

SHANNON NAVIGATION.



S E C O N D R E P O R T

OF THE

C O M M I S S I O N E R S

FOR IMPROVING THE

NAVIGATION OF THE SHANNON;

WITH AN APPENDIX.

Ordered, by The House of Commons, to be Printed, 26 February 1841.

MAY IT PLEASE YOUR LORDSHIPS,

ON the 25th January 1840, we made our First Report, at the period required by the Act 2 & 3 Vict. c. 61, in which we had only an opportunity of informing your Lordships of the few preliminary arrangements which within that short period we had been enabled to make.

The very interesting and important matter of settling with the proprietors of lands, and those holding other interests to be affected by the proposed operations, was continued with diligence, and with the same satisfactory result that had attended all the preceding arrangements for that object. We have not found as we proceeded any reason for doubting the justice and fairness of the awards made by us as the Commissioners under the former Act (5 & 6 Will. 4, c. 67). As far as the persons who received compensation are concerned, the few objections that were made for a time seemed to have been removed, and we remain more firmly persuaded than ever, that the only mode of doing justice to all parties concerned, in valuing compensation for land and premises required for public works, or for damages to interests affected, is by a disinterested Commission, empowered to make its own investigations on the spot, in addition to the statements that shall be brought forward by the parties whose property is to be affected by their operations.

The engineers employed by us continued unremittingly in the preparation of the detailed plans and specifications for the works to be executed, commencing with those that were most urgent and that required the earliest attention, either on account of the greater importance for the opening of trade, or for the regulation of the waters, or of the extent of the several works.

We had arranged, with the sanction of your Lordships, that our ordinary expenditure should not exceed £. 100,000 in any one year.

In the present year, this sum has been in a great part absorbed by the necessary payments for compensation and purchase of lands, and in the providing steam dredging-vessels, &c. with the necessary barges, and other expenses, preparatory to the commencement of the principal works, several of the most important of which will be commenced during the spring of the present year. We have already

entered into contracts for the works at Killaloe, Meelick, Banagher, Shannon Harbour, and for the bridge at Athlone, as well as for the whole of the dredging and the intermediate minor operations on the Middle Shannon. Two powerful steam dredging-vessels, with the necessary complement of barges, have been constructed on the river, according to the plans of our own engineers, and are now ready to be transferred to the contractors, complete for work.

The proprietors of the following places on the Lower Shannon; viz.

Querin	- - - - -	County Clare,
Kilrush	- - - - -	Ditto,
Kildysart	- - - - -	Ditto,
Kilteery	- - - - -	County Limerick,

having notified their desire to co-operate with the public as prescribed by the Act of Parliament, plans have been prepared for the several improvements, and tenders for contracts to execute the same have been called for by public advertisement.

We are now about to direct our anxious attention to the plans and specifications necessary for entering into contracts for the works on the Upper Shannon, and those for the Limerick navigation; the latter are those least pressing, as that navigation is already open and in a sufficient state of repair to support a considerable trade.

In our first Report we stated our intention of removing very early the various obstructions in the river, chiefly created by eel weirs; this we carried into execution as soon as possession was obtained.

Our object was to remove as many impediments as possible to the free discharge of the flood waters, having due regard,

1st. To the security of existing bridges, and other establishments that might be endangered.

2dly. To the maintenance of a proper supply for the existing navigations.

3dly. To a regulation of a proportionate discharge throughout, so that too free a passage in one part might not occasion an inconvenient or unusual accumulation lower down the river.

4thly. That whatever was done should accord with, and form a part of the general proposed result.

We have reason to believe that these our preliminary operations have been attended with considerable success. A more free discharge of the flood waters has been effected, with benefit to much land, and that in no case has any increased accumulation of water been created.

This refers only to the partial and temporary effect we have been thus far enabled to produce, and is by no means to be considered as the standard of that finally to be obtained.

The fisheries of the Shannon we thought an object well worthy of consideration, and of such regulation as our powers would enable us to make, without incurring much expense or interfering with personal rights or interests.

The principal produce of the Shannon fisheries are eels and salmon, both of which would be extremely abundant in this river, and afford an important article of food and commerce, if habitual, unlawful, and very injudicious practices could be prevented: the salmon in the upper part of the river, when breeding and foul and out of season, as well as the fry, were destroyed whenever an opportunity offered; and, on the other hand, the eel fry were taken in prodigious quantities near Limerick, and other places on the lower parts of the river.

Although this unlawful and most injudicious destruction of the fish was a subject of very general complaint, nobody would venture to interfere with it. Under the powers of our Act, we endeavoured to abate the mischief: printed notices were posted along the river, that the Commissioners would proceed according to law against any persons found guilty of such unlawful fishing. Several persons otherwise engaged by us on various necessary services were appointed water bailiffs, and

a few

a few extra hands were engaged in the first instance, that is, till order was in some degree established. A few offenders were summoned before the magistrates and fined, and the nature and extent of the law being thus made known, the evil practices have been very greatly diminished, and there is every appearance of the stock of fish being much increased in consequence: the young eels have been observed during the season going up in shoals in places where they were never before noticed; and the salmon have been to a great extent preserved unmolested in the breeding places.

In carrying this object into effect, we have restricted our efforts purely to the preventing of what would affect the public interest, that is, to prevent fish being taken at improper seasons, or in an improper state, but holding ourselves indifferent as to who caught it in proper season: the water bailiffs were particularly enjoined not to attempt to interfere in any manner with right, as regarded locality, or with qualification to fish.

We have the satisfaction of believing that our efforts on this head have been very generally approved: even the offenders against the laws themselves usually admitted that the measure was proper, and expressed a perfect willingness to desist, knowing that the proceeding was general.

An association of noblemen and gentlemen interested in the preservation of the fish have appointed watchmen to act in conjunction with our water bailiffs, a co-operation that has been attended with beneficial effects.

In the removal of the great body of the eel weirs, a certain number were left in particular places for the purpose of regulating the waters: these have been let temporarily to different fishermen, chiefly that the supply of such a valuable produce might not be entirely lost to the country, even for one season; and some proprietors of fisheries have been allowed to place weirs of approved construction in situations that would not be prejudicial to the navigation or discharge of the water.

We are proceeding with the duties of defining the limits of the river Shannon, and posting the necessary notices as required by the Act, and are preparing plans in detail of the several existing weirs, dams, and watercourses.

TOLLS.

The Shannon navigation, previous to the passing of the Act 2 & 3 Vict. c. 61, was under the control of three distinct bodies; viz. under the Limerick Navigation Company from Limerick to Killaloe; under the Grand Canal Company, the Middle Shannon from Lough Derg to Lough Ree; and under the Board of Public Works, the Upper Shannon from Lough Ree to Lough Allen, and also Lough Derg and Lough Ree.

A different system of toll existed on each of these parts of the navigation, and no rates of wharfage were levied upon any part, except on the Middle Shannon on commodities which did not pay the Grand Canal toll, and at two small harbours on the Upper Shannon.

The Act 2 & 3 Vict. c. 61, prescribes uniform maximum rates of toll for the whole river, exempting the large lakes, and directs the rates of wharfage to be fixed by the Commissioners, with the approbation of the Lords Commissioners of Her Majesty's Treasury.

We have endeavoured as far as practicable, and as local circumstances would permit, to reduce the whole to an uniform system of rating, avoiding as much as possible, until the navigation shall have been improved, any increase in the rate of toll beyond that hitherto collected, when the latter was below the maximum rate prescribed by the Act (and where such an increase would be injurious to the trade), and of necessity lowering to that rate the toll which heretofore exceeded the maximum prescribed by the Act.

The following Table shows, in a condensed form, a comparison between the rates heretofore levied on some of the principal articles on the several divisions of the river.

ARTICLES.	LIMERICK NAVIGATION.	MIDDLE SHANNON.	UPPER SHANNON.
Corn - - -	-- 1 <i>d.</i> per ton per mile Irish, equal to $\frac{2}{3}$ <i>d.</i> per ton per mile statute.	-- $\frac{1}{2}$ <i>d.</i> per ton per mile statute.	-- 11 s. 6 $\frac{3}{4}$ <i>d.</i> per boat-load for whole navigation (cargo 40 tons).
General Merchandise ; English Coa.	ditto - - - -	$\frac{2}{3}$ <i>d.</i> ditto - - -	-- 1 l. 12 s. 4 <i>d.</i> per boat-load for the whole navigation.
Tuif - - -	-- 4 s. per boat-load, about 12 tons, for nine miles.	-- $\frac{1}{2}$ <i>d.</i> per ton, and not to exceed 6 <i>d.</i> per ton for any distance.	-- 11 s. 6 $\frac{3}{4}$ <i>d.</i> per boat-load for whole navigation.

The Limerick navigation being for the greater part an artificial or canal navigation, with numerous locks and other works, requires a greater amount of revenue for its maintenance, and consequently a higher rate of toll to be levied, than the natural or river navigation of the rest of the Shannon.

For this reason, and in conformity with the principles above stated, we have adopted two sets of rates of tolls, one to be levied on the Limerick navigation, and the other on the Shannon from Killaloe to Lough Allen.

LIMERICK NAVIGATION.

Previous to possession being taken by the Commissioners, the greater portion of the traffic paid an uniform rate of 1 *d.* per mile Irish, or 1 s. per ton for whole navigation. Many of the articles subject to this rate are, according to the Act, only to be charged $\frac{1}{2}$ *d.* per ton per mile statute, and consequently it became imperative on the Commissioners to reduce the toll thereto; and although the Act would authorize the raising of the toll on other articles from 1 *d.* per ton per mile Irish, to 1 *d.* per ton per mile statute, yet as these articles chiefly consisted of agricultural produce, which in the present state of the trade could not bear a heavier toll, no increase is proposed to be made therein.

MIDDLE SHANNON.

Upon this part of the river rather more difficulty was experienced in fixing an equitable rate of toll than on the Limerick navigation. This arose from the system previously adopted by the Grand Canal Company, from the existence of contracts entered into by them which were still subsisting, and from the unimproved state of the navigation.

The greater portion of the traffic which passed along this part of the Shannon, owing to the arrangements entered into by the Grand Canal Company, and detailed in the reports of the Commissioners of Inquiry, virtually paid no Shannon toll; and it was to be feared that the imposition of the rates of toll authorized by the Act would be most depressing to the trade generally, and possibly tend altogether to stop some branches thereof, (that from Limerick), unless the Grand Canal Company were to allow to the trader out of the low commuted rates which they levy upon the Limerick and Athlone trade,* the sum paid as Shannon toll, or the greater

* 5 s. per ton from Limerick to Dublin, with a drawback of 2 s. if for exportation.
4 s. 8 *d.* per ton from Athlone to Dublin, with a drawback of 1 s. 2 *d.* if for exportation.

greater part thereof, which of course they could not be expected to do, as those rates did not include any Shannon toll.

Under these circumstances, and bearing in mind the fact that nothing has as yet been done to improve the navigation, we fixed for this navigation the rates set forth in the Schedule marked (A.), in the Appendix, being such as would merely provide a sufficient revenue for present maintenance of the old works, and for the collection of rates during the execution of the new works.

UPPER SHANNON, from Athlone to Lough Allen.

The tolls heretofore collected on this portion of the navigation were merely a lockage rate,

By including in the exemptions from toll the small loughs on this navigation, it appears that the adoption of a mileage rate of toll, so fixed as above mentioned for the Middle Shannon, will nearly amount to the same rate as that heretofore levied upon this navigation, with the advantage of being part of an uniform system for the whole navigation from Killaloe to Lough Allen, and one which is more just in principle, as establishing a toll proportionate to the distance traversed, and the quantity of articles carried.

In the minor arrangements made by us, and the rates fixed for small boats, we have been influenced by the same general principles as those already mentioned, and have been guided by the further principle of making every class of traffic or boat, however small, liable to some rate of toll, in order to establish a useful and beneficial control over the navigation.

We have annexed, in the Appendix to our Report, four Schedules, marked (B.) (C.) (D.) and (E.) showing the tolls and traffic during the year 1840, being the commencement of a series of tables, which cannot fail, in addition to their immediate objects, to prove very interesting and valuable hereafter as statistical documents.

(B.) showing the amount of tolls and wharfage collected at the various stations on the river, from 1st January to 31st December 1840.

(C.) showing the tonnage of the imports and exports at the principal stations on the river, from 1st January to 31st December 1840.

(D.) showing the amount of traffic passing to and from the River Shannon, through the Grand and Royal Canals.

(E.) Return showing the number of passengers that embarked at some of the principal stations on the River Shannon, by the City of Dublin Steam Company's boats, during the year 1840.

WHARFAGE.

At the time at which we took possession of the Shannon, wharfage was not levied, except at private quays, and, as before mentioned, upon a few articles on the Middle Shannon, which did not pay Grand Canal toll, and at two small harbours on the Upper Shannon, where the Board of Public Works collected a sum of 2 s. 3 $\frac{1}{4}$ d. from each trade boat loading or discharging.

We therefore propose the very low rates set forth in the Schedule marked (A.) as uniform rates for all the harbours and quays on the Shannon (the charge being proportionate to the quantity loaded or landed, and the time occupied), more with a view to establish order and regularity at the several landing-places, than as a source of revenue.

The rates now proposed for the Upper and Middle Shannon, and those of wharfage for the whole navigation, are intended to be continued only until the

proposed works shall be executed, or any considerable portion of the navigation shall be improved. It will then be necessary to raise these rates; and it may confidently be expected that such an alteration may then be effected without injury to the trade, in consequence of the improvements which shall have been effected, and the increased facilities afforded.

In compliance with the 18th section of the Act, we have forwarded returns showing the amount of all sums received and expended by us during the year ending 31st December 1840, under the following heads of account; viz.

No. 1. Office Establishment.

No. 2. Works.

No. 3. Account of Money advanced as Loans, and repayable by the Grand Juries of Counties.

No. 4. Rents and Tolls.

No. 5. Upper Shannon Navigation.

No. 6. Buoys and Beacons, Lough Derg.

No. 7. General Abstract.

There does not appear to be any observations required from us on these accounts, except for the sum expended under the head of Repairs and Maintenance in No. 4 Return, the necessity for which will be best explained by the following extract from the report of our principal engineer, Thomas Rhodes, esq.

“ Considerable repairs have been done in the division from Limerick to Killaloe. This division consists partly of river and partly of canal or still-water navigation; it has hitherto been subject to considerable outlay, from the action of the winter floods upon the banks and towing-paths, which were thus greatly injured, and were usually repaired and protected by sods and other unsubstantial materials: but during the past year much has been done in adjusting the line of towing-path; in facing the river banks with stone-pitching, which has been carried up the slopes at a suitable angle, commenced from the level of low summer water, to above the level of the highest winter floods; and in properly forming and graveling the towing-paths.”

As the above repairs, however, partake of a reform on a more substantial and durable system than heretofore adopted, they may be in some degree included in the permanent works of improvement.

We have, &c.

Shannon Commission Office, }
Custom-House, Dublin, }
22 February 1841. }

(signed)

J. F. BURGOYNE,
HARRY D. JONES, } Commissioners.
RICHARD GRIFFITH, }

A P P E N D I X.

RETURNS.

No. 1.—Account of the several Sums Received and Expended by the Shannon Commissioners between 1 January and 31 December 1840:—Establishment - - p. 7
 No. 2.—Account of the several Sums Received and Expended by the Shannon Commissioners between 1 January and 31 December 1840:—Works - - - p. 8
 No. 3.—Account of Sums Advanced as Loans, between 1 September 1839 and 31 December 1840, and Repayable by Assessment on the Counties benefited - - - p. 9
 No. 4.—Account of the Sums Received and Expended between 1 January and 31 December 1840:—Rents and Tolls - - - - - p. 10
 No. 5.—Account of the Sums Received and Expended between 1 January and 31 December 1840:—Upper Shannon Navigation - - - - - p. 10
 No. 6.—Account of the Sums Received and Expended between 1 January and 31 December 1840:—Maintaining Buoys and Beacons on Lough Derg - - - - - p. 11
 No. 7.—General Abstract and Balance-sheet - - - - - p. 11

SCHEDULES.

(A.)—Rates of Tolls to be Levied on the River Shannon - - - - - p. 12
 (B.)—Abstract showing the Amount of Tolls and Wharfage collected on the Shannon from 1 January to 31 December 1840 - - - - - p. 14
 (C.)—Return showing the Tonnage of the Imports and Exports at the Principal Stations on the Shannon from 1 January to 31 December 1840 - - - - - p. 15
 (D.)—Return showing the Amount of Traffic passing to and from the River Shannon through the Grand and Royal Canals, from 1 January to 31 December 1840 - - - - - p. 16
 (E.)—Return showing the Number of Passengers by the City of Dublin Steam Company's Boats during the Year 1840 - - - - - p. 16

— No. 1. —

ACCOUNT of the several Sums Received and Expended by the SHANNON COMMISSIONERS between the 1st day of January and 31st day of December 1840.

ESTABLISHMENT.

RECEIPT.

To amount lodged to the credit of the Commissioners in the Bank of Ireland by the Paymaster of Civil Services - - -	£.	s.	d.	£.	s.	d.
	2,500	-	-			
*Deduct excess of expenditure, for year ending 31st December 1839, over receipts for that year - - -	130	4	3			
Total - - -				2,369	15	9

EXPENDITURE.

1. By establishment - - - - -	1,874	4	6			
2. By occasional clerks - - - - -	68	3	6			
3. By travelling expenses - - - - -	231	18	4			
4. By postage - - - - -	35	12	9			
5. By contingencies, including books, maps, coals, &c. - - -	152	6	8½			
Total - - -				2,362	5	9½
Balance - - - - £.				7	9	11½

*Note.—The amount of the balances brought forward in Accounts - - -	{ No. 2	£.	s.	d.
	{ No. 5	418	2	4
		381	9	-
Exceeds the balance stated at foot of Account, ending 31st December 1839, viz. - - - - -		799	11	4½
		669	7	1½
By the sum of £.		130	4	3

This sum was an excess of expenditure on account of the Commissioners' "Office Establishment" for year ending 31st December 1839, and has been deducted accordingly.

— No. 2. —

ACCOUNT of the several SUMS Received and Expended by the SHANNON COMMISSIONERS
between the 1st day of January and 31st day of December 1840.

WORKS.

RECEIPT.

	£.	s.	d.
To balance of account ending 31 December 1839 - - - - -	418	2	4 $\frac{1}{2}$
To produce of Exchequer Bills issued by the Treasury - - - - -	99,205	4	4
Total - - - - - £.	99,623	6	8 $\frac{1}{2}$

EXPENDITURE.

No. of Work in the order in which they stand in the 4th Report of the Commissioners of Inquiry, pages 11 and 12.	NAMES OF WORKS.	AMOUNTS EXPENDED								
		On Works.	In Payment of Awards.	TOTALS.						
		£.	s.	d.	£.	s.	d.	£.	s.	d.
1	By Kilrush Pier - - -	58	4	3	-	5	-	58	9	3
2	Carrigaholt Pier - - -	-	-	-	-	5	-	-	5	-
3	Tarbert - - - - -	-	-	-	-	5	-	-	5	-
4	Querrin Creek - - -	13	9	10	-	5	-	13	14	10
5	Ballylongford - - -	-	-	-	-	5	-	-	5	-
6	Glynn - - - - -	-	-	-	-	5	-	-	5	-
7	Foynes - - - - -	2	-	-	-	-	-	2	-	-
8	Kilteery - - - - -	27	10	10	-	5	-	27	15	10
9	Cahircon (Kildysart) - -	32	6	7	-	5	-	32	11	7
10	Clare - - - - -	16	12	3	64	9	5	81	1	8
11	Deal or Askeaton River -	1	11	-	-	-	-	1	11	-
13	Arthur's Ferry (Illanarone)	71	-	$\frac{1}{2}$	138	12	11	209	12	11 $\frac{1}{2}$
14	River Shannon at Plassey	351	9	3 $\frac{1}{4}$	79	9	-	430	18	3 $\frac{1}{4}$
15	Castle Connell - - -	163	19	3 $\frac{1}{2}$	817	18	10	981	18	1 $\frac{1}{2}$
16	O'Brien's Bridge, Parteen, &c.	505	7	1 $\frac{1}{4}$	360	10	1	865	17	2 $\frac{1}{4}$
17	Limerick Navigation - - -	-	-	-	12,227	18	7	12,227	18	7
18	Killaloe - - - - -	740	6	6 $\frac{3}{4}$	4,924	1	7	5,664	8	1 $\frac{3}{4}$
19	Lough Derg - - - - -	12	13	8	-	-	-	12	13	8
22	Works at Meelick - - -	1,060	11	10 $\frac{3}{4}$	9,285	9	7	10,346	1	5 $\frac{3}{4}$
23	Shannon Grove - - -	33	11	$\frac{1}{2}$	83	6	8	116	17	8 $\frac{1}{2}$
24	Works at Banagher - - -	474	12	11	4,332	14	8	4,807	7	7
25	Shannon Harbour (Bridge)	77	-	4	-	-	-	77	-	4
26	Leahinch - - - - -	85	3	10	50	-	-	135	3	10
27	Derryholmes - - - - -	15	3	10	-	-	-	15	3	10
28	Bishop's Island - - -	11	13	7 $\frac{1}{2}$	2	-	-	13	13	7 $\frac{1}{2}$
29	Garrymore - - - - -	11	5	-	-	-	-	11	5	-
30	Shannon Bridge (Cut or Canal).	-	-	-	-	12	11	-	12	11
31	Ditto (Improvements at)	141	12	11	952	14	4	1,094	7	3
33	Ballynatave - - - - -	8	15	6	83	11	-	92	6	6
34	Tullymore Ford - - -	12	7	6	-	-	-	12	7	6
37	Rann Island - - - - -	4	14	6	-	-	-	4	14	6
38	Middle Shannon Grand Canal Company.	-	-	-	5	-	-	5	-	-
39	Works at Athlone - - -	2,091	11	10 $\frac{1}{2}$	27,697	3	4	29,788	15	2 $\frac{1}{2}$
40	Lough Ree - - - - -	6	12	-	-	-	-	6	12	-
42	Lanesborough - - - - -	30	12	3 $\frac{1}{2}$	203	10	10	234	3	1 $\frac{1}{2}$
43	Kilnacarrow - - - - -	-	-	-	22	19	4	22	19	4
47	Lodge Cut - - - - -	3	15	4	25	8	9	29	4	1
49	Cloondrah Canal - - -	-	-	-	110	6	-	110	6	-
50	Tarmonbarry (the river course.)	106	-	4 $\frac{1}{2}$	1,095	5	8	1,201	6	$\frac{1}{2}$
51	Lough Forbes - - - - -	-	-	-	41	13	4	41	13	4
52	Cloonen Cox & Cloonfad	11	2	-	36	9	2	47	11	2
53	Bird Island - - - - -	-	-	-	-	-	-	-	-	-
54	Rooskey - - - - -	81	15	10	1,375	7	-	1,457	2	10
59	Drumsna - - - - -	3	10	-	-	-	-	3	10	-

No. of Work in the order in which they stand in the 4th Report of the Commissioners of Inquiry, pages 11 and 12.	NAMES OF WORKS.	AMOUNTS EXPENDED								
		On Works.		In Payment of Awards.		TOTALS.				
		£.	s.	d.	£.	s.	d.	£.	s.	d.
60	By Mount Campbell and Charlestown.	29	14	10	150	-	-	179	14	10
61	Jamestown - - -	42	1	9½	3,170	-	1	3,212	1	10½
62	Kilbride Deer Park - - -	-	-	-	6	6	8	6	6	8
64	Cornacoroo - - -	44	6	8	-	-	-	44	6	8
66	Grose's Islands - - -	-	15	-	3	6	6	4	1	6
67	Carrick-on-Shannon - - -	8	10	-	377	4	9	385	14	9
71	Port - - - - -	16	10	6	40	12	7	57	3	1
72	Leitrim - - - - -	-	15	-	723	6	2	724	1	2
73	Battle Bridge - - -	39	12	7	144	-	-	183	12	7
74	Lough Allen Canal - - -	1	10	-	-	-	-	1	10	-
75	Drumshanbo Harbour - - -	-	15	-	55	13	2	56	8	2
76	Bealantra & River Course	92	3	6	496	17	3	589	-	9
77	Arigna River - - -	-	15	-	62	4	7	62	19	7
78	Lough Allen - - -	1	10	-	-	-	-	1	10	-
80	Two dredging vessels, barges,	10,285 9 10½			-			10,285 9 10½		
81	Workshops, machinery, &c.	-			-			-		
84	Carnadoe (Shoal at Bridge)	-	-	-	98	-	2	98	-	2
86	Tumna - - - - -	1	10	-	-	-	-	1	10	-
87	Annalecky - - - - -	1	10	-	-	-	-	1	10	-
88	Doctor's Weir - - - - -	1	10	-	92	11	5	95	11	5
89	Cloonacarrow - - - - -	1	10	-	31	2	1	32	12	1
90	Cotehall - - - - -	3	-	-	42	16	11	45	16	11
91	Oak Port Lough - - - - -	-	15	-	-	-	-	-	15	-
92	Oxhill Island - - - - -	1	10	-	26	3	6	27	13	6
93	Knockvicar - - - - -	3	15	-	1,236	11	5	1,240	6	5
94	Boyle River - - - - -	4	10	-	-	-	-	4	10	-
TOTALS - - - - £.		16,852	3	3¼	70,775	10	3	87,627	13	3¼

— No. 3. —

ACCOUNT of SUMS Advanced as LOANS by the SHANNON COMMISSIONERS, between the 1st Day of September 1839 and 31st Day of December 1840, and repayable by Assessment on the undermentioned Counties, as per Certificates issued to the respective Grand Juries.

NAMES.	Number of Certificate.	Date to which Certificates are made up.	AMOUNTS REPAYABLE.			Amounts Repaid.	Amounts Remaining Due.					
			Principal.	Interest at 4 per Cent.	TOTAL.							
1840:			£.	s.	d.	£.	s.	d.				
Limerick - - -	1	15 June -	1,893	12	3	34	4	9½	1,927	17	-½	The Paymaster of Civil Services, through whose office the monies advanced as loans to counties are received, has stated in a letter to the Commissioners, dated 2d January 1841, "that in the year ended 31st ultimo, no remittance has been made to this department in repayment of advances." The amounts remaining due are the several sums included in this account, together with interest, at the rate of 4 per cent. per annum, on the principal sums advanced from the date to which the certificates are made up to the 31st December 1840.
Ditto - - -	2	31 December	229	13	5	4	3	5¼	233	16	10½	
Limerick, county of city	1	15 June -	1,262	8	2	22	16	6½	1,285	4	8½	
Ditto - - -	2	31 December	153	2	3¼	2	15	8	155	17	11¼	
Clare - - -	1	15 June -	3,425	6	2	61	18	7	3,487	4	9¾	
Ditto - - -	2	31 December	585	-	-	10	3	6¾	595	3	7½	
Tipperary, Nor. Riding	1	31 December	3,321	10	10	114	9	8¾	3,436	-	6¾	
Ditto, South Riding -	1	15 June -	1,131	5	6	20	9	-	1,151	14	6¾	
Ditto - ditto - - -	2	31 December	305	4	2	5	4	4	310	8	6¼	
Galway - - -	1	15 June -	7,385	1	6	133	10	7¼	7,518	12	1¼	
Ditto - - -	2	31 December	1,732	10	1	30	5	3½	1,762	15	4½	
Roscommon - - -	1	15 June -	6,712	16	10	121	7	8¼	6,834	4	7	
Ditto - - -	2	31 December	1,627	13	4	28	19	10	1,656	13	3¼	
King's County - - -	1	15 June -	2,052	2	3	37	1	7¼	2,089	3	10½	
Ditto - - -	2	31 December	412	3	10	7	-	10¾	419	4	9½	
Westmeath - - -	1	15 June -	5,092	19	9	92	1	4¼	5,185	1	1½	
Ditto - - -	2	31 December	1,265	6	4	22	10	7¼	1,287	17	-½	
Longford - - -	1	15 June -	1,193	12	11	21	11	8¼	1,215	4	8	
Ditto - - -	2	31 December	332	12	1	5	18	7	338	10	8¼	
Leitrim - - -	1	15 June -	1,728	14	11	31	5	3¼	1,760	-	3	
Ditto - - -	2	31 December	464	4	11	8	10	4¼	472	15	3¼	
Mayo - - -	1	15 June -	1,181	15	8	21	7	5½	1,203	3	1½	
Ditto - - -	2	31 December	116	3	2	2	10	2	118	13	4¾	
Sligo - - -	1	15 June -	242	18	10	4	7	10	247	6	9	
Ditto - - -	2	31 December	20	19	1	-	8	8	21	7	10	
£.			43,868	18	11¼	845	3	10	44,714	2	9¾	

— No. 4. —

ACCOUNT of the several SUMS Received and Expended by the SHANNON COMMISSIONERS
between 1st January and 31st December 1840.

RENTS AND TOLLS.

RECEIPT.

To Rents :	£.	s.	d.	£.	s.	d.
Mills, Lands, and other Holdings - - - - -	739	13	10			
Fishing of Weirs - - - - -	206	13	4			
Water Power - - - - -	138	9	3			
Produce of Sales - - - - -	620	18	7			
Produce of Investment in Three per cent. Consols, trans- ferred by the late Limerick Navigation Company - -	384	13	8			
						2,090 8 8
To Tolls - - - - -	1,724	8	6 $\frac{3}{4}$			
To Wharfage - - - - -	145	9	1 $\frac{1}{2}$			
						1,869 17 8
				TOTAL - - - £.		3,960 6 4

EXPENDITURE.

By Salaries and Allowances :	£.	s.	d.			
Engineers and Inspectors - - - - -	274	3	6			
Clerks - - - - -	218	14	2			
Collectors - - - - -	302	13	11			
Lock-keepers - - - - -	147	18	6			
Water-bailiffs - - - - -	122	13	10			
By part payment of Interest due to Board of Works for Loan to the late Limerick Navigation Company - - - - -	380	16	2			
By Rents - - - - -	2	14	2			
By Taxes - - - - -	3	15	5			
By Repairs and Maintenance - - - - -	1,712	2	4			
By Cast-Iron Weights (for weighing Boats) - - - - -	438	-	3			
By Toll-boards - - - - -	179	-	1			
By Miscellaneous - - - - -	116	10	5			
				TOTAL - - -		3,899 2 9
				BALANCE - - - £.		61 3 7

— No. 5. —

ACCOUNT of MONIES Transferred to the SHANNON COMMISSIONERS by the Commissioners of
Public Works, between the 1st day of January and 31st day of December 1840, out of Sums
Voted by Parliament for the purposes of the Upper Shannon Navigation.

RECEIPT.

To Balance of Account ending 31st December 1839 - - -	£.	s.	d.	£.	s.	d.
To amount lodged to the Shannon Commissioners' account in the Bank of Ireland on the 14th February 1840 - - -	381	9	-			
	426	-	-			
				TOTAL - - -		807 9 -

EXPENDITURE.

By Salaries and Allowances :	£.	s.	d.			
Inspector and Toll-collectors - - - - -	210	18	8			
Lock-keepers - - - - -	100	5	-			
Watchmen - - - - -	5	8	4			
By Repairs and Maintenance - - - - -	133	16	1			
				TOTAL - - -		450 8 1
				BALANCE - - - £.		357 - 11

— No. 6. —

ACCOUNT of MONEY Transferred to the SHANNON COMMISSIONERS by the Commissioners of Public Works, between the 1st day of January and 31st day of December 1840, being a sum Voted by Parliament for Maintaining Buoys and Beacons on *Lough Derg*.

RECEIPT.

To amount lodged to the Shannon Commissioners' account in the Bank of Ireland on the 14th February 1840	£.	s.	d.
	24	-	-

EXPENDITURE.

By amount paid for upholding the Buoys and Beacons on Lough Derg for year ending 1st January 1840	£.	s.	d.
	24	-	-

— No. 7. —

GENERAL ABSTRACT, showing the TOTAL RECEIPT and EXPENDITURE on each of the foregoing Accounts, and the BALANCES to the Credit of the Public on foot of same, on the 31st day of December 1840.

No. 1.—ESTABLISHMENT.

To Receipt	£.	s.	d.	By Expenditure	£.	s.	d.
	2,369	15	9	By Balance	2,362	5	9½
					7	9	11½
£.	2,369	15	9	£.	2,369	15	9

No. 2.—WORKS.

To Receipt	£.	s.	d.	By Expenditure	£.	s.	d.
	99,623	6	8½	By Balance	87,627	13	3¾
					11,995	13	4¾
£.	99,623	6	8½	£.	99,623	6	8½

No. 3.—LOANS TO COUNTIES.

By amount of advances, with interest thereon	£.	s.	d.
	44,714	2	9¾

No. 4.—RENTS AND TOLLS.

To Receipt	£.	s.	d.	By Expenditure	£.	s.	d.
	3,960	6	4	By Balance	3,899	2	9
					61	3	7
£.	3,960	6	4	£.	3,960	6	4

No. 5.—UPPER SHANNON NAVIGATION.

To Receipt	£.	s.	d.	By Expenditure	£.	s.	d.
	807	9	-	By Balance	450	8	1
					357	-	11
£.	807	9	-	£.	807	9	-

No. 6.—MAINTAINING BUOYS AND BEACONS ON LOUGH DERG.

To Receipt	£.	s.	d.	By Expenditure	£.	s.	d.
	24	-	-		24	-	-

GENERAL BALANCE-SHEET.

	£.	s.	d.		£.	s.	d.	
To Balance on Account, No. 1		7	9	11 $\frac{1}{2}$	By amount remaining in the hands of the Commissioners to the credit of the public on 31st December 1840, on foot of accounts, as per contra			
Ditto - - - No. 2	11,995	13	4 $\frac{3}{4}$					
Ditto - - - No. 4	61	3	7					
Ditto - - - No. 5	357	-	11			12,421	7	10 $\frac{1}{4}$
£.	12,421	7	10 $\frac{1}{4}$			£.	12,421	7

SCHEDULE (A.)

RATES of TOLLS to be Levied on the River *Shannon* from *Limerick* to *Lough Allen*.

NAMES OF ARTICLES.	LIMERICK NAVIGATION.	MIDDLE AND UPPER SHANNON.	MAXIMUM RATES FOR ANY DISTANCE.	OBSERVATIONS.
TOLLS PAYABLE PER TON.				
<i>First Class.</i>				
Slates - - -	} - - $\frac{1}{2}$ d. per ton per statute mile.	} - - $\frac{1}{8}$ d. per ton per statute mile.	1 s. per ton.	
Tiles - - -				
Bricks - - -				
Coal - - -				
Charcoal - - -				
Clay - - -				
Iron, pig, bar, sheet -				
Rod, hoop - - -				
Wrought iron not made into articles of merchandise - - -				
Timber - - -				
Hay, straw - - -				
Ores and minerals - - -				
Salt - - -				
Foreign or manufactured marble - - -				
<i>Second Class.</i>				
Corn - - -	} - - 1 d. per ton per Irish mile.	} - - $\frac{1}{4}$ d. per ton per statute mile.	1 s. 8 $\frac{3}{4}$ d. per ton.	
Meal - - -				
Flour - - -				
Malt - - -				
Bran - - -				
Starch - - -				
Butter - - -				
Cattle - - -				
Potatoes; all merchandise not elsewhere specified - - -				

NAMES OF ARTICLES.	LIMERICK NAVIGATION.	MIDDLE AND UPPER SHANNON.	MAXIMUM RATES FOR ANY DISTANCE.	OBSERVATIONS.
TOLLS PAYABLE PER BOAT-LOAD.				
<i>First Class.</i>				
Lime (for manure) -	} - - 1 ½d. per boat-load per statute mile.	} - - 1 ½d. per boat-load per statute mile.	} - - 2 s. per boat, except turf on Limerick navigation, which is not to exceed 3s. 9d. per boat.	
Dung - - -				
Compost or other manure - - -				
Turf - - -				
<i>Second Class.</i>				
Lime - - -	} - - 3d. per boat-load per statute mile.	} - - 1 ½d. per boat-load per statute mile.	} 4 s. per boat.	
Limestone - - -				
Building stone - - -				
Native marble - - -				
Flags - - -				
Sand - - -	} - - 3d. per boat per statute mile.	} - - 6d. per boat for each lock, and 1s. for each swivel bridge required to be opened.	} 4 s. per boat.	
Gravel or materials for the repair of public or private roads -				
Empty boats or pleasure boats - - -				
Passenger boats, steam-vessels, not towing barges, or carrying goods whilst towing barges - - -	} - - 1 s. per boat for each lock or swivel bridge required to be opened.	} - - 1 s. per boat for each lock or swivel bridge required to be opened.	} - - 4s. per boat for any distance, or 6 s. per boat per trip, going and returning same day.	} - - These vessels if carrying more than four tons of goods, to pay the tonnage rates above specified if it shall amount to more than last-mentioned.

All laden or partly laden boats, barges, &c. merely passing through a lock, and not proceeding in one voyage more than one mile, to pay as follows:—

	s. d.	
If chargeable with a rate per ton	{ 1st class of articles 1 -	} Small turf boats carrying less than five tons, 2d.
	{ 2d ditto - ditto - 2 -	
If chargeable with a rate per boat-load	{ 1st class of articles - 3	} Empty boats returning or having paid wharfage, 1d.
	{ 2d ditto - ditto - 6	

And for each swivel bridge required to be opened, 1 s.

Empty or unemployed boats remaining in any of the canals, side cuts or harbours belonging to the Commissioners, to pay 6d. per day for every day after one week; if convenient space be had, special agreement may be made with the Commissioners by the month.

Small row boats or cots, not being wholly or in part decked, to pay 2d. for each lock passed through; not to exceed 2s. for any distance.

All boats under five tons burden, laden with articles chargeable per ton, are to pay for short trips the second class boat-load rate of tolls and wharfage.

EXEMPTIONS FROM TOLL.

Tolls are not chargeable on vessels navigating Lough Derg, Lough Ree, Lough Forbes, Loughs Bofin and Bodarrig, Lough Corry, or Lough Allen.

Military stores and baggage are free of tolls.

Steam-vessels merely towing barges, and not carrying goods, are free of toll.

Government boats, when on duty, are free of toll.

WHARFAGE.

No wharfrage charged for landing or loading cargoes paying maximum rates of toll, provided, as regards articles chargeable per ton, they be not left on the wharf more than 24 hours, and as regards articles chargeable per boat-load, they be not left more than 48 hours; and further, that in neither case the cargoes be deposited nearer to the water's edge than the line marked out for that purpose; and provided also, that same does not impede any roadway, trackway, or other public passage. Cargoes paying maximum rates, and suffered to remain a longer time than above specified, to pay the following

RATES OF WHARFAGE.

<p>Articles chargeable per Ton :</p> <p>1st Class, $\frac{1}{4}$ d. per ton for landing or loading, and $\frac{1}{2}$ d. per ton for every day after first day.</p> <p>2d Class, $\frac{1}{2}$ d. per ton for landing or loading, and $\frac{1}{2}$ d. per ton for every day after first day.</p> <p>No less sum than 2 d. to be received on any case.</p>	<p>Articles chargeable per Boat-load :</p> <p>2 d. per boat when under 5 tons.</p> <p>4 d. per boat when more than 5, and under 10 tons.</p> <p>6 d. when more than 10, and under 20 tons.</p> <p>1 s. per boat when more than 20 tons.</p> <p>Manure free of wharfrage if removed in 48 hours.</p>	<p>} For landing or loading, and if not removed in 48 hours, same rates per boat-load, or part thereof, for every day after.</p>
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SCHEDULE (B.)

ABSTRACT showing the Amount of TOLLS and WHARFAGE collected at the various Stations on the River Shannon, from 1st January to 31st December 1840.

STATIONS.	TOLLS.			WHARFAGE.			TOTALS.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Limerick - - - - -	822	8	10 $\frac{1}{2}$	20	2	8	842	11	6 $\frac{1}{2}$
Annaghbeg - - - - -	5	11	4 $\frac{1}{2}$	4	18	3	10	9	7 $\frac{1}{2}$
Errina - - - - -	1	9	9 $\frac{1}{2}$	1	4	6 $\frac{1}{2}$	2	14	4
O'Brien's Bridge - - - - -	16	9	7	7	4	2	23	13	9
Cussane - - - - -	1	6	9	-	1	8	1	8	5
Killaloe - - - - -	134	6	$-\frac{1}{2}$	29	7	2 $\frac{1}{2}$	163	13	3
Portumna - - - - -	169	12	6	11	7	9	181	-	3
Hamilton Lock - - - - -	3	3	9 $\frac{1}{2}$	-	-	-	3	3	9 $\frac{1}{2}$
Banagher - - - - -	289	-	$-\frac{1}{2}$	3	13	8 $\frac{1}{2}$	292	13	8 $\frac{1}{2}$
Shannon Harbour - - - - -	5	1	5	-	-	-	5	1	5
Shannon Bridge - - - - -	72	8	9 $\frac{1}{2}$	3	7	3 $\frac{1}{2}$	75	16	1
Athlone - - - - -	108	10	2 $\frac{1}{2}$	34	9	11 $\frac{1}{2}$	143	-	2
Lanesborough - - - - -	12	7	9 $\frac{1}{2}$	4	18	11	17	6	8 $\frac{1}{2}$
Cloondrah - - - - -	19	5	9	-	2	2 $\frac{1}{2}$	19	7	11 $\frac{1}{2}$
Rooskey - - - - -	8	3	8 $\frac{3}{4}$	3	-	5 $\frac{1}{2}$	11	4	2 $\frac{1}{2}$
Drumsna - - - - -	7	16	1 $\frac{1}{2}$	1	16	$-\frac{1}{2}$	9	12	1 $\frac{3}{4}$
Jamestown - - - - -	3	11	3 $\frac{1}{2}$	-	10	$-\frac{1}{2}$	4	1	4
Carrick-on-Shannon - - - - -	14	8	2 $\frac{1}{2}$	17	4	11 $\frac{3}{4}$	31	13	2 $\frac{1}{2}$
Battle Bridge - - - - -	1	2	4	1	10	7 $\frac{1}{2}$	2	12	11 $\frac{1}{2}$
Drumleague - - - - -	7	15	9 $\frac{1}{2}$	-	8	8	8	4	5 $\frac{1}{2}$
TOTAL - - - - £.	1,704	-	1 $\frac{1}{2}$	145	9	1 $\frac{1}{2}$	1,849	9	2 $\frac{1}{2}$

SCHEDULE (C.)

RETURN showing the TONNAGE of the IMPORTS and EXPORTS at the principal Stations on the River Shannon, from 1st January to 31st December 1840.

ARTICLES.	STATIONS.													TOTALS.
	Limerick.	O'Brien's Bridge.	Killaloe.	Lough Derg, Killaloe end.	Lough Derg, Portumna end.	Portumna.	Banagher.	Shannon Bridge.	Athlone.	Lanesborough.	Roskey.	Drumsna.	Carrick-on-Shannon.	
LANDED:	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1st Class chargeable per Ton, and 1st and 2d per Boat-load.														
Slates - - -	3,130 ³ / ₄	-	5	-	-	181	286 ¹ / ₂	-	493 ³ / ₄	-	2 ³ / ₄	-	-	3,999 ¹ / ₄
Tiles and Bricks - - -	21	-	64 ¹ / ₂	69 ³ / ₄	-	342	80	5	357 ¹ / ₂	4	-	-	44 ¹ / ₄	988
Coal - - -	169	282 ³ / ₄	899 ¹ / ₂	447 ¹ / ₂	46 ³ / ₄	351 ¹ / ₂	412 ³ / ₄	-	1,428	424	1	-	-	4,462 ³ / ₄
Iron, not made into articles of merchandise.	130 ³ / ₄	-	33 ¹ / ₂	73 ³ / ₄	4	133 ¹ / ₂	101 ³ / ₄	2	166	40 ³ / ₄	-	-	69	754 ³ / ₄
Timber of all kinds - - -	482 ³ / ₄	6	155	269 ¹ / ₂	-	636 ¹ / ₂	124 ³ / ₄	14	436 ³ / ₄	139 ³ / ₄	18 ¹ / ₂	32 ³ / ₄	75 ¹ / ₂	2,391 ¹ / ₄
Hay and Straw - - -	-	44	8 ³ / ₄	-	-	18	63 ³ / ₄	153 ¹ / ₂	19 ¹ / ₂	49	35	41	17 ³ / ₄	450 ³ / ₄
Ores and Minerals - - -	-	-	-	-	-	5 ¹ / ₂	16	-	-	-	-	-	-	21 ³ / ₄
Salt - - -	-	-	7 ¹ / ₂	17 ¹ / ₂	-	96 ³ / ₄	41 ¹ / ₂	1 ¹ / ₂	138 ¹ / ₂	23 ³ / ₄	-	-	-	325 ¹ / ₂
Marble, foreign or manufactured.	27 ¹ / ₂	-	17	-	-	-	1 ¹ / ₂	-	12 ¹ / ₄	-	-	-	-	58 ¹ / ₂
Manure - - -	12	24	-	-	-	267	585 ¹ / ₂	-	12	50	4	16 ¹ / ₂	-	970 ³ / ₄
Lime for building - - -	-	-	-	2 ³ / ₄	-	-	-	-	-	-	-	-	-	2 ³ / ₄
Building-stone & Flags - - -	71	-	35 ¹ / ₂	135 ³ / ₄	-	9	43 ³ / ₄	10	44 ³ / ₄	-	100	6	-	455 ¹ / ₂
Sand and Gravel - - -	50	-	99	-	-	-	-	-	-	-	18 ¹ / ₂	122	40 ¹ / ₂	691 ³ / ₄
Turf - - -	5,237 ³ / ₄	-	3,371 ¹ / ₂	10	32 ³ / ₄	665 ¹ / ₂	148 ¹ / ₂	568	656	391 ¹ / ₂	568	58	2,442 ³ / ₄	14,149 ¹ / ₂
Grain - - -	671	1,042 ¹ / ₂	95	-	-	44 ¹ / ₂	51 ¹ / ₂	5 ¹ / ₂	19	27 ³ / ₄	3	-	165 ¹ / ₂	2,124 ¹ / ₂
Flour, Meal, Malt, and Starch.	2,564 ³ / ₄	34	1 ³ / ₄	6	-	62 ¹ / ₂	-	-	61	-	-	-	-	2,729 ³ / ₄
Butter - - -	1 ¹ / ₂	-	-	-	-	-	-	-	-	-	-	-	10 ³ / ₄	10 ³ / ₄
Black Cattle & Horses - - -	-	-	1 ¹ / ₂	-	-	-	4 ³ / ₄	-	-	-	-	-	-	6 ¹ / ₂
Sheep - - -	8 ¹ / ₂	-	9 ³ / ₄	-	-	-	1 ¹ / ₂	-	-	-	-	-	-	19 ¹ / ₂
Pigs - - -	75 ¹ / ₂	-	-	3	-	-	5	-	-	-	-	-	-	83 ¹ / ₂
Salted Provisions - - -	-	-	4	6	-	76 ³ / ₄	66 ³ / ₄	-	102 ³ / ₄	22	1	-	-	275 ¹ / ₂
Potatoes and other Vegetables.	6 ¹ / ₄	6	-	-	-	-	-	12 ³ / ₄	50 ¹ / ₄	4	22	2 ¹ / ₂	7 ³ / ₄	111 ¹ / ₂
Groceries - - -	427 ³ / ₄	-	3 ³ / ₄	-	-	7 ¹ / ₄	3 ¹ / ₂	-	6	-	2 ¹ / ₂	-	38	485 ¹ / ₂
Wine and Spirits - - -	107 ¹ / ₂	-	4 ³ / ₄	1	-	-	-	-	-	-	-	-	-	108 ³ / ₄
Porter, Beer, and Ale - - -	242 ¹ / ₂	-	4 ³ / ₄	-	-	3 ¹ / ₄	-	-	-	-	-	-	-	248 ¹ / ₂
Bale-goods, Hardware, & Genl Merchandise.	2,733	1 ¹ / ₂	120 ¹ / ₂	13 ¹ / ₂	136 ¹ / ₂	449 ¹ / ₂	186 ³ / ₄	128 ³ / ₄	1,580 ³ / ₄	141 ³ / ₄	10 ¹ / ₂	127	109 ¹ / ₂	4,739 ¹ / ₂
Tobacco - - -	66 ¹ / ₂	-	-	-	-	-	-	-	-	-	-	-	-	66 ¹ / ₂
Military Baggage - - -	81 ¹ / ₂	-	-	-	-	-	-	-	79 ¹ / ₂	-	-	-	-	160 ¹ / ₂
TOTALS - - -	16,317	1,440¹/₂	4,946¹/₂	1,055¹/₂	219¹/₂	4,347¹/₂	2,225³/₄	899¹/₂	5,664¹/₂	1,318¹/₂	786³/₄	405³/₄	3,386	40,882
LOADED:														
1st Class chargeable per Ton, and 1st and 2d per Boat-load.														
Slates - - -	46 ³ / ₄	-	-	2,939	1,600	-	14 ¹ / ₂	-	-	-	-	-	-	4,600
Tiles and Bricks - - -	252	-	-	-	-	1	1 ¹ / ₂	-	-	-	-	-	-	254 ¹ / ₂
Coal - - -	2,275 ³ / ₄	-	1	-	-	-	15 ³ / ₄	-	1	-	-	-	-	2,293 ³ / ₄
Iron, not made into articles of merchandise.	229	-	50 ¹ / ₂	-	-	-	3 ¹ / ₄	2	17 ¹ / ₂	-	-	-	-	302 ¹ / ₂
Timber of all kinds - - -	1,725 ¹ / ₂	-	30 ³ / ₄	10	-	9 ¹ / ₂	66	-	1,365 ¹ / ₂	6	7	-	3 ¹ / ₂	3,223 ¹ / ₄
Hay and Straw - - -	5	-	6 ³ / ₄	10	-	-	54 ³ / ₄	-	-	1 ¹ / ₂	-	-	-	78
Ores and Minerals - - -	13	-	904 ¹ / ₂	-	-	-	11 ¹ / ₂	-	-	-	-	-	-	928 ³ / ₄
Salt - - -	132 ¹ / ₂	-	1 ¹ / ₂	-	-	-	-	-	2	-	-	-	-	135
Marble, foreign or manufactured.	14 ¹ / ₂	-	16 ³ / ₄	-	-	1 ³ / ₄	-	-	-	-	-	-	-	33
Manure - - -	1,556	-	-	-	-	-	-	-	66	-	4	-	-	1,626
Lime for building - - -	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Building-stone & Flags - - -	226 ¹ / ₂	-	1 ¹ / ₂	-	-	-	25	-	-	-	-	-	-	251 ¹ / ₂
Sand and Gravel - - -	24	-	-	42 ¹ / ₄	-	-	-	6	-	-	-	-	-	72 ¹ / ₂
Turf - - -	-	279 ³ / ₄	-	1,321	17	-	-	-	3 ¹ / ₂	-	-	-	-	1,621 ¹ / ₄
Grain - - -	1,940	114 ³ / ₄	495 ¹ / ₂	158 ¹ / ₂	189 ¹ / ₂	1,997 ¹ / ₂	158 ³ / ₄	-	1,609 ³ / ₄	518 ³ / ₄	-	644 ³ / ₄	62	7,287
Flour, Meal, Malt, and Starch.	1,073 ¹ / ₂	1,551 ¹ / ₂	-	-	367	348	175 ³ / ₄	-	711	6	-	-	17 ³ / ₄	4,249 ³ / ₄
Butter - - -	90 ³ / ₄	-	-	-	-	1 ¹ / ₂	-	-	1 ¹ / ₂	-	-	-	-	93 ¹ / ₂
Black Cattle & Horses - - -	67	-	6 ³ / ₄	-	-	-	-	-	-	-	-	-	-	73 ³ / ₄
Sheep - - -	46	-	10 ³ / ₄	-	-	9 ¹ / ₂	1	1 ¹ / ₂	-	-	-	-	-	68 ¹ / ₂
Pigs - - -	104 ¹ / ₂	-	7 ¹ / ₄	-	-	12 ³ / ₄	2	8	4 ¹ / ₂	-	-	-	-	139
Salted Provisions - - -	270 ¹ / ₄	-	-	-	-	3 ³ / ₄	47	-	25 ¹ / ₂	-	-	-	-	346 ³ / ₄
Potatoes and other Vegetables.	3 ³ / ₄	-	1 ³ / ₄	-	-	15 ¹ / ₂	11 ¹ / ₂	10 ³ / ₄	1	202 ¹ / ₂	1 ¹ / ₂	-	2 ¹ / ₂	247
Groceries - - -	2 ³ / ₄	-	1 ¹ / ₂	-	-	-	-	-	-	-	-	-	-	2 ³ / ₄
Wine and Spirits - - -	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Porter, Beer, and Ale - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bale-goods, Hardware, & Genl Merchandise.	1,775 ¹ / ₂	-	65 ³ / ₄	1 ¹ / ₂	14 ¹ / ₂	100 ³ / ₄	19	127 ¹ / ₂	1,075	1	10 ³ / ₄	27 ¹ / ₂	27 ¹ / ₂	3,117 ³ / ₄
Tobacco - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Military Baggage - - -	13 ¹ / ₂	-	-	-	-	-	-	-	118 ³ / ₄	-	-	-	-	131 ³ / ₄
TOTALS - - -	11,886³/₄	1,945¹/₂	1,599	4,482	2,187³/₄	1,900¹/₂	606¹/₂	154¹/₂	5,001¹/₂	734³/₄	13¹/₂	655¹/₂	112³/₄	31,180¹/₂

SCHEDULE (D.)

RETURN showing the AMOUNT of TRAFFIC passing to and from the River *Shannon* through the *Grand* and *Royal Canals*, from 1st January to 31st December 1840.

ARTICLES.	From Canals to River Shannon.			From River Shannon to Canals.		
	Grand Canal.	Royal Canal.	TOTAL.	Grand Canal.	Royal Canal.	TOTAL.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Slates - - - -	179 $\frac{1}{2}$	92 $\frac{1}{2}$	271 $\frac{1}{2}$	808 $\frac{3}{4}$	- - -	808 $\frac{3}{4}$
Tiles - - - -	660 $\frac{3}{4}$	4	664 $\frac{3}{4}$	70	6	76
Coal - - - -	2,341 $\frac{1}{2}$	547	2,888 $\frac{1}{2}$	37	111 $\frac{1}{2}$	148 $\frac{1}{2}$
Iron not made into articles of merchandise.	438	91 $\frac{1}{2}$	1,629 $\frac{1}{2}$	103 $\frac{1}{2}$	- - -	103 $\frac{1}{2}$
Timber of all kinds -	1,292	296 $\frac{1}{2}$	1,588 $\frac{1}{2}$	2,065	- - -	2,065
Hay and straw - - -	6	- - -	6	50 $\frac{3}{4}$	- - -	50 $\frac{3}{4}$
Ores and minerals - -	31	- - -	31	838 $\frac{3}{4}$	- - -	838 $\frac{3}{4}$
Salt - - - -	187 $\frac{1}{2}$	22 $\frac{3}{4}$	210 $\frac{1}{4}$	84 $\frac{3}{4}$	- - -	84 $\frac{3}{4}$
Foreign or manufactured marble.	14 $\frac{1}{2}$	- - -	14 $\frac{1}{2}$	57	- - -	57
Manure - - - -	469 $\frac{3}{4}$	- - -	469 $\frac{3}{4}$	1 $\frac{1}{2}$	- - -	1 $\frac{1}{2}$
Lime for building - -	-	- - -	-	- - -	- - -	- - -
Building-stone and flags	74	- - -	74	197 $\frac{1}{2}$	- - -	197 $\frac{1}{2}$
Sand and gravel - - -	-	- - -	-	- - -	- - -	- - -
Turf - - - -	24	- - -	24	20	- - -	20
Grain - - - -	77	163 $\frac{1}{2}$	240 $\frac{1}{4}$	4,030 $\frac{1}{2}$	1,384 $\frac{1}{2}$	5,314 $\frac{3}{4}$
Flour, meal, malt & starch	360 $\frac{3}{4}$	- - -	360 $\frac{3}{4}$	1,547 $\frac{1}{2}$	5	1,552 $\frac{1}{2}$
Butter - - - -	-	- - -	-	17	- - -	17
Black cattle and horses -	12	- - -	12	227 $\frac{1}{2}$	- - -	227 $\frac{1}{2}$
Sheep - - - -	10	- - -	10	70 $\frac{3}{4}$	- - -	70 $\frac{3}{4}$
Pigs - - - -	58	- - -	58	186 $\frac{3}{4}$	- - -	186 $\frac{3}{4}$
Salted provisions - -	59 $\frac{1}{2}$	11 $\frac{1}{2}$	70 $\frac{3}{4}$	326 $\frac{1}{2}$	- - -	326 $\frac{1}{2}$
Potatoes and other vegetables.	-	90 $\frac{1}{2}$	90 $\frac{1}{2}$	5	349	354
Groceries - - - -	-	- - -	-	- - -	- - -	- - -
Wine and spirits - - -	-	- - -	-	- - -	- - -	- - -
Porter, beer and ale -	-	- - -	-	- - -	- - -	- - -
Bale-goods, hardware and general merchandise.	6,495 $\frac{3}{4}$	370	6,865 $\frac{3}{4}$	3,771 $\frac{1}{2}$	63 $\frac{1}{2}$	3,834 $\frac{3}{4}$
Military baggage - -	87	- - -	87	91 $\frac{1}{2}$	- - -	91 $\frac{1}{2}$
TOTALS - - -	12,877 $\frac{3}{4}$	1,389 $\frac{1}{2}$	14,266 $\frac{1}{2}$	14,548	1,919	16,721

SCHEDULE (E.)

RETURN showing the Number of PASSENGERS that Embarked at the Undermentioned Places on the River *Shannon*, by the City of Dublin Steam Company's Boats, during the Year 1840, from 1st January to 31st December 1840.

	Limerick up.	Killaloe.	Williams-town.	Portumna.	Banaghe.	Shannon Harbour.	Athlone.	TOTALS.
	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>
January - - -	546	258	81	174	62 $\frac{1}{2}$	345 $\frac{1}{2}$	92	1,559
February - - -	339	265 $\frac{1}{2}$	40 $\frac{1}{2}$	113 $\frac{1}{2}$	32	363 $\frac{1}{2}$	82	1,236
March - - - -	513 $\frac{1}{2}$	294	68	114	43	287 $\frac{1}{2}$	125	1,445
April - - - -	664 $\frac{1}{2}$	319	80 $\frac{1}{2}$	158	55 $\frac{1}{2}$	415	179	1,871 $\frac{1}{2}$
May - - - -	559 $\frac{1}{2}$	358	71	167	23	410	83	1,671 $\frac{1}{2}$
June - - - -	512	306	47	175 $\frac{1}{2}$	24 $\frac{1}{2}$	412	46	1,523
July - - - -	527	258 $\frac{1}{2}$	61	142	31	500	74	1,593 $\frac{1}{2}$
August - - - -	567	301	68 $\frac{1}{2}$	178 $\frac{1}{2}$	60 $\frac{1}{2}$	540 $\frac{1}{2}$	150	1,866
September - - -	561	321 $\frac{1}{2}$	62 $\frac{1}{2}$	173	100 $\frac{1}{2}$	383	90	1,691 $\frac{1}{2}$
October - - - -	628 $\frac{1}{2}$	327	59	247 $\frac{1}{2}$	46	325	71	1,704
November - - -	430	216 $\frac{1}{2}$	41 $\frac{1}{2}$	107	12 $\frac{1}{2}$	325	50	1,182 $\frac{1}{2}$
December - - -	349	240	23	103 $\frac{1}{2}$	32 $\frac{1}{2}$	369	84	1,201
TOTALS - - -	6,197	3,465	703 $\frac{1}{2}$	1,853 $\frac{1}{2}$	523 $\frac{1}{2}$	4,676	1,126	18,544 $\frac{1}{2}$

Shannon Commission Office, Dublin, }
22 February 1841.

H. J. Mason, Accountant.