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WEXFORD COUNTY COUNCIL

MONTHLY MEETING - 11th DECEMBER 1939

MINUTES

County Hall,
WEXFORD.

N. J. FRIZELLE,
Secretary Wexford County Council.

The monthly meeting of Wexford County Council was held in County Council Chamber, County Hall, Wexford, on 11th December 1939.

Present:- Mr. D. Allen, T.D., Chairman (presiding); also Messrs. Moses Bolger^{J.T. Bolger}, Patrick Colfer, Richard Corish, John Day, Raymond Doyle, W. P. Keegan, John P. Kelly, James Kennedy, James Lawler, Sean O'Byrne, Miss N. O'Ryan, Michael Redmond, Thomas Redmond and Myles Smyth.

The Secretary, County Surveyor, County Solicitor and Messrs. R. J. Ennis, Thomas Cullen, P. O'Neill and T. Treanor, Assistant Surveyors, and Dr. Daly, County Medical Officer of Health were also in attendance.

The Minutes of last meeting were confirmed.

PAYMENTS

Treasurer's Advice Notes for £23011. 15. 9d were examined and signed.

WELCOME TO DR. DALY, COUNTY MEDICAL OFFICER OF HEALTH

The Chairman welcomed Dr. Daly to Wexford and hoped his lines in the County would run in pleasant places both for himself and the people. He (Chairman) was certain Dr. Daly would carry out his duties to the satisfaction of everybody.

Miss O'Ryan as Chairman of the County Board of Health extended a welcome to Dr. Daly.

The latter returned thanks for his kind reception by the Council and promised he would do his best to discharge his duties in the very best possible way.

RESIGNATION OF COUNTY COUNCILLOR

The following under date 10th December 1939 was read from Mr. P. Ronan, County Councillor:-

"I hereby tender my resignation as member of Wexford County Council."

Miss O'Ryan proposed the following resolution:-

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"That Mr. P. Ronan be asked to reconsider his resignation as County Councillor."

She said that Mr. Ronan had rendered very valuable service to the County Council and it would be a pity if he severed his connection with them.

Mr. Bolger seconded.

The Chairman endorsed Miss O'Ryan's observations, and stated it would be generally admitted that Mr. Ronan was a valuable member of the Council and it would be regrettable if at this late stage when the life of the Council was about to expire Mr. Ronan should leave them. He sincerely hoped that Mr. Ronan would withdraw his resignation.

The resolution was unanimously adopted.

CONFIRMATION OF MINUTES OF FINANCE COMMITTEE

MEETING 24th November 1939: The Minutes of this meeting were submitted as follows:-

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The fortnightly meeting of Finance Committee was held in County Council Chamber, County Hall, Wexford, on 24th November 1939.

Present:- Mr. Denis Allen, T.D. (Chairman) presiding; also Messrs. P. Colfer, W. P. Keegan, John P. Kelly, Sean O'Byrne and Miss O'Ryan.

The Secretary, Assistant Secretary, County Surveyor, County Solicitor and Rates Inspector were in attendance.

The Minutes of last meeting were confirmed.

PAYMENTS

Treasurer's Advice Notes for the following were examined and signed:- General payments £5051. 4. 9d; Transfer to County Wexford Vocational Education Committee for Enniscorthy School (erection of) £712. 0. 5d.

RATE COLLECTION

STATE OF: The following is the state of the Rate Collection to date of meeting:-

<u>Name of Collector</u>	<u>Percentage of Current Warrant and of three years' arrears collected.</u>
--------------------------	---

1. P. Nolan	51.8
2. J. Curtis	50.5
3. S. Gannon	49.6
4. E. J. Murphy	49.1
5. J. J. O'Reilly	48.9
6. D. Kenny	46.6
7. J. Deegan	46.1
8. M. Kehoe	46.0
9. A. Dunne	44.9
10. P. Doyle	43.1
11. J. Flood	42.2
12. J. Cummins	41.6
13. P. Carty	41.3
14. M. McCarthy	41.1
15. W. Doyle	40.5
16. J. J. Sinnott	38.9
17. J. Quirke	38.6
18. W. Cummins	38.2

Average 44.3.

Compared with the corresponding period last year there was an improvement of 2.5 per cent.

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RATE COLLECTORS ON PENSIONABLE BASIS: In connection with the proposal of the County Council to have all their Rate Collectors placed on a pensionable and permanent basis and letter from Department of Local Government and Public Health of 7th November 1939 (G.24286/2/39) the Secretary stated that eleven Rate Collectors were concerned. Five had given the information asked for by the Department of Local Government and Public Health and the matter would be further submitted to the Finance Committee when replies from the other six were at hand.

SMALL DWELLINGS ACQUISITION ACTS

PROPOSED TRANSFER OF HOUSE - JOHN HOLBROOK: The following under date 17th November 1939 was read as to proposed transfer of house erected by Mr. Holbrook to his sister, Mrs. Ethel O'Duffy, was read from Messrs. J. A. Sinnott & Co., Solicitors for Mr. Holbrook:-

"We are in receipt of your letter of yesterday's date in this matter and note that our request for permission for Mr. Holbrook to assign the house and plot to his sister, Mrs. Ethel Duffy, has been adjourned pending information being supplied as to the means of the Transferee.

In reply we wish to inform you that Mrs. Duffy's husband is an employee (a shunter) of the Great Southern Railways Co., whose wages amount to approximately £3 per week.

This ought to satisfy the Council as to the means of the Transferee to make the payments required for the loan.

If required, the repayments can be guaranteed by Mr. Matthew Holbrook, father of Transferor and Transferee. Mr. Matthew Holbrook's address is also Templeshannon, Enniscorthy, and he is a Plumber and Contractor."

The following resolution was adopted on the motion of Miss O'Ryan, seconded by Mr. Kelly:-

"The Finance Committee are prepared to recommend ~~the~~ the assignment of house of Mr. John Holbrook, Templeshannon, Enniscorthy, to the joint names of his sister, Mrs. Ethel O'Duffy and her husband, subject to the payment by Mr. Holbrook of legal expenses connected with the assignment."

MRS. MARY J. DOYLE, GURTEEN, INCH: The following letter under date 21st November 1939 to Mr. Elgee, County Solicitor, from Messrs. J. A. Sinnott & Co., Solicitors, Enniscorthy, Solicitors for Mrs. Doyle, was submitted:-

"We are in receipt of your letter of the 20th instant. We have been in communication with the Housing Officer with reference to his certificate in this case. We are writing him again today about the matter and will communicate with you on hearing from him."

JOSEPH KAVANAGH, MACOYLE: The following under date 22nd November 1939 (H.27991/2/1939) was read from the Department of Local Government and Public Health:-

"With reference to your letter of the 16th instant regarding the proposal of the Wexford County Council to make an advance of £200 under the Small Dwellings Acquisition Acts to Mr. Joseph Kavanagh in respect of a house at Macoyale Upper, Inch, I am directed by the Minister for Local Government and Public Health to state that he is advised that the reasonable market value of this house is £260 and he is not prepared to sanction an advance exceeding £150."

The Secretary stated that Mr. Elgee, County Solicitor, was communicating with Mr. Kavanagh to ascertain if he were prepared to accept the £150.

SHEEP DIPPING ORDER

The following letter under date 10th November 1939 (L.4030-39) was read from Department of Agriculture:-

"I am directed by the Minister for Agriculture to state, for the information of the Local Authority, that it appears from the report of a Departmental Veterinary Inspector who recently inspected sheep-dipping arrangements in County Wexford that the use of the dipping station on the premises of Dipping Inspector M. J. Hennessy at Monamolin cannot but be attended, in existing circumstances, with serious risk of contamination of a nearby stream. It is stated that the bath - an iron one of 200 gallons capacity - is sunk immediately beside the stream which flows away under the roadway and on through fields which are not the property of Mr. Hennessy. The Inspector recommends that the bath be removed to the end of the pen farthest from the stream, and also points out the need for an effective pump and repairs to the surfaces of the draining and catch pens.

The Minister will, accordingly, be glad to learn that steps will be taken, as recommended, to eliminate any risk of water pollution before the station is again used for dipping purposes, and to effect other improvements as indicated.

On the motion of Miss O'Ryan seconded by Mr. Kelly, the following resolution was adopted:-

"That copy of the letter of Department of Agriculture under date 10th November 1939 (No. 4030-39) relative to removal of sheep Swim Bath at Monomolin, Rathnure, be furnished Mr. M. J. Hennessey, owner of Bath and that he be instructed same must be removed to a site which will satisfy Mr. F. W. Taylor, M.R.C.V.S., Veterinary Inspector of the district."

The Secretary stated that Mr. Hennessy had called to County Council Office and stated he would remove the bath in accordance with any instructions received from the County Council.

The following letter under date 16th November 1939 was read from Mr. Patrick Ormonde, Ballyellis, Carnew, Lay

Sheep Dipping Inspector (Gorey District):-

"The following did not dip nor comply with the dipping regulations:-

Miss Bridget McDonald, Monaseed, Gorey.

Joseph Doyle, Kilnahue, Gorey.

William Somers, Kilanerin, Inch.

Doyle and Somers did not dip in 1938 dipping period."

Mr. Hennessy, Monamolin, Rathmure, Lay Sheep Dipping Inspector, reported that John Murphy, Senior, Ballindoney, Ballywilliam, and John Leary, Ballindoney, Bantry Commons, had failed to dip their sheep within the dipping period.

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

"That the County Solder be directed to institute proceedings against the following sheep owners who are reported as having failed to dip their sheep within the specified dipping period:-

Miss Bridget McDonald, Monaseed, Gorey.

Joseph Doyle, Kilnahue, Gorey.

William Somers, Kilanerin, Inch.

John Murphy, Senior, Ballindoney, Ballywilliam.

John Leary, Ballindoney, Bantry Commons."

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PROVISIONAL ROAD WORKS SCHEME

The meeting considered Provisional Road Works Scheme for 1940-41 as furnished each County Councillor.

The total amount for Roads was £116320 made up as follows:-

	£.
Main Roads	55296
County Roads	55494
Contingencies	2200
Relief	<u>3330</u>
Total	£116320

The allocation agreed to by the present Council for 1934-35 was £55,755 and a similar figure was fixed for 1935-36. For 1937-38 the figure was increased to £57130 and for the two years 1938/39 and 1939/40 the figure was £61,756 for Roads alone.

The County Surveyor held that the increase for the past two years as compared with 1937-38 was of little assistance to road maintenance owing to the expenditure for Conditions of Employment Act, curtailment of hours, week's holiday and increase in Insurance Rates for Workmen's Compensation Acts.

The Chairman pointed out that the following loans expired in the current year:-

	£.
Main Roads	1248
Relief Loan No. 1	874
Co. Roads Account - Deeps Bridge	<u>278</u>
	2400.

This amount less £780 (new loans), viz., £1620, would be available for County Roads which when compared with the main roads are in a poor condition.

As a preliminary the Chairman proposed and Mr. O'Byrne seconded the following resolution which was adopted:-

"That the County Council be recommended to agree to the following allocation for Roads for financial year 1940-41 as per Road Works Scheme:-

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	<u>1940-41</u>	<u>1939-40</u>
	<u>£.</u>	<u>£.</u>
Main Roads	30,000	33,980
County Roads	30,756	27,776
Special Works (County Roads)	<u>1,000</u>	<u>-</u>
	61,756	61,756.

That the County Council be further recommended to arrange that a substantial portion of the increase for County Roads as compared with last year's allocation be set aside. for special repair such as approaches to Churches and Schools. That the Council be further recommended to raise the equivalent of a rate of twopence in the £, viz., £3000 on the Rural area of the County to be allocated to roads other than Main or link and that the County Surveyor make special recommendations to Councillors as to the expenditure of this amount. This allocation would cover ordinary improvement for Fethard Road and also Roads in a somewhat similar category, but not the provision of steamrolling.

That the total allocation for Roads be recommended by the Finance Committee as follows:-

	<u>1940-41</u>	<u>1939-40</u>
	<u>£.</u>	<u>£.</u>
Main Roads	30,000	33,980
County Roads	33,756	27,776
Special Work	<u>1,000</u>	<u>-</u>
	64,756	61,756.

This will mean an extra allocation on County Roads of £6980 as compared with current year."

It was further decided that the County Surveyor in consultation with County Councillors prepare a scheme of special works for submission to the Council and embracing the £1000 recommended by Finance Committee for special works on County Roads.

The Chairman said that the figures recommended by the Finance Committee would give substantially the same Road Rate,

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for next financial year (1940-41) as for current year (1939-40). The special provision for Wexford Bridge will not be necessary in the coming year.

ROAD WORKERS AND INCREASE OF WAGES

The following resolution of Finance Committee of meeting of 27th October 1939 came up for consideration:-

"That the application for increased wages for County Council workers be considered at meeting at which Provisional Road Works Scheme will be presented."

After discussion the following resolution was adopted on the motion of Miss O'Ryan, seconded by Mr. Colfer:-

"That we recommend the County Council to increase the wages of their ordinary road and quarry workers from 30/- to 31s. 6d per week."

SALARIES OF FOUR ASSISTANT SURVEYORS

With reference to the application of Messrs. J. F. Birthistle, Thomas Cullen, R. J. Ennis and P. O'Neill, to have their salaries placed on an incremental scale the Chairman said the question of placing the Survey Staff on an incremental basis would have to be considered by the County Manager, and that being the case, it was better that the County Council should take no action in this matter for the present.

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ROAD MATTERS

ROAD BALLYCULLANE TO FETHARD: The following motion, which was circulated to County Councillors on 16th August 1939 and consideration of which had been adjourned from a previous meeting, stood in the name of Mr. Corish:-

"I hereby give notice of my intention to move at the meeting of Wexford County Council to be held on Monday, 9th day of October 1939, that the Council agree to borrow £4000 (Four thousand pounds) for the reconstruction of Road from Ballycullane to Fethard between Duncannon Main Line at Curraghmore via Saltmills to end of improved road at Dungulph, length, approximately $3\frac{1}{2}$ miles. Roads 817, 843 and 845 (parts of)."

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

"That we recommend the Council to agree to expend £4000 on improvement of Road from Ballycullane to Fethard between Duncannon Main Line at Curraghmore via Saltmills to end of improved road at Dungulph provided that half cost of the work be forthcoming from State Funds."

BALLINCASH LANE - PROPOSED AS PUBLIC ROAD: The following motion in the name of Mr. Kelly was adjourned from a previous meeting:-

"That Wexford County Council take over as a new road the thoroughfare from Main Road No. L.30 No. 40 Enniscorthy to Oulart from Tinnock Cross through Ballincash Upper to County Road No. 411 - approximate length 1370 lineal yards estimated cost of reconstruction £429."

(This motion was advertised in compliance with Section 25(2) of Local Government Act 1925).

Mr. Kelly agreed that consideration of this motion should be further postponed.

ENNISCORTHY FOOTPATHS: The following letter under date 21st November 1939 was read from the Town Clerk, Enniscorthy:-

"I am directed to transmit the following resolution, which has been adopted by Enniscorthy Urban District Council:-

That the attention of Wexford County Council be directed to the need for laying down new footpaths at Main Street, Enniscorthy, leading to the Cathedral."

In reply to the Chairman the County Surveyor said the amount for maintenance of main roads in Urban districts, was approximately the amount of the Rate which would be raised in these areas for the purpose. He did not recommend the present application as there were more urgent works required and at present there was a good flagged footpath leading to the Cathedral, Enniscorthy, which evidently it was proposed to replace by concrete.

The meeting approved of the recommendation of the County Surveyor.

CUSH GAP: The following letter under date 6th October 1939 from Mr. Laurence Murphy, Ballyconnigar Upper, Blackwater (adjourned for report of County Surveyor) was read:-

"Reference to the above matter which was before your Council meeting in the early Summer. The following landowners i.e., Thomas O'Brien, Laurence Murphy and Mrs. M. E. Sinnott, whose lands adjoin the Roadway at Cush Gap where the Chute existed, give notice to the Council that unless the Water Chute is erected there before the coming Winter and Rain Storms they will take proceedings for compensation in respect of any damage as a result of same. We disagree with every word of the County Surveyor in respect of his Report in this matter and would point out that it is not the Coast Erosion that is responsible for removal of Chute. The Blocks erected on the Beach at this point are still there, they are covered in the strand. The damage to the Water Chute is caused by the overhead water and if a properly erected

structure was placed there it would remain so for years without any loss or damage. We would refer to the Chute erected at Knocknasilloogue Gap and would suggest a similar erection at this Gap. It must be realised by the County Council that besides the loss of Lands and Houses the only Water Supply in the townland is endangered as a result of the removal of the Chute. Only a few years ago I was personally speaking to Mr. Barry on this spot or site and he gave them to understand they were compelled to keep that Chute there.

We ask the Council to take this matter seriously and have this very important matter reviewed."

The following report was read from the County Surveyor:-

"I made special inspection of Cush Gap and Knocknasilloogue Gap. In regard to the latter the slope to the Sea is gradual, and there is a roadway down to the shore. There is a galvanized iron trough running below roadway which is easily put in position with a few stakes. There is no extensive coast erosion at this place. At Cush Gap the road and footpath have been completely washed away owing to the coast erosion. Some time ago we put up a very elaborate troughing to carry surface water from the road, and at the end of this it was protected with heavy concrete work. This has all been washed away, and the concrete blocks over-turned. Coast erosion has been entirely responsible for the damage at this Gap, and very extensive works would be necessary at this place, but I do not consider circumstances, at the present time would warrant this."

It was decided that Mr. Murphy be furnished with copy of report of County Surveyor re Cush Gap.

DEFAULTING ROAD CONTRACTORS: The following report under date 11th November 1939 from Mr. Cullen, Assistant Surveyor, was submitted by the County Surveyor:-

"I shall be glad if you will bring the following Road Contractors before County Council as Defaulters:-

John Leary, Oulart	Road No. 425
William McGill, Ballingowan, Blackwater	" " 445
John Kinsella, Oylegate	" " 535
James Walsh, Kereight, Kyle	" " 623."

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

"That the County Council be recommended that Road Contractors who are reported as in default should be relieved of their contracts and that these be placed in charge of County Surveyor; or otherwise, the Council make such order as the County Surveyor believes most advisable for the upkeep of the roads concerned."

Miss O'Ryan raised the question of a contractor whose quarter's pay was £4. 5. 0 but who received Pay Order for £1. 5. 0 only. She did not think it right that the contractor had not been furnished with some statement as to the particular section of his contract which had not been carried out. This man was very badly needing the money and she believed his road was very well kept - in fact a model for many other contractors. In her opinion Assistant Surveyors should keep in touch with their Contractors from time to time during the year, more particularly those who were in default and explain to them why money was deferred or struck off. It would be very difficult in many instances to explain this by correspondence.

The County Surveyor pointed out that the contractor in question had been paid in full for the previous quarter so that on a contract of £8. 10s. he had received £5. 10s, more than $\frac{2}{3}$ of his full amount. He (County Surveyor) understood that this contractor had only $\frac{2}{3}$ of his material provided in time. The Assistant Surveyors were instructed to notify every contractor not paid in full and give reasons for the

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Deficiency in the payment. As a matter of fact, the Surveyors were supplied with post cards for this purpose.

Miss O'Ryan considered that it was not too much to ask the Assistant Surveyors to see the Road Contractors of their districts a couple of times each year and discuss road maintenance with them.

It was decided to refer this matter to County Surveyor for report.

RATHOLIN LANE: The following under date 13th November was read from Mr. Matthew Treacy, Ratholin, Killinick:-

"I have again to call your attention to the lane and I am asking for the last 5 years to have something done to it. Now, Mr. Nolan, Rate Collector, can tell you he saw a shaft breaking out of the car with a load and a wheel broke next day. It is in a terrible state. I don't see any good in telling Mr. Barry. If a couple of lorry loads of stones was got it would help to fill up the deep holes. Would you, for God's sake, do something for me - but I must pay the rates. I don't blame you, Mr. Frizelle; I am sure you will do your best for me."

It was decided to make further representations to the Office of Public Works for grant under Minor Relief Schemes Vote for repair of Ratholin Lane.

FLOODING AT MAYGLASS

The following under date 13th November 1939 was read from Rev. H. E. Lambert, C.C., Mayglass and six other ratepayers:-

"We, the undersigned, being ratepayers in the Electoral Division of Mayglass, hereby request you to be good enough to bring before your Committee, at an early date, that the area stretching from the Railway Crossing to Churchlands suffers much from flooding, owing to defective shores &c., resulting in serious damage to crops and poultry, and great inconvenience

to schoolchildren and people attending Mass through flooding of the Chapel and School-yards.

And we call on the County Council to take immediate steps to have this long-standing grievance remedied."

The following report was read from County Surveyor:-

"A recommendation to deal with this matter under a Minor Employment Scheme has already been forwarded to the Office of Works. The list of Works to be carried out has been received this morning from Office of Works, but this is not included."

FLOODING AT BLACKSTONE

Consideration of the following letter from Mr. A. Cleary, Blackstone, Duncormack, was adjourned from a previous meeting for report of County Surveyor:-

"I wish to ask you on my own behalf and on behalf of the tenants here in Blackstone when is the work to be carried out in the cleaning of this drain here in Blackstone leading to the sea. It was to have been done before the winter but now we have winter and very bad weather, it is already flooded and we cannot get to our houses or lands. Kindly do the best you can in the matter. We are in a very bad way. We have always paid our rates without any difficulty and we cannot get this badly needed work done; we will not pay any rates until something is done as it is in a very bad way.

There is a very dangerous turn when coming down the hill, The road is all broken away and it is nearly impossible for cars or lorries to come up or down at all. There is nothing done with it for the past year. I hope you will do your best to see to this without delay and greatly oblige."

The County Surveyor reported:-

"I made special inspection of this place. The County Road is slightly flooded at the far end but this is not the main cause of complaint. The laneway (not a County one) leads off the County Road, and this is frequently flooded,

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and is a great hardship and inconvenience to a large number of people using same. The matter has already been brought to the notice of the Office of Public Works as a very suitable job to be undertaken under Minor Employment Schemes. I, personally, consider that the work should be undertaken in this manner. I may note that this work has not been included in list from Office of Works received this morning."

It was decided that County Surveyor should make further representations in the matter to the Office of Public Works.

CLAIM FOR INJURY TO MILL AT EDENVALE

The following under date 18th November 1939 was read from Messrs. Kirwan & Kirwan, Solicitors, Wexford, on behalf of Shortle Bros., Castlebridge:-

"Messrs. Shortle Bros. have been with us in reference to their claim against the County Council for damage to their Mill at Edenvale by blasting operations carried on by the County Council in Edenvale Quarry and they brought before us your letter to them of the 24th March last in reply to their letter of the 7th March complaining of further damage. In connection with the statement of the County Surveyor that Messrs. Shortle Bros. made no specific claim, we desire to point out that on the 3rd October 1938 we wrote to the County Surveyor giving him the substance of a report made to us by Mr. T. J. Millar regarding the damage to the roof of the mill and the roof of the store, and adding that on hearing from him that he was prepared to put the work in hands in accordance with a specification to be prepared by Mr. Millar and under his supervision, we would send specification. The only reply we received to this letter was one asking for detailed estimates of the full claim. Presumably this request referred to the statement in our letter that Mr. Millar was not in a position to report regarding damage to the walls of the mill without making an extensive survey of

the quarry and mill premises. This survey our clients have not yet made but they insist that their claim in respect of damage to the roof should be dealt with immediately. The estimated cost of the necessary repairs is £50 and as the County Surveyor did not reply to the request contained in our letter of the 3rd October 1938 in relation thereto, we have now to inform you that we have received definite instructions to take immediate proceedings against the County Council unless we receive within a week from this date cheque in settlement of the claim as ascertained, together with the cost and expenses incurred by our clients as under:-

Estimated amount to repair the damage to the roof	£50. 0. 0
Mr. Millar's fee for inspection and report	3. 3. 0
Our cost in connection with the matter	<u>3. 3. 0</u>
	£56. 6. 0"

The following report was read from County Surveyor:-

"The Insurance Company have been furnished with full particulars of this matter from the start, and every letter in connection with same has been furnished to them. We can take no further action until the Insurance Company authorise us or proceedings are taken."

CLAIM FOR INJURY TO BOAT

The following under date 14th November 1939 was read from Mr. C. M. Clifford Gibbons, The Kraal, Kilmore Quay:-

It is now two years since the fishermen of Kilmore Quay appealed to you to do repairs to the fitting out basin of the harbour here. In spite of a further reminder nothing whatsoever has been done to it, with the result that my fishing boat has been severely damaged during the recent gale. As I hold you by your negligence entirely responsible for this disaster I will be sending you the bill for repairs as soon as I have found out what it will cost to carry out same."

The following report from Mr. P. Kehoe, Harbour Master,

under date 22nd November 1939 was submitted by the County Surveyor:-

"Your letter of the 18th instant to hand, and I beg to report as follows:-

On Wednesday 8th instant there was an exceptionally high tide due to Spring Tides together with strong South-West wind. Mr. Clifford Gibbons' fishing boat was at the time moored in the "fitting-out" basin, and at high tide (approximately 4 o'clock p.m.) on the date in question she burst her moorings and damaged herself against the outer wall of the basin. The damage as far as I can ascertain consists of broken stern and stern posts, propellor shaft bent and propellor damaged."

It was decided, on the motion of Mr. O'Byrne, seconded by Mr. Kelly, to inform Mr. Gibbons that the Finance Committee repudiate liability for the accident to his boat at Kilmore Quay in the circumstances as set out in the report of the Harbour Master.

CLAIM FOR INJURY AT ROSSLARE STRAND

The following under date 20th November 1939 was read from Jeanie Johnston, White House, Rosslare Strand:-

"I wish to notify you that on the evening of the 3rd instant at about 6.30 p.m., I met with an accident owing to a large stone being placed on the footpath outside Mr. Nicholas Lambert's house in Rosslare.

I understand the stone was placed in position to support a board against a new concrete wall being built by the County Council in front of Mr. Lambert's residence.

The stone was almost two feet long and nearly reached the centre of the footpath.

It was quite dark at the time, there being no street lights or Moon and I tripped on the stone and fell forward bruising my left knee and wrenching the muscles. My leg has become very painful and I have had to get medical treatment."

The County Surveyor said that Mr. Birthistle, Assistant Surveyor, would furnish report in this matter. He, (County Surveyor) had engaged a sub-contract^{or} for the work at Rosslare and in any case if there was any liability full particulars of the claim had been furnished the Insurance Company.

BARMONEY QUARRY

In connection with work at Barmoney Quarry there was issued from the County Surveyor's Offices official order to Jasper Codd, Hayestown, Wexford, to procure quarry dust. He appeared before the meeting and stated that on 9th instant when he went to draw the dust the Ganger, John Donovan, did not allow him to take it and in the course of a dispute between them he alleged he was assaulted by Donovan. He continued to draw the balance of the order for dust in spite of Donovan's objection.

John Donovan, Ganger, who also attended, explained that when Mr. Codd came to the quarry there were many orders in hand and he explained to Mr. Codd that until those had been filled the dust for him was not available. Mr. Codd resented this and Mr. Donovan alleged that Mr. Codd struck him with a shovel. He produced a doctor's certificate as to his injuries to support this.

Mr. Cullen, Assistant Surveyor, said he would be glad to see that some regulation was kept in the quarry. Donovan was a very satisfactory man. He had more orders in hand than he could fill and it was necessary that regulation in filling these orders should be observed.

After further discussion it was decided that no action be taken in regard to the incident between Messrs. Codd and Donovan in view of the probability of Court proceedings.

As regards drawing of quarry dust it was decided that in future a statement should appear on Official Orders that they would be filled in order of priority and unless in very special circumstances a different rule would be made.

TOMGARROW QUARRY

The following report under date 11th November 1939 was submitted by the County Surveyor from Mr. Cullen, Assistant Surveyor:-

"I have to report that on yesterday, 10th instant, the Ganger in charge of above Quarry (Walter Bradley) suspended one of the workmen, Martin Crosbie. I understand that Crosbie was working in the quarry with a number of other men, when his son came to him, and he left his work without notifying the Ganger, or getting permission.

The Ganger at the time thought he was going to the Quarry Hut, but in a short time found he had gone home, and he immediately followed and suspended him."

The County Surveyor stated that Martin Crosbie had been suspended for about a week and he considered this to be sufficient punishment for his neglect of duty. The Finance Committee approved of the County Surveyor's action in the matter.

TEMPORARY CLERICAL ASSISTANT

The following under date 10th November 1939 (G.4508/17/39) was read from the Department of Local Government and Public Health:-

"I am directed by the Minister for Local Government and Public Health to refer to your letter of the 30th ultimo and I am to state that he has sanctioned the continued employment of a temporary clerical assistant for a further period of two months from the 1st instant with remuneration at the rate of £2. 10. 0 per week."

SUPERANNUATION MISS JANE O'KELLY, DOMESTIC ECONOMY INSTRUCTRESS

The following under date 10th November 1939 was read from Mr. A. K. Killeen, Chief Executive Officer, Co. Wexford Vocational Education Committee:-

"I enclose extract of minutes of meeting of my Committee held on the 7th instant at which a superannuation allowance of £84: 19: 8 together with Cost of Living Bonus thereon, with effect as from 25th June, 1939, was awarded to Miss Jane O'Kelly recently retired Domestic Economy Instructress at Enniscorthy Technical School.

I also enclose for your information copy of a letter from the Department of Education (Technical Instruction Branch) dealing with the matter.

My Committee's resolution is still subject to the sanction of the Minister of Local Government and Public Health, who is also being forwarded a copy of the resolution."

The Secretary stated that the Committee were empowered by Section 25 of the Vocational Education Act 1930 to grant this superannuation. The County Council had to pay the amount but half was recouped by the State.

PRINTING RATE BOOKS FOR FINANCIAL YEAR 1940-41

Two tenders were received for the printing of Rate Books for 1940-41, viz., Messrs. Redmond Bros., Enniscorthy £40 and Messrs. English & Co., Quay, Wexford £25. (The price for this work for current year was £37).

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

"That the tender of Messrs. English & Co., Quay, Wexford, for printing Rate Books for next financial year at £25 be accepted."

NEXT MEETING OF FINANCE COMMITTEE

The following resolution was adopted on the motion of Miss O'Ryan seconded by Mr. Kelly:-

"That as the date of next meeting of Finance Committee falls on December 8th 1939 (which is a Catholic Holyday) the said meeting be held on the 7th December 1939."

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

"That the Minutes of Finance Committee in respect of meeting held on 24th November 1939 be received and considered!"

PROVISIONAL ROAD WORKS SCHEME: The Chairman said that in effect the recommendation of the Finance Committee would mean they would raise the same amount of money this year for roads. They would have additional money for third-class roads on account of loans expiring and the 2d they spent last year on Wexford bridge.

The County Surveyor went in detail into the figures and said that as the Council did not see their way to give an increase the allocation was the most reasonable they could make.

Chairman - We have given an increase.

County Surveyor - The Rate would be the same.

Miss O'Ryan - You will get for roads the amount raised for Wexford bridge last year.

County Surveyor - And £1,200 odd on loans that expired.

In reply to Mr. Corish the County Surveyor said that he was allocating £500 for repair of Wexford Bridge and there would be a balance left for it from the current allocation.

Miss O'Ryan thought the scheme was very reasonable, because all the Councillors and the general public could see for themselves that the Council and the County Surveyor had done very well for main roads. The main roads were good, and the Finance Committee thought that, without doing away with the grant they were getting for main roads some of the money should be allocated to the third-class roads, so that they could begin now and see that the third class roads would be brought up to a reasonable state of perfection. They had gone into the matter very carefully, and she did not think the Council would improve on the proposals put forward

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that extra money be put on the thirdclass roads.

Chairman - We will lose £703 of a grant by reducing the main roads.

Mr. Doyle said they had laid out a considerable amount on the main roads to put them into good condition, and judging by the general trend of things they might expect that the traffic on those main roads would be less for some time. Even that was indicated to-day due to petrol restrictions and other factors. The third-class roads through the country ~~were~~ were in very bad condition and they would expect that in view of increased tillage, they would have more use for the roads and more traffic on them. He thought that in so far as the amount for main roads was concerned it should have suffered a bigger reduction.

Mr. T. Redmond thought the recommendation was a very wise one. He agreed that the main roads had improved considerably in the last few years, and if improvement continued, they would be good in a short time, and thought it was a wise move to transfer some of the money from the main roads to third and fourth-class roads, because they were in a bad state, especially in the part of the country from which he came.

Mr. M. Redmond said the Council agreed to an increase in the road estimate two years ago on condition that third and fourth-class roads came in for special treatment. Some roads in his area were specified, and those roads had not received the special treatment although the Council agreed to raise the estimate so that they should be put in proper repair - 4d in the £, he thought.

The Chairman said that the County Surveyor explained that portion of that extra money that they put up some years ago was eaten up in the holiday fund and the hours of work of the workers were reduced about the same time. That made a serious inroad on the increase given for the roads at that time.

In reference to the passing that day of a proposition to raise a loan of £2,000 for the reconstruction of a road, the Chairman said that if that were agreed to by the Local Government Department and the Department agreed to give £2,000 grant, the interest and sinking fund would have to come out of the allocation they were now making for roads. He thought the Council should set their faces and tell the County Surveyor and decide themselves, that no further money would be put up during the year than the £61,400 - that that should meet the maintenance of all roads and all contingencies during the coming year.

Mr. O'Byrne said he did not think they could do any better than they had done because undoubtedly third and fourth class roads wanted any improvement that they could afford to give them.

The adoption of the Finance Committee's recommendation in regard to the Road Works' Scheme was proposed by Mr. O'Byrne, seconded by Mr. T. Redmond and adopted.

ROAD WORKERS AND INCREASE OF WAGES: The adoption of the recommendation of the Finance Committee was proposed by Mr. O'Byrne seconded by Mr. Kelly.

Miss O'Ryan - We knew that with the increased cost of living and one thing or another, our road workers would be coming to us and would have a very good claim. Insurance is very heavy - 1s. 5d - and we thought that if we gave a figure corresponding to insurance, they would have the figure they are getting at present, free.

Chairman - It was not for the purpose of paying insurance. It was really to meet the cost of living.

Mr. Kelly - It means 1s. 6d a week to the road workers

Mr. Corish - Any chance of going a bit higher?

Chairman - I think we are acting as reasonably as we can.

The Chairman added that they would have to be very

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definite in regard to the allocation for roads. If the loan for the road that had been referred to by Mr. T. Redmond were agreed to, it would have to come out of the estimate too. The County Surveyor would have to find the interest and sinking fund of that loan.

The recommendation of the Finance Committee was adopted unanimously.

Following consideration of the proposal to increase wages of ordinary Road workers from 30/- to 31s. 6d the Chairman said:- As you have agreed to these increases I would point out you may have an increase in rates in the coming year, because provisions for the Board of Health and the Mental Hospital are going up very sharply and you are bound to have to face some increase in the coming year. The fact that you didn't increase the amount for roads doesn't mean that you won't have some increase. It is well that the Council should bear that in mind when passing the estimate - whether they should have reduced the estimate. I am wondering about what might happen later on.

Mr. Doyle - Would it be possible to make a survey of activities of the Council to see if, in this time of urgency, there is some service that could be laid aside? You might set up a committee.

Mr. Corish - That might bring unemployment in its train.

Chairman - The Council will try as far as possible to carry on normally and give the normal amount of employment, but there may be directions in which the County Surveyor can, without reducing employment have savings. I am not at all happy that we aren't spending a good deal of money on, say, petrol and lorries and things like that. The County Surveyor probably could try to make some saving on these or certainly he should look after them very closely. Here is what may be happening all the time, and I think, if examined,

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it is happening - that although we give an increase on roads - and year after year we have given a good number of increases in the lifetime of the Council - a lot of that money is eaten up in petrol, extra tar and machinery, and the roads get no benefit so I think we should issue a warning to the County Surveyor that this increase of £7,000 on third-class roads should be definitely spent on providing material for those roads.

Mr. Bowe remarked that it was not customary to have those roads tarred.

Chairman - But we are spending more on machinery. We have a big number of rollers and a lot of lorries and I think a lot of our money is being spent on these. I would like to ask the County Surveyor to be as careful as possible in regard to expenditure on machinery and things like that, that give no return in the matter of labour.

SALARIES ASSISTANT SURVEYORS: Mr. Corish moved his adjourned motion that the salaries of the four Assistant Surveyors, viz., Messrs. J. F. Birthistle, R. J. Ennis, T. Cullen and P. O'Neill, be placed on an incremental basis. He said he had pointed out at a previous meeting that out of the 28 administrative areas in this country Wexford was practically the only place in which the Assistant Surveyors are not on an incremental salary. The average service of the assistant surveyors in County Wexford was eighteen years and the proposed increments were £10 a year up to a certain figure and £15 a year afterwards up to an agreed maximum. All the figures had been given at a previous meeting. If the motion was agreed to, the cost to the County Council would be only £40 in the first year and the maximum outlay when it was reached in twelve years would be £500. The Assistant Surveyors had a good deal of travelling to do and owing to the cost of petrol their

expenses had increased considerably. The average salaries of the Assistant Surveyors at present was £275 and they were asking for an incremental scale with a maximum of £400 a year.

Mr. Kelly seconded.

Mr. T. Redmond said that conditions had changed since this was before the Council previously. The price of petrol had increased and he thought the Council should give the motion favourable consideration.

Miss O'Ryan said she was not against giving officials good pay so as to ensure good service to the Council, but apart from the question of whether the Council could afford to give an increase, she thought the time was not opportune because in a short time there would be a change in the management of the County and all these matters would be placed on a different basis. It would not be fair for the Council to make a change in conditions of their employees who may be affected by the change in management later on.

The Chairman said that was the only reason he had in mind for the postponement of the motion, but whether a postponement would be an injustice to the Surveyors or not was another matter. When Mr. Corish first proposed his motion the Council promised to consider it at this meeting in connection with the Roads Scheme.

Mr. Corish - They may be given higher increments by the Manager.

Mr. Doyle said the amount allowed to the Assistant Surveyors for travelling expenses, £175 a year, probably gave them a profit on the actual expenses and brought the salaries up from £275 to £450. It was put forward that the County Wexford Assistant Surveyors were the worst paid in the country. He did not see that, from the circular sent to the members by the Assistant Surveyors. The general condition of the ratepayers at present hardly

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justified an increase and he suggested that the travelling expenses allowed could be reduced and the salaries increased by a corresponding amount so that it would not increase the burden on the Council.

Mr. M. Redmond said that the County Council's term of office was practically expired or would expire after a few months. The cost of living had increased since they considered the matter before. The application had been refused twelve months ago because the Council came to the conclusion that the Assistant Surveyors were as well off all that time as they had been for a number of years previously, but in the altered conditions of the present time he would be in favour of the motion, only for the life of the Council being so near expiration. He was sure the application would be fully considered under the new administration, and under all the circumstances he was in favour of the Finance Committee's recommendation to defer the matter.

Mr. Bowe said he agreed with Mr. Redmond and would support Miss O'Ryan's proposition.

Mr. Doyle said the Minister for Finance stated recently that we have to pay for our neutrality in the war and he presumed that the Assistant Surveyors would have to bear their share too.

Miss O'Ryan said she would be willing to meet the Assistant Surveyors by giving them something like 1d per mile extra or a bonus on their travelling expenses for the present, towards their out-of-pocket expenses.

Mr. Lawlor was in favour of this suggestion.

The Chairman said the £175 allowed to the Assistant Surveyors for travelling expenses was something above the average in other counties. There would be an amalgamation of the services within the coming year if the County Management Bill became law in its present form, and it was the policy of the Local Government Department to amalgamate

the services of the engineers of the County Councils and Health Boards. That was why he favoured an adjournment of the application. If the matter was urgent he would suggest reducing the travelling expenses to £150 and increasing the salaries; which would be of more advantage to the Assistant Surveyors on retiring, because it was the salaries counted towards superannuation.

Mr. Ennis, Assistant Surveyor, said the Chairman was mistaken about the travelling expenses in other counties. The Assistant Surveyors in Wexford worked out their mileage and found that the travelling allowance averaged 3.7 pence a mile, whereas in most other counties the allowance was 5d to 6d per mile.

The Chairman said this was a limit of £100 in some Counties so he was told by the Local Government Department. No county reached £170.

Mr. Ennis said that in many counties the travelling expenses at 5d and 6d a mile reached £250, but in County Wexford the allowance was commuted to a fixed sum of £175.

Miss O'Ryan - It would be grossly unfair for us to bring in anything that might prejudice the new administration. As a temporary measure she would propose a small bonus on travelling expenses to cover the present period of stress.

Mr. Keegan - How will that affect the people who ~~have~~ have to pay the piper. If you make four divisions of £40 it is sure to be cheaper than the bonus.

Mr. Doyle proposed and Mr. Bolger seconded that the recommendation of the Finance Committee to postpone the matter be adopted.

Miss O'Ryan proposed that the travelling expenses allowance be increased from £175 to £200.

Chairman - That would cost more than Mr. Corish's motion.

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Mr. Keegan - It would be £30 each compared with a total of £40.

Miss O'Ryan withdrew her proposition.

The Chairman said that there was a big principle involved. The war had only started and the County Council had a big number of workers to pay, Mental Hospital, Health Board and their own employees and they would find it very hard to resist demands for increased wages from these people if they started now by giving an increase to the surveyors. They had not given any increase to the road gangers. The only increases they gave were to the lowest-paid, the road workers, to whom they gave 1s. 6d a week. The amalgamation of services would be a fundamental feature under the County Manager who would have the right to fix an equitable salary for all officers subject to sanction by the Local Government Department.

Mr. Corish - The Bill may be amended.

Chairman - If the Bill was passed it will come into operation next June. It is expected that there will be a County Council election in June.

On a show of hands the recommendation of the Finance Committee was adopted by eleven votes to four.

BALLYCULLANE - FETHARD ROAD: Mr. Corish proposed and Mr. Kelly seconded the following resolution which was adopted:-

"That the Tourist Association be requested to approach the Minister for Local Government and Public Health with a view to securing a State Grant of fifty per cent of the cost of repairing Ballycullane-Fethard Road, as both Duncannon and Fethard are important watering places."

Mr. Redmond and Mr. Kennedy complained of the condition of the road from Ramsgrange Cross to Portersgate. From Kilbride Cross to Portersgate they described as the worst road in the area - far worse than the road on which

according to the motion of Mr. Corish they proposed spending £4000.

Mr. Redmond held that New Ross Area had certainly the worst roads in the County. He advocated that the £4000 recommended for the Ballycullane-Fethard Road should be divided and £2000 of the amount spent on the road from Ramsgrange Cross to Porter's Gate.

Mr. Colfer said that £2000 would do very little on either of these roads.

The Chairman agreed with the statements of Messrs. T. Redmond and Kennedy as to Road - Ramsgrange Cross to Porters Gate - being one of the worst in the County when the traffic it had to bear was taken into consideration. They should not forget that the Department of Local Government and Public Health had already turned down the application for a grant for the Ballycullane Fethard Road as there was a main road parallel to it.

After further discussion, it was decided on the motion of Mr. Corish, seconded by Mr. Colfer, that the recommendation of the Finance Committee to expend £4000 on Road from Ballycullane to Fethard be accepted provided a State Grant of 50% for reconstruction be forthcoming.

Mr. T. Redmond gave the following notice of motion for consideration at meeting of County Council to be held in February 1940:-

"I hereby give notice of my intention to move at the meeting of Wexford County Council to be held on 12th February 1940 that the County Council consent to borrow £4,000 (Four Thousand Pounds) for the reconstruction of Road, Ramsgrange Cross to Porter's Gate, main road from New Ross to the Hook, this proposal to be conditional on 50% of expenditure on said Road being provided by State Grant."

Mr. T. Redmond proposed and Mr. Kennedy seconded the following resolution:-

"That the Tourist Association be requested to approach Minister for Local Government and Public Health with a view to securing a State Grant of 50% of the cost of reconstructing road from Ramsgrange Cross to Porter's Gate as this road is constantly used by tourists to the Southern watering places of the County."

Passed.

ENNISCORTHY FOOTPATHS: Mr. Lawlor said that the footpath in question was most uneven and most unpleasant to walk on.

The County Surveyor said that the piece of path at the other side of the Cathedral in Enniscorthy had been concreted and the application was to join up with this to end at Irish Street. It was a question of finance.

The Chairman saw no reason why out of the money allowed for maintenance of main roads to Enniscorthy Urban Council by the County Council the Urban Council should not concrete this piece of footpath.

In reply to query the County Surveyor said that the Urban Districts were paid a flat rate per mile for the maintenance of the main roads in their areas.

Mr. Corish held that the flat rate was not sufficient for proper maintenance.

County Surveyor said that the allowance for maintenance of all main roads was an average of £92 per mile. In Enniscorthy Urban for something under two miles of main Roads £300 had been allowed in the current year. New Ross Urban with almost a similar mileage to Enniscorthy was allotted £250 and Wexford Urban for $2\frac{3}{4}$ miles £300. This year there was also a special allocation of £50. As Urban Councils had to pay higher wages than the County Council for rural work the Urbans were given a higher figure.

CUSH GAP: The County Surveyor said he had seen some of the people concerned recently and he was considering if any system could be devised to meet the situation. It had been suggested to cut back the slope. He would look into the matter again.

TOMGARROW QUARRY: Mr. M. Redmond said that Crosbie was informed by his son that a cow of his was dying and became so flustered he left the quarry without informing the Ganger. Crosbie admitted that he passed the Ganger on his way from the quarry. He (Mr. Redmond) was not making any apology for what Crosbie did but wished to explain that what happened was not a deliberate neglect of duty.

Mr. Keegan raised the point as to Gangers, according to the resolution of the Council, not having power to suspend workers. This was a matter in the hands of the Assistant Surveyors.

Mr. T. Redmond believed that subject to confirmation by the Assistant Surveyor he believed that Gangers should have the power of suspension.

The County Surveyor said that the Ganger should have power to take immediate action in the case of neglect of duty or disobedience to lawful orders. If he did not act properly the Assistant Surveyor or the County Council would deal with him. Without the Gangers having some power discipline could not be maintained.

Mr. Colfer asked why had Crosbie been allowed to remain so long idle.

The County Surveyor said he had to wait for the decision of the Finance Committee in the matter.

Mr. Bolger said that Gangers should have power to direct the men what to do and if the Ganger had any complaint he should make it to the Assistant Surveyor.

The Chairman said there would be nothing but

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indiscipline in road work if all power was to be taken out of the Gangers' hands. He did not see that it had been necessary to submit this particular case to the Finance Committee. It should have been dealt with directly by the County Surveyor.

Mr. T. Redmond proposed and Miss O'Ryan seconded the following resolution which was adopted:-

"That all matters in connection with work on roads and in quarries (unless of a very grave character) be left in charge of the County Surveyor."

On the motion of Mr. Colfer seconded by Mr. Kennedy, the following resolution was adopted:-

"That Minutes of Finance Committee of 24th November 1939 as submitted to this meeting be, and the same are, hereby confirmed and approved except in so far as same may have been altered or amended by resolution adopted at this meeting."

MEETING 7th December, 1939: The minutes of this meeting were submitted as follows:-

The fortnightly meeting of Finance Committee was held in County Council Chamber, County Hall, Wexford, on 7th December 1939.

Present:- Messrs. W. P. Keegan, John P. Kelly, Thomas McCarthy, Sean O'Byrne and Miss O'Ryan.

On the motion of Mr. O'Byrne seconded by Mr. Kelly, the chair was taken by Miss O'Ryan.

The Secretary, Assistant Secretary, County Surveyor, County Solicitor and Rates Inspector were in attendance.

The Minutes of last meeting were confirmed.

PAYMENTS

Treasurer's Advice Note for £5746. 19. 0d was examined and signed.

NEXT MEETING OF COMMITTEE

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

"That to enable County Council workers to receive Pay Orders in time for Xmas next meeting of Finance Committee be held on Thursday, 21st December 1939."

RATE COLLECTION

STATE OF: The following is the state of the Rate Collection to date:-

<u>Name of Collector</u>	<u>Percentage of Current Warrant and of three years' arrears collected</u>
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1.	P. Nolan	53.1
2.	J. Curtis	51.2
3.	J. J. O'Reilly	50.7
4.	E. J. Murphy	50.4
5.	S. Gannon	50.3
6.	J. Deegan	48.6
7.	M. Kehoe	48.1
8.	P. Carty	47.5
9.	D. Kenny	47.3
10.	A. Durne	45.8
11.	J. Cummins	44.6
12.	P. Doyle	44.3
13.	J. Flood	43.9
14.	M. McCarthy	42.6
15.	W. Doyle	41.8
16.	W. Cummins	39.5
17.	J. J. Sinnott	39.3
18.	J. Quirke	38.7

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The amount collected at corresponding period last year was 45.2%.

The Collectors stated that they had been greatly hampered owing to the hold up of Fairs.

It was decided to examine at next meeting of Finance Committee the progress which had been made by the Collectors for the previous month.

RATE COLLECTORS ON PENSIONABLE BASIS: The Secretary stated that the 11 Rate Collectors regarded as on "Part time" and who the Council asked to be placed on a pensionable and permanent basis had replied to the query of the Department of Local Government and Public Health relative to other occupations etc. None of these Collectors had any occupation or held land except the following:- Philip Doyle, John Deegan and John Flood.

Philip Doyle held 9 acres of land on Shilmalier Commons, valuation £2. 15s. Also house and 5 acres, valuation £5. 15. 0 also on Shilmalier Commons nearly all mountain. Keeps one cow but wife looks after the animal.

John Deegan. No other occupation. Keeps a cow and a couple of pigs. Makes no profit. Cow is kept for the use of the household. Holds seven statute acres - Poor Law Valuation, Land £3. 5. 0; Buildings £1. 10. 0. Total £4. 15. 0d. Duties as Rate Collector take up all his time.

John Flood. Caretaker Clonroche Water Supply for Board of Health, salary £10 per annum. Takes two hours per week to look after this. Holds no farm. The total valuation of house property which he owns is £7. 10. 0d.

Mr. O'Byrne proposed and Mr. Keegan seconded the following resolution which was adopted:-

"That having examined the position of the eleven Rate Collectors who are on "part-time" basis, we recommend the County Council to urge the Department of Local Government

and Public Health to have these officials placed on a pensionable and permanent basis as officers of the Council."

APPLICATION FROM RATE COLLECTORS: The following under date 5th December 1939 was read from Mr. J. M. Curtis, Hon. Secretary of the County Rate Collectors:-

"At a meeting of Rate Collectors held in Wexford, the following resolution was passed:-

That owing to the stoppage of fairs for the past month some Collectors find it impossible to have 50% and one year's arrears collected by the 15th December. We, therefore, ask the County Council to extend the time as follows:- No. 1. That the 31st December be fixed to have amount equivalent to first moiety of current Rate collected. Poundage be paid when that is done. No. 2. That the 31st January be fixed to have amount of first moiety and one year's arrears collected."

The following is copy of letter from Department of Local Government and Public Health - 23rd October 1939 - (G.2732/10/39) dealing with payments of poundage:-

"With reference to your letter of the 21st August I am directed by the Minister for Local Government and Public Health to state that he has sanctioned the following conditions in regard to Rate Collectors poundage in respect of the 1939-40 warrant:-

Interim payment - 60% of 1st moiety and arrears of 1938/39 by 15th November - 75% of poundage on lodgments.

First Moiety and previous years arrears by 15th December - Full poundage on amount of first moiety and previous years arrears.

65% of warrant and previous years arrears by 31st January 1940 - 75% of poundage on lodgments.

Final payments to be considered in the light of the date and the manner in which the warrant is closed by the dates specified in the Public Bodies Order or such later date as

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may be approved having regard to the dates on which the arrears lists can be dealt with."

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

"That full poundage be paid Rate Collectors who lodge full amount of first moiety of current Rate and arrears of 1938-39 by 31st December.

That the Department of Local Government and Public Health be asked to sanction this proposal."

APPLICATION TO CANCEL TENDER FOR PRINTING RATE BOOKS: The following under date 29th November 1939 was received from Messrs. English & Co., Quay, Wexford, who had been accepted at the meeting of Finance Committee on the 24th November 1939 for printing Rate Books for next financial year, amount £25:-

"Regarding our tender for the printing of the Rate Books 1940/41 dated the 23rd instant, we regret that we misunderstood the specification for this work which has been altered very considerably since we did it some years ago and we will therefore be glad if you would kindly allow us to withdraw the tender."

The Secretary stated that the only other tender received for this work was from Messrs. Redmond Bros., Enniscorthy, at £40. This firm carried out the printing of Rate Books last year at £37.

The following resolution was adopted on the motion of Mr. Keegan seconded by Mr. Kelly:-

"That, as the Finance Committee believe Messrs. English & Co. made a genuine error in the amount which they quoted for the printing of Rate Books for 1940-41 viz., £25, we recommend the County Council to allow the quotation to be withdrawn. In the circumstances we recommend the acceptance of quotation of Messrs. Redmond Bros. at £40 for this work."

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PRINTING FORMS AMALGAMATED LISTS: The following tenders were received for the printing of 900 forms for Amalgamated Lists in connection with relief of Rates for employment:-

Messrs. English & Co. - £1. 19. 0d.

Free Press - £2. 10. 0

People - £2. 18. 6d

Redmond Bros. £3. 0. 0

Echo - £4. 2. 6d.

It was decided on the motion of the Chairman seconded by Mr. Kelly that the tender of Messrs. English & Co. at £1. 19s be accepted for the work.

SMALL DWELLINGS ACQUISITION ACTS

JOHN HANSTOCK, BALLINATRAY, COURTOWN HARBOUR: The following under date 19th December 1939 was read from Department of Local Government and Public Health (H.30630/1939 Loch Garman):

"With reference to your letter of the 8th ultimo regarding proposed advance of £100 under Small Dwellings Acquisition Acts to Mr. John Hanstock please forward Plan and Specification in respect of the house to be erected at Ballinatray, Courtown."

The Secretary stated that copy of this letter had been furnished to Mr. Hanstock.

JOHN HOLBROOK, TEMPLESHANNON, ENNISCORTHY: The resolution adopted at Finance Committee meeting on 24th November last as to assignment of house of John Holbrook to his sister, Mrs. Ethel O'Duffy as follows was read:-

"That Finance Committee are prepared to recommend the assignment of house of Mr. John Holbrook, Templeshannon, Enniscorthy, to the joint names of his sister, Mrs. Ethel O'Duffy and her husband, subject to the payment by Mr. Holbrook of legal expenses connected with the assignment."

This was forwarded to Messrs. J. A. Sinnott & Co., Enniscorthy, for Mr. Holbrook.

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Following this a telephone message was received from Messrs. Sinnott & Co. that Mr. Holbrook was not in favour of having the assignment in the names of his sister and her husband. They pointed out that any of the parties selected by the Council would guarantee the repayment of the loan, as they wanted the assignment of house to be in Mrs. O'Duffy's name only. They also stated they would reinforce this message with a letter but so far this had not come to hand.

Mr. Elgee said that Messrs. Sinnott & Co. had written to him in the terms referred to by the Secretary. It was mentioned that there was a rumour in Enniscorthy that this house was being let to a tenant.

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

"That Messrs. Sinnott & Co., Solicitors for John Holbrook be informed that the Finance Committee cannot see their way to alter the resolution pointing out that the Council were recommended to accept the assignment for house of Mr. John Holbrook in the name of his sister, Mrs. Ethel O'Duffy and her husband."

JOSEPH KAVANAGH, MACOYLE, INCH: Mr. Elgee, County Solicitor stated that this applicant had written he was satisfied to avail of loan of £150 in connection with the erection of the house.

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

"That the Government be requested to allow the issue of housing grants for houses which will be completed by 30th June 1940."

ROAD IMPROVEMENT GRANT 1939/40

Under date 29th November 1939 the Department of Local Government and Public Health (Roads) wrote (SGT/32) approving

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of Scheme covering £13,500 for works of Road Improvement proposed to be carried out by the County Council under the terms of the Minister's letter (SGT/201 - 5th October 1939).

EMPLOYMENT SCHEMES VOTE 1939/40

ROADS (RURAL): Under date 29th November 1939 the Department of Local Government and Public Health (Roads) wrote (RU/206/32) as regards the above Scheme for 1939/40 (Rural) approving of the Roads selected in the Rural Areas of the County and covering an expenditure of £7,400, viz., State Grant, £5,460; Local Contribution £1,940.

ROADS NEW ROSS URBAN: The Department of Local Government and Public Health (Roads) wrote under date 13th November 1939 (RU.206/109/2) approving of the Scheme of Road Works in New Ross Urban District covering an expenditure of £2,255 made up of State Grant of £1955 and Local contribution of £270.

The Secretary stated the County Surveyor had the matter in hands. The Urban Council had agreed to raise the local contribution.

The County Surveyor stated he had written the Town Clerk of New Ross about the matter. They had two grants "going" in the Urban District at the present time, but they were held up because the services of a carpenter and mason were not procurable.

THE RE-BUILDING OF PALLAS BRIDGE - (RIVER BANN)

Mr. Elgee, County Solicitor, submitted the opinion of Mr. Diarmuid Fawsitt, K.C., relative to the rebuilding of the above bridge.

It was decided, on the motion of Mr. O'Byrne, seconded by Mr. Kelly, that the County Surveyor and County Solicitor be instructed to carry out the recommendation of Mr. Fawsitt in the matter.

NEW ROSS BRIDGE.

The following report of inspection of New Ross Bridge under date 6th December, 1939 was submitted from Mr. Alfred Delap (Delap and Waller, Consulting Engineers, 16, Molesworth Street, Dublin):-

"In accordance with instructions received from your County Surveyor, Mr. Barry, we have made a close examination of the bridge at New Ross, and now beg to report as follows:-

New Ross Bridge was built from 1867 to 1869 and is therefore about 70 years old. It is about 520 feet long between abutments. It has two fixed spans on each side of an opening span, these spans being about 88 feet clear between piers or 96 feet between points of support. The opening span swings on a central pier, and gives two clear opes of 50 feet each. The central pier is about the width of the bridge in diameter or 32 feet, the total length of the opening section being about 132 feet.

The main girders are about 8 ft. high x 1'10" wide, 34 feet apart centre to centre, and each pair of main girders bridge the two fixed spans, being supported at each end and continuous over a central pair. The girders are of the lattice type, the upper and lower flanges being of plates and angles, the space between the flanges being filled with lattice bars at 45° to the horizontal and at 3 ft. centres.

The bridge crosses the Barrow in the town of New Ross about two miles below its union with the Nore. It is the lowest road crossing the rivers which with the Suir run unbridged the 20 miles to Hook Head where they reach the open sea. It is tidal from St. Mullins on the Barrow to Inistioge on the Nore. The road that crosses by this

bridge is the only direct road from Wexford to Waterford, it is the most important E. and W. road in the south of Ireland, and this bridge is an essential link in the route.

The bridge carries a roadway 21 feet wide and a 5'6" footpath on each side. Roadway and footpath cross the swing span without restriction in width.

As the main girders are themselves horizontal, and as the roadway rises from each abutment to the opening span, the deck which is near the bottom of the main girders at the abutments rises gradually till at their swing span end it is nearly half way up the main girders and the roadway which it carries is level with the roadway on the swing span. The girders of the swing span described later have their base at the same level as the base of the main girders. This has much to do with the very satisfactory elevation of the bridge when in its normal or closed position.

The deck of the fixed spans which carries the road and unites the main girders is made of a series of cross girders $18\frac{1}{2}$ inches deep x $7\frac{1}{2}$ " wide at 3 ft. centres which are connected to the main girders at a constantly varying level. They carry on their upper flanges a flooring of C.I. buckle plates, which in their turn carry the road material which averages some 1.25 ft. in thickness.

The swing span is a section of the bridge which pivots on the central pier and which, when the bridge is closed has its end resting on a series of jacks which take the weight of the swing span itself and of any load which may travel on it; the jacks stand on a C.I. arch which connects the two C.I. cylinders of the piers next the swing span and are lowered to release the swing span when the bridge is to be opened. The swing span when open is carried altogether on its central pier. The swing span itself

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consists of a series of 6 longitudinal girders, the two outer being of box section 4'9½" high x 24" wide, the 4 inner being of plate section 3'10½" high x 12" wide. On the inner girders and resting on a cleat on the side of the outer girder is a timber deck about 7" thick in two layers. The swing span and its details will be referred to later.

The bridge in all parts which are subject to tension is made of wrought iron capable of bearing a stress of 20 tons per square inch. The working stress was probably 5 tons per sq. inch, as the usual factor of safety in all such structures was 4. It is here-after assumed that the bridge as built was designed for a working stress of 5 tons per square inch.

It is possible to determine the stress that any given load will put on any section of the bridge and thus decide whether the bridge is overloaded or not.

The load on any bridge, or any part of a bridge, is of two parts - the weight of the structure itself called the dead load, and the weight of the traffic using the bridge, called the live load. The dead load is fixed and does not change, the live load moves and may change within wide limit and as it is the maximum loads we are looking for the live load is chosen to give the maximum results.

In the case of the main girders of this bridge the section is known at every point, the dead load is also known. The live load is taken to be a stone breaker towed by an engine, giving four loads of 7-5-9-4 tons at a spacing of 11-0 ft., 11-0 ft., and 10-0 ft. We understand this load used the bridge, but we assume that only one such load can use it at a time but that there can be also a string of 4 wheel vehicles with 5 ton on each axle.

In the case of moving loads it is usual to make an allowance of 50% for impact.

It is assumed that as only one of the engine and breaker loads is on the bridge at any given time, one girder takes .7 of this load; but as there may be two strings of 5 ton wagons, the whole of one string may be carried by each girder.

This load, live or dead, will put a stress on the main girder, as follows:-

At centre of span	6.4 tons per sq. inch
Over support	4.6 " " "

and the factor of safety is:-

At centre of span	3.14
Over support	4.35

This means that if the wrought iron is as good as when it first went in and its safe stress is 5 tons per sq inch, the stress at the centre of the span is considerably higher than the iron should be asked to bear, over the support the stress is not too high, again on the assumption that there has been no deterioration of the wrought iron in quantity or quality.

We do not think that this assumption is a safe one. We know that there has been very considerable loss from rust where water has lodged in the lower flange of the main girders and consider that no more than 4 tons per sq. inch would be a safe stress.

We know beyond question the stress that the load, live and dead described above, will put on the flange of the main girder and find this will be 6.4 tons per sq. inch. We know that the bridge was designed to take 5 tons per sq. inch. and could do so when first built with a factor of safety of 4.

We do not think that the bridge should now be asked to

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take a stress of more than 4 tons per sq. inch, and we find it is being asked to take 6.4 tons per sq. inch. The factor of safety which was 4 has now been reduced to 3.14 at most, and if as we believe the ultimate strength of the material has by age and weather been reduced from 20 to 16 tons the factor of safety becomes 2.5

The cross girders carry as dead load -

their own weight,

the cast iron buckle plates, and

the road material,

and as live load, the 9 tons on an axle as used by the County Council, this load is assumed, to be carried by two wheels 6 ft. apart on the centre of the bridge, to be carried by 2 cross girders, and to be increased by the usual 50% for impact.

The above loads live and dead produce a maximum stress per sq. inch of 7.5 tons.

If the iron were new, unruled and unworn, its safe working load would be 5 tons and its factor of safety 4. The present load producing a maximum stress of 7.5 tons would have, if the bridge were new, a factor of safety of nearly 2.7; but if as we believe the ultimate strength of the iron has been reduced from 20 to 16 tons per sq. inch, the factor of safety has become 2.13.

These figures show that the bridge under the loads at present using it, is seriously overloaded and overstressed. The factor of safety which should be 4 is certainly not more than 3 for the main girders and probably not more than 2.5.

For the cross girders the factor of safety is certainly not more than 2.7 and probably not more than 2.13 in its present condition.

These figures refer to the strength of the iron

structure of which the fixed parts of the bridge are built.

We have now to consider the swing span.

The swing span is a section of the bridge, about 134 feet long and 34 feet wide. It swings horizontally on its pivot which is carried by the central pier of the bridge. When swung through 90° it leaves 200 feet through the bridge for the passage of ships. When closed it is swung back into line with the rest of the bridge and the free ends are supported on a series of jacks which rise and take the weight of the swing span itself and of any load which may be crossing it.

The whole weight of the swing span itself is taken by the pivot while the bridge is open. When the bridge is closed, half the dead load is taken by the pivot and half by the jacks. The live load is all taken by the pivot and jacks in a proportion depending on the exact position of the live load on the swing span.

The swing span is made of 6 parallel iron girders, their bases all in the same horizontal plane and all balanced on, and fastened to, a heavy C.I. ring 25 feet diameter, the upper roller frame. This ring revolves round the pivot, on it is a platform made of the six iron girders, parallel to the centreline of the road. Of these, the two outer girders are of the box type being at their centres 4' 9" high x 2' 4" wide, while the 4 inner girders are of the plate type, being at their centres 3' 10" deep x 12" wide. All the girders have horizontal bases and taper from their centres to each end.

On the upper flange of each of the 4 inner girders and on the angle cleat which is bolted to the inner web of the outer main girders is a timber capping piece. By means of the taper of the longitudinal girders and by varying the depth of the capping pieces the roadway on the swing span is shaped to meet the rising gradients of the two fixed halves of the bridge, and its normal camber. On to the capping

piece is spiked the deck, specified to be 3 layers of 3 inch planking laid diagonally, 2 of them memel, the upper layer to be of native elm or other approved wood. We find, in fact, that the bridge has not three, but two, layers of $3\frac{1}{2}$ timber, a total thickness of deck of 7" probably scotch fir.

The decking bridges the space from centre to centre of the longitudinal girders, the space on the centerline of the bridge being 6 feet wide. The decking over this space has to carry the maximum live load by which the bridge is used.

In considering the maximum load which may be carried by the decking of the swing span, we have taken it that the 9 ton on an axle of the County Council engine is carried on two wheels, one of which is passing along the centerline of the bridge. This wheel 12" wide carrying $4\frac{1}{2}$ tons, with the usual allowance for impact, will produce a stress in the timber of the deck of 2080 lbs. per sq. inch.

If pitch pine has been used in decking this bridge, its working load may be 1,000 lbs. per sq. inch, and the actual stress found means that a factor of safety of about 2 is all that can be counted on. The usual factor of safety in timber construction is 5 or 6.

In conclusion -

We find that the bridge has been very carefully designed reasonably maintained and, except for the lower flange of the main girders and one or two minor parts, it is in fairly good condition. The strength of the bridge has deteriorated through age and the action of weather; we estimate that its strength has fallen in the ratio of 5 to 4 from these causes and at the same time the loading has increased. Not only has the total weight of traffic carried increased, but the individual wheel loads have increased and the increased load is carried at a much greater speed than formerly.

All our figures point to the fact that the bridge is overloaded on the fixed spans, the main girders are stressed

to 6.4, the cross girders to 7.5 tons per sq. inch. The wrought iron of the bridge should not be stressed beyond 4 tons. The deck of the opening span is stressed to 2080 lbs. per sq. inch, its working load should not be more than 1,000.

It is clear that the bridge is not fit to carry its present traffic. We do not see how it can be strengthened, except by redecking the swing span and that only improves one short section. The effects of the live loading can be somewhat modified by reducing speeds. Loads of more than a definite weight should not be allowed on the bridge except when the bridge is otherwise empty.

In short, nothing less than a reduction of traffic, both in weight and speed, can do more than allow the bridge to be used for a further limited time.

We shall be glad to discuss this whole matter if any further information should be required.

P.S. As it is probable that questions may be asked as to the loads which the bridge may be allowed to carry, we have made certain calculations and find as follows:-

The bridge as it stands will not carry its own dead load without stressing its material beyond the figure of 4 tons per sq. inch - the figure which we consider safe in view of its age and loss of strength through wear and tear, and which means a factor of safety of 4. If it is decided to use the usual working stress of 5 tons per sq. inch, which means a factor of safety of 3.2 a total load of up to 11.4 tons may be taken across the bridge provided that only one such load is allowed on either half of the bridge, as divided by the opening span, at the same time, that its weight is distributed over not less than 9 feet long of the bridge and that its speed should not exceed a slow walking pace."

The County Surveyor said that owing to the deterioration which was to be expected in a bridge erected 70 years ago and the increased loading using the structure he believed there had been a reduction by 20% in the original strength. Traction engines and other very heavy vehicles running up to 13 tons had crossed the bridge while they could see from Mr. Delap's report that the maximum safety load was 11.4 tons and which should be allowed over the bridge only when no other vehicle was crossing and at a walking pace. He (Co. Surveyor) was afraid they would have to prevent very heavy vehicles crossing the bridge. When Mountgarrett Bridge was in course of erection Captain Harvey who acted as Engineer made calculations as to the loading of New Ross Bridge and he had arrived at the conclusion that eleven tons was the highest loading it should be asked to carry. Unfortunately any action which the Council was compelled to take to shut off the very heavy traffic might cause inconvenience as the only way such vehicles could get to Waterford was by making a detour via Thomastown.

It was pointed out that the steam vehicles of Messrs. Davis, Enniscorthy, would when laden exceed 12 tons

The County Surveyor did not think there would be great hardship inflicted on anyone who could load up to 11 tons (all in). If they had bigger loads they could split them or use smaller vehicles. The 11 ton limit would cover all normal use of the bridge but they would have as suggested by Mr. Delap to control the traffic.

It was decided on the motion of the Chairman seconded by Mr. Kelly to refer the matter to the meeting of the County Council on 11th December, 1939.

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ADVERTISING CONTRACT FOR 1940.

The Managers of the three local newspapers, viz "Echo", "Free Press" and "The People", wrote tendering for the renewal of Advertising contract at £210 for the year 1940, an increase of £70 over last years figure. They pointed out that apart altogether from the difficulty and restrictions of supplies, the cost of newsprint had increased by 100% and to which would have to be added additional freight charges and War Risk Insurance. Their other trade purchases and expenditures were similarly affected by the war situation in Europe. Owing to these adverse circumstances substantial increases in the rates of advertising had become necessary.

Mr. O'Byrne proposed a resolution to offer each of the three papers £175 for the advertising Contract.

This proposal was not seconded.

After discussion the following resolution was adopted on the motion of Mr. Kelly, seconded by the Chairman:-

"That the County Council be recommended to offer the proprietors of the three local papers £200 each for the insertion for year 1940 of the advertisements of County Council and County Committee of Agriculture (under same conditions as obtained for current year) provided that these advertisements are "set" in pre-war type."

NEW COUNTY MEDICAL OFFICER OF HEALTH.

The Secretary reported that Dr. Michael F. Daly, the recently appointed County Medical Officer of Health, took up duty on 1st December, 1939.

BALLYCULLANE LIVE STOCK POUND.

The County Surveyor submitted the following letter from Mr. O'Neill, Assistant Surveyor under date 28th

November, 1939:-

"I called on Mr. P. Power at Ballycullane on 27th inst (November). His Manager Mr. McGrath pointed out to me the Plot which Mr. Power is willing to let for a Pound. I enclose sketch of same. If a shed were erected at the west side of the Plot and proper fence on North side, and the water supply brought into the enclosure it would be very suitable for a Pound. The figure he mentioned is £10 per year."

The Secretary stated he had written the County Surveyor that Mr. O'Neill should have a further interview with Mr. Power to ascertain if he was prepared to erect the shed and fence referred to in report.

This was approved.

CLAIM - INJURY TO MILL AT EDENVALE.

In connection with the claim from Messrs. Kirwan & Kirwan, Solicitors, Wexford, on behalf of Messrs. Shortle Bros., Castlebridge, for injury to their Mill at Edenvale, the County Surveyor submitted the following letter under date 4th December, 1939, from Mr. J. Brennan, General Manager, Irish Public Bodies Mutual Insurances Ltd., 1,2,3, Westmoreland Street, Dublin:-

"With further reference to yours of the 29th ultimo should you hear further from Messrs. Kirwan & Kirwan in connection with the claim would you repudiate liability as, of course, the claim is statute barred."

SHEEP DIPPING ORDER.

3 Mr. J. Hayden, Corlican, Killurin, Sheep Dipping Inspector for Wexford District reported that the following had not complied with Dipping Order:-

Margaret Reilly, Ballyhow, Screen;

Wm. Lyndon, Glenbough, Ballyhow;

Lemuel Furney, Ballycronigan, Kilrane, and

Thomas Roche, Wilkinstown, Taghmon.

Mr. Hayden stated that Margaret Reilly and William Lyndon told him that they had dipped but Messrs. Furney and Roche did not dip.

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

"That Margaret Reilly and William Lyndon be asked for a signed statement as to the dipping of their sheep with dates of dipping and particulars of number of sheep. Failing this the Council be recommended to proceed against them under Sheep Dipping. ^{Order} We also recommend that proceedings under this Order for failure to dip their sheep be taken against Messrs. Lemuel Furney, Ballycronigan, Kilrane, and Thomas Roche, Wilkinstown, Taghmon."

COURTOWN HARBOUR DUMP.

In connection with the resolution of Finance Committee passed on 18th April, 1939, relative to the establishment of a Refuse Dump at Courtown Harbour, the following under date 5th December, 1939, was read from Mr. D.E. Butler, Chairman, Courtown Harbour Committee:-

"As you are aware no dumping ground has yet been procured for the residents of Courtown Harbour. For this purpose we approached Mr. Wallace to consider giving the old quarry hole for this purpose. As you will see by the enclosed letter he will rent it for £20 for 10 years. We shall therefore be much obliged if you will kindly advise us on this matter."

The following from the Manager of the Courtown Harbour Brick and Tile Works under date 1st December, 1939 to the Harbour Master, Courtown Harbour was read:-

"Further to your visit to us this week in connection with the Quarry hole on our land at Courtown, as a rubbish dump for the Village.

We are not prepared to sell the quarry hole to the Harbour Commissioners, but would let it to them for ten years for the sum of £20 (twenty pounds) under the following conditions:-

1. The quarry hole to be handed back to us at the end of ten years, or before, if the hole is full to the present ground level.
2. The Commissioners to be responsible for all fencing and accidents.
3. The right of way to our land surrounding the quarry hole to be kept open to us at all times.
4. All rubbish to be properly dumped into the hole and not scattered about the surrounding land."

It was decided to refer the communications in this matter to the County Surveyor for report.

ACCIDENT AT ROAD ROSSLARE STRAND.

Under date 29th November, 1939, the following on behalf of Mrs. Jeanie Johnston, White House, Rosslare, was read from Messrs. M.J. O'Connor, & Co., her Solicitors:

"Mrs. Jeanie Johnston, of Whitehouse, Rosslare, has handed us a copy of a letter sent to you by her on the 20th instant, together with your reply of the 21st instant. We are now acting for Mrs. Johnston and we would be glad if you will kindly let us know if the Council are willing to admit liability for the accident which was obviously caused by the negligence of the Council.

Our client is still being attended by a Doctor."

The County Surveyor explained interview with Contractor he employed to erect a railing near where the

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accident took place. This man denied that he put any stone to support the railing in the recess at Mr. Lambert's. He, (County Surveyor) was making further enquiries as to how the railing had been "shored up". All particulars which could be secured so far had been furnished the Insurance Company.

It appeared that Mrs. Johnston tripped over a large stone which was left on the road and was injured in consequence.

WATER TABLE AT CAMOLIN.

The following letter under date 29th November, 1939, from Mr. P. Carton, Camolin, was referred to County Surveyor for report:-

"I beg to refer you to my letter to you on the 7th September, 1939, and your acknowledgment of same on 8th September, 1939, referring the matter to the County Surveyor. Up to the present I have not heard what action the County Surveyor has taken in the matter. I would like that some steps would be taken immediately to have this water table covered over at entrance to my yard off Main Street, Camolin. I may mention that I have to bring Motor Cars, several times each day across this water table in to my Garage for repairs and needless for me to tell you that by jerking across the Channel does not serve the springs. In conclusion I would be thankful if you would bring the matter again before the notice of County Surveyor and ask him to have it done. Thanking you in anticipation."

BARNTOWN BACK ROAD.

The Chairman reported that the County Surveyor and Mr. Birthistle, Assistant Surveyor for the district and herself had made an inspection that day of the back road at Barntown. The surface was very uneven and required

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attention.

They recommended the necessary extra tonnage for next year and that where necessary repair would be made by a system of tar patching.

The report was adopted on the motion of Mr. Kelly, seconded by Mr. O'Byrne.

MANGAN LANE

The following under date 4th December 1939 was read from Mr. J. Hughes, Mangan, Killena, Gorey, re above lane:-

"I wish again to bring to your notice the shocking condition of Mangan Lane over which four families must travel and six young children go to school. Well, they can't get through it to school now; they have to be kept at home now for the winter. The sergeant of Clonevan Guards says they couldn't go through it twice a day and sit in wet feet all day. In fact, he said he didn't think there was anything like it in the whole County. There was a funeral here last summer; the undertaker couldn't come to the house; the coffin had to be carried to the road. There is lots of able bodied men drawing the dole in this district and I think they would be a lot better doing work like that nor walking about idle. I heard they are starting to work on lanes in this locality this week. That has been done before and there is not a word about doing anything at this one or where is the objection, or is it because it wants to be done the worst. The Inspector of lanes was on it last summer in the dry time and he said it wanted to be done badly. If he could see it now, well, he could swear it. Trusting you will use your best influence to have something done to this lane in the near future."

The County Surveyor stated that application had been made to the Office of Works to include this lane in their Minor Relief Schemes list but they did not agree.

It was decided that County Surveyor make further application to the Office of Works.

FLOODING AT SHEEPWALK, DRINAGH

Under date 4th December, 1939, Mr. Patrick Whelan, Sheepwalk, Drinagh, wrote:-

"I again wish to bring to the notice of your Council the flooding of my plot at Sheepwalk. 8 months ago it was inspected by your Engineers and Mr. Elgee but since then nothing has been done. There is very little use in me sowing the plot if there is nothing done with it. Whoever is responsible should do something about it at once."

The County Surveyor said that he was now in a position to carry out the necessary work at the place.

COMPLAINT KILMANNOCK DRAINAGE

The following under date 25th November was read from Mr. John Barnwell:-

"As a result of correspondence commencing in 1931 on the subject of an obstruction placed in a drain. The County and Assistant Surveyors visited the scene about October 1938 and being satisfied as to the grounds for complaint the County Surveyor promised to have the obstruction removed.

On 2nd October 1939 I wrote to remind him that his promise had not been fulfilled. He replied on 3/10/39 that the matter was having attention, but so far nothing more has been done.

I am sure that Mr. Barry will agree that it is very unfair that I should have to pay Drainage Rate on lands which are waterlogged and the drains dangerous, entirely due to the obstruction being allowed to remain there. I should be obliged if you would let me know definitely when this matter is to be attended to."

It was decided to refer this matter to the County Surveyor for report.

APPLICATION - ALLEGED CRIMINAL INJURY

Messrs. Kirwan & Kirwan, Solicitors, Wexford, for Thomas Hayes, served notice as to claim for £9 for the breaking of a plate glass window at the residence of Mr. Hayes, Gibson Street, Wexford.

Referred to County Solicitor.

INDUSTRIAL SCHOOL APPLICATION

Mr. Denis Corish, District Court Clerk, New Ross, wrote that application would be made in New Ross District Court for the committal to Kilkenny Male Industrial School of John O'Neill, 8 years old and Michael O'Neill, 6½ years old, children of Catherine O'Neill, widow of Owen O'Neill, late of Ballylane, New Ross. The widow had three other children in Industrial Schools. She was a widow without means and unable to support her children.

Referred to County Solicitor.

APPLICATION FROM COUNTY REGISTRAR

The County Surveyor submitted requisition from County Registrar for Press accommodation and calling attention to the necessity for the repainting and reconditioning of his Offices.

With reference to Press accommodation the County Surveyor submitted the following tenders:-

Sinnott & Co., Wexford £32. 12. 6d.

Wexford Timber Co. £34. 5. 0.

He (County Surveyor) had been promised a quotation from Messrs. McCormack and Hegarty, Quay, Wexford, but it did not come to hand. It appeared under the Courthouses (Provision and Maintenance) Act 1935 the County Council were bound to supply necessary furniture for the Offices of the County Registrar.

On the motion of Mr. Kelly, seconded by the Chairman, it was decided to recommend the Council to accept the tender

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of Messrs. Sinnott & Co., Wexford at £32. 12. 6. for providing the necessary presses.

CONTINUOUS ILLNESS OF MR. SEAN O'KENNEDY.

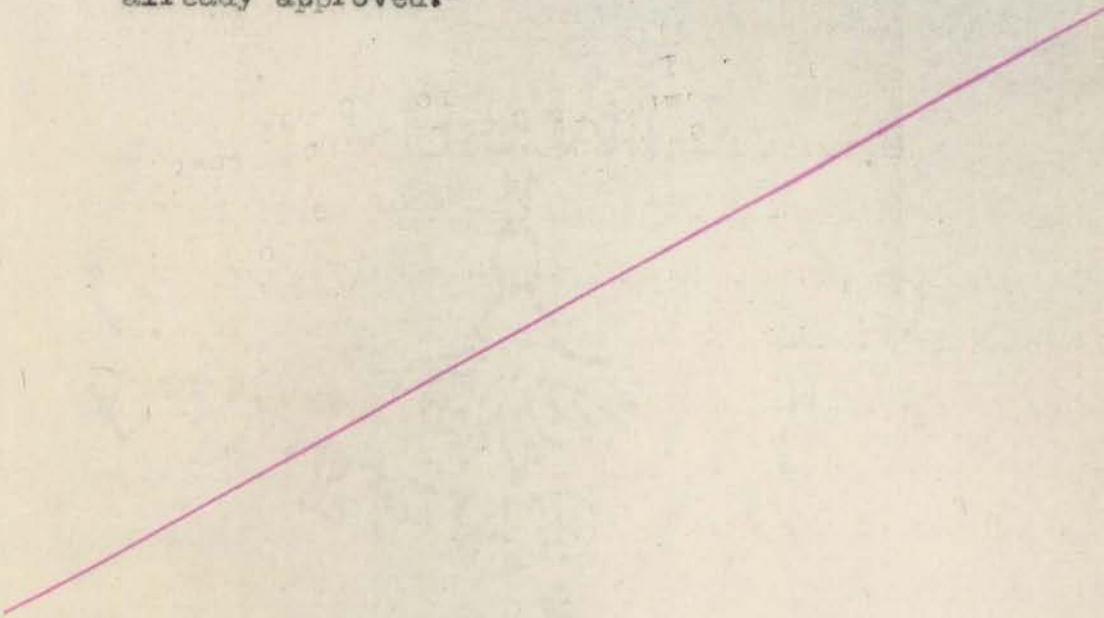
Under date 30th November, 1939, the following certificate from Dr. T.R. McCabe, Wexford, as regards illness of Mr. Sean O'Kennedy, Clerk in County Surveyor's Office was read:-

"This is to certify that Sean O'Kennedy, Esq., Wexford, is suffering from Thrombosis of right leg, and, in my opinion will be unable to resume duty for a period of at least one month from this date!"

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

"That the County Council be recommended to grant further sick leave to Mr. Sean O'Kennedy in accordance with Medical Certificate of Dr. McCabe, Wexford, for one month as from 3rd December, 1939.

That employment of Mr. James Brennan as temporary Clerk be continued during Mr. Kennedy's absence on terms already approved."



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The following resolution was adopted on the motion of Miss O'Ryan seconded by Mr. Kelly:-

"That the Minutes of Finance Committee in respect of meeting held on 7th December be received and considered."

NEW ROSS BRIDGE - ENGINEER'S VERY SERIOUS REPORT.

Mr. T. Redmond - Does Mr. Delap think we want a new bridge in New Ross? We won't have it.

The Chairman said it was a very long report, and he suggested that the county Surveyor have it printed and circulated before the next meeting,

The Secretary said that according to Mr. Delap the bridge was built to take a working stress of five tons per square inch. Four tons was the most it would take now, though it was being asked to take 6.4 tons per square inch. The bridge was not fit to carry its present traffic either in weight or speed. The highest load should be 11.4 tons to be taken over the bridge at a walking pace, and when no other traffic used the structure.

Mr. M. Redmond said he remembered the time that traction engines were not allowed over the bridge - forty years ago.

Mr. T. Redmond - They were, but had to be drawn over by ropes - not under their own power.

The County Surveyor said that when the bridge was designed there were no traction engines in existence, or if there were they were rare.

Miss O'Ryan - The bridge wasn't designed for the load it is bearing at present.

Mr. T. Redmond - I have often discussed the load the

bridge has to carry at present with people who are supposed to know something about ^{it} and the decision we arrived at was that some of the loads going across the bridge at present are too heavy. I think it ~~isn't~~ even confined to 12 tons. Some of the loads are huge loads - I see them myself - and they cross the bridge at about 40 miles an hour. That's the trouble - the speed. If you control the speed I think even heavy loads would not affect the bridge.

County Surveyor - You would have to control the weight too.

Mr. T. Redmond - The people of New Ross would not like to see that bridge treated in such a way that it would deteriorate, because we are very proud of that bridge. In regard to the last job done on it, it is lovely now. There is not a bridge like it in the country.

County Surveyor - Mr. Delap says the bridge has been very well maintained.

Mr. T. Redmond - Oh, no doubt at all about it. If the heavy traffic the bridge has to carry at present would be the means of the structure deteriorating, I say that both the load and speed should be controlled.

County Surveyor - That is what is suggested. It is very awkward in this way. If controlled in load and speed it means a big load, but after all that's a small matter compared to the convenience of all the minor loading over it, and if you allow the heavy loading over if you might put them all off. The figures that

Mr. Delap worked on, I gave as my idea of what would be more or less a maximum load, and that was the load of one of our own traction engines, with one of our heavy stone-breakers. That was the loading he was working on, and, of course, that is 13½ tons.

Mr. T. Redmond - Of course, that's a huge load compared with 30 years ago.

County Surveyor - The roller is 13 tons. Now, that would be barred from crossing it in the future.

Mr. Doyle inquired as to the foundations of the bridge.

County Surveyor - The foundations are all right. It is a bridge you could not strengthen in any way without reconstructing it entirely.

On the proposition of Mr. Bowe, seconded by Mr. Corish, it was agreed that the County Surveyor have the report printed and circulated to the members of the Council, and report to the council as to what he considered should be done.

ACCIDENT ON ROAD - ROSSLARE STRAND - The County Surveyor said the Insurance Company was dealing with this matter. There was a doubt as to whether the Sub-Contractor working at railing for County Council put into position the stone which apparently caused the accident, but he was making further enquiries.

WATER TABLE AT CAMOLIN - The County Surveyor said he was proposing that the County Council and Mr. Carton should go equal shares practically in the matter - Mr. Carton to supply the pipes and the County Council to pay the cost of laying them. He would get Mr. Treanor, Assistant

Surveyor for the District to interview Mr. Carton.

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

"That Minutes of Finance Committee of 7th December, 1939, as submitted to this meeting be, and the same are, hereby confirmed and approved except in so far as same may have been altered or amended by resolution adopted at this meeting."

HARDSHIP ON RELIEF WORKERS.

Mr. J.P. Kelly said that an unemployment relief Scheme of road work was transferred from Oylegate division to Bree recently. It was the policy of the Department to bring the unemployed from the division to which the Scheme at first applied to the other division, and in accordance with that policy the Oylegate men were brought to do the work on the Bree road. Two of the Oylegate men were aged 68 and 70, and they were ordered to travel eight miles to the work on the Bree road and to be at work at 8 a.m. It was a physical impossibility to do it, and as a result their unemployment benefit was stopped at the Labour Exchange in Enniscorthy. On the other hand there was an unemployed man in the Bree area living beside the work, and who had eight children, but he was not employed on the road.

The County Surveyor said that he had not heard of the matter before. In connection with work at Tacumshane some elderly men from Kilmore who could not reasonably be expected to make the daily journey had received certificates of release.

Mr. Cullen, Assistant Surveyor, said the two men

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mentioned by Mr. Kelly could be given certificates releasing them from the work which would get them the benefit as usual at the exchange.

The County Surveyor said men could be employed from Bree area if there were ^{not} enough unemployed in the Oylegate area for the job.

The matter was left in the hands of the County Surveyor to whom Mr. Kelly was to furnish the names of the men affected.

"FIR" TREE AT CLONEE, CAMOLIN

The Secretary in reply to Mr. Bolger said that the Finance Committee at next meeting would deal with representations protesting against the removal of the "Fir" tree at Clonee, Camolin. This tree, Mr. Bolger said could be described as an ancient monument and was known throughout the whole Gorey district for the Hunt meets.

The County Surveyor said there was an accident on the Killinick road in which a high furniture van struck an over-hanging tree and he feared that if similar accidents happened in the future and no steps taken to remove trees which were dangerous the Insurance Company might say they were faulty of contributory negligence as regards a particular accident and repudiate liability. The Department of Local Government and Public Health had issued directions that trees and branches which might - in any way - be dangerous or interfere with traffic should be removed. The "Fir" tree was a danger and certainly one of the stonebreakers passing along would be in a grave danger of colliding with it.

It was decided to adjourn further consideration of

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the matter for recommendation of Finance Committee.

BALLINDAGGIN ROAD FLOODING.

Mr. Lawlor complained that although the County Council made an order a long time back to have the above ~~work~~ seen to, nothing had been done and after heavy rain the place was in an awful state.

Mr. Ennis, Assistant Surveyor for the district, said that he promised he would do the work in October but as the weather was so fine he thought it better to finish a Grant job. However he would look after this flooding immediately.

FORESHORE AT CAHORE - POULDUFF.

The following letter under date 9th December, 1939, was read from Mr. Martin Lacey, Glasscarrig, South, Clonevan:-

"In connection with the gravel and stone carting off of the Cahore-Poulduff Strand, I wish you to bring to the notice of the Wexford County Council at the next meeting that the carting of the above material is still continued notwithstanding that the above Council decided and directed the County Surveyor that all carting off the above mentioned part of the strand was to be discontinued according to a letter which I received from you on the 31st May, 1939. I wish to state that the sea has taken a good part of the sea banks fronting my house during the past two months and if the carting is allowed to continue there is no doubt but there is a great danger of the sea breaking through and destroying my house and property.

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If such a thing occurs I feel that I am justified in holding the County Council responsible for any loss that I sustain. I hope that the Council will forthwith make an order to discontinue taking any material especially large stones once and for all time and to adhere to their decision."

The Secretary stated that at the meeting of the County Council on the 8th May, 1939, the following resolution was adopted:-

"That the County Surveyor be instructed to take from the South side of foreshore at Cahore, Poulduff, ordinary Sea gravel but that the large stones on the North side be not interfered with."

The statement of Mr. Lacey that removal of all gravel from this foreshore had been prohibited was incorrect.

The County Surveyor said he had obtained permission from the Department of Industry and Commerce to draw a specified quantity of gravel from this foreshore at a cost of 2d per ton. There was very little gravel at Mr. Lacey's place.

Mr. Smyth said the people of the district were under a wrong impression about the Order preventing the drawing of gravel from this foreshore. They believe first of all that it was the County Council who was responsible for the Order and also for preventing any gravel whatever being taken from the foreshore.

The County Surveyor said the County Council had nothing whatever to do with the Order. As a matter of fact the County Council had no authority to prevent anybody from removing material from the foreshore.

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

"That Mr. Martin Lacy, Glascarrig South, Clonevan, be furnished with copy of resolution passed by the County Council at their May meeting and also be informed that the Council had no power to prevent the removal of gravel from any foreshore. Foreshores up to high water mark are the property of the State and above high water mark belong to the owners of the adjoining lands."

OLD AGE PENSION ACTS

VACANCY ON NO. 8 SUB-COMMITTEE: The following recommendation was adopted on the motion of the Chairman seconded by Mr. Kelly:-

"That, as recommended by No. 8 Old Age Pension Sub-Committee, Rev. W. O'Byrne, C.C., Blackwater, be appointed as a member of this Sub-Committee to fill vacancy created by the removal of Rev. N. Redmond, C.C., from the district"

CLERK NO. 5 SUB-COMMITTEE: The following under date 5th December 1939, No. A.159/15 was read from the Old Age Pensions Branch of the Department of Local Government and Public Health:-

"I am directed by the Minister for Local Government and Public Health to acknowledge the receipt of replies to queries regarding the appointment of Mr. Liam Moran, Church St., Enniscorthy, as Clerk of the Enniscorthy and Kiltale Old Age Pension Sub-Committee; and I am to state that the Minister has approved of the appointment."

POISONS AND PHARMACY ACT LICENCES

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

"That new licences under Poisons and Pharmacy Act 1908 issue to the following:-

Messrs. Michael R. Moran, Castle St., Enniscorthy.

J. J. O'Malley, Templeshannon, Enniscorthy.

W. J. Haughton, Ferns.

Francis Daly, Enniscorthy Co-operative Society.

Cornelius O'Neill, Blackwater.

Peter Smyth, 10 Rafter St., Enniscorthy.

Owen Kehoe, Raheenduff, Oulart.

Joseph Kehoe, Blackwater.

Also renewal to Mrs. Mary Lacy, Monamolin, Gorey.

WORKMEN'S COMPENSATION ACTS - SEALING AGREEMENTS

The following resolution was adopted on the motion of Mr. Kelly, seconded by Mr. T. Redmond:-

"That the Seal of the Wexford County Council be affixed to the Agreement, fixing the compensation to be paid to Patrick Whelan, an employee of the Council, for injury to his left hand, at £30, plus £10. 10. 0, Medical Expenses and £6. 6. 0 Costs."

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

"That the Seal of the Wexford County Council be affixed to the Agreement fixing the amount of Compensation to be paid to Martin Redmond of Ballymackessy, for injury to his hand whilst working for the Council at the sum of £15. 0. 0 together with £2. 2. 0 for Medical Expenses and £2. 2. 0 Costs."

INTEREST ON STATE LOANS

The following resolutions were received from the Sligo District Mental Hospital Committee:-

"That inasmuch as the Bank Rate of Interest is now back to pre-war level, we see no reason why the Department should expect the Committee to pay an increase of 1 per cent."

"We ask the Minister to continue at the existing rate of $4\frac{3}{4}$ per cent."

"In fact public bodies, in our opinion, should get financial accommodation at the same interest as applies to National Loans, viz., $3\frac{1}{2}$ per cent and, if necessary, should be covered by National Loans."

Mr. O'Byrne proposed the adoption of the first portion of the resolution from the Sligo District Mental Hospital Committee and which referred to revision of Rate of Interest charged on loans, to $4\frac{3}{4}\%$.

In seconding, Mr. Corish said unless this concession was forthcoming he was afraid that housing programmes would suffer very considerably.

The resolution, as proposed by Mr. O'Byrne, was adopted.

Denis Allen

8th January 1940