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AN
 ANSWER
 TO
 OBJECTIONS
 Against the making of a
 BASON,
 With Reasons for the bettering of the
 Harbour of *Dublin*.

By Capt. *John Perry*.

DUBLIN:
 Printed by *S. Powell*, in *Copper-Alley*,
 MDCCXXI.

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An Answer to Objections against the making of a Bason, in the Harbour of *Dublin*, &c.



AFTER having Directions given me in the Year 1713 from the Committee of the Ballast-Office, who were appointed to treat with me at that Time, that I should in the Report of my Survey then given them, bring in my Estimate for the making of a Bason convenient for Ships of 12 foot draught of Water; but they declaring that they were not sufficiently Empower'd then to agree with me, the Chair of the Mayoralty being vacant; In the Month of *August* last I was prevail'd on by some Members of Parliament of Worth and Estates in this Kingdom, to come over hither again for the renewing my Proposition, and a Committee of the Honourable House of Commons having been appointed on the 24th Day of *October* last to Inspect the Execution of the Ballast-Office, and to consider whether the Harbour of *Dublin* might be made more

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more Safe and Commodious: I laid before the said Committee a Scheme for Improving the said Harbour, together with Draughts and Models to Explain the Methods of Working, and Estimates of the Expence of every Branch of the Service, the general reasons which my Judgment and Experience in Works of this kind had Suggested to me were Printed, and dispers'd to give Opportunity to every Man to form Objections if any were to be made. That Committee met often, and indulg'd every Man to offer his thoughts for or against the Scheme, or any part of it, and none being offer'd that I remember but what receiv'd a Satisfactory Answer, the Committee made their Report on *Friday* the 10th Day of *November* last, in which there were several Resolutions all agreed to by the House; and thereupon it being order'd that Heads of a Bill should be brought in upon the said Resolutions, and that a Clause should be Inserted to enable the Lord-Mayor, Sheriffs and Commons of the City of *Dublin*, from Time to Time to raise such Sums not exceeding 5000*l.* as should be necessary for carrying on the said Works, by Mortgage of the Revenue of the Ballast-Office or any part thereof. Among the fore-mention'd Resolutions agreed to by the House there is one in these Words, Resolved. *That it is the*
Opinion

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Opinion of this Committee, that the making a Bason wherein Ships may always lye afloat and secure, will be a great Advantage to Trade. Then follows this Resolution, *That the Method proposed by Capt. John Perry for making such a Bason is reasonable and practicable.*

Since the late Adjournment of the House of Commons, some Gentlemen having been appointed by my Lord-Mayor to discourse with me on the several points for the Improvement of the Harbour, and several Objections having particularly arose against that part of my Scheme relating to the making of a Bason. I therefore think it my indispensable Duty to give some Answer to those Objections, that Mankind may judge whether such Bason will be of real advantage to the Publick, without being attended with any of those Evils that are now apprehended from it. The great or principal Reasonings which are brought against the making of a Bason, and from which the Work is alledged to be impracticable, are as follows.

First, that the keeping up of the Water to such a heighth in a Bason as to be Commodious for Ships coming up at the Neap-Tides, to lade and unlade their Goods at the Keas of the City, will be attended with the evil Consequences of Stagnating the Water in the Common Shores, to the
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same heighth or level I propose this Work to be done, and thereby in the time of great Rains and high Tides, unavoidably overflow (more or less) the Cellars and Kitchens in all the low parts of the Town on the North-side of the *Liffey*, a Misery they now too often feel the effects of, partly from want of Room in the Common Shores or Receptacles for drinking up the Rain Water in the Streets, and partly by the Leakage from the Mouths of such Common Shores when the Tides in the *Liffey* swell to any considerable heighth, and when there happens any great Rains as aforesaid.

Secondly, that they are apprehensive that the penning up the Water would likewise be an Annoyance to several of the Streets and Cellars on the South-side of the *Liffey*, and the Mill-Wheels by *Island-Bridge* and near the Horse-Guard in *Dames-Street*, be thereby stopt and hindered from Working.

Thirdly, that the Rights of the Proprietors to the Lots on the North-Strand would be invaded by this new projected Basin, in case of the putting in Practice the Methods hereafter proposed for the obviating of the first Objection.

Fourthly, that the City have a Law-Suit depending with Sr. *John Eccles* concerning the right of Propriety to a space of
Ground

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Ground extending from the Westermost end of the new Wharf or Kea called *Dublin-Kea*, which is the reason that the same is not continued and adjoin'd to the main Land, and is very uncertain when such Dispute at Law will be decided.

Fifthly, that Persons concern'd in carrying on the Trade of this City are very well contented with the make and size of the Ships they now have, which are built on purpose to lye on the Ground with their Lading, and that they do not Conceive how either such Ships, or any other, tho' built of a better Model and larger Dimensions, can be of any such considerable Advantage in the coming up to lye a float in a Basin, as to be equivalent to the Evil that is apprehended. Therefore to each of the Points objected, the following Answers are humbly submitted to Consideration.

As first to prevent the Mischief of the Annoyance of Water on the North-side of the *Liffey*, I propose a New common Shore to be made all the way down upon the *Kea*, parallel to the River, to extend from that common Shore which is near Mr. *Henry's* Banker on *Ormond's-Kea* down to the North-Strand, behind the End of the aforesaid *Dublin-Kea*, such new Shore I propose to be built with Hewn Stone and Tarras at the outward
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end next the Sea, and to be made with two Doors one within the other, so that if an Accident of any Stick or Chip should get between the Rabbits of the one, the other may not fail to shut tight; as also to be made with two Mouths, that when time shall by the Salt-Water so decay the Hinges of the one as to require repair, the other may answer the Service.

This New common Shore which will Extend about 156 Perch in length, Irish Measure, I propose to be made equal with the Bottoms of the other Great Shores, which altho' the Mouth of the biggest of them (which I take to be that in *Jervis-street*) is but about two foot one way and one foot the other, fixed with a small Flap thereto for keeping out the Tides. Yet I am informed that the depth of the same is between Five and Six Foot, and breadth proportionable, being made of such Dimension, hollow underneath, several Streets, on purpose to be a Receptacle for the rain Water, but often is more than filled, either with the Rains, or the Addition of Leakage upon high Tides, by the Mouths of the same Shores in one place or other, so that the Kitchens and Cellars which are frequently annoy'd, I am informed does not at all happen from the Water swelling
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over the *Keas*, and running in at the Tops of the Cellars in the Streets; but by the Deficiency of Room in the Receptacles, and by the Mouths of them not being tight. Therefore this common Evil in my Opinion highly deserving some Remedy. This new Receptacle or Common Shore which I propose, will carry with it (in the length aforesaid) the Additional Convenience of containing about fourteen hundred and fifty Tuns more Water than there is now any Provision made for; should a greater Quantity of Rains hereafter fall, and higher Tides happen to rise in the *Liffey*, than was ever known in the Memory of Man, the Objection above-stated if not hereby effectually removed, yet at least so much Water as this New Provision will contain, will be an undeniable Relief in respect to Room, and the Mouth of such Receptacle being well secured against suspicion of Leakage, the Mouths of the present Shores may be wholly shut up, by which so much Mischief has been known in part to arise.

In proceeding to make this Work, I propose it to be begun at the outward end, and as the Ground is open'd from place to place in carrying on the same to ram the whole length with Clay in the filling the Earth in again, so as to
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prevent any soaking of Water into any of the front Cellars which lye low ; and at those places where the present Common Shores fall into the New, I propose to shut up the Passage to the River in carrying on the Work, and ram the Wharfs with Clay to be secure from all Leakage.

The Charge of the performance of this Work for the length of 156 Perch aforesaid, according to the best Information I can get of the Price of Materials and Labour, will amount to 4. l. per Perch, which will make the whole Expence to be 624. l. Which way Money may be found for such a Work, whether to be brought into the Charge of the Basin, or to be raised by the Inhabitants is not my Business to treat of ; But submit it to consideration whether to be entirely freed for the future from the Stagnation, and Annoyance of Water which hath hitherto been amongst so many Buildings on this side the *Liffey*, would not be worthy the Expence of this Remedy, altho' there were no Occasion for any Basin ever to be made.

Secondly, as to the Objections mention'd on the North-side of the *Liffey*; in my Estimate of the Expence of a Basin which I laid before the honourable Committee of the House of Commons, I did not

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not propose the building of the Dam to any greater height than the common Neap-Tides, for Ships that draw only about Ten Foot to come up with their Lading, thereby to avoid any Annoyance of Water in any low parts of the Town, until the effect should be seen of keeping it to that height, and as proper Remedies should be found to prevent the Waters coming into any Cellars or Kitchens, then to raise the same higher at leisure, as the City should see fit, and in order to enable them so to do, I proposed the Sluice in the mean time to be made of height sufficient for the penning up fourteen or fifteen foot depth of Water in the Basin, whenever required.

Now if the Dam accordingly be at the first made only to keep up the Water to the aforesaid Gage, which that I may be the better understood, I compute to be at five foot below the front of the *Custom-House-Kea*, (the Yard lying with a Descent somewhat higher) finding as I have lately sounded the River that with a very little Labour of Gabbards in some particular shallow places, such Ships as aforesaid, when a Sluice is fixed and the shallow place a little below the Point of *Rings-end* deepned, may at Neap-Tides altho' the Water should not flow so high without

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without as within the Bafon, pafs the Sluice with their Ladings, and come directly up to the *Keas*, and at thofe Tides which rife higher than the Dam or Wall of the Bafon, then larger Ships may come up and be likewise ten foot Water born, when the Tide ebbs of below the Bafon, which altho' no more Water were penn'd up, will be of confiderable eafe to any larger Ship. Befides there are feveral deep places between *Essex-Bridge* and *Ring's-End*, where the Water is at leaft fourteen foot depth below the faid Level of five foot from the Top of the *Custom-House-Kea*; but if the Remedy before propos'd be perform'd for preventing any Annoyance of Water on the North Side of the *Liffey*, it will then be practicable for the Water to be kept up at leaft a foot or two higher in the Bafon without the Sixth part of the Detriment to any of the Cellars or Kitchens on the South-side, as is apprehended on the North, and which I believe may be in a great Meafure remedied, for as little Proportion in the Expence; for there is but a very little part of any Common Shore underneath any Street on the South Side that lyes lower than the Surface of the Water propos'd to be penn'd up, and but one place that I could find upon my going in a Boat, that has any Flap fix-
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ed to the Mouth of any common Shore, which is at the end of *Lees-Lane*, and which may be easily rais'd fo as to be fufficient to difcharge if not all yet the greateft part of whatfoever Rain Waters may happen, as well as thofe by the rife of any Tides. And for fuch Annoyance of Water which any low Parts are now affected with, upon the rife of great Tides, a Bafon will not in the leaft Augment the prefent Evil, and they muft either be at the charge to make a Security to keep out the Water or have recourse to the prefent Method of difcharging it on like Occafions.

Next as to what has been mention'd of the Apprehenfions of ftagnating the Land Floods in rainy Weather, in the great Shore that comes down from the Mill in *Dames-street*, by the penning up of the Water in the Bafon, I fhall firft obferve that the faid Land-Floods are never ftagnated by means of the greateft Storms and Tides, any further than the tail of the faid Mill, *Dames-street* lying feveral Feet higher than ever any Tide was known to rife, and all Land-Floods which come down by this Shore, notwithstanding any penn of Water in the Bafon, will be equally as free in the difcharge of them for the future as at prefent, for the Top of the Arch of that Shore being equal with the front of the *Custom-House-Kea*, or very near it,
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and the greatest heighth of Water before proposed to be penn'd up in the Bafon, being not so high as that *Kea* by at least three foot, a Body or Column of Water coming down with a Descent from the tail of the Mill, will set out thro' the Area of the Arch, in the same breadth and depth as is now usual upon the Land-Floods. Likewise as to the foremention'd Apprehension of the Mill being stagnated, and deprived from Working by means of a Bafon, I have been inform'd upon my Enquiry at the Mill, that they are not now prevented from working but at Spring-Tides and stormy Weather, and often are not at all prevented even at Spring-Tides. And the same Account I have likewise had at the Mill at *Island-Bridge*, they each of them having in common Prudence had regard to the fixing their Wheels, so as not to be prevented from working, but as aforesaid; and thereby it follows that the heighth which I propose to keep up the Water will not at all be any hinderance to them. And the reasons which are before shewn, relating to the discharge of the Rain Waters coming down by way of the aforesaid great Shore, will carry the same Demonstration also relating to the Rain Waters, and Rivulet called *Coleman's Brook* discharged into the *Liffey* by the Mouth of the great Shore on *Merchant's-Kea*, and the
great

great Shore on the other side by which the Brodage Rivulet is discharg'd; for the Heads of each of these Shores lying considerably higher than the Surface of the Bafon, the Waters when set in Motion by a Descent, were the same but a very small Difference of Level, will find their free passage, and keep their Velocity into the Bafon, until the Current immediately without the Mouth of such Common Shores will there spread and lose it's force, like that of a River discharg'd into the Sea; And there being no Doors or Gates fix'd to either of them I take to be an Evidence that the greatest Tides which often happen to rise several foot above what I propose the penning up of the Bafon does them no harm, for if it did it would naturally have obliged them to think of some Remedy. Likewise finding that there are no Flaps fixed to keep out the Tides to any of the small Shores above, or Westward from the Mouth of the said Shore near *Mr. Henry's*, is the reason why I have not proposed a New Shore on the North-side of the *Liffey* to extend any further than the said Place.

Thirdly, As to the Detriment apprehended to the Proprietors of the Lots on the North-Strand, by the discharge of the Common Shore thro' their Ground, as is before proposed, I cannot reckon
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this Objection to be of any considerable force at the present; but when the Time shall come that the Tide shall be shut out by the inclosing of the Walls or Dam which are now making round the said Lots, which perhaps may not be till some Time after the Work of the Bason if taken in hand shall come to be finished, I humbly conceive that then when such Common Shore shall be found necessary to be further extended quite thro' the said Lots, the same may be carried thro' some of the Streets intended, but will wherever it is carry'd be so far from being an Annoyance that it will deliver them from the same Inconveniences that are now felt higher up on the same side of the Water, with but very little Addition to the necessary Expence they will otherwise be obliged to, in making ordinary Common Shores, if they design any Buildings there.

Fourthly, As to that part of the said North-Strand at the Westermost end of the New *Kea* intended, now in Dispute between the City and Sir *John Eccles*, I make no doubt but that will be amicably decided, and in the mean time, while the Property of that Ground is yet undetermined, 'tis reasonable to hope, that neither of the contending Parties will

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will refuse their Consent to the carrying on so Publick a Work.

As to the fifth and last Objection, which is stated relating to the Benefit and Advantage to the City and Country adjacent proposed by a Bason, altho' I know I am very unequal to the Task of speaking to this point in such manner as so extensive a Subject requires, yet I will humbly observe these following things.

First, If it be true that a Ship of Fifty or of a Hundred Tunns built of the same Model (or Mold) and proportion of Mast and Sails, requires two thirds of the same Hands and Wages of Men to sail her, as a Ship of double the same Burthen, as is generally computed as far as I have ever understood, and if then all Goods, as in the Freightage of Coals or otherwise, must be delivered so much the dearer to this or any other Port, must not the same be felt either in the Profit to the Merchant, or to every individual Purchaser in the Retail of such Goods; As for Example, If twelve Men in a Ship of One hundred Tunns must make two Voyages to bring Two hundred Tunns of Coals, or can bring Eight hundred Tunns by the making of Eight Voyages in a Year; and if each Man Victualing and Wages stands the Merchant

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in forty shillings *per* Voyage one Voyage with another, then the Expence in this Article, in one Year will be in the Earnings of such Ship 192 *l.* Again a Ship of Two hundred Tunns sail'd by sixteen Men making Eight Voyages will bring twice the Quantity of Coals, and the Expence of Wages and Victuals at forty shillings *per* Man *per* Voyage, be in one Year but 256 *l.* besides the Difference in Wear and Tear, it is then plain that in this single Article a Ship of Two hundred Tunns will gain 128 *l.* more in one year, than two Ships gain at a hundred Tunns each. If then a Sluice be fixed to three or four foot depth below the Low-Water-Mark, or better if it can be obtain'd, for large Ships to come directly up and lye always afloat, will not a Basin then be necessary; for if it be computed that the whole Quantity of Coals expended in the City of *Dublin* in one Year and Places adjacent, do amount to Fifty thousand Tunns, were they supposed to be delivered by larger Ships, would there not then be the sum of 4000 *l.* *per Annum* less Expence in the bringing of them, and must not either the Merchant have this Profit in his Pocket, or the People buy their Coals so much the cheaper, or part one and part the other; and will not this Argument

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gument hold good in a like Proportion if I am right in this Calculation, touching the much smaller Vessels which are now generally employ'd in bringing of Coals, and in the Case of all other Goods brought into this City whatsoever.

Secondly, If Ships built on purpose to lye on the Ground do require, in Proportion to their Bigness, greater Dimensions and Weight of Timber and Iron-Work in them, to make them stronger than sharp built Ships are made, will not there both be more Money required to build Ships of such strength, and will they not be more heavy in Sailing, and less Expeditious in their Voyages, as being more lyable to be driven to Lee-ward by contrary Winds, is not this another Disadvantage to the Trade of this Place, and do not all Nations esteem it a most valuable Advantage, if they have Opportunity of keeping their Ships afloat when Laden.

Thirdly, Do not Ships now pay Two Shillings *per* Tun, Gabbaridge for the Goods they now lade and unlade in *Poolbeg*, and in *Salmon-Pool* and *Glantarf-Pool* Fifteen Pence; besides as to the Gabbards are they not heavy built for the same necessity of lying on the Ground with their Burthens, and are sometimes driven

driven on the Shore, and the Goods in them spoil'd or lost, and other times imbezeld. And are not likewise Ships from *Poolbeg* often driven on the *North-Bull*, and all these things an Immediate Deduction out of the Merchant's Profit, and will it not be allow'd that all manner of Goods by these Circumstances become dearer in the Retail, and therefore worthy of Consideration to have Ships come directly from the Sea into a Bason, where they may lye in the greatest Safety, from Weather, and from an Enemy, as well as with the greatest Ease transport themselves from one Place to another at all times of the Day, and deliver their Goods directly out of their Ships at the Keas of the City, or at least the greatest part of them, and for such Coals or other Goods that there may be Occasion to be carry'd by Lighters any where from *Island-Bridge* to *King's-End*, to any particular House or Place, may it not be presumed that proper small Gabbards or Boats without Decks will in Time be built for such Service, which, as they will not need any defence against the Sea, or to lie at all on the Ground with their Burthens, may they not be made so much the cheaper, and when in a Still-Water where they will not be hinder'd by any Flux

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or Reflux of the Tides or Weather, (unless when great Land-Floods happen which may sometimes make the Passage difficult through the Bridges) and which too may be render'd easy by small Capstane's fix'd for it. Will not such Vessels that will be able to transport Goods with less Men and in less time, with Vessels cheaper built, and less Occasion for Ground Tackle, be better paid if they receive after the rate of six-pence *per* Tun, or a Groat, than they are now paid when they receive two shillings or fifteen-pence, and be found in the Extensive and Grand Article of the price of Coals, as well as in what has been before observ'd.

If each of these respective Points laid down be true, will not the Consequences follow both of having all Goods by Sea come cheaper in to the Port, and be purchased so by every Inhabitant, and all Goods, the produce of the Country, sold for Exportation bear a beter price when the Harbour is mended, will not then the Advantages in two or three Years time when Ships will find the Benefit of a Bason, be more than will pay the Cost of it, the charge of making the Common Shores before-mention'd included?

Have not the People by Voluntary Subscription raised Money to build a Dock or Bason at *Liverpool*, to be repaid

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paid with Interest by a Duty on Ships that come into the Bason? And does not that Town feel the Benefit of it, and the Trade of *Chester* decline? And are there not other Instances in the World that bear the same Evidence of the Increase or Disadvantages to Trade from the same Causes? Shall not the Barr and the Rage of the Waves of the Sea setting over the South-Bull be considered as a Detriment to this place? Do not Ships from *London* contract for five shillings *per Tun* more to this Port than to *Cork*, and hard to perswade them to come hither at all by reason of the Distresses of the Port? Is it not a discouraging thing for Seamen to consider that when they have a hard Gale of Wind with a Lee-shore, if they are Jealous of being half an hour too late when they arrive near upon the Coast, they must beat to Wind-ward perhaps Eight or Ten Hours before they dare attempt to put over the *Barr* or be driven upon the shore when their Anchors will not hold them? And are not some large Ships obliged sometimes to lye several Days in the *Bay* to lighten, before they can come at all over the *Barr*? And is it not known that Ships are frequently driven from their Anchors, and others knock their Bottoms out even in the places where they lye within the Harbour, as I have since

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I came here seen an Instance of a Danish Ship, that had a Hole cut in her to sink her by Mr. *Adare* a Carpenter at *Rings-End*, to prevent her Bottom being knockt out in *Salmon-Pool*? Do not Ships from *Holland* and other places make these things an Article in the Estimate of their Voyages, and will be paid for it, or are they not more glad of a Haven of Rest and Safety?

If I might humbly offer therefore one thing with regard to the respective Works I have propos'd, would not Ships to have a better depth at the Entrance of the Port, to be freed from lying a-ground with their Burthens, freed in a great Measure from the Expences of *Gabbard-ridge*, freed from the Injuries of Wind and Weather? The danger of being driven on the shore, and the common wear and tear of their Ground Tackle, better afford to pay *6d. per Tun* for coming into a Bason for a certain Term of Years, than to be under the Difficulties and Expence they are now at for Ever, and will not such an Additional Sum coming in to be added to the present Duties that may be appropriated from the Ballast-Office towards the carrying on the Works propos'd, be a Fund sufficient to raise immediate Money by subscription, as at *Liverpool*, both for the making of a Bason,

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son, the deepening the *Barr*, and the carrying out an Effectual Work for breaking off the Sea on the South-Bull to the distance which I have proposed, and this Duty then to cease. Unless some thought may be taken to make some allowance to the Owners of the *Extra Gabbards*, and Provision for the Men to be brought into some other way of Business.

If Gentlemen will consider this, and the City will recommend it to the Great Assembly of the Nation, may not an Act be obtain'd for it; and if found acceptable no Care I am sure shall be wanting on my part, to have the Honour of being an Instrument in performing so Eminent a Service, that will carry with it all humane probability of Benefit to this Capital for ever.

One thing more I think it my Duty to mention on this Occasion, is, that the Harbour of *Rye* at the time of the *Beachy Fight* was a place where one of the King's Second Rate Ships of War put into when she was very much shatter'd, and was preserv'd from falling into the hands of the Enemy. But there having been some few Years since some Land walled in from the Sea within the Mouth of the Harbour, the strength of the Current setting in and out being diminished, that

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that Port is thereby become very much choaked up. Another Instance is this, that about Thirty Years since, or less, some Proprietors of Land overflowed by the Tide within the Mouth of *Tinnotub Haven* or *Barr*, sett hands to Work to wall out the Sea for the recovery of such Land. Upon which the Town of *New-Castle* jealous of any detriment that might happen to lessen the depth on the *Barr* and in the Harbour, sent to forbid the proceeding, and upon the refusal of the Proprietors to desist sent forth a Mob who ruined and tore down the Works; whereupon a Law-Suit was commenced, and the Judges determin'd that the regard to the Preservation of the Port was superior to any of the Pretensions made by the said Proprietors.

I would only ask this Question hereupon, That if the taking in of the Land on each side of the *Liffey* down as far as *Rings-End*, will cause a less Quantity of Water to sett in and out of this Port every Tide, will not the strength of the Current be thereby diminished, and consequently the depth both upon the *Barr* and in the way between the *Barr* and *Rings-End*, in all probability be lessend in a Course of Years, unless a *Barron* be made, by which to scower the Harbour.

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And if the Work that is now carry'd on upon the South Bull, has been done with real want of Judgment equal to such a Task, by which the Sands (or Ground) instead of being preserv'd has been torn away into *Poolbeg* to at least six or seven foot greater depth at the outward end, than when the Work was first begun, and for a good length this way, where the late invented Frames have been sunk with a free passage for the weight of every Wave to gush underneath, and thro' them, is it possible for Men so unskill'd to go any further without the like Evil Effects? And if that Work be not proceeded on in a more judicious manner, will not whatsoever Sands are driven into *Poolbeg*, when the Current shall be diminished, be the more liable either to settle there or upon the *Barr*, is a point in my Thoughts, which deserves especial consideration, at least not to render the Harbour in a worse state than it now is.

I hope that no Gentleman will think I have writ this Discourse out of any busy Solicitation for Employment, Covetousness of Gain to my self, or other Motive distinct from the Publick Good of this Place. For First, I can with great Truth affirm that I had other offers made to me to be employ'd in an Affair of
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Reputation and Importance in a Foreign Country, which I declined upon Perswasion that my Service would meet with acceptance here, where I had much rather it should be found useful, besides 'tis sufficiently known that I have not gone about to Stipulate any Conditions at all for my self since my last coming over, but have declared my Intentions intirely to leave the Consideration of any Reward that I may be deem'd worthy of in this Kingdom until the Works I have propos'd should be perform'd, having found a greater Recompence for the Service I did lately in *England*, than I either solicited or expected.

But on the other hand, if it should not at present be thought fit to Employ me to do any thing which I have propos'd here, yet I humbly hope; that since my Proposals have been deem'd, both advantagious and practicable by the Honourable House of Commons, I may be defray'd the expence which I have been at in my Journey hither: I hope too, that as it will be Honourable to me, so it will not be thought Unreasonable in it self, if I am allow'd some further Consideration either for my Time, which to me is the most valuable thing in the World, or for the Methods laid before the Committe, for which the House were
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pleas'd to do me the Honour to think me deserving Incouragement, as appears from their Resolutions of the Tenth of November last. In these Words, Resolved, *That it is the Opinion of this Committee, That Capt. John Perry for the said several Methods by him propos'd to this Committee deserves all fitting Encouragement.* I only mention this and leave it to take its Fortune.

Some Affairs of my own which are of Consequence to me pressing my return to London, I shall go from hence in a few Days, but I thought it, First Incumbent upon me to free the Propositions which I have made, from being in any wise misunderstood or aspers'd.

Dublin December 6th. 1721.

John Perry.

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