

SHANNON NAVIGATION.



FOURTH ANNUAL REPORT

OF THE

COMMISSIONERS

FOR THE

IMPROVEMENT OF THE

NAVIGATION OF THE RIVER SHANNON, IRELAND;

WITH AN APPENDIX.

Ordered, by The House of Commons, to be Printed, 6 March 1843.

TO THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY.

MAY IT PLEASE YOUR LORDSHIPS,

WE, the Commissioners appointed under the Act 2 & 3 Vict. c. 61, for the Improvement of the Navigation of the River Shannon, beg leave to submit this our Fourth Annual Report.

During the past year, the execution of the works enumerated in our Third Report have been continued, and in addition we have entered into contracts for other works, the details of each of which will be found in their respective places in the following general statement of our proceedings.

We have to report the completion of the landing-quays at Querrin and Kildysart, in the county of Clare, and Kiltairy, in the county of Limerick, on the Lower Shannon, and the public are now deriving the advantages anticipated from the facilities they afford to the trade on the river. The new bridge at Plassey, which crosses the Shannon above Limerick, has also been completed, and is open to the public.

In addition to the works already in progress, we have entered into contracts for the execution of the projected improvements at the following places; namely, at Shannon Bridge, for deepening the bed of the river, removal of the lock, and laying down a swivel bridge; and for the removal of the shoals in the river between that place and Athlone.

At Athlone, for the construction of the lock and regulating weir, together with the deepening the river below the weir, and above it up to Lough Ree.

At Lanesborough, for the improvement of the waterway under the bridge, and the removal of the shoals up to Tarmonbarry, and laying down a swivel bridge.

At Tarmonbarry, for the erection of the lock and weir, and the removal of the shoals up to Rooskey; and we hope to include the works at the latter place in our operations for the present year, which will consist of a lock, weir, and a new stone and swivel bridge across the river.

It affords us great satisfaction to report upon the general good conduct of the numerous mechanics and labourers who have been engaged by the several contractors during the last year, the daily average being 2,511 persons, giving an equivalent of 565,361 days' work; great benefit was thereby conferred on a numerous class of men, who otherwise, during the period of distress in the early part of the year, would probably have been reduced to a state of great destitution.

With the exception of two small contracts near Limerick, the works have been executed in a satisfactory manner, and the progress made has been in proportion to the energies displayed by the different parties engaged on them.

The contractors before alluded to, and who failed to complete their contracts, have entailed upon us much annoyance and vexation, owing principally to their having left their labourers unpaid for various short periods at the close of the season. We have endeavoured to adopt expedients for obtaining justice for these poor people, but there are many legal difficulties in the way, which have hitherto prevented us from effecting that object.

DIVISION No. 1.—FROM THE SHANNON MOUTH TO THE CITY OF LIMERICK.

THE works that have been commenced and completed in this division are the undermentioned; viz.—

QUERRIN.

The work at this place is a landing-quay of 135 feet frontage, with 14 feet depth of water at high spring-tides; the work was commenced in the month of March, completed in the month of December, and then opened for the use of the public.

The front walls of this quay are built of limestone ashlar, with good rubble backing; it is calculated to afford great facilities for the shipment of agricultural produce and turf, and is likely to fulfil the object contemplated by its erection.

The work has been executed in a very satisfactory manner by the contractors, Messrs. Sykes & Brookfield.

The average number of persons employed daily at Querrin, from the 1st April to the 31st December, was 45, being equivalent to 10,508 days' work.

KILRUSH.

As soon as the season permitted, the contractor commenced putting in the foundations for the new work at this pier, and as the dimensions of the front footing stones were considerable, no difficulty was experienced in setting them in their proper places under water for a length of 140 feet, without the aid of the diving-bell; from that point outwards, the bell was necessarily employed, and with great success, so that at the close of the year more than two-thirds of the most difficult part of the work had been executed in a satisfactory manner. The great progress made is mainly attributable to the excellent machinery employed by the contractor, who by this means was enabled to take advantage of the favourable weather of the last summer for using the bell. The advantages of the extension of this pier, as far as it has gone, have already been experienced by the increased protection from the prevailing westerly winds afforded to steam and sea-going vessels.

The average number of persons employed daily at Kilrush, from the 1st January to the 31st December, was 45, being equivalent to 14,174 days' work.

KILTEERY.

The progress of this work was greatly retarded in the early part of last year by a succession of gales and high tides, which prevented the contractors from getting in the foundations of the river front, and which, as stated in our last Report, could only be done at low water spring tides; this once effected, the work proceeded rapidly, and was completed in the middle of the month of July last.

Along the river front there is 16 feet depth of water at spring-tides; it lies fair to the channel up and down the river, and the quay is most favourably situated for the shipment of agricultural produce from the neighbouring district.

The Earl of Clare, who agreed to contribute the sum of 918*l.* 2*s.* 6*d.* towards the expense of the erection of this quay, has paid the entire amount of his proportion, and our accounts with his Lordship are now closed.

The average number of persons employed daily at Kiltteery, from the 1st January to the 30th July, was 31, being equivalent to 5,688 days' work.

KILDYSART.

At the termination of the year 1841, the only portion of this work executed was part of the causeway, and preparation of stone at the quarry. As soon as the weather permitted to cut down the rock which was to serve as a foundation on which the quay was to be built, the contractors commenced their operations with spirit, and having continued throughout the summer to work with great energy, they completed their contract in December last, in a very satisfactory manner. The quay presents a front to the river of 250 feet, having 21 feet depth of water at high spring-tides, and having a lay-bye in its rear, affording excellent shelter for small craft.

The average number of persons employed daily at Kildysart, from the 1st of January to the 11th December, was 11, being equivalent to 3,256 days' work.

This work is now complete, and open to the public.

It being necessary to employ persons to take charge of this pier, as well as those of Kilteery and Querrin, the rates of wharfage, &c. as sanctioned by your Lordships, have been fixed at the lowest possible scale, all that is required being sufficient to pay the expenses of the individuals at each station, and a small sum to cover trifling repairs, which are not likely to be required for a long period, the work being built of ashlar of large dimensions, and well executed.

The rates of tolls as at present fixed will hereafter be reduced, should the amount collected prove greater than the necessary outlay requires.

 DIVISION No. 2.— LIMERICK TO KILLALOE.

ATHLUNKARD.

THE works at this place consist of a regulating weir and deepening the channel; to effect the former, advantage was taken of the existence of the dam above Corbally Mill. The length of weir or dam to be established is 1,050 feet; 914 was completed when the winter floods came down, and stopped the further progress of the work until a more favourable season.

After the formation of the necessary dams, and that part of the river to be deepened being laid dry, the excavations were commenced; but on sinking between the piers of Athlunkard Bridge, it was ascertained that the foundations were laid at a higher level than the proposed depth for the new channel; it therefore became necessary to modify the plans; and also, to secure the foundations of the piers, it was considered advisable to introduce a good pitching around them, and to pave the bed of the channel under the arches, to guard against the possibility of any danger arising to the bridge from the strong current in winter. This work was satisfactorily executed, and nearly the entire of the excavations completed, when the floods came down, broke through the dams, and inundated the work.

The contract for this work might easily have been completed within the time agreed upon, had the contractor used due diligence, and attended to the advice given him, both by ourselves and by our engineers, urging him to employ sufficient hands, so as to have everything cleared away before the time of the expected floods: by neglecting to do so, the contract remains in an unfinished state, and we have not derived from this portion of the river the full benefits we anticipated from the operations of the last summer.

We have taken the work out of the hands of the contractor, and shall take measures for completing it as soon as the state of the river will permit.

The average number of persons employed daily at Athlunkard, from the 25th August to the 12th December, was 182, being equivalent to 36,108 days' work.

 ILLAANARON.

As soon as the season was favourable for work the contractor commenced operations, and removed 4,278 cubic yards of gravel and boulders, being all that remained to be executed during the summer; the dams were cleared away, and the contract completed.

The average number of persons employed daily at Illaanaroon, from the 16th of May to the 30th July, was 80, being equivalent to 4,386 days' work.

PLASSEY BRIDGE.

This bridge has been completed, and independent of the advantages which it affords to the traders for passing horses employed in towing the boats, the public have been allowed to use it, instead of being ferried over in a barge as formerly; it is now much used by the country people who attend the markets in Limerick, or who have business to transact there.

By a Return furnished to the Commissioners, it appears that between the 20th and 27th December 4,161 passengers and 76 horses have crossed over this bridge.

The average number of persons employed daily at Plassey Bridge, from the 25th April to the 17th September, was 27, being equivalent to 3,362 days' work.

CASTLE TROY.

The work at this place consisted of the cutting a channel 150 feet wide and 4 feet deep, to afford greater discharge for the water. This was very important, as the ford at this place being situated a short distance below the mouth of the Mulcaire River, which takes its rise in the Keeper Mountains, a deposit had been formed between the ford and the mouth of the river; in consequence of which, the lands immediately above the junction of the Mulcaire with the Shannon are subjected to periodical and sudden inundations, from the water being unable to pass off as rapidly as it is discharged into the Shannon.

The works were contracted for, and commenced with spirit.

A longitudinal dam, with the necessary cross dams, having been formed, and the included space laid dry, the average quantity of gravel, rock, and boulder stones removed during one month was 5,000 cubic yards; and had the contractors continued with the same energy they evinced at the commencement, the work would have been completed within the period agreed upon. Unfortunately this was not the case; and though frequently warned of the danger, they allowed the floods to overtake them, and the dams, unable to resist the pressure, burst, leaving about 1,000 yards of excavation still to be removed. The contractors having failed to complete their contract within the time agreed upon, we have taken the work out of their hands, and shall adopt measures for completing them, as soon as the weather proves favourable, in like manner as at Athlunkard.

The average number of persons employed daily at Castle Troy, from the 25th of April to the 18th December, was 112, being equivalent to 22,936 days' work.

WORLD'S END.

The operations at this place were the clearing away a shoal which backed up the water in time of floods, and also the cutting away part of the left bank of the river, in order to obtain a greater discharge.

The length of the shoal which has been removed was 1,250 feet, with an average breadth of 200 feet, and 4 feet deep; this space was enclosed by earthen dams of 680 lineal yards, and then unwatered by pumps. The work was commenced at the end of last June, and completed, with the exception of the removal of the dams, by the middle of November. About 9,500 cubic yards of excavation, composed of sand, and a very hard description of limestone rock, were removed monthly.

To give the village of Castleconnell and the surrounding districts the benefit of the navigation of the Shannon, we took advantage of the stone turned out of the excavation to form a landing-quay, to which there is every facility for making a good road. The completion of the landing-quay and removal of the dams are the only works remaining to complete this contract.

The spirited manner in which Messrs. Sykes & Brookfield, the contractors, have carried on their operations, both here and at Kildysart and Querrin on the Lower Shannon, is highly creditable to them.

The average number of persons employed daily at World's End, from the 27th of June to the 25th December, was 270, being equivalent to 42,182 days' work.

PARTEEN.

The clearing of the bed of the river at this place was contracted for in August last, and had the work been commenced without delay, the most difficult and important part of the contract would have been completed before the floods came down. 6,400 cubic yards had been excavated, and a portion of the soil arising from the excavation taken to O'Brien's Bridge, to confine the bank of the river at that place, and also to form a landing-quay for the trade boats, an accommodation much required.

The average number of persons employed daily at Parteen, from the 15th August to the 31st December, was 101, being equivalent to 12,092 days' work.

LIMERICK NAVIGATION.

The works executed have been confined to the necessary repairs of the towing-paths, river banks, lock-gates, back drains, &c.

In consequence of the erection of Plassey Bridge, it became necessary to change the trackway from the north to the southern bank of the canal between Annaghbeg Lock and the first bridge above it; this was effected for a trifling expense, and thereby did away with the necessity for having a bridge across the canal below the lock. An unforeseen and important repair to Gillogue Lock chamber was entailed upon us, by the southern wall having been forced forward and threatened to fall into the chamber of the lock: to prevent any accident arising to boats or passengers whilst passing through the lock, we directed that the side wall should be taken down and rebuilt, which was effected in a short time, and in a satisfactory manner, by the contractor for the Killaloe works.

We also took advantage of the stoppage of the navigation at Killaloe, in the month of September, to clear out the entire line of the canal from Killaloe to Cusane, and also to lower the level of the lead to the Marble Mill, which was originally laid too high as respects the proposed summer level above the weir. By this means the working power of the waterwheel has been much improved.

DIVISION No. 3.—KILLALOE TO TARMONBARRY.

For this division works have been carried on during the past year at Killaloe, Derry Shoal, Portumna, Meelick, Banagher, Derryholmes Shoals, Athlone, and Lecarrow.

KILLALOE.

In the early part of the year the contractor's operations were confined to the cutting away part of Insha Hill, and the formation of dams for commencing the excavation of the bed of the river on the Clare side, the greater part of the Tipperary side having been excavated in the year 1841.

As soon as the state of the water in the river permitted the unwatering the space within the dams above and below bridge, an area of eight acres was laid dry, and a temporary tressel bridge formed for the waggons to convey the material excavated to the spoil bank on the Tipperary side of the river; 118,000 cubic yards of earth and boulders were removed from the bed of the river: whilst this work was in progress the permanent weir was carried on, and 618 feet of it completed. On the 18th October the water was allowed to flow over it, and temporary dams were immediately commenced for laying dry the remaining portion of the river, to enable the contractor to carry on the remaining 550 feet of the weir, and the clearing of the bed of the river below it.

The piers of the bridge, included within the space laid dry by the dams, were underpinned in a very satisfactory manner, and a good pitching laid down between the piers, where rock was not found. The underpinning was a delicate operation, and one which required great care and attention in its execution, owing to the inferior description of masonry of which the older parts of the bridge were composed.

posed. Some of the piers required six feet of underpinning, all of which was completed without the slightest accident or disturbance to the old work.

A substantial retaining-wall was built on the Clare side for an extent of about 660 feet from the bridge downwards. By this arrangement a considerable space has been gained where greatly needed, immediately in front of the principal landing-place of the canal.

For a short period after the water was first passed over the finished portion of the weir, the entire body of the Shannon flowed over it; and from the observations which have been made, we have great satisfaction in stating, that we have no reason to doubt the accuracy of the previous calculations as to the power of the weir to keep down winter floods to the limit proposed.

A considerable portion of the Cussane embankment has been formed with the excavations from Killaloe, 15,155 cubic yards having been conveyed there in boats. This embankment, when completed, will prove of great advantage to this part of the navigation, by cutting off a large and very inconvenient, as well as exposed bend, in the river course.

The average number of persons employed daily at Killaloe, from the 1st January to the 31st December, was 266, being equivalent to 83,276 days' work.

LOUGH DERG.—DERRY SHOAL.

This shoal, at low summer-water, formed a barrier against vessels ascending the river as far as Portumna Bridge, and thereby causing great inconvenience both to trade and passengers; the latter were necessarily transhipped on the lake from the smaller to the larger steam-vessels, which in stormy weather was a difficult operation, and not always unattended with danger. As we had not any dredging-vessel on this part of the navigation which could be allotted to this service, and it being very desirable to clear a passage sufficiently wide to permit vessels to pass, we determined on employing an experienced diver with Dean's apparatus, and if possible to ascertain the exact state of the shoal, and the general size of the boulders or large stones to be removed from the bottom. The diver having carefully examined the entire shoal, and described the nature of the obstacles to the navigation, chains were passed with his assistance round some of the largest stones, which were then raised by a derrick, fitted up in a barge for that purpose; and as there was very little difficulty experienced in the operation, a passage of 60 feet in breadth was cleared in this manner, and thus in a short time the navigation for the largest class steamers was opened up to the bridge.

Having experienced the very beneficial results which the examination of the bed of the river by means of the diving dress affords, and after having ascertained by inquiries the best dress suited to our operations, we ordered a complete set, with the necessary apparatus, to be prepared for us by Mr. Liebe, the patentee. This has been received, and we expect to derive great advantages from the employment of it at the various shoals we have to work upon during the approaching summer.

During the past year eight new stone beacons have been erected in Lough Derg, and the sailing course is at present marked out by 16 beacons.

The average number of persons employed daily at Derry Shoal, from the 22d August to the 2d October, was 10, being equivalent to 366 days' work.

PORTUMNA.

It being very important to remove a point in the Callows which projected in the fair sailing course of vessels passing through the opening to the swivel bridge, we entered into a contract for its removal, partly by dredging and partly by excavation. The entire quantity amounted to 17,500 cubic yards, and there is at present a fine, clear approach to the bridge for steamers of the largest class.

The average number of persons employed daily at Portumna, from the 28th of February to the 21st of August, was 25, being equivalent to 3,714 days' work.

MEELICK.

In our Third Report we stated that limestone rock of an excellent quality had been found in the bed of the new canal at this place, the quality and size of the ashlar

ashlars produced having proved particularly good and suitable for the masonry of the lock, and the smaller stones when burned in the kiln have proved to be excellent hydraulic lime. The beds in this quarry vary from 15 inches to four feet in thickness, and stone of any scantling may be procured; the contractor has consequently abandoned all the other quarries which had previously been opened for these works.

A steam-engine for pumping the water out of the excavations for the lock chamber, and a large water-wheel for keeping dry the quarry, have proved most effectual. On the 2d of May the first stone of the lock was laid, and the building part has since been carried on without interruption; the entire of the inverted arch, lower sill, with its platform and apron, and greater part of the upper sill, with its apron, as well as a large portion of the wing and recess walls, with the chain and sluice tunnels at the upper and lower entrances, are completed, comprising about 33,000 cubic feet of ashlar, and 900 cubic yards of rubble masonry.

Canal.—The excavation, together with the banks and paving of the entire slopes, have been completed.

Weir.—On the east or King's County side, 163 feet of the weir have been built during the year, making a total of 468 feet completed. The abutment wall, 180 feet in length, has also been built; it is composed of hammer-dressed masonry, with good rubble backing set in mortar. Immediately below the western part of the weir, it was considered advisable to cut away part of an island, to give a free discharge to the water passing over the weir; in consequence 2,508 cubic yards of earth were removed and placed below the western abutment of the weir.

Keelogue Shoal.—Operations were commenced early in the spring of last year for deepening this shoal, which lies immediately above Meelick, by the formation of dams on the Galway side of the river, for laying dry a considerable portion of the bed of the river. The unwatering of the included space having been accomplished, 16,600 cube yards of stiff clay and gravel were removed, partly to the adjacent bank, and partly behind the western abutment of Meelick Weir, being a lead of about 500 yards; subsequently a breach was made in the dams to allow the water to pass through the newly excavated channel. A similar operation was then commenced on the King's County side of the river, from whence 18,500 cubic yards were removed to form the embankment between the head of the canal and the island of Innishirkagh.

The materials of which this shoal was composed consisted of clay mixed with gravel, forming a conglomerate so compact, that it was found necessary to use gunpowder to break it up, thereby causing an unexpected delay, as well as expense to the contractor. We have great reason to apprehend that all the shoals in the limestone districts will be found to consist of the same compact material, which is nearly as difficult to excavate as solid rock, and should this unfortunately prove to be the case, the completion of the removal of the shoals will be much delayed, and the expenditure materially increased.

The average number of persons employed daily at Meelick, from the 1st of January to the 31st of December, was 297, being equivalent to 93,150 days' work.

BANAGHER.

The works carried on at this place during the past year consisted of cofferdams, masonry of the piers and arches of the bridge, and clearing away part of the shoal above and below the bridge.

At the close of the year 1841, the western abutment, and the large pier for the swivel bridge, were the only parts of the masonry completed; at the termination of the year 1842, all the piers and the eastern abutment were built, two arches keyed in, and the centres taken down; in addition to which, the iron swivel bridge has been fixed in its place, and the entire of the approach and retaining-walls on the King's County side of the river have been built up to the level of the fascia course.

The greater part of the shoal above bridge was removed by dredging; it being found necessary to remove a portion of the old bridge, to allow the steam dredger to pass down, the same was effected, and a temporary wooden one, 110 feet in length, was substituted; subsequently, a longitudinal dam was formed from the

old bridge to the lower end of the shoal on the Galway side, and the space enclosed was laid dry by a water-wheel fixed in one of the arches of the old bridge, which worked two pumps. The quantity dredged and excavated amounts to 46,000 cubic yards, carried to spoil on the Galway side of the river.

The works being in such an advanced state, we fully anticipate the completion of the bridge by the month of July, and that the public will have the benefit of this new communication before next winter. It is but doing justice to Mr. Mackenzie, the contractor for the works at Killaloe, Meelick, and Banagher, that we should express our entire approbation of the spirited manner in which he has carried on these extensive works, which have been placed by him under the immediate superintendence of his resident agent, Mr. George Woodhouse.

The average number of persons employed daily at Banagher, from the 1st January to the 31st December, was 283, being equivalent to 88,572 days' work.

DREDGING.

In our Report of last year, we mentioned that the progress in deepening the numerous shoals that are found in the river between Banagher and Shannon Bridge had been materially impeded by the unexpected size of the boulders, or rolled masses of limestone, that occurred in the shoals, enveloped in indurated clay and limestone gravel; but notwithstanding which, through perseverance, we have been enabled, slowly, to excavate the proposed channels through the shoals of Garrymore, Derryholmes, Bishop's Island, Bird Island, Bullock's Island, Grant's Island, and Banagher, by means of our steam-dredgers Victoria and Albert.

DERRYHOLMES.

At this shoal we found that we had not only to encounter the above-mentioned impediments near the surface, but solid limestone rock immediately beneath it. This circumstance necessarily involved a new system of operations, and in consequence we entered into a contract with Mr. Mackenzie for the excavation of the shoal by means of the ordinary system of dams and pumping; for this purpose extensive dams were constructed, and a steam-engine erected, and it is satisfactory to state that considerable progress has been already made towards removing this serious barrier to the navigation of the river. 15,439 cubic yards of boulder stones and gravel and 9,013 cubic yards of solid limestone rock have been excavated from this shoal, and we expect that the remaining portion will be removed early in the spring of the present year.

Judging from the unexpected occurrence of solid rock in the Derryholmes shoal, we think it probable that similar rock may be also met with in the shoal of Ballynatawe, immediately below the limestone ridge of Clerhaun, near the Seven Churches, between Shannon Bridge and Athlone, and possibly in other places; and this circumstance, added to the large size of the limestone boulders that occur in all the gravel shoals between Meelick and Athlone, induces the belief that, in this department of the works, our estimate, though carefully made by Mr. Rhodes, our engineer, and adopted by the Commissioners of Inquiry, will fall short of the actual cost, but we still hope that the excess will not be considerable.

The average number of persons employed daily at Derryholmes, from the 2d of May to the 31st December, was 121, being equivalent to 25,344 days' work.

GRANT'S ISLAND AND BULLOCK'S ISLAND.

The Victoria dredger cleared a passage through these islands of 180 feet wide and 7 feet deep. The material removed consisted of marl, clay, and gravel, amounting to 7,824 cubic yards.

The average number of persons employed daily at Grant's Island and Bullock's Island shoals, from the 3d September to the 30th October, was 15, being equivalent to 732 days' work.

BISHOP'S ISLAND.

Early in February the dredger *Albert* commenced working, and during the past year a channel was formed of 150 feet wide and 7 feet deep, through one-third of the length of the shoal, amounting to 21,670 cubic yards. The quantity of work executed may be considered small, but, without destroying the vessel, it was not practicable to do more. The material removed was composed of clay, gravel, and boulders, forming a species of concrete nearly as hard as the shoal at Keelogue, where gunpowder was obliged to be resorted to.

In the Appendix, Schedule (G.) is an abstract of the working of the three dredgers, *Victoria*, *Albert*, and *Prince*, for the year 1842, prepared from the returns furnished to the resident engineer by the superintendents.

The total quantity of work done by the three vessels during the year was 87,432 cubic yards, the *Victoria* having dredged 45,386, the *Albert* 27,452, and the *Prince* 14,594 yards.

From what the vessels had done during the year 1841, each might be expected to dredge about 47,000 cubic yards annually. The *Victoria* dredger has very nearly borne out this calculation, but the *Albert* has fallen far short of that amount. This is easily accounted for by the nature of the material dredged by the latter vessel, the greater portion of Bishop's Island shoal being composed of a very hard gravel, and the lower end of Derryholmes being perhaps the most difficult material that could possibly be dredged.

The average of the quantity performed by the two large vessels gives 36,419 cubic yards per annum as the work of one dredger; but as the *Albert* has been working under unusual disadvantages, 40,000 cubic yards for each dredger per annum is a tolerably correct estimate of what they may be expected to do in future.

The two large vessels were actually at work for about three-fourths of the number of working days in the year, being delayed the remaining fourth by breakage of machinery, stormy weather, &c. This result agrees exactly with that obtained last year, and may therefore be taken as a good standard in making calculations as to the future working of the dredging vessels.

The average daily work performed by the *Victoria* dredger was 180 cubic yards, by the *Albert* 118 yards, and by the *Prince* 116 yards; making a total of 414 cubic yards for each day on which they were at work.

It will be seen by the quantity of work performed that the difficulties stated in our Third Report still continue, and that the performance of the dredging vessels is not one-half of what was calculated; and we are of opinion, that under ordinary circumstances, double the quantity of material might have been removed.

ATHLONE.

At the close of the year 1841 little had been done to the bridge works beyond the completion of the dam for the eastern abutment, and driving piles for the dam of the western abutment.

As soon as the floods had subsided the dam of the eastern abutment was raised to the level of the springing of the arch.

The eastern pier and the western abutment have been raised to the same level, and the coffer-dam for the western pier has been formed, and the masonry will be commenced as soon as the floods subside.

Although we have no fault to find with the general quality of the works at Athlone, it is with regret that we are unable to report greater progress in the erection of the bridge, which, notwithstanding the difficulties experienced in the formation of, and the keeping dry the coffer-dams, might, with due exertion on the part of the contractor, coupled with the remarkably favourable season, have been in a much more advanced state. The unexpired term of the contract is still ample, with proper exertion, for its completion within the period prescribed. The contractor assures us that such shall be the case; and from his great experience and practical knowledge, we have no reason to doubt the correctness of his statement. At the same time we may remark, that we feel disappointed that the quantity of work hitherto executed has not realized our expectations, nor amounted to what we and our engineers are of opinion ought to have been effected.

At the latter end of the year 1842 we entered into contracts for the construction of the weir and lock, so that in the spring the entire of the works at this station will be in progress of execution.

The average number of persons employed daily at Athlone, from the 1st of January to the 25th December, was 193, being equivalent to 59,328 days' work.

LOUGH REE.

Great benefit has been experienced by the agriculturist in the county of Roscommon from the facilities afforded by the small quantity of work that had been performed in the month of June last, in clearing out the lower part of the navigable cut leading up to the mill at Lecarrow. At a period of great distress an advantageous offer was made to us for extending the navigation up to the village of Lecarrow, and we were induced, from the reasons laid before us, to direct that a small sum should be expended in perfecting the navigable cut from the lough to the mills; as yet the entire length has not been completed to the proper depth; but it is satisfactory to know that the work executed will prove of great benefit to trade, and at the same time employment was found for a great number of men of the poorest class at a distressing season, when most required to save themselves and families from starvation.

Quarries of limestone, of an excellent quality, and well suited for the works at Athlone, have lately been opened at Lecarrow expressly for that purpose, and great facilities will be afforded to the contractors in the easy shipment of the stone from this place, passing down the new cut to Lough Ree, and thence to Athlone, instead of carrying it by land, a distance of 10 miles.

In consequence of the greater number of vessels and small craft navigating the lake, we deemed it prudent to have the sailing-course from Athlone to Lanesborough, as well as into Mount Plunkett Bay, at the head of which the Lecarrow Cut commences, properly buoyed. This has been done in a very satisfactory manner, and the channel is now defined by 32 buoys, 6 of sheet-iron, and 26 ordinary casks.

The average number of persons employed daily at Lecarrow, from the 6th June to the 18th December, was 186, being equivalent to 31,176 days' work.

DIVISIONS Nos. 4 & 5.—EXTENDING FROM TARMONBARRY TO LOUGH ALLEN.

TARMONBARRY.

OWING to the distress which prevailed during the last spring and summer among the agricultural labourers in the neighbourhood of Tarmonbarry, in the county of Roscommon, we were induced, in order to afford immediate relief, to commence on our own account, under the direction of suitable overseers, the removal of certain islands, a short distance above the bridge at that place, which otherwise would have been included in the contracts since made, and 13,000 cubic yards of clay and gravel, with 4,000 cubic yards of rock were excavated; and by this means, while carrying out the plans for the improvement of the navigation, relief was given at a period of great distress; and we should observe, that the greater number of the labourers belonged to the county of Roscommon.

We have the satisfaction to know that the relief thus afforded was gratefully acknowledged by the great body of workmen.

The average number of persons employed daily at Tarmonbarry, from the 18th of July to the 26th November, was 117, being equivalent to 13,302 days' work.

MOUNT ALLEN.

To relieve the lauds from the effects of the sudden floods brought down by the Arigna River, a presentment was obtained from the grand jury of the county of Roscommon for changing the direction of the old road from Mount Allen to Drumshambo,

shambo, for the purpose of facilitating an important alteration in the course of the Arigna River. The formation of the new road was commenced, and a contract entered into for making the necessary excavation, for diverting the direction of the river course; but before the operations were well commenced, the rainy season set in, and the further progress of the work was necessarily suspended until the spring of the present year.

The average number of persons employed daily from Tarmonbarry to Lough Allen was 42, being equivalent to 4,326 days' work.

RENTS AND TOLLS.

The rates of toll and wharfage remain the same as detailed by us in our Second Report. Upon reference, however, to the returns showing the amount of tolls received, as detailed in Schedule (A.), and also to the amount of traffic, as shown in Schedule (B.), it will be observed that although the latter has increased during the past year by 5,575 tons, the former has decreased by the sum of 210*l.* 8*s.* 4½*d.*; this is to be accounted for by the increase of tonnage being upon articles paying the lowest rate of toll, such as stone, sand, gravel, and manure; whilst the decrease will be observed upon articles paying the higher rate, such as grain, flour, &c., arising from the greater consumption of these articles in the districts where grown.

We forward herewith, in compliance with the 18th section of the Act, accounts showing the amount of all sums received and expended by us during the year ending the 31st December 1842, under the following heads of account:

- No. 1. Office Establishment.
- No. 2. Boundary Survey.
- No. 3. Works.
- No. 4. Repayments by Counties and Individuals.
- No. 5. Advances as Loans to Counties, showing Balances due by them.
- No. 6. Rents and Tolls.
- No. 7. General Abstract.

We have, &c.

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

Shannon Commission Office, }
 Custom-House, Dublin, }
 25 February 1843. }

E. Hornsby, Secretary.

Note.—For details of the number of men employed and the quantities of materials delivered on the several works, see Appendix, Schedules (F.) and (H.)

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- No. 1.—Account of the several Sums Received and Expended by the Shannon Commissioners between 1 January and 31 December 1842 :—Establishment - - p. 13
- No. 2.—Account of the several Sums Received and Expended by the Shannon Commissioners between 1 January and 31 December 1842 :—Boundary Survey - - p. 13
- No. 3.—Account of the several Sums Received and Expended by the Shannon Commissioners between 1 January and 31 December 1842 :—Works - - - p. 14
- No. 4.—Copy of a Return furnished by the Paymaster of Civil Services of the several Sums Remitted to him during the Year ending 31 December 1842, by the Treasurers of Counties, in Repayment of Advances made by the Shannon Commissioners :—Repayments - - - - - p. 15
- No. 5.—Account of Sums advanced as Loans in the Years 1840, 1841, and 1842, and Repayable by Assessment on the Counties benefited ; showing the Amounts received by the Paymaster of Civil Services in Repayment of said Loans, and the Sums still outstanding and due on foot of same :—Advances - - - - - p. 16
- No. 6.—Account of the Sums Received and Expended between 1 January and 31 December 1842 by the Shannon Commissioners :—Rents and Tolls - - - - - p. 17
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 SCHEDULES.

- (A.)—Comparative Table of the Tolls and Wharfage received during the Years 1840, 1841, and 1842 - - - - - p. 19
- (B.)—Return showing the Tonnage of the Imports and Exports at the principal Stations on the Shannon, from 1 January to 31 December 1842 - - - - - p. 20
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- (E.)—Return showing the Number of Passengers by the City of Dublin Steam-Packet Company's Boats during the Year 1842 - - - - - p. 22
- (F.)—Table showing the average Number of Persons employed on the several Works, with the Periods of Employment, during the Year 1842 - - - - - p. 23
- (G.)—Return of Work performed by the "Victoria," "Albert," and "Prince" Dredgers, from 1 January to 31 December 1842 - - - - - p. 23
- (H.)—Table showing the Quantities of Materials delivered on the Works during the Year 1842 - - - - - p. 24
-

A P P E N D I X.

— No. 1. —

ACCOUNT of the several Sums Received and Expended by the SHANNON COMMISSIONERS between 1st January and 31st December 1842.

ESTABLISHMENT.

RECEIPT:	£.	s.	d.	£.	s.	d.
To Balance of Account for year 1841 - - - - -	522	4	3			
To amount lodged to the credit of the Commissioners in the Bank of Ireland by the Paymaster of Civil Services - - -	1,937	-	-			
TOTAL - - -				2,459	4	3
EXPENDITURE:						
By establishment - - - - -	1,962	8	9			
By occasional clerks - - - - -	47	6	9			
By travelling expenses - - - - -	208	3	8			
By postage - - - - -	43	6	11			
By contingencies, including books, maps, coals, &c. - - -	175	14	6½			
By costs incurred in the investment of money awarded to Lord Castlemaine - - - - - £. 14 - 11						
By expenses of prosecution for a violation of the Act 2 & 3 Vict. sect. 38 & 60 - - - - - 9 -						
TOTAL - - -	14	9	11	2,451	10	6½
BALANCE - - - - £.				7	13	8½

Shannon Commission Office, }
Custom-house, Dublin. }

H. J. Mason, Accountant.

— No. 2. —

ACCOUNT of the several Sums Received and Expended by the SHANNON COMMISSIONERS between 1st January and 31st December 1842.

BOUNDARY SURVEY.

RECEIPT:	£.	s.	d.
To amount lodged to the credit of the Commissioners in the Bank of Ireland by the Paymaster of Civil Services - - - - -	1,000	-	-
EXPENDITURE:			
By engineers - - - - -	188	11	9½
By surveyors - - - - -	697	5	-
By draftsmen - - - - -	31	15	6
By clerk - - - - -	2	5	-
By chainmen, labourers, &c. - - - - -	22	-	8
By advertising - - - - -	55	10	-
By miscellaneous expenses - - - - -	2	14	2
TOTAL Expenditure - - -	1,000	2	1½
Excess in Expenditure - - - £.	-	2	1½

Shannon Commission Office, }
Custom-house, Dublin. }

H. J. Mason, Accountant.

— No. 3. —

ACCOUNT of the several SUMS Received and Expended by the SHANNON COMMISSIONERS between 1st January and 31st December 1842.

RECEIPT:		WORKS.					
		£.	s.	d.	£.	s.	d.
To Balance of Account ending 31st December 1841 - - - - -		10,059	10	3 $\frac{1}{4}$			
To produce of Exchequer Bills issued by the Treasury - - - - -		78,033	-	-			
TOTAL - - - £.					88,092	10	3 $\frac{1}{4}$
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.					
		£.	s.	d.			
1	By Kilrush Pier - - - - -	3,982	16	2 $\frac{1}{4}$			
4	Querrin Creek - - - - -	1,101	-	8 $\frac{3}{4}$			
7	Foynes - - - - -	30	3	4			
8	Kilteery - - - - -	317	17	- $\frac{1}{2}$			
9	Cahircon (Kildysart) - - - - -	1,413	15	8 $\frac{3}{4}$			
10	Clare - - - - -	30	7	-			
13	Arthur's Ferry (Illanarone) - - - - -	5,242	17	8			
14	River Shannon at Plassey - - - - -	1,916	12	4 $\frac{1}{2}$			
15	Castle Connell - - - - -	3,052	11	1 $\frac{1}{2}$			
16	O'Brien's Bridge, Parteen Rapid, &c. - - - - -	1,206	4	7 $\frac{1}{2}$			
18	Killaloe - - - - -	14,724	14	3 $\frac{1}{2}$			
19	Lough Derg - - - - -	61	10	-			
20	Derry Island - - - - -	151	18	8			
22	Works at Meelick - - - - -	9,915	18	1			
23	Shannon Grove (Counsellor's Ford) - - - - -	5	11	-			
24	Works at Banagher - - - - -	16,300	3	4			
25	Shannon Harbour (Bridge) - - - - -	4	1	1			
26	Leahinch - - - - -	78	17	3			
27	Derryholmes - - - - -	2,510	12	7			
28	Bishop's Island - - - - -	878	19	11			
29	Garrymore - - - - -	257	5	11			
31	Shannon Bridge (Improvements at) - - - - -	74	4	7			
32	Clerhaun - - - - -	6	-	-			
33	Ballynatave - - - - -	7	9	-			
34	Tullymore Ford - - - - -	5	15	-			
39	Works at Athlone - - - - -	10,464	-	6			
40	Lough Ree - - - - -	71	2	8			
42	Lanesborough - - - - -	224	15	4			
43	Kilnacarrow - - - - -	5	4	-			
44	Crompaw - - - - -	2	7	-			
45	Erra - - - - -	2	7	-			
46	Cloonbearlaw - - - - -	2	7	-			
47	Lodge Cut - - - - -	2	7	-			
49	Cloondrah Canal - - - - -	7	18	6			
50	Tarmonbarry (the River Course) - - - - -	15	-	-			
61	Jamestown - - - - -	1,974	14	2			
64	Cornacorroo - - - - -	228	10	6			
66	Grose's Islands - - - - -	1	-	-			
72	Leitrim - - - - -	-	13	4			
74	Lough Allen Canal - - - - -	-	1	-			
76	Bealantra and River Course - - - - -	13	10	-			
77	Arigna River, Cut at Mountallen - - - - -	21	16	1			
80	Two Dredging Vessels, Barges, &c. - - - - -	158	9	8 $\frac{3}{4}$			
81	Workshops, Machinery, &c. - - - - -	1,044	8	2			
82	Scarriff River - - - - -	147	7	1			
83	Improving the Tributaries between Killaloe and Tarmonbarry - - - - -	1,290	6	3			
87	Annalecky - - - - -	10	16	6			
88	Doctor's Weir - - - - -						
TOTAL - - - £.					78,964	1	3 $\frac{1}{4}$
					BALANCE - - - £.	9,128	8 11 $\frac{1}{2}$

Shannon Commission Office, }
Custom-house, Dublin. }

H. J. Mason, Accountant.

— No. 4. —

COPY of a RETURN furnished by the Paymaster of Civil Services of the several SUMS remitted to him during the Year ending 31st December 1842, by the TREASURERS of the undermentioned Counties, in Repayment of Advances by the COMMISSIONERS for the Improvement of the River Shannon, pursuant to 2 & 3 Vict. c. 61, and on account of Interest, at the Rate of Four per Cent. per Annum, accruing on said Advances.

COUNTIES.	Particulars of each Payment.		TOTALS.		
	Principal.	Interest at 4 per Cent. per Annum.	Principal.	Interest.	Principal and Interest.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
County of Clare :					
Paid 7 March 1842 - -	699 1 7 $\frac{1}{2}$	63 14 -	1,179 19 6	139 19 10 $\frac{1}{4}$	1,319 19 4 $\frac{1}{4}$
- 13 July — - -	480 17 10 $\frac{3}{4}$	76 5 10 $\frac{1}{4}$			
County of Galway :					
Paid 21 March 1842 - -	964 5 4 $\frac{1}{2}$	135 18 1 $\frac{1}{2}$	2,467 11 - $\frac{1}{4}$	337 10 2 $\frac{3}{4}$	2,805 1 3
- 2 August — - -	1,503 5 7 $\frac{3}{4}$	201 12 1 $\frac{1}{4}$			
King's County :					
Paid 16 March 1842 - -	1,520 9 2 $\frac{1}{2}$	61 19 3 $\frac{3}{4}$	1,930 7 6	126 2 1	2,056 9 7
- 21 July — - -	409 18 3 $\frac{3}{4}$	64 2 9 $\frac{1}{4}$			
County of Limerick :					
Paid 16 March 1842 - -	350 11 6 $\frac{1}{2}$	24 12 5 $\frac{1}{2}$	561 18 - $\frac{1}{2}$	54 7 8 $\frac{1}{2}$	615 15 9
- 28 July — - -	210 16 6	29 15 3			
County of the City of Limerick :					
Paid 16 March 1842 - -	128 10 4	3 4 4	128 10 4	3 4 4	131 14 8
County of Longford :					
Paid 7 March 1842 - -	290 - 2	23 9 5 $\frac{3}{4}$	613 7 5 $\frac{1}{2}$	77 18 4 $\frac{1}{4}$	691 5 9 $\frac{1}{4}$
- 13 July — - -	323 7 3 $\frac{1}{2}$	54 8 10 $\frac{1}{2}$			
County of Leitrim :					
Paid 11 March 1842 - -	396 7 2 $\frac{1}{2}$	37 5 9 $\frac{3}{4}$	589 - 7 $\frac{3}{4}$	65 17 2 $\frac{1}{4}$	654 17 10
- 14 July — - -	192 13 5 $\frac{1}{2}$	28 11 4 $\frac{1}{2}$			
County of Mayo :					
Paid 16 March 1842 - -	138 12 5 $\frac{3}{4}$	15 19 9 $\frac{1}{4}$	273 10 5	34 11 5	308 1 10
- 25 July — - -	134 17 11 $\frac{1}{4}$	18 11 7 $\frac{3}{4}$			
County of Roscommon :					
Paid 22 February 1842 - -	767 18 8 $\frac{3}{4}$	14 9 2 $\frac{1}{4}$	1,675 1 2	183 13 2	1,858 14 4
- 7 July — - -	907 2 5 $\frac{1}{2}$	169 3 11 $\frac{3}{4}$			
County of Sligo :					
Paid 11 March 1842 - -	13 6 1	- 6 10	16 18 2 $\frac{1}{2}$	1 15 5 $\frac{3}{4}$	18 13 8
- 20 July — - -	3 12 1 $\frac{1}{4}$	1 8 7 $\frac{3}{4}$			
County of Tipperary (South Riding) :					
Paid 12 March 1842 - -	439 4 2 $\frac{1}{2}$	24 - 11 $\frac{1}{2}$	805 - 10 $\frac{1}{4}$	83 10 6 $\frac{3}{4}$	888 11 5
- 23 July — - -	365 16 7 $\frac{3}{4}$	59 9 7 $\frac{1}{2}$			
County of Tipperary (North Riding) :					
Paid 22 March 1842 - -	957 12 9 $\frac{3}{4}$	63 12 9 $\frac{1}{2}$	1,878 16 6 $\frac{1}{4}$	216 - 2 $\frac{3}{4}$	2,094 16 9
- 3 August — - -	921 3 8 $\frac{1}{2}$	152 7 5 $\frac{1}{2}$			
County of Westmeath :					
Paid 19 March 1842 - -	588 11 5	92 17 1	1,317 6 4 $\frac{1}{2}$	200 13 1 $\frac{3}{4}$	1,517 19 6
- 27 July — - -	728 14 11 $\frac{1}{4}$	107 16 - $\frac{1}{2}$			
TOTAL repaid by Counties - - - £.			13,436 18 -	1,525 3 9	14,962 1 9

(continued)

COPY of a RETURN furnished by the Paymaster of Civil Services of the several SUMS remitted to him during the Year ending 31st December 1842, by Individuals, in repayment of Advances by the COMMISSIONERS for the Improvement of the River Shannon, pursuant to 2 & 3 Vict. c. 61, and on account of Interest at the Rate of 5 per Cent. per Annum, accruing on said Advances.

INDIVIDUALS.	Principal.			Interest at 5 per Cent. per Annum.			Principal and Interest.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Earl of Clare, per the Shannon Commissioners, 8th March 1842 - - - - -	459	1	3	16	9	6	475	10	9
C. M. Vandeleur, esq. - - ditto - - - ditto -	744	-	9	5	19	3	750	-	-
TOTAL repaid by Individuals - - - £.	1,203	2	-	22	8	9	1,225	10	9

RECAPITULATION.

—	Principal.			Interest.			Principal and Interest.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Repaid by counties - - - - -	13,436	18	-	1,525	3	9	14,962	1	9
Repaid by individuals - - - - -	1,203	2	-	22	8	9	1,225	10	9
TOTAL - - - £.	14,640	-	-	1,547	12	6	16,187	12	6

Paymaster of Civil Services Office,
Dublin Castle, 31 Dec. 1842. }

T. F. Kennedy.

— No. 5. —

RETURN showing the TOTAL AMOUNT of Advances as LOANS made by the SHANNON COMMISSIONERS to the undermentioned Counties, up to the 31st December 1842, including Interest thereon at the Rate of £.4 per Cent. per Annum, from the Dates of the respective Advances, until the entire shall be paid off by Twelve equal successive Half-yearly Instalments; also the Amounts Received by the Paymaster of Civil Services, Ireland, from the Treasurers of Counties in Repayment of said Loans and Interest; and the Amount still Outstanding on foot of same.

NAMES OF COUNTIES.	Total Advances in the Years 1840, 1841, and 1842, including Interest, at the Rate of £.4 per Cent. per Annum, until the entire shall be Paid off by Twelve equal successive Half-yearly Instalments.			Repayments by Counties on Account of Loans.			Amounts still Outstanding and Repayable by Instalments.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Limerick - - - - -	5,547	14	11 $\frac{1}{2}$	1,261	14	8	4,286	-	3 $\frac{1}{2}$
Limerick (County of the City) - - -	3,724	16	3 $\frac{1}{2}$	415	13	1	3,309	3	2 $\frac{1}{2}$
Clare - - - - -	13,479	11	- $\frac{1}{2}$	1,999	7	9 $\frac{1}{2}$	11,480	3	3 $\frac{1}{4}$
Tipperary (North Riding) - - - - -	12,474	14	4 $\frac{1}{4}$	2,418	10	10	10,056	3	6 $\frac{1}{2}$
Tipperary (South Riding) - - - - -	5,588	10	1 $\frac{1}{2}$	1,410	18	11	4,177	11	2 $\frac{1}{2}$
Galway - - - - -	32,678	8	11	4,520	14	7	28,157	14	4
Roscommon - - - - -	16,020	1	5 $\frac{3}{4}$	3,134	2	4	12,885	19	1 $\frac{3}{4}$
King's County - - - - -	12,837	9	4 $\frac{1}{4}$	2,857	6	11	9,980	2	5 $\frac{1}{4}$
Westmeath - - - - -	13,052	18	- $\frac{1}{4}$	2,660	9	7	10,392	8	5 $\frac{1}{4}$
Longford - - - - -	2,734	1	5	955	11	11 $\frac{3}{4}$	1,778	9	5 $\frac{1}{4}$
Leitrim - - - - -	3,339	14	10 $\frac{3}{4}$	1,063	19	7	2,275	15	3 $\frac{3}{4}$
Mayo - - - - -	2,401	13	7 $\frac{1}{2}$	567	9	4	1,834	4	3 $\frac{1}{2}$
Sligo - - - - -	306	3	7 $\frac{1}{4}$	297	11	1	8	12	6 $\frac{1}{4}$
TOTALS - - - £.	124,185	18	1	23,563	10	8	100,622	7	5

Note.—Under the provisions of the Act 2 & 3 Vict. c. 61, s. 13, the Advances to Counties are to be repaid by twelve half-yearly instalments, and the amounts in the last Column are in the course of collection under this regulation.

Shannon Commission Office,
Custom-house, Dublin. }

H. J. Mason, Accountant.

— No. 6. —

ACCOUNT of the several SUMS Received and Expended by the SHANNON COMMISSIONERS
between 1st January and 31st December 1842.

RENTS AND TOLLS.		£. s. d.
RECEIPT:		
To Balance of Account ending 31st December 1841	- - - - -	57 16 5½
To Rents:	£. s. d.	
Mills, Lands, and other Holdings	727 4 10	
Fishing of Weirs	383 - -	
Water Power	96 18 6	
Produce of Sales	51 5 1½	
Fines	2 17 6	
Gauging and Weighing of Boats (Fees for)	7 10 -	
	1,268 15 11½	
To Tolls	1,482 18 1½	
Wharfage	163 5 3½	
Quayage	53 1 -	
	1,699 4 5	
TOTAL RECEIPT - - - £.		3,025 16 10
EXPENDITURE:		
By Salaries and Allowances:	£. s. d.	
Engineers, Surveyors, and Inspectors	301 10 7	
Clerks	193 9 9	
Collectors	509 16 5	
Lock-keepers	300 1 4	
Water Bailiffs	74 4 6	
Inspecting, Gauging, and Weighing Boats	27 18 11	
	1,407 1 6	
By Payments on account of Loans made by the Board of Works to the late Limerick Navigation Company:		
Interest due up to the 31st December 1842	546 6 6	
One Instalment of Principal	250 - -	
	796 6 6	
By Rents	6 - -	
Taxes	29 12 9½	
Compensation	4 9 2	
Maintenance and Repairs to Canals, Trackways, Lock-gates, Lock-houses, &c.	600 15 6½	
Miscellaneous Expenses	47 14 7	
TOTAL EXPENDITURE - - - £.		2,892 - 1
BALANCE - - - £.		133 16 9

Shannon Commission Office, }
Custom-house, Dublin. }

H. J. Mason, Accountant.

— No. 7. —

GENERAL ABSTRACT, showing the TOTAL RECEIPT and EXPENDITURE on each of the foregoing Accounts, and the BALANCES at foot of same, on the 31st December 1842.

No. 1.—ESTABLISHMENT.

			£.	s.	d.				£.	s.	d.
To Receipt -	-	-	2,459	4	3	By Expenditure -	-	-	2,451	10	6½
						By Balance -	-	-	7	13	8½
			£.						£.		
			2,459	4	3				2,459	4	3

No. 2.—BOUNDARY SURVEY.

			£.	s.	d.				£.	s.	d.
To Receipt -	-	-	1,000	-	-	By Expenditure -	-	-	1,000	2	1½
To Balance -	-	-		2	1½						
			£.						£.		
			1,000	2	1½				1,000	2	1½

No. 3.—WORKS.

			£.	s.	d.				£.	s.	d.
To Receipt -	-	-	88,092	10	3¼	By Expenditure -	-	-	78,964	1	3½
						By Balance -	-	-	9,128	8	11¾
			£.						£.		
			88,092	10	3¼				88,092	10	3¼

No. 4.—REPAYMENTS BY COUNTIES AND INDIVIDUALS.

			£.	s.	d.
To Receipt -	-	-	16,187	12	6
			£.		
			16,187	12	6

No. 5.—ADVANCES AS LOANS TO COUNTIES.

			£.	s.	d.			
		By Advances -	-	-	-	100,622	7	5
						£.		
						100,622	7	5

No. 6.—RENTS AND TOLLS.

			£.	s.	d.				£.	s.	d.
To Receipt -	-	-	3,025	16	10	By Expenditure -	-	-	2,892	-	1
						By Balance -	-	-	133	16	9
			£.						£.		
			3,025	16	10				3,025	16	10

Shannon Commission Office, }
Custom-house, Dublin. }

H. J. Mason, Accountant.

SCHEDULE (A.)

COMPARATIVE TABLE, showing the TOLLS and WHARFAGE received during the Years 1840, 1841, and 1842.

STATIONS.	TOLLS.			WHARFAGE.			TOTALS.		
	1840.	1841.	1842.	1840.	1841.	1842.	1840.	1841.	1842.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Limerick - - - - -	822 8 10½	674 15 9½	510 14 6½	20 2 8	23 - 11½	24 11 2½	842 11 6½	697 16 9	535 5 8½
Annaghbeg - - - - -	5 11 4½	11 - 1½	46 5 10½	4 18 3	8 15 11	21 17 1½	10 9 7½	19 16 -½	68 2 11½
Errina - - - - -	1 9 9½	3 11 4½	3 5 6	1 4 6½	1 2 9½	- 19 8	2 14 4	4 14 1½	4 5 2
O'Brien's Bridge - - - - -	16 9 7	20 6 9½	17 17 9½	7 4 2	11 15 6½	14 19 5½	23 13 9	32 2 4½	32 17 3
Cussane - - - - -	1 6 9	1 12 8½	27 12 -½	- 1 8	- 2 8	- 4 6	1 8 5	1 15 4½	27 16 6½
Killaloe - - - - -	134 6 -½	508 10 5½	315 8 3½	29 7 2½	46 8 11½	36 16 -½	163 13 3	354 19 6½	352 4 4
Portanna - - - - -	169 12 6	198 3 9½	155 1 11½	11 7 9	14 17 2½	15 17 11½	181 - 3	213 - 11½	170 19 11
Hamilton Lock - - - - -	3 3 9½	3 19 8½	2 16 5½	- - -	- 7 4½	- 15 5½	3 3 9½	4 7 1½	3 14 11
Banagher - - - - -	289 - -½	103 6 10½	93 5 8	3 13 8½	9 2 1	7 8 2½	292 13 8½	112 8 11½	100 13 10½
Shannon Harbour - - - - -	5 1 5	102 11 11½	167 6 -½	- - -	- - 4½	- 1 9½	5 1 5	102 12 4	167 7 10½
Shannon Bridge - - - - -	72 8 9½	6 11 3½	3 1 -½	3 7 3½	2 9 7½	1 15 7	75 16 1	0 - 11	4 16 7½
Athlone - - - - -	108 10 2½	115 4 5½	74 5 11½	34 9 11½	7 11 7½	4 2 2½	143 - 2	122 16 1	78 8 1½
Lanesborough - - - - -	12 7 9½	13 10 3½	21 14 7½	4 18 11	8 3 3	10 18 11½	17 6 8½	21 13 6½	32 13 7
Gloondrah - - - - -	19 5 9	17 4 8	12 12 3½	- 2 2½	- 8 2	- 3 5	19 7 11½	17 12 10	12 15 8½
Roskey - - - - -	8 3 8½	4 7 5½	4 1 11½	3 - 5½	1 4 9	1 6 3½	11 4 2½	5 12 2½	5 8 3
Drumsna - - - - -	7 16 1½	6 16 2½	8 14 9½	1 16 -½	1 16 2½	2 18 9½	9 12 1½	8 12 4½	11 13 7
Jamestown - - - - -	3 11 3½	1 3 2	1 19 4	- 10 -½	- 8 6½	- 9 -	4 1 4	1 11 8½	2 8 4
Carrick-on-Shannon - - - - -	14 8 2½	13 14 1	12 15 8	17 4 11½	16 6 7½	16 3 9½	31 13 2½	30 - 8½	28 19 5½
Battle Bridge - - - - -	1 2 4	- 13 10½	1 7 2½	1 10 7½	- 13 2	1 3 8	2 12 11½	1 7 -½	2 10 10½
Drumleagu - - - - -	7 15 9½	4 8 9	2 11 2	- 8 8	- 1 8	- 8 8	8 4 5½	4 10 5	2 19 10
TOTALS - - - - - £.	1,704 - 1½	1,701 13 10½	1,482 18 1½	145 9 1½	154 17 5	163 4 9½	1,840 9 2½	1,856 11 3½	1,646 2 11

LOWER SHANNON.

STATION.	QUAYAGE.	WHARFAGE.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.
Kilrush Pier - - - - -	52 19 9	- - -	52 19 9
Kilteery Pier* - - - - -	- 1 3	- - 6	- 1 9
TOTALS - - - - - £.	53 1 -	- - 6	53 1 6

* The collection of rates at this pier commenced late in December.

ABSTRACT 1842:

	£. s. d.
Limerick to Drumleagu - - - - -	1,646 2 11
Lower Shannon, quayage, and wharfage - - - - -	53 1 6
TOTAL - - - - - £.	1,699 4 5

H. J. Mason, Accountant.

SCHEDULE (B.)

RETURN showing the TONNAGE of the IMPORTS and EXPORTS at the Principal Stations on the River Shannon, from 1st January to 31st December 1842.

ARTICLES.	STATIONS.													TOTALS 1842.	TOTALS 1841.	TOTALS 1840.	
	Limerick.	O'Brien's Bridge.	Killaloe.	Lough Derg, Killaloe end.	Lough Derg, Portumna end.	Portumna.	Banagher.	Shannon Bridge.	Athlone.	Lanesborough.	Roskeel.	Drumsna.	Carrick-on-Shannon.				
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.				Tons.
LANDED:																	
1st Class chargeable per Ton, and 1st and 2d chargeable per Boat-load.	2,598	61	219	74	148	1	10	10	10	10	10	10	10	10	10	10	
Slates	15	6	483	118	128	2	38	43	128	252	431	89	8	44	3,569	3,883	3,992
Tiles and Bricks	2	38	297	44	56	100	100	35	67	7	34	360	717	988	3,600	717	988
Coal	43	43	43	43	43	43	43	43	43	43	43	43	43	43	2,979	2,839	4,661
Iron not made into articles of merchandise.	44	44	44	44	44	44	44	44	44	44	44	44	44	44	708	983	751
Timber of all kinds	56	56	56	56	56	56	56	56	56	56	56	56	56	56	2,319	2,980	2,391
Hay and Straw	100	100	100	100	100	100	100	100	100	100	100	100	100	100	309	558	450
Ores and Minerals	79	79	79	79	79	79	79	79	79	79	79	79	79	79	7	17	21
Salt	1	1	1	1	1	1	1	1	1	1	1	1	1	1	393	415	21
Marble, foreign or manufactured.	12	12	12	12	12	12	12	12	12	12	12	12	12	12	69	76	55
Manure	15	15	15	15	15	15	15	15	15	15	15	15	15	15	3,336	1,797	970
Lime for building	240	240	240	240	240	240	240	240	240	240	240	240	240	240	356	246	22
Building-stone and Flags	760	760	760	760	760	760	760	760	760	760	760	760	760	760	4,081	1,755	453
Sand and Gravel	1,225	1,225	1,225	1,225	1,225	1,225	1,225	1,225	1,225	1,225	1,225	1,225	1,225	1,225	1,621	1,051	691
Turf	140	140	140	140	140	140	140	140	140	140	140	140	140	140	12,719	12,270	14,149
Grain	839	839	839	839	839	839	839	839	839	839	839	839	839	839	1,843	2,615	2,124
Flour, Meal, Malt, and Starch.	220	220	220	220	220	220	220	220	220	220	220	220	220	220	2,605	3,252	2,729
Butter	15	15	15	15	15	15	15	15	15	15	15	15	15	15	4	3	10
Black Cattle and Horses	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14	11	6
Sheep	3	3	3	3	3	3	3	3	3	3	3	3	3	3	10	15	19
Pigs	4	4	4	4	4	4	4	4	4	4	4	4	4	4	281	106	82
Salted Provisions	210	210	210	210	210	210	210	210	210	210	210	210	210	210	491	597	272
Potatoes and other Vegetables.	4	4	4	4	4	4	4	4	4	4	4	4	4	4	422	428	111
Groceries	12	12	12	12	12	12	12	12	12	12	12	12	12	12	2	1,650	436
Wine and Spirits	121	121	121	121	121	121	121	121	121	121	121	121	121	121	147	210	165
Porter, Beer, and Ale	66	66	66	66	66	66	66	66	66	66	66	66	66	66	681	685	245
Bale-goods, Hardware, and General Merchandise.	56	56	56	56	56	56	56	56	56	56	56	56	56	56	4,953	4,820	4,739
Tobacco	240	240	240	240	240	240	240	240	240	240	240	240	240	240	161	212	66
Military Baggage	74	74	74	74	74	74	74	74	74	74	74	74	74	74	14	86	169
Machinery	230	230	230	230	230	230	230	230	230	230	230	230	230	230	276	335	-
TOTALS	11,805	1,536	8,758	671	1,715	4,176	4,088	347	7,157	1,964	505	625	2,785	46,435	43,405	40,852	
LOADED:																	
1st Class chargeable per Ton, and 1st and 2d chargeable per Boat-load.	11	97	1,033	150	1,546	19	19	1	1	1	1	1	1	1	1	1	
Slates	15	15	15	15	15	15	15	15	15	15	15	15	15	15	4,743	4,467	4,500
Tiles and Bricks	2,553	2,553	2,553	2,553	2,553	2,553	2,553	2,553	2,553	2,553	2,553	2,553	2,553	2,553	1,333	355	251
Coal	2,173	2,173	2,173	2,173	2,173	2,173	2,173	2,173	2,173	2,173	2,173	2,173	2,173	2,173	1,123	1,441	2,291
Iron not made into articles of merchandise.	6	6	6	6	6	6	6	6	6	6	6	6	6	6	282	599	302
Timber of all kinds	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1,924	1,878	3,223
Hay and Straw	141	141	141	141	141	141	141	141	141	141	141	141	141	141	71	167	78
Ores and Minerals	1	1	1	1	1	1	1	1	1	1	1	1	1	1	483	635	925
Salt	15	15	15	15	15	15	15	15	15	15	15	15	15	15	232	148	135
Marble, foreign or manufactured.	9	9	9	9	9	9	9	9	9	9	9	9	9	9	85	85	33
Manure	36	36	36	36	36	36	36	36	36	36	36	36	36	36	2,063	1,952	1,626
Lime for building	36	36	36	36	36	36	36	36	36	36	36	36	36	36	102	102	1
Building-stones and Flags	197	197	197	197	197	197	197	197	197	197	197	197	197	197	744	1,079	21
Sand and Gravel	26	26	26	26	26	26	26	26	26	26	26	26	26	26	4,931	796	72
Turf	347	347	347	347	347	347	347	347	347	347	347	347	347	347	4,922	4,829	1,621
Grain	12	12	12	12	12	12	12	12	12	12	12	12	12	12	8,534	7,475	7,257
Flour, Meal, Malt, and Starch.	1,885	1,885	1,885	1,885	1,885	1,885	1,885	1,885	1,885	1,885	1,885	1,885	1,885	1,885	5,138	7,327	4,249
Butter	10	10	10	10	10	10	10	10	10	10	10	10	10	10	15	181	93
Black Cattle and Horses	4	4	4	4	4	4	4	4	4	4	4	4	4	4	310	154	73
Sheep	11	11	11	11	11	11	11	11	11	11	11	11	11	11	67	147	68
Pigs	58	58	58	58	58	58	58	58	58	58	58	58	58	58	299	163	130
Salted Provisions	4	4	4	4	4	4	4	4	4	4	4	4	4	4	411	656	346
Potatoes and other Vegetables.	15	15	15	15	15	15	15	15	15	15	15	15	15	15	481	326	217
Groceries	9	9	9	9	9	9	9	9	9	9	9	9	9	9	2	1	1
Wine and Spirits	36	36	36	36	36	36	36	36	36	36	36	36	36	36	11	11	1
Porter, Beer, and Ale	113	113	113	113	113	113	113	113	113	113	113	113	113	113	11	11	1
Bale-goods, Hardware, and General Merchandise.	139	139	139	139	139	139	139	139	139	139	139	139	139	139	2,470	2,241	3,117
Tobacco	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Military Baggage	10	10	10	10	10	10	10	10	10	10	10	10	10	10	37	71	131
Machinery	95	95	95	95	95	95	95	95	95	95	95	95	95	95	139	80	-
TOTALS	10,139	4,424	6,707	5,357	3,390	2,506	1,283	50	3,022	2,166	93	567	170	39,880	87,385	81,560	

H. J. Mason, Accountant.

IMPROVING THE NAVIGATION OF THE SHANNON.

SCHEDULE (C).

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 1842.

ARTICLES.	From Canals to River Shannon.			From River Shannon to Canals.		
	Grand Canal.	Royal Canal.	TOTALS.	Grand Canal.	Royal Canal.	TOTALS.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Slates - - - - -	59 $\frac{1}{4}$	64 $\frac{1}{2}$	123 $\frac{3}{4}$	1,304 $\frac{1}{2}$	-	1,304 $\frac{1}{2}$
Tiles and bricks - - - - -	129	12	141	17 $\frac{1}{2}$	5	22 $\frac{1}{4}$
Coal - - - - -	1,922 $\frac{1}{2}$	268 $\frac{1}{4}$	2,190 $\frac{3}{4}$	119 $\frac{1}{4}$	38	157 $\frac{1}{4}$
Iron not made into articles of merchandise	326 $\frac{1}{4}$	155 $\frac{1}{2}$	481 $\frac{3}{4}$	59 $\frac{3}{4}$	-	59 $\frac{3}{4}$
Timber of all kinds - - - - -	780	388 $\frac{1}{2}$	1,168 $\frac{1}{2}$	785 $\frac{3}{4}$	36 $\frac{1}{4}$	822
Hay and straw - - - - -	-	-	-	133	-	133
Ores and minerals - - - - -	3 $\frac{1}{2}$	- $\frac{1}{2}$	4	482	-	482
Salt - - - - -	215 $\frac{1}{4}$	-	215 $\frac{1}{4}$	32 $\frac{1}{2}$	-	32 $\frac{1}{2}$
Marble, foreign or manufactured	39	-	39	33 $\frac{3}{4}$	4	37 $\frac{3}{4}$
Manure - - - - -	754 $\frac{3}{4}$	30	784 $\frac{3}{4}$	69 $\frac{1}{2}$	-	69 $\frac{1}{2}$
Lime for building - - - - -	-	-	-	-	-	-
Building stone and flags - - - - -	1 $\frac{1}{4}$	24	25 $\frac{1}{4}$	89 $\frac{1}{4}$	306 $\frac{1}{2}$	395 $\frac{1}{2}$
Sand and gravel - - - - -	-	-	-	2 $\frac{1}{2}$	-	2 $\frac{1}{2}$
Turf - - - - -	543 $\frac{3}{4}$	-	543 $\frac{3}{4}$	40	16	56
Grain - - - - -	104 $\frac{3}{4}$	37 $\frac{3}{4}$	142 $\frac{1}{2}$	3,760 $\frac{1}{4}$	1,558	5,318 $\frac{1}{4}$
Flour, meal, malt, and starch	173 $\frac{3}{4}$	4 $\frac{3}{4}$	178 $\frac{1}{2}$	3,345 $\frac{3}{4}$	614	3,959 $\frac{1}{2}$
Butter - - - - -	-	-	-	6	40 $\frac{3}{4}$	46 $\frac{3}{4}$
Black cattle and horses - - - - -	10 $\frac{1}{2}$	-	10 $\frac{1}{2}$	322 $\frac{1}{2}$	-	322 $\frac{1}{2}$
Sheep - - - - -	3 $\frac{3}{4}$	-	3 $\frac{3}{4}$	64	-	64
Pigs - - - - -	169	-	169	154 $\frac{3}{4}$	-	154 $\frac{3}{4}$
Salted provisions - - - - -	242 $\frac{3}{4}$	43	285 $\frac{3}{4}$	140 $\frac{3}{4}$	-	140 $\frac{3}{4}$
Potatoes and other vegetables - - - - -	11	35 $\frac{3}{4}$	46 $\frac{3}{4}$	26	427 $\frac{3}{4}$	453 $\frac{3}{4}$
Groceries - - - - -	-	-	-	-	-	-
Wine and spirits - - - - -	-	-	-	11 $\frac{1}{2}$	-	11 $\frac{1}{2}$
Porter, beer, and ale - - - - -	1 $\frac{1}{4}$	- $\frac{3}{4}$	2	-	-	-
Bale-goods, hardware, and general merchandise.	7,034 $\frac{1}{2}$	296 $\frac{3}{4}$	7,331 $\frac{1}{4}$	2,267 $\frac{3}{4}$	72 $\frac{1}{4}$	2,340
Tobacco - - - - -	-	-	-	-	-	-
Military baggage - - - - -	14 $\frac{1}{4}$	-	14 $\frac{1}{4}$	20	-	20
Machinery - - - - -	284	-	284	65 $\frac{1}{2}$	-	65 $\frac{1}{2}$
TOTALS - - - - -	12,823 $\frac{1}{2}$	1,362	14,185 $\frac{1}{2}$	13,354 $\frac{1}{4}$	3,118 $\frac{1}{4}$	16,472 $\frac{1}{2}$
Comparative Return of Traffic passing to and from the River Shannon through the Grand and Royal Canals	Yrs.					
1840	12,877 $\frac{3}{4}$	1,389 $\frac{1}{4}$	14,267	14,548	1,919	16,721
1841	13,250 $\frac{1}{2}$	1,741	14,991 $\frac{1}{2}$	15,329 $\frac{1}{2}$	1,924 $\frac{3}{4}$	17,254
1842	12,823 $\frac{1}{2}$	1,362	14,185 $\frac{1}{2}$	13,354 $\frac{1}{4}$	3,118 $\frac{1}{4}$	16,472 $\frac{1}{2}$

H. J. Mason, Accountant.

SCHEDULE (D.)

RETURN showing the TONNAGE of the IMPORTS and EXPORTS at Kilrush Pier, from 1st January to 31st December 1842.

ARTICLES.	Landed.	Loaded.	TOTAL.
	Tons.	Tons.	Tons.
Slates - - - - -	36 $\frac{1}{4}$	11	47 $\frac{1}{2}$
Tiles and bricks - - - - -	40	9 $\frac{1}{4}$	49 $\frac{1}{4}$
Coal - - - - -	373 $\frac{1}{2}$	35	408 $\frac{1}{2}$
Iron not made into articles of merchandise	136 $\frac{1}{2}$	47 $\frac{1}{4}$	183 $\frac{3}{4}$
Timber of all kinds - - - - -	138	35 $\frac{1}{4}$	173 $\frac{1}{4}$
Hay and straw - - - - -	12 $\frac{3}{4}$	-	12 $\frac{3}{4}$
Ores and minerals - - - - -	-	-	-
Salt - - - - -	271 $\frac{1}{2}$	75	346 $\frac{1}{2}$
Marble, foreign or manufactured	-	-	-

ARTICLES.	Landed.	Loaded.	TOTAL.
	Tons.	Tons.	Tons.
Manure - - - - -	—	—	—
Lime for building - - - - -	191 $\frac{1}{2}$	3	194 $\frac{1}{2}$
Building stone and flags - - - - -	96 $\frac{1}{2}$	2 $\frac{1}{2}$	99
Sand and gravel - - - - -	398	8 $\frac{1}{4}$	406 $\frac{1}{4}$
Turf - - - - -	61	11	72
Grain - - - - -	62	4,260 $\frac{1}{4}$	4,322 $\frac{1}{4}$
Flour, meal, malt, and starch - - - - -	674 $\frac{1}{2}$	133 $\frac{1}{4}$	807 $\frac{1}{2}$
Butter - - - - -	3 $\frac{1}{2}$	119 $\frac{1}{4}$	122 $\frac{3}{4}$
Black cattle and horses - - - - -	70	76	146
Sheep - - - - -	2 $\frac{1}{2}$	8	10 $\frac{1}{4}$
Pigs - - - - -	55 $\frac{1}{2}$	715 $\frac{1}{4}$	770 $\frac{3}{4}$
Salted provisions - - - - -	363 $\frac{1}{2}$	146 $\frac{1}{4}$	509 $\frac{3}{4}$
Potatoes and other vegetables - - - - -	88	32 $\frac{1}{2}$	120 $\frac{1}{2}$
Groceries - - - - -	182	$\frac{1}{2}$	182 $\frac{1}{2}$
Wine and spirits - - - - -	98 $\frac{1}{4}$	1 $\frac{3}{4}$	100
Porter, beer, and ale - - - - -	57 $\frac{1}{2}$	1 $\frac{1}{2}$	59
Bale-goods, hardware, and general merchandise	547	469 $\frac{3}{4}$	1,016 $\frac{3}{4}$
Tobacco - - - - -	—	—	—
Military baggage - - - - -	—	—	—
Machinery - - - - -	—	—	—
TOTALS - - - - -	3,960	6,201 $\frac{3}{4}$	10,161 $\frac{3}{4}$

H. J. Mason, Accountant.

SCHEDULE (E.)

RETURN showing the Number of PASSENGERS that Embarked at the undermentioned Places on the River Shannon, by the City of Dublin Steam Packet Company's Boats, during the Year 1842, from 1st January to 31st December 1842.

	Limerick up.	Killaloe.	Williams-town.	Por-tumna.	Ba-nagher.	Shannon Harbour.	Athlone.	TOTALS.
	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.
January - - - - -	395	224 $\frac{1}{2}$	31	106 $\frac{1}{2}$	25 $\frac{1}{2}$	213 $\frac{1}{2}$	47	1,043
February - - - - -	374	226	60	95	26	347	63	1,191
March - - - - -	362 $\frac{1}{2}$	246	87	150 $\frac{1}{2}$	37	309	49	1,241
April - - - - -	528	246	44 $\frac{1}{2}$	174	30	345 $\frac{1}{2}$	75	1,443
May - - - - -	548 $\frac{1}{2}$	249 $\frac{1}{2}$	45 $\frac{1}{2}$	136 $\frac{1}{2}$	62	346 $\frac{1}{2}$	42	1,430 $\frac{1}{2}$
June - - - - -	459	301 $\frac{1}{2}$	42	132	59 $\frac{1}{2}$	448	58	1,500
July - - - - -	529	269	41	141	52	465 $\frac{1}{2}$	42	1,539 $\frac{1}{2}$
August - - - - -	648 $\frac{1}{2}$	334 $\frac{1}{2}$	53	202 $\frac{1}{2}$	58 $\frac{1}{2}$	501 $\frac{1}{2}$	46	1,844 $\frac{1}{2}$
September - - - - -	500 $\frac{1}{2}$	307 $\frac{1}{2}$	61	223 $\frac{1}{2}$	132 $\frac{1}{2}$	310	47	1,582
October - - - - -	506 $\frac{1}{2}$	350 $\frac{1}{2}$	61	147 $\frac{1}{2}$	84 $\frac{1}{2}$	336	28	1,514
November - - - - -	425	250 $\frac{1}{2}$	46	148 $\frac{1}{2}$	90	304	27	1,291
December - - - - -	369	224 $\frac{1}{2}$	51	126	106	395 $\frac{1}{2}$	25	1,297
TOTALS - - - - -	5,645 $\frac{1}{2}$	3,230	623	1,783 $\frac{1}{2}$	763 $\frac{1}{2}$	4,322	549	16,916 $\frac{1}{2}$

Note.—The fractions introduced in the above Return represent children.

H. J. Mason, Accountant.

SCHEDULE (F.)

TABLE showing the AVERAGE NUMBER of PERSONS employed on the several WORKS, with the Periods of Employment, during the Year 1842.

NAME OF WORK.	PERIOD.	Number of Working Days.	Average Number of Persons employed Daily.	Equivalent Number of Days' Work.
Querrin and Foynes -	From 1 April to 31 Dec. 1842 -	236	45	10,508
Kilrush - - -	- 1 Jan. to 31 Dec. - -	313	45	14,174
Kilteery - - -	- 1 Jan. to 30 July - -	181	31	5,688
Kildysart - - -	- 1 Jan. to 11 Dec. - -	295	11	3,256
Athlunkard - - -	- 25 Aug. to 12 Dec. - -	198	182	36,108
Illanaroon - - -	- 16 May to 30 July - -	54	80	4,386
Plassey - - -	- 25 April to 17 Sept. - -	126	27	3,362
Castletroy - - -	- 25 April to 18 Dec. - -	204	112	22,936
The World's End - - -	- 27 June to 25 Dec. - -	156	270	42,182
Parteen - - -	- 15 Aug. to 31 Dec. - -	120	101	12,092
Killaloe - - -	- 1 Jan. to 31 Dec. - -	313	266	83,276
Scarriff - - -	- 11 July to 8 Oct. - -	78	21	1,668
Derry Island - - -	- 22 Aug. to 2 Oct. - -	36	10	366
Portumna - - -	- 28 Feb. to 21 Aug. - -	150	25	3,714
Meelick - - -	- 1 Jan. to 31 Dec. - -	313	297	93,150
Banagher - - -	- 1 Jan. to 31 Dec. - -	313	283	88,572
Athlone - - -	- 1 Jan. to 25 Dec. - -	307	193	59,328
Lecarrow - - -	- 6 June to 18 Dec. - -	168	186	31,176
Lanesborough - - -	- - - - -	-	-	231
Tarmonbarry - - -	- 18 July to 26 Nov. - -	114	117	13,302
Bird's Island - - -	- 14 Mar. to 3 Sept. - -	150	16	2,454
Grant's Island - - -	- 3 Sept. to 30 Oct. - -	49	15	732
Bullock's Island - - -	- - - - -	-	-	-
Derryholmes - - -	- 2 May to 31 Dec. - -	210	121	25,344
Bishop's Island - - -	- 9 Jan. to 3 Sept. - -	204	15	3,030
Works from Tarmonbarry to Lough Allen	- 17 July to 13 Nov. - -	102	42	4,326
		4,390	2,511	565,361

E. Hornsby, Secretary.

SCHEDULE (G.)

RETURN of WORK performed by the *Victoria*, *Albert*, and *Prince* Dredgers, from 1st January to 31st December 1842.

NAME of DREDGER.	Names of Works on which Employed.	Total Number of Days (exclusive of Sundays).	Number of Days on which Dredging was done.	Total Number of Days' Work by Men employed on Dredging Operations.	Number of Cubic Yards Dredged.	Average Quantity Dredged each Day on which Work was done.	OBSERVATIONS.
Victoria	{ Banagher - Bird's Island - Grant's Island - and Bullock's Island shoals - }	313	252	5,268	45,386	180	- - Delayed 12 days by stormy weather. Material dredged: gravel, clay, and boulder stones, and marl.
Albert	{ Bishop's Island & Derryholmes shoals - - }	313	232	4,368	27,452	118	- - Delayed 10 1/2 days by stormy weather. Material dredged: hard clay and gravel, with much stones and detached pieces of rock.
Prince, from 28 Feb. to 17 Dec. 1842.	{ Portumna - Lecarrow - Athlunkard - }	252	126	4,464	14,594	116	- - Out of 252 days, only 126 were available for dredging, owing to the stormy weather, and the time occupied in the removal of the dredger from one station to another.
				14,100	87,432	414	

E. Hornsby, Secretary.

SCHEDULE (H.)

TABLE showing the QUANTITIES of MATERIALS delivered on the WORKS during the Year 1842.

WORKS.	STONE.							TIMBER.			IRON.		Filling and Excavation.	Felt.	Lime.	Coals.	Turf.	Paving and Rails.	Metal-ling.	Grat-ing.	Gun-powder.	Patent Fuse.	
	Ashlar.	Rough.		Rubble and Puddle.		Lima.	Roman Cement.	Foreign.	Native.	Planks.	Cast.	Wrought.											
	Cube feet.	C. yds. ft.	Cube feet.	Cube yds.	Cube feet.	Tons.	Barrels.	Cube feet.	Cube feet.	Feet.	T. cwt. qrs.	Cwt. qrs.											Cube yds.
Quarrin - -	8,475	442 -	11,934	500 -	- -	- -	- -	700	- -	- -	- -	25 2	3,765	- -	- -	- -	- -	200	1,101	- -	- -	- -	
Kilrush - -	4,598	170 8	39,778	- -	- -	50	- -	2,531	141	192	9 13 3	162 1	180	- -	400	20	- -	133	- -	- -	- -	- -	
Kilteery - -	846	1,007 -	27,189	- -	- -	- -	10	88	- -	- -	- -	4 -	5,177	- -	- -	- -	- -	- -	2,000	- -	- -	- -	
Kildysart - -	7,730	346 -	9,342	- -	- -	- -	- -	- -	- -	- -	- -	- -	6,842	- -	- -	- -	- -	- -	- -	- -	- -	- -	
Athlunkard - -	23,400	110 -	- -	- -	622	10	2	- -	- -	- -	- -	8 2	527	- -	- -	- -	- -	- -	- -	- -	1,100	140	
Ilanaroon - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	4,278	- -	- -	- -	- -	- -	- -	- -	- -	800	100
Plassey Bridge - -	1,079	- -	30	13 ½	- -	20	- -	246	- -	- -	121 ½	- -	307	400	1,430	- -	- -	- -	- -	- -	90	- -	
Castletroy - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2,000	250
World's End - -	- -	22,670 -	- -	316	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	21,840	2,400
Cussane - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	15,155	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Killaloe - -	27,848	- -	- -	1,989	- -	- -	- -	4,265	1,908	560	- -	202 -	118,536	- -	1,615	50	- -	1,960	- -	- -	- -	- -	- -
Meelick - -	16,284	698 -	18,846	1,817	7,700	- -	- -	20,669	1,398	- -	- -	191 -	44,378	- -	7,268	300	- -	4,638	- -	- -	- -	- -	- -
Banagher - -	61,191	840 -	22,639	2,151	2,218	- -	- -	12,723	1,920	3,600	63 - -	271 -	41,378	1,100	8,872	200	- -	1,997	- -	- -	- -	- -	- -
Athlone - -	35,592	- -	3,387	1,136	31,401	- -	- -	10,833	3,010	- -	- -	100 -	5,897	- -	830	155	9,726	1,800	- -	- -	- -	- -	- -
	187,043	20,283 8	133,171	7,922 ½	41,941	80	12	52,855	8,380	4,352	104 7 2	1,271 1	246,543	2,530	18,994	725	9,726	10,748	3,191	90	25,740	2,890	

E. Hursey, Secretary.