficiently advanced on the date of the inspection. With regard to the drainage done we would wish to point out to the Council that the time

chosen for the inspection was rather inopportune as the main body of the men are not put to work on the roads till about the 1st November & are generally speaking all engaged up to that date in preparation of materials. In consequence, the current winter's drainage would not normally be in an advanced state at the time of the inspection, except in urgent cases. The drainage done last winter (1923-24) although serviceable & still effective to the roads, would be hardly noticeable to anyone travelling in a motor car, owing to the growth of grass etc. in the interval.

"With regard to the complaint about insufficiency of material spread we are strongly of opinion that it is very judicious to spread too large a quantity of material before the 1st of December. Generally speaking, the roads are not sufficiently soft to take a large quantity of material soon. There is always a danger of a dry spell setting in, which may lead to a lot of the material being practically lost by the traffic scattering it & grinding it into dust. In the case of many of our roads, some of us already regret having spread so much material early, as owing to the abnormally wet winter we find they would require a further tonnage, although the full tonnage has been supplied in the first instance.

"We are glad to know that the Committee found none of our men idling, & we feel we are entitled to some credit for this.

"With regard to the refusal of an increase of salary, owing to the opinion expressed that the Gangers relieve us of a large amount of responsibility we cannot quite understand this. The Gangers certainly relieve us of no responsibility whatever. We believe there is a certain amount of misconception among the members of the Council as to the work done by the Gangers. In the summer, these men act almost entirely as foremen & time-keepers in the quarries. In the winter their main business is to see that the men on the roads keep to their work. The work itself is entirely directed by the District Surveyor. He alone is responsible. With regard to the haulage & distribution of material the Ganger has practically nothing to do with this. At the same time we believe that the Gangers are absolutely necessary. It would be quite impossible for us to keep the roads in good order without them.

"With regard to the salary question we feel that what the Committee say as to the difficulty of maintaining roads under modern traffic conditions is the best possible endorsement of our claims. Our whole case is based upon the change in the conditions of road-making in the last few years. We feel very strongly that we, in Wexford, which county is certainly getting its fair share of modern traffic, should be the worst paid Surveyors of any county in Ireland, except two.

"As set out in the list of salaries asked for by the Council, the average salary for Leinster is £242 per annum, that for the whole Free State is £238: 4: 0d. In almost every case the Local Government Department scale of travelling expenses is allowed as well. Our average salary is £185.

In face of these figures the members of the County Council can scarcely wonder at our not being contented. We could easily show that the Wexford roads are about the most difficult to maintain in Ireland. Consequently we feel that we should be at least as well paid as men in the same positions in the other counties."

Mr. G. R. Brennan (Messrs Huggard & Brennan, Solicitors) who attended, stated he appeared on behalf of the County Surveyor & Assistant Surveyors, Buttsill & Kehoe.

Mr. Cummins proposed & Mr. Clancy seconded the following:-

"That Mr. G. R. Brennan, Solicitor, be heard at this meeting in connection with the Report of Roads Committee"

Mr. Brennan said everyone would admit the justice of the report of the Committee as regards the difficulty & anxiety to build a road that was capable of withstanding the present heavy traffic. But he did not consider it quite fair on the part of the Committee to place the blame for the present condition of the roads on the County Surveyor & his Assistants. The County Surveyor had anticipated the present traffic & at the first meeting of the Wexford R.D. Council which he attended in April 1912 he brought forward a proposal that the roads be steamrolled so that they would be in a position to bear this traffic. He had strongly advocated the steam rolling of short lengths of the worst bits of road so that these would be gradually eliminated so that when gained up good roads would be established. In his report of November, 1912, the County Surveyor, pointed out that his suggestion as to the purchase of machinery had been discussed & he had suggested that the Council continue hiring engines for the time being. The County Surveyor brought forward a proposal to steam roll portion of the Wexford - New Ross Road at a cost of £420 but it was defeated by a majority of 22 to 13. A proposal to steam roll portion of the road from Wexford to Enniscorthy was also defeated by a majority. The steam rolling which had been done on Wexford Castlebridge was.

a section which had received the compliments of the Committee. His proposals to build up the roads had not received the support of the District Councils. He (County Surveyor) tried to obtain money for this work as he foresaw the traffic which was coming. Every enlightened person would agree with the view of the Committee that the roads should be constructed to maintain the traffic rather than the traffic should be limited or interfered with. The most serious charge against the Co. Surveyor & Mr. Birthistle was as regards the Wexford Ennisworthy road which everybody knew had to bear the very heaviest traffic of the County.

Dealing with the portion of the report as to cutting of hedges in Deputy Ennis's district. Mr. Brennan pointed out that it should be proved to the court of summary jurisdiction that a hedge was causing damage to a road before it could be cut.

The Chairman considered the Committee had sufficient intelligence & discrimination to know what hedges were injuring roads & vice versa.

Mr. Brennan said this was a matter of opinion as regards the observations of the Committee relative to Broadford Bridge. The water was very high in the stream for a considerable time & the County Surveyor & Mr. Ennis then decided that a temporary repair should be made until the weather allowed of a more permanent repair being executed. They considered this was the most economical method of dealing with the matter.

Mr. Pender mentioned that the first repair to this bridge was carried out over two years ago.

Mr. Ennis said he had repaired the bridge four months ago with baulks of timber which would last for 20 years at least.

The Chairman said the Committee considered it waste of money to be repairing bridges temporarily.

Mr. Brennan said that with regard to drainage & water tables most roads in the County had gone into a considerable state of disrepair before the direct labour system was introduced. The reason for that disrepair was manifest. The County Surveyor ~~mentioned~~ in the first place was told that he was not to interfere with the Contractors who were not doing work on the water tables as it was considered there would be a difficulty in getting Contractors if he did so. At the time the Committee made their inspection very much work had been done on the roads as most of the men

were then engaged in the quarries, but he was informed that since the inspection was made a very considerable amount of work had been done in the cleaning up of the water tables, but that it would take considerable time to have the water tables done as satisfactorily as those responsible for them would like to have them. Alluding to the portion of the report dealing with the steamrolling of the trunk road section near Oylegate he was informed that the cost of effectively laying a bottom on the road would be £1,000 per mile which did not include material. That was a consideration which would have to be faced sooner or later even with roads which had good bottoms in consequence of heavy lorry & motor traffic. In regard to the dangerous turn at Dunamore the work of removing that corner could not be completed as a dispute arose between the owner of the land & the Council. He did not believe that the Committee intended to cast any aspersions on the County Surveyor or the Deputy Surveyor for that or say that they were responsible.

Mr. Brennan dealing with the report of the Committee's findings in Deputy Gneanor's district stated he was very glad to see ^{that} the Committee had nothing to say but what was complimentary. He did not wish in the smallest degree to take away from any credit due to Deputy Gneanor, but it was a well-known fact that Gory district was the best to keep up the prices on the roads. Portion of the road from Gory to Arklow was steamrolled by the County Surveyor in the first instance & it stood the heavy lorry traffic (during the great war) between Gory & Synoches' works. Mr. Brennan next dealt with the report bearing on Deputy Birthistle's district concerning the road from Wexford to Whitefort was the one to which he already referred as being the one on which the heaviest motor traffic took place. Everyone agreed that its condition was deplorable. The only available quarries for that road were Ballyboggan & Kerlogue. The latter quarry had to supply material for the roads in the Killinick area & for the road from Slieve to the railway station & Ballygeary Pier. It was impossible to work the Ballyboggan quarry owing to the kind of rock got from it & if the stuff was transferred from Kerlogue the roads in the south of the County would be starved. Consequently the main quantity of the material for the road had to be got from Ballybrennan Quarry. Preparations were made at the beginning of the year to have new machinery placed in Ballybrennan, but through no fault of the Council or County Surveyor the machinery did not come until

for breaking

but breakers could not be obtained. When they were got in September they were set to work on October 1st; & the stones were broken as quickly as possible & it became a question of bringing the stone to the road from the quarry but the road from Killurin to the Deeps was one which was not capable at any time of standing up against heavy traffic. at the time most of the engines in the country were engaged at threshing operations & an effort was made to get them as soon as possible as soon as they were obtained they were put to work. The fact that the stone breakers did not arrive until September could not be placed on the shoulders of the County Surveyor or the deputies. In the first place instance a particular type of stonebreaker was ordered but the Local Government Department refused to allow it to be obtained & insisted on a particular kind which also caused delay. The result was that there was a disappointment in getting out the stuff at the time it was required. It should also be borne in mind that the weather had been such for a considerable time as to deprive the roads of an opportunity of drying & in cases where bottoming material was laid heavy lorries came along & churned it up. There were 1,008 cubic yards of material put out on the road from Ballyboggan, Ferrycross & Castlebar. It was not first class material but the work which had been done was still to the good. Ballybrennan material was drawn in December, it was available broken in the quarry about the first week of October.

In answer to Mr. Brennan, Deputy Borthistle stated that the stonebreaker was at work on October 1st.

Mr. Brennan stated that Mr. Borthistle in dealing with the trunk road in Enniscorthy did the very best he could to try & keep the road in repair with the material that was to his hands & he did as far as he was able steamroll the portion of the road from Lyle to Mainone Cross. In connection with the complaint that there was defective drainage in the Castlebridge area, that particular area had not been reached upon at the time the Committee were out. Ald. Coish had been over some of that area recently & had remarked that the drainage work had been exceedingly well done. With regard to the Rosslare road, he had been informed that the full quantity of material was out & as far as possible.

With reference to the roads from Rosslare, Ballygarry, Yagoat & Lady's Island to Yemaene, Mr. Birthistle would give his own explanation as to what had been done. A very considerable quantity of gulleys had been opened & cleaned. With regard to Ballybro - Ballybro had been causing difficulty with regard to flooding as long as he (Mr. Brennan) knew the County, & years ago he remembered appearing in a case in Kilmick brought with the view of compelling the owners of the land at Ballybro to clear up the river at that particular point so that the flooding could be got rid of.

In that case it was agreed that the stream at Ballybro was a natural stream & that there was not power to compel the owners of the land to clean it up. It was suggested that the only way to deal with the flooding was to raise the road, but he thought it was Mr. Codd who objected at a district council meeting to having this done on the grounds that if the road was raised the land would be flooded more.

Subberfurnick Quarry was not important there was only about 300 yards of material taken from it every year & it would cost £300 to make a roadway which was not considered economic.

Edenvalle Quarry was made use to the full extent required.

Mr. Doyle said it was the condition of the water on the Slob which was responsible for the flooding. The owners of the Slob did clean up the place for a time but they did not do anything when the job grew into a big one. The County Council tried on several occasions to compel these people to clean up the portion which belonged to them but when the case went to court it was found they were out of jurisdiction although it was in their act of Parliament that they should not do anything to injure the owners of adjoining land.

Continuing Mr. Brennan said that with regard to Mr. Birthistle's area he thought everyone would agree that it was the most difficult in the County. With reference to Deputy Bullen, the Committee had stated that perhaps he had not been in charge long enough to show visible signs of improvement. It was only fair to point out that Deputy Birthistle had not been quite so long in ^{the} Wexford area as Deputy Bullen had been in his, & he thought the remark applied to Mr. Bullen might be applied to Mr. Birthistle also. In connection with Deputy Birthistle the Committee had reported that the road from Wexford to Castlebridge was in good order, that the spreading work was well done & water-tables cleaned as they would like to see them in other sections. He would ask the Committee & the County Council generally, to consider that Rome was not built in a day & that everything could not be brought to perfection at once. It would have to be done gradually.

sections the work was well done, & it was Deputy Buttrill's wish to have every part of his district brought up to the standard that pleased the Committee on the Castlebridge road.

With regard to Deputy Kehoe's area, Mr. Kehoe had his men working in the quarries until just about the time the Committee went out, & the men had not actually been engaged on the roads for any length of time at all. Since that time a great deal had been done in the way of cleaning up the drains, spreading the material & doing everything that would be necessary for the purpose of maintaining the roads in a proper state of repair.

He had nothing to say with regard to Deputy Jones, as he had not instructions on his behalf at all.

In connection with the repairing of New Ross Bridge there were two ways in which it could be done. One was to give it out by contract & the other was to have the work supervised by someone on behalf of the County Council. It was almost impossible to give it out by contract because it was very difficult to find out what was necessary to be done until the bridge was stripped. They had to proceed with the work & see what was required as they went along. The County Council made an arrangement with Messrs Heame to supply whatever timber was required in the repair of the bridge at a certain figure. That arrangement had been made by Mr. Gleanor, & was, he thought, the very best arrangement that could have been made. The timber put in was oak, & Messrs Heame were to supply a carpenter. The Committee thought that the men should have been employed on the bridge at the same time, but he had been informed by Mr. Barry that that was not feasible, & he was sure Mr. Gleanor would bear out Mr. Barry's opinion. It was only right to say that in putting in oak which was a difficult material to work, they might always reckon that the cost of labour would be more than fifty per cent of the cost of the material. In the case of New Ross Bridge a particularly good bargain was made with Messrs Heame & it would be seen that the cost of labour did not exceed fifty per cent of the cost of the material.

With regard to the reference in the Committee's report that the County Surveyor being the chief officer responsible for the management & maintenance of roads.

It was only right & fair to say that there was one district which had been regarded as absolutely satisfactory in every respect, & he did not think it should be overlooked that that district was in the County Surveyor's area as well as every other district & he was of opinion that the County Surveyor should be given some credit for that. With reference to the Committee's satisfactory report on Ballybrennan Quarry, that quarry was discovered by the County Surveyor, was laid out by him & everything in connection with it organised by him. He submitted therefore that the satisfactory nature of the quarry should be taken into account to the credit of the County Surveyor. With regard to the Committee's reference to the County Surveyor directing operations from his office, he was perfectly certain that if he followed his own inclination, the County Surveyor would be out on the road in preference to being in his office; but in a county with two thousand miles of road and in addition quarries, bridges, harbours, etc., it must be realised that there was a tremendous amount of office work & the County Surveyor, had, of necessity, to spend a considerable time in his office. When there was anything to be done of a special nature he went out & investigated it, and certainly, whether he was in the office or on the roads, no one could accuse him of being an idler or of wasting the Council's time. He devoted his whole time to the business of the County & he (Mr. Brennan) thought that some consideration ought to be given on account of the difficulties he had been up against in recent times as to finance & traffic. It should also be borne in mind that for several years past, to say the least, the Council were in a disorganised state & that in one particular year nothing was done on the roads at all. Naturally, therefore, it would take some time to make up the leeway that took place during that particular period.

With regard to Deputy Birthistle he had been in the district since April 1923, & it was admitted that he had the most difficult district of the whole lot, & had got charge of the road which was the principal cause of the whole trouble - that from Wexford to Hornmore Lane. Mr. Birthistle had been complimented by the Committee on the work he had done on Wexford - Castlebridge road & also, Corish would admit that in another part of the district he had occasion to compliment the County Surveyor. The Committee had stated that there seemed to have been no intelligent effort made in Deputy Birthistle's area & a great want of supervision. Mr. Birthistle would himself tell what he had done in the nature of supervision & what he had done to overcome the difficulty of not having proper quarries, & the handicaps he had been suffering from. With regard to the road damaged by reason of the drawing of stones from Ballybrennan Quarry to Killybegs, Mr.

Birchistle went into the question, when he could not get the engines, of carting the stones with horse traffic, but he found that the carting of the stones with horses would, in addition to being very much slower, cost almost double the amount than if they were brought by an engine. As well, the horse traffic would probably cut up the road as much as an engine. The road had now been put in hands & repaired to a considerable extent, & the County Surveyor told him that now that it was repaired it would be in a better condition than ever before & would be able to stand the traffic from Ballybrennan quarry to the road at Killy. The road from Killybrin bridge was never a road that was very much used, & had a very soft bottom, & was bound to suffer from heavy traffic. Everyone knew what the weather had been like & it was impossible to prevent that road from being cut up.

In reply to Mr. Bulleton, Mr. Birchistle said he had examined the quarry at Millpond Slishe & did not consider it suitable. It would not pay for working.

This concluded Mr. Brennan's statement after which the Chairman read letter from Mr. Albert H. Smith, County Council, that although he was not an active member of the Council the great amount of work which had been done on the roads in his district had effected a vast improvement. The long abnormal rain fall & the boggy nature of the Enniscorthy - Wexford road made it extremely difficult to deal with.

Mr. Clonky proposed, Mr. Doyle seconded the following resolution which was adopted new-con:-

"That the report of Special Roads Committee be received & discussed."

Mr. Bulleton said he wished for information on one matter which Mr. Brennan had not touched. It was in connection with the quarry at Millpond. Some men from the locality had been asking him about that quarry & were anxious to have it opened. He told them that the County Surveyor would have to be satisfied about the quality of the material.

Mr. Birchistle said he examined that quarry in August last & would not dream of using the material from it if he could get material from St. Helen's.

Mr. Pender - Are we at liberty to make some comments on the report? -

Chairman - you are.

Mr. Cummins - you can throw it out if you like.

Mr. Bulleton said that the Committee were justified there.

appointment, and to say the least of their report it was an eye-opener. If they examined the details of the mileage they would find a great discrepancy in the number of men employed under each of the deputies. Deputy Kehoe's mileage was 340 & he had 50 men under him. Deputy Yeanor had a mileage of 330 & had 130 men under him. How could Deputy Kehoe be expected, working seven miles per man to do as much as Deputy Yeanor with two & a half miles for each man? How could Deputy Ennis, who had a mileage of 322 & 80 men under him, be expected to do as much as Deputy Yeanor? Continuing Mr. Pender complained that there was an unfair distribution of the employees as Deputy Yeanor had 50 more men than Deputies Jones & Ennis & 80 more than Kehoe & 24 more than Deputy Birthistle. They could not possibly do the same amount of work. He did not want to hold up Deputy Yeanor, who had gained the title of senior surveyor by his work, as an example for the others, but Deputy Birthistle should have got on better. He may not have been long enough in the district to handle his men properly. He (Mr. Pender) did not know who was to blame for the unfair distribution of labour, & there should be an explanation of it. Whoever allotted the men & the money should give an explanation.

The County Surveyor stated that Deputy Yeanor had two special grant works on hands in his district which accounted for the high number of men under him. Deputies Birthistle & Buller also had also grant works in hand & Deputy Ennis, to a limited extent. Deputy Ennis got material from Collogne quarry which was in Deputy Yeanor's District & that also swelled the latter's number of employees.

Mr. Yeanor explained that the normal number of men which he had employed for road & quarry work was 78.

Chairman - you have some deputies supplying material to others, & these men would go to their credit. In addition to the new grant Mr. Yeanor has a British Grant work on hands & he engaged the engine from Mr. Kehoe, who had no tollage work in his area. We drew attention to that, & the Committee were impressed by the fact that Mr. Yeanor was in a position to get material & keep two grant works going.

Mr. O'Byrne - Mr. Birthistle has a grant of £6,028 of which he has only spent £1,000. Mr. Yeanor has a grant of £5,757 of which he has spent £2,887. The money is there, it is not being spent.

Deputy Ennis stated that he had no apology to make for his roads, & he did not think the Committee's statement in reference to them called for an apology. His roads were the first to be examined by the Committee & they came to them in November. It was his practice to start the roads to work about the first week of November. The only drainage he had done during

The Summe was where a hill was getting torn. It was in the months of January & February that he did drainage work & he thought that if the Committee were on the road now they would see the difference in the drainage.

The Chairman said that Mr. Ennis must know that when winter set in & drains not attended to the floods would take hills away.

Mr. Ennis agreed, but said that if he saw hills in danger he would cut the drains in Summe. It was his idea to get three parts of the material on the roads before attending to drainage. The Committee might go along the road in a motor car & he believed they might pass plenty of drainage. Another point to be considered was the fact that the estimate in Ennisworthy District had been cut down by £5,000 that meant £2,000 off him. His idea had been to keep up the quantity of stones & his drainage consequently fell short.

Mr. Borish said that Mr. Ennis had stated that it was his intention to do the drainage in January & February. He wished to know if he had attended to it in January & February of last year.

Mr. Ennis - I attended to it as far as the money lasted.

Mr. Cummins said it was not apparent that the drainage had been done the previous winter.

Mr. Borish (to County Surveyor) - Are you satisfied the drainage was attended to?

County Surveyor - It was attended to as much as possible & as a matter of fact I told the district Council that more drainage had been done than I expected it would have been possible to attend to.

Mr. Ennis said he had had a large amount of hedges cut & had removed stuff from the Buncloody road. He believed if the Committee went around now they would have more to say in their favour with regard to the roads.

Mr. Pender said the paths to Gees Station were in a wretched condition. Mr. Ennis had plenty of screenings to spread on the paths & promised him eight weeks ago that he would spread them but he had not done so.

Mr. Ennis said he thought it was an error to say that he had plenty of screenings. He had put on screenings from Carrigeen & he did not consider them suitable, as they were too dirty. He did not admit that the paths were in a bad condition. He was attending to the matter with screenings from Doran's Hill.

Mr. Borish said there was nothing very outstanding in the neighbourhood, but owing to

the fact of the estimate being cut down in Ennisconky District he could not have done much better.

Mr. Cullen, Assistant Surveyor, said that anyone reading the report of the Committee would come to the conclusion that no drainage work whatever had been executed in his district. When he took over the roads they were in a bad condition owing to the neglect of the road contractors. Ploughing of the sides of the roads had been done for over 25 miles of his district. The full approximate amount of the tonnage specified for had been provided, corners cut, bridges repaired & protection walls erected. A good deal of improvement work had been done & no credit for this appeared in the report. These improvement works had been done at the expense of the drainage work.

In reply to a query the County Surveyor stated he did not believe the improvement works had interfered with the drainage. He would carry out an improvement work on his own account costing about £5, & would get a proposal for anything above that figure.

Mr. Doyle asked what had been the cost of removal of corner at Rathdowny - Rosslane.

Mr. Birtles - £35.

Mr. Doyle said no proposal had been formulated & no one had been considered about this work.

Mr. Doyle also stated that the fence was now down & it would cost another £35 to finish the job, notwithstanding that the Council did not hear anything about it until that day. The job was not wanted & it was sheer extravagance to have done it. It would cost £135 before it was finished.

Mr. O'Donoghue directed Deputy Cullen's attention to the bad state of a road in Blackwater area & the latter agreed that the road was bad, but he had spread the specified metal on it.

Mr. Doyle - We have no idea of what has been expended on work of this description.

County Surveyor - I can give it to you.

Mr. Doyle - Give it to me.

The Chairman considered it was not right that the County Surveyor should take sums out of his estimate & apply these to improvement works instead of drainage.

Mr. Cloncy enquired if £100 would cover the cost of removing dangerous corners.

The County Surveyor replied in the negative.

The Chairman said it should be understood for the future all works described as improvement works should receive the sanction of the Proposal Committee or of the Finance & Roads Committee.

Referring to Ennisconky - Wexford Road Mr. Cloncy said the section which had been recently rolled was now in very bad

Mr. Shannon - the road is really in a deplorable condition.

The County Surveyor stated it would cost 12/- a cubic yard for bottoming & consolidation on this particular road.

The Chairman said that some members of the Council were not satisfied that one particular charge-hand (Hendrick of Ballybrennan Quarry) should have been singled out for special commendation.

After some discussion it was decided that the reference to Hendrick should be deleted & that the following should be substituted: "The conditions which the Committee found prevailing at Ballybrennan Quarry were a credit to all concerned."

The Chairman referring to the dispute as to dangerous corner at Dunamore, Ponce, said the members of the Council were under the impression that the owner went back of her promise to allow the corner to be removed. He (Chairman) was not satisfied that the owner of the land had been treated properly in the matter.

After some discussion it was decided to refer the matter to Mr. Elgee, Solicitor to the Council with a view to his approaching Mr. Bolger, Solicitor for the owner of the land to ascertain if an amicable arrangement could be arrived at.

On coming to the consideration of the report on Mr. Ince's district, the Chairman said there had been a discussion in connection with steam rolling & he thought it would be well if they heard what Mr. Ince had to say with regard to his work of bottoming.

Mr. Ince said that the roads he was rolling were to a great extent fairly sound & did not require much bottoming. The bottoming he had used was convenient to the roads, but if he had had to draw the stuff three miles it would have cost about 15/- a yard to roll it in.

Mr. Sean O'Byrne said that Mr. Brennan had referred to the much better state, some years ago, of the Gorey district roads as compared with those of other districts, but he thought that three years ago they had complaints from all over the Gorey District about the state of the roads.

The Chairman said that in 1921 they used have frequent complaints about the state of the roads in Gorey District, & their reply was: - "If you pay your rates we will make the roads for you". Now, however, he thought the Gorey people were the best for paying their rates.

DEPUTY BIRTHISTLE'S STATEMENT.

Mr. Birthistle read his report, which was as follows—Early in the year the road from Kyle Cross to Monmore was in a bad state, so I had it patch-rolled from June to August, under the direct labour proposal, completing 503 cubic yards as follows—33½ cubic yards, Ballyboggan quarry and 172 cubic yards Tubberfinog quarry. I continued the strengthening work on 7W under the grant monies, and kept up until the bad weather rendered haulage work impossible from Tubberfinog quarry, and in addition the services of the men (the stone was all hand broken) became necessary, here and there, all over the roads from emergency drainage and cleaning. The additional material rolled in was 339½ cubic yards. This part of my section of the road was in good order to

stand the coming winter, and allow of my proceeding, as was always my intention, to make the worst part of this road, namely, from Kyle Cross to Ferry carrig, first. My object was to make sure of getting this portion made in the event of the grant monies not being sufficient to cover the whole road, from the bounds at Whitefort to Wexford bridge. The new breakers were about this time (mid-September) beginning to arrive, so I seized the opportunity of filling up the water tables on this portion of the road to form a junction. This work was absolutely essential, as the road would not support the roller and kept slipping away at the side into the water table. It may here be mentioned that even in the consolidation of the rubble stone which was used to fill this water table, the old footpath as the side burst up in a good many places. This goes to prove the absence of anything in the way of a sound foundation on this road. The whole road is for the most part one long stretch of marl. In the filling of this water table 1,008 cubic yards of material was used, and was obtained as follows—Ballyboggan 695 c.y.; Ferry carrig 207 c.y.; Castlesow 106 c.y. The work was completed at 12s 6d per cubic yard. When the engine haulage was started from Ballybrennan to Kyle the road gave way badly under the heavy load. The position now stands as follows—1. Under the direct labour proposal 503 c.y. of material was rolled in between Kyle Cross and the bounds, which are 150 yards above Monmore Lane. The direct labour money was used upon this work, and an ordinary maintenance on the rest of the road, viz., pothole filling, and such usual summer work. About 50 cubic yards were used in all, and two men were constantly engaged on the road. 2. A further 339½ c.y. of material was rolled in out of the grant monies. 3. 1,008 cubic yards of rubble were hand packed and consolidated with the roller into the old water table on the portion between Ferry carrig Castle and Kyle Cross. I was on the road practically every day while this work was going on, and measured all this material excepting 200 cubic yards or so. It is stated that some steps should have been taken to obtain materials from the proper quarter during the summer months. Ballybrennan is the only proper quarter for materials as far as surfacing of this road is concerned, no other stone in the immediate locality would stand on it. To obtain the material from Kerlogue or Ballyboggan would be impossible, as (1) Kerlogue was only opened out properly this year with a view to getting large supplies for the grant work on the road from Wexford to Ardeandrisk. This quarry has for years been run over by contractors, and the face, though long, is very low. The result is that supplies are slow, and it is impossible to keep going continuously with the grant work on the above road, although a good deal has been done to date, and all the roads south of Kerlogue tonnaged as usual; (2) Ballyboggan is a small quarry, containing in one place a fairly good stone. There is no room to bank out a large amount of material—about 300 cubic yards is the limit. It is almost impossible to set up a rock drill in it, as the natural slope of the rock is surely 45 degrees or more. The rock drill was brought here on two occasions this season, but a few small holes could only be got each time. The bulk of this year's tonnage was got with hand-drills, and the men had to be tied on to the face of the rock. Six to eight men is the greatest number that can be economically worked in this quarry. If this number is exceeded they will simply be in each other's way. During the year it was only with difficulty that 782 cubic yards of the good stone were obtained; of this amount 331 cubic yards were rolled on the Kyle cross and Monmore section; it is included in figures already given. 111 cubic yards were spread on the Ferry carrig to Kyle portion; 290 cubic yards were put out on the third-class roads. There has been no neglect on my part with reference to the Ballybrennan materials. I instructed Mr. Cullen, who has charge of the quarry, to get out the stones. There were 1,000 cubic yards or more in this quarry from June, till the new breaker was installed on its arrival at the end of September.

The hired engines had at this time all gone to thresh for the farmers, so I had to await the end of the season almost before I could make a start with the haulage. The fact of there being no breaker available caused the delay. This I hold to be no fault of mine as I looked for a breaker. With regard to the Killurin and Kyle road, I had no other option but employ engines and it was agreed I should do so. To land on the main road in one day with horses what is landed by the engines, namely, 32 cubic yards, would necessitate forty horses and upwards being on the road every day. The price is 6s. 8d. per yard with engines, and with horses would vary from 12s. to 15s. per yard. What horse would be capable of hauling from Ballybrennan to Kyle—a distance of 8½ miles—for any length of time? The road from Killurin to Kyle would not stand under the heavily-laden cars. Horses will leave one single narrow track and will not make a narrow road if once they cut it and are kept continually on it. The engines will cut two wide tracks, but once these are filled in the road will be made for ever. The Kyle-Killurin road was subject to very little traffic, and was never a sound road, as it never got good material or very much material at any time. The engines have now ceased to sink even in the worst spots and the tracks are being filled up with rubble stones. Motor traffic was diverted early in the trouble by means of lights and notices. The greater portion of this road is now repaired. I hold that I have done my best to keep this road under great difficulties. There is no doubt it is bad yet, but it would be hopeless had I not managed to do the work I did with it.

Tubberfinog Quarry.

This is a small quarry situated in a deep bottom in the Crossabeg district. The roadway entering this quarry is anything from a quarter to a half mile long, and consists of a narrow clay track cut in on the face of the hill along which it runs and gradually falls to the quarry below. About £25 was spent on the maintenance of this road this season. The normal tonnage required is 300 cubic yards, approximately. This season, owing to the work done on the main road, 700 cubic yards were quarried and hand-broken. A large number of cars were employed in hauling out the materials to the roller and the road went bad, necessitating constant patching. When inspected by the committee one hauler was engaged in finishing the tonnage of this road. He had a balance of 30 cubic yards to put out. It would not be economy to start repairing this road in the winter season. It was arranged to get this small amount of material from Eden Vale quarry if required. When the fine season comes on very minor repairs will suffice to leave this car-road in order to take the three or four cars usually engaged in hauling out the normal tonnage of 300 cubic yards. To repair it in the winter would cost trouble the amount of money, as the road, being of clay, would consume in its wet state a vast amount of material.

Eden Vale Quarry.

All the material (365 cubic yards) required this season was put out well in advance of the spreading season. In addition, there is a reserve of 800 cubic yards of material which was broken in December. No breaker was available on this side of the river until that date. About 100 cubic yards of this is now being

spread direct on the Castlebridge-Crossabeg road. Mr. Stafford's lorries are continually on this back road since the bridge at Castlebridge was repaired. They are forced to go this way owing to their not being able to cross Wexford bridge, and no back road is fit, as the committee argue, to take this traffic.

Castlebridge-Blackwater Area.

In this area the committee travelled from Castlebridge to Castle Ellis and from Crossaghne crossroads to Wexford. The surface men were all on the roads engaged solely on the cleaning and drainage work, as no materials were out on the roads traversed except (1) From Castlebridge to Garrylough, 206 cubic yards (this is the annual tonnage); (2) Crossabeg to Blackwater, 57 cubic yards; (3) Wexford to Castlebridge, about 20 cubic yards remained over from last season; (4) Garrylough to Castle Ellis, about 100 cubic yards remained over from last season and was used in making up the worst portions of the road pending the arrival of broken sea stones from Ballyconnigar. These sea stones lay banked out at Ballyconnigar since June last and no breaker was available to break them till Christmas. They have since been measured in various lots, hauled and spread direct on the road. Of the remainder of the committee's route, namely, from Ballyneskar to Wexford, 90 cubic yards of sea stones at Ballyneskar and 700 cubic yards of rubble and concrete at Ferrybank lay quarried out from midsummer till December (Christmas) awaiting the stonebreaker. As previously stated, no breaker could be obtained on this side of the river till Christmas. This is no fault of mine. The stuff is now practically all spread. I measured

With regard to the drainage work in this area, I wish to state emphatically that during the winter 1923-24 extensive drainage work was carried out over this area generally. This winter the work has been carried out on similar lines. I visit this area at least once per week and have never seen water running down all the hills as stated; neither has one single complaint been made to me of this nature, though of all the country under my charge this was by far the most neglected portion from a drainage point of view, when I first took over the area.

Wexford-Rosslare.

The committee visited this area on the 11th December. Proceeding direct to Rosslare, thence to Tagoat, Kilrane, Ballygeary, Kisha, back to Tagoat, Killinick, Twelveacre and Bary. Leaving Bary they proceeded into Mr. Kehoe's area. Later in the day they again entered my section near Waddingtown and proceeded along the Duncannon line for some distance. Then turning they proceeded through Harpers-town to Tagamon.

Wexford-Rosslare Trunk Road.

It is stated that the drainage was neglected on this trunk road. A portion of this road from Drinagh to Kilinick is still in contract. The contractors, James Fenlon, Orristown, and Thomas Fenlon, Ballynogue, are both good men and have never been penalised for bad work. I have never had reason to complain of their work this year, nor did the road ever suffer from flooding to my knowledge though I am along it on an average, twice per week. The remainder of the road is included in the direct labour scheme and the drainage has always been thoroughly attended to. At the time of inspection, this road, from Wexford to Ballygeary, was fully tonnaged as far as Kilrane village. In all there were 854 cubic yards along the road at this time and spreading was well advanced. From Kilrane village to the Pier was being supplied from Kerlogue quarry, via the G.S.W. Railway. The stuff was spread direct and is not included in the above figure. The amount supplied from Kerlogue quarry to this portion of the road was 92 c.y. An additional 65 c.y. has been put on the Kerlogue to Wexford portion owing to this part being subject to combined traffic of all the southern roads, and also the heavy traffic from the quarry in connection with the grant work on the Wexford-Ardeandrisk road. The total tonnage on this trunk road is 1,015 cubic yards. Of the remaining roads traversed in this area, thirteen in number, all were fully tonnaged when inspected by the committee. The tonnages total to 961 cubic yards. It is very hard to obtain good material in this area yet all this work was completed and I am satisfied, through being constantly in touch with the work, that the spreading on all the roads was properly advanced. The time chosen for inspection was most inopportune as far as passing judgment on spreading and drainage is concerned. With regard to the unploughed hedges referred to, I am thoroughly conversant with the neighbourhood and I certainly know of no bad hedge. Practically all injurious hedges were attended to last winter and one prosecution was brought. This remark applies to my area generally. With regard to the flooded roads, defective drainage and choked gulleys, the excellence of these roads is a matter of common comment and with regard to the work in area generally it has been eulogised in the public Press. Practically every gully in Rosslare, Tagoat and Kilrane was taken up in the winter 1923-24 and relaid in the best manner. In many cases the gulleys were increased in size.

Mr. Gulleton mentioned that about 1916 the Ministry of Transport had offered £500 as a grant for the steam-rolling of Gortycarrig - Skyle road so that so far back the road must have been in a very bad state.

The Chairman said that in connection with the report on the lack of material on the Wexford town to Whitefoot bank road section the Committee could not understand why there was no material to show what was to be done in regard to maintaining the road for the winter. Of course naturally the Committee felt that there should be some stuff to maintain the road in an ordinary way apart from the rolling material.

Mr. Hayes asked if in previous years stone had been brought from Gortycarrig & found unsuitable.

The Chairman said the County Surveyor found the stone unsuitable when it was put out. Another point was that there were people living between Skyle & Ballybrennan & they wanted the road & there had been a sort of revolution about the County Council smashing up eight miles of road in order to make two. Some of the material from Ballybrennan quarry instead of getting to the road it was intended for had to go down in the Deyrs to keep it from sinking under the engines that were drawing the material.

Mr. Bovish remarked that Mr. Brennan had said no breaker was available for the road at Skyle until October.

The County Surveyor said they got no breakers until September.

Mr. Bovish - Where were the breakers we already had? Didn't you think the work of sufficient importance to bring breakers from other places to Ballybrennan to break stones for this road?

County Surveyor - No, because we would be leaving other roads.

Mr. Bovish - Do you mean to tell me that this isn't the worst road in Ireland - County Surveyor - It is not the worst in Ireland. It may be the worst in the County. Mr. Bovish - There may be a few by-roads in the Co. Clare worse. This Council has been criticised all over Ireland on account of the state of the Ennisconky road.

Mr. Hayes said its condition was due to the fact of the Department keeping back the machinery.

Mr. Bovish said he thought if the County Surveyor had concentrated on that road they would have better results than they had now.

The County Surveyor said they were unable to suit the

traffic of lorries had churned the bottoming up.

Mr. L. Harrison - It is the same old story about that road year after year.

Mr. L. Lorry said he thought no one could be blamed very much about the state of the road. It was the heavy traffic of motor lorries - the diversion of the railway traffic over the roads - that put it in its present state. No one could anticipate a winter like the one they had passed through.

Mr. Hayes said it was the lack of material that was responsible & if they had had the machinery they would have had the material. It was the result of the Department keeping back the machinery.

Mr. Doyle said the County Surveyor & his assistants would have been better advised if they had not destroyed eight miles of road by carting material over it.

The County Surveyor said he had believed that the road from the Deeps to Newtown would cut up with the engine traffic, but as Mr. Birthistle had said, it would cut in two deep tracks which once filled would leave the road serviceable. He had not expected the road from Killurin to Ballybrennan to cut to any appreciable extent, because it had been previously cut by the drawing of timber & levelled up again.

Mr. Birthistle said that as a result of the cutting the road had cost up to £250, & would probably cost another £50, but if they had only done the ordinary work it would cost £158.

The County Surveyor said that they should also take into consideration that the material now gone into the road would allow of less material in future.

Mr. L. Harrison said that since the 6th January he had had awful reports from that part of the country. He went to the County Surveyor, but had to have three interviews with him before he could convince him that it was necessary to take the engines off.

The County Surveyor said the material had to come from Ballybrennan Quarry.

Mr. L. Harrison said it was too late when he commenced to get it out.

Mr. Bulliton said the explanation was that he could not get it earlier.

Mr. L. Harrison said the County Surveyor asked him what he would do in case he stopped drawing from Ballybrennan. He (County Surveyor) said he had 40 yards of material in another quarry & he agreed it would be better to get out that 40 yards & all the rest available than to break up the countryside.

Mr. Birthistle said that if the machinery had arrived in time the road would have been in good condition. His plan was rendered impossible owing to the machinery arriving late.

Mr. Doyle said, believed the County Surveyor would have

been justified in bringing a breaker to Ballybrennan, & it would have been his duty to do so long before he did, even if he had to take it from another quarry. He knew the state the Ennisconky road would get into in the winter, & it was a great oversight on his part not to bring a breaker. He would not have destroyed eight miles of another road if he had done so.

The Chairman said that apart from the new breakers coming it was the County Surveyor's duty to get one from some quarry. He (County Surveyor) was being criticised over Ireland on account of the state of the road.

Mr. Hayes said he was sure it was on the expectation of getting breakers that the County Surveyor & his assistants had acted as they did.

Mr. Pender asked who was to blame in connection with the cutting up of the eight miles of road.

Mr. Blaney said he believed no one was to blame.

The County Surveyor said he was responsible. He knew the road from the Deeps to Newtown would cut up, & that road would have to be made, & the only way to find bad places was by the traffic.

When Mr. Birthistle was proceeding to read one part of his statement, the Chairman remarked that the matter it referred to had already been dealt with by Mr. Brennan.

Mr. Birthistle said it had been recommended that he be sent out of that, & in fairness it was up to him to make a statement.

The Chairman said the Committee had not recommended that he be sent away. They had recommended a change. He did not think the insinuation should be made against the Committee that they were trying to run him out of the County Council's employment. If members of the Council had been prepared to go out & do the work that the Committee had done he did not think it fair that they should be criticised inside & outside.

Mr. Birthistle said that anyway he thought he was entitled to make an explanation.

Mr. Hall said he thought Mr. Birthistle should hold his tongue.

The Chairman said that in connection with Mr. Birthistle's report to the Finance & Roads Committee with regard to the roads in the Southern portion of his district, Mr. Birthistle stated that he had appointed

men to draw sea gravel & that some of them did cart the gravel while others did not. Naturally the Committee considered that if carters were appointed for the work & did not do it it was his business to either get other men or report the matter to the County Council.

Mr. Birchall said he could have saved his face by reporting the matter to the Council. The men could put forward a very good case that they could not get gravel & they could not successfully take proceedings against them.

Mr. Corish proposed that the County Surveyor be instructed to open up a portion of Herlogue Quarry with the view of getting material for the Ennisceorthy road.

Mr. Sean O'Byrne seconded, & the proposal was passed.

Mr. Kehoe (Assistant Surveyor), stated he was rather surprised to see the paragraph in the report of his district about the spreading of the material. He instructed the men to spread the stones in long patches to be not more than a stone in depth. Motor drivers informed him that that was a good plan. He put the men on the roads in November but did not begin to do any real spreading until December.

The Chairman stated that the Committee drew attention to the stones being spread upon the edges of the roads, as they prevented water draining off the roads. The complaint that material was spread too late in the season was made to the Council year after year.

Mr. Kehoe stated he did not remember seeing the stones spread on the edges of the roads. He pointed out that Daghman Village, to which reference was also made in the report on his district, was not included in his area. Reverting to the spreading of the material, he explained that he considered it should not be spread before December & until the surface of the roads would be sufficiently soft to hold it. If it were put out earlier the action of the wheels of vehicles would grind it into dust & it would afterwards have to be scraped off as mud. From his experience, extending over a period of 25 years, it was a bad principle to spread material before the middle of December.

Mr. Birchall stated that he omitted in his statement to refer to the accusation of the Committee that there was a lack of supervision. He asserted that he made regular inspection of the roads & met all gangs concerned.

Mr. Jones, Assistant Surveyor, stated he had reported to the County Surveyor what had been done on his roads since the inspection.

Chairman - We must say, Mr. Jones, that we met you twice in different parts of your district on the one day.

Mr. Jones stated he was proud of the report made respecting his district. He took a great interest in his work which he would be sorry to give up & part with the men under him. They were honest straightforward men particularly the gangers. He, however, was willing to meet the Council on the suggestion of the Committee as regards asking him to accept superannuation. He recognised that a younger man than he was required for the work in future.

It was then decided that the further consideration of the report would be resumed at a Special meeting of the Co. Council to be held on 2nd March, (Monday).

Mr. Shannon, on behalf of the County Council, proposed a vote of thanks to the Roads Committee for their report. The Committee were honest & well-meaning & had no desire to penalise any officer or any man in the employment of the Council. They went out on inspection to give an honest verdict. He (Mr. Shannon) held no brief for anyone - Deputy Surveyor or otherwise, who would not carry out his duty, ^{but} in all fairness to the Committee, the Deputy Surveyor & all concerned they should not take any final action on one inspection. The Committee had recommended the permanent appointment of an Inspection Committee & he, therefore, considered the present Committee should make a further inspection before final action would be taken because it was the first time most of them saw a great number of the roads & they could not form a very considered opinion in reference to them. He had great pleasure in proposing that no final action be taken on the report until the Committee made a further inspection.

The motion was not seconded as the Chairman considered it more advisable to allow the Council to deal with the present Road Committee Report before such a motion as that made by Mr. Shannon, would be submitted for discussion.

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

"That Messrs M. Doyle & R. Borish, Members of the County Council & also of An Dail, be requested to approach the Minister for Finance with a view to securing a grant for relief of unemployment in the Rural

Districts. any money obtained to be spent in putting Bunscothy-Wexford, & other roads in a very bad condition at present into proper order.

Mr. Doyle said he was told that all the money for unemployment relief & for drainage last year had been exhausted & if he wanted anything under these heads he would have to go to the Minister for Finance & ask him to put in a certain amount of money into the Budget to cover this work. He asked the Minister for Finance about the drainage in Cahore District where thousands of acres were flooded. Very often the Government was extremely solicitous as to a few fishermen here & there. He (Mr. Doyle) did not object to any financial assistance which the fishermen were obtaining; he would be glad if they could get more. But the small holders in the north of the County whose lands were rendered useless by flooding were surely entitled to some consideration. It looked as if because they were not in an election area they would not be taken notice of. However, he & Mr. Borish would do what they could to meet the wishes of the Council.

Rate Collectors & Personal Bonds

a deputation from the Rate Collectors of the Council, consisting of the following attended before the meeting:-

Messrs J. Cummins, P. Walsh, J. J. O'Reilly, James Quirke, & J. Curtis.

Mr. Cummins, who acted as spokesman, said that as regards entering into personal bonds the Rate Collectors & their sureties would find themselves in a terrible way if the Local Government Department would insist on the full amount of the warrant being lodged by a particular date. The old collectors had always found it necessary to obtain accommodation from banks to enable them to close but circumstances were now different & the collectors would find it difficult, if not impossible, to induce the banks to allow them to have overdrafts even for a short period. The collectors would have to save their personal sureties & they asked the Council to accept the proposal to accept as closing a lodgment of all money collected & decrees for the balance of the recoverable rates. The collectors also considered they should be paid the 20 percent of poundage which had been retained on the 1924 Rate.

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

"That as regards personal bonds to be entered into by Rate Collectors we request the Local Government to accept as a closing of the Rate Collection the lodgment by the collectors of the full amount of the rates collected & decrees for the balance of the recoverable rates & to be able

to collect & the production of Decees for the balance of the Recoverable Rate. But that the Collectors be not expected to lodge the amount of Rate for vacant buildings & other unrecoverable items

Poisons & Pharmacy Act

On the motion of Mr. Bloney seconded by Mr. Hall the following resolution was adopted:-

"That licence under Poisons & Pharmacy act be issued Anastasia Somers, Coolgreaney, Inch, & renewals of licences be granted Joseph J. Haughton, Yerns, & Laurence Codd, 25, & 26 Main Street, Enniscaulhy"

Proposals for Works

Proposed by the Chairman seconded by Mr. Sean O. Byrne & passed nem. con. - "That the several proposals for new works & for renewals of contracts as appearing on Form 20 from R.D. Councils & Proposal Committee be & are hereby confirmed. That we also direct to be entered on Form 20 from Rural District Council the particulars of any contracts for Rural District Works accepted at this meeting"

Tenders for Roads

New Ross R.D. - 104 R. - Samuel Clunes, Rockstown, New Ross, accepted contractor at £37 on the motion of Mr. Bloney seconded by Mr. Hall.

There was no other tender.

105 R - Samuel Clunes, Rockstown, New Ross, tendered at £20 & was declared contractor on the motion of Mr. Bloney seconded by Mr. Shannon. There was no other tender.

Wexford R.D. - 108 W - Aidan O'neane, Cloonera, Yaghman, tendered at £29: 10: 0 & was accepted contractor on the motion of Mr. Sean O. Byrne seconded by Mr. Bloney.

Kiltrea Bridge, - Enniscaulhy 280 E.

The County Surveyor stated that this work had been placed in his charge but as it was a big job he had advertised & received two tenders: Michael Brennan, Sildaloo, Ballycaney, Yerns, tendered at £280 & John Bravone, Henrietta Street, Wexford at £298.

The tender of Michael Brennan was accepted on the motion of Mr. Shannon seconded by Mr. Pender.

New Ross Workhouse:-

The Chairman said he had a letter from Mr. James Rossiter, Upper Mary Street, New Ross, requesting that when the tenders for repair of roofs of workhouse buildings were being considered that his tender should not be considered. Tenders were invited for this work in January last by the County Surveyor. He wrote to the County Surveyor for a specification & spent some time examining the place. He then asked the County Surveyor when tenders should be lodged & was informed on January 9th that they should be lodged on 12th January. He had to use a motor cycle to get to Wexford on this date to lodge his tender. He handed same to County Surveyor who opened & looked at it & then told him to go home as there was no hurry. He heard no more about the matter until he saw it advertised in the local papers. He (Mr. Rossiter) did not think it was very business like for the County Surveyor to open his tender & then invite others, without telling him if anything was wrong with tender.

The County Surveyor stated that the tender of Mr. Rossiter's was very much over his (County Surveyor's) estimate & therefore did not think it necessary to detain Mr. Rossiter the day he attended. He kept his tender which was the lowest he had received.

The Chairman said that the Estimate of the County Surveyor for the work was £120. Mr. Rossiter (who worked at repairs to these buildings from time to time) for New Ross Guardians, tendered at £219. There were two other tenders, one at £242 & one at £270.

The County Surveyor in reply to the Chairman stated there was a specification prepared but it had not been written in detail.

Mr. Corish considered that the County Surveyor should have reported the circumstances to the last meeting of the Council.

Mr. Cummins proposed:- "That the work of repairing roofs of New Ross Workhouse buildings be placed in charge of Co. Surveyor at £120 - the amount of his estimate."

In reply to Mr. Corish the County Surveyor stated that if work was not completed for the £120 he would then stop the work. He admitted that he had underestimated & he believed now that the work would cost the amount in the tender of Mr. Rossiter.

Mr. Hall proposed:-

"That the work of repairing roofs of New Ross Workhouse Buildings be re-advertised"

After considerable discussion the following resolution was adopted on the motion of Mr. Corish

seconded by Mr. Corish:-

"That Mr. James Rossiter be approached in connection with his tender for repair of roofs of New Ross Workhouse Buildings & asked if he is still prepared to carry out the work at the price set out in his tender, viz., £219. Dailing his consent work to be re-advertised. That County Surveyor make a report to next meeting of the Finance & Roads Committee as to the situation".

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(Signed) Edmond O'Connell  
Presiding Chairman

Dated this 2<sup>nd</sup> day of March 1925

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