

treasury letter which appeared on the minutes, hanging it to the sum of three pence per ton in each case; but this letter gave the Board only the right to alter it for twelve months. This letter was dated 17th August, 1867, and therefore the iteration in the tariff terminated in August, 1868. He however by no possible means could find that the fivepence and fourpence were recharged. Mr Craig was here to ask them to reconsider their position with a view if possible not to have a clause in the Act of Parliament, binding them to the fivepence and fourpence.

Mr Spillane—Does he want to have it excluded from the schedule?

Mr Harris—He wants to have it altered to be three pence in each case.

Mr Spillane—I don't think we would be in favour of going back to the high rates.

Mr M'Donnell—That was what I was going to say. I don't think there is any member of the Board who wants to re-impose the fivepence and fourpence on the coasting trade. They have a very hard and difficult thing to do to make both ends meet in the present state of things, and any increase in the tariff would be an unwise policy. I understand however from your statement, Mr Harris, that it is necessary to have the original figures in the Bill.

The Secretary said that he drew Mr Kearney's attention to the point, and he said that he could not make any alteration in the original bill, but it was competent for the board to make any change they liked in committee of the House of Commons.

Mr Spillane remarked that the board's contention was that they were themselves now unable to make both ends meet without imposing taxes upon articles which had never paid taxes before (hear, hear). The commissioners had brought an old house on themselves for persisting in imposing under the new schedule tolls on articles hitherto exempt. In the face of such facts could they relinquish their hold upon a toll which they had statutory powers to collect, and which was acquiesced in by the trade in 1867. As far as he was concerned he would refuse to allow the schedule to be amended at all. It was not because they at present required no more than 3d that this would always suffice. A great deal of their income was a very problematical one—it was based on calculations which might not be realised in fact, and it came to this that some time they would have to pay the piper. The money would have to be borrowed, and the income would have to be provided to meet it. Although they did not insist on getting fivepence or fourpence at present it was a very foolish thing to relinquish a hold of what they had by law, and which power might be required at some future time.

Mr R. M'Donnell said that he did not at all agree with Mr Spillane that the income they proposed to raise under the new scheme of rates would be at all visionary. None of them would like to tax more of their brother traders if they could avoid it, it had simply become a necessity for the Commissioners to increase the tariff, spreading it over as many articles as possible. Hitherto the practice was to have it on as few articles as possible. He would be altogether opposed to any increase on the coasting tariff.

Mr Craig, manager of the Clyde Shipping Company, was then introduced to the Board, and spoke in reference to the subject just discussed, and also as regards the new arrangement of charging dues on coasting steamers entering the docks on alternate trips in the month. Mr Craig expressed the hope that the Board would not persevere in this course, as his company would be the most seriously affected. His company had no wish to raise any factious opposition to the Board in getting the loan of £20,000 (hear). They were anxious that it should be had and would pay their own contribution to the port, but the advantage under the order of 1867 was given long before the Clyde Company ever brought a steamer to Limerick.

The Mayor and others assured Mr Craig that the Board were unanimous that the increased tolls should not be charged. The Board merely wished to have the right reserved to them in case it was ever thought necessary to impose extra taxation in the shape of increased tonnage dues.

Sir J Spaight referring to the charges on alternate trips, said as the Clyde Company was the only company likely to be affected by the resolution as it would not be a gracious or liberal thing towards them to put it in force. The company were doing their business in a manner which was a credit to Limerick, had spent a great deal of money in improvements at the docks, and were giving a very large amount of employment to the labouring population.

Mr Spillane said the fact of the resolution only affecting the Clyde Company was a mere coincidence, and he thought the Board were going a great length in giving two trips free out of four.

Some conversation ensued, and the matter dropped.

THE LATE MR WILLIAM CARROLL.

Sir James Spaight said he that he rose with mixed feelings to address the Board. He had pleasure in proposing a resolution which would be unanimously adopted; but on the other hand he had a different feeling when he knew that it referred to the loss the Board had sustained by the death of their late respected secretary, Mr William Carroll. Nobody could estimate that loss perhaps more than himself, consequent on the close communication which had for many years existed between himself, acting in a public capacity, and their late secretary. It was impossible for him to speak of Mr Carroll as he deserved—of the zeal, the attention, and the straightforward and honourable way in which the deceased gentleman had discharged his duty to that Board, and not only to that Board but to every other with which he was connected. Personally he (Sir James Spaight) felt Mr Carroll's loss very much, and although he spoke in the presence of his successor he should say that the Board must feel the loss of so efficient an officer (hear, hear). He (Sir James) regretted that owing to absence from home he was unable to pay a last tribute of respect to the memory of the late Mr Carroll by attending his funeral. He now proposed that a vote of condolence be sent to the deceased gentleman's family, expressive also of the loss the board had sustained. This was unanimously passed.

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