



**Welsh Wreck Web Research Project  
(North Cardigan Bay)**

**On-line research into the wreck of the:  
Economy**



*A Brigantine*

Report compiled by:

**Graeme Perks**

Report Title:

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*Economy***

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## 1.0 Abstract

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales, the circumstances of their loss, details of the owners and crew, cargo carried and their history.

The Economy was built in 1825 at Newport as a schooner, sailing to the Baltic, Caribbean and Mediterranean before it sank in Castle Townshend, Ireland in a gale in 1830, crew drowned. Economy was raised, cargo salvaged and registered at Cork with a new owner sailing as coaster and to Portugal. Economy was converted to a Brigantine, sold and in 1852 travelled to St John’s N B with emigrants before the master and mate lost their certificates for drunkenness on its return. Economy became a wreck in 1856 near Cardiff after being driven ashore, the crew survived and Economy was sold where she lay. Economy was repaired and continuing as a schooner. Economy finally sank in 1860 on route from Barrow to Cardiff after springing a leak, the crew rowed ashore.

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## 2.4 Contributors

MADU

## 2.5 Abbreviations

BNA	British Newspaper Archives
N B	New Brunswick, British North America
LR	Lloyds Register of shipping
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
WNL	Welsh Newspapers on Line
w/e	Week ending

### 3.0 Introduction

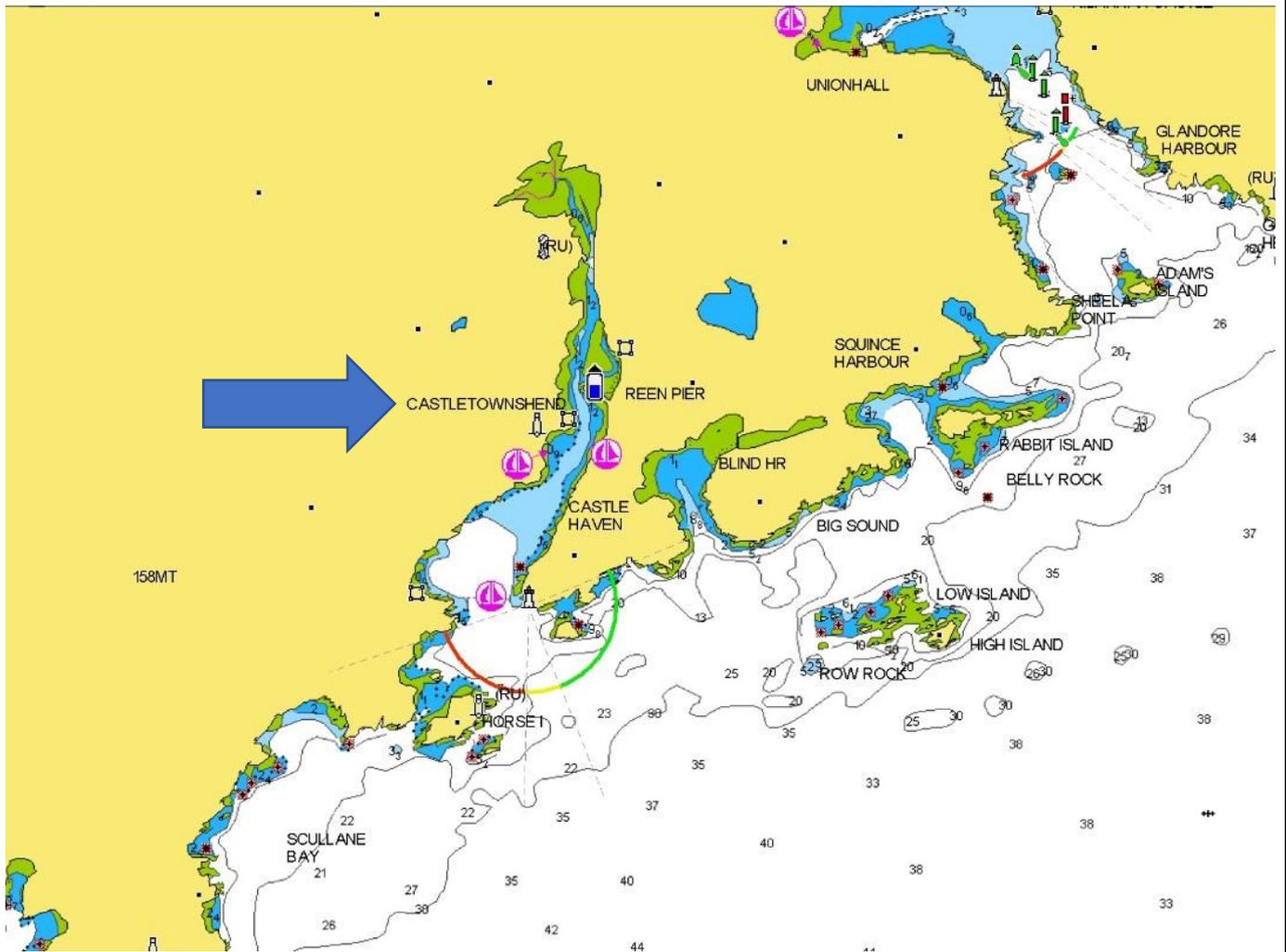
1. I selected Economy to research because I mistakenly started researching her when researching another vessel called Economy and found she had foundered off Bardsey Island. I wanted to see how much information I could find about her, and to find out what happened and to discover:
2. The dimensions of the vessel, who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1860.
5. To discover the cause of the event in 1860 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1860 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1860 incident and its story.
8. If there was a wreck site for Economy and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Economy.

## 4.0 Background

When I started researching this vessel, I had discovered I had mistakenly identified her as another Economy lost on the Causeway off Anglesey.



Castletownshend and Harbour

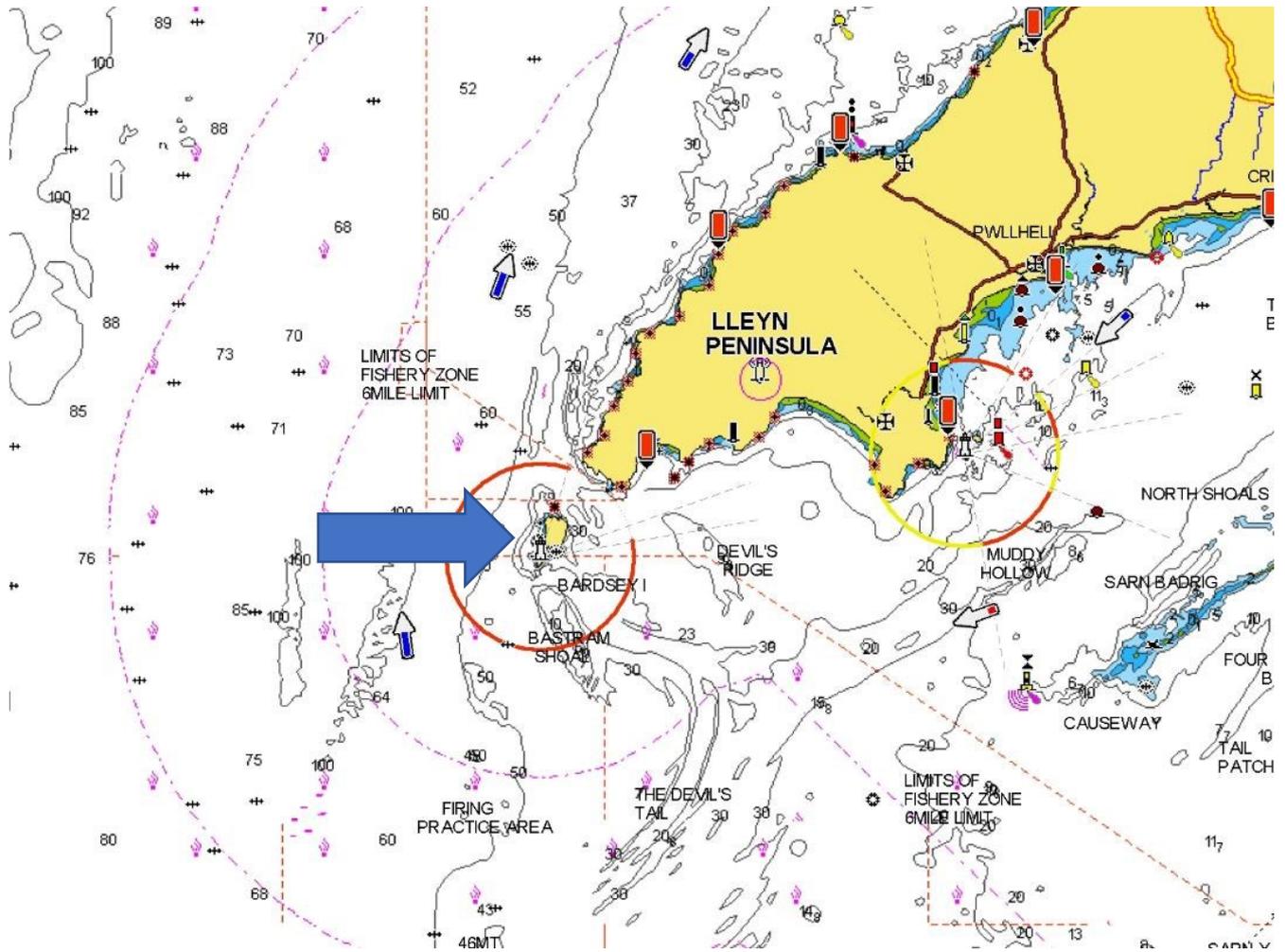


Castletownshend and area of Ireland





Aberthaw, Barry, Cardiff and Bristol Channel



Bardsey Island and Lleyn Peninsular

## 5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Lap top uses bling search engine but I also use Goggle which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping ( LR ) for "Economy " looking for details of her dimensions, master, builders and owners from 1843 when the other Economy was lost with no match. I then searched 1835 then searched yearly backwards until 1825. I found a match in 1834, then until 1845. I then searched after she had been lost and bought by a new owner and found an entry in 1852 in the amendments when she was now a Brigantine

I searched LR ships, plans and survey reports for "Economy" with a match in 1836.

I searched The British Newspaper Archives (BNA) for "Economy", "Economy James", "Economy John", "Economy Johns", "Economy White", "Economy Llewelyn", "Economy Edwards", "Economy Jenkins", "Economy Shea", "Economy Shee", "Economy Dempsey", "Economy Oakly", "Economy Oakley", "Economy Leary", "Economy Manning", "Economy Schooner", "Economy Brigantine", "Economy Newport" and "Economy Cork" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched ""Economy Cork" and "Economy Castle" in December 1830 and 1831 when there were no matches after she sank in December 1830 looking for details of her recovery, I also searched "Economy brig" and found matches.

I searched "Economy Newport" in 1848 and found a match for a master called Cook, I checked LR for another vessel brig Economy with a master Cook with no matches. I checked if Economy could the cargo of 240 tons of iron rails and found the Economy had previously carried 200 tons wheat which requires more space than iron rails and been described as a brig. I also checked that Economy Cook was not overlapping sailings of a master I had identified. I found a number of reports of an ill-fated voyage to Hamburg which diverted to Havre. Then in September 1849 I found a report of a claim for wages against the master which stated the vessel was built in St Malo, was sailing without papers, and was sold in Bow, London in 1849, so a different vessel. I afterwards found an advertisements offering the vessel for sale in London and Harwich.

I also searched "Preston White" looking for details about him and his businesses and found numerous matches.

I also searched "J Harley" looking for details about him and his businesses and found numerous matches. I then searches "James Harley" looking for details about him and his businesses and found numerous matches.

I also searched "Thomas Plain" looking for details about him and his businesses and found numerous matches.

I searched Welsh newspapers on line for "Economy ", "Economy John", "Economy Johns", "Economy White", "Economy James", "Economy Williams", "Economy Thomas", "Economy Edwards", "Economy Schooner", "Economy Newport" and "Economy Cork" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found no matches.

I also searched "Thomas Plain" looking for details about him and his businesses and found numerous matches

I also searched " White shipowner" and "White shipbuilder" looking for details about him, his businesses and if he was a shipbuilder but found no matches

I searched Coflein site for "Economy" looking for any details of the wreck and a chart with a match.

I searched wreckeu site for "Economy" looking for any details of the wreck with no matches.

I searched in Google for "William Preston White of Cork" and found a match in the National Archives of Ireland for a petition to Richard Wellesley, later Duke of Wellington complaining about White's actions.

I searched in Google for "James Austin Healey" and found reference to a court case Harley v Harley. I then searched BNA and found reports of the case.

I searched in Google for "Thomas Plain" looking for details about him and his businesses and found a match for him in Cathays Cemetery, Cardiff.

I searched in Google for "Economy of Newport", "Economy of Cork", and "Economy of Cardiff", with no matches.

I searched "Newport Monmouthshire Ship registers" and found a match in Gwent Archives Reference GB 218 D1847 from 1824 but not available on line.

I searched "John Dempsey" in Ancestry UK & Ireland Masters and Mates certificates and found two matches. I also searched "William Martin" the mate, but was unable to identify him without further details, but there were not two applications from the same person.

## 6.0 Results

Vessel	Name/s	Economy		
	Type	Schooner converted to a Brigantine		
		Cargo		
Built	Date	1825		
	Builder	Unknown		
		Newport		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	None		
Propulsion	Type	Sail		
	Details	Fore and aft rigged schooner. Brigantine foremast square rigged, main mast fore and aft rigged		
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	70 ft	11 ins	
	Beam	21ft	8 ins	
	Draught	11 ft	9 ins	
Tonnage	Gross	143 tons		
	Net	133 tons , later 117 tons		
Owner	First	Unknown		
		Newport		
	Last	Thomas Plain		
		Cardiff		
	Others	William White, Cork, J. Harley, Cork		
Registry	Port	Newport, Mon., Cork, Cardiff		
	Flag	British		
	Number	8435		
History	Routes	Wales to Ireland, the Baltic, and Gibraltar		
		Cork to Wales, St John. Cardiff to Bremen, England & Scotland.		
	Cargo	Coal, Iron, Iron ore, Pigs, Sheep, Cattle, Horses, Wheat, Grain, Hemp, Oats, Butter, Grease, Flour		
Final Voyage	From	Limerick		
	To	Bristol		
	Captain	Thomas James		
	Crew	Unknown		
	Passengers	None		
	Cargo	Wheat		
Wrecking	Date	December 7 1830		
	Location	Castle Townshend, Ireland		
	Cause	Storm force winds		
	Loss of life	All Crew drowned, one body recovered		
	Outcome	Sank, raised and taken into Castle Townshend		

Final Voyage	From	Barrow
	To	Cardiff
	Captain	Oakley
	Crew	six
	Passengers	None
	Cargo	Iron ore
Wrecking	Date	26 <sup>th</sup> November 1860
	Location	Off Bardsey
	Cause	Sprang a leak
	Loss of life	none
	Outcome	Foundered

### **Southern Reporter and Cork Commercial Courier - Tuesday 17 January 1826**

#### ECONOMY.—CHEAP COALS

THE ship Economy of Newport, is now-Discharging the best NEWPORT COALS, on Sale by the Ton or Barrel. Dealers and Housekeepers will have considerable advantage purchasing once. Apply to O' Keeffe, 71, Patrick Street, Cork,

### **Gore's Liverpool General Advertiser - Thursday 02 November 1826**

Arrived at Liverpool

Ireland

In the Prince's Dock

The Economy, James, from Cork, with 424 bris wheat 13 sacks barley for M'Calls, Allan and co. 67 sacks flour Davies Brothers, 79 sacks wheat 21 sacks oats Segar and Moulding, 162 sacks wheat Cropper, Benson and co. 459 bris do 150 firks butter Stack and Hores 80 firks do J. Van and co. 100 do 10 brls grease Whiltingham, Dawson and Hodgson, 223 firks do 37 brls grease W. R. Anderson, 280 firks do order

**Southern Reporter and Cork Commercial Courier - Thursday 29 March 1827**

COVE OF CORK—MARCH 27—WIND W.S. ARRIVED,

Economy, James, Gibraltar, hides, & returned provisions for Cork, under Quarantine.

**Southern Reporter and Cork Commercial Courier - Thursday 31 January 1828**

SHIPPING

FOR BARBADOES.

. To clear on Monday next the 4th Instant,  
. the first class Schooner ECONOMY, 140 Tons.,  
. Thomas James, Master, now lying at Lapp's-Island.  
. Apply to SIMEON HARDY Esq ., or to GEO. BICKERTON & Co.  
January 31.

**Barbadian - Friday 28 March 1828**

FOR CORK,

THE Schooner ECONOMY, THOMAS JAMES. Master ; will sail on the 5th April.  
For Freight or Passage, apply to  
March 25. JOHN P. HARDY.

**Bristol Mercury - Tuesday 09 September 1828**

Fatal Accident.-On Tuesday morning last, as the Schooner Economy, of Newport (Pembrokeshire), James, master, on her passage from Milford to Cork, and when nearly abreast of the Stack Rock, in Milford Haven, the mate Samuel Owens Aged 55, of Cheekpoint, Waterford, by some accident fell from the fore-top-sail yard on deck, and was killed on the spot : the vessel immediately put back to Milford, and landed the body at Hakin, where a Coroner's inquest was held on the same-  
*Verdict, Accidental Death*

**Bristol Mirror - Saturday 04 July 1829**

## BRISTOL IMPORTS

From GALWAY—In the Economy: G. and S. Lunell, 286 sacks floor— Wait and James, 13 tons oats. 72 sacks 11 bags flour, 23 tons oatmeal .

**Lloyd's List - Tuesday 14 December 1830**

Cork, 7th Dec. The *Jupiter*, of and for Hambro, from Cardiff, and the *Economy*, James, from Limerick to Bristol, were driven out of Castle Townsend, and lost with their Crews during the late Gale.

**The Cambrian 18th December 1830**

During the late severe storms, the brig *William Henry*, of Hayle, Bryant master, a constant trader between that place and Wales, was wrecked on the Irish coast — The crew were saved.

The *Acorn*, Heard, from Newport, has arrived at Limerick,, with her cargo much damaged, having struck on a rock in the Blasquet Sound.

The *Richard and Sarah*, from Newport to Cork, foundered at sea, on the 29th ult.

The *Economy*, James, of Newport, was abandoned by her crew, on the 7th inst.

**Westmorland Gazette - Saturday 01 January 1831**

The Late Gales.—In addition the calamities which we have already announced a consequence of the late gales, we have to mention that three vessels— the *Jupiter*, the *Economy*, and the *Alary*—were driven on shore off Castletownsend, within the last few days. The *Jupiter*—a Dutch Galliot, and bound from Cardiff for Hamburg, with iron—went to pieces, and regret to add that, together with the crew of the *Economy* which belonged to Jersey., every soul on board perished. The *Mary* also belonged to Jersey, and would have shared the fate of the others but for the promptitude with which assistance was rendered from the shore. Everything that activity and energy could do in the exigency the moment, was done the agent for Lloyd's, Michael Galway, Esq, and those who so generously

united their exertions with his for the preservation the distressed vessels, and the rescue of their views; but, except in the instance of the Mary, we are sorry to say without success. The Economy, with 800 barrels of wheat on board, now lies sunk in the harbour, but at the fall of the tide there are not more than two feet of water over her taffrail rail. Of the bodies of the men drowned, only two have been driven ashore; one, that of a Dutch, the other of an Englishman; but a purse, containing £58 worth of foreign coin, was found after the wreck, and has been lodged in the hands of Richard Townsend, Esq, until the relatives of the Captain of the Dutchman shall be known. The Thomas has been seen again on the western shore ; and a sloop laden with iron and coals, but without masts has been towed into harbour by his Majesty's ship, Pike - Cork Constitution.

**Southern Reporter and Cork Commercial Courier - Saturday 02 April 1831**

AUCTIONS

AUCTION OF DAMAGED WHEAT At CASTLE TOWNSEND on WEDNESDAY 6th April, at Twelve o'clock

A Quantity of Damaged wheat,

Saved out of the Cargo of the Schooner Economy, from Limerick to Bristol, wrecked Castle-haven, December last. MICHAEL GALLWEY, Agent for Lloyd.

**Lloyd's List - Friday 08 April 1831**

Cork, 5th April. "The Economy, James, from Limerick to Bristol, which was sunk near Castle Townsend in December, was raised the 2nd instant, and carried into that harbour. The Vessel is but little damaged, and scarcely any of the cargo has been washed out."

**Southern Reporter and Cork Commercial Courier - Tuesday 05 April 1831**

We have much pleasure in stating that, the exertions of Wm. Preston White, Esq. Harbour-master of this port, the fine new brig Economy, laden with 200 tons of wheat, some months since sunk near Castle Townsend in a desperate gale of wind, on which occasion the master and crew all perished, was, on Saturday morning, raised and safely placed in the inner harbour of Castle Townsend. The

accomplishment of this object was rendered difficult in the extreme, in consequence of the vessel having gone down close to lofty and projecting rocks, against which, at this season the year, the waves of the Atlantic ocean incessantly roll with terrific force.

Mr. White procured in Cork three large merchant vessels; and Sir Charles Paget, the Naval Commander-in-Chief on this station, with that desire to aid efforts made for the preservation property so circumstanced (which has at all times manifested), ordered a supply of chain slings, and such other articles suited to the purpose and such other articles suited to the purposes as the naval depot here afforded.

Having made those preparations, Mr. White proceeded to Castle Townsend. The sea rolled with such tremendous force over the vessel for several days, that she could not be approached with any degree of safety. Wednesday morning, the waves having some degree subsided the three vessels were taken to the where the schooner lay, and, after great exertions, occasioned the surge of the sea, and the continual motion of the vessels and boats employed the occasion, the chain slings were placed round the schooner, and were then attached to the three vessels. As the tide flowed it lifted the schooner few feet from the bottom, and she was then, with immense labour, dragged towards the harbour. The same process was renewed every successive tide, and Saturday morning Mr. White had the satisfaction to deposit the schooner safe the inner harbour of Castle Townsend.

The hull of the vessel appears to have suffered very little damage, and scarcely any of the cargo has been washed out.

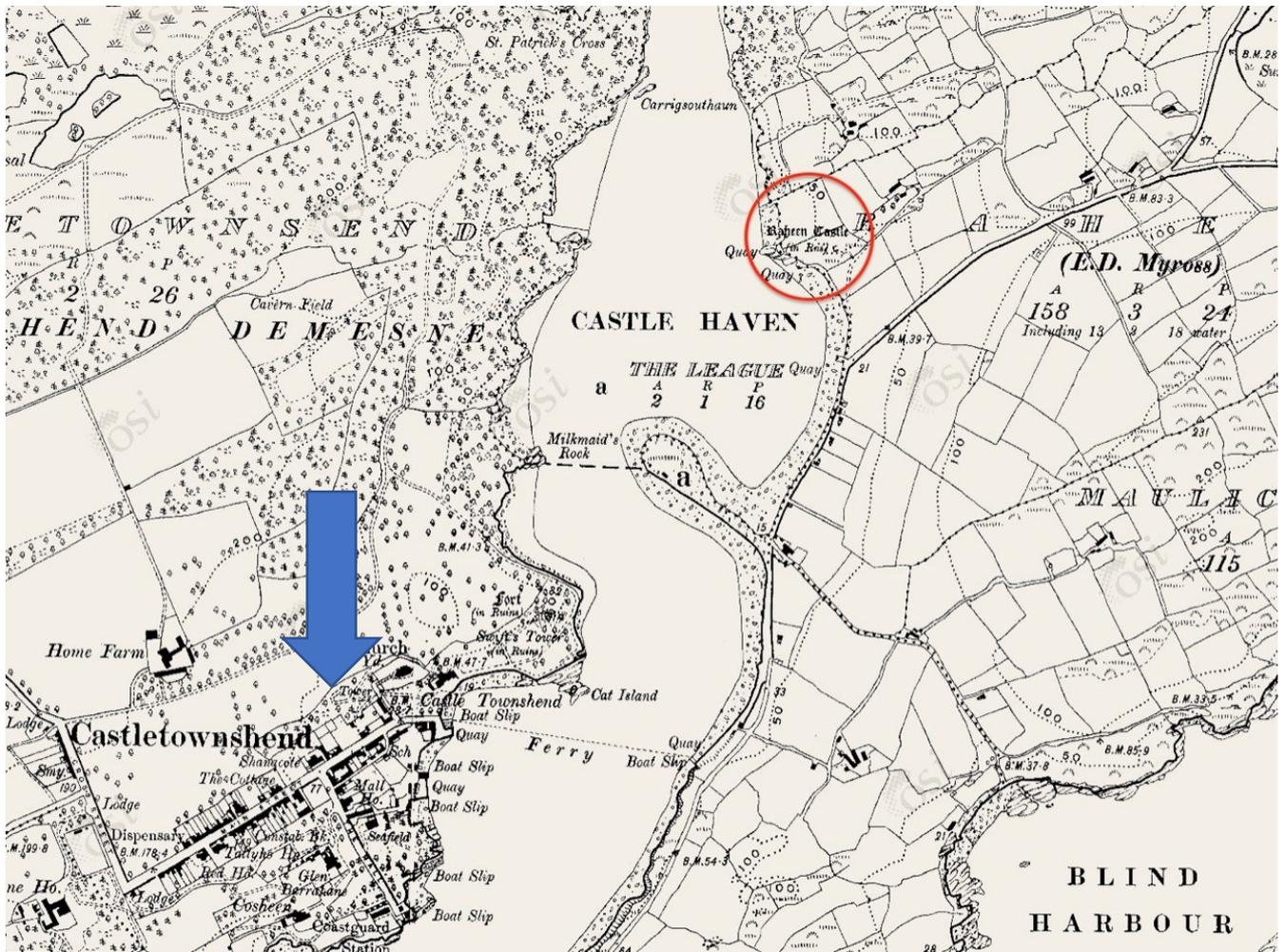
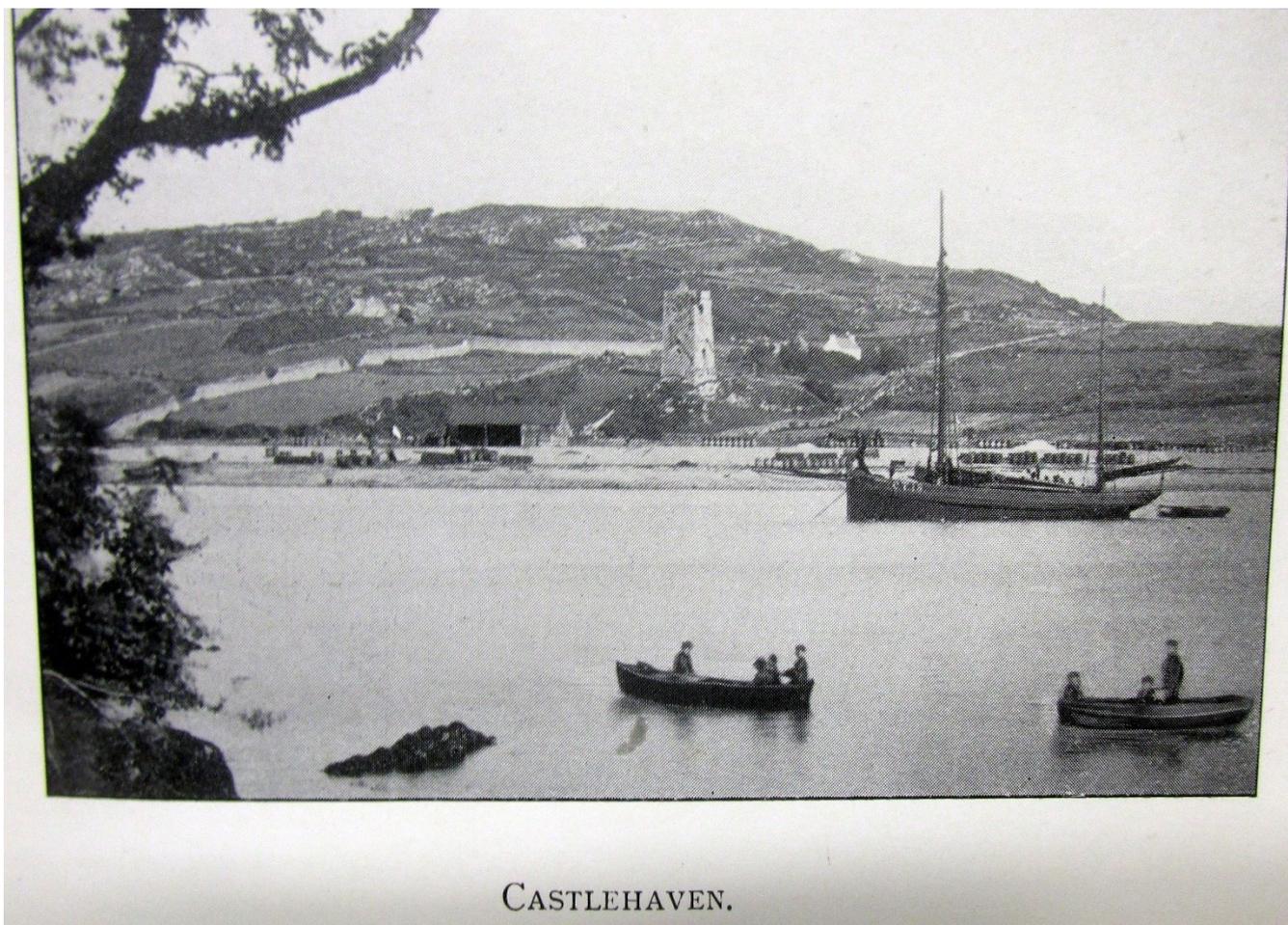


Fig 1 Map of Castletownshend mid-19th century 6" Cassini OS map



**Fig.2 Castle Haven Harbour, Castel Townsend c.1900** Courtesy JCHAS,1905

### **Cork Constitution - Thursday 07 April 1831**

#### **SHIP NEW'S.**

We have much pleasure in stating that, by the exertions of Wm. Preston White, Esq. ,Harbour Master of this port, the fine new brig Economy, laden with 200 tons of wheat, some months since sunk near Castle Townsend, in desperate gale of wind, on which occasion the master and crew all perished, was, on Saturday morning, raised, and safely placed in the inner harbour of Castle Townsend. The accomplishment of this object was rendered difficult in the extreme, in consequence of the vessel having gone down close to lofty and projecting rocks, against which, at this season of year, the waves of the Atlantic ocean incessantly roll with terrific force. The hull the vessel appears to have suffered very little damage, and scarcely any of the cargo has been washed out.

**Morning Advertiser - Thursday 16 January 1834**

MILFORD Jan. 13.—The Economy, of Cork, ran onboard the Jessie, Creighton, and carried away her jibboom, figure head, and other damage.

**Cork Constitution - Saturday 22 March 1834**

CORK ASSIZES. COUNTY RECORD COURT

WHITE v. PYM.

This was an action brought by Mr. W. P. White, against the Messrs. Pym to recover damages for injury done to the schooner Economy on the 30th July, by the steamer Victory, Mr. Bennett, K.C. said that this was an action brought before a Special Jury of the County of Cork, on a case that occurred within the city. The City was the proper tribunal which it belonged. The plaintiff, Mr. White, began a proceeding in the Recorders Court, and got an attachment against the St. George's Company, the owners of the vessel, and was proceeding to have the case tried before the Recorder. The defendants, nominally the Messrs. Pym, but really the St. George's Steam Packet, Company did not think that an impartial jury could be had the City of Cork; they removed the case up to Dublin, and applied to have the venue changed, the allegation that they could not get an impartial Jury in the City of Cork, because that Mr. White was a popular gentleman, and that they were extremely unpopular. The Court said that the City might partial, but the County could not be so. Mr. White brought the action to recover damages for injuries done to two vessels of his, the *Economy* and *Susanna* by the Steamer *Victory*. The 30th of July the *Economy*, with a cargo coals, arrived at Horse head, and on the same evening the *Susanna* arrived at the same place, where they anchored, waiting for the tide. The tide was full at a quarter before three o'clock, and at a quarter before four o'clock both the vessels weighed anchor and proceed up the river. There is a place called the Flats crossing the channel, about feet 4ft deep low water, and at high 11 or 12. Every vessel crosses it, and about 300 feet above it is a buoy to mark the eastern extremity of another bank running the south side towards Blackrock. The *Susanna* crossing the flats touched the bottom, which delayed her for a short time. The *Economy* came up. The weather being calm, the *Susanna* not obeying the helm, came in contact with the *Economy*, and the effect had on the *Economy*, was to swing her broadside across the river.— While the two vessels were in this predicament, the *Victory* appeared off Blackrock and was distinctly in view for above a mile. The *Victory* came on at the rate of nine or ten knots, hour. The *Economy* and *Susanna* were in such situation as not be able to get out of the way. The men on board the *Economy* made every possible signal to the *Victory* to

keep out of the way, but though she had 700 feet at one side and 500 at the other, she bore down on the *Economy*, broke her timbers, and drove her against the *Susanna*. The master of the *Economy* then begged the Captain tow him ashore.;-but the Captain called him a d—d lubber, and steered off.

Charles John—Was master of the *Economy* in July last; they came into the harbour on Tuesday the 30th with Pilot; they came to anchor at Horse Head, not having water come up ; got under weigh again about 3 o'clock ; the *Susanna* was also Horse Head ; they weighed together to come up at  $\frac{3}{4}$  of an hour before high water; the *Susanna* got ahead. and touched on the flats; the *Susanna* drew 13 feet 9, and *Economy* 13 feet 6. There is a buoy at the eastern extremity of the bank. After passing the flats, the *Susanna* not obeying her helm, struck the *Economy*, sending her round, and bulged her bulwark; the head of the *Economy* was the southward; the *Susanna* lay at the larboard side of the *Economy* they became entangled; the crews were endeavouring to get them free when they saw the *Victory* near a mile distant. The *Economy* was in the centre of the channel, which was 1200 feet broad. The *Economy* was on the starboard tack. The *Victory* draws about 11 or 11  $\frac{1}{2}$  feet. When he saw the *Victory* coming down on him, he hailed to them and called out, but the *Victory* did not mind, and came right on their midships and cut fourteen planks. There were four foot water in the hold, and he (witness) asked the Captain of the tow him ashore, and the reply was, that called d—d lubber." The *Victory* carried away the bowsprit of the *Susanna*. They brought the *Economy* up to the quay and discharged her ; they afterwards took her to Wheeler's slip, where she was for 24 days.

The expenses of repairs were here recapitulated ; they amounted to about £250; besides she lost two voyages. The *Victory* had both her anchors on deck, in place over her bow.

Cross-examined by Mr. Woulffe. —When the steamer struck him, the Captain called him not a lubber, but d—d lubber.— Captain Parker, provided he had his anchors cleared, could have dropped them. It was on purpose he came bump against him. He will swear it. Captain Parker once towed him up the river, he has seen him tow others of Mr. White's vessels. Capt. Parker was on the paddle box at the time the *Economy* was struck. On his oath paddles were not put back when witness called out; the paddles were going back when was struck. The paddles could have been put back sooner. If witness had been in command of the *Victory*, he could have avoided running down vessels similarly situated.

By the Court —The two vessels got foul about ten minutes before the *Victory* struck the schooner.

Thomas Knapp, master of the *Susanna*, was then examined : his evidence was similar that of the previous witnesses. The steamer, he said, ought to have passed the northward ; after the two brigs struck they were drifting up the river.

Edward Barry recollects the evening *Victory* ran down the *Economy*, which witness was the Pilot. The Witness here gave the same description of the collision as the last witness.

Cross-examined by Mr. Jackson— The *Victory* went to the south after doing the damage: she could have gone so before. It appears witness that Captain Parker must have run wilfully against him; has a salary from the Harbour Board for piloting; Mr. White is the head of the Board.

Wm. John, sailor on board the *Economy* and Wm. Walsh, pilot, corroborated the testimony of the previous witnesses.

John Lewellen, mate of the *Eliza*, was produced to prove that on the same day the *Victory* was near running down the *Eliza*. They had to call out the *Victory* to go to the south, but the answer they got was, go to the south yourself; if you bear down on us. I'll run you down. The *Eliza* had to put out a boat to tow her out of her course.

Mr. Jackson addressed the Jury for the defence. After some prefatory observations, he said that unless they were satisfied that the misfortune had occurred by reason of the negligence of Captain Parker, they could not find a verdict for the plaintiff.— If they believed that Captain Parker did run at the schooner for the purpose of running her down, they would be bound to find a verdict for the defendants, who were responsible for his negligence, but not for his wilfully running down the vessel. If it were partly through the negligence of the people on board the *Victory*, and partly through the negligence of those on board the plaintiffs vessel, in that case his clients were entitled to a verdict ; nor could they at all bring in a verdict for the plaintiff, unless they ascribed the misfortune to the negligence of Capt. Parker. Mr. Jackson concluded his address, having first referred to the identity of the witnesses, contending that it had been, owing to the influence of Captain White, as Harbour Master, and master of many vessels, greatly exaggerated.

Mr. James Wheeler is a ship-wright; repaired the *Economy*; ten of the planks and covering board, all the ceiling planks and some knees were broken. Before that she was an unusually strong vessel. Witness's bill for the repairs was £109. Does not think she is as good a vessel now as before. She was built of English oak, and they were obliged to repair her with American timber. There were some planks which ought come out entirely, but Mr. White would allow them only to put in pieces.

Captain Story—Had the command of a steam vessel for, 15 years in this river ; if two vessels were in contact, it would not be right for a steamer to pass quickly by them ; saw the place where the vessels were run down; The *Economy* is about 70 or 80 feet long : there was abundance of room at high tide for the *Victory* to have gone at either side of the *Economy* lying across the river.

Captain Parker—Commanded the *Victory* on the 30th July last: has been 10 years engaged on this river :on that day he left the quay about 3 o'clock; went down the river at the usual rate : passed several vessels on the river; after passing Blackrock kept the starboard shore : after rounding the west buoy saw the two vessels about a mile and quarter distant, he was on the larboard paddle box shaped his course pass them on the larboard : when about 450 feet from the vessels, he saw the *Susanna* strike the *Economy*, if the two ships had gone on their own course no collision would have happened : when at 450 feet distant he observed the brig strike the *Economy's* larboard quarter: he then stopped the engines and reversed them : the *Victory* could not have been put aside by means of the helm. It was not possible for him to have avoided the collision. From the time he saw the *Economy* and *Susanna*, foul of each other, till came in contact with the *Economy* was between two and three minutes; during that time the paddles were reversed.; does not recollect hearing, any demand to be towed : was not aware of the injury done to the *Economy*, Does not recollect having threatened to run down another vessel that day. Had no malicious feeling towards Capt. White : would not willingly run down his or any man's ship. The cargo aboard the *Victory* must have been worth: £40,000. In endeavouring to clear the *Economy* he got aground. The general rule is for steamers to keep the larboard side. If all the vessels had kept-their regular course, the *Victory* would have passed them at a distance of 60 or 70 feet; attributes the collision between the brig and the schooner to the two vessels coming up with fair wind, the brig which was the stern most having becalmed the schooner.

Cross-examined by Mr. BENNETT.—Has been assisting in preparing this action; his Cousin is the agent for the prosecution, knew Capt. White before had been kind him one man another; has gone down to show him the Channel; cannot recollect if he had dined that day; the tide was full in, the rate they were going at was 9 miles hour ; got the rank of master's mate in the Navy; saw the *Economy* across the river ; they took about five minutes to get clear, and then passed her on the larboard aide ; does not know that the master whom he called a lubber is one of the best seamen in the harbour; the second mate was at the helm; gave him no directions.

Mr. John M'Gowran was supercargo on 31st July last, and was standing close to Capt. Parker when the accident occurred. The moment saw the collision between the two vessels, heard Captain Parker say, "stop her, reverse her full" after

seeing the collision between the two vessels, the *Victory* had not time to alter her course; heard the Captain of the schooner say, "for God sake stop her," witness said she was stopped, but the confusion on board the schooner was such, that they seemed not to understand anything.

Cross examined by Mr. Henn's—Did not see the vessel until about two or three times the length of the *Victory* from the *Economy* ; was on the paddle box for about twenty minutes; saw them about-five minutes before they came in contact; they were then distant about twice of the *Victory*, the *Susanna* sailed off the north. When the *Victory* put on the bank she was hauled off by a rope from the *Susanna*, the *Susanna* was at anchor.

John ELVIDGE - The mate of the *Victory* ; heard Capt. Parker, on seeing the collision between the schooner and brig, order the engineer to stop the *Victory*; Captain Parker is excellent seaman.

James Reed was steering the *Victory* on the day of the occurrence, on the starboard shore. The *Economy* and *Susanna* were in the middle—witness intended pass them on the larboard —had not time by putting the helm down to put the vessel about.

Cross-examined—'Never said if he was left to himself he would have steered the *Victory* to either side the *Economy* —had no such conversation with Capt. Edmunds; the Captain never desired him to anything to the helm ; did not speak to Captain John on the subject.

Henry Perry was engineer the *Victory* on the 30th of July last ?—he got orders to "stop the vessel and reverse her full"—about three minutes after got the order perceived the shock.

The Counsel for the defence having closed,

Mr. Henn said that the Counsel for the plaintiff would now produce witnesses to contradict Reed.

Wm. Edmonds is a master mariner: knows Reed: at Mrs. Watson's on Merchant's quay, on the 2<sup>nd</sup> March, Reed said that had it been left to himself he would have kept the helm starboard, and passed the *Economy*."

Cross-examined—Mr. Lyster was by at this conversation; he was taking a pint of porter. Reed got drink there, cannot say whether it was grog or porter; on his oath did not make the man tipsy: does not believe he was made drunk; met Captain White the next day and told him what Reed said he was not his knowledge brought here contradict Reed; would have thought it his duty if he

heard Reed speak differently today from what he did that night, to contradict him.

Reed was then called and confronted with Edmonds.

Reed was then examined— you see the man in the chair ? Yes. you know Watson's house ? Yes. Were you in in March? Yes. you recollect seeing that person there ? I might. What were you doing? Drinking pint of porter., Did you hear Edmonds evidence? No. Did you .Watson's say there was water enough? No. Did you say-anything on the subject? No.

Edmonds was then ordered to repeat what had said.

Edmonds— He said that if was allowed to use his own discretion, and keep the helm would have steered clear the vessel; but the Captain insisted that he should keep it a-port. He further said that there was plenty of water.

Reed was then cross-examined Mr. Henn—Did you see Edmonds ?, I might. Did you say anything the subject ? No.

Mr- George Lyster was then called by Mr. Henn—Were you at Watson's ?—I was. Did you hear him say anything?— S- me one said that it was a lubberly job, and Reed said that it; was not his fault; that he could have gone to either side." Reed— They were hollering about the accident, and I told ; them what occurred. Mr. Woulffe then on an understanding that would confine himself in his observations to the circumstance of the contradiction given to the witnesses, was permitted speak to evidence.

Mr. Henn's then replied, and his Lordship having briefly; charged the Jury, in about a quarter of an hour, returned a verdict for the plaintiff of ,£191 damages, and 6d costs.

Counsel for Plaintiff—Messrs. Bennett, Henn, M'Carthy, and Besnard. Agent—J. C. Besnard.

Counsel for Defendant—Messrs. Jackson, Woulffe, Bennett, and Pigott. Agent—R N. Parker. The Court rose at nine o'clock.

### **Bristol Mercury - Saturday 31 January 1835**

BRISTOL IMPORTS.

In the Economy, from Cork: Order, 150 pigs.

**The Cambrian 10th October 1835**

The Economy, of Cork, White, master, with a cargo of iron from Cardiff for Oporto, reached Milford this week, being obliged to put back from the Bay of Biscay, with fore topmast carried away, her sails blown to pieces, her rigging very much chafed, and the vessel very leaky. She is now discharging to stop leaks and repair damage.

**The Glamorgan Monmouth and Brecon Gazette and Merthyr Guardian 7th November 1835**

Milford

The schooner Economy, (White) from Cardiff, bound to Malta, which put in here, some time ago, leaky has been thoroughly repaired, and is now taking in her cargo (iron). She will be hauled off in the course of the ensuing spring tides.

**The Glamorgan Monmouth and Brecon Gazette and Merthyr Guardian 21st November 1835**

The Schooner, Economy, White, from Newport, bound to Oporto with iron, which put in here some time ago on a leaky state, has been thoroughly repaired, and hauled out into the stream this week, where she now awaits the first fair wind in order to proceed on her voyage.

**Public Ledger and Daily Advertiser - Saturday 09 April 1836**

Brest, March 31 The Economy, White, from Oporto for London, has put into a small bay near Lomdeda, with loss of topmasts, sails, and bulwarks. Two more puncheons, and two casks of palm oil, have been brought in. A vast number of casks appear have broken on the coast.

**Public Ledger and Daily Advertiser - Saturday 28 April 1838**

Waterford Passage, April 24.—. The Economy, of and for Cork, lying Creden Head, in this harbour, with her topmast gone.

### **Shipping and Mercantile Gazette - Tuesday 01 May 1838**

WATERFORD PASSAGE April 25<sup>th</sup> Wind N.E. BY E. strong breeze

The schooner Economy, previously reported being anchor off Creden Head, with loss of topmast, has sailed this morning.

### **Shipping and Mercantile Gazette - Monday 28 September 1840**

WATERFORD PASSAGE-Sept. 24: Put In. 23-The schooners Charles George Payer, Williams; and Economy, Thomas; from Newport, with sails damaged; all for Cork.

### **Monmouthshire Merlin - Saturday 21 August 1841**

SHIPPING AND MERCANTILE.

NEWPORT.

IMPORTS for the Week ending Aug. 19th, 1841.

Felicity, Beynon, Cork, sheep and horses. Economy, Edwards, ditto, cattle,

### **The Cambrian 29th January 1842**

MILFORD—Arrived, the Economy, Edwards, from Newport, for Cork, experienced very heavy weather on Friday night and Saturday morning last, was obliged to throw part of cargo of (coal) overboard to lighten her.

### **Economy, Cook – a mistaken line of research**

### **Public Ledger and Daily Advertiser - Tuesday 19 December 1848**

APPLEDORE, December 15. —Arrived, the Economy, Cook, from Newport for Hamburg, with cargo shifted.

**Newcastle Courant - Friday 22 December 1848**

Bideford, Dec 16-The Economy, Cook, bound to Hamburg, came in last night with her cargo shifted, and reports halving been 80 miles to the westward of Lundy, she experienced very heavy gales and a tremendous sea in the Channel.

**Shipping and Mercantile Gazette - Friday 29 December 1848**

ST. MARY'S SCILLY —Dec. 26 : Put in, 22 The Gleanor Marsh, for Southampton ; Vertrauen, Moller; and Economy, Cook, for Hamburg ; all from Newport the latter leaky.

**Shipping and Mercantile Gazette - Wednesday 17 January 1849**

SCILLY-ST. MARY'S-Jan. 15 Wind W. fine.

In the pier—The Economy, Cook, for Hamburg.

**Shipping and Mercantile Gazette - Monday 22 January 1849**

SCILLY ST. MARY'S Jan. 18 ; Wind S.W., strong, hazy. Sailed, 15<sup>th</sup> The Shannon, Broderick, for Gloucester. The others reported in our last still remain. The Economy, Cook, has gone into the roads.

**Shipping and Mercantile Gazette - Saturday 03 February 1849**

HARWICH—Feb. 2: The brig Economy, Cook, from Newport for Hamburg, is on shore on the Andrews; part of the cargo is being got out to lighten her.

**Shipping and Mercantile Gazette - Monday 05 February 1849**

HARWICH—Feb. 3: The Economy, Cook, reported in yesterday's Shipping and Mercantile Gazette, has been assisted off and into this harbour.

**Lloyd's List - Friday 04 May 1849**

Harwich 3<sup>rd</sup> May sailed Economy, Cook, for Havre after repairing

**Shipping and Mercantile Gazette - Saturday 08 September 1849**

THAMES. Wages.— Economy.—Mr William Cook, master of the ship Economy, appeared to answer the claim of William Beer, for wages. The complainant sued for £10 1s 3d, and the voyage was described to be from Bideford to Harwich and elsewhere. —The defendant said the vessel was built at St. Malo, and had been sailing without colours and without papers, and had been lately sold to a gentleman at Bow. He had nothing to do with the vessel now. He was as poor as a mouse, and had no means of paying any claim that might be made upon him. —The complainant said the present owner had made two payments of £2 and £3 respectively since he had purchased the vessel.—Mr. Yardley remarked on the singularity of the defence, and said should make order for £2 12s and costs, which was really due, and he would leave the defendant to settle the matter with the owner in the best way he could. If the money was not paid, a distress warrant would issue against the Economy. It would therefore be for the owners in trust to pay the wages at once.

**Cork Examiner - Monday 29 July 1850**

## AUCTION—VESSELS.

To be SOLD by AUCTION, on WEDNESDAY NEXT, the 31st JULY, at HALL'S Office, COMMERCIAL BUILDINGS, at 1 o' Clock, the following Vessels : The British built Coppered-fastened Brig, Jane Cork, 154 Tons Register, carries 250 Tons; the British-built Coppered-fastened Schooner Economy of Cork, 133 Tons, carries 210 Tons; the North American-built Brigantine, Perilla of Cork, 160 Tons, carries 260 Tons. All now lying in the South Channel

FRED. HALL, Broker.

Cork, 24th July, 1850.

**Southern Reporter and Cork Commercial Courier - Saturday 17 April 1852**

SHIPPING.

DIRECT FROM CORK FOR QUEBEC,

To Sail the 25th April. The Splendid First Class Coppered and Copper fastened Ship, " ELLISON " of Newcastle, Captain Walker.

FOR ST. JOHN'S, N. B.

The "ECONOMY" Captain Dempsey, to Sail the 1st MAY.

Passengers by these Ships will be supplied with the full Provisions allowed by law. Passengers for Boston will find, via St. John's, the cheapest route—as Children under 14 years of age will be taken for Half Price.

For Particulars. Apply to MURRAY & BARRETT, 14, Merchants' Quay.

April 16. 1852.

**Northern Whig - Tuesday 15 June 1852**

The rush of emigrants for the United States and the gold diggings still continues Last week, Economy, Captain Dempsey, left Queenstown for St. St John's N. B ., with a full complement.

**Shipping and Mercantile Gazette - Wednesday 13 October 1852**

THE MERCANTILE MARINE ACT.

October 12,1852.

Charges of drunkenness and great neglect of duty having been preferred against Mr. John Dempsey, master, and Mr. Wm. Martin, mate, of the brigantine Economy, investigation baa been instituted, and conducted under the 28th section of the Mercantile Marine Act, by the Local Marine Board of Cork, and that board having found them guilty of the above charges, the Board of Trade have, upon consideration of the report and evidence, directed that their certificates of service, as master and mate respectively, shall be suspended for 12 months.

**Southern Reporter and Cork Commercial Courier - Saturday 16 October 1852**

## MERCANTILE MARINE BOARD,

This Board has been occupied for two days investigating charges of drunkenness and misconduct the Master and Mate of the Brigantine Economy of Cork, on her voyage out to St. John's, New Brunswick, and home.

This investigation is the first held here under the Mercantile Marine Act of 1850—the Board forming a judicial Court, presided over by Thos. R. Sarsfield. Esq., J.P., for the borough and county of Cork, and W. M. Drew, Esq., JP., county Cork, both being members of the Board. The proceedings were conducted John Bennett, Esq., its Solicitor.

The evidence which had been taken on oath, together with the decision of the Board was transmitted to the Board of Trade and the following letter from their lordships has been received, fully approving of the proceedings of the Local Board.

It is anticipated that the knowledge of there being prompt and easily attainable a method of punishing the misconduct of Masters and Mates under this Act, will have the most salutary effect.

Office of the Committee of Privy Council for Trade, Naval Department. 9049  
12th October, 1852.

"Sir, I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 8th inst., transmitting an account of the investigation into the charges against the Master and Mate of the brigantine Economy, and inform the Local Marine board that, pursuant to their recommendation, lords have cancelled the certificates of both Master and Mate, and request that they may be procured from the parties, and transmitted to the Board of Trade. At the end of twelve months from the date hereof, the master and mate may address this board, and their case will be considered, provided they produce satisfactory testimonials of good character.—I am, sir, your obedient servant,

W. H. Walker.

James B. Ballard, , Secretary, Local Marine Board, Cork.

**Shipping and Mercantile Gazette - Tuesday 17 May 1853**

STEAM coal not liable to SPONTANEOUS COMBUSTION. The recent destruction of the large steamer City of Pittsburg, Valparaiso, accumulates proof that such results must inevitably continue to happen from the spontaneous combustion of certain qualities of coal.

The LLANGENNECH COAL, shipped at the port of LLANELLY. SOUTH WALES, from its quality and its chemical constituents, cannot possibly produce any such deplorable effects. It has been largely shipped to all parts of the globe—the West Coast of America, Coast Africa, West Indies, Mediterranean, the East Indies, &c. —for the last 25 years, without single instance of any such tendency ; whether on board Sailing Vessels, or the Bunkers of Ocean Steamers, in proximity to the furnaces.

This Coal is SMOKELESS, of great evaporative power, has always been on the Admiralty List, and is continuously shipped for the service of the Dockyards. Large ships, carrying 700 tons, can load in the wet dock at Llanelly, and no case of damage to any such vessel loading at this colliery is on record. Office of the LLANGENNECH COAL COMPANY, WENLOCK BASIN, REGENT'S CANAL, LONDON.

**Globe - Tuesday 30 September 1856**

Cardiff. Sept 29.—The Economy, of and for Cork, is ashore on Breaksea Point, and likely to become total wreck

**Cork Constitution - Tuesday 14 October 1856**

The schooner Economy, of Cork, recently wrecked near Aberthaw, was sold on Tuesday by public auction for £150. The purchasers were Messrs. Plain and Davies, of Cardiff.

**Shipping and Mercantile Gazette - Saturday 11 October 1856**

The sum realised by the schooner Economy, of Cork, was £41, not £150, reported in yesterday's paper.

**Shipping and Mercantile Gazette - Monday 03 November 1856**

Economy, of and for Cork, which got shore Cardiff Sept. 28. has since become a wreck—9

**Lloyd's List - Monday 28 June 1858**

PORTHCAWL. 25th June. The ECONOMY (schnr.), Boase, of and for Cardiff, from Barrow, with iron ore, got on shore on the N.W. part of the Tuskar Rock at 9 a.m. this morning, but with assistance the coastguard, &c., got off at p.m., and proceeded.

**Lloyd's List - Wednesday 28 November 1860**

The ECONOMY, (schr.) Oakly, of and for Cardiff, from Barrow, with iron ore, sprung a leak off Bardsey yesterday evening, and went down at 3.30 a.m. today: crew saved by their own , boat, and landed at Ceybror Creek.

**The Pembrokehire Herald and General Advertiser 30th November 1860**

## FISHGUARD.

The weather during the past week has been very boisterous at times with great violence from every point of the compass. A number of miscellaneous items of but little value, consisting of pieces of mahogany, a few articles of bedding, and a piece of a top mast have been washed on shore at Goodwick, and are supposed to be from the unfortunate schooner Economy, which went down at Ceybor near Newport, a couple of days ago. The crew, six in number fortunately escaped in the ship's boat

**Swansea and Glamorgan Herald - Wednesday 05 December 1860**

THE SCHOONER 'ECONOMY,' Oakley, of and for Cardiff from Barrow with copper ore, sprung a leak on Monday week off Bardsey Island. Every effort was made by the crew to bring her round to Newport Sands, but the water gaining on them, together with a strong breeze from eastward, they were obliged to abandon her about 1 o'clock on Monday off Cybur, where she soon after sank in 12 fathoms of water, about a quarter of a mile from shore.

**Bristol Daily Post - Friday 07 December 1860**

Economy, schooner, Oakly, from Barrow, of and for Cardiff, sprung a leak off Bardsey, November 25th, and went down next day. The crew landed at Creybur Cruse.

**Coflein record**

The ECONOMY was a wooden brigantine built at Newport in 1825. Technical and configuration specifications are given as 117. 83gt; 70ft 9 tenths length 21ft 7 tenths breadth x 11ft 8.5 tenths depth; 1 deck, 2 masts, square stern, carvel built. The brigantine had been registered at Cork but was transferred to the Cardiff Registry on 8 May 1857 (number 7 in 1857). The owner's name given at that time was Thomas Plain of Cardiff, shipwright. The vessel's registry was cancelled after it was reported that it had been lost at sea in the St George's Channel on 25 November 1860.

Sources include:

Port of Cardiff Shipping Register 1855 - 1865, folio 19, Glamorgan Archives DRBS1/3

Maritime Officer, RCAHMW, June 2009.

**Unseaworthy Ships Commission List of sailing wrecks 1860**

No. 887 28<sup>th</sup> Nov., Economy, Official Number 8435, Brigantine, 118 tons, built in 1825 at Newport, of wood.

**William Preston White****Dublin Evening Post - Thursday 01 October 1818**

Messrs. White and Wood, the New Sheriffs, both Englishmen. It will be a very extraordinary thing, if they will not follow the example of the Mayor. We are much mistaken in the men if they do not. England will have the honour of planting, even in the Corporation of Dublin, feeling, good sense, conciliation, and sterling loyalty. Our own feelings, we own, are very much live on this subject, and in the course of our hours, as Journalists, freely acknowledge, that never experienced such pleasure, as feel in penning this short paragraph—a pleasure which will be shared all men who love their Country.

William Preston White ,Lord Major of Cork in 1819

**Dublin Evening Post - Saturday 19 January 1822**

PROVINCIAL INTELLIGENCK CORK.

Cork,

January .16th. are happy to be able to state, that, by the exertions of that active Magistrate, William Preston White, Esq,. assisted by Henry Wallis Esq, of Dishane Castle, another most active Magistrate, fourteen of the persons who were engaged in the attack lately made on Mr. Kirchhoffers house, have been apprehended. Mr. White having, late Sunday received information, on oath, of the names of a considerable number those persons, left Cork Monday morning, for Mill-street, and in the course that night, he and Mr. Wallis, assisted Major Darcy, and a party of twenty men of the 39th Regiment, after long and fatiguing march of above twenty miles over different parts of the country between Mill-street and Kanturk, succeeded in apprehending eleven, against which information's had been sworn.

In the course of their excursion they ascertained that horses had been taken from several houses, which they visited, and they therefore hoped to fall in with some of the party. Accordingly, on their return, between four and five in the morning the Magistrates made arrangement with the Military, that the chief body

of the latter, with the prisoners, should remain behind, and that small party should keep them, the Magistrates in view and be ready to assist when called on.

Mr. White and Mr. Wallis were not long thus in advance, when they perceived three men armed, approaching them, two of them on one horse, one on another. They challenged them, but not being satisfactorily answered, they required the men to stand. Perceiving, however, that they were in the act of turning their horses. Mr. White and Mr. Wallis galloped at and unhorsed them, calling at the same time for the Military to advance, an order which was most promptly obeyed, in the meantime, other persons on horseback, belonging to the party, appeared in view, and Mr. White and Mr. Wallis having given the three men and their horses into the custody of the Military, being the only persons their party mounted, pursued the additional men. They overtook and unhorsed two men who immediately ran off across a bog . One of the Military, who ran on with the Magistrates, on being ordered to fire, wounded one the men, but he appeared to recover himself, and escaped through the bog. They then pursued the rest the gang for above two miles, but in consequence the delay occasioned waiting for the Military to take charge the three persons who were in custody, the others got considerably in advance, and escaped on the bye roads.

They lodged the fourteen men in Brisbane Castle, in charge of the Military, and Mr. White having last night returned and reported the circumstances to Sir John Lambert, who immediately dispatched a strong escort to convey the Prisoners to the County goal.

### **The Constitution or Cork Morning Post, 4 September 1822**

Apology.

I HEREBY acknowledge to have assaulted WILLIAM PRESTON WHITE, Esq . Harbour Master, on the evening of Thursday last, and to have obstructed him while in the execution of his duty, and now beg to assure him of my sorrow for having done so, and request his acceptance of this public Apology ; and also, to thank him for his generous interference in my favour with his Worship the Recorder, yesterday in Court.

WILLIAM BEYNON,

Master of the Brig John, of Milford.

Cork, Sept. 10, 1822.

**Southern Reporter and Cork Commercial Courier - Saturday 20 December 1823**

## DETECTION AND ARREST OF A GANG OF FORGERS.

William Preston White, Esq., assisted by Messrs. Keyburne, Haynes, Walsh Southwell, and Mathis, Jnr., at a late hour last night, went to the dwelling lately occupied by Mr. Joseph Oliff on the Sunday's-well Road, and having surrounded the house with a military party, entered it by stratagem, where they detected Five persons in the act coining six Shilling tokens, Two-and-Six pence tokens, Ten penny tokens, and the new coin for Six-pence each. After a most desperate resistance they were secured, and in various parts of the house, concealed, was a great quantity of base Coins of the above description, all the implements used for Coining, with various kinds sand, arsenic, &c. &c. The names the persons are *Jeremiah Twomey, Cornelius Connell, William Wilson, Patrick Connell, and Timothy Buckley.*

Too much praise cannot be given to Mr. White for his very great activity on this occasion.

**Southern Reporter and Cork Commercial Courier - Tuesday 15 April 1828**

It with much regret that announce the death of Captain James Kearney White, of his Majesty's Frigate the Tyne. He was a native of this City, and brother to our respected Harbour Master, William Preston White, Esq. has served his country for above 35 years, and in the course of that time he distinguished himself repeatedly. He was wounded at the battle the Nile, and for his gallantry that occasion was promoted to a Lieutenancy. At the taking of Washington he was Flag Captain to Admiral Sir George Cockburn, and on the fitting out of the experimental squadron, was selected to command the Tyne, one of those Frigates. He was in command of this vessel at Bermuda when he died. His death was occasioned by a wound received in action many years ago, from the effects of which he was never afterwards free.

**Clonmel Herald - Wednesday 15 November 1837**

## LAW INTELLIGENCE.

Richard Travers v. William Preston White.

The defendant in this case, in Easter Term, 1837, obtained a conditional order to aside the verdict had at Cork for plaintiff, at the spring assizes of 1837, for £250 damages for the loss of the schooner Victory, which was run down by the brig William, belonging to defendant. Messrs. Bennett and Henn, on Tuesday and Wednesday, the 9<sup>th</sup> and 2<sup>th</sup> inst., argued the case on the part of defendant, and endeavoured to get a new trial, even on the payment of costs. The Court were pleased, without calling plaintiff's counsel reply, to confirm the verdict by plaintiff for £250, and decided accordingly.

Counsel for Plaintiff—Messrs. Jackson, Pigot, and Murphy. Agent—Joseph Lindsey Curtis, South Mall, Cork.

Counsel for Defendant—Messrs. Bennett and Henn. Agent—Julius Caesar Besnard, South Mall, Cork

**Southern Reporter and Cork Commercial Courier - Thursday 08 August 1839**

[before ALDERMEN GIBBINGS AND SAUNDERS.]

INTERESTING TO THE SHIPPING TRADE.

Driscoll V. White.

This was a suit instituted by the plaintiff, late Mate of the Brig Leander, to recover from defendant, Mr Wm. Preston White, of this City, extensive ship-owner, £6 2s 8d -balance of wages alleged to be due as arising from a voyage to Barbadoes, out and home, in the present year.

Mr Forsayeth, for the defendant, said that his client resisted the action, not so much in consideration of the amount sought to be recovered, as to establish the duties and liabilities of officers such as Driscoll, board Merchant Vessels, and to expose, as the instance before the Court would give ample opportunity of doing, conduct the most reprehensible, well upon the part of the Mate, as the Captain Burney. The Leander sailed from Cork in the month of March last, and her Articles," as signed by the officers and crew, made an engagement on their part to be orderly, faithful and sober-obedient to the Captain, and not to quit the vessel, whether at Sea or in Port, without his leave. Now the practice in all Merchant Vessels, as would be proved in evidence, was, that with the Chief Mate lay the responsibility of the Cargo and Stores, and all losses, neglect or embezzlement, must be made good by him to the Captain and Owners. He (Counsel) alleged that if the unpaid wages of the defendant amounted to £32 7s

11d, he would not be entitled to recover one penny of them as, in consequence of gross neglect and embezzlement, property, in stores and provisions, to the amount stated, had been made away with. The present was a question of very great moment to the trade of Cork.- It was one which might decide the point, in whom lay the superintendence of the vessel-in the Captain or the Mate and to whom were the owners to look in case of neglect or robbery. Mr P O'Connell said that much unfairness had been practised towards his client in this case. Already had it been brought before this Court; but in consequence of a criminal proceeding being then pending against his client, arising out of the transactions alleged by Capt. White, the Magistrates would not entertain the civil action. The criminal proceeding was now over : it had been tried by the Deputy Recorder and a jury ; the latter acquitted Driscoll, and now Capt. White would turn upon a young man, and in the shape of resisting a balance of wages, rip open charges which, it would be proved, far as plaintiff was concerned, had no foundation in truth.

Ald. Gibbings said that he had declined, against the, request of the defendant, to hear the case of wages until the charge of larceny, before the Recorder, should be disposed of; it had ever been his practice to do so, and nothing had fallen from the agent for the plaintiff to induce him to adopt a different course.

Mr. O'Connell—There had been charge trumped up before the Recorder and Jury about a ½ barrel of pork. That charge was falsified by the verdict of the Jury- verdict that ought to weigh well with the defendant before he came into this Court, and resisted a fair demand of wages; but the defence was a malicious one.

Capt. White—I deny it; the assertion is false.

Mr. O'Connell—I make a proposition. Let the case go to a Jury. I'll be responsible for costs in case we are defeated. What do you say to that ? Your Worships, seeing that this man has been acquitted by a Jury of the criminal charge. I submit, had no right to parties to the hanging over of the present proceeding. I say you have no right to hear the case at all. There is great deal involved in it. There is a question of importance to the shipping trade—next the fair fame and character of my young and intelligent client, and next the consideration of a fair and hard-earned claim for wages. Before a jury neither the plaintiff or defendant can be examined : but in this Court both may .

Mr Forsayeth—We don't deny that the Captain has participated in this larceny,

Mr. O'Connell—why is he not here? I charge Capt. White with collusion in this case.

Capt. White 'Tis false—tis false.

Mr. O'Connell—This is not the first time that Captain White has made a personal attack on me; but I will not be diverted from professional duty; neither am I at all changed in mind in consequence of the Captain's language.

Capt. White—What I mean to say is, your instructions were false

Mr. O'Connell Oh, that's a horse of another colour—I withdraw any offensive expression I may have made use of.

Mr. *Christopher Wallace* was the first witness called. He stated that had served in the capacities of Master and Mate of Merchant Vessels for a period of 35 years, and that he had ever considered that the charge of the cargo and provisions of the vessel lay in the Chief Mate. For his part he never signed the Bill of Landing until assured of the Mate's receipt of the Cargo and Provisions. - . -

Cross-examined...He had frequently known of Captains of Vessels doing what was wrong, and he admitted that the acts of one Captain ought not, in certain cases, be received as a government, for another.

*Patrick Burry*, Carpenter of the *Leander* said that the vessel took out a cargo of Provisions from Cork to Barbadoes in March last, and returned in June with a cargo of sugar, which was contained in barrels, tierces and hogsheads. A few days previous to the sailing of the vessel from Barbadoes. he saw a barrel of sugar on deck, the head of which was out, and from which he saw plaintiff and a black Steward take some of the sugar and put it in a kettle. He saw a firkin full of Tamarinds on board which the Plaintiff, on the arrival of the ship at Cove, sent ashore, he (the Plaintiff); also cut away a large portion of rope and put it in the Cabin; what became of it (witness) could not tell. One day, whilst the voyage home, saw the Captain and Mate convert some of the Canvass into mats ; another day the Plaintiff and one of the Sailors were fighting on board; the Captain interfered and for having done was pushed away by the plaintiff. He had more than once seen the plaintiff heavy, sleepy and as if drunk, whilst on watch on the deck at night, on the home-ward voyage

In cross examination, the witness acknowledged that was flogged twice during the voyage for being drunk and a sleep whilst on deck, and that upon another occasion in order to keep him awake, he had to walk the deck with a handspike shouldered like a gun. He was neither apprentice or journeyman, neither was he "out of his time". (Laughter)—but he acted as Carpenter during the voyage.

Witnesses were called to prove defalcation in one or two of the vessels Sugar brought by the *Leander*, when landed in this port

Defendant —against whose production as witness in his own case Mr. P. O'Connell protested, but without avail deposed that was owner of the Leander, which made her out and home voyages, in the present year, to and from Barbadoes, in 3 months and 8 days—having returned to Cove on the 23d June. He put stores on board her for a six months voyage ; amongst them were 6 cwt of Beef, and 6 cwt. of Pork bought of Mr. Seldon—and 6 cwt. bought of Mr. Cook — in all about 18 cwt. of Beef and Pork; there were 4 cwt. of Herrings 15 cwt. of Bread ;80 weights of Potatoes. Between £6 and £7 worth of Groceries—in all, full provision for a 6 months' voyage. When the vessel returned to Cove, with the exception of half a barrel of Pork given by the Captain to the Plaintiff, there was not as much provisions board as would dine the crew. All the Beef and Pork, the \_ Herrings, Rum and Brandy (10 gallons - the thing was gone ; and added to it, he had to pay Mr. Hardy £7, to whom the Sugar was consigned, as deficiency in two casks—namely 3 cwt, 2 qrs—at the first cost in Barbadoes - of say 40s per cwt. Witness was advised by his Law Agent that he could not successfully prosecute Captain Burney, upon criminal charge of Larceny, he being, in the eye of the law the Bailee of the property ; but that he might institute civil action against him ,

Mr. Forsayeth —You are quite right; the Captain was not liable to be indicted.

Witness Yes, but he never came to me for his wages. He has gone off, I don't know where.

Mr. Forsayeth — Was not the Jib-boom missed also.

Witness—Yes, many things were unreturned. The rope, the canvass, the provisions, half of which couldn't be consumed,—the allowance being about 1 lb. of meat, and 1 lb. of bread, to each of the hands, (ten in number) per day

Alderman Saunders - Did you give all these things in charge to the Plaintiff? . .

.Witness—No ; there was occasion to do so , the moment he went board as Mate, he became liable for the cargo and stores. ...

Alderman Saunders - Do you mean to say that the Captain was freed from all responsibility the moment the Mate went on board in that capacity ? . Witness —I mean say that the mate is the officer to whom the cargo and stores of the Ship are confided.

Cross-examined— During the shipping of the cargo at Cork Captain Burney was mate; that is, did not appoint him Captain until they were nearly all in. The mate brought account of how some of the canvass was disposed of I look upon the lads—the Captain and the Mate, to be as great a pair of rascals I ever met.

The Plaintiff here cast look of scorn at the Defendant, and appeared inclined to rush at him, but was prevented by his agent

Witness— If the Captain were produced here I would not believe one word he'd say ; I think he was the most confounded rogue of a sailor I ever met.

Alderman Saunders -Pray, Capt. White, was this properly given specifically charge to the Plaintiff ? No it was not – Did Captain Burney, as Captain, receive the stores and Provisions ?—As Captain and Mate.

Alderman Saunders —He admitted to be charged having committed a robbery in union with the plaintiff. Now, it is inconsistent to charge the Mate in the absence of a run-a-way Captain.

Captain White —I am an old captain of a ship, and I never met with such a pair of rascals.

Mr O'Connell—The Jury didn't believe the charges against my client, and they acquitted him.

Alderman Saunders —Where are the seamen.

Captain White —They are all gone to sea; one of them was tampered with.

Finally, the Magistrates found for the plaintiff, and awarded a Decree for £5 and costs-the remainder to the amount charged being deducted as the proportion of the plaintiffs liability to the loss charged—a decision in which Mr. Forsayeth said he agreed.

### **Limerick Reporter - Friday 09 August 1839**

In a late action in Cork for wages, brought against Wm Preston White, by a captain of ship, the defendant was examined in his own cause. The plaintiff got verdict

### **Kerry Evening Post. - Wednesday 18 September 1839**

#### MURDER OF CAPTAIN ARTHUR WHITE.

Deeply we regret to have to announce the death, by the hand of the Steward of his ship, of Captain Arthur White, third son of William Preston White, Esq., of this City. Mr. White was in command the Secret of Liverpool. trading between

England and Peru. She sailed last from Guyaquil with specie, and was out 18 days on her way home, when the Captain was treacherously stabbed by the Steward (another account says that was shot, but the former, we believe, is correct.) The motive of the Steward we have not heard, but the wound, we regret to say, was mortal. Captain White was but 26 years of age.

### **Dublin Weekly Register - Saturday 29 January 1842**

CORK POLICE OFFICE.

TRANSMISSION PAUPERS.

IMPORTANT ANNOURCEMENT BY THE BENCH.

At the sitting of the court, Jeremiah Thomas, the conducting agent in the transmission of paupers, from the port of London to this city, presented a form of declaration to the bench, whereby it was proposed to procure, at their worships hands, an acquittal, or certificate that the paupers brought over in the Jupiter on Tuesday were legitimate objects for transference, and that he (Thomas) had performed his part of the business, as required by law.

The bench consulted for a few moments, when the chairman, Mr. Preston White, said—Put forward that man, Thomas, and he was immediately placed in front of the table. "Mr. Thomas," said the chairman, " the bench, after having deliberated on your application, have come the determination of refusing and you are now cautioned by full bench of magistrates, including his worship the mayor, that if you shall bring over any more paupers to this port, you must, before disembarking a single man, woman, or child, report your arrival to a magistrate, in order to proper investigation of the case of every human being so shipped in London. My residence but a short distance from the packet-office to which the steamers come, and you may upon arrival, report to me. The magistrates have also come to the determination that, be the number of poor people great or small conveyed this port, each and every one of them shall brought to this court, in order that the most searching inquiry into every case may made, that, if you shall have acted illegally, you may be dealt with as the law shall point out ; for instance, if it be made to appear that persons entitled, from residence, to settlement in England, shall be sent over here as paupers, at the instance of the English authorities, or anybody else, we shall take care to have them well sustained here, and, at the return of the vessel which they shall shipped, sent back to the place from whence they came, and , that too at the expense of the

ship itself. The magistrates have also come to the determination of instituting the strictest investigation as to the treatment observed on board to the unfortunate creatures. The slave system shall not be suffered to be revived; you shall not pack human beings together as they did in slavers; you must find accommodation for the people ; nor shall they be subject to remain under the weather at a season like this on the voyage from London to Cork. The people shall no longer treated like pigs: nor shall their sustenance while on board be a miserable, stunted kind. There is not man, woman, child, that you bring over, whose case shall not be inquired into ; and if we find, as we find in the document before us that you shall bring over paupers whose destination is Dublin, we shall take measures to insure their transmission, at your expense, or that of the ship in which they shall come, at the first opportunity to Dublin, taking care, mark me, secure to them good, wholesome sustenance, at your expense, during their stay in Cork. How many of Tuesday's cargo belonged to Dublin?

Thomas—Seven, Sir. ,

Chairman—Who is to see them to Dublin !

Thomas— Nobody, Sir.

Chairman—And how are they provided for now .

Thomas—I gave them a day's provisions.

Chairman—And is there nobody to take care of them after that day? —No.

Mr. Beamish—Do you leave them their fate after arrival here —No, answer Sir. \_ Who is take charge them after you part from them .-No, answer"

Mr Copinger-'Tis really very cruel ! The system must be put a stop to. What security. Sir, have we that these paupers are sent to Dublin? They we be sent in the next steamer.

Mr. Copinger—Under whose charge.

Thomas—Nobody's.

Mr. Copinger—It is plain that they betake themselves to the Cork workhouse, where they remain a charge on the city.

The Mayor—Thats the fact, I am, as guardian, aware scores of persons so brought over are quartered in our union—a charge, and a heavy one. on the city

Mr. Copinger—This man's business is done the moment he lands the poor people. I am sure he never troubles himself about them afterwards.

Mr. White—In future, as far as Dublin concerned, the thing will be cured. All this important for your employers, Mr. Thomas. Tell them that the Cork magistrates have determined upon doing justice to their fellow-citizens and have resolved not be parties to a revival in this free country of the slave trade, and also that the law shall be strictly observed. They have resolved that the support of paupers not legitimately having claims on the Union, shall not be charged on the struggling shop keepers of this city ; that they shall be sent to Dublin, or elsewhere, at your expense ; that, as I said twice before, but cannot too often reiterate, the case of every man, woman, and child, brought over by you shall undergo strict investigation, and that if it shall be found that the provisions of the law shall have been violated or exceeded, the consequence shall fall as well as upon the ship as upon yourself.

Thomas—I shall communicate all you have said, Sir, to the authorities in London. Mr. Copinger—Why did not the authorities in London, as you call them, send the paupers whose destination is Dublin, direct to that city ? Thomas (hesitatingly)—They had, Sir, been the habit of doing ; but they now send all to Cork.

Mr. Beamish—Very kind of them ; but you may now tell the authorities in London, that all and every pauper sent to this city, whose destination is Dublin, shall be transferred thence at your expense, the magistrates being determined not to allow one penny to fall on the city. \_ Thomas—When they arrive here they are outside the limits of the law !

Mr. P. O'Connell—Do you hear what the man says, your worships ? He says that when the paupers touch Irish ground they are outside the limits of the law.

Mr. White—That will soon be found out.

Thomas—I mean outside the limits of the laws of England.

Mr. O'Connell—Better again ! When do you sail .

Thomas—Tomorrow.

Mr. O'Connell—Be sure to take tomorrow evening's Southern Reporter with you ! The public are highly indebted to the Reporter, and they feel they are.

Thomas—Will your worship be so good as to sign this declaration ?

Mr. White—No; the magistrates have decided otherwise. You acted, on your own showing, illegally, bringing to Cork paupers intended for Dublin.

Thomas—I beg your worship to reconsider the matter. Unless you sign it, my employers will think I have neglected their business, and they will stop my payment.

Mr. Copinger—Don't be apprehensive on that score. Tell your employers, or those authorities of whom you spoke, that the magistrates of Cork have taken measures to work a change in the system—have put end to the practice of shipping paupers as described by the chairman, and that we decline to sign your papers. The documents were handed the applicant, who retired, seemingly under the influence of deeply-excited feelings.— Cork Southern Reporter.

### **Church of England life and fire ASSURANCE, TRUST AND ANNUITY INSTITUTION.**

Capital One Million

Honorary Director W. Preston White Esq ., Cork

An advertisement for this institution appeared on numerous occasions listing Patrons, Honorary Directors etc.

### **INSTITUTION OF CIVIL ENGINEERS June 1844**

#### **VANGUARD STEAM SHIP WRECK.**

This magnificent vessel, the property of the Dublin, Glasgow and Cork Steam Packet Company, which was wrecked on the south coast of Ireland, has happily been rescued from her perilous situation ; she was on her passage from Dublin to Cork when the unfortunate occurrence took place. The moment the Captain discovered the proximity of the vessel to the rocks, from the breakers a head, an order was given to reverse the engines, but a heavy sea striking her at the moment, threw her with fearful violence on a sharp reef of rocks, which so injured her that little hope was entertained of getting her off ; it was the opinion of several naval men who saw her, that from the exposed position in which she lay, together with the injuries she had received, all endeavours to save her would prove futile. In consequence the cargo was discharged as quickly as possible, and everything that could be removed, even her cabin fittings, were taken away. In the meantime the agents to the Company arrived from Dublin, and solicited the assistance of several neighbouring shipwrights to get off the vessel ; some, however, conceived it impracticable, whilst others refused to undertake it for less than £4 or £5000. In this state of things. Captain White, the Harbour Master of

Cork was applied to, in consequence of his having succeeded on former occasions in getting off vessels very similarly circumstanced. On his acceding to the wishes of the agents, the following plan was put into execution under his direction ; it may be well to premise that the Vanguard is built of iron, and fitted with three water-tight hulk-heads; the latter much facilitated the subsequent operations. On ascertaining the amount of injury the vessel had received, which is principally in the stern, the stern-post being carried away, and the bottom much broken, it was deemed advisable to put in her a false timber bottom from the stern-post to the first bulk-head, this was well caulked and shored down by means of cross pieces and struts from the beams above ; under this false bottom was placed a number of empty bags, which were on board the vessel, these being well trampled down, stopped some of the smaller holes, and thus assisted in keeping out the water ; from the extreme narrowness of the stern it was difficult to stop thoroughly all the leaks, in consequence one of the ship's sails was lowered over the side filled with oakum, and being drawn under the bottom of the vessel as far as possible, was there secured. The leaks which occurred further aft were also staunched, and where the rock protruded it has broken away. The pumps being now set to work by the vessel's own engines, the sail and oakum was drawn into the leaks by the pressure from without, and kept the vessel perfectly dry ; everything being ready, preparations were made to heave her off; the cables which were got out astern and on the larboard quarter, in order to keep her off a dangerous reef of rocks on the starboard side were hove taught ; at high water the Victory steamer arrived in order to steer the Vanguard when got off, she being unmanageable, having her rudder unshipped ; at the top of high water a continual strain was kept on the cables, when a heavy sea struck the vessel, raising her off the rocks, she receded with it and glided off with the velocity of 8 or 9 miles per hour, she was then steamed by her own engines until a considerable way inside Cork harbour, when she was run upon a sand bank, and allowed to remain until next tide, when she was brought up to the Passage to undergo repairs. The expense of getting her off did not, it is believed, exceed £200. The vessel cost £25,000 only 12 months previously. She was insured for £15,000.

### **Dublin Evening Packet and Correspondent - Tuesday 25 April 1848**

#### THREATENING LETTER TO CAPT. WHITE. J.P.

Private assassination is, we suppose, to open the campaign of the "Confederates." Every instrumentality which "an enemy" can be got rid of is included in their plan of operations. Among the letters left on Thursday the letter-carrier for Captain While, J.P., on the delivery of the midday mail, was the following:— Tyrant White— It seems you are the present crisis as ambitious for

notoriety as you were in the year of your shrievalty, when you entrapped the poor simpleton, the aged Roger Heffernan. But, villain, you have had long time to repeat of your evil doings, and yet have not—your days are numbered—you had a narrow escape some time ago, and were anxiously waited for by three determined men, but fortunately for you a different way home saved you then.

“You will have the hardihood to appear again in hostility to the people. Beware ! death has not the terrors for the stricken down and oppressed people that it had some twenty thirty years past, and it is not Improbable that poor Roger’s persecution and death will be avenged by shortly ridding the world of you, tyrant and unrepenting villain.

“ This is no hoax—settle your temporal affairs—the time is short—tyrants must be got rid of. An accursed government cannot protect you from the people’s wrath. If you are looking for place by your opposition to the people, you will find it in the warmest corner of hell, for thither will the people send you-

“ William Heffernan Mitchel,  
“ One of the Enemies of Tyranny. “  
Cork, April 18, 1848.

“ Wm. Preston White, Esq., Patrick's hill, Cork.”

The letter is written in tolerably good hand, and is not the production of one of the lowest of the “ Confederates.” After what is occurring around us—after the doctrines inculcated, the ends avowed, and the means approved by miscreants who are permitted publicly to propagate sedition and murder, we need not say that this letter occasions no surprise.

The history of Roger Heffernan many of our readers will remember. In 1820 Captain White was sheriff—in 1822 he received the commission of the peace for the county, with request from government that he would lend his assistance in the repression of violence and the restoration of order. In that year the Whiteboys were abroad in large numbers, and committed numberless atrocities, and Heffernan, who kept small grocer's shop in the South Main-street, was charged with supplying them, by sale, with gunpowder and ball. Captain White, as magistrate, paid visit to the shop. Heffernan denied that there was any powder on the premises. A search, however, proved that the denial was false, and all that was found Captain White removed. In the evening he paid a second visit, and caught Heffernan selling ball and powder to a number of country people. Under Heffernan’s bed he found barrel of powder with good supply of balls and flints. For this offence Heffernan was tried special commission (Baron M'Clelland and Mr. Justice Moore presiding) found guilty, and sentenced to be hanged. The county, however, becoming peaceable, the sentence was

commuted, and was transported for life. We mention the fact that the allusion in the letter may be understood.— Cork Constitution.

### **Cork Examiner - Friday 03 November 1848**

#### HOW THE CITY OF CORK WAS SAVED, AND HOW ITS CORPORATION BEHAVED.

The following correspondence is so amusing, that we do not wish to withhold it from our readers a single post. It is now clear—not who killed Cock Robin but who saved Cork from the Rebels. Let history, with its choicest-nibbed pen, gratefully record the honoured name of Wm Preston White! But for his ingenious device of the flotilla of armed boats, Patrick street would be now a wilderness, and the Mall a charnel house. The heart overflows with gratitude to Capt. White, as the imagination suggests the awful consequences of the insurrection which his sleepless vigilance prevented. Yet the correspondence, which all turns upon the important question—" who is to pay the piper ?" was not treated with due gravity the Corporation—they absolutely laughed at Captain White's modest trumpeting of his own vigilance and forethought. This is but a shabby reward for practical patriotism such his. They won't even pay £10 for the man who saved their property from destruction, their houses from the torch, and their throats from the knives of the rebels. Surely, they wouldn't ask Capt. White to pay the money ! That would be the blackest ingratitude. As well may you ask a man who saved you from drowning to pay you for the collar of your coat which he tore in his humane exertions to pull you out of the water. The Mayor says there was no necessity for the flotilla—that the display was not needed—that the rebels were imaginary—that he was the right person to be consulted—and, in fact, that Captain White did not save the city at all, for it ran no risk from anybody. 'Tis too bad. Here is a man who has been turning over in his mind a magnificent scheme to surprise and discomfit rebels, and save a whole community from fire and slaughter; his idea is successfully carried out; a hundred thousand people are rescued from the horrid pain of being cut into mincemeat; —and here are a Corporation so monstrously incredulous as not to believe their lives were saved, and so astoundingly ungrateful as not to pay £10 for the " whistle" of this good, great, and wise man—a patriot, a guardian, and a benefactor ! Very monstrous this. Well, no matter; the " water cure" for the fever of rebellion was masterly, let the Corporation, by their refusal to pay, insinuate what they please. We look in vain to modern history for parallel, and are compelled to look back upon those lessons for the acquisition of which we have in our youthful days suffered pains and penalties innumerable. We then conscientiously back the "flotilla" of Captain White against the Wooden Horse of the Greeks, for out-and-out strategy and cleverness. We cannot trust our feelings to add another line, and shall leave to

the admiration of the public the magnificent scheme of Captain White, and to its scorn and indignation the incredulity and ingratitude of the Corporation of Cork.

### **Belfast News-Letter - Thursday 01 September 1859**

#### **DEATH OF CAPTAIN W. PRESTON WHITE, R.N.-**

At his residence, on the 24th instant, Captain William Preston White, J.P., deeply regretted by all his respectable fellow-citizens. A braver or more undaunted spirit than WM. Preston White never passed away, during the French war Captain White commanded a small ship of war in the Pacific. His exploits on that station are recorded in the annals of naval heroism, and in these records there are not any which equal, and none which exceed in daring intrepidity, those of Captain White in his little vessel (her name I do not recollect), armed with twelve guns, and a crew of ninety men. The Spanish flag could not appear on the Pacific without becoming his prize. The Government of Peru determined to capture the redoubtable Blanco, as he was called by the Spaniards, and, to make sure of their prize, a frigate was equipped, under command of an admiral, heavily - armed, with a crew of 350 picked sailors, and despatched to bring him into the port of Lima. White saw the Spaniard, and immediately stood towards her, ran his little vessel alongside of her, and prepared to board. he, himself, on her bowsprit, encountered the Spanish Captain, who bravely met him on the bowsprit, where he maintained a fierce hand to-hand fight; till the Spaniard was driven to the deck. Captain White said, " I could have killed him, shot , him or cut him down, but I saw he was a brave fellow, and I spared him." White's crew, after killing near 100, drove them below, and closed the hatches. White captured the frigate, with the admiral, and sent them into a British port. But it was not on the waves alone that Preston White signalled his daring intrepidity. I think it was about the year 1810 or 1820 that Cork was beset by a numerous and daring bandits, whose outrages, robberies, an assaults had so intimidated the citizens that the shops were closed by daylight, and no respectable person dared to appear in the streets after dusk. Captain White was chosen sheriff at this time, and be determined to put an end to this fearful state or things in the city. He fearlessly perambulated the streets nightly, until he had arrested twenty of the leading bandits, who were tried at the assizes. All the twenty were convicted, and all sentenced to death. Ten were hanged, and the punishment of the remaining ten was commuted to transportation. Sir Matthew D Barrington, who prosecuted these felons, well remembers this memorable Cork Assizes. Correspondent of Daily Express.

**James Austin Harley Shipowner, & Coal Merchant, Cork****Cork Constitution - Saturday 14 July 1855**

TO THE EDITOR OF THE CORK

Sir—In your report of proceedings of the Council Thursday's Paper, one of the members states, " There were no tonnage dues harbour does imposed upon coal vessels, they were specially exempted, and anyone who knew Cork, was aware of the way the quays were occupied coal vessels, would say, that they, above all others, ought to pay dues." This statement, made by a Councillor, who is also Harbour Commissioner, and, stranger still, member of the Finance Committee, is not the fact- Every coal vessel coming to the port pays tonnage dues; and the Harbour Commissioners, especially the Finance Committee, ought to be aware that they pay several hundred pounds annually to the funds that Board as tonnage dues. They also make several voyages here annually, say, on average, fifteen, circulating money with the baker, butcher, rope-maker, ship-chandler, carpenters, &c.. well as the great number of men employed, whose families reside here. And if those vessels did nor occupy the quays, what other vessels would? very few indeed; they would nearly deserted. But it further shows, Mr Editor, how the ship-owners this port are represented, rather, I should say, misrepresented on the board of Harbour Commissioners.—Your obedient servant,

JAMES J. HARLEY.

Cork, July 13th, 1855.

**Cork Constitution - Thursday 18 October 1855**

Harbour Board, Yesterday.—The usual weekly meeting of the Board took place yesterday, Mr. Shea the Chair. The week's expenses were £99 4s. 10d. for wages, out of which the Admiralty would have to refund £62 18s. 2d., for work done at Haulbowline. There was also £187 8s. 7d., due for a cargo of coals to Messrs. Harley; both these sums were ordered to paid. Captain Stuart R.N., waited the board, to call attention the conduct of two pilots who had, few days since, conducted some vessels into the harbour, the captains of which had complained to him (Captain Stuart) that they bad induced the sailors to locate themselves some of those notorious crimping houses, contrary and in direct violation to the Act parliament. Now after this board contributing £200 to Sailors Homes in this port it was a hard case that their own officers were injuring not only those institutions but also the unfortunate seamen, who were fleeced by vile

crimps. (Hear, hear.) had no doubt that the pilots had committed this most improper act in ignorance of the law. Within the last week three captains of ships had come to him at the Mercantile Marine Board, and complained of their inability to bring their ships to anchor properly and in a seaman like way, in consequence of crimps coming on board, and selling liquor the men, who were thereby rendered so drunk as to be incapable of furling sails, and they had have them clewed up for the night; heavy rain afterwards came on causing heavy expense to the shipowner in drying the sails, it was resolved print the clause in the Act of Parliament, which rendered it illegal to induce sailors to go to crimping houses. and copy of it to each pilot with a direction in all cases to aid Sailors' Homes every means in their power.

### **Cork Constitution - Thursday 24 January 1856**

THE NEW BILL-OPPOSITION OF SHIPOWNERS. A special Meeting of the Cork Shipowners' Society took place on Tuesday at the Office of Messrs. Harley & Co., Patrick's Quay. Among those present were Messrs. J. Harley, G. White, Wm. O'Brien, Arthur Attridge, Wm. Penny. (Passage,) Abraham Sutton, J. A. Harley, James Sweeney, G. Sutton, J. Murphy (Pope's Quay), W. Taylor. Mr. J. J. Harley acted as Secretary. the motion of Mr. Murphy, Mr. Harley, sen., was called to the chair. . . . The Chairman said he was sorry the meeting Had not selected some person better able fill the chair than felt himself at present. He did not think this meeting would have been called at all if it were not for the introduction of some clauses into the New Bill, which seemed calculated to occasion considerable trouble and inconvenience to the persons concerned the coal trade and shipping interest. (Hear.) As far as could perceive—as far he knew the intentions of the persons concerned in the coal trade —they did not desire to give this bill any opposition at all, but when they saw it (they did not see it till last Saturday and he was astonished it was not put into the hands of the parties concerned before)— when they did see it, they found a parcel of clauses introduced, which were not only totally unnecessary but highly inconvenient and injurious. They then thought it their bounden duty to call the trade together, and see what was best to be done. He (the Chairman) was now ready to hear any gentleman who had any observations to offer on the matter. J. Harley— The present meeting was called at the urgent request of several persons connected with the shipping interest, who consider that there are clauses in the intended local Bill exceedingly objectionable, and which everyone interested the shipping trade ought object to. (Hear.) I will read an extract or two from the clauses—one very important one is the 22d clause of the Bill: within twenty-four hours after the arrival within the borough of any collier, the consignee or owner of the cargo, or any part thereof, shall report such arrival to the Collector." Mr. Harley continued —This collector is

a collector, to be appointed by the Corporation, and is to bona fide a new collector—not the Collector of Customs. He must be some person appointed by the Corporation—some gentleman want of an office. (Hear.) And If we fail to make such report within the time aforesaid, shall be liable to a penalty not exceeding £10. That is to say, that we shall be liable to a penalty of £10, if we fail to report the arrival of each vessel to this collector —this gentleman want of office, and we are to be inconvenienced and our vessels delayed and incommoded for the purpose of creating an office and a salary for this man, whoever he may be. (Hear, hear.)

### **Cork Constitution - Saturday 08 January 1859**

LOSS OF THE MINNIE HARLEY. TO THE EDITOR OF THE CORK CONSTITUTION, Dear Sir—Perhaps amongst the many disastrous circumstances attendant on shipping in the late gales there has not been one more marked with painful incident than the following:— The Minnie Harley, of Cork, Capt. Michael Linehan, left Archangel the latter part of September last with cargo of tar, pitch, &c., for Messrs. Wallis and Pollock, of this city. Haring encountered the severe weather of the months of Oct. and Nov., she on the 18th of Nov. last put into Middlesborough-on-Tees for shelter and provisions, which having received the 23d of November, she left there for Cork, the captain intending to proceed on his voyage the south about passage. The winds, however, haring set in from the south and east, and blowing severe gales, he either changed his mind or was forced by the weather to take the north about passage, and it appears, must have been driven into the North Atlantic after having passed through the northern passage of the Shetland Isles.

The vessel with her poor captain and crew were the mercy of the sea and tempest, driven about until the 28th of December. The following letter will best explain their sufferings:—

Ness, Stornoway, Scotland, 13<sup>th</sup> December 1858.,

James Harley. Esq., Ship-owner, Cork.

—I am sorry to Inform you that the Minnie Hailey, of Cork, is lost. Four the crew, and the captain in a dying state, were picked up by fishermen from here on the 28th inst., and finding the vessel unmanageable, the fishermen were obliged to abandon her for the safety of their own lives. The mate was left dead on board. The ship's dog was the last food they had, having had but very little bread, and water all since the 7th Inst.

The whole five men were put into my house, where every attention possible was paid to them, but spite of all, the captain died the night of the 29th, and was interred in the local burying ground respectably as could be, and the rest of the men were forwarded to Stornoway meanwhile wholly at my expense.

I enclose letter for the captain's wife.

"I am, Sir, yours respectfully, "

Kenneth Murray."

The survivors are now on their way home. The captain and crew were natives of this city and neighbourhood. This poor master and mate were married men and have left widows, and children in great distress.

The cargo was fully insured, the vessel only partly.—

Your most obedient Servant,

JAMES A. HARLEY. Cork,

January 7th, 1859.

In reference to the above we find the following in the Shipping Gazette of Thursday:— Stornoway, Jan. 1.—The crew of the schooner Minnie Harley, of Cork, five in number (tar), from Archangel, landed Dec. 29 near the Butte of the Lewis, having abandoned their vessel that day some miles off land, leaving the master, who was unwell on board, and the corpse of the mate. She was immediately boarded by a fishing boat, who found the master in a most helpless state in bed, and brought him on shore, after which they proceeded, in search of the schooner, but owing to the darkness of the night they did not fall in with her. Two smacks were afterwards dispatched in search of the schooner. The crew will be forwarded on Monday to the Clyde by the Clansman (s) by the agent of the Shipwrecked Fishermen's Society. They give a most distressing account of the hardships they endured from want of food and water, and state that they had subsisted on the ship's dog for several days before abandoning their vessel. The mate, Daniel Leary, died the 25<sup>th</sup> December and the master survived but a few hours after being landed. One of the smacks dispatched hence in search of the schooner has returned after fruitless search.

**Cork Constitution - Monday 06 February 1860**

Local Marine Board.—Messrs. Thomas R. Sarsfield. Philip Scott, A. M' Ostrich, and J. Harley, have been appointed by the Board or Trade to act on the Local Marine Board in conjunction with those appointed by the shipowners of the port.

**Saunders's News-Letter - Wednesday 18 April 1860**

ROLLS COURT—Yesterday. Harley v. Harley. Mr. Chatterton, Q.C., with whom was Mr. Woodroffe. applied on behalf of the respondent that so much of the order of the Master (Brooke) declared that the several ships belonging to the firm of Austin Harley and Co. were not duly or lawfully seized the Sheriff of Cork, but continued partnership property, be set aside, and that it be declared, instead thereof, that the share of the respondent, James Harley, had been duly seized. The cause petition had been filed by James Austin Harley, partner the firm of Harley and Co., for the purpose of having the accounts of the transactions between the parties taken, the events which had occurred having dissolved the partnership. The parties were the owners of number of vessels which were employed in the coal trade and plied between Cork and South Wales. In the year 1850 a change was made in co-partnership by the retirement of John Harley, and the substitution of his son, James John Harley. A deed was executed the several members of the partnership, which the retiring partner was to receive a sum from each of the others. It appeared that James John Harley died, and Mr. Edward Scott, the son-in-law of John Harley, was appointed partner in his room. The widow Mr. J. Harley took out administration, and when the cause petition was filed for account, she filed a discharge, setting forth that at the time of the seizure the ships had been sold an undervalue, and that the seizure by the sheriff had been unlawful, inasmuch as the ships being at sea were out of the jurisdiction of court. The Master held that the seizure had been unlawful, and from that ruling the present proceeding was an appeal. Mr. Berkeley, Q.C., appeared to sustain the order of the Master, and the conclusion of the arguments at both sides his Honour reserved his judgment.

**Southern Reporter and Cork Commercial Courier - Friday 09 November 1860**

ROLLS COURT— AT. Harley v. Harley. The Master of the Rolls delivered judgment in the above case. It appeared that partnership had existed between Mr. James John Harley and Mr. John Harley, of Cork, in certain ships. Judgment, with warrant of attorney, was entered up against the shares in those ships of the first-

named gentleman, and in the year 1856 the sheriff Cork seized, under a *fi. fa.*, the registries, which were lodged in the proper office at the port of Cork upon the return of the ships, and made out bill of sale transferring the interest of James John Harley to John Harley, for whom a Mr. Edward Scott appeared as trustee. The Master to whom the matter had been referred had decided that there had not been legal seizure of the shares in the ships or assignment thereof to John Harley ; but in his (the Master of the Rolls) opinion the Master proceeded upon an erroneous state of facts, and believing Mr. Scott to be the assignee, had made ruling to the effect that the seizure and assignment had been illegal. In his view of the case the Master was wrong, and the sheriff had acted in accordance with the spirit of the Merchants' Shipping Act in seizing the registries of the shares (in all 16-64 ths), and making out a bill sale in the name of John Harley. It was not necessary to seize the ships or such portions belonged to James John Harley: the ships' registries represented the shares, and the sheriff was not bound to go on board the vessels and make seizure thereof. He that he should reverse the decision of the Master but the better coarse might make an alteration in the notice, In which Mr. Scott was treated as the party to whom the assignment had been made, and return the matter to the Master to be dealt with accordingly. It was clear that had been misled by both parties, and had made decision in the absence of the real state of facts appearing in the documents now before the Court.

### **Cork Daily Herald - Thursday 09 January 1862**

#### HARBOUR BOARD.

The usual weekly meeting of the Commissioners was held yesterday at their offices, Lapp's-quay. Henry HARDY, Esq., presided.

The Secretary read a letter signed by a number of ship-owners and captains, petitioning the Board for the erection of a lighthouse to the north of Oliver's Point, near Lough Mallon, so as to render navigation of the river at night more practicable and less dangerous.

Mr. Lambkin thought the application should be granted, and every facility afforded for the better navigation of the intricate channel near Lough Mallon (hear). He was of opinion they should have their Harbour Master to supply them with a report on the subject before they went into it (hear).

Mr. Pike—The state of the river is sometimes such that you must navigate it in the dark, at stated times (hear).

Mr. Bremner—There's a deputation in waiting, and I think we should receive them.

The deputation was then introduced, and consisted of Mr. John Harley, Captain Tooker, R.N., and Captain Byrne.

Mr. Harley said that he believed all parties who understood the matter agreed as to the necessity of a lighthouse at the point they had stated, and if the Board were to consider the matter, and take the opinion of their Harbour Master upon it, they would say that the deputation were quite right.

Chairman—Where do you propose the light to be erected ?

Mr. Harley—Above Blackrock, sir, so as to show the channel. I have been speaking to a number of coasting captains, who are frequently obliged to come up the river at night, and they are all in favour of it.

Chairman—I think the Youghal Railway Company's act obliges them to keep lamps on the Glanmire Bridge, and if those lights were coloured, would they not answer the purpose?

Mr. Harley—No, they would get on the mud, for they are too far north, sir: It was then unanimously agreed to refer the matter to the Harbour Masters, who should the deputation, and report thereon to the Board.

### **Cork Constitution - Monday 14 April 1862**

POLICE OFFICE Friday. (Before E. Orme, R.M., and R. B. Tooker, Esq.)

Atwell v. Corah.

This was summons to recover £12 10s., wages due to complainant. Mr. Blake, solicitor, who appeared for the plaintiff, said that the defendant, Mr. Corah, was known to them all. He was a man, to use a common saying, who had great many irons in the fire. He was known as a bill discounter, and lately he had embarked in the shipping trade, which was very worthy means of attaining wealth. It was said that it was for the purpose of assisting fellow countryman he became shipowner. A vessel was purchased, and the plaintiff put in charge of her. Defendant thought it right to insure the vessel, but not only did he do this, but, to make assurance doubly sure, and for some reason that he (Mr. Blake) could not tell, he also insured the captain's life. The vessel was insured for .£300, and the captain's life for £350.

Mr. Gregg objected. He did not see what this had to do with the question of wages. Mr. Blake thought he had every right to state the case he had done. After the vessel had been insured it started, and under a merciful Providence arrived safe at its destined port. His client received £45 for freight, and after the expenses had been cleared sum of £15 remained, which was sent back to Mr. Corah. The vessel in due time arrived safe in Cork, and he was happy to say that his client also came along with her. Mr. Corah, who ought to have been very glad

to see the captain, was quite in a different disposition toward him. He appeared very angry that he came back at all, and he thought that having insured both captain and vessel they should have gone down to Davy Jones's locker, and that he should never have seen them again. He was happy to say that his client was alive, and he hoped that their Worships would grant him his wages to enable him to live a little longer. the present moment the man was starving and his wife was dying. Mr. Corah refused to pay him his wages. What was his motive for this lie (Mr. Blake) would not answer; it was for their worships to decide that, but it did not look well. He would ask them to search out Mr. Corah's motive. His client brought the ship home safely, contrary to Mr. Corah's wishes, and he was here now, in the presence of their Worships, to show that the freight he received he spent fairly and honestly, and that the money he sued for was due to him. After their worships had heard the case he (Mr. Blake) thought that they would enable this poor man to live a little longer than others probably would wish. The defence would be that he was owed nothing, and that he got £5. Now, this matter of the £5 required a little explanation. There was a policy insurance effected on his client's life, and Mr. Corah was very anxious to get it. Atwell was starving at the time, and he sends him a valentine to do this and to do that, and threatening him if he did not give up the policy. He said to him, "Give me the policy, and I will give you £10". At last the was given up, and then what was the conduct of Mr. Corah He snaps his fingers at his poor client and refused, to give him the money promised, but hands him a £5 note. This explained the defence that he got £5. He (Mr. Blake) confessed that he got no fee for coming there that day he came matter of humanity, and to try and get justice done.

Mr. Orme suggested that the best course to adopt would be to leave it to arbitration.

Mr. Corah said that he would leave it to Mr. Harley, who was a very large ship-owner, and with whom he had no dealings.

Mr. Blake said it would be well to have the matter referred to two.

Mr. Corah would not consent to this.

Finally it was left to the arbitration of Mr. Harley.

### **The Evening Freeman. - Friday 20 April 1866**

THE CORK HARBOUR AND PORT OF CORK CONSERVANCY BILLS.

(FROM OUR REPORTER.)

London, Friday. —The select committee of the House of Lords to whom the above

bills are referred met again yesterday. There were present the Earl Ducie (chairman), the Marquis of Normanby, Lord Ravensworth, Lord Wenlock, and Lord Houghton.

Mr. Calvert and Mr. Waters appeared for the Cork Harbour Bill, and Mr. Phinn and Mr. Fitzgibbon for the Port of Cork Conservancy Bill Mr. Davidson and Mr. Bardswell appeared for Mr. Inman, and Mr. Corrigan for the Commissioners Queenstown.

The Chairman inquired whether any attempt had been made between the parties promoting the two bills before the committee to enter into a compromise.

Mr. Phinn, Q.C., said no such attempt had been made. After what had occurred it was not at all likely that the parties would approach each other. The Chairman thought it was a proper case for a settlement of the matter in dispute the insertion of clauses in the bill.

The following evidence was then given : Mr. Henry Hardy examined by Mr. Calvert, Q.C. —The firm of which I am a member have for many years been engaged in the West Indian trade with Cork, and export and import goods to a considerable extent, we own a large number of ships ; I now reside in London, I was for 10 to 15 years member the Cork Harbour Board ; I am well acquainted with the constitution of the board; I am of opinion that it well represents the shipping interest the port of Cork.

Earl Ducie—When did you leave the board ?

Witness—About ten months ago.

Examination continued—The export `s and imports of the port are almost exclusively confined to the merchants of Cork; there are no exports or imports of any account except to and from Cork itself ; the wholesale merchants of Cork supply the traders the neighbouring small places, such as Queenstown and Passage ; I am well acquainted with the trade and business of Queenstown ; there are merchants carrying on business there, with one exception —namely, the Messrs. Scott; the other traders there are retail grocers, drapers, &c., and they obtain their supplies from the merchants of Cork ; I have never heard of cargoes being exported from or imported to Queenstown, except cargoes of timber to Messrs. Scott : the transient traffic is of another class ; vessels of that character come from all parts to the port; I believe the present constitution of the harbour board is well qualified to carry on the business the port efficiently ; I have not considered the other bill before the committee ; some years ago vessels could not get up to Cork without lightening at Black rock ; the commissioners

have made considerable improvements in the bed of the river, so that the former state of things has been remedied.

Cross-examined Mr. Phinn—I cannot tell where the United States consul resides at Queenstown, or the Prussian, Austrian and German consuls ; I don't know that the Canard and Inman Telegraph Offices are there ; I know those firms have agents there. Supposing that the railway communication between Queenstown and the Great Southern and Western system is completed, will not cargoes unladen and laden at Queenstown instead of at Cork ? Certainly not while the present state of things exist at Queenstown ; they have no quays there.

James Austin Harley examined—I shipowner at Cork and have been for thirty-five years engaged the shipping trade; during that time the Harbour Board have, in my opinion, carefully attended to the interests of the port; they have always received with courtesy and attention any suggestion made to them, so far I am aware ; I have seen the shipowners petition in favour of this bill and against the other ; there is no signature to that petition of any shipowner owning ships under 100 tons ; the petition comprises a list of owners of shipping to the extent of 18,217 tons ; the total tonnage of Cork vessels is 25,705 tons. Do you think the owners of vessels not resident in Cork should have the control and management Cork Harbour ? In my opinion they ought not. Examination continued—I know the general trade the port of Cork ; it is almost exclusively confined both as to exports and imports to merchants resident in Cork ; no considerable portion exists at any other place ; I never heard of any large cargo merchandize being exported from or imported Queenstown ; cargoes of coal and timber are imported there ; there are merchants at Queenstown that aware of ; Mr. Wheeler owns a dockyard on the island of Queenstown, and he is a petitioner in favour of the bill.

Cross-examined—I am in the coal trade ; I import about 20,000 tons a year ; there are about 130,000 tons a year imported into Cork ; I have heard that the Harbour Commissioners contemplated asking authority to impose tax of 3d. a ton on coal, afterwards they brought it down to 1d ; I think it would have been an impolitic tax on the public ; I would not have resisted it a coal merchant; the supply of coals to Cork come principally from Wales, but the supply from Scotland and Wigan is increasing ; a penny a ton on coals would not be a very serious tax ; the quays are not bettered by the carriage of coals from the vessels to the store ; they are carried in sacks ; I never heard any Cork merchants state they would oppose the bill if the tax on coals was not given up ; I believe that public grounds the legislature would not have sanctioned tax of 3d per ton coal  
Re-examined—The coal traffic does not produce a nuisance on the quays ; coal vessels can now come to Cork at almost any state of the tide.

Earl Ducie—Do the ocean steamers take in coal at Queenstown.

Sometimes, when their supply is short.

Is there a depot there ?

There is, of which the agents have charge the homeward bound vessels generally take in coals ; the outward bound are supplied at Liverpool.

Mr. Calvert said that that was case in support of the bill.

Mr. Phinn, Q.C., then opened the case of the petitioners against the bill, and for the second bill before the committee. He complained that his clients had been subjected to unwarrantable attacks and called a parcel of poor shopkeepers.

Earl Ducie—The committee are aware of the respectability of your clients.

Mr. Phinn said he would not pursue the subject after that intimation. The head and front of their offending was that they had dared to come forward to oppose a public grievance, and seek to have it redressed. The petitioners had brought under the consideration of the committee a matter of serious importance, and which had engaged the consideration of the Admiralty and of the Board of Trade an anomaly which Parliament had not permitted to exist any other port of the United Kingdom. The people of Queenstown and the merchants trading there felt that they ought to be represented on the Cork Harbour Board. Mr. Power, twice member for the county Cork, waited on the Harbour Commissioners and read for them soft words, but the matter was postponed until it was too late to seek to enforce it. What objection could the Harbour Commissioners have to the legalising of their debt, or the adoption of the clauses of the Piers and Harbour Act. These objects they resisted, as well as the liberalising of the constitution the board. The committee would, however, be of opinion that the election of Harbour Commissioners should not be confined to the ambition of Cork, but ought also to embrace Queenstown.

The Chairman—Practically the matter in dispute is narrowed to the constitution of the Harbour Board.

Mr. Phinn said the committee would be surprised to hear that bill was promoted by the Harbour Committee in 1850, in which they proposed to liberalise their constitution by the audition of two members for Queenstown. Queenstown had then only about two-thirds its present population, and had since grown in mercantile importance, and did not see what good reason could be given for not giving it three members now. The bill to which he referred, and which was now in the hands of the committee, was allowed by the board to drop after great expense had been incurred, because the select committee directed the addition of a clause giving a member to Passage West. That was the reason there could

be no compromise in the present case, as the petitioners believed that if a clause were added to the bill such would satisfy the commissioners, the promoters would never carry it to the other house. Cork was jealous of Queenstown, and feared that another Greenock would spring up at the harbour's mouth; but the committee would do with Cork had been done by Parliament in the case of Waterford and many other places, and act in accordance with the true policy and the interests of trade liberalising the constitution of the Harbour Board and extending the area of representation. Evidence was then given in support of the claim for Queenstown and the shipowners using that port the Cork Harbour Board. Following witnesses were examined in favour of the Conservancy Bill: —Alderman Shaw, of Cork; Mr. Barters, of Ballina; Dr. Howard, Queenstown; and Captain D. W. Seymour, also of Queenstown.

### **Southern Reporter and Cork Commercial Courier - Saturday 01 February 1868**

#### HARBOUR BOARD.

A special meeting of the Harbour Board was held on yesterday for the purpose of taking into consideration an application made some time since by their contractor, Mr. Cantillon, for an increase of 2½ d per ton in the price paid by them for limestone ballast.

Mr. H. L. Young presided. Present —Messrs. Scott, Deane, Harrington, Bremner, Pim, Seymour, Donegal, Julian, Hall, Hayes, Foley, Cleary, Honan, and Sir T. Tobin.

On the suggestion of Mr. Julian, Mr. Harley, coal merchant, was permitted to be present during the proceedings.

Mr. Pim said it would do well to have the contractor present, otherwise they would have to go over the entire matter twice. The contractor was accordingly called in. He stated, in reply to Mr. Scott, that the contract, of which there were two and a half years to run, commenced in September 1865, and that the terms were 1s 7½ d. per ton.

Chairman —You are bound to continue at that rate for two and a half years longer, until the expiration of the contract, and your application to the Board rests not upon a matter of right but of equity.

Mr. Cantillon—Yes, sir. The grounds upon which I seek for this advance are, there is an increase in the rate of labour which I must meet, and a difficulty of

bringing lighters up the river. I have 157 men employed altogether, and the lowest rate on an average that I can give these people will be 1s. 5d. increase per man.

Chairman—What are their present wages ?

Mr. Cantillon —For labourers 9s.; quarry men, 14s. ; and lighter men 16s. per week.

Chairman—How many tons of ballast do you use in the week

Mr. Cantillon—About 1,500 tons.

Mr. Julian—How many men have you at the higher rate of wages ?

Mr. Cantillon—Forty three lighter men at 16s. a week. I was obliged to advance them after I got the contract in 1865.

Mr. Pim—Do you mean to say that the men you had for 9s. in 1860, are now asking 14s.

Mr. Cantillon—When I got the last contract I was obliged to advance them from 8s. to 9s.

Chairman —Do you mean to say that you would get strong able-bodied labourers at 9s. a week to work in your quarries.

Mr. Cantillon—I do, sir. The labourers will require increase 1s. 2d.; quarrymen 1s. 6d., and the lighter men, 2s. Thus they will actually get the advance I am now asking you for.

Mr. Seymour—If they are paid so much a ton, you might consider it as wages for the actual delivery of the ballast.

Mr. Cantillon—It is, sir.

Mr. Seymour—Did you ever take into consideration the wear and tear, and cost of these lighters ?

Mr. Cantillon—Of course.

Mr. Seymour—Are you petition to state what it costs you per year for the expenses of those lighters? .

Mr. Cantillon—I think it takes over £400 year to keep them in order.

The Chairman said that the wear and tear of the lighters had nothing to do with the question before them.

Mr. Seymour—I respectfully submit it is part of the question, because if these lighters were damaged, or lose their sails, the price for canvas and carpenter's work would make their wages higher, in order to keep the lighters in order.

Mr. Cantillon, in reply to Mr. Mahony, said he thought was very nearly eight or nine years since he got the contract after his father's death.

Mr. Mahony—And has the quantity of ballast been increasing progressively since then ?

Mr. Cantillon—Yes, sir. Last year was higher than usual.

Mr. Mahony—It has increased *pari passu* with the increase of corn ?

Mr. Cantillon—Yes, sir.

Mr. Mahony simply to this, gentlemen, that the more corn import the more ballast will required.

Mr. Scott—That has nothing to with the question.

Mr. Mahony—I beg your pardon, it has. It important matter.

Mr. Bremner—What would be the average increase ?

Mr. Cantillon—The average increase the 157 men will 1s. 5d. per week per man.

Mr. Foley did not think the quantity of limestone required in a year could be averaged. He thought the increase in the tonnage would amount to something like £1,000 a year.

Chairman—I think it would be about year. Take at £15 12s. 6d. per week, and multiply that.

Mr. Pim thought before they came to any decision it would well to hear what the other side had to say.

Chairman—We will hear anyone who will give us information.

Mr. Seymour asked in the event of any increase being given would made in the charge for ballast to ship owners ?

Mr. Scott—Certainly.

Mr. Foley asked Mr. Cantillon if he got the advance be sought for would he be able to procure tug boat to get the lighters up the river

Mr. Cantillon said would, and that unless be got one it would absolutely impossible for him to give satisfaction.

Chairman—In other words, would this increase enable you to get tug steamer ?

Mr. Cantillon —It would, sir.

Mr. Bremner—Do you make that promise?

Mr. Cantillon—I do, sir.

Mr. Harley, having been called on, said he appeared there on behalf of the coast shipping owners trading to Wales, which was particularly affected by the price of limestone was surprised to see by the reports in the papers that members of that board said that in Newport they were getting one and half the price for limestone at the other side. Considering that they paid 1s. 10d. here for it according to this calculation they would be receiving 4s. 10d., whereas in Newport they only received 1s., 1s. 2d., or 1s. 3d. for it, with 2d. a ton tax for lighter dues. There was a loss of about 9d. on each ton. In Cardiff they got nothing for their limestone. They could not send their vessels to ports where they could get profit for it. At present the coast shipping trade was very depressed, almost ruined, but might be well for the board, if they could legally do it, to put a higher price on the ballast used on these vessels that traded to ports —to Scotland, for instance, where cargoes of limestone were taken—where they could make profit by it of 3s. or 4s. ton. Foreign traders took their freight away and

they heard no more about them, but those who frequently traded between this the Welsh coast ought to differently considered. Channel Islands were other places where they realised a profit upon the limestone got here for ballast. With regard labourers wages he did not think they had increased : on the contrary, the owners of works in England reduced the wages in the coal mines. He was sorry to say trade was not flourishing at present. On the subject of getting a steam tug he thought it would a good thing. He did not think it would fair to put any additional tax on the shipowners, considering the almost ruined state of the coasting trade between this and south of Wales.

Mr. Scott and Mr. Sutton and others were greatly concerned in this question, and he would ask the Board not to inflict upon them what they were not able to pay.

Mr. Hall—Would you not be in a much more awkward predicament if you could not get any ballast at all.

Mr. Harley—Yes, we would of course.

Mr. Julian—That has nothing do with what we are speaking about now.

Mr. Harley said if Mr. Cantillon's wishes could possibly be met that they ought so. They were a ballast board give vessels ballast, but when they made cargo it, thought it altered the case.

Mr. Pim - Is it not always open to you to take shingle ballast instead of limestone  
Mr. Harley - replied that the loss limestone ballast was a 9d a ton, but it would be 1s. on shingle. There were no lighter charges on rubbish (laughter.)

Mr. Seymour said that there were two questions in his opinion arising out of the subject matter of this discussion. The contractor came before them and said that he could not supply ballast at the contract price, and gave his reasons for that assertion. That was one question for board to consider. The next was the very great loss it was alleged it would be to the coasting trade, and they had to consider whether it was so or not. That was the second question. They had nothing to say to Mr Cantillon or his dealings with his men. They had to consider whether they would or would not increase the price of ballast. He thought Mr. Harley's observations were intended to refer to him regarding what he had said at the last meeting with regard the price of ballast at the other side. He might have been in error when he said that they got such and such price for ballast, but then he would say that if they did not make profit they incurred very little loss. They had adjourned the meeting until today to get information with regard to the ballast put upon board coasting vessels from here, and what they had got for it in other ports. It was his duty now to place before them correspondence which had received from the most respectable houses in Glasgow and Newport with regard to the prices for ballast there. In letter from Messrs. Dennis & Co., of Greenock, dated Jan. 28th, was informed that Messrs. P. Stevenson & Son, of Chalmer's-street, Glasgow, gave 4s. 6d. per ton for lime stone ballast, and that the light dues averaged 3d., and the cost discharging, 8d per ton. They would be willing to contract for a lot that price. Vessels taking ballast were compelled to discharge

themselves and got nothing for it. Messrs. Jones, Brothers, of Newport, generally paid from 1s. to 1s. 3d. per ton, and when taken alongside the ship 1s. 6d. to 1s. 9d.

Mr. Hull did not think Mr. Seymour was in order.

Mr. Seymour—I am in order, sir. This is special meeting called for the purpose of discussing the question and receiving as to the price of ballast.

Mr. Hall I don't think the price of ballast has anything in the world to do with what we have decide here.

Chairman—I think he is in order. I think these are interesting facts. Mr. Seymour contended, by those statements he had borne out what said on former occasion, that if there was not profit, there was very little loss. He was not interested, and it was equal to him whether they reduced the price of the contract or not, but still it was a very serious subject, and involved a large expenditure. He had received intelligence from Cardiff stating that the price there was very low, by about 8d. per ton.

Mr. Cantillon handed letters on the subject, received from Dublin, Belfast, and Waterford, to the Chairman.

Mr. Scott said that there were some persons in that board, who did not feel particular or personal interest in the question ; but there were others who had, and thought it only right that they should consider they bad more information on the matter than those gentlemen who never paid a penny the year for ballast, and had not the same means of knowing precisely what was lost in the sale of it. He did not come there for the purpose of opposing any claim. Mr. Cantillon had entered into contract for five years, two years and a half of which had yet to expire, and he did not think the board had now the right to inflict any additional tax upon their customers, however they might deal with their contracts, he thought the ship owners of the port had right to expect that they would continue to supply the ballast at the same rate as they were now bound to supply them, and then whatever their generosity and liberality towards the contractor they should not exercise it the expense of the shipowners of the port (hear, hear). He thought that was a fair proposition to put before them. An increase of 2½ d in the ton would amount to about or £400 year, which, for the next two and half years the contract bad to run. would amount an aggregate £900, which, in his opinion, would be a very large sum to add to a contract which only amounted to sum of £5,000 or £6,000. During the past year the shipping interest of the port paid £5,745 into the funds that board, to which then was added £1,769 freights, which would make a total of £7,500. would ask them was fair in any gentleman to come forward at their board and put a statement before them that might lead them astray. Some of the gentlemen there were only taxed upon the goods, while every farthing of the maximum tonnage dues were levied on ship owners. He appealed then on the part the shipowners of the port not mulching them, who were already taxed, with further impositions.

Mr. Mahony asked Mr. Scott to name the goods he alluded to.

Mr. Scott—Well, sir, I will name them.

Mr. Julian said this was going outside the question (hear, hear.)

Mr. Mahony I beg your pardon, Mr. Julian, intimated a certain class of goods were favoured.

Mr. Scott—Well, sir, I can state them to you if you like.

Mr. Mahony—State them.

Mr. Hall—What has this to do with it ?

Mr. Julian—We are only losing time.

Mr. Scott said he alluded to wood. The freight wood coming from Quebec was 3s. 9d. a ton

Mr. Pim—And the freight on coal is 6s. (a laugh).

Mr. Scott—If you allow the members of board to turn each other into ridicule

Chairman—I think they will only have to blame themselves (laughter).

Mr. Scott—I am only answering question of Mr. Mahony's.

Chairman—I think you are travelling a little outside the question (hear, hear).

Mr. Scott—I asked it, sir.

The Chairman said that the foreign tonnage dues according to the last report were £1,485; general dues, £2,860, making, with other items, an aggregate £5,740, 14s. 10d. Mr. Scott suggested that they should relieve Mr. Cantillon of the supply at Cork, and let him deal with vessels below at Passage. Let them get the ballast cheap as they could at local quarries, and advertise for a contractor for it (hear, hear).

Mr. Harley said that was fair, but they had advertised before, and could not get a single contractor.

Mr. Mahony—Yes; I recollect this very well; it broke down altogether.

Mr. Cantillon said, under those circumstances, he would not have the slightest objection to throw up the project of getting a steamer, for which purpose he would require no advance ; but would require still to get the demand for increased wages.

Mr. Harley said had his vessels towed down to Passage at very great expense.

Mr. Rice said he used 3,000 tons of ballast for the year, and had to throw it overboard and got nothing for it, whereas they had got at least first cost.

Mr. Deane said that the board could not but feel anxious to relieve the shipowners of Cork much in their power. Let there a distinct understanding with the local proprietors of vessels to supply themselves with ballast Cork, at their own option.

Mr. Harley said he would like to try it.

Mr. Pim —But if you fail, you will not fall back upon the board.

Mr. Harley—We might try the experiment.

Mr. Pim said was sure it would fail. After some further discussion, it was finally decided to advance the rate of tonnage 1½ d., subject to the ratification of the

succeeding board meeting, the contractor being temporarily suspended from supplying ballast at Cork, for supply which it was also decided to advertise. The contractor signified his acquiescence. Some members were for postponing the matter. Adjourned.

### **Cork Constitution - Tuesday 19 September 1871**

THE APPOINTMENT OF DEPUTY HARBOUR MASTER AND BALLAST OFFICER  
FOR THE PORT OF CORK.

MR. JOHN W. ATTRIDGE returns his best thanks for the very kind support accorded him during his canvass for the above appointment, for which he is Candidate, and begs to submit the following additional Testimonial :

FROM JAMES A. HARLEY, ESQ., T.C., OF THE FIRM OF  
MESSRS. JAMES A. HARLEY & CO., SHIP OWNERS, & Co.

. 26, Patrick's Quay, Cork,  
. 1st September, 1871.

I have known Mr. John W. Attridge from his boyhood. He is, in my opinion, eminently fitted for the situation of Deputy Harbour Master and Ballast Inspector under the Cork Harbour Commissioners. From early life he has been educated a nautical man, both on shore and afloat, his father, Mr. Arthur Attridge, having been Master Mariner and Shipowner of this port, also a Ship Agent, until age caused his retirement. His experience and conduct afloat Officer are well attested by the certificates of those Masters under whom he sailed ; and I know him to be a sober, moral, and well-conducted young man in all respects.

. James A. Harley.

### **Cork Constitution - Wednesday 05 November 1884**

Customers and Public will be pleased to know that James A. Harley and Co., Coal Merchants, have opened an office In King Street (Corner of Harley Street), for their convenience when ordering coals.

**Cork Daily Herald - Tuesday 02 January 1894**

COALS! COALS

JAMES A. HARLEY & CO, ' 26, PATRICK'S QUAY, CORK.  
ESTABLISHED OVER 100 YEARS. BEST COALS AT CHEAPEST PRICES

All Qualities kept in stock

LARGEST IMPORTERS IN COAL

**Northern Whig - Monday 10 June 1895**

NEW BARRISTERS. Dublin, Saturday. Today the Lord Chancellor called the following gentlemen to the Bar ; Thomas Turner Harley, third son of James , Austin Harley, late of Clarence House, in the city of Cork, shipowner, deceased.

**Thomas William Hart Plain (1828-1908) shipbuilder of Cardiff**

**Cardiff and Merthyr Guardian, Glamorgan, Monmouth, and Brecon Gazette - Saturday 16 April 1853**

THE "SOPHIA." The five seamen, who appeared before the Bench on Friday, were again brought up. Mr. Bird appeared for the Captain; Mr. Williams again attending on behalf of the defendants. The carpenter of the vessel (Christopher Peterson) deposed that she was in a better condition than she used to be. In his opinion, she was in a fit state to proceed on her voyage. He was not going in her, because his business called him to London. He would have gone in her had it not been for that business. He considered there was no more danger in her than in any other ship. All vessels leak more or less. The Sophia made very little water.

Cross-examined: When the vessel started out of Cardiff, she made twenty-one inches of water in ten hours. When we got to Lundy, we had a storm when the storm came on, the vessel made more water I have no idea how much. After we came back into the roads, I refused to go with the captain I wished to go to London again. The captain would not at first let me go. I had only been away from home a short time I was tired of the sea. I was on board last night: some repairs were done on board. The masts are not good, but there is no danger in

going to sea with them. I know the vessel made more water in the storm, because it took longer to pump her out. I cannot say how much longer: I cannot say whether it took as long again. I am going to London as soon as the captain settles with me.

By Mr. Phillips: I have been on board since the 20th of February.

Mr. Haines, of Newport, Lloyd's Surveyor, considered the vessel seaworthy.

Thomas Plain, ship-carpenter, who had, on Saturday, been engaged in repairing the vessel, stated that the principal leak had been remedied, and that there was nothing defective in the timbers.

Cross-examined: The vessel was not safe with the principal leak.

Re-examined It was neglect of caulking caused the leak.

The Captain deposed that the repairs effected had been of very great service. He was quite willing to proceed to sea in the vessel, which he considered fit to go to any part of the world.

Cross-examined: On my oath, I did not say I would give the carpenter his discharge if he would keep all quiet. One of the defendants The carpenter told me himself that if the captain did not give him his discharge, he would have her condemned.

The carpenter denied this, on being recalled.

Another seaman On my oath. the carpenter told me that it should cost the owner £500 or £600 if the captain didn't give him his discharge.

The defendants, who refused" to trust their lives in her," were sent to prison for fourteen day each.

### **Cardiff and Merthyr Guardian, Glamorgan, Monmouth, and Brecon Gazette - Saturday 28 June 1856**

Samuel Hyland, and Alexander Mather, two seamen of the Iris, bound for Gibraltar, were charged with desertion. The captain, William Berry stated that the men had been one voyage with him, and had now deserted, taking the ship's boat away with them, but which he had since received. Mr. Owen appeared for the men, and in cross-examination the captain said the ship had made water, but the leak had been stopped.

Mr. Thomas Plain, shipbuilder, deposed that he examined the ship all round, and found her sea worthy,

Cross-examined: Where she had been repaired was under water and could not be examined; all I did was to sound the pumps and I think her sea worthy I was there an hour and a half; there was no carpenter on board I should think the underwriters ought to look to that; she would make more water under a press of sail than lying still.

Mr. Owen applied for adjournment of the case for the production of the log. The ex-mayor said he should not consent. The men said they were willing to go to sea if the ship were sea worthy. The Mayor said they con. considered the case proved, and ordered them to be imprisoned one month. The captain was requested to give up their clothes and other property.

### **Cardiff and Merthyr Guardian, Glamorgan, Monmouth, and Brecon Gazette - Friday 24 August 1866**

CARDIFF POLICE COURT. MONDAY.

—(Before R. O. Jones, Esq .)

REFUSING TO GO TO SEA.—Nineteen seamen, forming part, of the crew of the ship Tricolour were brought up on remand charged with refusing to go to sea after articles. Mr. Thomas Plain, shipbuilder, of Cardiff, said he went on board the Tricolour on Saturday evening at, eight o'clock. He found it was too late to test what water she was making, and he sealed the pumps. Witness went on board on Sunday morning and found that the vessel had made twenty- two inches of water in fifteen and a half hours. He remained on board nearly two hours, and found that the ship had made half an inch of water. The vessel was in good condition. Mr. William Howell, shipowner, corroborated the evidence of Mr. Plain. The men refused to go on board, and were placed in the cells, but shortly afterwards consented to go on board.

### **Cardiff Times - Saturday 02 April 1870**

APPOINTMENT OF OVERSEERS.—A special sessions was held at the Town-hall on Wednesday before the Mayor, Mr. R. O. Jones, the Ex-Mayor, and Aldermen Pride and Alexander, for the purposes of appointing over- seers for the parishes of St. John and St. Mary. Mr. Taylor, assistant-overseer of the former parish, and Mr. Howell, vestry-clerk of the latter, handed in lists of the gentlemen nominated to

serve as overseers, and the magistrates appointed as follows:—For St. John's Messrs. John Williams, printer, Duke-street, and Charles Ellis, seedsman, Angel-street. For St. Mary's Messrs. Thomas Plain, ship-builder, Mount Stuart-square, and Thomas Nixon, Imperial Hotel, Bute Docks.

**Cardiff and Merthyr Guardian, Glamorgan, Monmouth, and Brecon Gazette - Saturday 15 February 1873**

LAST FRIDAY'S AND SATURDAY'S POLICE.

(Before Mr. R. O. JONES and Mr. W. D. BUSHELL.)

A CABMAN AND HIS FARE. Mr. Thomas Plain, of Mount Stuart-square was summoned for refusing to pay 10s. cab fare on Monday night. The defendant and two gentlemen hired the cab to take them to Penarth. He conveyed them there, and waited for an hour and a half, and returned, and for this he charged them 10s. The defendant offered 6s., and stated that was the legal fare. The case was remanded till Monday, to enable the Superintendent of Police to ascertain the correct distance from Cardiff to Penarth.

**Cardiff Times - Saturday 23 August 1873**

CHARGE OF OBSTRUCTING A BOARD OF TRADE INSPECTOR AT CARDIFF.

On Wednesday, at the Cardiff Borough Police court, before the Mayor (Mr. H. Bowen), Mr. R. O. Jones, Mr. Alderman Alexander, and Mr. W. D. Bassett, Thomas Plain, shipbuilder, surrendered to bail on the charge of having on the 12th inst., wilfully impeded prevented or obstructed William Abbott, an inspector appointed by the Board of Trade for the survey of the Charlotte Allison, then lying in the port of Cardiff. Mr H. Ensor appeared on behalf of the Board of Trade and Mr. Ingledew for the defendant. Mr. Ensor opening the case, said that Mr. Plain was the owner of the vessel, and that when the Board of Trade officer went on board to make a survey he had impeded him not by overt acts of violence, but by word of mouth. He had very decisively objected to the "cutting" of the ship, as he called it. The prosecution, he remarked was not undertaken by the Board of Trade in a vindictive spirit. On the complainant being called into the witness box, a discussion took place as to the Bench having any jurisdiction, in as much as the complainant was unable to prove a special appointment for the survey of the vessel. Mr. Ensor said that no written appointment was made in this particular case, but Mr. Abbott was appointed as inspector by the Board of Trade, and had

received verbal instructions to survey the vessel from Mr. Miller, of the Custom House. Mr. R O Jones, however decided that without the production of a specific order from the Board of Trade for the survey they had no Jurisdiction in this case, which was dismissed.

### **South Wales Daily News - Saturday 13 September 1873**

WAGES CASE.—Mr. Thomas Plain, ship-builder, of Bute Docks, was summoned for the non-payment of the sum of £1, wages due to Edward Morrison, a rigger. The complainant, with others, was engaged in raising the ship Chin Chin, which had sunk in the West Dock, but from some dispute they left the vessel prior to her being thoroughly pumped out, and the complainant alleged that there was no contract; but the defendant alleged that the men were not justified in leaving the vessel in a dangerous state. The Bench thought the wages should be paid, and made an order for the payment of the amount due.

### **Western Mail - Friday 22 May 1874**

Mr. THOMAS PLAIN, shipowner, of Cardiff, made a successful appeal to the County Court yesterday against a demand by the Board of Trade, for the payment of £179 the costs incurred surveying the Charlotte Harrison. After a full investigation of the circumstances of the case, the Court exonerated Mr. PLAIN from the alleged liability, on the ground that at the time of the survey it was his intention to put the vessel into a state of repair before it again proceeded to sea. During the hearing, a point was raised as to the power of the Court to make an order on the Board of Trade for the payment of costs. The Judge reserved his final decision upon the question.

### **Cardiff Times - Saturday 13 February 1875**

THE BRIG LOOXINO.—This ship, a Maltese barque of 450 tons burthen, was sold yesterday at the Mount Stuart Hotel, by Mr W. R. Bidgood, on the part of the superintendent of police, who held distress warrants from the Police-court magistrates for £228 17s., wages due to the crew. The Auctioneer said that about two years since she was sold to her present owners' for £1,500, and was insured for £1,000. A large number of shipowners, captains, and others attended, and Mr Bidgood, after reading the conditions of sale, which compelled the purchaser to pay the dock dues, £37 10s 8d, commenced with a bid of £50 for

her, and by slow degrees, and only by means of a good display of skill and tactics by the auctioneer, was he enabled to draw any bids to £340, at which price she was knocked down to Mr Thomas Plain, shipbuilder. In addition to the men's wages, the captain claims £50, and this, with the cost of sale, tonnage fees, &c., will nearly consume the entire amount which was realized.

### **South Wales Daily News - Thursday 02 September 1880**

#### **VESSEL CAPSIZED AT CARDIFF.**

On Thursday morning the brig Creole, of Salcombe, lying at the ballast ground top of the West Bute Dock, capsized. It appears that the booms were not heavy enough, and without any warning the vessel heeled over, the water rushing in through the open hatchways and ventilations. She now lies half full of water, the masts resting on the quay side. There were many narrow escape, the mate's wife and baby being rescued from the cabin with great difficulty, and the Bute ferry-boat, which was under the vessel's quarter, was nearly crashed. The captain's effects, some stores, and the men's clothes, were much damaged by water, Mr Thomas Plain, East Bute Dock. has made arrangements to raise the brig, and expects to get her up this (Thursday) morning. She will then dock for survey and repairs.

### **South Wales Daily News - Tuesday 29 July 1884**

BARRY DOCK BILL. Our special correspondent writes:—A number of witnesses were got through on Monday, but there has been a remarkable sameness about the whole of the evidence. Many of the witnesses agreed in upholding the Bute Docks as the best in the United Kingdom, others were unanimous in condemning the coal resources of the Rhondda Valley, whilst the third section seemed to be specially retained to renounce Barry and all its works. The hoof was seen in a great many instances, however, when the cross-examination showed that various of the witnesses were connected with the Marquis of Bute in some degree or other. It appears that those who speculated upon Tuesday as likely to see a termination of the inquiry, took a rather too sanguine a view as to its duration. The Bute opponents are calling a great many witnesses, notwithstanding the manifest impatience of the noble lords, and, when counsel's speeches are taken into consideration, it seems likely that the investigation will be prolonged till Thursday night or Friday morning. At any rate, such is the opinion founded upon the present rate of progress. OF LORDS, Monday.—The consideration of the merits of the Barry Dock and Railways Bill was resumed by a committee of the

House of Lords to-day—the Marquis of Waterford presiding, and the other members being the Earl of Hardwicke, Lord Sherborne, Viscount Canterbury, and Lord Zouche.

Mr Thomas Plain, shipowner and shipbuilder, Cardiff, said that in his opinion there was no approach equal to the one at that port. The Chairman The committee think there is no great question about the approach. Mr Michael Thank you, my lord. The Chairman We know that ships have been going out without accident. Witness continued that he did not think there was any necessity for extra dock accommodation at the present time. Should they want another dock, there was plenty of room to make one at Cardiff. Cross-examined by Mr Jeune: Witness said he was a tenant of Lord Bute's and of a great many more. What connection have you with shipping?—I own shares in about 30 ships. I suppose they are not very large?—About 1,500 tons is the largest. I am afraid I shall never get a return from that. I hope you will, Mr Plain. At any rate, when the ships want repairing they come to your building yard at Cardiff?—I am sorry to say they don't. (Laughter.) Were you interested in the Mermaid?—I am sorry to say I was. I lost £1,000 in her. She used to go to Quebec from Cardiff -A part of her time. She also went to Liverpool, Bristol, London, and other places. Did not the captain refuse to come to Cardiff owing to the delay?—He had no power I am the principal owner. Did not Captain Power, of the Mermaid, distinctly refuse to come to Cardiff on any terms, saying he wished to make his full voyage and that owing to the regulations in Cardiff, which allowed him to discharge only so many loads a day, he had no chance to get back unless he took his cargo to Liverpool or the Clyde?—I am not aware of that. He went to Liverpool, though, and lost the ship. The learned counsel was about to read letters to prove the statement of the captain, but objection was taken, and he did not press the matter.

Several other witnesses gave evidence before the committee adjourned.

### **Thomas William Hart Plain buried in Cathays Cemetery, Cardiff**

Thomas Plain had founded a shipbuilding company in 1872 in Cardiff under the business name Davis and Plain. It had set up business especially to build Bristol Channel Cutters, which many maritime writers believe to be the finest fore and aft rigged small sailing craft of their period. Many of these ships doubled up to serve as both fishing and pilot boats.

A Welsh pilot cutter was always referred to as a 'yawl'. The average dimensions of a Bristol Channel pilot cutter around 1900 would have been 40- 50ft in length, with a width of 10-11ft and draft of 7-10ft. Cotton sails were used for summer and flax in winter. The first letter of the port was written in capitals with the last letter in lower case, accompanied by the pilots own personal number.

Various regattas were held at the Bristol Channel ports and often included pilot boat races. The POLLY, built by Davis and Plain at Cardiff in 1878 for pilot Tom Williams won many trophies



**Fig. 3** Pilot cutter Davis & Plain

Another Pilot Cutter built in 1875 by Davis & Plain was the Madcap, a pilot cutter that is believed to be one of the oldest still surviving in Britain. It is now located in Carrickfergus in County Antrim, Northern Ireland with the National Historic Fleet.

Thomas William Hart Plain was living in Park Place in 1876 and is buried in the family grave in Section L plot number 1452/1468 of Cathays Cemetery, Cardiff . He died 12th Jan 1908, aged 80.

## **Captain Thomas James**

### **The Pembrokehire Herald and General Advertiser 20th June 1856**

DEATHS. On the 17th inst., at Newport, after suffering a long and painful illness, Mrs. Anne James, Cross-street, relict of the late Captain Thomas James, of the schooner Economy, of Newport, aged 52 years, having survived her only child, the Rev. Thomas Davies James, B.A., by only nineteen days.

## 7.0 Analysis

The origins of the Economy are unknown as far as her first owner and builder are concerned. They may be found in the Newport ship registers held in the Gwent archives but not available on line.

The account of the raising of the Economy from outside Castletownshend by William White is an interesting account of the method used at that time before divers were available to raise the vessel. It appears he had purchased the vessel as salvage where she lay, before raising her as he was the new owner and there was no advertisement of an auction to sell the vessel, as there was for the cargo. This was at a time when raising sunken vessels was unusual, but once owners/insurers realised how much money was made by the salvagers they started employing their own salvagers on a payment by results contract.

William White had been the commander of a Royal Navy vessel in the Napoleonic wars with some success and was made a Sheriff in Cork, being a successful magistrate in curbing crime and insurrection. As the Harbour master of Castletownshend he was able to raise the Economy and went on to repeat the feat with other vessels. These included the steamer Vanguard in 1844 which was holed and stuck on rocks, but still re-floated and taken for repair.

Cove of Cork was often Economy's arrival point in Ireland but in 1849 the port was renamed Queenstown after a visit by Queen Victoria and is now called Cobh. It is a large Island in Cork Harbour.

J. Harley the next recorded owner of Economy was a partnership including James Austin Harley involved in ship owning and coal supply. The court case in 1860 reveals the makeup of the partnership which afterwards became Scott, Harley with a later partner Sir John Scott Harley J P becoming Lord Mayor of Cork in 1895. He was a Unionist and overcame great opposition from the some Roman Catholic residents to become Mayor and Chief Magistrate, the first Unionist for 17 years. James Austin Harley was involved in dealings with the harbour board on behalf of the Cork ship owners and used to independently arbitrate in cases brought before the courts in Marine disputes.

Thomas Plain appeared as a witness in more cases in the Police court than I have included proving the sea worthiness of ships where crew have deserted or refused to put to sea. He was first described as a ships carpenter, then shipwright and later a ship owner. In the evidence to the Committee hearing the objections of the Marquis of Bute to the Barry docks bill in 1884 he states he is a ship builder and owner with a financial interest in 30 vessels up to 1,500 tons. In

the cross examinations his work repairing vessels is also mentioned and that he was a tenant of the Marquis of Bute and "a great many more". He purchased the Economy for £41 on the shore wrecked and put her to sea again, if even for a short time.

The Economy was converted after 1850 when it was advertised for sale as a schooner and before 1852 to a Brigantine when it appeared again in L R. with a large repair recorded in 1852. She was later converted back to a schooner before going aground near Cardiff in 1856. A brigantine is a two-masted vessel, square-rigged on the foremast, but fore-and-aft-rigged mainsail with a square-rig above it on the mainmast while schooner is a sailing ship with two or more masts, all with fore-and-aft sails; if two masted, having a foremast and a mainmast.

It would appear the conversion to a brigantine was for the new venture by the J Harley partnership to sail to St John N B with emigrant passengers for the gold rush, the return cargo was probably timber. This was in 1852 and it reappeared in L R in 1852 after a survey which seems to have been required to carry emigrant passengers, which by this time was controlled to ensure they were not over crowded, were fed and given sufficient water. A square rigged vessel like a brigantine is more suitable for ocean passages, where a schooner with a fore and aft rig is more suitable for coastal passages where travelling to windward is required. The idea of making passages to St John appears to have been abandoned after the Master and mate of the Economy lost their certificates for neglect and drunkenness. The Master John Dempsey had another masters certificate issued in April 1853 (see Appendix G) when he listed Economy as a vessel where he had been the master in 1852.

In 1854 a ship measurement system devised by George Moorsom, based on the idea that size would be best indicated by the volume of a ship and that charging of service fees should be based on the earning ability of a ship, was adopted and became law in Britain. For volume, the system used the enclosed volume of a ship, measured in cubic feet. The unit of measurement of ships had always been called "tons", so the gross volume, which was to be entered in the Certificate of Registry, was called "gross registered tonnage". For earning capacity, the system deducted from the gross registered tonnage the non-cargo-carrying spaces, and the resulting figure was called "net registered tonnage". Because the numbers involved were very large, the system divided them by 100 for simplification, so that one registered ton was equal to a volume of 100 cubic feet. A change to this system for the Economy from 1860 would explain the lower measurement of 117 tons and 118 tons rounded up shown in ports and the Wreck Return.

In 1848 I was searching for the Economy and her new master and thought I had found her with a master called Cook. I checked she was not one of the number of

other vessels called Economy operating at the time, but failed to consider that she may be a vessel operating without papers or registration as required by law. It was not until September 1849 that I found a report of a case involving non-payment of wages I discovered my mistake.

The Economy was involved at various periods in carrying coal to Cork from mainly Wales and colliers were often apparently not reported as arriving or sailing. James Austin Harley in a letter to the Cork Constitution newspaper in 1855 stated that his colliers made about 15 return journeys a year from Cork to Wales.

The majority of the reports in Newspapers came from BNA with a few from WNL, I had insufficient details to trace some individuals in Ancestry, searches on Google also proved useful.

## 8.0 Conclusions & Recommendations

I have spent about 50 hours on this report with about 95% spent on line, Economy was a much used word in this period and there were a number of vessels of this name. There were thousands of possible matches each year for Economy and the master seemed to change regularly as she was making mainly short return voyages from Cork. In the time she was used as a collier many voyages were not recorded.

In 1860 the tonnage of Economy changed to 117 tons from 133 tons net and this seems to have been due to the new measurement system introduced after 1854 which reduced the taxes on Economy by adopting the new measurements.

The Economy, Cook I mistakenly followed from 1848 to 1849 was revealed in a newspaper report and made it necessary to consider in future vessels sailing without papers or registration when identifying vessels of interest.

I had purchased a subscription to Ancestry to research another vessel whose crew list it held and used it to find the Masters certificates for John Dempsey. I also used it to find the will of James Austin Harley and the probate for Thomas Plain.

I have answered most of my questions except the builders and original owners and details of the crew. These are not available on line or possibly anywhere for the crew at this time as crew lists usually only survive from 1865.

There is not a wreck site for the Economy as she sank in a vague location but may be discovered in the future as she was carrying iron ore which should be detectable from the surface.

The events and the known owners of the Economy are interesting but further research which it is not possible to complete on line is necessary to fill the gaps in her story.

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## **Appendices:**

### **Appendix A – Table of Lloyd’s Registers entries for the *Economy***

1834 Economy master C John 143 tons registered at Cork

1835 Master amended to White, Schooner built at Newport in 1825 with part iron bolts, owner White, sailing London to Dublin, classified E1, survey in May 1835

1836 No changes new survey in May 1836

1837 No changes

1838 master amended to Llewellyn, new survey in March classified AE1, sailing Cork to Newport

1839, 1840 No Changes

1841 master amended to S Edwards, new survey October 1841, sailing as cork coaster

1842 1843 No changes

1844 No changes, but classification blank

1845, 1846, 1847, 1848, 1849 No record

1850 Pages missing in LR

1851 No record

1852 Record in amendments

Ship Name	Master	Owner	Date	Destination	Classification
1 Eliza	C.Im.48	85 Srprs.48 &52			C3 5
2 Eglantine	Sr D. Brown	126 Nwstl 1836	W Wright	Nwcastle Shl. Baltic	6 AE1
3 Ellen	Sr HHendell	122 Hull 1839	Stndering	Goole	9 AE1
4 Eliza	Sr E. Lowe	120 Lymgt 1838	Lowe & Co	Shmptn Lon.	10 AE1
5 Eldred	Sr Williams	94 Stlves 1829	Williams	St. Ives St.I. Coastr	— AE1
6 Economy	Bn JDempsey	143 Nwprt 1825	J. Harley	Cork Crk.N.Brns	— AE1
7 Emily	ate JGowring	238 Sndrld 1852	R'wntree &	N ds Shl. Medit.	8 A 1
8 Excel	Sr JAustwek	75 Kntgly 1851	JAustwek	G Shl.London	8 A 1
9 Ellen	Sk E. Evans	26 Abryn 1852	Evans & C	A rn Car.Coaster	10 A 1
10 Emily	Bk Wilson	448 Sndrld 1841	Halket & c	London Lon.Austral	10 A 1
11 Europa	S H. Oliver	981 Quebc 1851	M.Calmont	Liverpl Liv.N.S.W.	6 A 1
12 Ellens	Sr W. Lloyd	62 Fdshm 1791	Ashton	Liverpl Liv.Coaster	— AE1

Economy Brigantine built with part iron bolts, J Dempsey master, 143 tons gross 133 tons net, built at Newport in 1825, owner J. Harley, registered at Cork, sailing Cork to North Bruinswick classified AE1 in May 1852, Large repair carried out in 1852.

1853 No changes

1854 No changes but Port of registry, sailing area, and classification blank

1855 No changes

1856 No record

1857 In Amendments master now J. Boase, owner Plain & Co., registered at Cardiff, sailing Cardiff coaster, new survey August 1857 AE1, new Keelsom and some repairs carried out 1857

1858 No changes

1859 No changes, damage repairs in 1859 & new survey 1858 at Cardiff

1860 No changes but new survey 1859

1861 No record

## Appendix B – The Timeline for the *Economy*

### 1825

April 11 1825 Cork sailed *Economy*, James for Pill - Pigs

August 18 1825 Gravesend arrived *Economy*, James from St Petersburg

August 21 1825 London customs house inwards *Economy*, James from  
 . St Petersburg

August 30 1825 London customs house outwards *Economy*, James for Cork

September 23 1825 Deal arrived from the river & sailed *Economy*, James for Cork

October 2 1825 Cove of Cork arrived *Economy*, James from London -  
 . General cargo

October 28 1825 Gravesend arrived *Economy*, James from Cork

October 28 1825 London customs house inwards *Economy*, James from Cork

December 16 1825 Deal arrived from the river & sailed *Economy*, James for Cork

December 30 1825 Cove of Cork arrived *Economy*, James from London -  
 . General cargo

### 1826

February 23 1826 Milford arrived *Economy*, James from Cork for London

March 20 1826 Ramsgate arrived *Economy*, James from Cork

April 10 1826 London customs house outwards *Economy*, James for Cork

May 16 1826 London customs house cleared outwards *Economy*, James for  
 . Dublin

August 19 1826 St Petersburg arrived *Economy*, James from Newport

September 3 1826 Sound Intelligence *Economy*, James from St Petersburg for  
 . Leith - Hemp

September 24 1826 Cove of Cork arrived *Economy*, James from St Petersburg for  
 . Cork – Hemp &c.

October 26 1826 Cove of Cork sailed *Economy*, James for Liverpool - Timber

December 17 1826 Cove of Cork arrived Economy, James from London –  
General Cargo

**1827**

February 1 1827 Cove of Cork sailed Economy, James for Gibraltar – Provisions

March 4 1827 Deal arrived Economy, James from Cork

March 28 1827 Cove of Cork arrived Economy, James from Gibraltar – Hides &c

June 17 1827 Cove of Cork sailed Economy, James for London – General cargo

June 22 1827 Gravesend arrived Economy, James from Cork

June 26 1827 London customs house inwards Economy, James from Cork

July 19 1827 St Petersburg arrived Economy, James from London

September 4 1827 Cove of Cork arrived Economy, James from Riga - Hemp

November 2 1827 Ramsgate arrived Economy, James for London

November 8 1827 London customs house inwards Economy, James from Cork

December 4 1827 Portsmouth arrived Economy, James from London for Cork

December 19 1827 Fowey arrived Economy, James from London

December 29 1827 Cove of Cork arrived Economy, James from London – ballast

**1828**

w/e January 5 1828 Fowey sailed Economy, James for Cork

February 4 1828 Cork due to sail Economy, James for Barbadoes

April 5 1828 Barbadoes due to sail Economy, James for Cork

May 26 1828 Cove of Cork arrived Economy, James from Barbadoes – Sugars

May 27 1828 Cork arrived Economy, James from Barbadoes – Sugars

August 28 1828 Milford sailed Economy, James from Newport for Cork

September 2 1828 Milford sailed Economy, James from Newport for Cork

September 18 1828 Milford arrived Economy, James from Newport for Cork

October 2 1828 Milford arrived Economy, James from Waterford for Falmouth

October 16 1828 Milford sailed Economy, James from Newport for Cork

## **1829**

January 7 1829 Cove of Cork arrived Economy, James from Newport - coals

April 8 1829 Milford sailed Economy, James from Whitehaven for Cardiff

June 6 1829 Liverpool sailed Economy, James for Narva

w/e July 4 1829 Bristol arrived Economy, James from Galway – Flour & Oats

September 6 1829 Hull arrived Economy, James from Narva

September 22 1829 Newcastle sailed Economy, James

October 11 1829 Bristol arrived Economy, James from Galway

November 22 1829 Morning tide Dublin sailed Economy, James for London –  
General Cargo

December 6 1829 Gravesend arrived Economy, James from Dublin

December 9 1829 London customs house inwards Economy, James from Dublin

## **1830**

w/e May 4 1830 Newport sailed Economy, James for Bowling Bay - Iron

July 15 1830 Newport sailed Economy, James - coals

July 29 1830 Milford sailed Economy, James from Newport for Waterford

August 26 1830 Milford arrived Economy, James from Cardiff for Limerick

October 10 1830 Limerick sailed Economy, James – grain

December 7 1830 Castle Townshend Economy, James sank

## **1831**

April 2 1831 Castle Townshend raised Schooner Economy taken for repair

November 6 1831 Cove of Cork sailed Economy, John for London – General cargo

November 22 1831 London customs house entered in Economy, John from Cork

December 15 1831 Newport sailed Economy, John for Cork – coals

## **1832**

February 10 1832 London customs house entered in Economy, John from Cork

April 12 1832 Plymouth arrived Economy, Johns from Cork

April 19 1832 Off Margate arrived Economy, John

April 19 1832 Gravesend arrived Economy, Johns from Cork

August 2 1832 Newport sailed Economy, John – coals

August 9 1832 Milford sailed Economy, James for Cork

September 20 1832 Newport sailed Economy, John – coals

## **1833**

January 2 1833 Cove of Cork sailed Economy, Johns for London – General Cargo

January 13 1833 Gravesend arrived Economy, Johns from Cork

March 14 1833 Cardiff arrived Economy, Johns from Bristol

April 4 1833 Cardiff arrived Economy, John from Cork

April 20 1833 Cove of Cork sailed Economy, Johns for Newport - ballast

May 2 1833 Cardiff arrived Economy, John from Cork

July 11 1833 Newport arrived Economy, John – Cattle, sheep and pigs

July 30 1833 Cork arrived Economy, Johns damaged by collision with Victory(s)

October 5 1833 Cove of Cork arrived Economy, John from Newport - coals

October 30 1833 Newport sailed Economy, John – coals

November 22 1833 Cove of Cork sailed Economy, Johns for Newport – ballast

## **1834**

January 13 1834 Milford Economy of Cork in collision with Jessie, Creighton

February 4 1834 Cove of Cork arrived Economy, John from Newport for Cork –  
 . General cargo

February 10 1834 Cove of Cork sailed Economy, Johns for Newport – ballast

February 22 1834 Cove of Cork arrived Economy, John from Newport for Cork  
 . – coals

March 5 1834 Cove of Cork sailed Economy, Johns for Newport – ballast

### **1835**

w/e 31 January 1831 Bristol arrived Economy from Cork - Pigs

w/e September 1 1835 Cardiff entered outwards Economy, White for Oporto

September 17 1835 Cardiff cleared outwards Economy, White for Oporto

September 23 1835 Milford arrived Economy, White for Oporto

October 3 1835 Milford returned Economy, White for Oporto –  
 . damaged, leaky to discharge and repair

October 10 1835 Milford Economy, White for Oporto discharging to repair

December 3 1835 Milford sailed Economy, White for Oporto – Iron

December 11 1835 Oporto arrived Economy, White from Cardiff

### **1836**

March 31 1836 Lomdeda put in damaged Economy, White from Oporto

April 23,24 1836 Gravesend arrived Economy, White from Oporto

April 25 1836 London customs house entered in Economy, White from Oporto

May 3 1836 Lloyds Survey carried out in London

May 26 1836 Dublin arrived Economy, White from London

December 14 1836 Milford arrived Economy, Llewhellen from Cork for  
 . Southampton

**1837**

January 5 1837 Southampton arrived Economy, Llewelin from Cork

February 2 1837 Southampton sailed Economy, Llewelin for Cork – ballast

March 29 1837 Cove of Cork sailed Economy, Llewelin for Newport

August 19 1837 Newport arrived Economy, Llewellyn from Cork

**1838**

March 25 1838 Milford put in Economy, Llewelin from Newport for Cork

April 24 1838 Waterford passage anchored Economy of & for Cork damaged

April 25 1838 Waterford passage sailed Economy for Cork

April 25 1838 Cove of Cork arrived Economy, Johns from Newport - coals

**1839**

January 21 1839 Milford put in Economy, Williams for Cork

January 23 1839 Cove of Cork arrived Economy, Williams from Newport

February 12 1839 Cove of Cork sailed Economy, Williams for Newport - ballast

February 16 1839 Newport sailed Economy, Williams for Cork

February 21 1839 Cove of Cork arrived Economy 141, Williams from Newport  
· – coals

July 27 1839 Newport sailed Economy, Thomas for Cork

August 1 1839 Milford arrived Economy, Thomas from Newport

August 25 1839 Newport arrived Economy, Thomas from Cork

August 28 1839 Newport sailed Economy, Thomas for Cork

September 16 1839 Cove of Cork arrived Economy 141, Thomas from Newport  
· – coals

October 3 1839 Cove of Cork sailed Economy, Thomas for Neath

October 21 1839 Cove of Cork arrived Economy, Thomas from Newport – coals

November 14 1839 Cove of Cork sailed Economy, Thomas for Newport

December 6 1839 Cove of Cork arrived Economy, Thomas from Newport

December 30 1839 Padstow put in Economy, Thomas for Newport

## **1840**

March 20 1840 Newport sailed Economy, Thomas for Cork

July 19 1840 Cove of Cork arrived Economy, Thomas from Newport

August 31 1840 Cove of Cork arrived Economy, Thomas from Newport – coals

September 23 1840 Waterford Passage put in Economy, Thomas from Newport  
· – for Cork, Sails damaged

September 28 1840 Cove of Cork arrived Economy, Thomas from Newport - coals

November 2 1840 Cove of Cork arrived Economy, Edwards from Newport

## **1841**

January 18 1841 Newport cleared Economy, Edwards for Cork

January 24 1841 Milford put in Economy, Edwards from Newport for Cork

March 5 1841 Newport arrived Economy, Edwards from Cork

March 10 1841 Newport cleared Economy, Edwards for Cork

April 22 1841 London customs house entered in Economy, Edwards from Cork

June 27 1841 Newport arrived Economy from Cork

August 16 1841 Newport arrived Economy, Edwards from Cork – Sheep, Horses  
· & Cattle

August 23 1841 Amlwch put in Economy, Edwards for Cork from Bangor

September 3 1841 Holyhead sailed Economy, Edwards for Cork from Bangor

October 19 1841 Cove of Cork sailed Economy, Edwards for London – Bark

October 25 1841 London customs house entered in Economy 133, Edwards from  
· Cork

November 2 1841 London Cotton & Depot sailed Economy, Edwards for Newport

November 12 1841 Ramsgate put in Economy, Edwards for Newport from London

## **1842**

January 11 1842 Newport arrived Economy, Edwards from Cork

January 27 1842 Milford arrived Economy, Edwards from Newport for Cork  
. - part cargo thrown overboard

February 4 1842 Cove of Cork arrived Economy, Edwards from Newport – coals

March 30 1842 Newport sailed Economy, Price for Cork

April 6 1842 Cove of Cork arrived Economy, Price from Newport – coals

July 12 1842 Newport, Mon. arrived Economy, Price from Cork

July 15 1842 Newport, Mon. sailed Economy, Price for Cork

July 19 1842 Cove of Cork arrived Economy, Price from Newport – coals

## **1843**

April 7 1843 Cove of Cork sailed Economy, Price for Newport - ballast

October 16 1843 Newport sailed Economy, Jenkins for Cork

October 30 1843 Milford put in Economy, Jenkins for Cork from Newport  
. - proceeded

November 2 1843 Cove of Cork arrived Economy, Jenkins from Newport – coals

December 31 1843 Newport arrived Economy, Jenkins from Cork

## **1844**

January 4 1844 Newport, Mon. sailed Economy, Jenkins for Cork

January 15 1844 Cove of Cork arrived Economy, Jenkins from Newport

April 26 1844 Cove of Cork sailed Economy, Jenkins for Newport – ballast

May 3 1844 Newport, Mon. arrived Economy, Jenkins from Cork

May 11 1844 Cove of Cork arrived Economy, Jenkins from Newport – coals

**1845**

June 5 1845 Newport, Mon. arrived Economy, Shee from Cork

June 7 1845 Newport, Mon. cleared Economy, Shee for Cork

June 16 1845 Newport, Mon. arrived Economy, Shea from Cork

September 30 1845 Newport, Mon. arrived Economy, Shea from Cork

October 7 1845 Newport, Mon. sailed Economy, Shea for Cork

**1846**

March 14 1846 Newport, Mon. arrived Economy, Leary from Cork

March 17 1846 Newport, Mon. sailed Economy, Leary for Cork

**1848 wrong vessel #####**

October 30 1848 Bideford sailed Economy, Cook for Newport

October 31 1848 Newport, Mon arrived Economy, Cook from Bideford

w/e November 15 1848 Newport exports Economy, Cook for Hamburg –  
 . 240 tons iron rail

November 15 1848 Newport cleared Economy, Cook for Hamburg

November 17 1848 Newport sailed Economy, Cook for Hamburg

December 15 1848 Appledore arrived Economy, Cook from Newport for Hamburg  
 . – cargo shifted

December 22 1848 Scilly arrived Economy, Cook from Newport for Hamburg -  
 . leaky

**1849 wrong vessel #####**

January 15 1849 Scilly, St Mary's gone into the roads Economy, Cook

January 15 1849 Scilly, St Mary's in the pier Economy, Cook for Hamburg

January 20 1849 Scilly sailed Economy, Cook for Hamburg

January 20 1849 Plymouth put in Economy, Cook from Newport for Hamburg

January 28 1849 Plymouth sailed Economy, Cook for Hamburg

February 1849 Harwich, on the Andrews aground Economy, Cook for Hamburg

May 3 1849 Harwich sailed Economy, Cook for Havre – after repairing

August 10 1849 Havre sailed Economy, Cook for Newcastle

August 13 1849 Gravesend arrived Economy, Cook from Havre

September 19 1849 London Customs house entered in Economy, Cook from  
Havre, broker Manning

## **Correct Vessel**

### **1852**

April 6 1852 Porthcawl arrived Economy, Dempsey from Cork

April 18 1852 Porthcawl sailed Economy, Dempsey for Cork

June 3 1852 Queenstown sailed Economy, Dempsey for St John's N B –Emigrants

July 19 1852 St John N B arrived Economy, Dempsey from Sunderland

September 21 1852 Queenstown arrived Economy, Dempsey from St John's N B

October 19 1852 Queenstown sailed Economy, Manning for Neath

October 25 1852 Neath arrived Economy, Manning from Cork

October 30 1852 Queenstown arrived Economy, Manning from Neath for Cork  
- culm

November 24 1852 Newport, Mon. arrived Economy, Manning from Cork

November 24 1852 Newport, Mon .cleared Economy, Manning for Cork

December 4 1852 Queenstown arrived Economy, Manning from Newport for Cork  
- coals

December 17 1852 Cardiff arrived Economy, Manning from Cork

**1853**

January 6 1853 Cardiff sailed Economy, Manning for Cork

January 19 1853 Queenstown arrived Economy, Manning from Cardiff

January 29 1853 Neath arrived Economy from Cork

March 15 1853 Queenstown sailed Economy, Manning for Newport - ballast

w/e March 23 1853 Queenstown arrived Economy, Manning from Newport – coals

March 19 1853 Queenstown put back Economy for Neath

March 20 1853 Queenstown sailed Economy, Manning for Neath

March 25 1853 Neath sailed Economy, Manning for Cork

March 26 1853 Queenstown arrived Economy, Manning from Neath – coals

April 13 1853 Cardiff sailed Economy, Manning for Cork

April 15 1853 Queenstown arrived Economy, Manning from Cardiff

April 26 1853 Llanelly arrived Economy, Manning from Cork

April 29 1853 Llanelly sailed Economy, Manning for Cork

May 2 1853 Queenstown arrived Economy, Manning from Llanelly

**1856**

September 28 1857 Ashore at Breaksea point Economy of & for Cork

October 9 1856 Schooner Economy of Cork is a total wreck

**1857**

w/e May 6 1857 Cardiff loading Economy, Bouse for Bremen

June 8 1857 Bremen arrived Economy, Boose from Cardiff

w/e September 29 1857 Limerick arrived Economy, Bouse from Newcastle –coals

**1858**

w/e February 26 1858 St Ives arrived Economy, Boase from Penzance

May 26 1858 Ardrossan arrived Economy, Boase from Belfast

June 25 1858 Tusker Rock on shore Economy, Boase of & for Cardiff from Barrow  
 . - Iron ore. Got off P.M.

October 9 1858 Galway sailed Economy, Bouse seeking cargo

### **1859**

February 12 1859 Ayr sailed Economy, Bouse for Cardiff

March 2 1859 Holyhead arrived Economy, Boase from Ayr for Cardiff - leaky

December 18 1859 Cowes I W arrived Economy, Oakley from Cardiff - iron

December 20 1859 Cowes I W sailed Economy, Oakley for London

### **1860**

January 4 1860 Victoria dock, London loading Economy 117, Oakley for Cardiff

March 10 1860 Cardiff sailed Economy, Oakley for Liverpool

w/e May 22 1860 Limerick sailed Economy, Oakley for Cardiff – ballast

June 22 1860 Southampton arrived Economy, Oakley from Cardiff

July 3 1860 Southampton sailed Economy, Oakley for Cardiff

July 16 1860 Cardiff entered outwards Economy 117, Oakley for San Sebastian

August 1 1860 Cardiff sailed Economy, Oakley for San Sebastian

August 17 1860 Milford arrived Economy, Oakley from Cardiff for San Sebastian

September 1 1860 Milford sailed Economy, Oakley for San Sebastian

October 28 1860 Fleetwood arrived Economy, Oakley from Bayonne

November 13 1860 Barrow loaded & remains Economy, Oakley for Cardiff

. -copper ore

November 25 1860 Off Bardsly Economy, Oakley for Cardiff sprang leak and

. foundered on 26th

### **Appendix C Port Locations**

**Aberthaw** is an area containing the villages of East Aberthaw and West Aberthaw, on the coast of South Wales about 5 miles west of Barry.

**Bayonne** is a city in the Basque Country region of southwest France, where the Nive and Adour rivers meet.

**Bremen** is a city straddling the Weser River in northwest Germany. It's known for its role in maritime trade and is connected to the North Sea.

**Castletownshend** is a village about 8 km from Skibbereen, in County Cork, Ireland. The village developed around a small 17th-century castle built by Richard Townsend, whose descendants still reside there.

Cobh was **Cove of Cork** then called from 1849 until 1920 **Queenstown**, is a seaport town on the south coast of County Cork, Ireland. Cobh is on the south side of Great Island in Cork Harbour

**Creadan Head** is a headland on a small peninsula on the west side of Waterford Harbour, about three miles upriver from Dunmore East, in the Ireland.

**Goodwick** is a coastal town in Pembrokeshire, Wales, immediately west of its twin town of Fishguard. Fishguard and Goodwick form a community that wraps around Fishguard Bay.

**Lapp's Island** was once an island in the River Lee. It is now joined with the island which forms the centre of Cork City, Ireland and refers to the eastern tip of that island

**Landeda** is in the north-west of France, 75 kilometres from Quimper.

**Luce Bay** is a large bay in Wigtownshire in southern Scotland. The bay is 20 miles wide at its mouth and is bounded by the Rhins of Galloway to the west and the Machars to the east

**Narva** is a and city in Estonia. It is located in Ida-Viru County, at the eastern extreme point of Estonia, at the Russian border, on the Narva River which drains Lake Peipus.

**Rothesay** is the principal town on the Isle of Bute, in the area of Argyll and Bute, Scotland. It lies along the coast of the Firth of Clyde

**San Sebastián** or Donostia is a coastal city located in the Basque Autonomous Community, Spain. It lies on the coast of the Bay of Biscay, 12 miles from the French border.

## **Appendix D      Petition to Marquis of Wellesley**

**NAI REFERENCE:**

CSO/RP/1824/1201

**TITLE:**

Petition of John Beere, County Cork, seeking investigation of magistrate White, over issue of right to lands of Garranejames

**SCOPE & CONTENT:**

Petition of John Beere, Ballinameta [Ballynametagh], barony of Imokilly, County Cork, to Richard Wellesley, 1st Marquis Wellesley, Lord Lieutenant, Dublin Castle, requesting investigation of behaviour of William Preston White, magistrate of Cork city, whom he charges with coercion in connection with contest over right to title of lands of Garranjames [Garranejames]. Indicates White is acting under direction of Mr Purcel who has made a legal claim to the property and complains of ramifications for tenants, one of whom, a lady of 80 years, was imprisoned in Castlemartyr bridewell 'for over Thirty Hours'.

**EXTENT:**

1 item; 3pp

**DATE(S):**

1824

**ORIGINAL REFERENCE:**

1824/9824



Fig. 4

Castletownshend ariel view



Fig. 5 Glamorgan Canal & Sea Lock at Low tide 1920

This section of the canal, opened in 1798, was large enough for sea-going vessels – like the steamship in the centre of the photo – to reach town-centre wharves. North of there, only narrow boats could navigate the canal.

## Appendix E Lloyds Survey of Economy 1836



Her Masts, Yards, &c. are in good condition, and sufficient in size and length. 2472. Lon.

She has SAILS. <u>Medium</u>		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	
Fore Sails,	<u>180</u>	Chain .....	<u>1 1/2</u>	Bower,	
Fore Top Sails,	<u>90</u>	Hempen Stream Cable.....	<u>6</u>	Stream,	
Fore Topmast Stay Sails,		Hawser .....		Kedge,	
Main Sails,		Towlines .....		All of proper weight.	
Main Top Sails,		Warp .....			
and		All of <u>good</u> quality.			

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and good in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder good

**General Remarks—Statement and Date of Repairs.**

*Originally rather a good built vessel of large scantlings, have been wrecked about the year 1831 (said) and where had large repairs but they are not observable in his present appearance - appears to have had some additional bottong thru-nails in her bottom started to have been done in Nov<sup>r</sup> last. She evidently has been much neglected, notice of deficiencies given to the owners if put in good order she would be entitled to F<sup>1</sup>*

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And Seam of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee.....£ : 10 : 6 is received by me, PL

Committee Minute 6 May 1836

Character assigned F<sup>1</sup>  
*[Signatures]*

## Appendix F Appropriation Book Entry

← → ↻ crewlist.org.uk

**clip** Home CLIP databases Contact CLIP

📄 Appropriation Books, Official Numbers 8401 - 8450 (8435) Image source [clip](#) CLIP

Notes

Profit for sale of Cest. 12/9/65	<u>8428</u>	<i>maritime war</i>	14				
	8429	<i>Beaver</i>	87				20 Feb 1845
Lost Crested 1861	<u>8430</u>	<i>Bee</i>	76				20 Dec 1849
	8431	<i>Four City of Cork</i>	203				16 Oct 1847
	8432	<i>Mystery</i>	17				14 June 1835
Lost Crested 2/9/64	<u>8433</u>	<i>Kingston</i>	129				8 April 1830
	8434	<i>Agatopardi</i>	268				16 Oct 1832
Lost Crested 2/9/61	<u>8435</u>	<i>Economy</i>	133				1 June 1832
Lost Crested 2/9/61	<u>8436</u>	<i>Reed</i>	304		Sunderland		24 Oct 1830
	8437	<i>Promie Arthur</i>	99	Hann	Glasgow		7 May 1837
	8438	<i>Canasa</i>	808	Sailing	Cork		11 Dec 1837
	8439	<i>Mary</i>	167		Dunee		24 Mich 1832
Lost Crested 2/9/61	<u>8440</u>	<i>Penelope</i>	332		Widbeach		18 Jan 1837
		<i>John</i>	112		Cork		14 Dec 1830

### Appendix G Masters Certificates John Dempsey

UK and Ireland, Masters and Mates Certificates, 1850-1927 for John Dempsey

070100 - 073099 > 71900 - 72199

**MASTER'S CERTIFICATE OF SERVICE.**  
*(Issued pursuant to the Act 13th and 14th Vict., cap. 93.)*

N<sup>o</sup>. 72.018

Seventy-Two Thousand and Eighteen




No. OF REGISTER TICKET. 177,273

Born at Kinsale County of Cork in the year 1809

Has been employed in the Capacities of App. Mate & Master 28 years in the  
 British Merchant Service in the Coasting & Foreign Trades.

Bearer's Signature John Dempsey

Granted by the REGISTRAR GENERAL OF SEAMEN, LONDON. By order of the BOARD OF TRADE.

M. W. W. W. Registrar.

Issued at Cork  
 this 15th day of April 1855

\*\* Any Person Forging, Altering, or Fraudulently using this Certificate will be subject to a penalty of FIFTY POUNDS, or THREE MONTHS' Imprisonment with or without HARD LABOUR; and any other than the Person it belongs to becoming possessed of this Certificate, is required to transmit it forthwith to the REGISTRAR GENERAL OF SEAMEN, LONDON.

UK and Ireland, Masters and Mates Certificates, 1850-1927

070100 - 073099 > 71900 - 72199

No. *CW.*

**MATE'S** *Masters*  
**CLAIM FOR CERTIFICATE OF SERVICE.**

Port of *Cork*  
*29* day of *March* 185*0*.

Christian and Surname at full length <i>John Dempsey</i>	Number of Register Ticket <i>177-273</i>	When and where born <i>Kinsale</i>	Present Age <i>42</i>
---	---	---------------------------------------	--------------------------

**PARTICULARS OF SERVICE.**

Vessel's Name	Port belonging to	Tons	Capacity, whether Apprentice, Scaman, <i>Mate</i> or Mate	In what Trade	Date of Service	
					From	To
<i>Nancy</i>	<i>Kinsale</i>	<i>40</i>	<i>Apprentice</i>	<i>Coal trade</i>	<i>September 1823</i>	<i>September 1826</i>
<i>Harriet</i>	<i>Kinsale</i>	<i>65</i>	<i>Seaman</i>	<i>Coal trade</i>	<i>November 1826</i>	<i>December 1829</i>
<i>Britania</i>	<i>Kinsale</i>	<i>180</i>	<i>Mate</i>	<i>North America</i>	<i>March 1830</i>	<i>October 1834</i>
<i>Forester</i>	<i>Kinsale</i>	<i>72</i>	<i>Mate</i>	<i>Coal trade</i>	<i>November 1834</i>	<i>September 1840</i>
<i>Hannah</i>	<i>Cork</i>	<i>120</i>	<i>Mate</i>	<i>Coal trade</i>	<i>October 1840</i>	<i>July 1841</i>
<i>Orlean</i>	<i>Cork</i>	<i>101</i>	<i>Mate</i>	<i>Coal trade</i>	<i>September 1841</i>	<i>March 1849</i>
<i>Edith</i>	<i>Swansea</i>	<i>130</i>	<i>Mate</i>	<i>Mediterranean</i>	<i>June 1849</i>	<i>February 1850</i>
<i>John Wesley</i>	<i>Cork</i>	<i>140</i>	<i>Mate</i>	<i>North America</i>	<i>March 1850</i>	<i>October 1850</i>
<i>Ellen V. Margaret</i>	<i>Cork</i>	<i>148</i>	<i>Mate</i>	<i>Coal trade</i>	<i>October 1850</i>	<i>March 1851</i>

Witness *William Roche* Residence *Cork* Signed *John Dempsey* Place of Address *May Street Cork*

I request that my Certificate may be transmitted to the Custom House of the Port of *Cork* between the 1st and 31st December 1850.

As it is uncertain at what Port I shall be between the 1st and 31st December next. I shall renew my application.

(Over)

UK and Ireland, Masters and Mates Certificates, 1850-1927 for John Dempsey

057800 - 061099 > 58400 - 58699

**MATE'S CERTIFICATE OF SERVICE.**  
*(Issued pursuant to the Act 13th and 14th Vict., cap. 93.)*

N<sup>o</sup>. 58.538  
 Number Fifty-Eight Thousand Five Hundred and Thirty eight

John Dempsey.

Born at Kinsale County of Cork on the 13<sup>th</sup> Jan<sup>y</sup> 1809  
 Has been employed in the Capacities of App. Seaman & Mate 13 years in the  
 British Merchant Service in Coastal & Foreign Trade.

Bearer's Signature John Dempsey

Granted by the REGISTRAR GENERAL OF SEAMEN, LONDON. By order of the BOARD OF TRADE.

M. Minors Registrar.

Issued at Sept. 1853  
 this 20<sup>th</sup> day of April 1853 } W. J. G. L. L.

**No. OF REGISTER TICKET. 177.273**

**OFFICE COUNTERPART.**

**SEAMEN'S BOARD OF TRADE**

\*\* Any Person Forging, Altering, or Fraudulently using this Certificate, will be subject to a penalty of FIFTY POUNDS, or THREE MONTHS' Imprisonment with or without HARD LABOUR; and any other than the Person it belongs to becoming possessed of this Certificate, is required to transmit it forthwith to the REGISTRAR GENERAL OF SEAMEN, LONDON.

UK and Ireland, Masters and Mates Certificates, 1850-1927

057800 - 061099 > 58400 - 58699

No. ~~11111~~ *Masters* Port of *Carri.*  
**CLAIM FOR CERTIFICATE OF SERVICE.** *20<sup>th</sup> day of April 1850<sup>3</sup>*

Christian and Surname at full length	Number of Register Ticket	When and where born	Present Age
<i>John Dempsey</i>	<i>177-273</i>	<i>January 1809 Kinsale</i>	<i>41</i>

PARTICULARS OF SERVICE.

Vessel's Name	Port belonging to	Tons	Capacity, whether Apprentice, Seaman, Master, or Mate	In what Trade	Date of Service
<i>Vancy</i>	<i>Kinsale</i>	<i>48</i>	<i>Apprentice</i>	<i>Coasting</i>	<i>From Sept 1822 To Decr 1827</i>
<i>Hazard</i>	<i>Kinsale</i>	<i>70</i>	<i>Seaman</i>	<i>Coasting</i>	<i>Do Novbr 1827 Do Decr 1829</i>
<i>Hickman</i>	<i>Kinsale</i>	<i>180</i>	<i>Mate</i>	<i>Coasting &amp; Foreign</i>	<i>Do Decr 1830 Do June 1833</i>
<i>Narcissus</i>	<i>Salmon's Jamaica</i>	<i>160</i>	<i>Mate</i>	<i>Foreign</i>	<i>Do July 1833 Do August 1834</i>
<i>Loister</i>	<i>Kinsale</i>	<i>72</i>	<i>Master</i>	<i>Coasting</i>	<i>Do March 1835 Do Sept 1841</i>
<i>Samab</i>	<i>Car.</i>	<i>140</i>	<i>Master</i>	<i>Coasting</i>	<i>Do Sept 1841 Do Decr 1842</i>
<i>Orleans</i>	<i>Car.</i>	<i>101</i>	<i>Master</i>	<i>Coasting</i>	<i>Do July 1842 Do Sept 1848</i>
<i>Titiah</i>	<i>Wex</i>	<i>130</i>	<i>Mate</i>	<i>Foreign</i>	<i>Do Sept 1848 Do Sept 1849</i>
<i>John Wiley</i>	<i>Car.</i>	<i>150</i>	<i>Mate</i>	<i>Foreign</i>	<i>Do May 1849 Do July 1852</i>
<i>Queen Royal</i>	<i>Car.</i>	<i>150</i>	<i>Mate</i>	<i>Foreign &amp; Car.</i>	<i>Do May 1852 Do Sept 1852</i>

Witness *Daniel M. Corthy* Residence *Kinsale* Signed *Apr. 21 - 1853* Place of Address *Kinsale*

I request that my Certificate may be transmitted to the Custom House of the Port of *Car.* between the 1st and 31st December, 185<sup>3</sup>.

As it is uncertain at what Port I shall be between the 1st and 31st December next. I shall renew my application.

*John Dempsey* (Over)

Mer. Seamen. 5,000 [11-50]

## Appendix H Probate and 1861 Census for Thomas Plain

England & Wales, National Probate Calendar (Index of Wills and Administratio...

1908 > La Barte-Pywell

tration  
Pittard

**PLACKETT** John of Chellaston Derbyshire died 29 February 1908 Probate **London** 18 March to George Henry Plackett butcher. Effects £980 6s. 8d.

rpenter  
septem-  
Richard  
citor.

**PLAFORD** Mary Louisa of 37 Heigham-road Heigham Norwich widow died 6 May 1908 Probate **Norwich** 12 June to Margory Plaford spinster and William George Wordingham solicitor's clerk. Effects £373 11s. 9d.

Wight  
inches-

**PLAIN** Thomas William Hart of 30 Park-place Cardiff died 12 January 1908 Administration **Llandaff** 19 March to Florence Plain spinster. Effects £16780 1s. 10d.

died 21  
14 De-  
izabeth

**PLAISTER** Mary of 6 Providence-place Shepherds Bush Middlesex (wife of William Plaister) died 1 March 1908 at Hammersmith London Administration **London** 23 March to the said William Plaister formerly a butler. Effects £113 14s. 7d.

389



**Appendix I Will of James Austin Harley**

Ireland, Wills and Grants of Probate, 1858-1900 for James Austin Harley  
 Cork > 1879-1881

<p><i>Harley</i></p>	<p>In the Name of God Amen I James Austin Harley of Clarence House in the City of Cork Merchant publish and declare this as my last Will and testament and hereby revoke all other testamentary dispositions / if any / heretofore made by me. I desire and bequeath to my dear &amp; beloved Wife Mary Harley all my property whether real or personal or Chattel real And I appoint my said Wife sole Executrix of this my Will. Dated this Twelfth day of January One thousand Eight hundred and Seventy seven. James Austin Harley</p> <p>Signed published and declared by the said testator as and for his last Will and testament in presence of two who have at his request in his presence and in presence of each other all three present at the same time hereto signed our names as Witnesses. J. A. Mansahan Solicitor Cork. James Buckley Cork.</p>
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