SLIGO PORT

The primitive quay of the Port of Sligo lay immediately under the walls of the medieval castle. The quays then consisted of little more than crudely constructed landing stages, or mooring stations, which dotted the waterfront in rather irregular fashion up river from where Hughes Bridge now spans the estuary.



The first attempt at improving the Port can be traced to the opening decades of the 18th century when the Corporation were made conservators of the Port with the responsibility for the cleansing of the harbour and channels and the securing of all ships entering the Port.

Throughout the 19th century the Town and Harbour Commissioners, subsequently the Harbour Commissioners, were actively engaged in developing the Harbour. In 1803 the Commissioners were empowered to levy dues and licence pilots and make a plan of the Port.

By means of both public works and private enterprise the present line of quays, stretching over a mile in length, began to take shape and led to a rapid increase in foreign and domestic trade.

A number of surveys of the Port followed and gave rise to an Act of Parliament in 1846 for improving and maintaining the Harbour or Port of Sligo and it also authorised the Town and Harbour Commissioners to undertake certain works including the deepening of the existing channel or making a new cut. The Harbour Act of 1877 increased the borrowing powers of the Commissioners which resulted in an extension of Ballast Quay and the building of a new Deep Water berth where cargo vessels of 5000 to 6000 tons could discharge their cargoes.



Salmon Point

Glasgows, the Sligos and the Liverpools. The cross-channel service operated by S.S.N.Co. continued until 1936 and was subsequently provided by Messrs. Burns & Laird. The outbreak of World War 2 in 1939 led not only to its withdrawal but also the general collapse of trade at the Port.

Steam Communication

BETWIXT SLIGO AND LIVERPOOL.

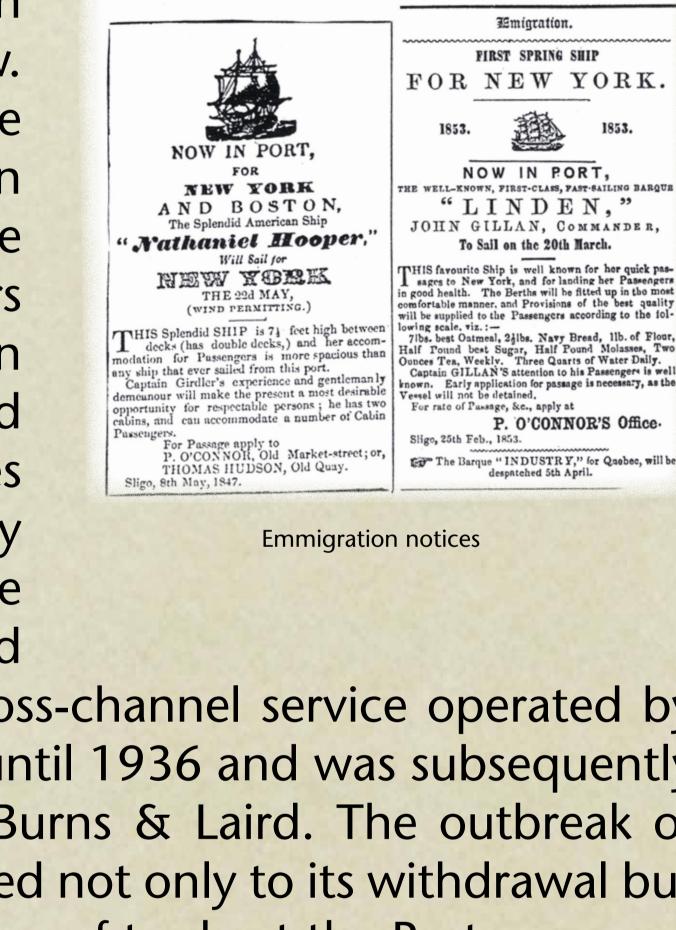
GLASGOW,

Burthen 300 Tons.

NEW YORK
AND BOSTON,
The Splendid American Ship "Nathaniel Hooper," HEW YBEE weekly services **Emmigration notices** their own vessels – the

In the opening decades of the 19th century Sligo was one of the principal emigration ports. Between 1831 and 1850 hundreds of sailing vessels sailed directly to the U.S.A.

and Canadian ports carrying thousands of emigrants fleeing from famine and fever and seeking a new life on the other side of the Atlantic. In the heyday of mass emigration as many as six emigrant ships sailed down the channel on one tide.



FEMALE EMIGRATION TO

FROM SLIGO

NEW YORK,

DROMAHAIR,

THOMAS M'GOWAN, Master,

LONDON TO SLIGO. JESDAY (Calling at Londonderry,) 30th April.

SLIGO DIRECT TO LONDON.

Sligo, February 12. 1847.

W. KERNAGHAN

Although engagements have been entered into that the CONNAUGHT RANGER should take the Station, as one of a Line of Screw Steamers, between LONDON and HAMBURGH, for a few Months, in order to meet the wishes of the Trade generally, she will make an intermediate Trip from London to Londonderry and back, via Slign, intending to Sail according to the dates above named. WITH TWO ENGINES OF Ffly Harse-Power cach. The Quay of Slige, LIVERPOOL, on SATURDAY, 11th inst., For Freight, &c., which will be moderate, apply to THOMAS HUDSON, Sligo, or WM. LAW O. MOORE and Co., London. At Five o'Clock in the Afternoon. THIS Vessel belongs to the "Glasgow and Liverpool Steam Shipping Company," and lately plied between Belfast, Dublin and London. She is fitted up for Passengers in the most splendid and comfortable style, and will carry live Stock and Provisions of every description; Poultry, Grain, Flour, Meal, Eggs, and every article of Merebandize. The greatest care will be taken in Shipping Goods, Cattle, &c. Steam Communication LIVERPOOL AND GLASGOW This vessel will take in at LIVERPOOL a return Cargo of articles, exported thence for Suico and will continue on the same station, making SHAMROCK and ROSE, -Once a Fortnight. SLIGO TO LIVERPOOL Cabin Fere, 1 10 0 Exclusive of Provisions. SHAMROCK, Friday, 20th ,, at S morning. SHAMROCK, Friday, 27th ,, at 3 atternoon. LIVERPOOL TO SLIGO. board at moderate charges. For Freight and other particulars, apply to MATTHIE & MARTIN, SHAMBOCK, Toesday, 24th ,, at 5 afternoon. SHAMBOCK, Toesday, 31st ., at 11 bremoon. 3. Drury lene. Liverpool Cabin, 20s.—Second Cabin, 12s.—Steerage, 7s. Or JAMES MITCHELL. Sligo, January 10, 1934. T. MARTIN, & BURNS & Co. Water-street, Liverpool; T. CAMERON, & Co., Jamaica-street, Glasgow; J. RANKIN & Co., Gr-enock,

Steam Engine notices



NOTICE IMMIGRANTS Persons who intend to immigrate from this Port are informed that a Government Emigration Office is now open at the Old Quay, for the purpose of affording every information and assistance to Passengers who are disposed to emigrate to His Majesty's colonies of North America, etc.; and also for information of Shipowners, Agents and all persons concerned in the emigration trade- so that the Act with all its provisions relative to emigration will be strictly enforced. Lieut. Peter Shuttleworth, R. N.

Government Emigration Agent Dated: May 1835

Notice to Immigrants









