



**THE PORT OF DUBLIN**

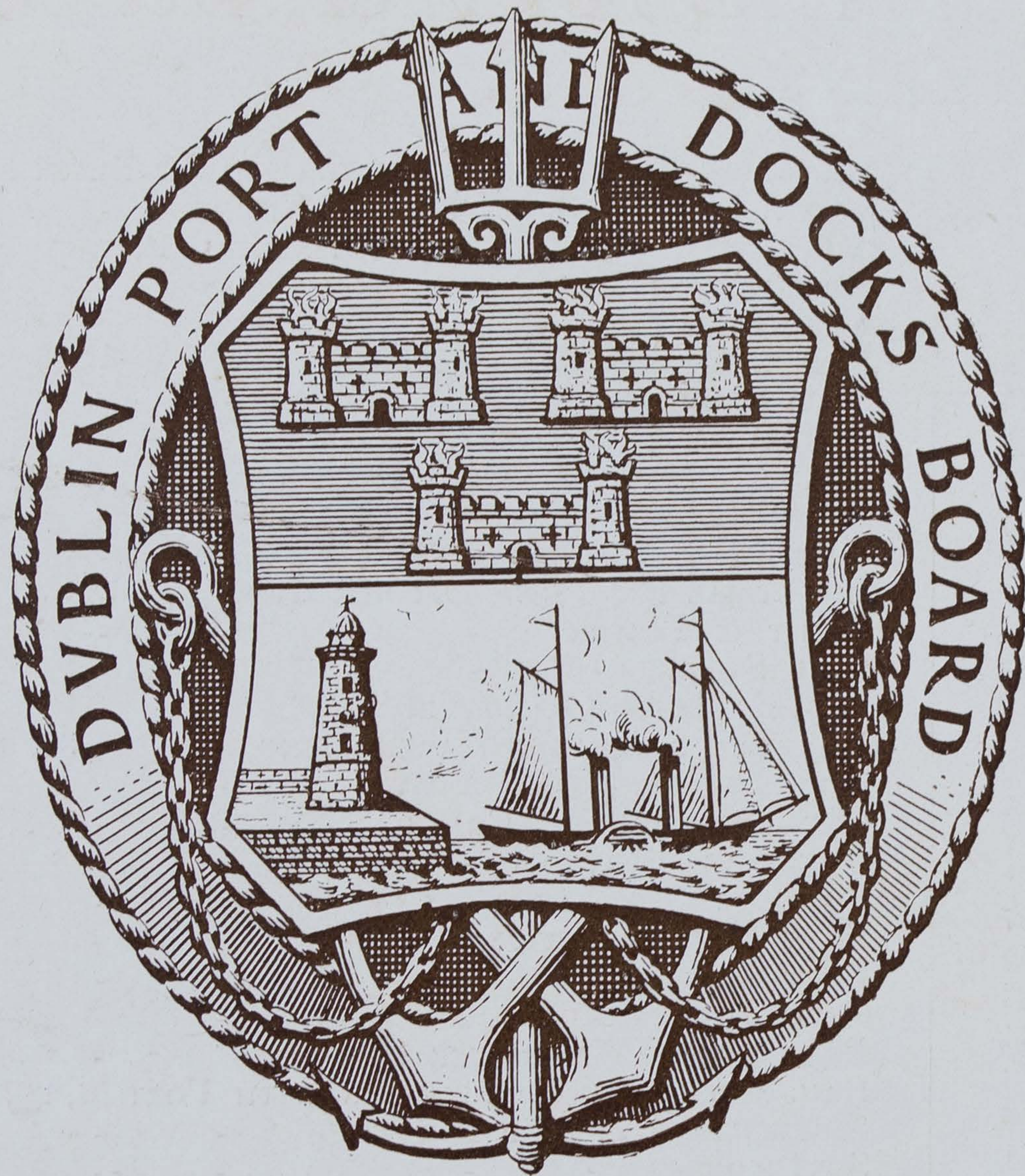


# DUBLIN

the capital city of Ireland  
is situated on the River Anna Liffey,  
by which it is bisected, and lies in the  
latitude  $53^{\circ} 21'$  North; in  
longitude  $6^{\circ} 13'$  West







*"DUBLIN STANDING SO COMMODIOUSLY, IS A PORT NOT TO BE OVERTHROWN."  
QUEEN ELIZABETH'S LETTER TO LORD DEPUTY MOUNTJOY. 1600.*



# OFFICIAL HANDBOOK OF THE PORT OF DUBLIN

## CONTENTS

|  | PAGES              |  | PAGES |
|--|--------------------|--|-------|
| ALEXANDRA BASIN - - -                            | 9, 11, 13, 15, 17  |  |       |
| BERTHAGE AND DOCKS - - -                         | 20, 22             |  |       |
| BUNKERING FACILITIES - - -                       | 38                 |  |       |
| CANAL DOCKS & SYSTEMS - - -                      | 23, 24, 25         |  |       |
| CATTLE TRAFFIC, INSPECTION PENS, LAIRAGE, &C. -  | 16, 43             |  |       |
| COAL & TIMBER WHARVES - - -                      | 16, 34             |  |       |
| COLD STORAGE - - -                               | 26, 38, 64         |  |       |
| COMMERCE OF THE PORT, EXPORTS & IMPORTS -        | 30                 |  |       |
| CONSULS & CONSULATES - - -                       | 40                 |  |       |
| CRANES: LOCATION & CAPACITY OF - - -             | 19, 28             |  |       |
| CROSS-CHANNEL & COASTWISE SERVICES:—             |                    |  |       |
| BRITISH & IRISH S.P. Co. - - -                   | 30, 33, 51         |  |       |
| BURNS-LAIRD LINE - - -                           | 50                 |  |       |
| L M S. - - -                                     | 32, 52             |  |       |
| CUSTOM HOUSE - - -                               | 3, 5, 7            |  |       |
| CUSTOM HOUSE DOCKS, WAREHOUSES & PORT SHEDS:—    | 26                 |  |       |
| "    "    "    WINE & SPIRITS - - -              | 27                 |  |       |
| "    "    "    TOBACCO - - -                     | 39, 41             |  |       |
| "    "    "    FLOUR & GRAIN - - -               | 37                 |  |       |
| "    "    "    TEA - - -                         | 29                 |  |       |
| "    "    "    HOPS - - -                        | 35                 |  |       |
| "    "    "    SUGAR - - -                       | 31                 |  |       |
| "    "    "    CATTLE EXPORTS - - -              | 43                 |  |       |
| "    "    "    STOUT - - -                       | 53 to 58           |  |       |
| "    "    "    BISCUITS - - -                    | 59, 60, 61         |  |       |
| DEEP DRAUGHT VESSELS USING PORT - - -            | 12, 22             |  |       |
| DISTANCES—DUBLIN TO ATLANTIC PORTS, - - -        | 42                 |  |       |
| "    "    AMERICA & AFRICA, - - -                | 42                 |  |       |
| "    "    INDIAN OCEAN, CHINA, - - -             | 44                 |  |       |
| "    "    JAPAN & AUSTRALIA, - - -               | 44                 |  |       |
| DISTANCES—DUBLIN TO MEDITERRANEAN & BLACK SEA, - | 44                 |  |       |
| "    "    UNITED KINGDOM - - -                   | 48                 |  |       |
| "    "    & CONTINENTAL PORTS - - -              | 48                 |  |       |
| DISTRIBUTION FACILITIES - - -                    | 14, 16             |  |       |
| DUBLIN HARBOUR—MAP, END OF BOOK                  |                    |  |       |
| DUBLIN PORT & DOCKS BOARD - - -                  | 18                 |  |       |
| FOOD EXPORTS - - -                               | 16                 |  |       |
| GENERAL ARRANGEMENTS - - -                       | 38, 40             |  |       |
| GRAVING DOCK & PATENT SLIPS - - -                | 21, and Map        |  |       |
| GRAIN SILO - - -                                 | 45                 |  |       |
| HISTORY & DEVELOPMENT OF THE PORT - - -          | 4-18               |  |       |
| INDUSTRIAL SITES AND OPPORTUNITIES - - -         | 18                 |  |       |
| LIGHT & POWER - - -                              | 14                 |  |       |
| LIVE STOCK - - -                                 | 16                 |  |       |
| LLOYD'S AGENTS & SURVEYORS - - -                 | 40                 |  |       |
| MASTER PORTERAGE, WAREHOUSING, &C. - - -         | 34, 36, 38, 45     |  |       |
| OIL CARGOES, ACCOMMODATION FOR - - -             | 46, 47             |  |       |
| ONE-HUNDRED TON CRANE - - -                      | 19                 |  |       |
| OVERSEAS SERVICES - - -                          | 34                 |  |       |
| PILOTAGE - - -                                   | 14                 |  |       |
| PORT HEALTH OFFICER - - -                        | 38                 |  |       |
| PORT MILLING - - -                               | 62, 63             |  |       |
| PORT IMPROVEMENTS - - -                          | 15                 |  |       |
| PROPRIETARY WAREHOUSE CAPACITIES - - -           | 26, 46             |  |       |
| RAIL AND CANAL CONNECTIONS WITH PORT - - -       | 16, 23, 24, 25, 49 |  |       |
| SHIPBUILDING & SHIP REPAIRS - - -                | 18                 |  |       |
| STEVEDORING - - -                                | 38                 |  |       |
| STORAGE - - -                                    | 16                 |  |       |
| TELEPHONES & WIRELESS - - -                      | 38                 |  |       |
| TOWAGE - - -                                     | 14                 |  |       |
| WATER - - -                                      | 38                 |  |       |
| WHARF BUSINESS HOURS & HOLIDAYS - - -            | 38                 |  |       |

*Full information can be had from—THE SECRETARY, DUBLIN PORT & DOCKS BOARD, 19 Westmoreland Street, Dublin.  
Telegrams and Cables: "Harbour, Dublin." Telephone: Dublin 2343.*





THE OLD DUBLIN CUSTOM HOUSE AT ESSEX BRIDGE, 1782.

By John James Barralet.

In the collection of the Dublin Port and Docks Board.



# THE PORT OF DUBLIN



ALL civilization starts by a river side, and important waterways cut and carve their mark upon the peoples that they foster, as surely and definitely as they grave their masks upon the land itself.

Dublin is situated at the terminal point where three rivers empty into a bay, six miles in length and five-and-a-half miles wide.

The Liffey, and the port that lies at its mouth, have more than twenty centuries of history associated with them. From the days when Milesian traders made their way to the wooded banks of the Anna Liffey to exchange their wares for tin and gold, and when Ptolemy, a century and a half before the Christian era, recorded the existence of the city Eblana, it seems a far cry to the up-to-date and progressive seaport which now occupies Eblana's place.

## THE HISTORY OF THE PORT.

The estuary has seen many strange and stirring sights since Ptolemy's days. It has heard the keels of fierce Norse raiders crash on its sands, and it saw many a bloody conflict across its fords during and before the three centuries when the Danes held sway over the Eastern seaboard. But the Norsemen were probably the first to commence the work of making dock and harbour accommodation, which the present Port Authority carries on.

It is known that as late as 1177 the old Danish

bridge—probably the first to span the Liffey—was standing, and up to it the Viking ships came to discharge their cargoes and to take back to Scandinavia the collected plunder of the land.

Then the fleets of the Norman invaders sailed up the estuary, and subsequently a brisk and lucrative trade was opened up with Bristol and other cross-Channel ports.

## MODEST EARLY REQUIREMENTS OF THE PORT.

At that period the accommodation required for shipping was very modest. As far back as the sixteenth century, it is known that vessels unloaded at Merchants' Quay and Wood Quay, and in those days the Custom House was opposite to the entrance of Winetavern Street. An interesting glimpse into the shipping requirements of those times is afforded by a report of about the year 1590 which exists in the State Paper Office, London, and which gives us the information that at that date the depth of the Liffey opposite these two Quays varied from three feet to six-and-a-half feet, yet this small depth was apparently considered satisfactory for the shipping of those days.

The earliest printed account of the port of Dublin was that written by Gerard Boate in 1649, at which period there was but six feet of water at the bar at low tide, and vessels drawing five feet could not get further up the River than Ringsend, where they became stranded at low tide.





DUBLIN RIVER IN THE DAYS OF SAIL, 1813.

By A. McGoogan, after T. S. Roberts.



## PROTECTING THE HARBOUR IN THE TIME OF CHARLES II.

Valuable information is contained in the map and report of 1673 by Sir Bernard de Gomme, who was one of the Royal Engineers, and was responsible for devising the defences of Tilbury, and of Dunkirk.

The Dublin Harbour was regarded as of sufficient importance for a special report, and Sir Bernard recommended the building of a strong fort with accommodation for seven hundred men and officers, a Governor's house, and other equipment, on what is now Merrion Square, up to which in those days the waters of the estuary came. His map reveals a harbour whose approach was beset with danger to navigation, and with a tortuous complexity of channels which might well make the hardiest sailor feel unhappy. Incidentally the map shows how large an area has been reclaimed from the water since then, by the activities of the Port Authorities. The suggested fortress was not erected, but some years later Pigeon\* House Fort was constructed, and is still a landmark, although now incorporated with the Corporation Electric Light Works and other Municipal undertakings.

### AN INCREASING PROBLEM.

As time went on and the size of ships increased,

---

\*A corruption of "John Pidgeon's House." John Pidgeon was a servant of the Ballast Office, whose loghouse was the store wherein were kept the tools of the workmen engaged in building the sea wall. John Pidgeon's name was adopted for the "Pigeon" House Fort and "Pigeon" House Road. John Pidgeon's house was also a place of shelter, and indeed became a primitive lighthouse. Afterwards it was a centre of public entertainment, and in 1790 its little harbour served as the station for the mail packets.

the estuary presented a problem of growing perplexity, and the reports of various experts bear eloquent testimony to the difficulties with which commerce had to contend. The three rivers—the Liffey, Dodder and the Tolka—which cut out the natural harbour, were unable to cope with the counteraction of the sea, and the waterway became silted up, with a dangerous bar, and with shoals which year by year increased in size. The two great sandbanks to north and south of the fairway were a peril to shipping, and from the roaring of the breakers over them received, long years ago, their names of the North Bull and the South Bull.

### THE MERCHANTS OF DUBLIN TAKE ACTION.

The city fathers and the trading community were, however, beginning by this time to realise that something must be done. In 1676 Henry Howard petitioned the Lord Lieutenant for a patent, establishing what was termed a Ballast Office, which should have charge of dredging the Liffey. There was no recognised authority for river conservancy even at that date. The Corporation opposed the petition on the ground that the strand and the ballast belonged to them, and asked that they should be allowed to establish a Ballast Office and to apply any profits from their operations to the benefit of what is now known as the Blue Coat School.

No action was taken at the time, but the city was wakening up to its necessities, and apparently the heart of Queen Anne's husband was won by the promise of 100 yards per annum of "the best Holland duck sailcloth, which shall be made in the





THE DUBLIN QUAYS IN "THE DAYS OF THE SCHOONERS," 1870

By Robert Mannix.

In the collection of G. W. Panter, Esq., Foxrock, Co. Dublin



realm of Ireland," and in 1708 the Ballast Office was duly established. The matter of the sailcloth was not actually mentioned in the Act by which the authority was constituted, but, as a matter of fact, the sailcloth was duly delivered for many years after.

#### THE DUBLIN CUSTOM HOUSE.

In 1707 the "Old Custom House," near Essex Bridge, was erected on ground belonging to Howard, and continued in use until 1790. Nine years later Free Trade for Ireland had been achieved by the Parliament of Ireland. The duties were continued but, under the new conditions, were imposed by the native Parliament for the benefit of the Irish Kingdom. The Right Hon. John Beresford, Chief Commissioner of the Revenue in Ireland, at once commissioned James Gandon (a distinguished pupil of Sir William Chambers, the eminent architect) to prepare plans for the splendid building which subsequently rose on the river front at Beresford Place, Mr. Beresford writing to Gandon that he had obtained an order "from Government for the building of a new Custom House with all possible expedition."† The great work of building the Custom House and the capacious docks proceeded energetically, and in 1791 the noble undertaking was completed at a cost of nearly £300,000—thus Irish Commerce, like Irish Jurisprudence, was magnificently housed on the north bank of the River Anna Liffey.

---

†*Life of Gandon.* By Thomas J. Mulvany, R.H.A.

#### PORT IMPROVEMENTS.

During the period 1707 to 1786 the Port of Dublin was benefited by the straightening of the channel between the city and Ringsend; the enclosing of the North and South Lotts, the construction of the great South Wall from Ringsend to Poolbeg and the erection of the Poolbeg Lighthouse. The tonnage rates or special grants from the Parliament of Ireland providing the necessary funds.

In 1787 there was a re-arrangement for the administration of the Port, and the Ballast Office became the Corporation for Preserving and Improving the Port of Dublin. This re-arrangement was sanctioned by an Act of the Parliament of Ireland.‡ In 1867 there was a further revision, and the Port was vested in the Port and Docks Board, which has functioned ever since, the administration of the Lighthouses round the coast being vested in the Irish Lights Commissioners.

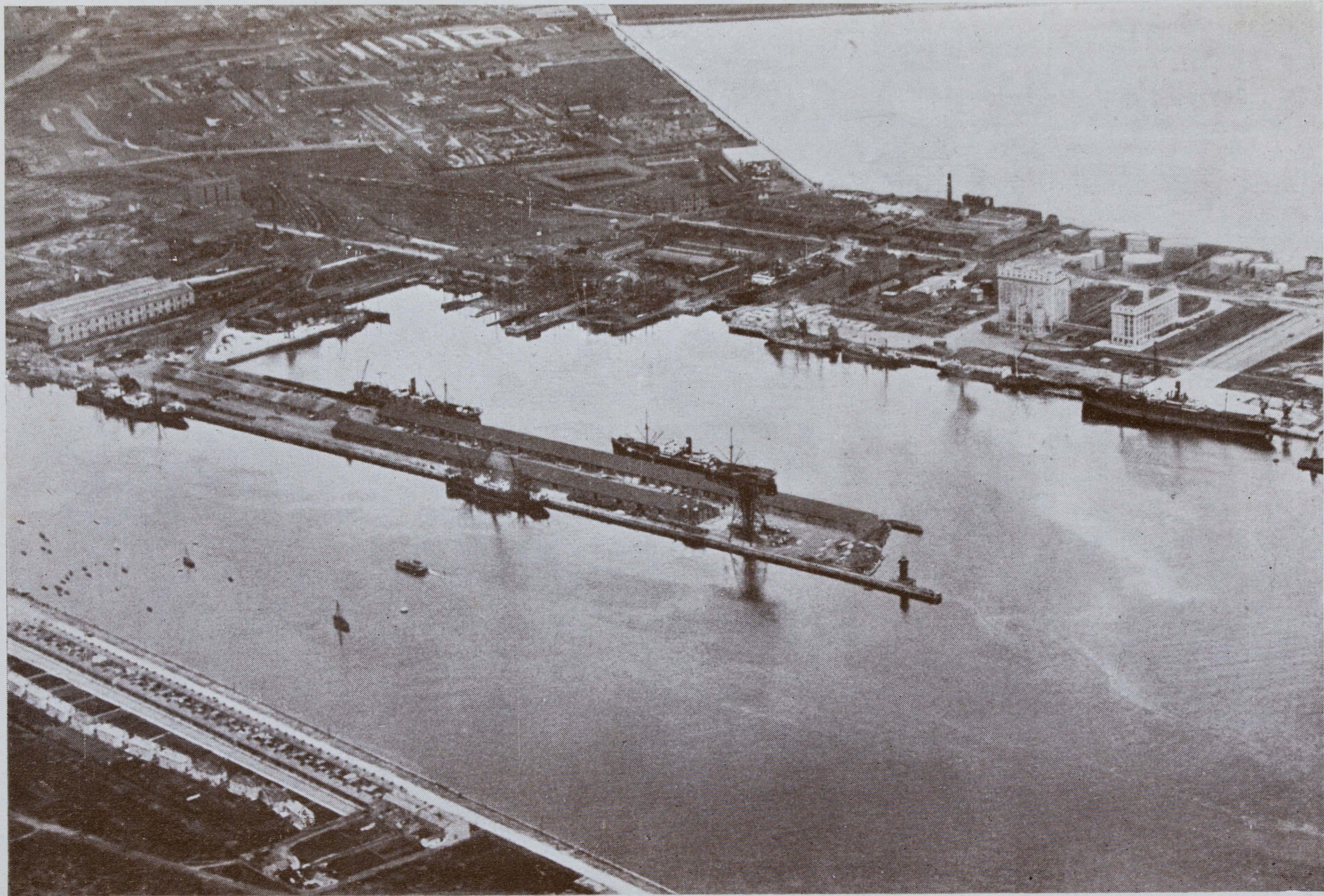
During this interval of eighty-one years, remarkable progress was made in the structure of the port. The North, South and East Quay Walls were built, the channel dredged, the great North Wall was constructed, the Graving Dock and Graving Slips 1 and 2 were built; North Wall Basin was begun, timber jetties were constructed on the North Quay, the Sheds on the North Wall were erected, the Custom House Docks were placed under the government of the Port Board, and the deepening of the North Wall Quays was begun.

It was no easy task with which the Ballast Office

---

‡Act 26, George III., c. 19.





THE RIVER LIFFEY AND ENTRANCE TO ALEXANDRA BASIN AS SEEN FROM THE AIR.

Reproduced from an aerial photograph obtained by Army Air Corps, Oglaiġ na h-Eireann. Stationery Office Copyright.



undertook to grapple, and the various entries in its proceedings bear eloquent testimony to difficult work doggedly tackled. As one ponders the old records in the journal, a picture of what was attempted and done rises vividly in the mind.

In 1797-8 we hear that "two iron tormentors" are to be obtained and that "the first fair day" they are to be used to try "what depth of sand and gravel there is in places (to be pointed out) in the channel." In 1710 we hear of conferences as to piling on the north side. This is followed by reports of dredging and procuring vast quantities of stone and faggots to wall the channel in, and the laying of "Kishes" filled with stone and backed by sand and gravel. By 1715 considerable progress had been made, and on "the 4th Friday after Christmas, 1715" the merchants of Dublin record their opinion that the south side should be taken seriously in hand.

There had been practically no shelter for ships save in the Pool of Clontarf, which is still extant, and in Poolbeg, which was probably the name of a certain anchorage, still available to the north of the old "Pigeon" House fort. To improve this condition of things, the Ballast Office deemed it advisable to drive a row of piles in order to form a sandbank which would provide a protection to the shipping in the river, and this good work was commenced in the year 1717 at a point lying between Ringsend and the fort, now known as the "Pigeon" House Road. The undertaking was not completed until 1735 when a lightship was stationed at the end of the piles, where the pre-

sent lighthouse was subsequently erected in 1761-'68. A most interesting account of this great enterprise of building the great sea wall is given in Mr. Halliday's valuable book on "Scandinavian Dublin."

#### BRAIN VERSUS TIDE.

So the history of the battle of the human brain against the action of wind and tide goes on in the journal; recourse is had to great "frames" of bolted piles which are filled with stone and sunk; thousands of piles are driven in, and gradually the channel is formed. But still there is trouble. The wood rots, the sea breaks through.

"The improvement of Dublin harbour is perhaps one of the most difficult subjects which has ever come under the consideration of a civil engineer," said John Rennie in his report in 1802. So difficult indeed was the problem that the virtual abandonment of the Liffey as a practicable port was under consideration for many years, and suggestions of alternative bases of commerce varied from Sutton and Howth on the north side, to Kingstown and Sandycove on the south side, with connecting canals to bring the goods so landed into the city and the country.

Prior to the eighteenth century the larger ships were in the habit of anchoring in Dublin Bay, near Dalkey, and discharging their cargoes into lighter craft which conveyed them to the city; but the report by the Directors of Inland Navigation in 1805 assures us that "by progressive improvement of the harbour it now receives vessels of 300 tons."





TRANSIT SHEDS ON NORTH QUAYS, SHOWING RAILWAY SIDINGS.



## BRAIN TRIUMPHS.

There now began a course of constant dredging and a systematic study of the habits of the river, and the sea, and the shifting banks, and the various devices of frames and so forth were supplemented with embankments, and containing walls were resorted to. As Captain Huggard observed in his report of 1802: "Nature having been so sparing in her bounties, art has been called in to assist her to a greater degree, *i.e.*, to a greater amount in point of expenditure, than in any other situation in the United Kingdom which has come under my observation."

The results have fully justified what has been done. The bar has gone, the sand banks have been reduced; a straight and wide channel marked out by international day marks, and liberally lighted with buoys for navigation by night, has created, right to the heart of the city, a channel that is wide, deep and safe.

The great South Wall extends to Poolbeg Lighthouse on the one side, while the great North Wall does similar duty on the other, terminating in the Bull Lighthouse, the entrance to the channel between them being one thousand feet wide. The two walls have produced an outstanding example of natural tidal scour as an agent in removing river bars.

## MODERN DRAUGHT AND TONNAGE.

The record of being able to berth even vessels of three hundred tons on which the port was congratulated in 1805, has certainly been vastly improved upon, for to-day, at high tide, ships of

twelve thousand tons burden and thirty-two feet draught can make the port with ease.

The debris dredged out since 1860 amounts to about fifty million tons; it has been dumped within containing walls and made into good solid land upon which part of the city stands on the south side; while the great oil storage tanks and the large and up-to-date grain elevator, the milling concerns, which are the premises of the Dublin Port Milling Company, and the shipbuilding yards have been erected on the reclaimed land on the northern shore. Thus, on the northern shore alone some fifty acres have been "won from the waters," and a further area of about fifty acres is to be reclaimed. Here a series of sites with wide roads and quay facilities for rail connection and deep water frontage will be provided for manufacturing concerns and other large businesses requiring waterside space. A plot of land three hundred feet by one hundred and ten feet, in the immediate vicinity of the new deep-water quay is at present available for lettings.

Near by has been constructed the Alexandra Basin with sixty acres of water area, and with berthage at all states of the tide for vessels of twenty-four and twenty-six feet draught; while on the north side of the basin extensions and constructions are in hand which will provide berthage capable of accommodating the largest vessel which passes through either the Suez or Panama Canal. The deep-water front of the Alexandra Wharf is connected by pipes with the great grain Silo and the oil storage tanks capable of storing over twelve





ALEXANDRA BASIN, PRESENT DAY.



million gallons of oil, and through these pipes the cargoes of grain and oil can be sucked direct from the vessels at the Wharf into the storage quarters on land.

#### PILOTAGE.

Pilotage at the Port of Dublin is compulsory, the Dublin Port and Docks Board, who are the Pilotage Authority, own two Pilot Steamers and have a staff of experienced Pilots.

#### TOWAGE.

The Dublin Port and Docks Board have two Tug Boats in commission and undertake public towage.

#### BERTHAGE.

In addition to this there is a berthage line of one-and-three-quarter miles extending from Alexandra Basin to the city, on the north side of the River Liffey, which is mainly devoted to Continental and cross-Channel trade; while on the south side there are one-and-a-quarter miles, at which the overseas Channel trade, the direct sea traffic to London, and other cross-Channel ports has its location.

#### LIGHT AND POWER.

The present total quay frontage, including Canal Docks, is thirty thousand one hundred and sixteen feet or 5.9 miles of this area. The quays, wharves, etc., are well illuminated by electric and some gas lights, thus facilitating double or treble shift discharge or loading of cargoes.

The Quays and adjoining streets are jointly lighted by the Dublin Port and Docks Board and

the Dublin Corporation, the latter body maintaining a public supply of 3-phase current, 51 cycles, for lighting 346 volts and for power 5,300 volts. A public gas supply is maintained by the Alliance and Dublin Consumers' Gas Co. The gas having the following minimum caloric value=450 *B.Th.V.* per cubic foot of gas. The average for three years, however, is  $1\frac{1}{2}$  per cent. above this value.

#### CRANAGE.

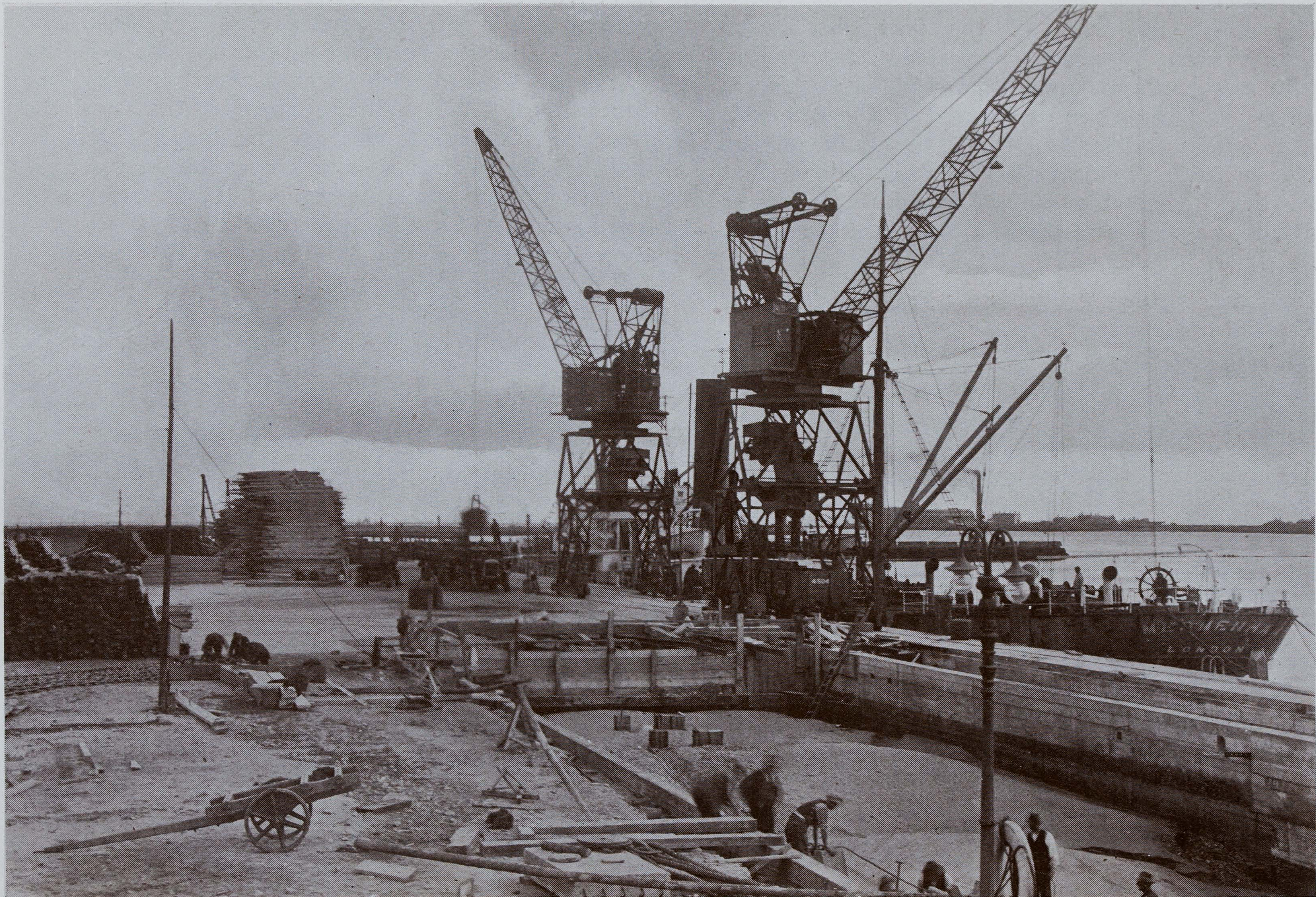
The basin is further equipped with a one-hundred ton crane with a clear lift of seventy-five feet above water level. There are 62 cranes (electric, hydraulic, steam, etc.) in port, extra to the cranes provided at the Canal Docks.

#### DISTRIBUTION FACILITIES.

The well-equipped port which has been made has also been arranged with a view of rapid distribution, handling and storage of goods.

Along the North side berthages on the River Liffey, and at the deep water quay, Alexandra Basin, and Crossberth there are railway sidings and facilities allocated to the Great Southern Railways and under its control. These Quays are linked through the Great Southern system with the railways of Ireland generally. The Great Southern Railways have two depots on the river front—one adjoining the Royal Canal and Spencer Docks, and the other at the North and East Wall (North Wall Extension). These depots deal with all goods, minerals and live stock passing outwards and inwards by rail from the various districts of the Free State.





PORT EXTENSION AT ALEXANDRA BASIN.

A caisson ready to receive the sand, gravel and stone dredged from Dublin Bar by the Dublin Port and Docks Board suction dredger "Sandpiper." Fifty acres of "made ground" have already been completed, and further extensions are in progress.



#### COAL TRADE.

The chief coal trade of the port consists of cargoes carried by vessels owned by the leading Dublin merchants and manufacturers, or consigned to them, and these are discharged at the George's Docks, inner and outer, while the bulk of the coal imports for transmission by rail is landed at the North Wall Extension and loaded into wagons alongside, as well as from the Spencer Dock.

#### FOOD EXPORTS.

There is considerable dressed meat and dead pig traffic outwards, and during the Spring season (February to May) the export of eggs probably reaches a daily total of 150 tons.

The exports of butter, bacon, eggs, fish and other classes of Irish produce reach immense quantities in their various seasons, and in the case of the L M S. Company, the wagons run alongside steamers for Holyhead from which the traffic is lifted by hydraulic machinery into the holds of steamers, thus ensuring minimum handling, and giving the largest measure of safety.

#### LIVE STOCK.

The live stock accommodation at North Wall enables the simultaneous handling of about 3,500 head of cattle, horses, sheep and pigs. It consists of lairage, stabling, or transit pen accommodation where the animals are watered, fed and subjected to examination by veterinary surgeons of the Department of Lands and Agriculture to ensure shipment in good health and condition. The cattle yards are well paved, lighted, and watered, and the forage is cleanly carried in over-

head iron racks. In most cases the distance from yard to ship's side does not exceed 250 yards. The transit inspection pens are situated on the premises of the British and Irish Steampacket Company, the Burns-Laird Line, William Sloan & Co., and the London, Midland & Scottish Railway, which, in addition to its transit and inspection pen accommodation, has ample lairage and stabling (stalls and loose boxes) available for cattle and horses, and there is piggery accommodation for 1,000 pigs.

The London, Midland & Scottish Railway Company's yard is a reception centre for stock arriving in Dublin by rail and intended for shipment by their own and other cross-Channel Steamship Companies.

#### RAIL AND CANAL COMMUNICATIONS.

All the rail communications are upon the Northern line of Quays where there is also inland navigation available from the Royal Canal and Spencer Docks *via* Royal Canal, which connects with Tarmonbarry on the Shannon, and a branch canal to Longford.

The Southern Quays are connected with the rivers Shannon and Barrow by that considerable internal waterway, the Grand Canal, the eastern terminal point of which is the extensive Grand Canal Docks in the Port of Dublin. This Canal connects three ports—Dublin, Limerick and Waterford. See pages 24 and 25.

#### STORAGE, ETC.

There are many acres of storage sheds of up-to-date structure, and in addition there are the Custom House docks and warehouses, constructed at





**HOW THE "MADE GROUND" (NEW PORT EXTENSION) HAS BEEN FORMED**

The Dublin Port and Docks Board's suction dredger "Sandpiper" delivering the sand and debris, dredged up on Dublin Bar, into the caissons (see page 15) to form the made ground at Alexandra Wharf.



a cost of about £700,000, to which there is separate entrance from the river, and in which landing accommodation is provided for dutiable goods both in large storage sheds and in the great range of vaults, which are celebrated for their maturing qualities.

#### REPAIRS.

There are ship-building and ship-repairing firms on the North side of Alexandra Basin, and these are competent to deal with all classes of building and repair work, while a graving dock and graving slips render repairs below water-line an easy matter.

#### THE DUBLIN PORT AND DOCKS BOARD.

The Board now entrusted with this important public service was reconstituted by the Dublin Port and Docks Act, 1898, and consists of The Lord Mayor of Dublin for the time being, Six members of and appointed by the Corporation of Dublin, Twenty-one elective members, viz., twelve traders and nine shippers. The Standing Committees are: Finance, Custom House Docks, Law and Parliamentary, Quay Police, Berthage, Through Rates, Works, Staff, Balbriggan and Skerries, and the Pilotage Committee established under the Dublin Pilotage Order, 1925.

#### JURISDICTION OF THE BOARD.

The Board is the Harbour Authority for the Port of Dublin which, as defined by the Dublin Port and Docks Act, 1869, extends from Barrack Bridge to Harbour of Sutton on the north and to the Harbour of Dalkey on the south (excepting thereout

the Harbour of Kingstown) and provides accommodation for all shipping using the port.

#### THE FUTURE.

The Dublin Port and Docks Board is fully alive to the great extension of Irish Commerce which is bound to take place, and are looking well ahead of the actual requirements of the moment. There is no doubt in their minds about the prosperous future of Ireland, and they are ready and well equipped to deal with all shipping that visits the port of Dublin, which is the natural distributing centre for the Midlands and West of Ireland.

#### INDUSTRIAL SITES AND OPPORTUNITIES.

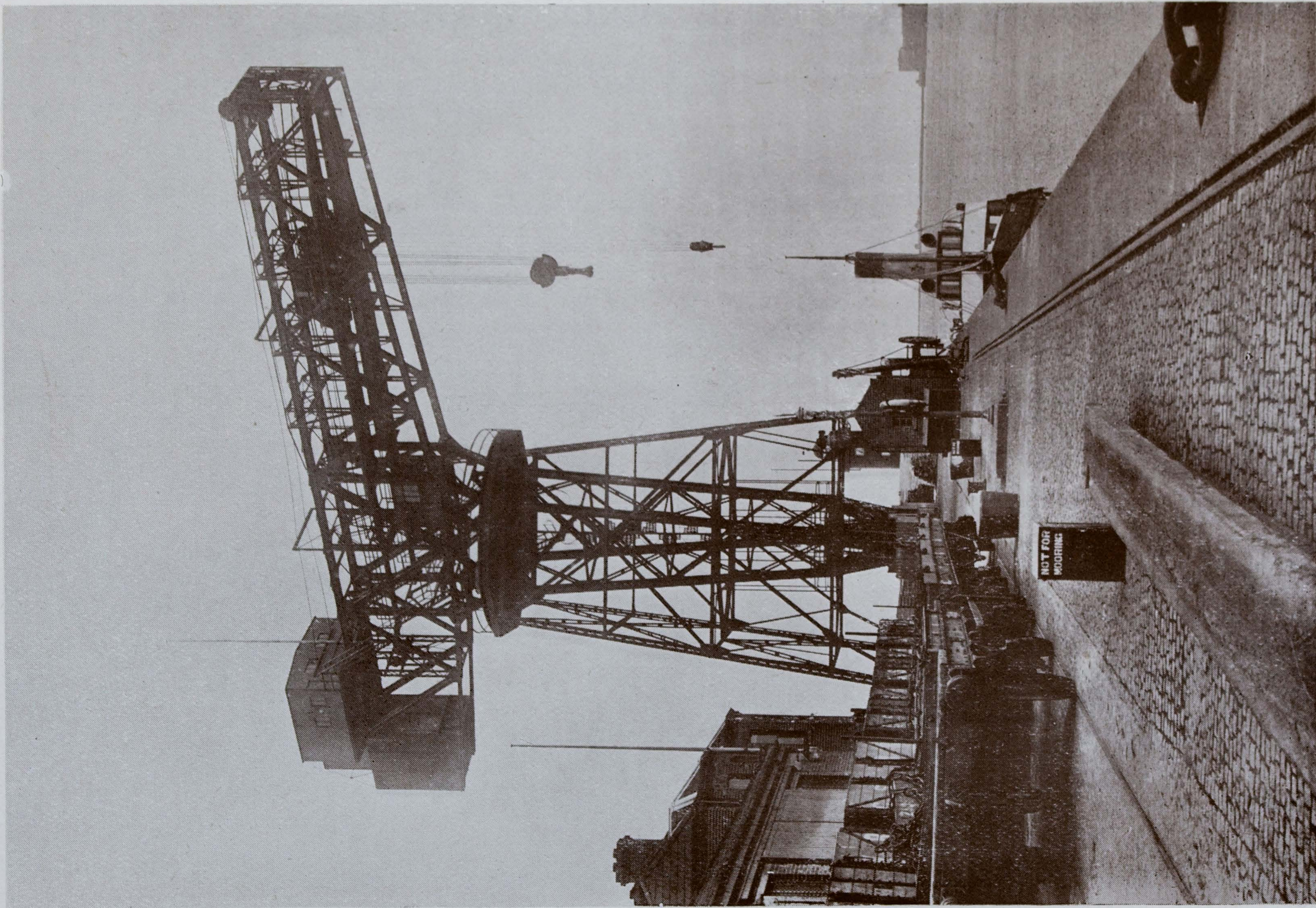
Dublin, as the centre of trade for the Free State, with its facilities for sea and rail traffic, makes it a most desirable position for the development of industries.

This is being recognised by important interests and already Tobacco, Soap, Confectionery, Bedstead and other Factories have been established, and enquiries for further sites are being made. There is ample accommodation convenient to berthage with railway facilities.

Expert advice from trained specialists in openings for enterprise, factory lay-out and design, is available without charge to *bonâ fide* enquirers.

The Dublin Corporation Electric Lighting plant operates within the precincts of Dublin Harbour and affords the best facilities for securing electric power services for industrial purposes at favourable rates. All enquiries should be addressed to The Secretary, Dublin Port and Docks Board, Dublin.





THE 100 TONS ELECTRIC CRANE AT NORTH WALL EXTENSION.



## BERTHAGE AND DOCKS

The Berthage allocated to shippers and unallocated is as follows:—

| NORTH QUAYS.                                 | Length, feet. | Depth below L.W.O.S.T. |
|--|---------------|------------------------|
| Custom House Quay, allocated ... ..          | 692           | 9 feet — 12 feet.      |
| Custom House Quay, unallocated ... ..        | 649           | 8 feet — 12 feet.      |
| North Wall Quay, allocated ... ..            | 3,755         | 16 feet.               |
| North Wall Quay, unallocated ... ..          | 180           | 16 feet.               |
| North Wall Extension, unallocated ... ..     | 4,104         | 16 feet — 26 feet.     |
| Cross Berth ... ..                           | 450           | 24 feet.               |
| Alexandra Wharf ... ..                       | 850           | 24 feet.               |
| Alexandra ,, ... ..                          | 575           | 35 feet.               |
| <b>SOUTH QUAYS.</b>                          |               |                        |
| George's Quay, allocated ... ..              | 260           | 16 feet.               |
| George's Quay, unallocated ... ..            | 247           | 16 feet.               |
| City Quay, allocated ... ..                  | 700           | 16-20-22 feet.         |
| City Quay, unallocated ... ..                | 611           | 20 feet — 22 feet.     |
| Sir John Rogerson's Quay, allocated ... ..   | 1,300         | 19 feet — 22 feet.     |
| Sir John Rogerson's Quay, unallocated ... .. | 2,150         | 22 feet.               |
| Great Britain Quay, unallocated ... ..       | 420           | 22 feet.               |
| Inner Docks, allocated ... ..                | 1,833         | 13½ feet.              |
| George's Dock, allocated ... ..              | 180           | 13½ feet.              |
| George's Dock, unallocated ... ..            | 760           | 13½ feet.              |

Total berthage, 19,716 feet; water frontage, 20,246 feet, or 3.83 miles. Canal Docks not included in above.





**THE GRAVING DOCK, ALEXANDRA BASIN.**

Width of entrance at coping level, 70 feet; depth over sill at H.W.O.S.T., 18 feet 3 inches; depth from coping to floor, 22 feet. 2 inches; breadth of floor, 37 feet 11 inches; length of floor, 377 feet.



### BERTHAGE AND DOCKS—Continued.

All the Railways running into Dublin are connected with the North Wall Extension and Alexandra Wharf—only Grand Canal connection with South Quays.

Vessels of any length or beam and of draught up to 33 ft. can be accommodated.

| Name of Docks.                                      | Sill below Port datum. | Water area acres. | Lineage quayage feet. | Depth of water.             |  | Width of entrance at coping level. |
|---|------------------------|-------------------|-----------------------|-----------------------------|--|------------------------------------|
|   |                        |                   |                       | At L.W.O.S.T. (gates open). | H.W.O.S.T. 2 hours after (gates shut). |                                    |
| <b>NORTH QUAYS.</b>                                 |                        |                   |                       |                             |  |                                    |
| George's Dock                                       | ... 4½ feet            | ... 1¾            | ... 910               | ... 3½ feet                 | ... 13½ feet                           | ... 35½ feet                       |
| Inner Dock  | ... 4½ feet            | ... 4½            | ... 1,802             | ... 3½ feet                 | ... 13½ feet                           | ... 35½ feet                       |
| Royal Canal Dock (affording inland water carriage). | ... 2 feet             | ... 1½            | ... 1,600             | ... 2 feet                  | ... 12 feet                            | ... 27 feet                        |
| Spencer Dock (affording inland water carriage).     | ... 3 feet             | ... 4             | ... 3,900             | ... 2 feet                  | ... 12 feet                            | ... 26 feet                        |
| <b>SOUTH QUAYS.</b>                                 |                        |                   |                       |                             |  |                                    |
| Grand Canal Dock (affording inland water carriage). | ... 5 feet             | ... 24            | ... 5,300             | ... 5 feet                  | ... 18 feet                            | ... 35½ feet                       |

Extent of water-front, Grand Canal Dock, 5,300 feet.

#### DEEP DRAUGHT VESSELS WHICH HAVE USED THE PORT.

|                                 | <i>Draught.</i>      | <i>Length.</i> | <i>Breadth.</i> |
|---------------------------------|----------------------|----------------|-----------------|
| <i>m.v.</i> "Borga"             | ... 25 feet          | ... 362.4 feet | ... 51.4 feet   |
| <i>s.s.</i> "Comanchee"         | ... 24 feet 6 inches | ... 395.5 "    | ... 51.7 "      |
| <i>s.s.</i> "Lord Londonderry"  | ... 23 feet 8 inches | ... 427 "      | ... 53 "        |
| <i>s.s.</i> "Jeff Davis"        | ... 28 feet 2 inches | ... 395.5 "    | ... 55 "        |
| <i>m.v.</i> "George Washington" | ... 29 feet 2 inches | ... 425.5 "    | ... 55.3 "      |
| <i>s.s.</i> "Melmore Head"      | ... 26 feet          | ... 390.4 "    | ... 51.8 "      |
| <i>s.s.</i> "Callandia"         | ... 27 feet 6 inches | ... 400.4 "    | ... 52.1 "      |

Continued on page 26.





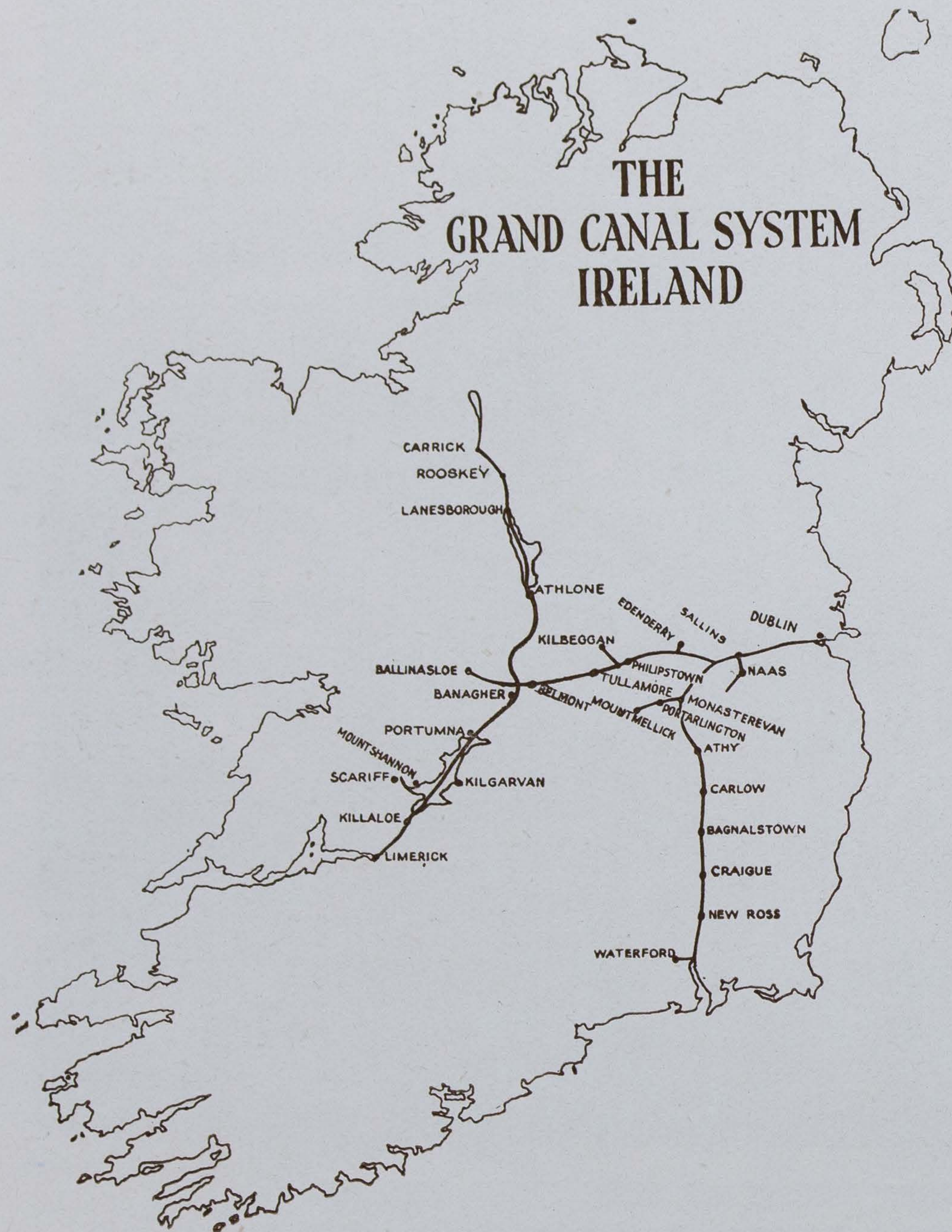
ENTRANCE TO THE ROYAL CANAL AND SPENCER DOCKS AS SEEN FROM THE AIR.

Showing the port waterside connections of the Great Southern Railways of Ireland, the London, Midland & Scottish Railway, and the internal navigation of central and western Ireland.

Reproduced from aerial photographs obtained by Army Air Corps, Oglagh na h-Eireann. Stationery Office Copyright.



# THE GRAND CANAL



**T**HE Grand Canal is the longest waterway system in Great Britain and Ireland. The main line extends from Dublin to Ballinasloe, a junction with the Shannon being effected near Banagher. The map on this page shows that the system extends northwards to Carrick-on-Shannon and southwards to Limerick and Waterford, with branches to Naas, Mountmellick, Edenderry, and Kilbeggan. The Canal serves three ports—Dublin, Limerick, and Waterford—and sixteen counties in the Irish Free State. Barges sixty-one feet in length and thirteen feet in width can pass through the Canal. The Grand Canal is the only inland transport system on the south side of the Port, the railway systems being confined to the north side. The methods of traction have been brought up to date, motor engines having been installed in most of the Company's steel barges. In a short time motor engines will be fitted to the Company's entire fleet. The traffic is of a varied character, somewhat similar to that carried on the Irish railways. Goods are carried to fifty-five towns, and in special cases to other points on the system, particulars of which can be obtained at the Company's offices at James's Street Harbour, Dublin.

The Docks (see opposite page) through which the Canal enters the Port of Dublin have an area of 24 acres, and can accommodate sea-going vessels up to 148 feet in length, draught 14 feet 6 inches. Length of quayage, 5,300 feet. There are three entrance locks, and two graving docks.





GRAND CANAL DOCKS AND SIR JOHN ROGERSON'S QUAY.

Reproduced from aerial photographs obtained by Army Air Corps, Oglagh na h-Eireann. Stationery Office Copyright



Continued from page 22.

## CUSTOM HOUSE DOCKS' WAREHOUSES, ALSO PORT SHED ACCOMMODATION.

### USE OF WAREHOUSES.

The Board's Warehouses are situated in the Custom House Docks. The services rendered include in the case of bagged or cased goods, housing, storing and piling, sampling, etc., and unhousing; in the case of wine and spirits in casks, housing, storing, piling, sampling, racking, blending and unhousing.

Storage capacity:—40,000 casks wines and spirits, 22,000 tons grain, 9,000 h'hds. tobacco, 10,000 tons general merchandise in addition to wharfage for 30,000 tons of coal.

| Warehouses—To whom Allocated.              | Capacity<br>in cub. ft. |
|--|-------------------------|
| <i>North Quays.</i>                        |                         |
| Transit Shed, Custom House Quay ...        | 144,000                 |
| Shed, Custom House Quay (unallocated) ...  | 58,000                  |
| William Sloan & Co. ...                    | 64,000                  |
| British & Irish Steam Packet Co. ...       | 623,000                 |
| London, Midland & Scottish Railway Co. ... | 765,000                 |
| Burns & Laird Lines, Ltd. ...              | 306,000                 |

### *Transit Sheds, North Quay Extension.*

|                 |         |
|-----------------|---------|
| No. 1 Shed ...  | 720,000 |
| No. 2 Shed ...  | 996,000 |
| Island Shed ... | 426,000 |

### *South Quays.*

|   |         |
|---|---------|
| British & Irish Steam Packet Co. Ltd. ... | 145,000 |
| Transit Shed, Great Britain Quay ...      | 158,000 |

Total capacity, 4,405,000

Shed accommodation in Canal Docks not included in above table.

## PROPRIETARY WAREHOUSE CAPACITIES.

Extra to the Dublin Port and Docks Board's extensive range of warehouses.

### MERCHANTS' WAREHOUSING CO.

|  | Tons.  |
|--|--------|
| Silo, Alexandra Wharf ...                        | 14,000 |
| Sheriff Street ...                               | 7,000  |
| East Wall ...                                    | 17,000 |
| Sir John Rogerson's Quay and<br>Hanover Quay ... | 15,000 |

### DUBLIN GRANARIES CO.

|                    |        |
|--------------------|--------|
| Sheriff Street ... | 8,000  |
| Hanover Quay ...   | 10,000 |

### NATIONAL ICE & COLD STORAGE CO.

Sir John Rogerson's Quay ... over 1,000  
(See page 64).

### ACCOMMODATION FOR OIL CARGOES.

|   | No.<br>of tanks. | Capacities. |            |
|---|------------------|-------------|------------|
|   |                  | Tons.       | Gallons.   |
| Irish-American Oil Co.,<br>Ltd. ...             | 10               | 17,000      | 4,570,190  |
| Shell-Mex (Ireland),<br>Ltd. ...                | 4                | 6,253       | 1,918,910  |
| Irish B.P. Co., Ltd. ...                        | 6                | 5,305       | 1,485,500  |
| Galena Signal Oil Co.<br>(of Ireland), Ltd. ... | 12               | 13,560      | 4,050,000  |
| Totals ...                                      | 32               | 42,118      | 12,024,600 |

The Alexandra Wharf is connected with the various oil depots by privately owned pipe lines.

Sir John Rogerson's and Great Britain Quays are similarly connected with the premises of the Alliance and Dublin Consumers' Gas Co.





DUBLIN CUSTOM HOUSE DOCKS' BONDED WAREHOUSES. A VISTA IN THE WINE AND SPIRIT VAULTS

This vault is about 474 feet in length by 104 feet in width, and is capable of storing upwards of 20,000 mixed casks. Many of these are maturing in bond for over 16 years. The mean temperature of the vault is from 55° to 60°. When the

Irish Free State Government was established, the value of the "wet goods" stored in the eleven bonded warehouses within the Department, including duty, was estimated at about £6,000,000.



# LOCATION, OWNERSHIP AND CAPACITY OF CRANES

| Load.     | Board's property. | Privately owned. | Location.  |
|-----------|-------------------|------------------|--|
| 100 tons. | 1 Electric.       |                  | 1 S.E. end of North Wall Extension.                    |
| 25 tons.  | 1 Hand.           |                  | 1 Sir John Rogerson's Quay (near Benson Street).       |
| 20 tons.  |                   | 1 Hydraulic.     | 1 West end of L M S berthage allocation.               |
| 10 tons.  | 1 Hand.           |                  | 1 Sir John Rogerson's Quay (at end of Forbes Street).  |
| 5 tons.   | 1 Hand.           |                  | 1 Gt. Britain Quay.                                    |
| 4 tons.   | 12 Electric.      |                  | 4 River Side of N. Wall Extension.                     |
| 4 tons.   |                   |                  | 2 Basin Side of N. Wall Extension.                     |
| 4 tons.   |                   |                  | 3 Sir John Rogerson's Quay.                            |
| 4 tons.   |                   |                  | 3 Alexandra Wharf.                                     |
| 4 tons.   | 1 Hand.           |                  | 1 Sir John Rogerson's Quay (near Lime Street).         |
| 4 tons.   |                   | 4 Steam.         | 4 Custom House Docks.                                  |
| 3 tons.   | 5 Electric.       |                  | 2 City Quay.   |
| 3 tons.   |                   |                  | 1 Crossberth.  |
| 3 tons.   |                   |                  | 2 New Quay.  |
| 3 tons.   | 2 Hand.           |                  | 2 Custom House Docks.                                  |
| 3 tons.   |                   | 15 Steam.        | 9 Custom House Docks.                                  |
| 3 tons.   |                   |                  | 2 City Quay.   |
| 3 tons.   |                   |                  | 2 Sir John Rogerson's Quay.                            |
| 3 tons.   |                   |                  | 2 N. Wall Qy., Dublin General Steam Ship. Co.'s berth. |
| 3 tons.   |                   | 6 Hydraulic.     | 6 L M S. Transit Sheds.                                |
| 35 cwt.   |                   | 1 Steam.         | 1 Sir John Rogerson's Quay (near Benson Street).       |
| 35 cwt.   |                   | 2 Hydraulic.     | 2 Sir J. Rogerson's Qy. (Tedcastle, McCormick & Co.).  |
| 30 cwt.   |                   | 1 Steam.         | 1 Sir John Rogerson's Quay (near Benson Street).       |
| 30 cwt.   |                   | 4 Hydraulic.     | 4 North Wall Quay—G.S.R. berth.                        |
| 25 cwt.   |                   | 2 Hydraulic.     | 2 L M S Transit Sheds.                                 |
| 1 ton.    | 1 Hand.           |                  | 1 Gridiron, Ringsend.                                  |
|           |                   | 1 Steam.         | 1 Sir John Rogerson's Quay (near Benson Street).       |
| 1 ton.    |                   | 1 Hydraulic.     | 1 L M S.   |

Total cranes in Port, excluding Canal Docks, available for loading and discharging cargoes—62. (See Map). The cranes at Grand Canal Docks are 12 in number, viz., 10 3-ton cranes at Hanover Quay, Grand Canal Quay, Charlotte Quay and Railway Bridge, and 1 5-ton and 1 2-ton cranes at Charlotte Quay. The Royal Canal and Spencer Docks (G.S. Rys.) are furnished with two 3-ton Gantry Steam Cranes, and there are 4 3-ton hydraulic cranes on the Great Southern Railways' premises at North Wall Extension.

With the available cranes in the Port working at maximum output, over 5,000 tons per hour can be unloaded. This figure does not include loads lifted by the 100-ton crane. (See Map for situation of cranes).





**DUBLIN CUSTOM HOUSE DOCKS' WAREHOUSES. DUTY FREE TEA.**

In this warehouse the choicest teas are blended to suit the various waters, hard and soft, and delivered to all parts of Ireland. The average stock held is from 5,000 to 8,000 packages per annum. Direct tea importation is on the increase. Dublin is a duty free port for tea—the largest duty free port for tea in the British Isles.



## COMMERCE OF THE PORT: PRINCIPAL EXPORTS.

Bacon, Biscuits, Butter, Cattle, Eggs, Extra Stout, Farm Produce, Foreign Extra Stout, Horses, Mineral Waters, Pigs, Sheep, Stout, and Whiskey.

### PRINCIPAL IMPORTS.

Artificial Manure, Barley, Cement, Coal, Feeding Stuffs, Flour, Fruit, Indian Corn, Iron and Steel, Oil (including Motor Spirit, Paraffin, and Petroleum), Paper, Sugar, Tea, Timber, Tobacco, and Wheat.

| Imports  | 1924.<br>Tons.   | 1925.<br>Tons.   |
|--|------------------|------------------|
| From Great Britain ...   | 1,647,242        | 1,474,296        |
| From Coastal Ports in Free State and Northern Ireland            | 22,054           | 12,950           |
| From Foreign and Colonial Ports ... ..                           | 547,598          | 479,576          |
| <b>Totals ...</b>  | <b>2,216,894</b> | <b>1,966,822</b> |
| <b>Exports.</b>  |                  |                  |
| To Great Britain ... ..  | 410,025          | 419,844          |
| To Coastal Ports in Irish Free State and Northern Ireland ... .. | 26,445           | 25,631           |
| To Foreign and Colonial Ports ... ..                             | 18,948           | 14,481           |
| <b>Totals* ...</b>   | <b>455,418</b>   | <b>459,956</b>   |
| <b>*Not including Live Stock—</b>                                |                  |                  |
| Cattle   | 431,356          | 318,972          |
| Sheep  | 351,329          | 226,448          |
| Pigs   | 87,672           | 25,892           |
| Horses   | 10,817           | 6,316            |
|  | <b>881,174</b>   | <b>577,628</b>   |

Continued on page 34.

Total net registered tonnage which entered the Port in—

| 1924,     | 1925,     |
|-----------|-----------|
| 2,272,443 | 2,138,009 |

It will be observed that there is a decrease of roughly 250,000 tons in the goods imported, but this is nearly all accounted for by a decrease of 200,000 tons in coal imported due to labour trouble—while even the small increase in exports of 4,000 tons is encouraging.

The decrease in the number of live stock exported is disappointing, but 1924 was an abnormal year, the stocks in the country in that year being nearly depleted such good prices were obtainable.

## CROSS-CHANNEL, COASTWISE AND OVERSEAS SERVICES.

| <i>Trading between<br/>Dublin and—</i>     |   |
|--|---|
| British & Irish Steam Packet Co. ... ..    | London, Liverpool, Manchester, Preston. |
| London, Midland & Scottish Railway Co. ... | Holyhead.                               |
| Burns & Laird Lines, Ltd.                  | Greenock, Glasgow & Heysham.            |
| Dublin, Silloth & I.O.M. Co. ... ..        | Silloth and I.O.M.                      |
| Michael Murphy, Ltd. ...                   | Bristol Channel Ports.                  |
| Clyde Shipping Co., Ltd.                   | Waterford.                              |
| Bristol Steam Navigation Co. ... ..        | Bristol.                                |





DUBLIN CUSTOM HOUSE DOCKS' SUGAR WAREHOUSE. FIRST CONSIGNMENT OF IRISH MANUFACTURED BEET SUGAR FROM CARLOW

This consignment of Beet Sugar manufactured in Ireland represents three grades of Irish sugar—Fine, Medium, and Large—manufactured at the up-to-date works of the Irish Sugar Manufacturing Company, Ltd., Carlow.

The Beet product of 100 acres is dealt with daily at the Factory during the season.

The pulp of 1,300 tons of Beet means the turning out of 1,800 bags of finished sugar, each bag containing 2 cwt. net the polarisation of which is from 99.9°. This may be regarded as the Factory's daily capacity. The situation of this warehouse, not far from the City, is convenient for the local wholesale merchants.

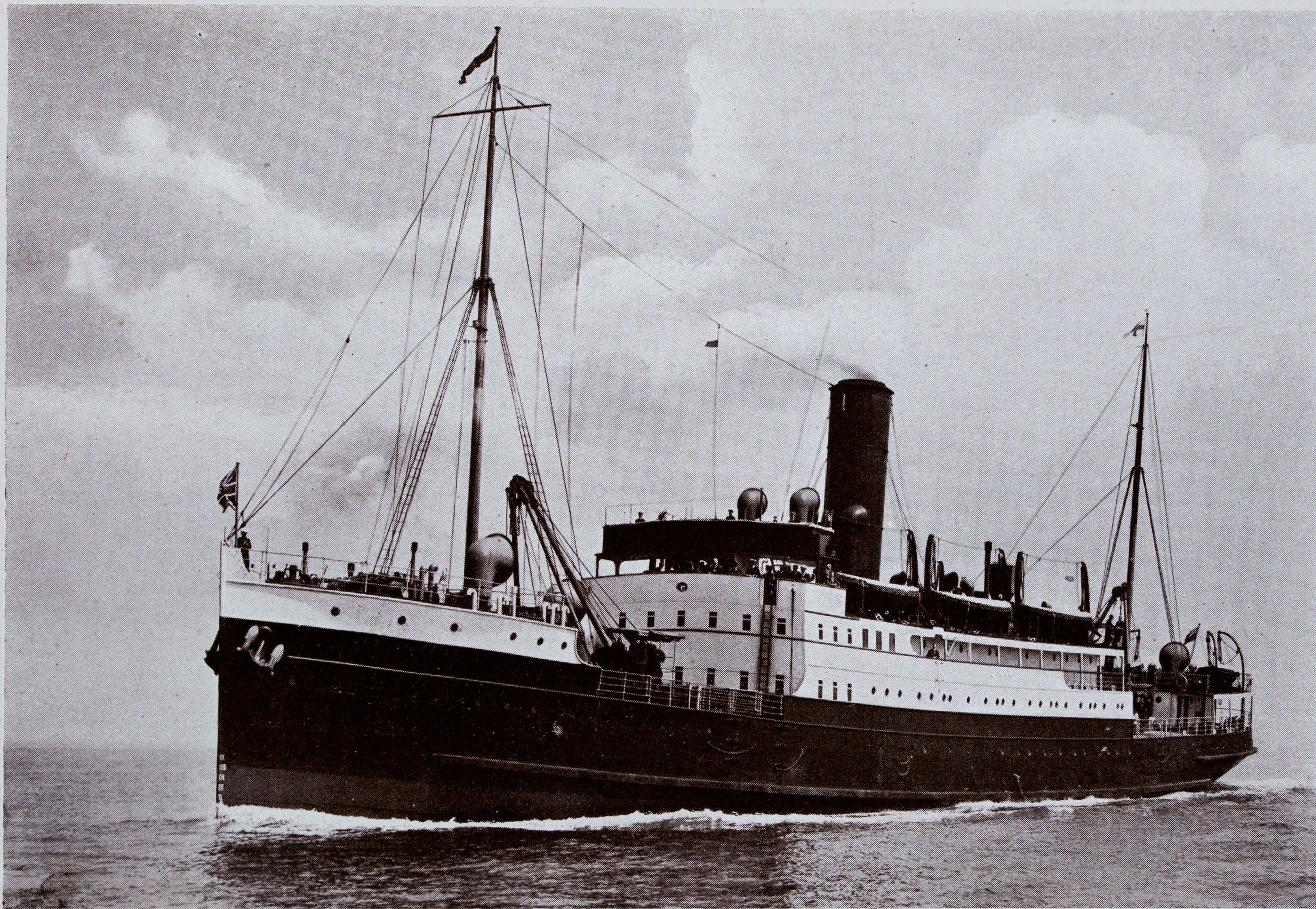




**TYPES OF THE CROSS-CHANNEL STEAMERS**

A London Midland and Scottish Railway Royal Mail Steamer—Dun Laoghaire (Kingstown) and Holyhead.  
Open Sea Passage only 2½ hours.





TYPES OF THE CROSS-CHANNEL STEAMERS.  
British and Irish Steam Packet Company's Oil-Burning Steamer, "Lady Limerick," Dublin and Liverpool.



Alliance and Dublin Consumers' Gas Co. have a service of colliers between Dublin and various coal ports in Great Britain.

Heiton & Co., ditto.

J. Weatherill & Co., ditto.

*Coal Wharves.*

North Wall Extension.

Alexandra Basin into Railway Wagons.

Custom House Dock. Allocated Coal Banks.

Spencer Dock, Great Southern Railways.

Ringsend Dock, Grand Canal Co.

*Timber Wharves.*

Alexandra Wharf.

South Quay.

North Wall Extension.

OVERSEAS SERVICES.

|  |     |                               |
|--|-----|-------------------------------|
| Head Line  | ... | Canadian and Baltic Ports.    |
| Head Line  | ... | Continental Ports.            |
| United States Shipping Board                       | ... | United States—Atlantic Ports. |
| Glen & Co.   | ... | Norway and Sweden.            |
| Michael Murphy, Ltd.                               | ... | Dunkirk, Havre and Boulogne.  |
| Palgrave, Murphy, Ltd.                             | ... | Continental Ports.            |
| Société Anonyme Belgo-Irlandaise de Navigation     | ... | Antwerp.                      |
| Bugsier, Reederei und Bergungs Aktien Gesellschaft | ... | Hamburg.                      |

MASTER PORTERAGE, WAREHOUSING AND FORWARDING OF GOODS.

The Merchants' Warehousing Co., Ltd., whose head office is at 11 Burgh Quay, has dealt under the above heads with a large volume of the traffic of the Port.

The Company's equipment includes weighing apparatus, a fleet of motor wagons and warehouse premises fitted with modern plant dealing with the handling and warehousing of merchandise.

These premises are situated at both sides of the Liffey and comprise:—

Sir John Rogerson's Quay and Hanover Quay, south side, and Alexandra Wharf, East Wall and Upper Sheriff Street, north side.

At Alexandra Wharf a grain storage Silo has in recent years been provided. In this modern building are installed three pneumatic plants, each having a capacity for handling 40 tons per hour and available for the discharge and intake of incoming cargoes direct from the ship, by means of the suction system which, in modern structures, has replaced the bucket elevator.

The Silo granary stands 100 yards from the water front of the Alexandra Quay and is directly connected therewith by a series of pipe lines which convey the grain by means of the pneumatic plant from the ship's hold to the warehouse. The pipe lines terminate in suitable boxes at the waterside, and connecting with these, portable pipes, supported from the ship's derricks, can be rigged to the holds.

Once the grain is received at the Silo it is





DUBLIN CUSTOM HOUSE DOCKS' WAREHOUSES. HOPS IN TRANSIT.

A corner of Stack A, where 18,000 bales American hops are temporarily stored for the account of Messrs. Arthur Guinness, Son & Co., Ltd. The average weight of each bale is about 2 cwt., and the value of the stack £216,000. During a single

year the produce of 8,000 acres of the best hop-growing gardens in Kent, Oregon and Washington is consumed in perfecting the brewing operations at Guinness's Brewery.



weighed, and if so desired cleansed of all foreign matters. The grain is then elevated to the top of the lofty building, where it passes on to a band conveyor running across the front of the granary, and from there bands feed the thirty-two storage bins. Grain arriving at the Silo by rail or carts is dealt with by special intake machinery arranged on both sides of the building and capable of weighing and storing 25 tons per hour. Loading out is performed by two systems. In one case the grain having passed through one-ton automatic weighers, is carried to the special "blowing seals" in connection with the pneumatic plant, and delivered in bulk to the pipes running under the quay and so to barges and ships alongside the Alexandra Basin Wharf. The other method utilises special bins and sacking off appliances for loading to rail or road.

Perfect provision has been made in the machinery equipment for conditioning heated grain, and to accomplish that object arrangements have been made for turning over the grain in the storage bins by moving it from one bin to another by means of the bands and elevators. The Silo granary is electrically driven throughout. The motors vary from about 3 h.p. to 220 h.p.

The Silo has a total capacity of 13,820 tons of grain, 10,500 being held in the storage bins, of which there are 32, and 3,320 tons in the 40 sacking-off bins. In addition provision has been made for automatic weighing and delivery of grain by hand direct into the Port mill alongside. The building is an imposing structure of the most up-

to-date character and is 130 feet long, 68 feet wide and 158 feet high.

The Company's other warehouses on both sides of the River deal with the discharge, weighing, delivery and storage of grain, flour, feeding stuffs and general merchandise.

At East Wall (north side) 15,000 tons of grain, flour, etc., can be warehoused, and carts and railway trucks are loaded alongside. There is also a large area of ground and shed accommodation for timber and general merchandise.

At Sheriff Street Warehouse (north side) 7,000 tons of grain, flour, etc., can be stored and deliveries made to road vehicles alongside, and at Sir John Rogerson's Quay (south side) their principal warehouse fronts on to deep-water berths and grain and goods are portered across the quay to and from vessels in berths alongside. The Sir John Rogerson's Quay premises afford warehouse room for 8,000 tons, and at the rere fronting to Hanover Quay, Ringsend Docks (south side) there is warehouse space for storing 7,500 tons, and, in addition, yard space for timber and general goods.

The Company weighs the cargoes and parcels on shipboard and deals with distribution to city and country buyers. Deliveries from ship, quay and warehouse are made by the Company's steam and petrol driven wagons. Dock warrants are issued to owners and these are negotiable through bankers and others. Advances are made by the Company on Documents of Title to goods deposited in the warehouses of the Company.





DUBLIN CUSTOM HOUSE DOCKS' WAREHOUSES. GRAIN LOFT (ESCALATOR INSET).

The grain lofts and warehouses at Custom House Docks, capable of storing 22,000 tons, are among the finest in the British Isles. They are equipped with Grain Elevators, Weighing and Recording Machines, Escalators, Sack Conveyors and Clipping and Screening Machines.



### COLD STORAGE.

To meet the growing demand for accommodation for goods requiring cold storage, the Merchants' Warehousing Company is having one of the warehouses fitted out for this traffic.

Contracts have been entered into for insulating the building and equipping it with plant on up-to-date lines.

The building will be divided into compartments with temperatures to suit the storage of eggs, butter, bacon, poultry, etc.

The provision of increased cold storage for care and holding of perishable produce of the country should be of great benefit to producers, dealers and consumers.

At present the produce must to a large extent be marketed when prices are at their lowest, and especially in the case of butter when weather conditions are most unfavourable for carrying on long journeys.

The Company will be in a position to further extend the accommodation to meet all reasonable requirements.

### GENERAL ARRANGEMENTS.

#### BUNKERS AND FUEL OIL.

Coal.—There is no recognised bunkering wharf at the Port, but when bunkering has to be done it is usually carried out by use of Electric Cranes or carted by the merchants to ships and carried on board.

Fuel Oil.—Facilities for bunkering are provided at the Port.

*Port Health Officer.*—Dr. Matthew J. Russell, 85 Pembroke Road, Dublin.

#### *Stevedoring.*

Various stevedoring firms, including:—

Messrs. Wm. Newman & Son, 16 Eden Quay, Dublin.

Mr. J. Geoghegan, Thornecastle Street, Ringsend, Dublin.

Mr. Patrick Downey, 13 Brighton Terrace, Ringsend Road, Dublin.

Mr. W. Long, Glencullen Terrace, Wharf Road, Dublin.

Mr. Joseph O'Toole, 1 Lime Street, Dublin.

Mr. Michael Carrick, 5 Creighton Street, Dublin.

#### *Compass Adjustment.*

Messrs. Pollock & Co., 50 Grafton Street, Dublin.

Captain Kellett, 23 Eden Quay, Dublin.

Bernard Lee, 36 South Circular Road, Kilmainham.

#### *Water per 1,000 gallons.*

Water supplied at all berths by Dublin Corporation at 2/6 per 1,000 gallons.

#### *Telephone Facilities, Wireless, Wharf Business Hours, Wharf Holidays.*

Telephone facilities at most of the Quays and Wharves.

Wireless—G.P.O., Dublin.

Wharf business hours, usually 8 a.m. to 6 p.m., or as required.

Wharf Holidays—Sundays and Bank Holidays.





**DUBLIN CUSTOM HOUSE DOCKS' WAREHOUSES. EXAMINING AND WEIGHING IMPORTED TOBACCO.**

The present stock of tobacco in the bonded warehouses of the Dublin Port and Docks Board amounts to 3,500 tons. With duty this stock is valued for £4,000,000. This stock could furnish an ounce of tobacco weekly for one year to every adult in Ireland.



*Lloyds' Agents and Surveyors.*

Lloyds' Agent—Messrs. George Bell & Co.,  
Corn Exchange Buildings, Burgh Quay, Dublin.

Lloyds' Surveyor—Charles E. Roffey, 9 Burgh  
Quay, Dublin.

*Consuls or Consular Agents, Port of Dublin.*

United States Minister in Dublin—Frederick A.  
Stirling, American Legation.

Charles M. Hathaway (Jun.), U.S. Consul-  
General, 15 Merrion Square, Dublin. (Tel. : 62695).

Argentina—Senor Mario Molina Salas, Consul-  
General, 54 Northumberland Road, Dublin. (Tel. :  
Ballsbridge 867).

Austria—J. O. Duncan, Honorary Consul, 102  
Grafton Street, Dublin. (Tel. : 3117).

Belgium—Monsieur Maurice Goor, Consul-  
General, Shrewsbury House, Shrewsbury Road,  
Dublin. (Tel. : Ballsbridge 337).

Bolivia—J. O. Duncan, Hon. Consul, 102 Graf-  
ton Street, Dublin. (Tel. : 3117).

Brazil—Senor Mario Drolhe da Costa, Consul,  
102 Grafton Street, Dublin. (Tel. : 1703). J. G.  
Fottrell, Vice-Consul, ditto.

Chili—Ambrose Aliaga Kelly, 1 and 2 Westmore-  
land Street, Dublin. (Tel. : 1612).

Denmark—James Betson, Vice-Consul, 20 Eden  
Quay, Dublin. (Tel. : 862).

Estonia—Richard J. Kelly, K.C., Honorary  
Consul, Hymany, 7 Aylesbury Road, Dublin.

Finland—James Betson, Vice-Consul, 20 Eden  
Quay, Dublin. (Tel. : 862).

France—Monsieur Alfred Blanche, Consul-Gener-  
al, 32 St. Stephen's Green, Dublin. (Tel. : 2272).

Monsieur Ottavi, Consul, 32 St. Stephen's Green,  
Dublin. (Tel. : 2272).

Germany—Dr. G. von Dehn, Consul-General,  
58 Northumberland Road, Dublin. (Tel. No. :  
Ballsbridge 586).

Greece—Walter W. Murphy, Consul, Commercial  
Buildings, Dublin. (Tel. : 3818).

Hungary—Hubert Briscoe, Honorary Consul,  
18 and 19 College Green, Dublin. (Tel. : 4023).

Italy—Signor Guglielmo Silenzi, Italian Consul-  
General, 7 Lr. Abbey St., Dublin. (Tel. : 3699).

Japan—A. M. Weatherill, Honorary Consul,  
D'Olier Chambers, D'Olier St., Dublin. (Tel. : 473).

Latvia—James Ogilvie Duncan, Consul, 102  
Grafton Street, Dublin. (Tel. : 3117).

Liberia—J. G. W. Casson, Consul, 11 William  
Street, Dublin. (Tel. : 3482).

Netherlands—I. R. A. W. Weenink, Consul,  
Standard Hotel, Harcourt Street, Dublin.

Norway—A. M. Weatherill, Consul, D'Olier  
Chambers, D'Olier Street, Dublin. (Tel. : 473).

Persia—S. P. Seropian, Consul, 12 College  
Green, Dublin. (Tel. 3726).

Portugal—A. M. Weatherill, Consul, D'Olier  
Chambers, D'Olier Street, Dublin. (Tel. : 473).

Roumania—Richard J. Kelly, K.C., Honorary  
Consul, Hymany, 7 Aylesbury Road, Dublin. (Tel. :  
Ballsbridge 972).

Spain—Senor Don Juan B. Arregui, 1 and 2  
Westmoreland Street, Dublin. (Tel. : 1612).

Sweden—Mr. Eriksson, Acting Swedish Consul,  
Shelbourne Hotel, Dublin.

Uruguay—Patrick Rooney, Honorary Consul, 34  
Kildare Street, Dublin.





**DUBLIN CUSTOM HOUSE DOCKS' WAREHOUSE—THE NEW TOBACCO STORE.**

This important new tobacco Warehouse has recently been added to the tobacco storage capacity of the Custom House Docks. It can warehouse 4,000 hogsheads. The erection of the structure has just been finished, and its full equipment of electric presses and electric gantries will, at once, be placed in position to enable the storage of the great tobacco stocks now reaching Dublin. The cubic capacity of this store

is 686,500 feet, it is 326 feet long and 73 feet in breadth. A very marked impetus has been given to the tobacco-manufacturing trade in Dublin by the building of three fine modern factories by firms included in the Imperial Tobacco Company of Great Britain and Ireland, Limited. The direct shipment of tobacco from the United States of America to the Port of Dublin is already a reality.



TO ATLANTIC PORTS, AMERICA AND AFRICA.

DUBLIN TO :—

| PORTS.                         | DISTANCE. | PORTS.                           | DISTANCE. | PORTS.                   | DISTANCE. |
|--------------------------------|-----------|----------------------------------|-----------|--------------------------|-----------|
| Azores (St. Michael) ...       | 1,310     | Maderia ...                      | 1,374     | St. John's, N.F. ...     | 1,901     |
| Bahia ...                      | 4,422     | Martinique ...                   | 3,530     | St. John's, N.B. ...     | 2,652     |
| Baltimore ...                  | 3,276     | Montevideo ...                   | 6,054     | St. Thomas, W.I. ...     | 3,511     |
| Barbados ...                   | 3,570     | Montreal <i>via</i> Belle Isle   | 2,700     | St. Vincent (C.V.I.) ... | 2,393     |
| Bathurst ...                   | 2,509     | Montreal <i>via</i> Cape Race    | 2,887     | Santos ...               | 5,258     |
| Belle Isle ...                 | 1,742     | Nassau ...                       | 3,650     | Sierra Leone ...         | 2,917     |
| Bermuda ...                    | 2,887     | New Orleans ...                  | 4,468     | Tampico ...              | 4,495     |
| Boston ...                     | 2,808     | Newport News ...                 | 3,151     | Tangier ...              | 2,004     |
| Buenos Aires ...               | 6,172     | New York ...                     | 2,979     | Teneriffe ...            | 1,600     |
| Canaries, Las Palmas ...       | 1,600     | Para ...                         | 3,985     | Trinidad ...             | 3,770     |
| Cape Horn ...                  | 7,284     | Pensacola ...                    | 4,363     | Vera Cruz ...            | 4,763     |
| Cape Race ...                  | 1,928     | Pernambuco ...                   | 4,005     | Acapulco ...             | 11,800    |
| Capetown ...                   | 6,052     | Philadelphia ...                 | 3,118     | Antofagasta ...          | 9,226     |
| Verde Islands, St. Vincent ... | 2,393     | Piston, N.S. ...                 | 2,358     | Callao ...               | 9,900     |
| Colon ...                      | 4,468     | Portland, Maine ...              | 2,722     | Honolulu ...             | 13,604    |
| Curacao ...                    | 3,946     | Punta Arenas (Sandy Point) ...   | 7,244     | Iquique ...              | 9,436     |
| Demerara ...                   | 3,885     | Quebec <i>via</i> Belle Isle ... | 2,560     | Panama ...               | 11,174    |
| Galveston ...                  | 4,649     | Quebec <i>via</i> Cape Race ...  | 2,751     | Portland, Oregon ...     | 14,044    |
| Gibraltar ...                  | 1,217     | Rio de Janeiro ...               | 5,078     | San Francisco ...        | 13,438    |
| Halifax ...                    | 2,427     | Rosario ...                      | 6,322     | Seattle ...              | 14,206    |
| Havana ...                     | 3,968     | Rio Grande ...                   | 5,754     | Tacoma ...               | 14,228    |
| Jamaica (Kingston) ...         | 3,883     | Sable Island ...                 | 2,272     | Valparaiso ...           | 8,658     |
| Lagos (W. Africa) ...          | 4,044     | St. Helena ...                   | 4,391     | Vancouver ...            | 14,226    |
|                                |           |                                  |           | Victoria, V.I. ...       | 14,146    |





IRISH CATTLE FOR EXPORT.—DUBLIN METROPOLITAN CATTLE MARKET.

THE LARGEST CATTLE MARKET IN THE BRITISH ISLES.

During the 24 months (January, 1924, to December, 1925), live stock numbering 1,458,802 animals were shipped from the Port of Dublin.—*Photo Lafayette.*



PORTS OF INDIAN OCEAN, CHINA, JAPAN AND AUSTRALIA.

DUBLIN TO : —

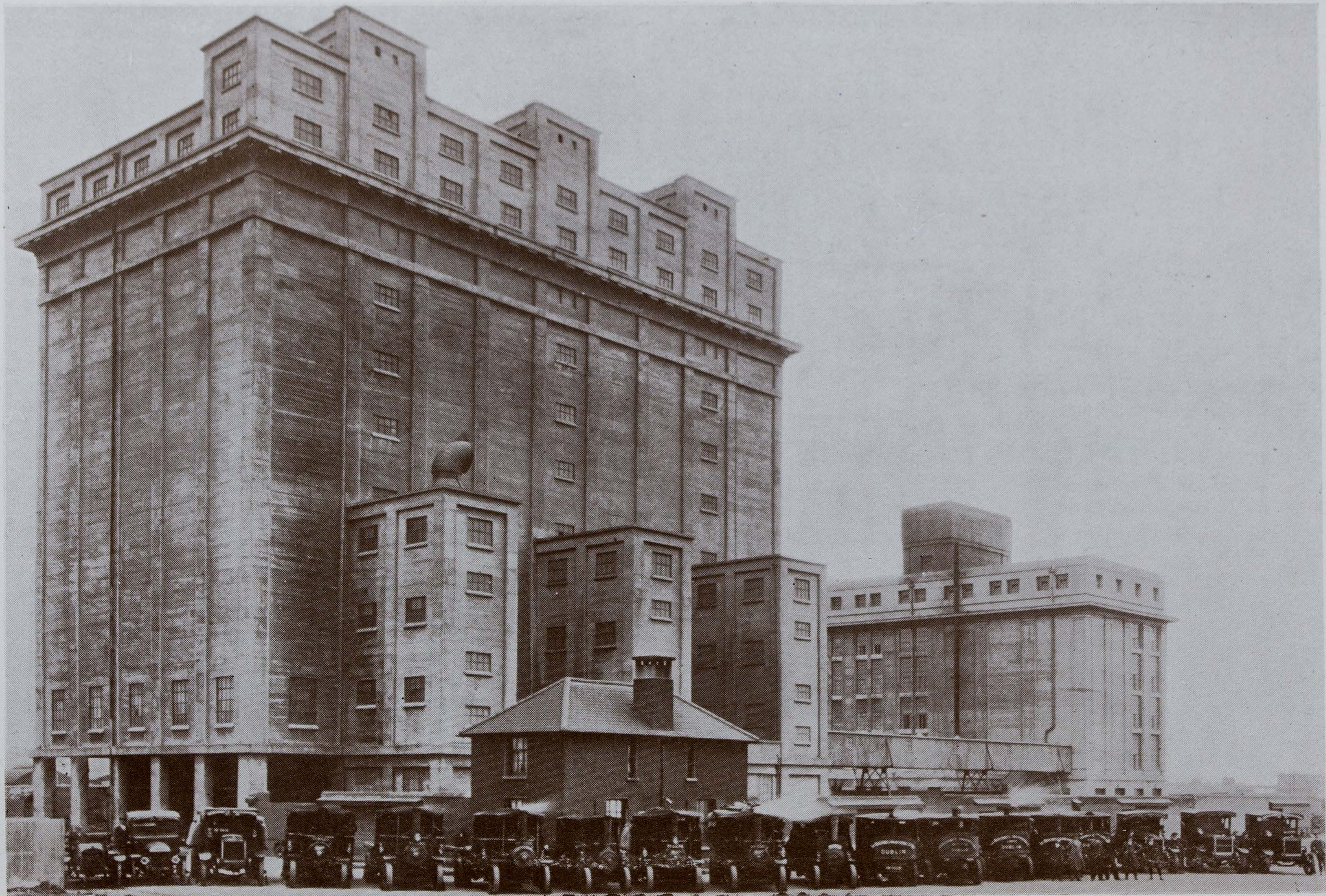
| PORTS.                            | DISTANCE.  | PORTS.                    | DISTANCE.  | PORTS.                     | DISTANCE.  |
|-----------------------------------|------------|---------------------------|------------|----------------------------|------------|
| Calcutta <i>via</i> Suez          | ... 7,804  | Karachi <i>via</i> Suez   | ... 5,970  | Shanghai <i>via</i> Suez   | ... 10,330 |
| Calcutta <i>via</i> Cape          | ... 11,500 | Karachi <i>via</i> Cape   | ... 10,682 | Shanghai <i>via</i> Cape   | ... 13,667 |
| Colombo <i>via</i> Suez           | ... 6,602  | Lyttleton <i>via</i> Suez | ... 12,304 | Singapore <i>via</i> Suez  | ... 8,145  |
| Colombo <i>via</i> Cape           | ... 10,372 | Lyttleton <i>via</i> Cape | ... 13,187 | Singapore <i>via</i> Cape  | ... 11,321 |
| Dunedin <i>via</i> Suez           | ... 13,017 | Madras <i>via</i> Suez    | ... 7,153  | Sydney <i>via</i> Suez     | ... 11,482 |
| Durban <i>via</i> Suez            | ... 6,802  | Madras <i>via</i> Cape    | ... 10,702 | Sydney <i>via</i> Cape     | ... 12,738 |
| Fremantle <i>via</i> Suez         | ... 9,433  | Mauritius <i>via</i> Suez | ... 6,846  | Yokohama <i>via</i> Suez   | ... 11,050 |
| Fremantle <i>via</i> Cape         | ... 10,927 | Mauritius <i>via</i> Cape | ... 8,297  | Yokohama <i>via</i> Cape   | ... 14,307 |
| Hobart <i>via</i> Suez            | ... 11,113 | Melbourne <i>via</i> Suez | ... 10,960 | Zanzibar <i>via</i> Suez   | ... 6,220  |
| Hong Kong <i>via</i> Suez         | ... 9,585  | Melbourne <i>via</i> Cape | ... 12,253 | Zanzibar <i>via</i> Cape   | ... 8,422  |
| Hong Kong <i>via</i> Cape         | ... 12,922 | Rangoon <i>via</i> Suez   | ... 7,814  | Wellington <i>via</i> Suez | ... 12,351 |
| Honolulu <i>via</i> Magellan Sts. | 13,604     | Rangoon <i>via</i> Cape   | ... 11,502 | Wellington <i>via</i> Cape | ... 13,643 |

PORTS IN MEDITERRANEAN AND BLACK SEA.

| PORTS.           | DISTANCE. | PORTS.         | DISTANCE. | PORTS.           | DISTANCE. |
|------------------|-----------|----------------|-----------|------------------|-----------|
| Alexandria       | ... 2,995 | Catania        | ... 2,256 | Naples           | ... 2,178 |
| Algiers          | ... 1,616 | Cephalonia     | ... 2,478 | Odessa           | ... 3,243 |
| Alicante         | ... 1,502 | Cette          | ... 1,863 | Palermo          | ... 2,117 |
| Almeria          | ... 1,350 | Constantinople | ... 2,901 | Palma            | ... 1,653 |
| Ancona           | ... 2,756 | Corfu          | ... 2,498 | Port Said        | ... 3,108 |
| Athens (Piraeus) | ... 2,689 | Dardanelles    | ... 2,865 | Piraeus          | ... 2,689 |
| Barcelona        | ... 1,716 | Fiume          | ... 2,812 | Salonica         | ... 2,902 |
| Bari             | ... 2,646 | Galatz         | ... 3,240 | Sebastopol       | ... 3,195 |
| Barletta         | ... 2,585 | Gallipoli      | ... 2,886 | Suez             | ... 3,195 |
| Batum            | ... 3,492 | Genoa          | ... 2,069 | Trebizond        | ... 3,412 |
| Beruit           | ... 3,207 | Jaffa          | ... 3,203 | Trieste          | ... 3,851 |
| Bona             | ... 1,852 | Leghorn        | ... 2,070 | Tripoli (Africa) | ... 1,993 |
| Brindisi         | ... 2,488 | Malaga         | ... 1,270 | Valencia         | ... 1,593 |
| Calgiari         | ... 1,931 | Malta          | ... 2,184 | Varna            | ... 3,048 |
| Cartagena        | ... 1,443 | Marseilles     | ... 1,892 | Venice           | ... 2,863 |

Continued on page 48.





GRAIN SILO OF THE MERCHANTS' WAREHOUSING COMPANY ON THE DEEP-WATER QUAY AT THE ALEXANDRA BASIN, DUBLIN.

The Silo is equipped with pneumatic plant for clearing and loading vessels, weighing, etc. The building of the Dublin Port Milling Co., Ltd., is seen upon the right.





**IRISH-AMERICAN OIL COMPANY, LTD.**

The Company are the largest importers of petroleum products operating in the Irish Free State. These products include Royal Daylight and White Rose Lamp Oils, Pratts Perfection Spirit, Pratts Gasoline, Lubricating Oils and Grease, Fuel Oil for bunkering and other purposes; Diesel Oil for

internal combustion engines, Gas Oil for gas-making, paraffin wax and scale for candle-making, Eagle Brand Wax Candles, made in Ireland, bulk storage outfits for refined oil, motor spirit and lubricating oils. Valor-Perfection Cooking and Heating Stoves.





**IRISH-AMERICAN OIL COMPANY'S OIL STORAGE TANKS, ALEXANDRA WHARF, DUBLIN.**

These oil storage tanks, ten in number, are connected with the Deep-water Alexandra Wharf by privately owned pipe lines. These tanks have a capacity of 17,000 tons of oil, or 4,570,190 gallons. Rate of pipe discharge from ship to tank,

250 tons per hour. This Company, the first and largest flotation in the Irish Free State, the share capital being £500,000, was formed in 1923, acquired in the Irish Free State the entire business of the Anglo-American Oil Co., Ltd.



Continued from page 44.

DUBLIN TO U.K. AND CONTINENTAL PORTS.

DUBLIN TO :—

|        |          |          |             |       |        |
|--------|----------|----------|-------------|-------|--------|
| DUBLIN | Falmouth | Plymouth | Southampton | Dover | London |
|        | 244      | 276      | 407         | 503   | 590    |

|        |         |         |             |         |         |           |         |
|--------|---------|---------|-------------|---------|---------|-----------|---------|
| DUBLIN | Milford | Swansea | Port Talbot | Cardiff | Newport | Avonmouth | Bristol |
|        | 128     | 175     | 178         | 205     | 213     | 218       | 224     |

|        |     |           |       |         |        |       |          |
|--------|-----|-----------|-------|---------|--------|-------|----------|
| DUBLIN | Ayr | Ardrossan | Troon | Glasgow | Dundee | Leith | Aberdeen |
|        | 154 | 156       | 158   | 198     | 567    | 618   | 532      |

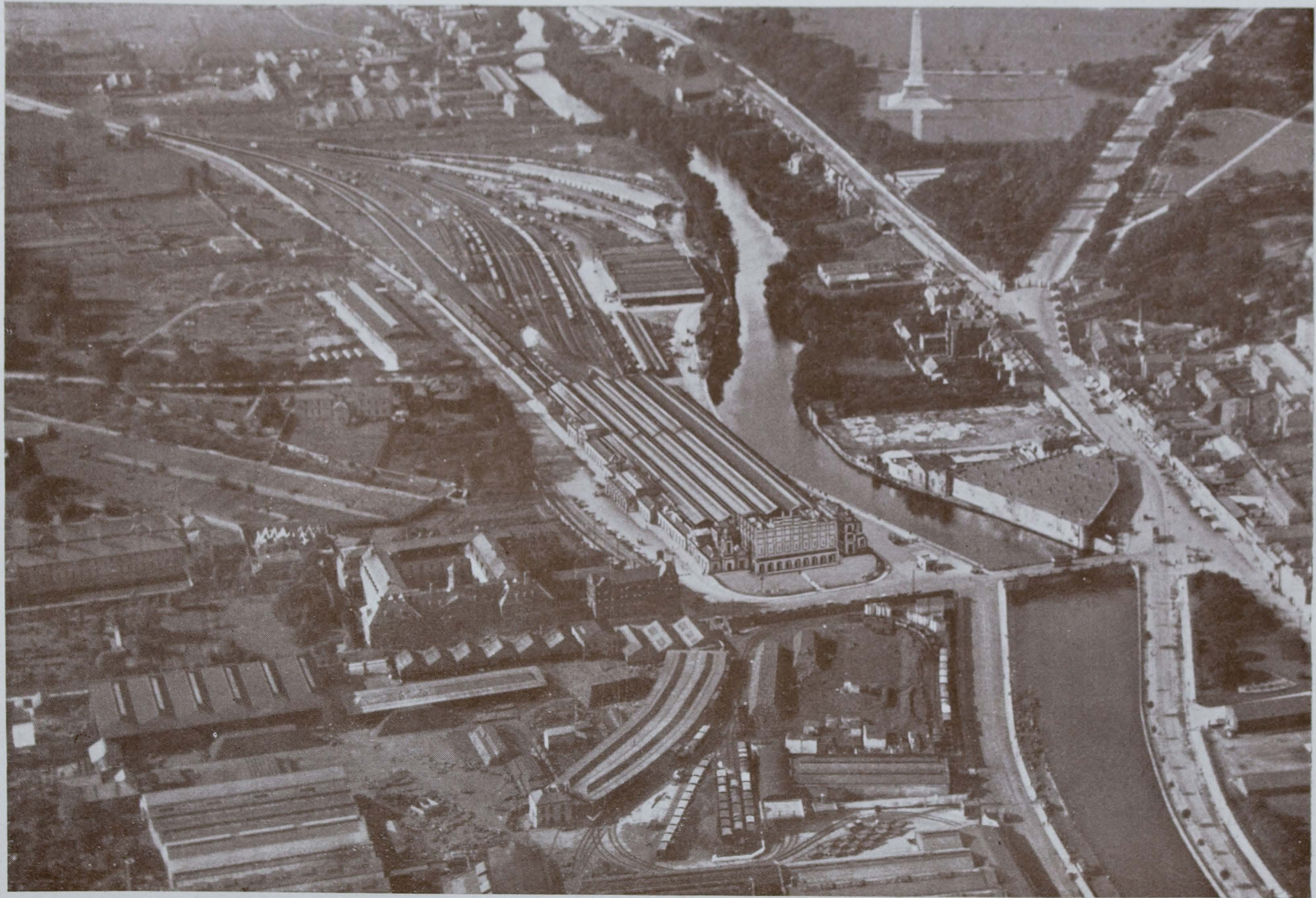
|        |      |            |                |            |           |
|--------|------|------------|----------------|------------|-----------|
| DUBLIN | Hull | Hartlepool | Middlesborough | Sunderland | Newcastle |
|        | 710  | 772        | 775            | 783        | 795       |

|        |          |                 |            |        |           |           |         |
|--------|----------|-----------------|------------|--------|-----------|-----------|---------|
| DUBLIN | Holyhead | Douglas, I.O.M. | Whitehaven | Barrow | Fleetwood | Liverpool | Preston |
|        | 62       | 82              | 124        | 126    | 128       | 125       | 133     |

|        |        |                 |         |        |           |        |            |
|--------|--------|-----------------|---------|--------|-----------|--------|------------|
| DUBLIN | Tuskar | Old Hd. Kinsale | Fastnet | Smalls | Longships | Lizard | Cape Wrath |
|        | 83     | 178             | 220     | 110    | 212       | 233    | 217        |

|        |           |         |          |          |        |         |
|--------|-----------|---------|----------|----------|--------|---------|
| DUBLIN | Amsterdam | Antwerp | Bordeaux | Boulogne | Bremen | Hamburg |
|        | 654       | 627     | 600      | 593      | 770    | 778     |





**THE KINGSBRIDGE, DUBLIN, SEEN FROM THE AIR.**

The Kingsbridge is the headquarters of the railways of the Irish Free State. For the waterside connections of the Great Southern Railways with Dublin Port, see page 23.

Reproduced from an aerial photograph obtained by Army Air Corps, Oglaiġ na h-Eireann. Stationery Office Copyright.



# THE BURNS-LAIRD LINE

**T**HE Burns & Laird Lines, Ltd. represent the amalgamated interests of two century old Shipping Companies trading between Scotland and Ireland, *viz.*, Messrs. G. & J. Burns, Ltd., established 1824, and the Laird Line, Ltd., established 1814.

The present fleet, comprising 19 vessels, conducts regular services for the conveyance of passengers, goods and live stock between the following ports of Great Britain and Ireland:—

Ardrossan & Belfast (Royal Mail Route): Daily, Saturdays and Sundays excepted.

Glasgow & Belfast (Direct Service): Daily, Sundays excepted.

\*Greenock & Belfast: Twice weekly.

Glasgow, Greenock & Dublin: Four or more sailings weekly.

Glasgow, Greenock & Londonderry: Three or more sailings weekly.

\*Glasgow & Coleraine: weekly.

\*Glasgow & Sligo, Ballina or Westport: Weekly.

†Ayr & Belfast: Three sailings weekly.

†Ayr & Larne: Three sailings weekly.

†Heysham & Dublin: Daily, Sundays excepted.

Heysham & Londonderry: Twice weekly.

\*Cargo Service only.

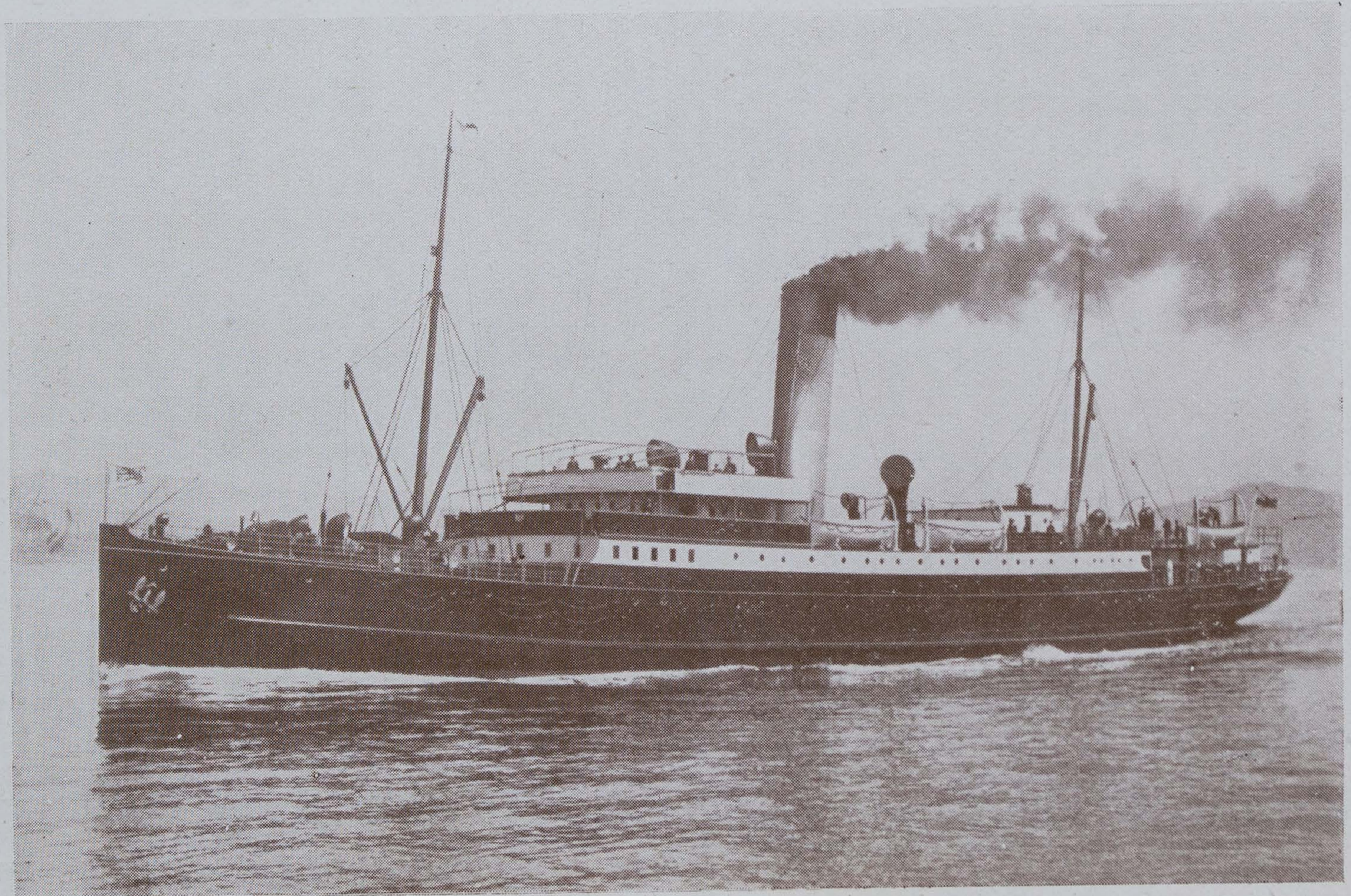
†Cargo and Live Stock Service only.

The Passenger Vessels are equipped with all modern conveniences for the comfort of the

travelling public, including a selection of single, two, and four-berth cabins. In addition to the local fares, through bookings are in operation between the principal towns in Scotland and Ireland, and during the Summer months special excursion facilities are available.

The Cargo Vessels are thoroughly equipped with modern machinery and gear which enables them to accomplish the speedy transport of Goods and Live Stock.

The registered office of the Company is at 52 Robertson St., Glasgow, with branch offices at the ports referred to.



s.s. "Tiger," Burns-Laird Line.



## B. & I. LINE

**T**HE British & Irish Steam Packet Co., Ltd. operate a fleet of eleven steamers between Dublin and Liverpool, Manchester, Preston, Plymouth, Southampton and London.

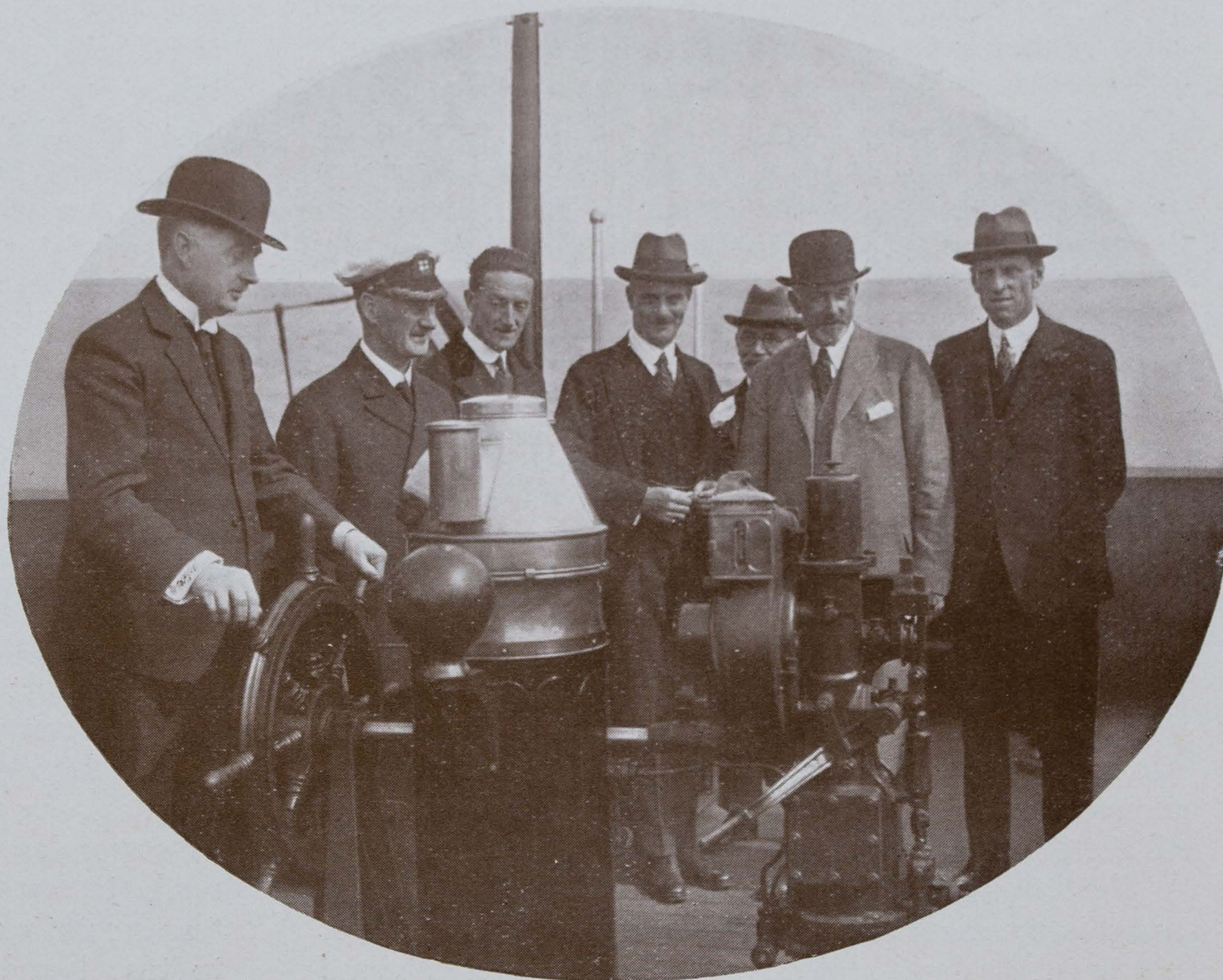
The Liverpool steamers, constructed specially for the Service, are luxuriously appointed passenger steamers, sailing from Dublin at 8.15 every week-night, afford the best night journey for the crossing to England, giving a full night's rest during normal hours, the arrival time at the Princes Landing Stage, Liverpool, being 7 a.m. This arrival connects up with express trains to London and principal English Stations, passengers and their luggage being conveyed without charge between the steamer and Liverpool Stations. The return sailings are from Liverpool every week-night at 10 p.m.

The Manchester direct service is a bi-weekly one, and only goods and livestock are carried, whilst there is a sailing from Dublin to Preston every Thursday. The return trip from Preston being made on Saturdays.

The direct route to London is served by passenger and cargo steamers. Cargo steamers sail direct to London twice weekly, and in addition there is a sailing every Saturday by cargo-carrying passenger steamers which call at Plymouth and Southampton.

The Head Office of the Company is at 27 Sir John Rogerson's Quay, Dublin, and there are sub-offices at London, Liverpool, Manchester, Birmingham, Leeds, Preston, Portsmouth, Southampton, Plymouth and Falmouth. The ware-

houses of the National Ice and Cold Storage Company adjoin the Head Offices of the Company and afford cold storage for over 1,000 tons of produce. [See also page 33.]



### THE OPENING OF THE IRISH NAUTICAL COLLEGE, DUBLIN.

Dublin Bay trip of the "Lady Limerick," President Cosgrave steering. Figures, left to right, President Cosgrave, Captain Gill, Mr. P. McGilligan, Minister for Industry and Commerce; Sir Alfred H. Read, J.P.; Senator Moran, Mr. David Barry, O.B.E.; Captain J. H. Webb, R.N.R., Harbour Master.



# L M S

**T**HE London, Midland and Scottish Railway Company are the largest railway steamship owners in Britain, and maintain seven steamship routes between Great Britain and Ireland.

The principal Passenger Service is by the Royal Mail Route between Holyhead and Kingstown, while Merchandise Traffic to and from Dublin and the interior of Ireland is expeditiously dealt with by the cargo boats between Holyhead and Dublin (North Wall).

Two steamers of the Company sail daily in each direction on each of these services, the new geared-turbine steamers—"Cambria," "Hibernia" and "Scotia" on the Royal Mail Route. These vessels are 380 feet in length, have a gross tonnage of 3,440, and a speed of 25 knots. They have passenger accommodation for upwards of 1,400 passengers.

The twin-screw steamers "Slieve Bawn," "Slieve Donard," "Slieve Gallion," "Slievemore," "Snowdon" and "South Stack" are allocated to the Holyhead and Dublin (North Wall) service.

The yards of the Irish railway companies adjoin the steamer berths at North Wall, providing every convenience for the quick transit of goods and all kinds of perishable traffic between England and Ireland.

The London, Midland and Scottish Railway Company issue excursion tickets between all important places in England and certain places in Ireland, and tourist tickets, available for two months, are also issued from May 1st to October 31st, which give

liberal break of journey facilities. Week-end tickets are also issued between L M S. stations and the Irish ports at a single fare and a third for the double journey, available by the afternoon boat trains on Fridays, returning on the following Sunday (after 6 a.m.), Monday or Tuesday.

Another facility which is much appreciated by cross-Channel passengers is the provision and service of dainty and suitable refreshments at popular prices on all L M S. steamers.

For the comfort of night passengers, sleeping saloons are run on the night trains between London and Holyhead, and breakfast, luncheon, tea and dining cars are run on the day boat expresses.

The Holyhead Hotel is open day and night and serves as a convenient resting place for passengers between England and Ireland who desire to break their journey. Combined rail and hotel tickets are issued from the principal L M S. stations. Another important Hotel, under the management of the Company, is the Greenore Hotel, Greenore.

The London, Midland and Scottish Company's Irish Traffic Manager's Office is situated at 15 Westmoreland Street, Dublin, and he is always ready to answer any enquiries respecting travel and transportation from Ireland, while information as to travel and transportation from England will be supplied by the Chief General Superintendent, L M S. Railway, Derby.

TRAVEL L M S FOR COMFORT



*Dublin's Chief Export House*

## GUINNESS'S BREWERY

**D**UBLIN has been noted for several centuries as a great brewing centre, and to-day Guinness's brewery—the largest in the world—covers many acres of ground within the city, and is an object of surpassing interest to the many visitors who come to Ireland annually and spend some days in the metropolis.

A small brewery existed at St. James's Gate in the year 1693, and this passed into the hands of the Guinness family on the 31st December, 1759. It remained in their possession until the year 1886, when the business was converted into a Limited Liability Company. The capital of this new Company was £4,500,000, divided into

£2,500,000 Ordinary Stock

and £2,000,000 Preference Stock,

and in addition there was a Debenture issue of £1,500,000. To-day the capital consists of

£7,500,000 Ordinary Stock

and £2,000,000 Preference Stock.

There are no Debentures—these having been paid off in the year 1910.

The present Chairman—The Earl of Iveagh, K.P.—the Vice-Chairman, and two of the Directors, are all members of the Guinness family.

In 1860 the brewery premises covered four acres of ground ; now 60 acres provides little enough space to hold the " Old " and " New " breweries, the Fermenting Houses, Vat Houses, Storage for Hops and Malt, the Cooperage Shops, Cask Washing Sheds, Racking Rooms, Offices and Engineering Works required in so large a concern. The property is situated on ground which slopes gently towards the south bank of the River Liffey between Kingsbridge and Watling Street Bridge; buildings on the higher level stand on ground which is about 60 feet higher than the river bank. The " Old " and " New " breweries are built on this level, as are also the Fermenting Houses, Vat Houses and all those buildings connected with the manufacture and the storage of the Stout. The lower levels by the riverside are principally

occupied by buildings in connection with the manufacture and cleansing of casks, and the distribution of the beer. The filling of the casks is a wonderful sight; the Stout enters the Racking Machines by means of pipes connected with the Storage Vats in the higher levels of the Brewery. After the process of filling has been completed, the Stout is ready for distribution either by rail, road or sea. Fleets of Motor Lorries and empty Railway Wagons lie alongside the Filling Sheds and are loaded with their freightage for the day. Consignments for the cross-Channel trade are placed in the River Barges belonging to the Company which lie at Messrs. Guinness's own wharf at Victoria Quay, close beside Kingsbridge Railway Station. These Barges—of which there are 10 in number—can carry down the River loading to the extent of sixty-eight tons each. In this way the Stout comes alongside the cross-Channel steamers in the deeper part of the Port and is quickly loaded into them for despatch to England. The Barges then receive their return cargoes of empty casks which are already awaiting collection on the Quays.

Arthur Guinness, Son & Co., Ltd., are Stout brewers only. Their manufacture consists of three qualities:—

PORTER.

EXTRA STOUT.

FOREIGN EXTRA STOUT.

Porter is the lightest quality of the brown beer which they make, and is supplied to the trade in Ireland exclusively; it is consumed principally on draught.

Guinness's Extra Stout, so well known throughout Great Britain and Ireland, is consumed both on draught and in bottle, but it is principally as a bottled stout that its reputation is so generally admitted.

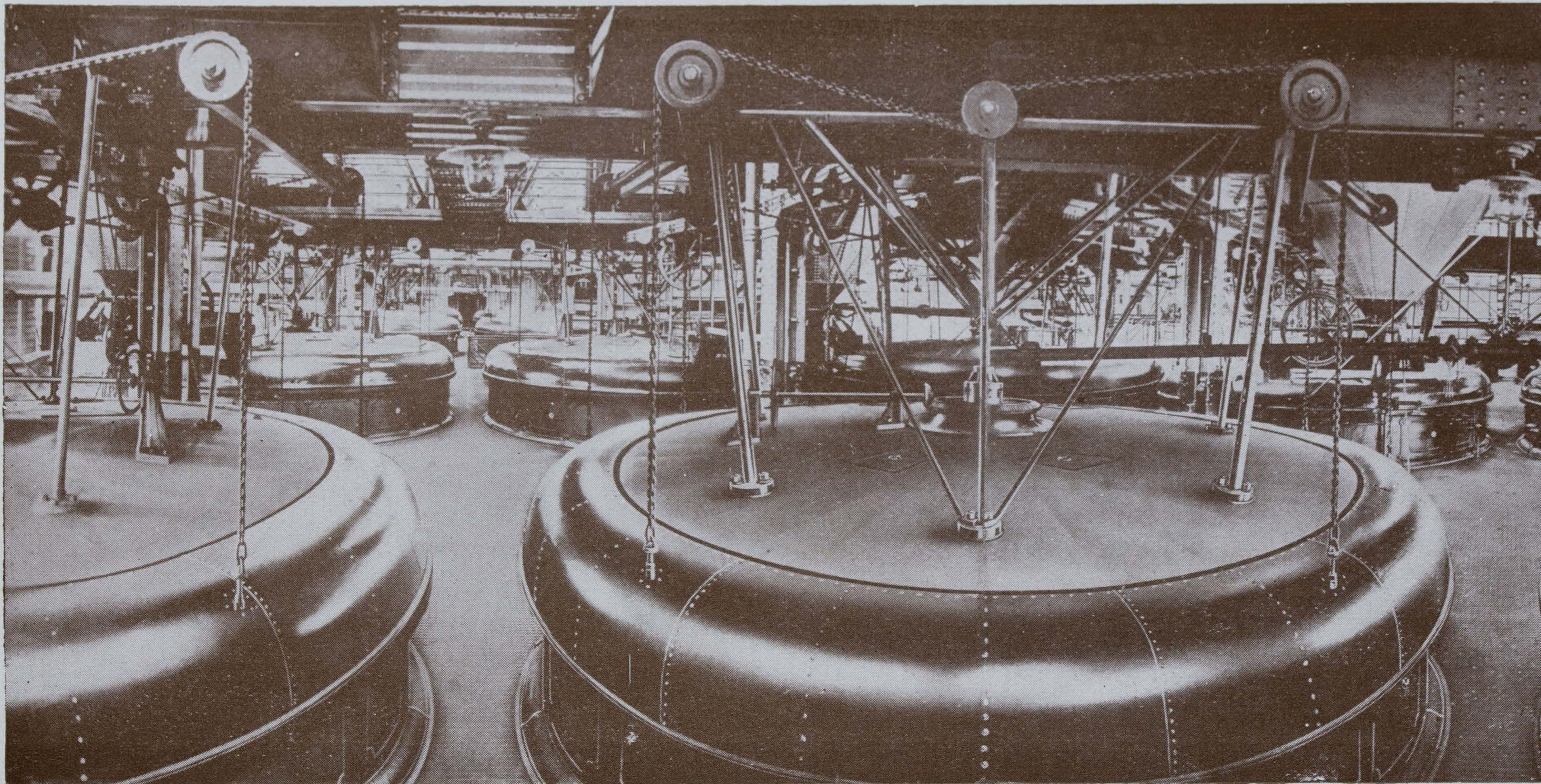
For Foreign trade, that is, trade in warmer climates beyond the limits of the British Isles, a special form of Extra Stout is brewed. Residents in the great Dependencies—and indeed in almost all countries—will recognise in this the Guinness's Foreign Extra Stout which they are accustomed to drink.





DUBLIN'S GREATEST EXPORT HOUSE. GUINNESS'S BREWERY, AS SEEN FROM THE AIR.  
Reproduced from an aerial photograph obtained by Army Air Corps, Oglaiġ na h-Eireann. Stationery Office Copyright.

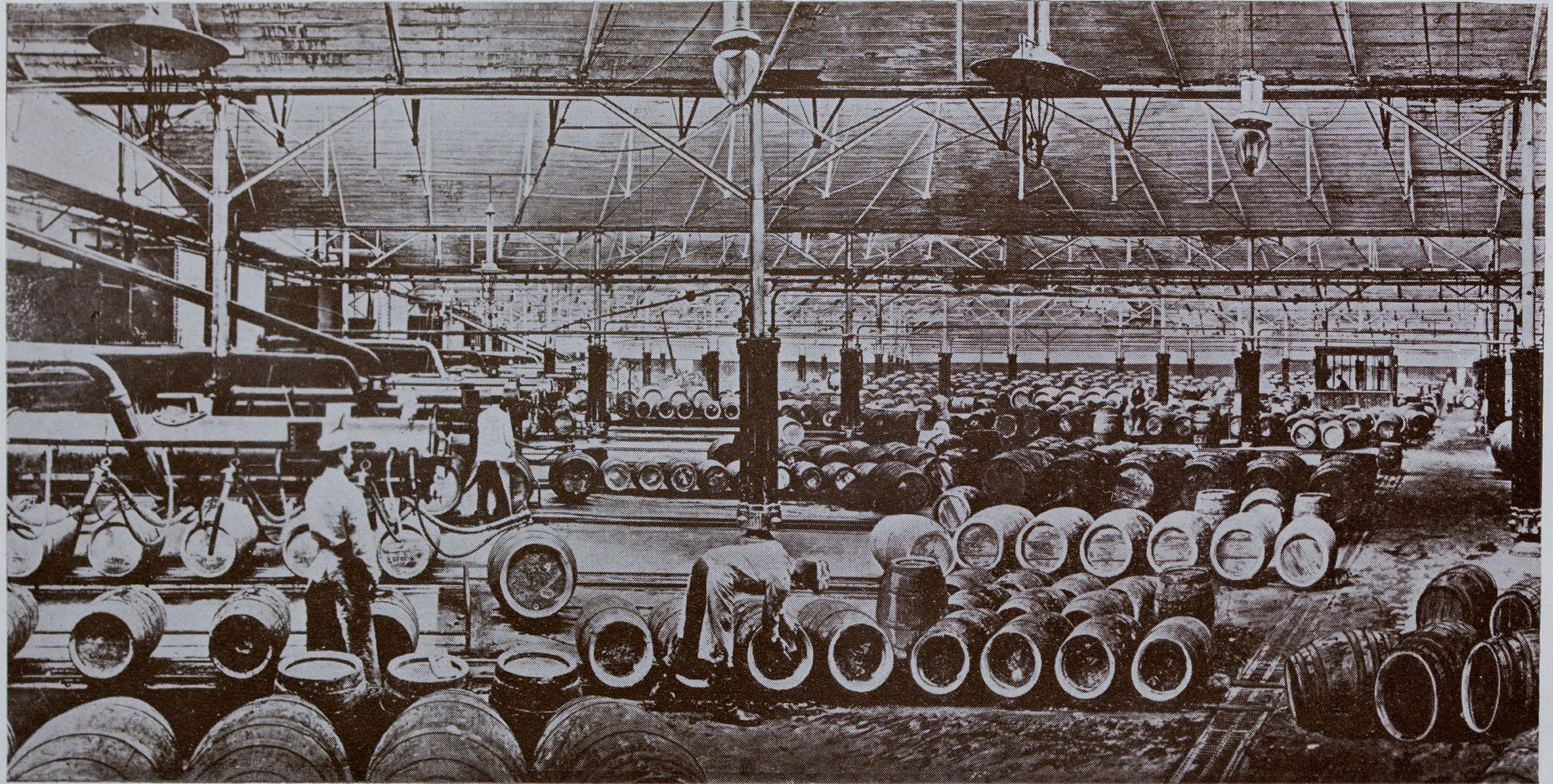




GUINNESS'S BREWERY—MASHING STAGE.

There are 33 Mash Tuns, or Kieves, capable of dealing with 7,000 barrels of malt, each barrel being of 168 lbs. weight. The nineteen coppers, or boiling vessels, have each a capacity of 600 barrels or 21,000 gallons apiece.

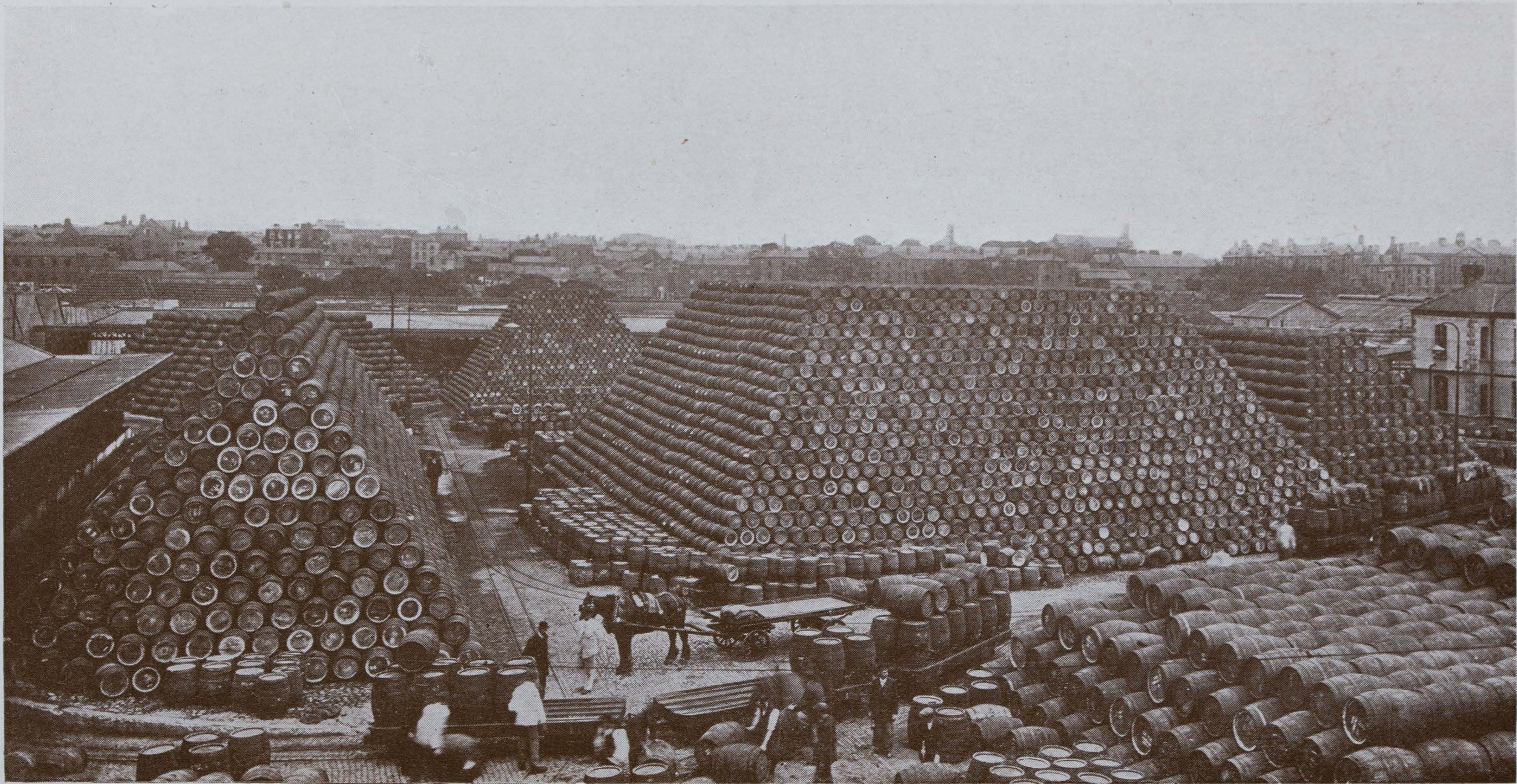




GUINNESS'S BREWERY—CASK-FILLING DEPARTMENT.

The casks are filled at the "retorts" on the left, and, after bunging, are rolled down the rails to the loading loft, where they are labelled and despatched. As many as 15,000 casks can be dealt with in a single day.





**GUINNESS'S BREWERY—COOPERAGE YARD**

There is a great cooperage working to supply the enormous number of casks necessary for conveying the Stout. The photograph shows part of the cask reserve.





**GUINNESS'S BREWERY—EXPORT WHARF, VICTORIA QUAY, RIVER LIFFEY.**

The sea-borne traffic is taken by Steam Barges from the extensive Wharfs on the riverside front at Victoria Quay, and conveyed down the upper river to the deep waters of the

Port. The Company's own Cross-Channel steamers, and those of various well-known shipping lines carry the Stout daily between Dublin and the principal ports of Great Britain.



*An important Dublin Export Biscuit House*

W. & R. JACOB & CO. LTD.

THE important biscuit manufacturing concerns of W. & R. Jacob & Co., Ltd., Dublin, and W. & R. Jacob (Liverpool), Ltd., Liverpool, sprang from a small biscuit factory established some seventy-six years ago at Waterford, by the late William B. Jacob as an adjunct to other extensive interests. In this enterprise, transferred to Dublin in 1853, the founder was joined by his brother Robert, the late Mr. G. J. Newsom, and the late Mr. W. F. Bewley. The present businesses are owned and controlled by relatives of these families under the direction of Mr. George N. Jacob, the Chairman of the Dublin and Liverpool Companies.

The success of the business may be attributed to the principle established from the start—of endeavouring to deal fairly with everyone concerned; to close and unremitting care on the part of the directors to every detail of the business; to making quality the first consideration; to the introduction of new and attractive varieties; and to the adoption of improved methods of manufacture and distribution.

Not content with installing the best machinery available in the world markets, the firm have invented and made special machines and new appliances in their own workshops, and are continually planning further improvements, being convinced of the necessity of keeping ahead of the times.

The selected flours, carefully sifted and blended, are placed with the other ingredients in large mechanical mixers, and the resulting mass of dough is transferred to machines which roll it into large smooth sheets, these

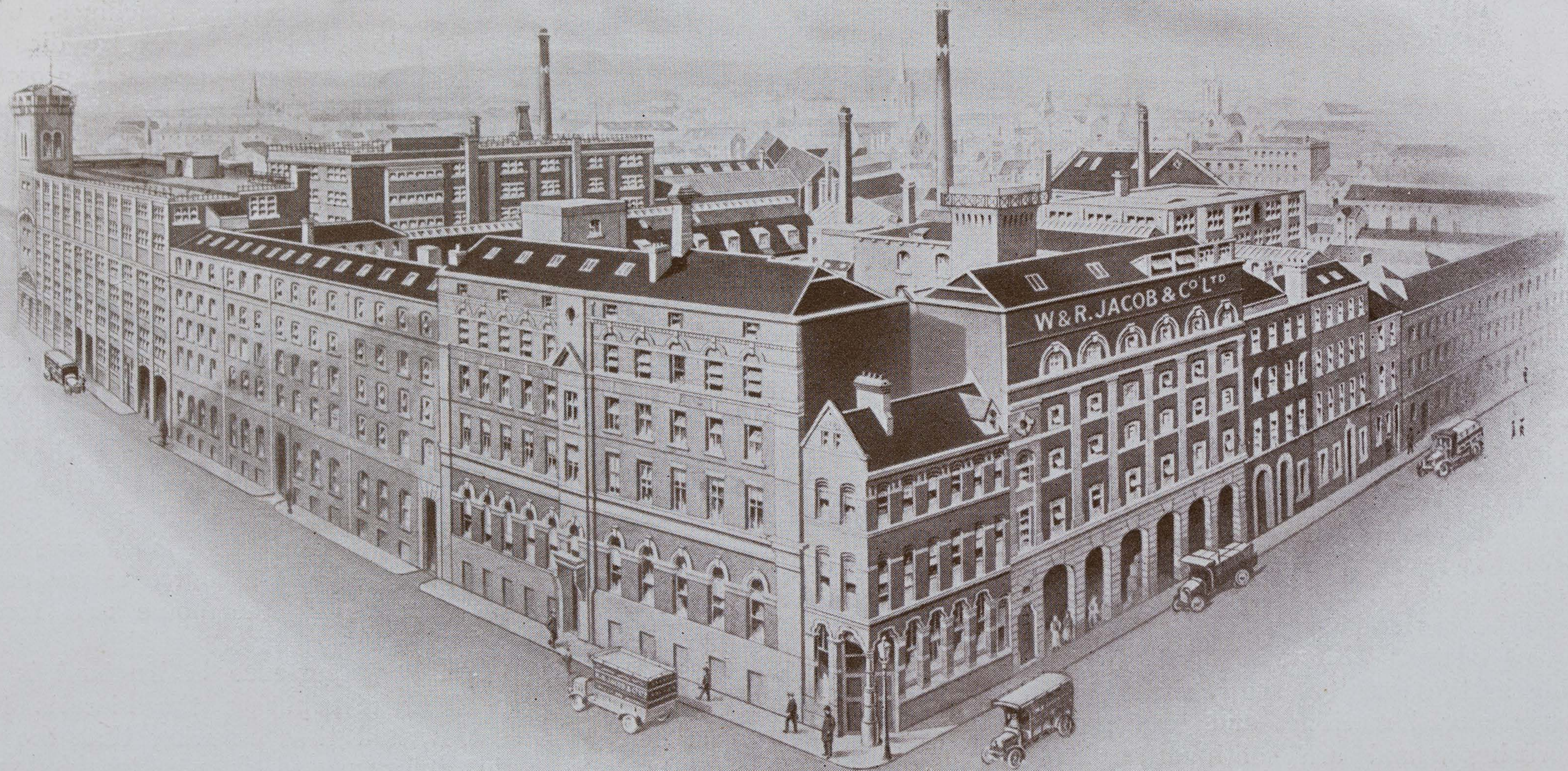
again are transferred to the cutting machines, which stamp the dough into the desired shapes by dies and cutters, and the biscuits thus formed travel automatically on to the baking pans or wires ready to be passed into the long "travelling" oven. The ovens are brought to a heat that will give the best results for each particular variety of biscuit, and to secure this in the most advantageous manner special gas ovens have been designed and installed, enabling very fine adjustments to be made.

Emerging from the ovens, the biscuits, which are made in over 200 varieties, sweet, semi-sweet, plain, chocolate-coated, cream, iced, sandwiches, etc., are conveyed to the various packing departments, where while still fresh, crisp and fragrant from the warmth of the oven, they are sorted and arranged in their appropriate tins. These, when filled, are conveyed to another department, where they are covered with attractive labels and wrappers, ready to be delivered in due course to the countless number of consumers in the home and foreign markets.

Nearly every town of importance in England is now served by motor van, distributing the biscuits from various depot centres, and thus ensuring that the customer gets rapid delivery and is not troubled with packing cases or the returning of empties.

For the export trade the tins are specially soldered with an inner removable top, so as to exclude all air, and packed in this manner the contents will safely travel thousands of miles and keep in perfect condition for long periods, even in tropical countries.





**W. & R. JACOB & CO'S DUBLIN FACTORY. AN IMPORTANT EXPORT BISCUIT HOUSE.**  
The factory floor space covers an area of approximately 16 acres On an average 3,000 operatives are employed



JACOB & CO.'S BISCUIT EXPORTS.

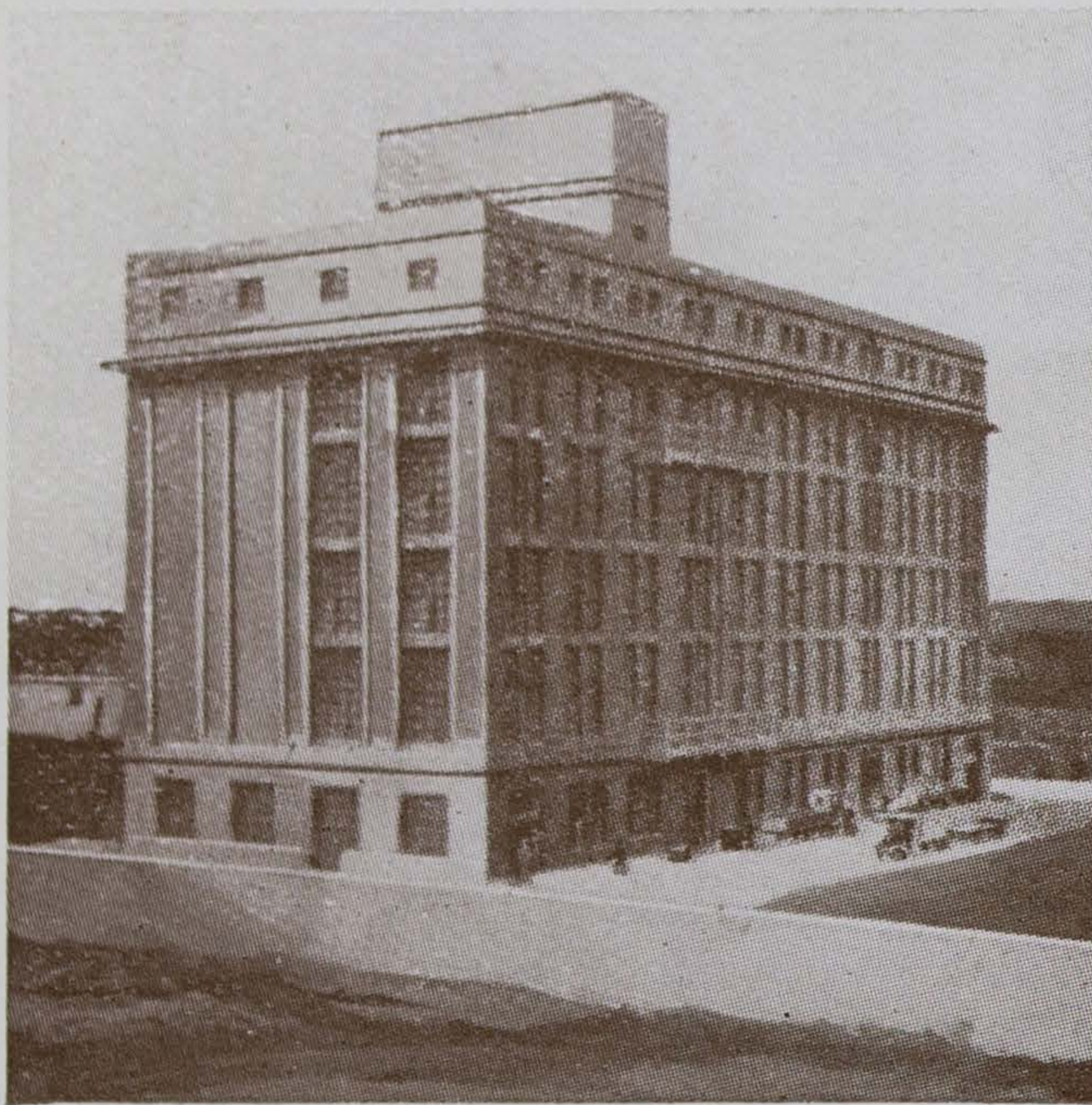


There is a large and continuous export of Jacob & Co.'s biscuits from the Port of Dublin.



# THE DUBLIN PORT MILLING CO., LTD.

ONE of the latest additions to the industrial landmarks at the mouth of the Liffey is the Flour Mill of the Dublin Port Milling Co., Ltd. The mill stands on an area which but a few years ago was



The milling concerns of the Dublin Port Milling Co., Ltd., Alexandra Basin, Dublin.

under water. The reclaiming activities of the Port and Docks authorities have made this solid land. The building is 200 ft. long, 60 feet wide, and 100 feet high. The walls are of concrete reinforced throughout, and the premises stand upon a huge reinforced concrete raft. The building, though very substantial, has a special feature in the size and number of its windows, which makes the operatives' working conditions the more pleasant. The site of the mill is considered the best in Ireland, inasmuch as wheat can be brought from all parts of the world to the very door, and flour can be loaded direct out of the warehouse to go by road, sea, or rail, to any part of the country. Economy in delivered-in cost of raw material and low handling charges on the finished products place this mill in a very strong competitive position. The mill is connected by a travelling band with the Merchants' Warehousing Co.'s premises, through the large silos of which the bulk of the wheat is taken in.

The building is 200 ft. long, 60 feet wide, and 100 feet high. The walls are of concrete reinforced throughout, and the premises stand upon a huge reinforced concrete raft. The building, though very substantial, has a special feature in the size and number of its win-

The design of plant and installation has been carried out by Messrs. Henry Simon, Ltd., of Manchester. In the special facilities which are provided for washing and screening the wheats in preparation for milling, the Dublin Port Mill has no superior in Ireland, and few equals throughout the world. The latest types of separators, conditioners and mixers make for thorough cleanliness, and unvarying regularity in the cleaned blended wheats which go to the milling machinery. The mill premises are divided into two portions, the mill plant being on one side, the other half acting as a warehouse until such time as conditions will warrant doubling the machinery and capacity of the mill.

The mill is laid out on the Simon Alphega-Plansifter system, which, after two years running, has established its excellence here as elsewhere. Simon fanless purifiers are fitted to deal with intermediate stocks, the finished flour being dressed through silk clothed centrifugals. The sacking off arrangements are such that the bags are automatically weighed and then delivered by a chute to any part of the warehouse. From the warehouse, delivery is made by spiral chutes from any floor to carts or railway wagons which come alongside.

A feature in modern flour-milling practice is thoroughness in control of the various stages in manufacture. The Dublin Port Mill is well up to date in this respect, and has a small model bakery attached, in which check bakings are carried out. This ensures the regularity in quality for which the mill has already become famous.

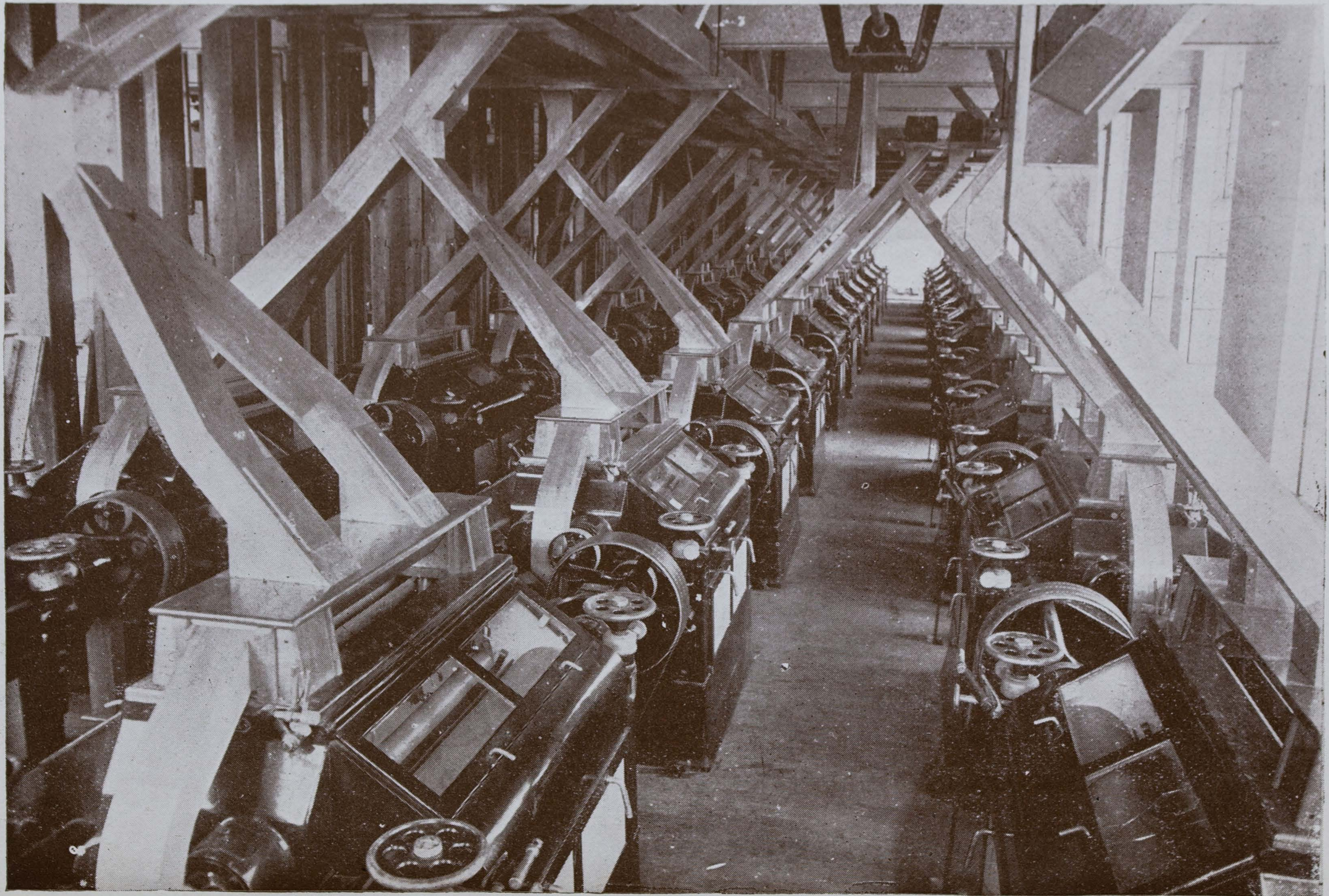
The source of power is electricity, one motor of 275 h.p. capacity driving the screenside, and one of 350 h.p. driving the mill. The intake is worked by two smaller motors.

The Board of Directors is as follows:—Mr. H. Kennedy, Chairman; Messrs. W. J. Eager, F. Hall, L. Kennedy, T. R. McCullagh, A. Odlum, and J. Spicer.

The management is in the hands of Mr. J. Fowler, assisted by Mr. G. G. Kirby.



DUBLIN PORT MILLING COMPANY, LTD.



THE MAIN ROLLER FLOOR.

Showing three lines of "Reform" Four Roller Mills. Alpha-Plansifter System



# The National Ice and Cold Storage Company

**T**HE Company's Warehouses, which afford cold storage under the best conditions for upwards of 1,000 tons of produce, are most conveniently situated at 28 Sir John Rogerson's Quay, Dublin, facing the waterside and adjoining the Head Offices of the British & Irish Steam Packet Company, Ltd.

The Stores are cooled by the dry air system and entirely separate stores are provided for the different commodities, each store having its own cooling battery, available for any range of separate degrees of refrigeration for different classes of traffic. All the refrigerating machinery is in duplicate, so that no break down can interrupt the continuity of the service. Electric records of the temperature for each store can be kept.

The Company undertake the storage of all perishable goods, and specialises in Butter, Frozen Meat, Bacon, Frozen Eggs, Fresh Eggs, Hops, Poultry, Game, and Fruit.

Goods are collected and re-delivered by the Company's special services from the quays and railway termini.

The modern Ice-making Plant was installed in 1923, and has a productive capacity of 175 tons a week. All ice is manufactured from pure Vartry water. The ice blocks, which are air-agitated and clear, are made by the can system, and each block weighs 2 cwt. Large reserve stocks of ice, ready for delivery, are kept in store, and the

requirements of ships and trawlers can be supplied immediately upon receipt of order. All ice-making machinery is installed in duplicate.

Rates quoted on application.  
Telegrams, "Freezing, Dublin." Telephone, 3906 Dublin.



The National Ice and Cold Storage Co.'s Cold Stores, 28 Sir John Rogerson's Quay.



Designed and Issued for  
DUBLIN PORT AND DOCKS BOARD  
by Wilson Hartnell & Co.  
Publishers, Dublin

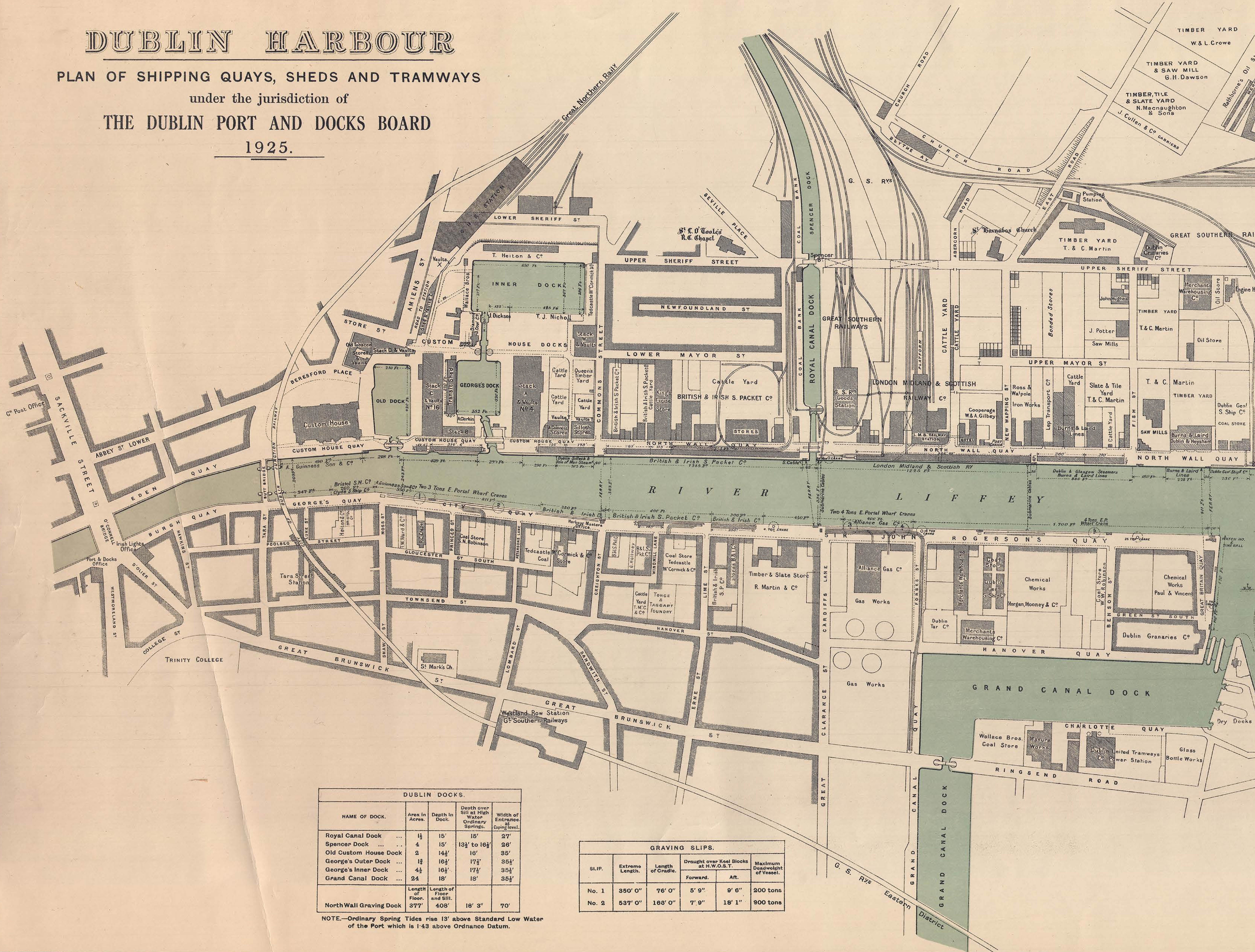


# DUBLIN HARBOUR

## PLAN OF SHIPPING QUAYS, SHEDS AND TRAMWAYS

under the jurisdiction of  
THE DUBLIN PORT AND DOCKS BOARD

1925.

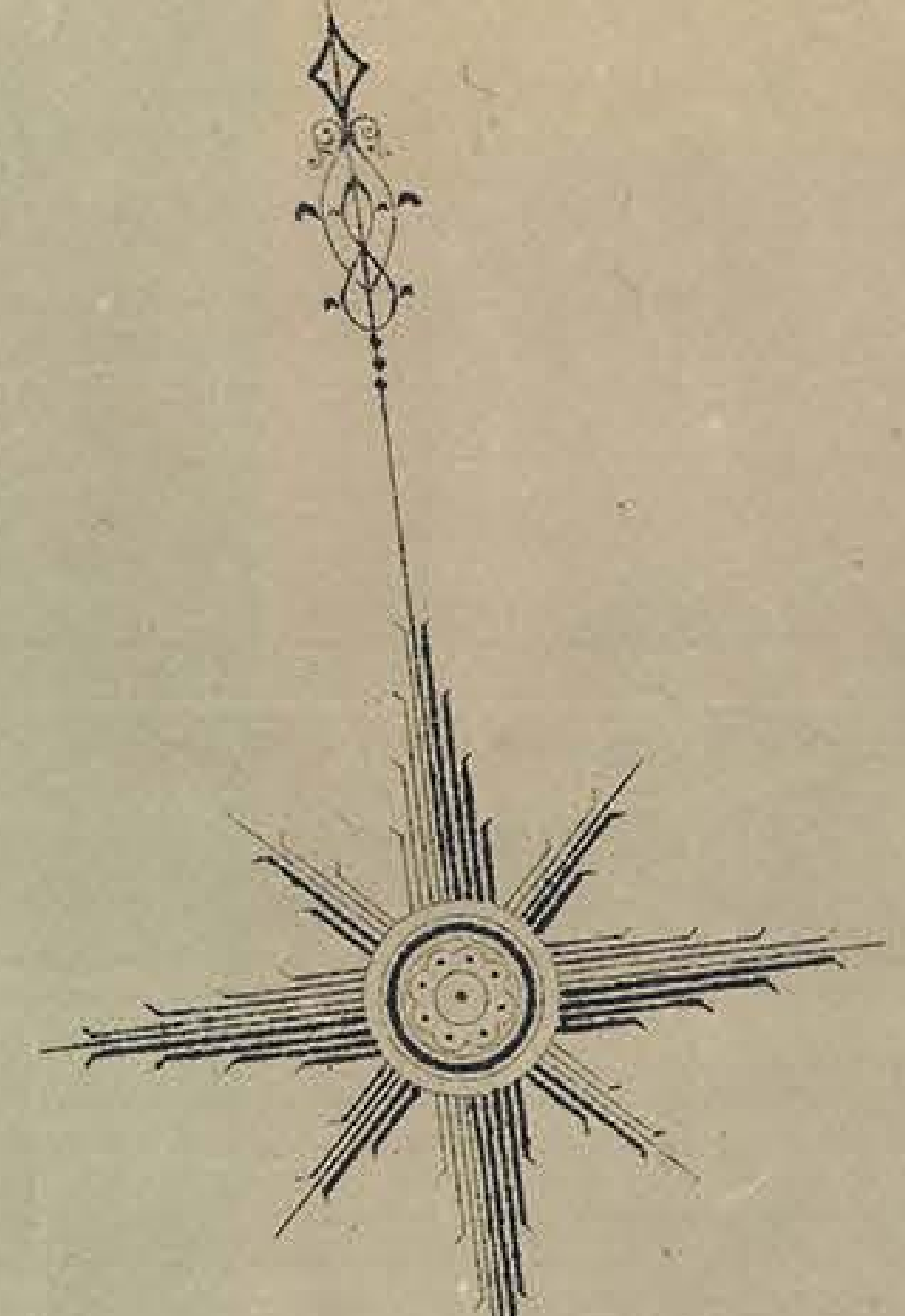
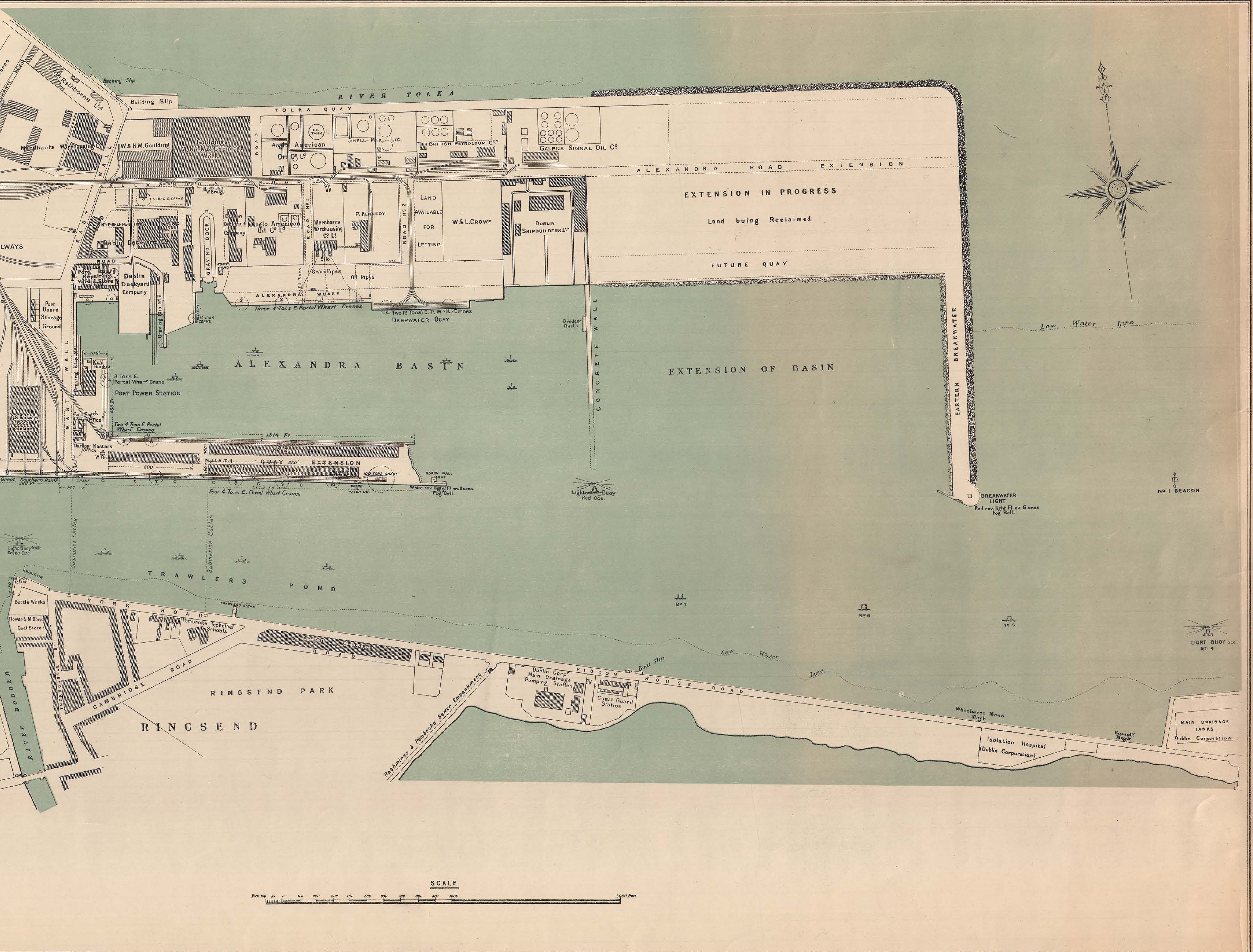


| DUBLIN DOCKS.           |                |                                |   |                                    |
|-------------------------|----------------|--------------------------------|---|------------------------------------|
| NAME OF DOCK.           | Area in Acres. | Depth in Dock.                 | Depth over Sill at High Water Ordinary Springs. | Width of Entrance at Coping Level. |
| Royal Canal Dock        | 1½             | 15'                            | 15'   | 27'                                |
| Spencer Dock            | 4              | 15'                            | 13½' to 16½'                                    | 28'                                |
| Old Custom House Dock   | 2              | 14½'                           | 16'   | 35'                                |
| George's Outer Dock     | 1½             | 16½'                           | 17½'  | 35½'                               |
| George's Inner Dock     | 4½             | 16½'                           | 17½'  | 35½'                               |
| Grand Canal Dock        | 24             | 18'                            | 18'   | 35½'                               |
| North Wall Graving Dock |                | Length of Floor and Sill. 408' | 18' 3"  | 70'                                |

| GRAVING SLIPS. |                 |                   |  |        |                               |
|----------------|-----------------|-------------------|--|--------|-------------------------------|
| SLIP.          | Extreme Length. | Length of Cradle. | Draught over Keel Blocks at H.W.O.S.T. |        | Maximum Deadweight of Vessel. |
|                |                 |                   | Forward.                               | Aft.   |                               |
| No. 1          | 350' 0"         | 76' 0"            | 5' 9"                                  | 9' 6"  | 200 tons                      |
| No. 2          | 537' 0"         | 168' 0"           | 7' 9"                                  | 18' 1" | 900 tons                      |

NOTE.—Ordinary Spring Tides rise 13' above Standard Low Water of the Port which is 1.43 above Ordnance Datum.









*Head, symbolic of*  
**RIVER ANNA LIFFEY**  
*from Dublin Custom House*  
*by Edward Smyth*