

ENGINEERING NOTES FROM CORK.

AT a meeting of the Harbour Board on Friday, the following report was read:—

GENTLEMEN,—I beg to report that the turntable of Anglesea Bridge is not being constructed strictly in accordance with the drawings and specification which were submitted to you, and approved of by the joint committee of the Corporation and Harbour Board. A considerable modification of the original design has been introduced, for which I am not responsible, not having been consulted on the subject. The engineer of the Corporation states that the alteration will not in any way injuriously affect the structure, and that he saw sufficient reasons for its adoption. I have not gone into the necessary calculations for the purpose, and do not, therefore, offer any opinion as to the relative merits of the two designs, but have considered it my duty to bring the matter under your notice.
PHILIP BARRY.

Messrs. Kennedy and Cantillon expressed surprise that there was any departure from the plan without consulting Mr. Barry, and said they were sure it was not done with the sanction of the Corporation.

In reply to Mr. Kennedy, Mr. Barry said the engineer of the Corporation in the matter was Mr. Fidler; and the report was ordered to be sent to that body.

The board then proceeded to consider the tenders for the construction of the Northern Deep-water Quay. There were three—namely, Messrs. H. and J. Martin, Dublin and Belfast, for middle section, £18,000; for Water-street return, £2,517; total, £20,517. Mr. Terence O'Flynn, for middle section, £21,000; Water-street return, £2,250; total, £23,250. Mr. R. W. Johnson, middle section, £19,972; Water-street return, £2,772; total, £22,744

The engineer recommended the board not to take any tender for the Water-street return, as it was a work impossible to execute.

On the motion of Mr. Honan, it was then agreed to accept the tender of Messrs. H. and J. Martin for the middle section at £18,000.

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