



BOROUGH OF LIVERPOOL.

Health Committee.

IMPROVEMENT AND EXTENSION

OF THE

CANAL MANURE WHARVES.

LIVERPOOL:
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1865.

Borough of Liverpool.

HEALTH COMMITTEE.

IMPROVEMENT AND EXTENSION OF THE CANAL MANURE WHARVES.

WHILE the Report of the Borough Engineer on the means for removing the refuse of the Borough, dated July 1849, and detailing a scheme for its complete removal and appropriation, was under the consideration of the Council, the Health Committee instructed him to report separately on that portion of it which relates to an improvement in the manner of discharging the loads at once into the barges or other vessels for conveying it. In accordance with this instruction the following Report was brought up:—

“In order that the carts may discharge their loads directly into the barges on the canal, or into waggons which can be carried by railway, it is proposed to make the arrangements at Burlington-street yard shown by the accompanying plans. In these the present quay is shown as extended to 300 feet in length and thirty feet in width, affording wharf accommodation for eight barges. The area on each side of the quay is covered over with brick arching forming bays, for the accommodation of the empty carts and waggons, and implements below, and above forming a discharging place surrounding the quay, from which the carts may shoot their loads directly into the barges or waggons.”

The whole area of the discharging place and of the quay is roofed over, and in the roof ventilators are provided, which would throw any noxious or disagreeable effluvia high into the atmosphere.

The loaded carts will enter into Burlington-street close to the bridge, and either proceed along to discharge at the tipping places on that side of the quay, or cross over to the other side of the bridge, which, it will be seen, spans the entrance to the quay from the canal. Having discharged their loads, the carts will proceed down the inclined plane at the end of the quay next Vauxhall-road, and leave the place by the corner gate. The quay is shut off from the canal by a gate hung by pulleys on a railway; the lower end of the gate dips under the surface of the water, the other end is also enclosed.

The quay thus constructed will afford space for sixty carts being emptied at one time with the utmost facility and despatch; and, from the whole process of discharging being performed under cover, and the stuff carried instantly away, the nuisance would be reduced to a minimum.

The cost of constructing the quay as shown will be about £5,000, and the cost of forming a similar one on a smaller scale, out of town, would be about £2,000. The interest on the total amount of £7,000 will only be £350 per annum; and, as the Contractor will be able to dispense with a yard for his carts by having accommodation for them in the bays along the quay, he will be able to pay a rent which will cover the interest, and provide a sinking fund for paying off the principal.

In discharging by the present mode each ton of manure costs the Contractor sixpence, that is threepence at each end, and as the amount discharged daily averages 480 tons of the contents of the ashpits, and 300 tons of street refuse, there would be a saving of sixpence per ton on these, amounting together to 780 tons, or £19 10s. per diem, or £6,045 per annum—a saving which will go far towards paying the additional cost of removing the soil to a distance from the Borough, with all the plant required, and of providing lay stalls for it there.

To carry out this plan it is obviously necessary that one person should have the disposal of the refuse of all kinds collected in the Borough. Under this arrangement the objections to the want of demand for the manure when carried to the country depots, although not altogether obviated would be considerably lessened, because the Liverpool Market being destroyed, and competition prevented, purchasers would be compelled to go for the manure to any place where it could be obtained.

At a Meeting of the Health Committee, held on the 2nd of August, 1849; at which this second Report was submitted, it was resolved—“That the Engineer do proceed with the working drawings for the erection of the Burlington-street Wharf, so that no time may be lost in obtaining tenders for the work after the next meeting of the Council.”

For reasons which need not here be given the original scheme set forth in the Report of July, 1849, after being so far completed that

arrangements were made with Mr. Blundell for obtaining the land on favourable terms was postponed, and finally abandoned, and nothing was done in the way of remodelling the wharves.

On Mr. Rose entering on his new contract in 1853, the Committee resolved to carry out as much of the Engineer's plan as related to the prevention of depositing night soil on the wharves, and the facilitating its immediate removal by canal. Working drawings for the extension of the basin at Burlington-street, and the erection of simple tipping places along the wharves to admit of ten boats being loaded at once, were prepared, and tenders for the construction of the works were obtained. That of Mr. Bowers, amounting to £335, was accepted on the 6th of July, and the work was immediately begun.

But a new difficulty arose. The Canal Company, seeing the enlargement of the basin about to be proceeded with, interposed, and intimated that they would not permit it to be in connection with the canal; or, in other words, that they would decline the use of water for an enlarged basin. The works were consequently suspended, and, after much negotiation with the Canal Company, extending until November, 1853, they were finally abandoned.

The whole subject remained in abeyance until the end of last year, when it was temporarily revived; but it was not until August of the present year that the project of improving the present wharf, or of providing new and more extensive accommodation, was seriously entertained. The Engineer, on the 11th of that month, was instructed "to prepare and bring up plans and models of the proposed Manure Wharves," which was accordingly done.

The sites of Phillip-street, Burlington-street, and one farther north, at Sandhills, were visited by the Committee, and a deputation was appointed to confer with the Canal Company on the subject of improved Manure Wharves. On the 22nd September the deputation brought up the following report:—

"The deputation appointed to meet the Directors of the Leeds and Liverpool Canal Company report that an interview took place with them on Friday last. Plans were produced to the meeting on behalf of the Health Committee, showing the proposed alterations at Phillip-street wharf and at Sandhills Bridge, and the necessity, on public grounds, for improved accommodation was fully explained.

The Directors expressed their wish to meet the requirements of the Health Committee as far as possible, and it was suggested that the works to be ultimately agreed upon should be executed by the Canal Company, and a reasonable charge for the same paid by the Council. The deputation were of opinion that such an arrangement was desirable for all parties, and the Directors promised to instruct their officers to take the requisite steps forthwith for ascertaining the cost of the proposed works, and the charges to be made to the Council in respect thereof."

The Report was approved; and subsequently, on the 14th Oct., the Town Clerk reported—

"That the Borough Engineer and he had seen Mr. Tatham on the subject of the wharves, that Mr. Tatham had stated that the Company would make the requisite basins at Phillip-street Wharf and Sandhills Bridge, and that the sum of £2,000 per annum would be charged for the works and accommodation, the boats leaving the wharf at Phillip-street to pay pontage charges for passing the Swing Bridge near the Company's offices at the canal, together with the usual tonnage charges on all boats loaded from any of the wharves and navigating the canal."

And it was resolved—"That the Town Clerk be instructed to write to Mr. Tatham, asking him to state the particulars in respect whereof the charge of £2,000 per annum is proposed to be made, and to define all other charges intended to be levied; that the Borough Engineer be requested to take the necessary steps for ascertaining the number of barges, &c., laden with refuse collected by the contractors under the Health Committee and carried on the canal; and that the Town Clerk and Borough Engineer be requested to communicate with the Traffic Managers of the railways in the Borough with the view of ascertaining how far they are disposed to assist the Committee in the transit of the refuse by the railways, and on what terms the accommodation will be afforded."

At a meeting of the Health Committee, held on the 25th of October, 1864, the Sub-Committee reported that Mr. Tatham, the Secretary of the Leeds and Liverpool Canal Company, attended their meeting, and submitted the following offer on behalf of the Company:—

The Company to construct and complete two cuts or basins upon their land in Phillip-street Wharf, each seventy-five feet long and thirty-four feet wide, and also to make the present cut or basin of the like dimensions, each such cut or basin to be capable of containing two full-sized canal boats at the same time. (*See drawing No. 6.*)

Also to make proper cartway or wharfage between each cut. The Corporation to have the exclusive use thereof, and of all the land of the Company coloured red on the plan marked A (*No. 6*), now produced.

The Company to erect a good and sufficient wall across the north-end of the land to enclose the same. The Corporation, their servants, contractors, and workmen to have free access to the wharves, cuts, and canal at all times, both day and night, the Company keeping the requisite servants for that purpose. The Company to allow the Corporation to take such land belonging to the Company as may be required for making a basin and wharf at Sandhills Bridge for six canal boats, as shown on plan marked B (*No. 4*), now produced. The Corporation at their own cost to be at liberty to construct such last-named basin and wharf. The Corporation also to execute at their own expense all such surface works as they may require at Phillip-street.

The Company to keep the basins open, in good repair, and clear from all obstructions, and to light the wharves.

The Corporation to pay the Company the sum of £2,000 per annum for loss of wharfage dues at Phillip-street, to cover the expenses to be incurred by the Company in the above works, as also for the use of their land at Phillip-street and Sandhills Bridge.

The arrangement to continue in force for fourteen years, and if the Council think fit to accept the terms, the Company are to have the works executed and completed within two calendar months after notice.

At the end of the term the Corporation are to be at liberty to remove all plant and works laid down by them, whether the same be in the nature of fixtures or otherwise.

It was resolved—"That the further consideration of the above report be postponed for a month, and that in the meantime it be printed and a copy sent to each member of the Committee, together

with copies of the plans therein referred to, and also with copies of any other plans which have been prepared, and reports submitted to the Health Committee on the like subject."

And it was further resolved—"That it be recommended to the Council to take all necessary steps for obtaining from Parliament, at the next Session, powers to construct basins, wharves, and other works in connection with the Leeds and Liverpool Canal Company for facilitating the speedy removal of refuse from the Borough."

As further details were required to enable the Engineer to report on the Canal Company's offer, the Town Clerk was instructed to procure them from Mr. Tatham, and that gentleman forwarded to him the detailed statement which follows:—

I have again turned my attention as to the proposed alteration of the wharves and premises in Phillip Street, Liverpool, belonging to the Leeds and Liverpool Canal Company, and I cannot see any reason to alter my former proposal.

| | | |
|--|-------------|------------|
| I present a request for Wharves and Rents | £1,398 16 6 | Per Annum. |
| And to make three side basins with wings and head guards, and to make proper Cart Roads to each basin, also to erect a good and sufficient brick wall across the north end of the land to enclose the same, reserving to the Corporation the exclusive right of occupation | 157 10 0 | |
| Being 7½ per cent. on the outlay. | | |
| For depreciation, or to reinstate the wharves as at present, at the end of the lease | 157 10 0 | |
| Additional attendance to enable the Corporation to have access to such basins, wharves, and canal, at all times by night or by day, and to regulate the boats leaving the basin | 152 0 0 | 52.0-0 |
| Cleaning and removing the mud out of the basins..... | 124 0 0 | 30.0-0 |
| The Corporation to take such land belonging to the Canal Company, at Sandhills, as shown upon the plan, to enable them to make a side basin of their own. | 50 0 0 | |

(Signed),

JOHN TATHAM.

£2,040 6 6

Local Office, Liverpool, 15th November, 1864.

21 Feb 1865. Subject to the approval of the Council the Health Committee to the Sub Committee agreed with Mr Tatham (for the Leeds & Liverpool Canal Co) to accept his offer for the Co. to execute the works specified in the Memorandum sent a/fove. See the Memorandum to the Council of 17th Nov. 1864. The sum of £1750.0.0 is to be paid to Mr Tatham for the works.

*On behalf of the Council
James
Appoints*

£289 10 0
£1750.16.6

Whereupon it was resolved that the Borough Engineer be requested to report thereon, which he did, and his report is embodied in the following reply, of which a copy has been sent to the Solicitor of the Canal Company, and the Secretary, Mr. Tatham.

| | | | |
|--|--------|----|---|
| I estimate the cost of making the basins, enclosing the ground, and paving the wharves, exclusive of the top works, which are to be done by and at the expense of the Health Committee, at | £1,600 | 0 | 0 |
| Five per cent. on which amounts to | 80 | 0 | 0 |
| And for sinking fund to pay off the original cost in twenty years, at 3 per cent., £59 10s., say | 60 | 0 | 0 |
| Wharfage dues at present paid by our contractors, say | 800 | 0 | 0 |
| Two men for attendance, one by day and one by night, at £1 per week | 104 | 10 | 0 |
| I think one man only should be allowed, as the Company require to keep one man at present. | | | |
| Cleansing the basins, taking as data the cost of cleansing Burlington-street Basin, I estimate each basin at £10 per annum, and for the three basins..... | 30 | 0 | 0 |
| | <hr/> | | |
| | £1,074 | 10 | 0 |
| | <hr/> | | |

I cannot see on what principle a charge is made for the proposed new works. We have at present the right to ship from Burlington-street, and it will be a mere transference of that right to Sandhills.

If $7\frac{1}{2}$ per cent. is allowed on the cost of the work, and the money is to be paid in fourteen in place of twenty years, the amount will be £1,148 2s.

But it should be observed that if the required improvements were made at Burlington-street instead of Phillip-street Wharf, the above wharfage dues of £800 per annum would be saved to the Corporation.

JAMES NEWLANDS,
Borough Engineer.

Public Offices, 14th December, 1864.

DESCRIPTION OF THE PLANS.

Drawing No. 1 shows the lower story of the projected extension of wharf accommodation at Burlington-street. The area round the basin is covered over with arches supported on brick pillars, and the bays thus formed were intended to be appropriated as cart sheds and places for depositing the barrows, tools, stand pipes, &c., required in emptying the middens, sweeping and washing the streets, &c.

Drawing No. 2 shows the upper story of the building. Along the margins of the basin are tipping places, with shoots to convey the refuse from the carts into the barges. At the upper end stabling for horses is provided, and a house and office for the Superintendent. The whole area is roofed over, and the roof is provided with ventilating shafts, to throw any disagreeable effluvia high into the atmosphere.

Drawing No. 3 shows a longitudinal section A, and two transverse sections, the one (lettered B) across the upper end, and the other (lettered C) across the lower end of the Wharf. In these sections *a a a* show the tipping-places, *b b b* the bays for carts and implements, *c c c* the stables, *d* the entrance from the canal, *e* the keeper's house.

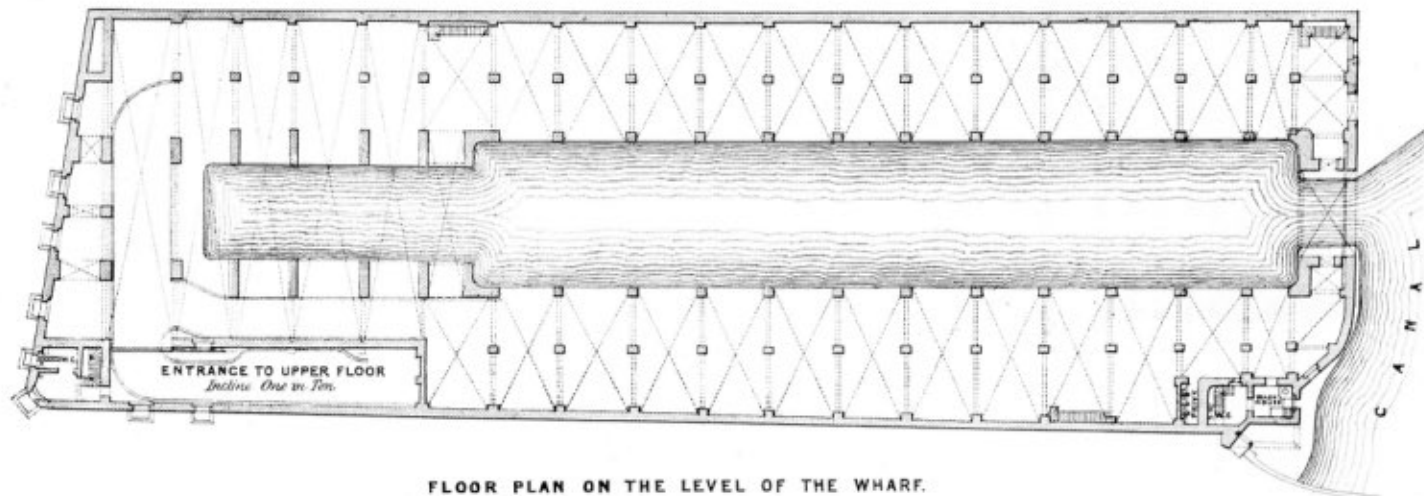
Drawing No. 4 shows the proposed new basin, wharf, and railway siding on the east side of the canal between Sandhills Bridge and the railway. The roads at the north and south end are inclined planes leading from Commercial-road to the railway and canal tipping-places. The carts entering by the south road would tip their loads either into the canal barges or railway waggons as the case might be, and then leave the plane by the north road. The tipping-places have sheds over them, as shown by Drawing No. 5, which is a section of the proposed basin, wharf, and siding.

Drawing No. 6 shows in dotted lines the new basins, and the extension of the existing basin, at Phillip-street, referred to in Mr. Tatham's letter.

Drawing No. 7 shows the manner in which it is proposed to form the upper works of the basins, in order to facilitate tipping, and prevent the manure or sweepings falling into the canal.

Drawing No. 8 shows the present Burlington-street Basin, and its proposed extension in dotted lines.

ALTERATION OF BURLINGTON ST. WHARF, PROPOSED IN 1849.



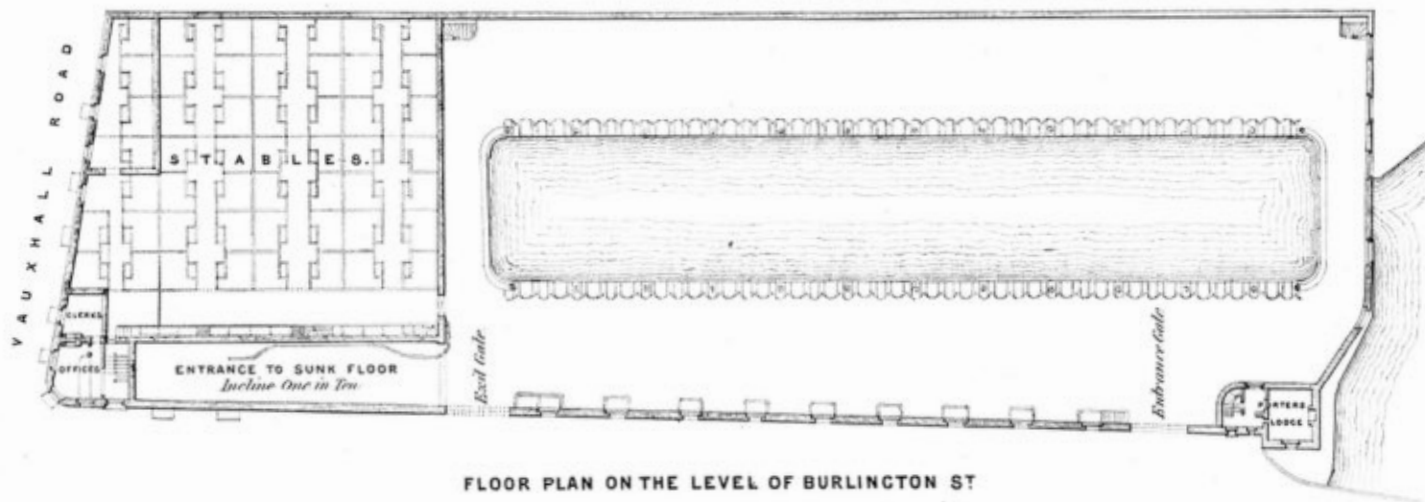
FLOOR PLAN ON THE LEVEL OF THE WHARF.

SCALE OF FEET

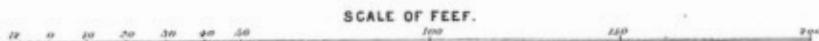


Richard Meadwell & Co. engrs.

ALTERATION OF BURLINGTON ST WHARF, PROPOSED IN 1849.



FLOOR PLAN ON THE LEVEL OF BURLINGTON ST

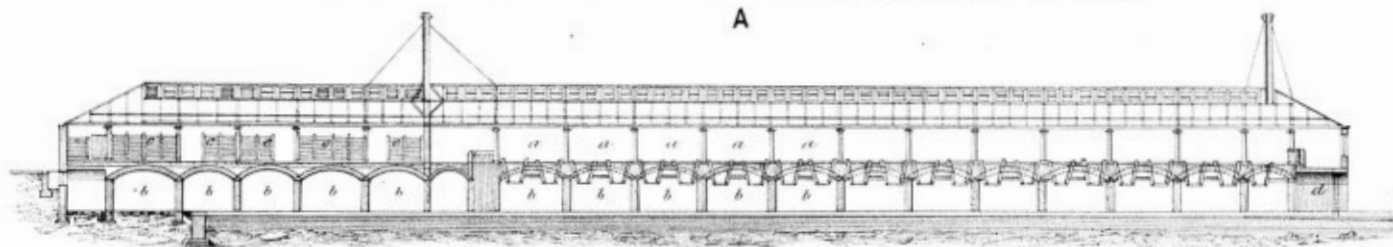


Wells, Woodcock & Burgeon,
11, Fenchurch Street.

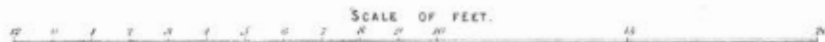
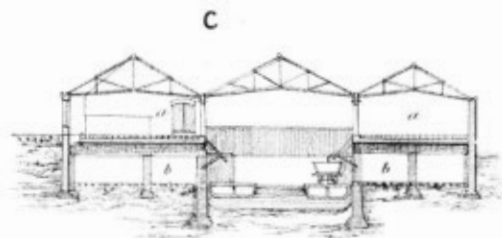
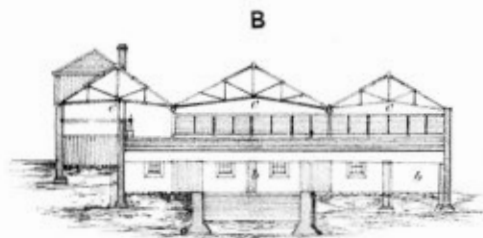
MANURE WHARF.

SHEET N^o 3.

ALTERATION OF BURLINGTON ST. WHARF, PROPOSED IN 1849.



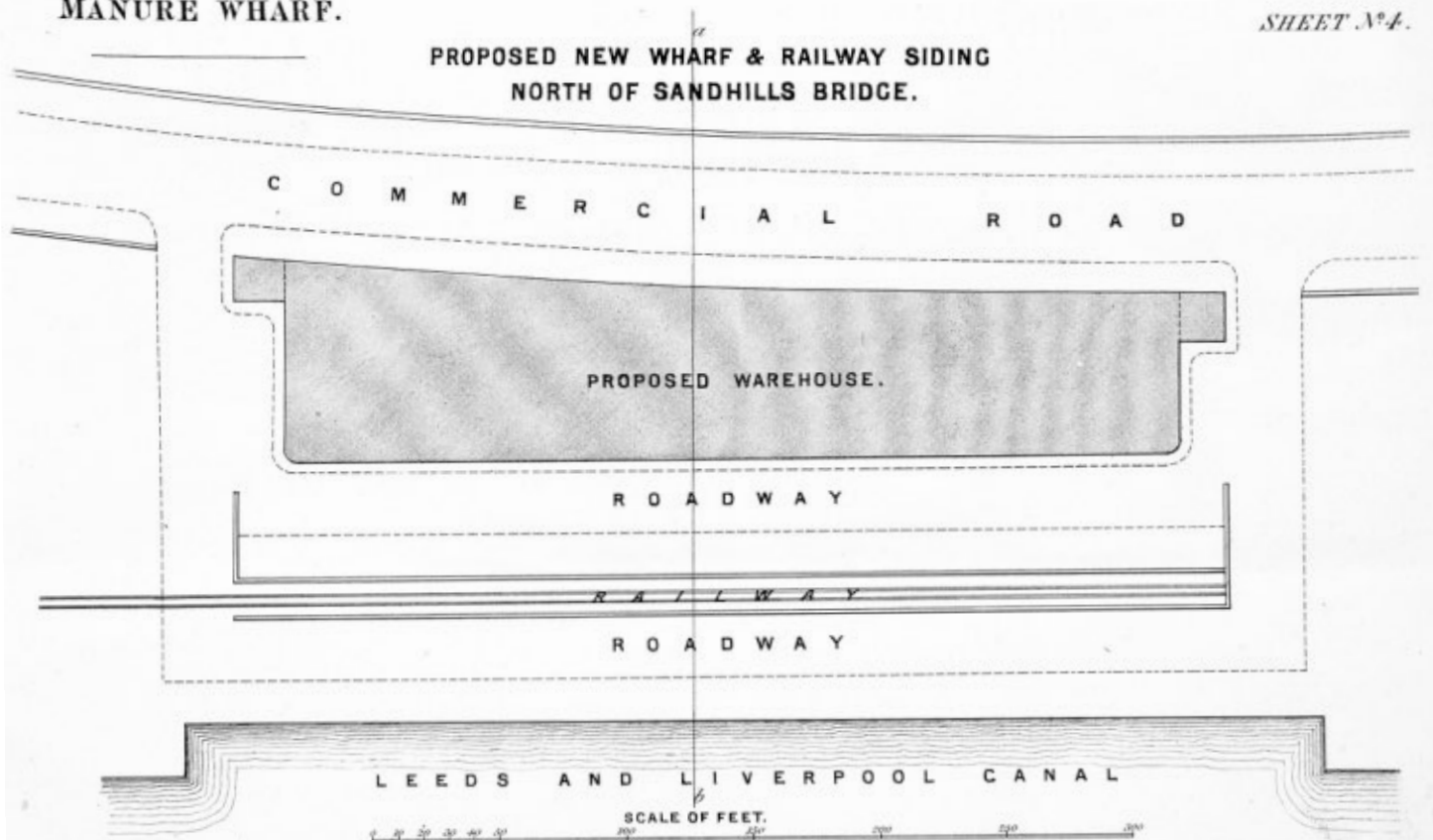
LONGITUDINAL SECTION.



MANURE WHARF.

SHEET N^o 4.

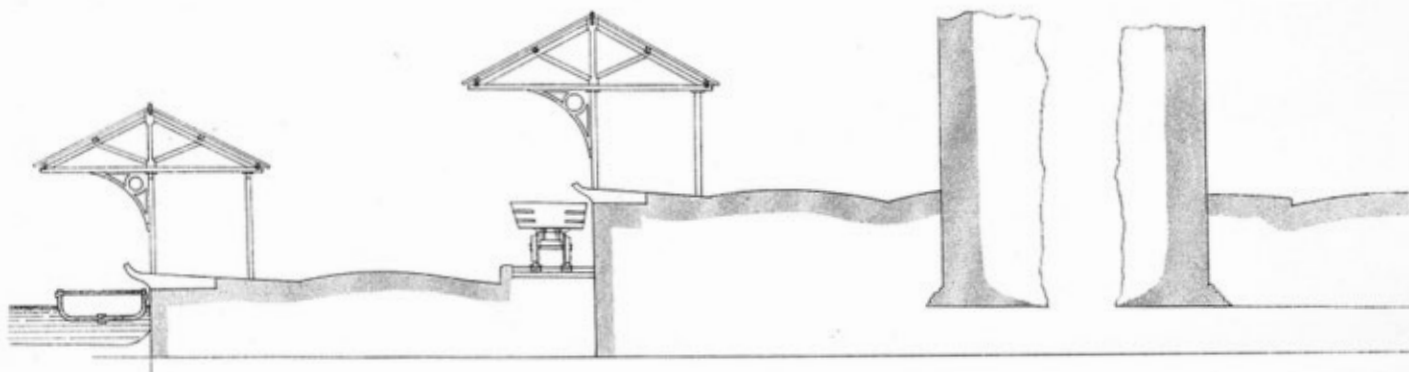
PROPOSED NEW WHARF & RAILWAY SIDING
NORTH OF SANDHILLS BRIDGE.



MANURE WHARVES.

SHEET. N^o. 5.

SECTION OF WHARF & RAILWAY SIDING.

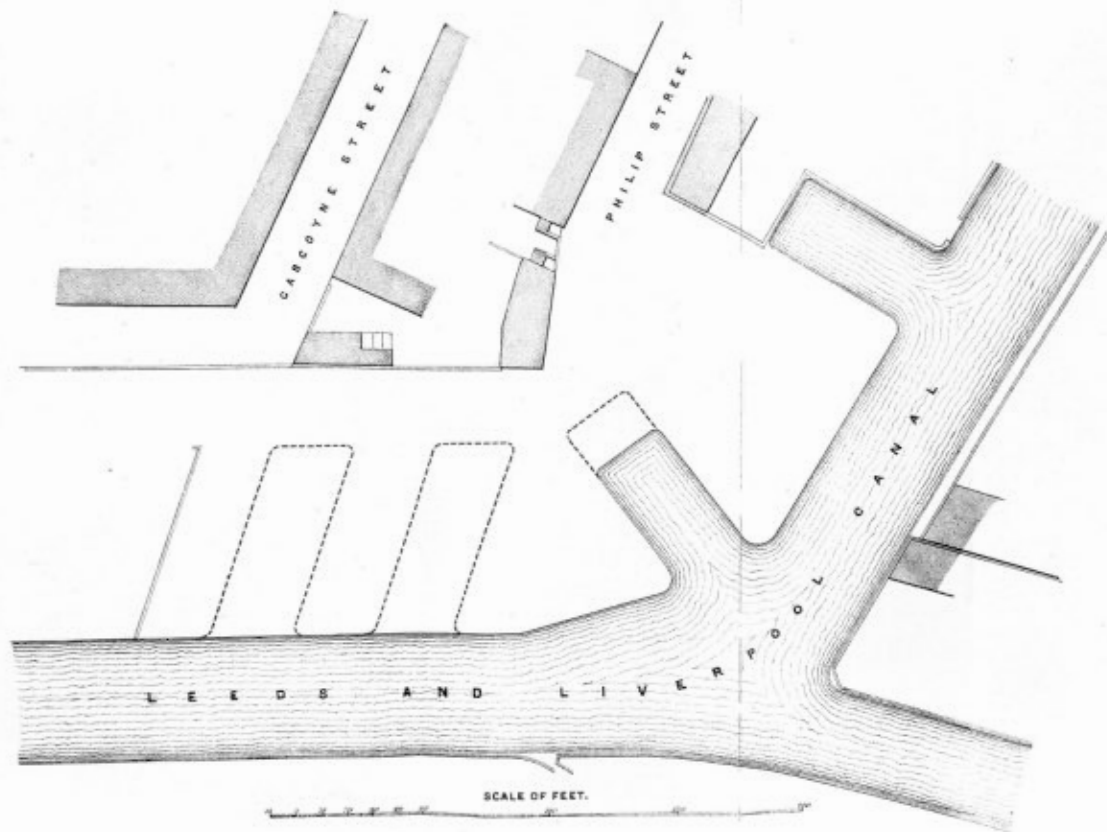


SECTION THROUGH
a, b.

SCALE OF FEET.



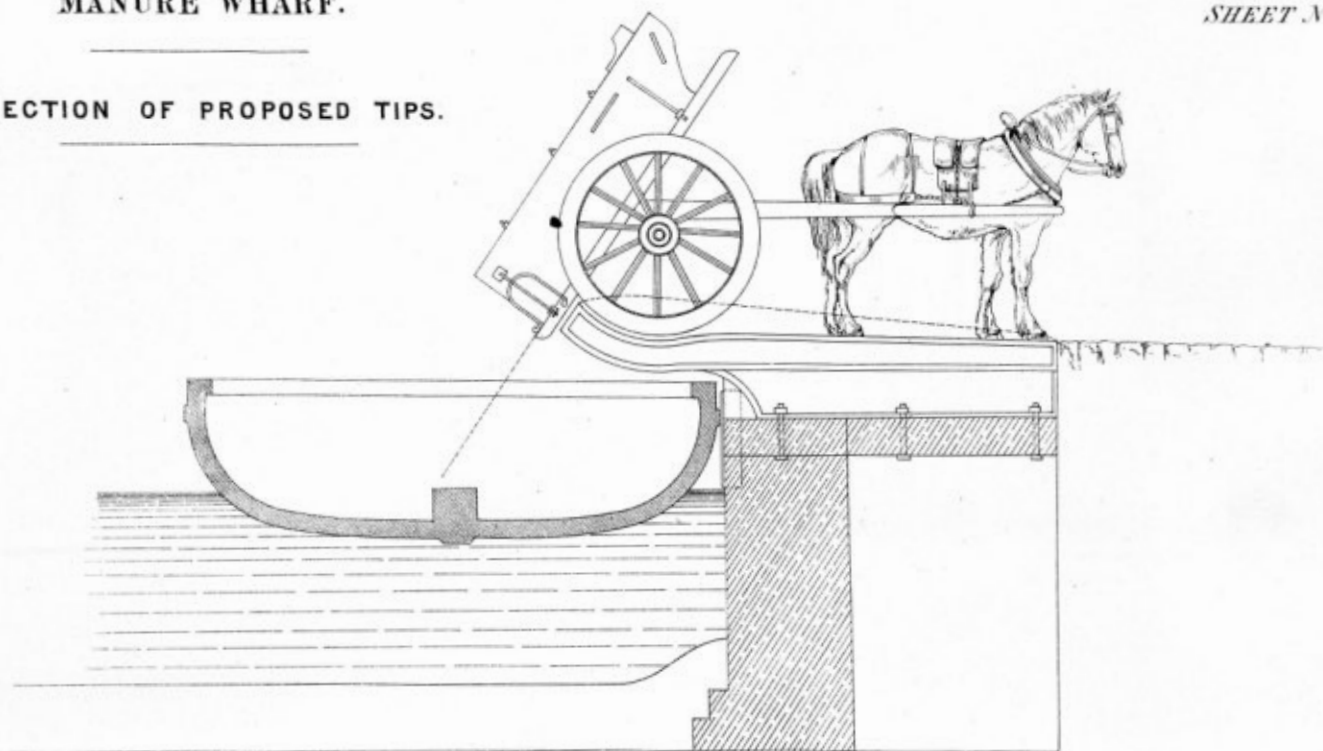
PLAN OF PROPOSED EXTENSION OF PHILIP STREET BASINS.



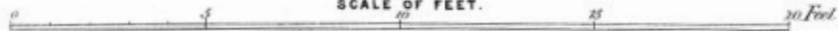
MANURE WHARF.

SHEET N^o 7.

SECTION OF PROPOSED TIPS.



SCALE OF FEET.



EXTENSION OF BURLINGTON STREET WHARF AS NOW PROPOSED.

