

SHANNON NAVIGATION.



SIXTH 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, 31 March 1845.

TO THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY.

MAY IT PLEASE YOUR LORDSHIPS,

WE, the undersigned Commissioners, appointed under the Act 2 & 3 Vict. cap. 61, beg leave to submit to your Lordships this our Sixth Annual Report.

In the course of last year the undermentioned works were completed :—

The quay at Saleen, (Ballylongford.)

Clare.—The contract entered into in May 1843 for an extension of the old quay, and clearing the bed of the river, has been completed.

O'Brien's Bridge.—The taking down seven arches at the county Limerick end of the bridge, building six new ones, and clearing away the shoals so as to afford greater discharge for the floods : the completion of the quay at O'Brien's Bridge, and the deepening the river at the shoal at Parteen, above O'Brien's Bridge.

The landing quays at Scariff and Tomgraney have been built, and the river course cleared ; thus throwing open a water communication for trade boats between these towns and Lough Derg, and the Shannon generally.

Enlarging as far as Kelly's Mills the course of the Ballyshrul River, which falls into Lough Derg.

The lock-house at Victoria lock near Meelick, with the road leading to it from Hamilton's Lock.

The navigable channel has been completed, and shoals between Victoria Lock and Counsellor's Ford removed. The shoal at Counsellor's Ford has also been removed.

The formation of an embankment across the old river course at Kyleneascariff Mill completed.

Banagher.—The dams have been removed and the quay wall below bridge finished ; thus the original contract for this place has been completed.

Athlone Bridge, consisting of three arches and a large swivel bridge, was thrown open to the public in November 1844.

Lanesborough Bridge, consisting of six arches and a swivel bridge, was also opened to the public in July last.

Tarmonbarry Bridge, which is of similar construction with Lanesborough Bridge, was likewise opened to the public in October 1844.

Contracts have been made, and the under-mentioned works have been commenced during the past year :

Improving the river course of the Ballyshrule River.

Building a new bridge at the mouth of the Carnadoe Waters, county Roscommon, and removing shoals above the bridge.

Improving the river course from Jamestown Lock, past the town of Drumsna, to the mill at Jamestown ; widening the Jamestown canal for steam navigation, and building a new bridge consisting of five arches, on the line of the post road at Jamestown.

For removing the shoals between Rooskey and Port, in the county of Leitrim.

For building a new bridge at Rooskey, consisting of five arches and a swivel bridge.

For building a new bridge at Carrick-on-Shannon, and forming quays, with a harbour for small craft.

The Parteen contract, which we had been obliged to take out of the contractor's hands, as stated in our last Report, has been completed in a satisfactory manner by our resident engineer ; there has been an excess of expenditure above the sum agreed upon by the contractor, and we have directed the necessary steps to be taken to enforce the payment of the excess.

The contractors for the new lock at Athlone not proceeding with the work in a satisfactory manner, nor evincing that energy which such a work required, to insure its completion within the time agreed upon, and not having attended to the advice offered to them by ourselves as well as by our principal engineer, we considered it our duty to stop their proceeding with the work, and to advertise for tenders from parties willing to undertake the completion of the work.

We have accepted the tender of a contractor of great experience in works of this description, and we trust that he will apply himself to the execution of the difficult work he has undertaken with such energy and skill as will increase the high character he has already established ; and we may add that his previous reputation and a personal knowledge we possess of works executed by him in this country, had great influence with us when accepting his tender.

The works in hands connected with the several contracts at the commencement of the past year have been in most cases pushed on with great spirit, and had not the autumnal floods come down earlier than was expected, we should have had the satisfaction of reporting much greater progress than we are now enabled to do.

It is only justice to the contractors to state that many of the delays have been occasioned by the impossibility of procuring on the Shannon boats or barges suitable for their work ; and in consequence they have found it necessary to build such as were required.

In the month of February last year an accident occurred on board the "Albert" dredger ; a fire burst out during the night under the deck which covers the boiler, by which the deck-lining and fitting of the vessel as far as the bulk-head dividing the engine-room from the forepart of the vessel, was completely destroyed ; fortunately no injury was sustained by the engine ; the vessel having been insured by the contractor, the amount of damage was immediately paid, after inquiry was made, which proved that the fire was purely accidental. The vessel was repaired with as little delay as possible ; this delay, however, was unfortunate, as the services of the vessel were lost for two months at the most favourable season of the year.

The conduct of the workmen during the past year has been generally satisfactory. Some bad characters attempted at the commencement of the works at Rooskey to prevent the peasantry of the surrounding district from working at the usual liberal rates of pay given by the contractor ; and by threats and violence they succeeded in their efforts for some days, but the energy displayed by the magistrates and constabulary soon restored order, and everything since has proceeded in a quiet and satisfactory manner. Similar interruptions to the progress of the works were experienced for short periods at Derryholmes and Shannon Bridge by a strike amongst the workmen for higher wages, but these matters were after some time amicably arranged.

Having called your Lordships' attention to the works on the Lower Shannon in our last Annual Report, dated 23 March 1844, and to the circumstance that the proprietors interested in the proposed works at Carrigaholt, Tarbert, Glynn, Foynes, Askeaton and Adare had not notified their intention of proceeding with the same,

your

your Lordships were pleased to direct in Mr. Trevelyan's letter of the 25th April 1844, to the following effect:—"Their Lordships wish you to inform the several parties interested in the works mentioned by you in the commencement of your Fifth Report, who have not yet notified their intention to contribute their quota, that unless they shall signify their intention of contributing the sums required by the Act within twelve months, the money allocated by Parliament will be otherwise appropriated; and you are to report to my Lords the consent or refusal of the several parties so soon as their answers shall be received."

We beg to state that we have received answers from the parties interested in the following, namely:—Glynn, Askeaton and Adare; but as the time granted by your Lordships to the proprietors will not expire until May next, we defer reporting more particularly until that time.

From the 2d of January to 30th December 1844 the daily average number of persons employed was 2,040, giving an equivalent of 640,855 days' work; during the above period 660,636 cubic yards of material have been removed by excavation and dredging, including boulder stones, by means of the pentagraph shears, and 13,896 lineal yards of earthen dams were constructed, being equal to nearly eight statute miles; to assist in the execution of the above 86 pumps were employed, worked by 14 steam engines, 3 water-wheels, and by manual labour.

DETAIL relative to the several WORKS which have been completed, or in which Progress has been made during the last Year.

DIVISION No. 1.—LOWER SHANNON.—QUAY AT SALEEN, NEAR BALLYLONGFORD.

Owing to the severity of the weather in the early part of last year, little could be done at this place. In the month of April operations were carried on with vigour, and in the month of August every thing was completed, with the exception of a few rocks in the bed of the river, which require to be removed. The quay has a fine frontage of 204 feet, with 12 feet 10 inches depth at high water at ordinary tides, and of 17 feet at extraordinary spring tides.

The average number of persons employed daily at Saleen, from 1st January to 10th September, was 58, being equivalent to 12,890 days' work.

The quantity dredged was 9,113 cubic yards.

CLARE QUAY, COUNTY CLARE.—RIVER FERGUS.

The river frontage of the quay, 390 feet, has been completed, and the bed of the river cleared of the numerous rocks and shoals which impeded the approach to the quay. The above being an extension of the old quay was first put in hands, so that the trade might not be interrupted during the progress of the work; this being completed, the same contractor was engaged to take down and rebuild the old quay, upon the same plan and same description of work as the new part; this is now in progress, and will be completed during the summer.

The average number of persons employed daily at Clare, from 1st January to 31st December, was 46, being equivalent to 12,641 days' work.

The quantity dredged was 5,519 cubic yards.

KILTEERY PIER.

It having been strongly represented to us that it was desirable to have a parapet wall carried out as an extension of the cover afforded by the bank of rocks from which the pier springs, not only as a protection for persons using the pier in stormy weather, as well as for the preservation of the work from the effects of the heavy seas which break in upon the roadway in strong westerly gales, we directed

this work to be done, which has been executed in a substantial manner, and appears to afford the protection required.

The average number of persons employed daily at Kiltteery, from 1st November to 23d November, was 4, being equivalent to 86 days' work.

DIVISION No. 2.—LIMERICK TO KILLALOE.

CASTLE TROY.

A large shoal having been formed by an accumulation of sand brought down by the Annacotty River, which impeded the discharge of the Shannon Waters, and threw them back upon the low lands immediately above the shoal; this, when dry, during the summer months, was removed as low as the water would permit, and the work performed has proved of great benefit to the lands above it on both banks of the River Shannon.

The average number of persons employed daily at Castle Troy, from 4th June to 27th July, was 25, being equivalent to 1,140 days' work.

Four thousand cubic yards were removed from this shoal.

CASTLE CONNELL.

Considerable facility has been afforded to the free discharge of the winter floods by the rocks which have been removed from the bed of the river, nearly opposite the old Castle; this was done at the pressing solicitation of several magistrates and landholders.

The average number of persons employed daily at Castle Connell, from 15th August to 24th July, was 38, being equivalent to 3,340 days' work.

O'BRIEN'S BRIDGE.

This old and badly-constructed bridge, with large piers, erected upon a shoal extending across the river, proved a great obstruction to the free discharge of the winter floods. Seven arches have been removed, and six of 27 feet span have been built, and the bed of the river deepened. The effect, upon the completion of the work, was very sensibly experienced by trade boats in ascending the river, and by the diminished head of water they had to pass through. The contractor experienced a good deal of trouble to keep the ground within the stanks dry during the operation of laying in the foundations of the piers and abutments; two chain pumps and a horse pump were employed, but were unable to keep the water down, and to do so effectually the contractor was obliged to erect a steam engine, in addition to the horse and chain pumps.

The quay, 700 feet in length, has been completed, a lay-by formed, and mooring posts put down; the trackway has been greatly improved immediately below the mills, where there was a very awkward and inconvenient bend in the river bank.

The average number of persons employed daily at O'Brien's Bridge, from 17th June to 31st December, was 116, being equivalent to 19,177 days' work.

The quantity dredged was 6,000 cubic yards.

PARTEEN.

The dams which remained at the close of the year 1843 have been removed, and the work at this place completed. The removal of this shoal has lowered the head of water, which previously formed a great impediment to trade boats. Formerly, to ascend this rapid the aid of a capstan was required; this is now no longer necessary.

The average number of persons employed daily at Parteen, from 25th August to 31st October, was 14, being equivalent to 2,206 days' work.

The quantity of excavation removed was 2,000 cubic yards.

LIMERICK NAVIGATION.

The works which have been executed on this navigation during the past year consisted chiefly of repairing the trackways and lock-gates, and of scouring out the back drains, as well as the execution of some other incidental works, which were necessary for the proper maintenance of the navigation.

At the commencement of last year contracts were entered into with some local contractors for keeping the trackways metalled and gravelled. This arrangement has been found to answer well. The entire line of trackways from Limerick to Killaloe, a distance of 15 miles, are now in a very good state of repair.

The whole of the lock gates have undergone a general repair; seven new swing beams, 10 sluices, seven gear heads, and upwards of 300 superficial feet of two-inch sheeting have been supplied; the hand-railings and foot-boards have also been improved; and the gates generally are in good working order.

The back drains at Newtown, Cloonlara, and several other parts along the line, have been scoured out, and the lock-houses have been put in a tolerable state of repair.

A cast-iron bridge was thrown over the mouth of the Blackwater River, where it crosses the towing-path, which has shortened and greatly improved the trackway.

At Plassey Mill it was found necessary to replace the wooden bridge over the tail-race, which was in a ruinous and dangerous state; this has been done, and the trackway between it and the accommodation bridge improved.

Applications having been made for a shed at the Canal harbour, Limerick, to afford protection from the weather, and for fixing scales for weighing corn, this we have had done for general accommodation.

This navigation has been greatly improved by the work performed at O'Brien's Bridge, the removal of the shoal at Parteen, and part of that at Bunnawn, as well as the completion of the Cussane embankment. Trade boats passing any of these places previous to our operations invariably experienced much difficulty and delay, either from strong currents or from awkward and inconvenient bends in the river banks, which evil is remedied in a great degree.

A considerable expenditure will still be required to clear out several of the levels of the canals, particularly that between Limerick and the River Shannon, above Park Lock, where there is not a sufficient depth of water for trade boats in low water during the summer season.

The average number of persons daily employed on the Limerick navigation, from the 1st January to the 31st December, was 14, being equivalent to 4,409 days' work.

 DIVISION No. 3.—KILLALOE TO TARMONBARRY.

KILLALOE.

The shoal immediately above the weir still remains to be removed; the only work executed here during the past year has been the raising of boulder stones, which would interfere with the dredging, and the preparation of materials for the formation of a salmon gap in the great regulating weir.

The greatest head of water flowing over the weir during this winter has been two feet four inches; and this only for a very short period; and there is no doubt that when the shoal immediately above the weir is cleared away, so that the water may flow more freely over the weir, the head of water will be less; and upon referring to our Fifth Report, we find that in the winter of 1843-44 the head of water was four inches deeper, although we have reason to believe that there has been a greater quantity of water brought into the Shannon from its tributaries during the past winter.

The average number of persons employed daily at Killaloe, from the 8th July to the 15th December, was 39, being equivalent to 5,365 days' work.

 LOUGH DERG.

The buoys and beacons to mark the sailing course have been painted, and the necessary repairs to them performed.

SCARRIFF.

In the month of April 1844, the contractor resumed his operations by unwatering the bed of the river, between Reddans Quay and Kidds Island, and completing the excavation which remained unfinished at the close of the previous season; these operations were occasionally interrupted by floods; the quays at Tomgraney, 120 feet frontage, and Scarriff, 240 feet frontage, have been completed, and the navigation thrown open to the latter town, distant two miles from Lough Derg.

It having been found necessary to increase the area of the channel round Hogan's Island, to carry off the floods, the work was put in hands and nearly completed, when the rise of the water in Lough Derg prevented the pitching of the banks with stone from being finished.

The average number of persons employed daily at Scarriff, from 29th April to 30th November, was 50, being equivalent to 9,346 days' work.

The quantity of material removed was 12,356 cubic yards.

BALLYSHRULE RIVER, COUNTY GALWAY.

This river falls into Lough Derg about three miles below Portumna. In consequence of the water level of the Lough having been lowered, boats were unable to ascend up the river to Kelly's Mills adjoining the high road from Portumna to Woodford; and as this evil would be permanent and highly injurious to the proprietor of the mills, who had expended a large sum of money in machinery, and whose exports during the shipping season were considerable, we found that unless something was done to give him the facilities of shipment, he would, instead of benefiting by our operations, be a considerable loser, inasmuch as he had made a navigable cut from the river up to the mill, and which was useless from want of water.

Considering all these circumstances, we directed that the river course should be deepened and improved for trade boats drawing four feet six inches, and the shoal at the mouth of the river dredged; these have been completed, and the trade by boats between these mills and the Shannon resumed.

It is proper that we should state that in many parts of the river course it was necessary to take land; the portions so required, held by tenants of the Marquis of Clanricarde, were given free, other allotments being made to them by his Lordship equal in extent and in value to those required and taken for the works. This was a very satisfactory arrangement for us, and one willingly complied with by the tenants.

The average number of persons employed daily at Ballyshrule, from 15th July to 22d November, was 85, being equivalent to 9,571 days' work.

The quantity of material removed was 10,200 cubic yards.

WHITE'S FORD.

The shoal at this place, which was composed of large loose stones and gravel, has been partially removed by divers using Siebe's diving apparatus; there is now a navigable channel for the large class steamers.

MEELICK.

The banks of the navigable cut have been gravelled and properly trimmed off, the dam across the entrance below the lock removed; a flight of steps at each pier has been built for the accommodation of persons embarking or disembarking; the portion of the shoal at the head of the canal, which remained at the close of the year 1843, has been removed.

From the very exposed nature of this part of the river it was considered desirable to have a sheltered lay-by on each bank of the river prepared, in which trade boats could remain in safety during stormy weather whilst waiting to pass up to Victoria Lock. This subject having been repeatedly and urgently pressed upon our notice by the City of Dublin Steam Company, we directed the same to be done, and two sheltered places, with the requisite number of piles for securing the boats, are in progress of formation, which we hope will secure the object desired.

The

The lock-house has been completed and occupied, and a carriage road from the Cloonaheenogue Canal formed across the Callows.

The trade boats commenced passing up the new line of navigation on the 14th November.

WEIR.

Five hundred feet in length was reported as having been built in 1843, and there then remained 600 feet to complete the weir; 550 was put in, leaving a gap of 50 feet, which is all that remains to perfect the work. It is to be regretted that the floods came down so soon, which compelled the contractor to leave this small portion unfinished; had the weir been completed, much inconvenience and expense would have been saved, as the embankment at Kyleneascariff Mill, which had been formed in anticipation of the completion of the weir, was overtopped by the floods, and a gap made in it, which must necessarily be repaired early in the coming season.

The average number of persons employed daily at Meelick, from 2d January to 2d December, was 160, being equivalent to 49,532 days' work.

The quantity of material removed was 26,231 cubic yards.

KEELOGUE SHOAL.

The remaining portions of the shoal which remained at the close of 1843 were inclosed with stanks, and the included spaces excavated to the depth required; the greater part of the dams were removed, and there now remains about one month's work to complete the work.

The quantity of material removed by dredging was 1,055 cubic yards.

COUNSELLOR'S FORD.

The narrow channel immediately above this shoal was enlarged by excavation, and a navigable channel, 150 feet wide, was dredged.

The quantity of material removed was 13,231 cubic yards.

The average number of persons employed daily at Counsellor's Ford, from 1st January to 30th June, was 64, being equivalent to 5,248 days' work.

GARRycastle SHOAL.

Three hundred and seventy cubic yards of this shoal, which consisted of an assemblage of large rocks and stones, were cleared by a derrick barge, with pentagraph shears, assisted by divers; there still remains some work to be performed to complete the entire removal of the shoal.

The average number of persons employed daily at Garrycastle, from 25th April to 30th June, was 10, being equivalent to 447 days' work.

BANAGHER.

Below the bridge, a quay with lay-by has been formed, and the stanks in the bed of the river removed; although the new navigable channel was not entirely cleared, steam and trade boats have used the river course; with the exception of a nest of rocks not in the line of navigation, which requires still to be removed, the operations at this place are completed.

It may be proper to state, that from the great section at which the stanks were necessarily constructed, and the small means at command for removing them, a much longer time has been required for clearing the bed of the river, both at this place and Meelick, than was anticipated, and which will account for the delay in opening the navigation.

The average number of persons employed daily at Banagher, from 2d January to 2d December, was 101, being equivalent to 31,349 days' work.

The quantity of material removed was 21,861 cubic yards.

INNISCAGH.

A portion of this shoal, amounting to 1,583 cubic yards, was removed by dredging in the early part of the year; the remainder will be cleared away as soon as the state of the water will permit.

WOODEN BRIDGE (Shannon Harbour.)

It having been considered necessary to form a convenient landing-place for passengers and goods, and as the situation was one presenting some difficulties as regarded the foundation, it was deemed the most economical plan to build caissons, and erect a wall in and upon them; after the work was considerably advanced, the ground underneath them became disturbed, probably by the strong current; the caissons were deranged, and we thought it better to have them unloaded and taken up; this has been done, and we shall resort to other means to form a landing-place.

The average number of persons employed daily at Shannon Harbour, from 6th May to 25th May was 18, being equivalent to 277 days' work.

The quantity of material removed was 335 cubic yards.

DERRYHOLMES.

The work was resumed in March, and continued, with occasional interruptions from leakage and floods, until October, when the sudden rise in the river overtopped the stanks and filled the enclosed spaces. During the above period, 24,803 cubic yards of rock and earth were removed.

The shoal at the lower end of the stanks, which had been left unfinished at the end of the year 1843, owing to the rocky nature of the bottom, was cleared of all the detached stones by a barge fitted up with a derrick for that purpose, which raised during the months of June and July 457 stones, varying in size from 16 to 81 cubic feet, making a total of 2,136 cubic feet, or about 165 tons.

A considerable portion of the shoal at the head of the stanks, was removed by the (A.) dredger; during the operation there were seven pumps and one floating pumping engine employed.

Advantage was taken when the water was at its lowest state, to remove as much as was practicable of the old ford, although not in the navigable channel, it being desirable to increase the water-way as much as possible.

The entire of this contract would have been completed had there not been a strike among the workmen for higher wages, when nearly a month of the finest weather at the most favourable season was lost.

The average number of persons employed daily at Derryholmes, from 27th March to 30th November, was 132, being equivalent to 28,316 days' work.

The total quantity dredged this year was 24,803 cubic yards.

BISHOP'S ISLAND.

The operations at this shoal consisted of dredging and excavation; by these means there were removed 36,352 cubic yards; the latter was greatly facilitated by the low state of the water in the river, which was caused by the obstructions at Banagher having been removed; the nature of the shoal continued the same as set forth in our last Report.

The average number of persons employed daily at Bishop's Island, from 20th May to 9th October, was 92, being equivalent to 11,271 days' work.

	Cubic Yards.
The quantity removed at the end of the year 1843 was - - -	23,118
Removed in 1844 - - - - -	36,352
TOTAL removed - - -	59,470

GARRYMORE.

The removal of the shoal was carried on by dredging when the state of the river permitted; the hard nature of the material to be removed caused the operation to be a very slow one, the average quantity removed daily being only 92 cubic yards; 374 stones were raised by a derrick, amounting to about 219 tons; one stone so raised measured 171 cubic feet, being upwards of 13 tons weight.

	Cubic Yards.
Quantity removed up to the end of the year 1843 - - -	47,212
Ditto - - - - - 1844 - - -	6,706
TOTAL removed - - -	53,918

SHANNON BRIDGE.

In the early part of the year the work was confined to the building of the abutments for the swivel bridge. Considerable difficulty was experienced with respect to the foundations, arising from the very porous nature of the substratum; by perseverance this difficulty was mastered, and the work proceeded satisfactorily; the walls were carried up to the proper height to receive the swivel bridge; this has been fixed, and the bridge ready to be opened to the public.

Early in April the contractor commenced repairing the stanks, and at the end of the month they were placed in a proper state, when the unwatering commenced; the bed of the river being laid dry, the excavators set to work, and continued until October, when the sudden rise in the river suspended the operations, leaving about 1,300 cubic yards to be removed.

The average quantity of material removed daily was 200 cubic yards.

The underpinning of the remaining piers was nearly completed, when the floods came down and stopped its being proceeding with; there remains about one month's work to complete the contract; the number of pumps employed was 10.

There was also a strike amongst the workmen at this station during the month of May, which greatly retarded the progress of the work.

The average number of persons employed daily at Shannon Bridge, from 1st January to 31st December, was 75, being equivalent to 23,592 days' work.

	Cubic Yards.
The quantity removed at the end of the year 1843 was - - -	16,549
Removed in 1844 - - - - - - - - -	25,981
TOTAL removed - - -	42,530

CLERHAUN.

The removal of this shoal was commenced in August, and the excavation carried on until September, when the workmen being required to press on other work, they were withdrawn for the season.

The average number of persons employed daily at Clerhaun, from 13th August to 8th September, was 45, being equivalent to 1,020 days' work.

One thousand nine hundred cubic yards of material were removed.

TULLYMORE.

The B. dredger commenced work at this shoal on the 1st April, and continued until the end of the year, when 29,495 cubic yards had been dredged, giving a daily average of 147 cubic yards.

This has been the most favourable shoal that has been tried, as the daily average shows a considerable increase in the amount of work performed by this vessel.

ATHLONE BRIDGE.

At the close of the year 1843 about half the number of courses in the three arches were set; the work progressed steadily, the masonry was completed, and the swivel bridge fixed by the end of October, which enabled us to throw open the bridge for the accommodation of the public in the early part of the month of November. There still remains some dredging to be done beneath the arches, and pointing to the bridge, to close this contract.

It affords us great satisfaction, in reporting the completion of this bridge, to state that the manner in which the work has been executed, under circumstances of some difficulty, reflects the greatest credit upon Mr. M'Mahon, the contractor.

Mr. Rhodes, our principal engineer, reports as follows:—"This bridge has been built in a most substantial and satisfactory manner, both as regards the workmanship and the materials used, which were of the best description of their respective kinds."

Lock.—In our Fifth Report we stated that the coffer-dam had been formed, and two water-wheels erected to work pumps for unwatering the dam. The contractors commenced pumping, but soon discovered that the pumps erected had not power to master the great leakage. In the month of May they erected a third water-wheel, which when brought into play enabled them to lower the water within the dam sufficiently to excavate a portion of the ground for the foundation. The springs and leakage still being very strong, with the reduced head of water by the low state of the river, much power was lost, so that the three wheels could not perform more work than two wheels when working with a good head of water; the consequence was, that the water within the dam overpowered them; and as the contractors would not erect a steam-engine, which they had been advised to do from the commencement of the work, instead of resorting to badly-constructed water-wheels, and as it was evident from the manner in which they were proceeding that they were deficient in both the energy and means which the nature of the operation they had undertaken to perform required, and proving themselves unable to meet the difficulties as they presented themselves in the manner they ought to have done, but resorting to bad expedients, which invariably failed, it was evident that if we allowed them to continue, there was no prospect of the work being advanced during the season; and as we had been so often deceived by them in the promises made of increased exertions, we considered it to be our duty to take the work out of their hands; and this we did in the month of July, by serving the necessary notices upon the parties, and advertising for new tenders. We have made a contract for the completion of the work with a person whose reputation as a builder of work of this description stands high, and from his great experience we entertain the best hopes that, however much we were disappointed in the original contractors, the delay occasioned by their mode of proceeding will be redeemed by him.

A portion of the bed of the river was excavated, amounting to 12,370 cubic yards, and a commencement made by driving some piles for the formation of the weir.

The removal of some of the shoals, however, below Athlone, has already produced changes in this reach of the river of some importance; this was very plainly manifested by the unusually low state of the river towards the latter end of last summer, and more strikingly so by the total absence of flood in the depth of winter, presenting an appearance such as probably never before was witnessed at that season of the year.

Sundry repairs have been performed to the lock gates on the line of the canal, which were occasioned by fair wear and tear.

The average number of persons employed daily at Athlone, from 1st January to 31st December, was 263, being equivalent to 82,758 days' work.

The total quantity dredged this year was 14,270 cubic yards.

LOUGH REE.

The whole of the buoys on this Lough have been overhauled and painted during the past year.

LANESBOROUGH.

At the close of the year 1843 the piers and abutments of the new bridge were built, and five arches turned; the work proceeded satisfactorily, and in the month of June the masonry was in a state to receive the swivel bridge, which was fixed and fit for working by the end of July. On the 25th the bridge was opened to the public, having been a few days more than one year in the course of erection: the work has been creditably put out of hands.

The spoil banks have been all levelled and trimmed; the metalling to quays completed; also the pitching to slope of river bank. The building of the quay wall, of which the foundations had been laid in during the former season, was resumed, and completed by the end of April.

The water having been pumped out of the stanks in the bed of the river, the excavation was resumed, and by the close of the year was completed; there only remain two small portions of shoals to be removed to complete the works at this place.

The average number of persons employed daily at Lanesborough, from 1st January to 30th September, was 109, being equivalent to 24,913 days' work.

	Cubic Yards.
Quantity removed in the year 1843 - - - - -	61,200
Ditto - - - - - 1844 - - - - -	12,044
TOTAL removed - - -	73,244

KILNACARROW.

The excavation was carried on, with occasional interruptions, until the floods broke over the dams in the month of June, leaving about 800 yards to be removed; the cross dams were cleared so as to make a clear passage through the navigable channel.

The longitudinal dams still remain to be removed.

The average number of persons employed daily at Kilnacarrow, from 1st May to 30th June, was 61, being equivalent to 3,256 days' work.

	Cubic Yards.
Total quantity removed at the close of the year 1843 - - -	18,237
Ditto - - - - - 1844 - - - - -	3,900
TOTAL removed - - -	22,137

LODGE CUT.

It was not until the month of April 1844 that the contractor resumed operations by repairing the stanks and unwatering the inclosures, when the excavations were resumed with spirit, and carried on until October, when the floods put a stop to the operations for the season.

In addition to the pumps worked by horses, it was found necessary, in August, to erect a steam engine of eight horse power, and in September a second steam engine was put up; the two engines, with a pair of 14 inch pumps, and a pair of 9 inch square pumps, were kept at full work, night and day.

The average number of persons employed daily at Lodge Cut, from 1st April to 9th October, was 214, being equivalent to 34,376 days' work.

	Cubic Yards.
The quantity removed in the year 1843, was - - - - -	24,722
Ditto - - - - - 1844 - - - - -	40,606
TOTAL removed - - -	65,328

DIVISION No. 4.—TARMONBARRY TO LEITRIM.

At the close of the year 1843 the piers and abutments had been built ; the work was continued and proceeded steadily, so that by the beginning of October, the masonry and swivel bridge having been completed in a workmanlike and satisfactory manner, the bridge was thrown open for public use.

The grand jury of the county of Longford have replaced the old bridge, from Castle Island to the bank of the river on the county of Longford side, by a new bridge of three arches of an uniform construction with that erected by us over the main stream, which has added much to the general improvement.

In the month of April the stanks at the islands had been repaired, and the steam engine set to work, so that the excavations were resumed on the 24th.

In the month of June, in order to facilitate the contractor's operations by giving increased water-way, some improvements were made in the Camlin river, by deepening and widening the river course in those parts where it was shoal or confined to a narrow channel.

The contractor has made good progress in his excavations, considering that the material to be removed is nearly all solid rock.

The excavation for the lock pit was commenced in April, and a steam engine erected for unwatering the same; the work was successfully carried on until the month of August; on the sixth a sudden and heavy rain came down, which lasted for several days; the rise in the river was very great, and, notwithstanding the exertions made to raise and strengthen the works, the water overtopped them, and the dam at the south end of the lock gave way; thus a stop was put to the operations until September, when, the water in the river having fallen considerably, the work was resumed. The first stone of the invert of the lock was laid on the 17th September, and at the close of the year four-fifths of the invert was laid, and the breast wall to its full height, with part of the sill, set. The timber for the lock gates has been received.

The average number of persons employed daily at Tarmonbarry, from 1st January to 31st December, was 286, being equivalent to 87,286 days' work.

	Cubic Yards.
Quantity of excavation removed up to the end of the year 1843 -	29,106
Ditto - - - - - 1844 -	38,865
TOTAL removed - - -	67,971

CLOONEEN COX.

The contractor commenced in April erecting workshops and a steam engine, and forming the cross dams; the nature of the material to be removed being very compact and impervious to the water, the steam engine was not used for the first enclosure; the work was pushed on with great spirit until the 10th October, when the dam burst, and closed the operations for the season.

The average number of persons employed daily at Clooneen Cox, from 8th April to 31st December, was 92, being equivalent to 21,134 days' work.

The quantity of material removed was 41,497 cubic yards.

ROOSKEY LOCK.

Early in February the contractor commenced the excavation for the lock pit and boundary drain. The excavation was unavoidably discontinued, owing to a rise in the river, until the month of May, when the work was resumed, the pit having been pumped dry by the steam engine which had been erected for that purpose. On the 12th August the first stone was laid, and the work continued uninterruptedly until the close of the year, when the side walls were raised three feet ten inches above the springing of the inverted arch, as well as the upper and lower sills, recess floors, and a great part of the stop-gate inverts were set. The eastern sluice tunnel was ready to be covered in and the western one commenced.

Bridge.—In the beginning of July, a temporary bridge having been formed, the old one was blown down with gunpowder; the first stone of the new bridge was laid on the 3d August; at the close of the year the western abutment and four piers were raised to the full height, and centres placed for turning three arches.

The

The excavations in the bed of the river were performed by the formation of a longitudinal dam extending from the bridge up to the head of the shoal, where a dam was formed across the river from bank to bank; the work was carried on vigorously until the 9th October, when the operations closed for the season.

During the above period there were two interruptions caused by the floods in the river on the 16th July and 7th August.

The embankment from the bridge, extending to the lock, has been formed on the Longford shore; and a quay of 450 feet frontage has been formed on the county of Roscommon shore, immediately below the bridge.

The timber for the lock gates has been delivered on the works, and appears to be of an excellent quality.

A quarry producing lime-stone of a very fine quality and easily dressed, has been opened convenient to the works.

The average number of persons employed daily at Rooskey, from 1st January to 31st December, was 311, being equivalent to 92,135 days' work.

The quantity of material removed from the bed of the river amounts to 74,462 cubic yards.

JAMESTOWN.

A contract was made for the works in this district during the last summer. In September the workshops were commenced, and early in November the excavation of the navigable cut was commenced and pushed on with vigour. A small steam engine, for drawing the loaded waggons up an inclined plane from the bottom of the old canal has been erected, and another of 14 horse power, for a similar service, is about to be put up.

Temporary bridges have been made, and the two old accommodation bridges across the canal have been taken down, and the abutments for the upper new bridge have been built.

Preparations for the foundations of the new bridge at Jamestown, across the Shannon, of five arches, were commenced, and a large stank was formed from the centre of the old bridge, inclosing a considerable space, and within which, fortunately, excellent stone for building was procured.

The average number of persons employed daily at Jamestown, from 4th September to 3d December, was 385, being equivalent to 39,314 days' work.

The quantity of material excavated was 212,000 cubic yards.

KILBRIDE.

The removal of this shoal was commenced at the end of May last, and 2,800 cubic yards have been cleared away, leaving a very small quantity to be removed, which will be accomplished early in the spring.

The average number of persons employed daily at Kilbride, from 20th May to 31st August, was 62, being equivalent to 4,130 days' work.

DOYLE'S ISLAND.

The average number of persons employed daily at Doyle's Island, from 28th May to 11th December, was 108, being equivalent to 10,135 days' work.

Five thousand nine hundred and thirty yards of material have been removed by excavation.

CORNACARROO.

Those three shoals were enclosed with earthen stanks, and unwatered by chain pumps worked by men, which appear to have been sufficiently powerful for the work

work required of them. The nature of the material is much the same as that composing the lime-stone shoals on the lower part of the river, although not of so compact a material, and with fewer large stones.

The average number of persons employed daily at Cornacaroo, from 8th July to 31st December, was 65, being equivalent to 10,195 days' work.

Eight thousand three hundred and eighteen cubic yards of material have been removed by excavation.

RENTS AND TOLLS.

The rates of tolls and wharfage between Limerick and Lough Allen remain the same as detailed in our Second Report, with the exception of tolls on corn, flour, &c., loaded at Limerick, for exportation from the Port of Dublin, on which, upon the joint application of the Canal and City of Dublin Steam Packet Companies, the reduction to 6*d.* per ton was sanctioned by your Lordships on the 12th October 1844, for a limited period of six months, and as an experiment. At Athlone and Victoria Lock, near Meelick, where a considerable quantity of turf is brought in cots or small boats (under 5 tons burden) from bogs in the vicinity, the Commissioners made an arrangement by which such boats are allowed to pass the lock in groups of 6 to 9, at a charge in such cases of 1*d.* each.

This alteration has been made in consequence of representations made to the Commissioners to the effect that the former charge of 2*d.* each, pressed heavily upon the owners of these boats, who are generally of a poor class; and the result has been beneficial to them, as well as to increase the receipts at those stations.

The collection of rates at Lecarrow, on Lough Ree, commenced in February 1844.

At Jamestown Canal the collection of rates was discontinued in September 1844, as that portion of the navigation was given up to the contractors for the purposes of the works.

The navigation of the Cloonaheenogue Canal having been abandoned in November last, the collection of rates was transferred to Victoria Lock Station in that month.

There is a slight increase (8*l.* 15*s.* 10*d.*) in the tolls and wharfage received at the several stations from Limerick to Lough Allen, as compared with last year; and on reference to Schedule (B.) in the Appendix to this Report, it will be found that a considerable increase in the gross tonnage of articles loaded and landed at the stations on the same portion of the navigation has taken place, which might lead to the expectation of a greater increase in the receipts; but on examination it will be found that the increase has taken place on such articles as lime, stone, turf, &c., that pay a mere nominal rate of toll per boat-load.

The collection of the rates of quayage and wharfage at the quay of Saleen, near Ballylongford, County Kerry, and at the quay at Clare Castle, both on the Lower Shannon, commenced in October 1844, in accordance with the Schedule of Rates sanctioned by your Lordships, and it is expected that the current year will enable us to test the working of the rates now leviable at all the stations within our jurisdiction on that part of the Shannon.

ACCOUNTS.

In compliance with the 18th section of the Act 2 & 3 Viet. cap. 61, we forward herewith accounts showing the amount of all sums received and expended by us during the year ending 31 December 1844.

In reference to account No. 4, of the sums advanced by us from time to time as loans to counties, which are repayable with interest by half-yearly instalments, the item specified in our Fifth Report, page 15, of 633*l.* 2*s.* 11½*d.* arrear due by the county of the city of Limerick, at the end of the year 1843, is still outstanding, together with a further sum accrued due during the past year of 11*l.* 7*s.* 5½*d.*, making the total arrear 644*l.* 10*s.* 5*d.*

Of

Of the contributions of individuals to the works erected on the lower Shannon, there remains due the sum of 662*l.* 1*s.* 8*d.*, being the proportion to be contributed towards the cost of the pier at Cahircon (Kildysart), with a further sum of interest from the dates of the respective advances, up to the period when the contribution shall be paid in; and from a communication we have lately received, we have every reason to expect that this sum will be very shortly paid.

We have, &c.

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

Shannon Commission Office, }
Custom-House, Dublin, }
15 March 1845. }

E. Hornsby, Secretary.

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-

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 1844.

ESTABLISHMENT.

RECEIPT:	£.	s.	d.	£.	s.	d.
To amount lodged to the credit of the Commissioners in the Bank of Ireland by the Paymaster of Civil Services - - - - -	3,539	4	9			
To amount lodged by the Commissioners of Public Works to the credit of the Shannon Commissioners in the Bank of Ireland, being a sum refunded by order of the Treasury, dated 6th February 1844, the amount of costs paid in the matter of D. B. Kelly - - - - -	20	3	4			
To amount of law costs in the case of Nihell & Edwards, received from the defendants for account of the solicitor - - - - -	3	2	8			
To amount of law costs paid by defendants in cases of Summonses at Petty Sessions - - - - -	-	16	-			
To amount of fines levied by order of the Commissioners - - - - -	-	6	9			
To amount lodged in the Bank by the Accountant, being a surcharge on account ending 31st December 1840, per advice from Audit Office - - - - -	-	2	-			
TOTAL - - - - -				3,563	15	6
EXPENDITURE:						
By establishment - - - - -	1,978	2	9			
By occasional clerks - - - - -	114	14	8			
By travelling expenses - - - - -	302	6	7			
By postage - - - - -	40	-	9			
By contingencies, including books, maps, coals, &c. - - - - -	94	16	4½			
By law contingencies - - - - -	44	-	-			
By "Descriptive Memoir," expenses on account of - - - - -	23	7	11			
By valuation expenses - - - - -	18	16	-			
By expenses of fitting-up offices in Custom-house - - - - -	496	14	1			
By excess in expenditure per account ending 31st December 1843 - - - - -	9	9	5½			
TOTAL - - - - -				3,122	8	7
BALANCE - - - - - £.				441	6	11

Shannon Commission Office,
Custom-house, Dublin,
March 1845.

H. J. Mason, Accountant.

— No. 2. —

ACCOUNT of the several SUMS Received and Expended by the SHANNON COMMISSIONERS between the 1st January and 31st December 1844.

WORKS.

RECEIPT:	£.	s.	d.	£.	s.	d.
To Balance of Account ending 31st December 1843 - - - - -	15,545	9	9½			
To produce of Exchequer Bills and Cash issued by the Treasury - - - - -	70,005	-	-			
To Amount received from the sureties of the Contractor for the Athlunkard Works, being the extra expense incurred by the Commissioners in completing the contract left unfinished by him - - - - -	47	8	4			
TOTAL carried forward - - - - - £.				85,597	18	1½

WORKS—continued.

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.	
	Total Receipt brought forward - - -	-	-	-	£. s. d. 85,597 18 1½
1	By Kilrush Pier - - - - -	1,248	14	9	
5	Ballylongford - - - - -	1,420	10	11	
10	Clare - - - - -	2,009	9	9	
18	Arthur's Ferry (Illanarone) - - - - -	118	19	6	
15	Castle Connell - - - - -	171	3	-	
16	O'Brien's Bridge, Parteen Rapid, &c. - - - - -	1,278	3	2½	
19	Lough Derg - - - - -	46	15	2	
21	White's Ford - - - - -	11	17	10	
23	Shannon Grove (Counsellor's Ford) - - - - -	585	14	3	
31	Shannon Bridge (Improvements at) - - - - -	3,655	9	9	
32	Clerhaun - - - - -	74	9	-	
34	Tullymore Ford - - - - -	866	-	10	
39	Works at Athlone - - - - -	8,868	17	-	
40	Lough Ree - - - - -	14	7	9	
41	Curreen - - - - -	5	16	-	
42	Lanesborough - - - - -	2,356	19	-	
43	Kilnacarrow - - - - -	203	13	6	
47	Lodge Cut - - - - -	1,702	11	6	
49	Cloondrah Canal - - - - -	20,067	11	11	
50	Tarmonbarry (the River Course) - - - - -				
52	Clooneen Cox and Cloonfad - - - - -	2,202	14	10	
54	Rooskey - - - - -	9,985	16	4	
57	Lough Nanogue (dredging) - - - - -	-	5	-	
58	Jamestown Canal - - - - -	3,521	3	2	
59	Drumsna - - - - -	30	18	1	
60	Mount Campbell and Charlestown - - - - -	27	18	3	
61	Jamestown - - - - -	190	15	-	
62	Kilbride Deer Park - - - - -	119	2	6	
63	Doyle's Islands - - - - -	431	15	5	
64	Cornacorroo - - - - -	193	10	10	
65	Innishmucker - - - - -	-	10	6	
66	Grose's Islands - - - - -	1	7	2	
67	Carrick on Shannon - - - - -	82	11	8	
68	Corriolus Point (dredging) - - - - -	-	1	1	
70	Hartley - - - - -	1	2	6	
71	Port - - - - -	4	15	2	
72	Leitrim - - - - -	11	3	2	
73	Battle Bridge - - - - -	24	16	2	
74	Lough Allen Canal - - - - -	33	15	11	
76	Bealantra and River Course - - - - -	2	15	10	
77	Arigna River, Cut at Mountallen - - - - -	13	16	3	
78	Lough Allen - - - - -	11	15	4	
80	Dredging Vessels, Barges, &c. - - - - -	1,259	17	3	
81	Workshops, Machinery, Contingencies, &c. - - - - -				
82	Searriff River - - - - -	767	7	6	
83	Improving the Tributaries between Killaloe and Tarmonbarry - - - - -	817	6	-	
84	Carnadoe (Shoal at Bridge) - - - - -	30	7	5	
85	Carrigeen - - - - -	3	5	-	
86	Tumna - - - - -	1	18	-	
87	Annalecky - - - - -	-	7	-	
88	Doctor's Weir - - - - -	-	7	-	
90	Cootehall - - - - -	2	15	-	
93	Knockvicar - - - - -	-	19	3	
95	Boyle River - - - - -	2	10	9	
	TOTAL - - - - - £.				64,486 14 11½
	BALANCE - - - - - £.				21,111 3 1½

Shannon Commission Office,
March 1845.

H. J. Mason, Accountant.

—No. 3.—

COPY of a RETURN furnished by the Paymaster of Civil Services, of the several SUMS remitted to him during the Year ending 31st December 1844, 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.	£. s. d.	
County of Clare :							
Paid 7 March 1844 - -	1,048 8 7	180 2 2	2,317 1 -	376 12 10	2,693 13 10		
- 20 July — - -	1,268 12 5	196 10 8					
County of Galway :							
Paid 23 March 1844 - -	2,597 18 -	393 7 8	5,315 - 5	800 9 2	6,115 9 7		
- 7 August — - -	2,717 2 5	407 1 6					
King's County :							
Paid 25 March 1844 - -	855 5 6	161 16 4	1,933 5 6	307 5 11	2,240 11 5		
- 27 July — - -	1,078 - -	145 9 7					
County of Limerick :							
Paid 20 March 1844 - -	375 13 2	67 12 6	803 16 1	134 19 11	938 16 -		
- 6 August — - -	428 2 11	67 7 5					
County of the City of Limerick :							
Paid 15 March 1844 - -	336 12 10	157 - 2	462 17 7	215 13 10	678 11 5		
- 21 June — - -	21 - 9	9 - 11					
- 10 August — - -	105 4 -	49 12 9					
County of Leitrim :							
Paid 6 March 1844 - -	255 9 7	38 11 -	830 9 6	134 5 -	964 14 6		
- 17 July — - -	574 19 11	95 14 -					
County of Longford :							
Paid 27 February 1844 - -	796 19 1	80 7 5	1,187 19 1	171 - 3	1,358 19 4		
- 11 July — - -	391 - -	90 12 10					
County of Mayo :							
Paid 23 March 1844 - -	181 1 3	37 7 -	398 11 9	74 8 9	473 - 6		
- 31 July — - -	192 - -	26 8 4					
- 13 August — - -	25 10 6	10 13 5					
County of Roscommon :							
Paid 1 March 1844 - -	1,328 17 9	235 18 11	3,281 10 10	569 - 5	3,850 11 3		
- 12 July — - -	1,952 13 1	333 1 6					
County of Sligo :							
Paid 11 March 1844 - -	4 19 8	- 3 8	13 17 6	1 12 6	15 10 -		
- 22 July — - -	8 17 10	1 8 10					
County of Tipperary (South Riding) :							
Paid 19 March 1844 - -	390 13 10	64 1 5	794 13 9	128 10 7	923 4 4		
- 23 July — - -	403 19 11	64 9 2					
County of Tipperary (North Riding) :							
Paid 3 April 1844 - -	911 14 3	159 12 3	1,870 9 6	309 15 9	2,180 5 3		
- 2 August — - -	958 15 3	150 3 6					
County of Westmeath :							
Paid 19 March 1844 - -	1,076 12 -	177 12 5	2,403 7 5	403 - 11	2,806 8 4		
- 29 July — - -	1,326 15 5	225 8 6					
TOTAL repaid by Counties - - -			£.	21,612 19 11	3,626 15 10	25,239 15 9	

Paymaster of Civil Services Office,
Dublin Castle, 1 January 1845. }

(signed) T. F. Kennedy.

SIXTH REPORT OF THE COMMISSIONERS FOR

COPY of a RETURN furnished by the Paymaster of Civil Services, of the several SUMS remitted to him during the Year ending 31st December 1844, 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.
C. M. Vandeleur, Esq., per the Shannon Commissioners, 6th January - 1844		350 - -	- - -	350 - -
Messrs. Burroughs - - - - ditto - - - - 5th June - 1844		145 1 3	8 - 6	153 1 9
Ditto - - - - ditto - - - - 4th December 1844		145 - -	3 12 9	148 12 9
Sundry Persons, per the Shannon Commissioners, 30th December 1844; viz.				
	Principal.	Interest.		
	£. s. d.	£. s. d.		
One Annual Instalment of Col. C. M. Vandeleur's } Contribution towards Kilrush Pier - - - }	350 - -			
Interest, at 5 per Cent. per Annum to 31st Dec. 1844, on account of Col. Vandeleur's Contribution during year 1843 - £. 46 2 4		95 11 4		
Ditto at ditto to ditto, year 1844 - 49 9 -				
Total Amount of Principal to be contributed by Proprietors, for Ballylongford Pier, received as follows; viz.			1,269 12 6	95 11 4
From the Board of Trinity College £. 230 - -				
Representatives of M. Blacker, Esq. 185 - -				
Stephen E. Colles, Esq. - - - 504 12 6	919 12 6			
TOTAL repaid by Individuals - - - £.	1,269 12 6	95 11 4	*1,909 13 9	107 4 7
				2,016 18 4

RECAPITULATION.

	Principal.	Interest.	Principal and Interest.
	£. s. d.	£. s. d.	£. s. d.
Repaid by counties - - - - -	21,612 19 11	3,626 15 10	25,239 15 9
Repaid by individuals - - - - -	1,909 13 9	107 4 7	2,016 18 4
TOTAL - - - £.	23,522 13 8	3,734 - 5	27,256 14 1

Paymaster of Civil Services Office, }
Dublin Castle, 1 January 1845. }

(signed) T. F. Kennedy.

* The Sum of £. 1,909 13s. 9d. Principal, repaid by Individuals, would have been increased by the Sum of £. 662. 1s. 8d., had the amount to be contributed towards the erection of the Pier at Cahircon (Kildysart) been paid in.—Vide Report, page 40.

Shannon Commission Office, }
Custom-house, Dublin, March 1845. }

H. J. Mason, Accountant.

—No. 4.—

RETURN showing the TOTAL AMOUNT of Advances as LOANS made by the SHANNON COMMISSIONERS to the undermentioned Counties, up to the 31st December 1844, 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 to 1844 inclusive, with 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 - - - - -	6,756 15 2½	2,915 6 10	3,841 8 4½
Limerick (County of the City) - - - - -	4,530 16 6½	1,197 - 10	*3,333 10 8½
Clare - - - - -	20,633 5 11¾	6,515 16 5½	14,117 9 6½
Tipperary (North Riding) - - - - -	14,255 1 5½	6,274 19 8	7,980 1 9½
Tipperary (South Riding) - - - - -	6,380 5 5½	3,034 12 -	3,345 13 5½
Galway - - - - -	39,755 2 1	15,481 - 2	24,274 1 11
Roscommon - - - - -	38,712 4 5½	9,573 15 1	29,138 9 4¾
King's County - - - - -	15,005 11 -	6,744 17 11	8,260 13 1
Westmeath - - - - -	23,144 7 10½	7,489 10 -	15,654 17 10½
Longford - - - - -	12,344 16 2½	3,152 11 -¾	9,192 5 2
Leitrim - - - - -	16,360 8 9½	2,498 13 10	13,861 14 11½
Mayo - - - - -	3,539 13 2½	1,407 10 9	2,132 2 5¾
Sligo - - - - -	858 7 5½	322 4 9	536 2 8¾
TOTALS - - - - - £.	202,276 15 8½	66,608 4 4	135,668 11 4¾

Note.—Under the provisions of the 13th section of the Act 2 & 3 Vict., c. 61, 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.

* This item includes an arrear due by the County of the City of Limerick of £. 644. 10s. 5d.

Shannon Commission Office, }
Custom-house, Dublin, March 1845. }

H. J. Mason, Accountant.

—No. 5.—

ACCOUNT of the several Sums Received and Expended by the SHANNON COMMISSIONERS
between 1st January and 31st December 1844.

RENTS AND TOLLS.

RECEIPT :		£.	s.	d.
To Balance of Account ending 31st December 1843 -	- - - - -	625	2	7
To Rents :				
Mills, Lands and other Holdings -	- - - - -	695	15	6
Fishing of Weirs -	- - - - -	599	18	-
Produce of Sales -	- - - - -	106	5	4
Water Power -	- - - - -	96	18	6
		1,498	17	4
To Fines -	- - - - -		2	16
To Gauging and Weighing Boats (Fees for) -	- - - - -		7	2
To Tolls -	- - - - -	1,456	13	2
Wharfage -	- - - - -	165	15	-
Quayage -	- - - - -	110	12	-
Cranage -	- - - - -	3	7	9
		1,736	7	11
		3,870	5	10
TOTAL RECEIPT - - - £.				
EXPENDITURE :				
By Salaries and Allowances ;				
Engineers, Surveyors and Inspectors -	- - - - -	255	6	5
Clerks -	- - - - -	109	18	-
Collectors -	- - - - -	606	17	1
Lock-keepers -	- - - - -	213	-	9
Gauging and Weighing Boats- -	- - - - -	3	10	-
		1,188	12	3
By Payments on account of Loans made by the Board of Works to the late Limerick Navigation Company ; viz.				
Interest due up to 31st December 1844 -	- - - - -	514	3	6
Four Instalments of Principal -	- - - - -	770	16	8
		1,285	-	2
By Rent -	- - - - -	5	3	-
Taxes -	- - - - -	26	5	7
Rent refunded -	- - - - -	16	-	8
Maintenance and Repairs of Canals, Trackways, Lock-gates, Lock-houses, &c. -	- - - - -	649	18	7
Miscellaneous Expenses -	- - - - -	9	7	6
		3,180	7	9
TOTAL EXPENDITURE - - - £.				
		689	18	1
BALANCE - - - £.				

Shannon Commission Office,
Custom-house, Dublin,
March 1845.

H. J. Mason, Accountant.

COMPARATIVE TABLE showing the TOLLS and WHARFAGE received during the Years 1840 to 1844, inclusive.

STATIONS.	TOLLS.					WHARFAGE.					TOTALS.																			
	1840.		1841.		1842.		1843.		1844.		1840.		1841.		1842.		1843.		1844.											
	£.	s. d.	£.	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	499	9 4½	486	14 6½	20	2 8	23	- 11½	24	11 2½	23	1 -½	21	14 8	842	11 6½	697	16 9	535	5 8½	522	10 5	508	9 2½
Annaghbeg	5	11 4½	11	- 1½	46	5 10½	22	4 -½	11	18 11	4	18 3	8	15 11	21	17 1½	3	5 -	-	6 -	10	9 7½	19	16 -½	68	2 11½	25	9 -	12	1 11
Errina	1	9 9½	3	11 4½	3	5 6	1	2 1½	2	- 10½	1	4 6½	1	2 9½	-	19 8	-	8 -	-	16 8	2	14 4	4	14 1½	4	5 2	1	10 1	2	17 6½
O'Brien's Bridge	16	9 7	20	6 9½	17	17 9½	10	7 5½	8	1 3	7	4 2	11	15 6½	14	19 5½	2	14 8½	2	4 9	23	13 9	32	2 4½	32	17 3	13	2 1½	10	6 -
Cussone	1	6 9	1	12 3½	27	12 -½	9	15 10½	2	4 4	-	1 8	-	2 8	-	4 6	-	16 5½	-	4 3½	1	8 5	1	15 4½	27	16 6½	10	12 4	2	8 7½
Killaloe	134	6 -½	308	10 5½	315	8 3½	352	1 3	362	5 4	29	7 2½	46	8 11½	36	16 -½	37	17 8½	29	17 9½	163	13 3	354	19 5½	332	4 4	389	16 11½	392	3 1½
Portumna	169	12 6	198	3 9½	155	1 11½	161	16 6½	168	19 10½	11	7 9	14	17 2½	15	17 11½	13	16 10½	10	6 2½	181	- 3	213	- 11½	170	19 11	175	13 5	179	6 -
Hamilton Lock	3	3 9½	3	19 8½	2	16 5½	2	3 5	2	9 2½	-	7 4½	-	7 4½	-	18 5½	-	16 11½	-	8 7½	3	3 9½	4	7 1½	3	14 11	3	- 4½	2	17 9½
Banagher	289	- -	103	6 10½	93	5 8	91	16 11½	91	12 6½	-	3 13 8½	9	2 1	7	8 2½	5	16 6½	6	2 8½	292	13 8½	112	8 11½	100	13 10	97	13 6	97	15 2½
Shannon Harbour	5	1 5	192	11 11½	167	6 -½	117	5 8	134	14 1½	-	- 4½	-	- 4½	-	1 9½	-	- 10½	-	- 2	5	1 5	192	12 4	167	7 10	117	6 6½	134	14 3½
Shannon Bridge	72	8 9½	6	11 3½	3	1 -½	31	16 10½	32	10 -½	3	7 3½	2	9 7½	1	15 7	1	17 1½	-	9 8½	75	16 1	9	- 11	4	16 7½	33	13 11½	32	19 9½
Athlone	108	10 2½	115	4 5½	74	5 11½	70	6 3½	99	3 3½	34	9 11½	7	11 7½	4	2 2½	7	12 7½	11	7 10½	143	- 2	122	16 1	78	8 1½	77	18 10½	110	11 2½
Lecarrow	-	-	-	-	-	-	-	2	19 4	-	-	-	-	-	-	-	-	-	-	3	18 8½	-	-	-	-	-	-	-	6	18 -
Lanesborough	12	7 9½	13	10 3½	21	14 7½	16	9 9½	5	16 7½	4	18 11	8	3 3	10	18 11½	7	13 7½	3	9 9½	17	6 8½	21	13 6½	32	13 7	24	3 5½	9	6 5
Cloodrah	19	5 9	17	4 8	12	12 3½	16	3 8½	15	17 9½	-	2 2½	-	8 2	-	3 5	-	7 7½	-	7 5½	19	7 11½	17	12 10	12	15 8½	16	11 4	16	5 3
Roskey	8	3 8½	4	7 5½	4	1 11½	6	7 7½	7	2 7½	3	- 5½	1	4 9	1	6 3½	1	19 9	2	8 -	11	4 2½	5	12 2½	5	8 3	8	7 4½	9	10 8½
Drumma	7	16 1	6	16 3½	8	14 9½	9	4 3½	10	8 11½	1	16 -½	2	18 9½	2	- 2½	3	1 7½	3	1 7½	9	12 1½	8	12 4½	11	13 7	11	4 6	13	10 7
Jamestown	3	11 3½	1	3 2	1	19 4	1	7 5	-	12 1½	-	10 -½	-	8 6½	-	9 -	-	4 4	-	1 10	4	1 4	1	11 8½	2	2 4	1	11 9	-	13 11½
Carrick-on-Shannon	14	8 2½	13	14 1	12	15 8	9	7 5½	8	15 6	17	4 11½	16	6 7½	16	3 9½	11	9 6	10	4 7	31	13 2½	30	- 8	28	19 5½	20	16 11½	19	- 3
Battle Bridge	1	2 4	-	13 10½	1	7 2½	-	7 11½	-	17 2½	1	10 7½	-	13 2	1	3 8	-	5 -	-	12 1	2	12 11½	1	7 -½	2	10 10½	-	12 11½	1	9 3½
Drumleague	7	15 9½	4	8 9	2	11 2	4	1 10½	1	11 6½	-	8 8	-	1 8	-	8 8	-	1 9½	-	10	8	4 5½	4	10 5	2	19 10	4	3 8	1	12 4½
TOTAL - - - £.	1,704	- 1½	1,701	13 10½	1,482	18 1½	1,433	15 11½	1,456	13 2½	145	9 1½	154	17 5	163	4 9½	122	5 9½	108	4 4½	1,849	9 2½	1,556	11 3½	1,646	2 11	1,556	1 9	1,564	17 7

Note.—Collection of Rates at Hamilton Lock Station transferred to Victoria Lock, November 1844.
 Ditto - ditto - Lecarrow commenced in February 1844.
 Ditto - ditto - Jamestown ceased in September 1844.

LOWER SHANNON, 1844.

STATIONS.	QUAYAGE.	WHARFAGE.	CRANAGE.	TOTALS.	OBSERVATIONS.			
	£. s. d.	£. s. d.	£. s. d.	£. s. d.				
Querrin Quay	4	16 3	5	6 10	- - -	10	3 1	
Kilrush Pier	95	10 9	37	8 1½	3	7 9	136	6 7½
Saloon Quay	1	12 3	3	- 2½	- - -	4	12 5½	
Kilteery "	1	4 6	1	3 7	- - -	2	8 1	
Kildysart "	-	11 3	-	14 1½	- - -	1	5 4½	
Clare "	6	17 -	9	17 8	- - -	16	14 8	
TOTAL - - - £.	110	12 -	57	10 7	3	7 9	171	10 4

ABSTRACT, 1844:

Limerick to Drumleague	- - - - -	£. s. d.	1,564	17 7
Lower Shannon, Quayage, Wharfage, &c.	- - - - -	£. s. d.	171	10 4
TOTAL - - - - £.		£. s. d.	1,736	7 11

H. J. Mason, Accountant

IMPROVING THE NAVIGATION OF THE SHANNON.

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 1844.

ARTICLES.	STATIONS.														TOTALS 1844.	TOTALS 1843.	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.	Leonarrow.	Leuchborough.	Rooskey.	Drumma.	Carrick-on-Shannon.					
LANDED:	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Slates - - - - -	1,729	10 ¹ / ₂	226 ¹ / ₂	-	-	269 ¹ / ₂	213 ¹ / ₂	5 ¹ / ₂	187 ¹ / ₂	-	63	4 ¹ / ₂	-	-	2,709 ¹ / ₂	3,165 ¹ / ₂	3,569 ¹ / ₂	3,883 ¹ / ₂	3,999 ¹ / ₂
Tiles and Bricks - - -	37 ¹ / ₂	21 ¹ / ₂	26 ¹ / ₂	13 ¹ / ₂	2	78 ¹ / ₂	1 ¹ / ₂	6	421 ¹ / ₂	-	-	32 ¹ / ₂	-	3	644 ¹ / ₂	578 ¹ / ₂	360 ¹ / ₂	717 ¹ / ₂	988
Coal - - - - -	-	2 ¹ / ₂	344 ¹ / ₂	159 ¹ / ₂	55	169 ¹ / ₂	185	15 ¹ / ₂	175 ¹ / ₂	29 ¹ / ₂	98 ¹ / ₂	310 ¹ / ₂	-	-	1,546 ¹ / ₂	2,583 ¹ / ₂	2,979 ¹ / ₂	2,839 ¹ / ₂	4,462 ¹ / ₂
Iron not made into articles of merchandise.	32 ¹ / ₂	-	30	37 ¹ / ₂	4 ¹ / ₂	43 ¹ / ₂	33	14	109 ¹ / ₂	2 ¹ / ₂	6	16 ¹ / ₂	49	17	396	553 ¹ / ₂	708	983	754 ¹ / ₂
Timber of all kinds - -	117 ¹ / ₂	102 ¹ / ₂	150 ¹ / ₂	153 ¹ / ₂	26	239	145	69 ¹ / ₂	260 ¹ / ₂	16	29 ¹ / ₂	213 ¹ / ₂	47 ¹ / ₂	5 ¹ / ₂	1,575 ¹ / ₂	2,319 ¹ / ₂	2,319 ¹ / ₂	2,980	2,301 ¹ / ₂
Hay and Straw - - - -	-	53	2 ¹ / ₂	-	14 ¹ / ₂	44	71 ¹ / ₂	2	9 ¹ / ₂	15 ¹ / ₂	12 ¹ / ₂	26	-	61	311 ¹ / ₂	570	399 ¹ / ₂	558	450 ¹ / ₂
Ores and Minerals - - -	-	-	-	-	-	1	-	-	3 ¹ / ₂	-	6	14	-	-	24	6	7	17	21
Salt - - - - -	1 ¹ / ₂	-	9 ¹ / ₂	53	1	185	19 ¹ / ₂	10	126 ¹ / ₂	-	-	-	-	-	405 ¹ / ₂	423	393	415 ¹ / ₂	325 ¹ / ₂
Marble, foreign or manufactured.	13	-	46 ¹ / ₂	-	-	1 ¹ / ₂	-	-	3	-	-	-	-	-	64 ¹ / ₂	31 ¹ / ₂	69 ¹ / ₂	76 ¹ / ₂	58 ¹ / ₂
Manure - - - - -	40	351 ¹ / ₂	14	26	4 ¹ / ₂	970 ¹ / ₂	331 ¹ / ₂	-	5	-	264	23 ¹ / ₂	-	-	2,050 ¹ / ₂	1,662 ¹ / ₂	3,336 ¹ / ₂	1,797	970 ¹ / ₂
Lime for building - - -	-	-	-	-	-	-	8	20	-	-	16 ¹ / ₂	36	-	7	87	123	356 ¹ / ₂	246 ¹ / ₂	22
Building-stone and Flags	3	1,812 ¹ / ₂	343	12 ¹ / ₂	4	11 ¹ / ₂	13 ¹ / ₂	463	4,186 ¹ / ₂	69	26	154	-	15 ¹ / ₂	7,113 ¹ / ₂	6,376 ¹ / ₂	4,031 ¹ / ₂	1,755	455 ¹ / ₂
Sand and Gravel - - - -	7	278	612 ¹ / ₂	-	-	-	-	-	-	-	-	352 ¹ / ₂	321 ¹ / ₂	358	1,909 ¹ / ₂	1,681	1,621	1,051	691 ¹ / ₂
Turf - - - - -	1,216	-	4,750 ¹ / ₂	-	236 ¹ / ₂	1,382 ¹ / ₂	340 ¹ / ₂	67	3,842	108 ¹ / ₂	659 ¹ / ₂	1,277 ¹ / ₂	35	1,445 ¹ / ₂	15,340 ¹ / ₂	11,498	12,719 ¹ / ₂	12,270 ¹ / ₂	14,149 ¹ / ₂
Grain - - - - -	3,491 ¹ / ₂	228 ¹ / ₂	84	99 ¹ / ₂	-	9 ¹ / ₂	1	16	19 ¹ / ₂	82 ¹ / ₂	24	6	-	90 ¹ / ₂	4,153 ¹ / ₂	1,760 ¹ / ₂	1,843 ¹ / ₂	2,615	2,124 ¹ / ₂
Flour, Meal, Malt and Starch.	1,677 ¹ / ₂	120 ¹ / ₂	2	19 ¹ / ₂	-	1	3	-	118 ¹ / ₂	1	66 ¹ / ₂	-	-	1 ¹ / ₂	2,011 ¹ / ₂	3,196 ¹ / ₂	2,605 ¹ / ₂	3,252 ¹ / ₂	2,729 ¹ / ₂
Butter - - - - -	15 ¹ / ₂	-	-	-	-	-	-	-	-	-	-	-	-	5 ¹ / ₂	19 ¹ / ₂	8 ¹ / ₂	4	3 ¹ / ₂	10 ¹ / ₂
Black Cattle and Horses	2	-	26 ¹ / ₂	-	-	8 ¹ / ₂	-	-	-	-	-	-	-	-	38	18	14 ¹ / ₂	11	6 ¹ / ₂
Sheep - - - - -	9 ¹ / ₂	-	-	-	-	-	3 ¹ / ₂	-	-	-	-	-	-	-	14	11 ¹ / ₂	15	19 ¹ / ₂	19 ¹ / ₂
Pigs - - - - -	47 ¹ / ₂	-	19 ¹ / ₂	-	3 ¹ / ₂	-	-	-	-	-	-	-	-	2	72 ¹ / ₂	16	281	106 ¹ / ₂	83 ¹ / ₂
Salted Provisions - - -	-	-	10 ¹ / ₂	17 ¹ / ₂	-	243 ¹ / ₂	19 ¹ / ₂	11 ¹ / ₂	144 ¹ / ₂	-	-	-	-	-	448 ¹ / ₂	381 ¹ / ₂	491 ¹ / ₂	597 ¹ / ₂	275 ¹ / ₂
Potatoes and other Vegetables.	6 ¹ / ₂	1 ¹ / ₂	-	-	-	11	-	-	-	1	9 ¹ / ₂	39 ¹ / ₂	10 ¹ / ₂	155 ¹ / ₂	234 ¹ / ₂	343 ¹ / ₂	429 ¹ / ₂	498	111 ¹ / ₂
Groceries - - - - -	806 ¹ / ₂	-	1 ¹ / ₂	-	57	2	-	-	-	-	-	4	-	-	871	1,064 ¹ / ₂	1,650 ¹ / ₂	436 ¹ / ₂	485 ¹ / ₂
Wines and Spirits - - -	585	-	-	-	14	-	-	-	1 ¹ / ₂	-	-	-	-	-	600 ¹ / ₂	279	147	210 ¹ / ₂	108 ¹ / ₂
Porter, Beer and Ale - -	791 ¹ / ₂	-	4 ¹ / ₂	-	22 ¹ / ₂	2	-	-	47	-	-	-	-	-	867 ¹ / ₂	635 ¹ / ₂	681 ¹ / ₂	685 ¹ / ₂	248 ¹ / ₂
Bale-goods, Hardwares, and General Merchandise.	1,994	562 ¹ / ₂	191 ¹ / ₂	72	349	584 ¹ / ₂	142 ¹ / ₂	28 ¹ / ₂	921 ¹ / ₂	-	90 ¹ / ₂	5 ¹ / ₂	115	38	4,589 ¹ / ₂	4,516 ¹ / ₂	4,953 ¹ / ₂	4,820 ¹ / ₂	4,739 ¹ / ₂
Tobacco - - - - -	94 ¹ / ₂	-	-	-	-	25 ¹ / ₂	-	-	-	-	-	-	-	-	120 ¹ / ₂	202 ¹ / ₂	161 ¹ / ₂	212 ¹ / ₂	66 ¹ / ₂
Military Baggage - - -	21 ¹ / ₂	-	-	-	15	-	-	-	-	-	-	-	-	-	30 ¹ / ₂	145 ¹ / ₂	14 ¹ / ₂	86 ¹ / ₂	160 ¹ / ₂
Machinery - - - - -	9 ¹ / ₂	6 ¹ / ₂	29 ¹ / ₂	1 ¹ / ₂	-	18 ¹ / ₂	117 ¹ / ₂	37	55 ¹ / ₂	-	16 ¹ / ₂	290	53 ¹ / ₂	-	636 ¹ / ₂	393 ¹ / ₂	276 ¹ / ₂	335	-
TOTALS - - - - -	12,747	3,047¹/₂	6,907¹/₂	667	809¹/₂	4,303	1,659¹/₂	765	10,638¹/₂	325¹/₂	1,389¹/₂	2,906	631¹/₂	2,185¹/₂	42,873	44,547	46,435¹/₂	43,405¹/₂	40,882

SIXTH REPORT OF THE COMMISSIONERS FOR

RETURN showing the TONNAGE of the Imports and Exports of the Principal Stations on the River Shannon, from 1st January to 31st December 1844—continued.

178.

ARTICLES.	STATIONS.														TOTALS 1844.	TOTALS 1843.	TOTALS 1842.	TOTALS 1841.	TOTALS 1840.
	Limerick.	O'Brien's Bridge.	Killaloe.	Lough Derg, Killaloe End.	Lough Derg, Portunna End.	Portunna.	Banagher.	Shannon Bridge.	Athlone.	Lecarrow.	Lanesborough.	Roskey.	Drumsna.	Carrick-on-Shannon.					
LOADED :	<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>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Slates - - - - -	15½	-	97¾	1,926½	1,741½	-	12	15	-	-	-	-	-	-	3,808	4,482	4,743	4,467½	4,600
Tiles and Bricks - - -	65	-	-	3½	-	-	17	34	-	1	-	3	-	-	123½	53½	133½	355	254½
Coal - - - - -	797½	-	10	-	-	-	20½	-	1½	1	3	-	45½	-	879	1,201½	1,123½	1,441	2,923½
Iron not made into articles of merchandise.	127¾	-	19½	½	-	¼	79¼	-	1	5½	9	¾	-	-	244¼	264¼	282¼	599	302¼
Timber of all kinds - -	947½	18½	55½	63½	3½	34	101½	1½	4	19½	94½	11	-	2	1,356	1,924½	1,924½	1,878½	3,223½
Hay and Straw - - -	12	-	11½	-	2	13	39	10½	5	-	-	6½	-	4	103½	79½	167½	167½	78
Ores and Minerals - - -	1	-	175½	-	-	11½	-	-	-	-	-	-	-	-	187½	283½	483	635	928½
Salt - - - - -	262	-	7¾	-	-	1	-	-	-	-	-	-	-	-	270¼	278½	232½	148½	135
Marble, foreign or manufactured.	36½	-	41¾	-	-	-	-	2	-	-	-	-	-	-	80¼	42¼	85	85	33
Manure - - - - -	1,215¼	255	26	-	-	6	36¾	-	341½	-	-	21	-	72	1,973½	1,163	2,063½	1,922	1,626
Lime for building - - -	2½	-	-	-	-	-	11	-	-	18½	-	-	-	3½	1,193	26½	222½	102	1
Building-stone and Flags -	27	-	8	-	-	-	101½	17	16½	920	10½	-	-	-	5,096	201¼	744	1,079½	251½
Sand and Gravel - - -	2½	144	3	150	-	-	34¼	-	-	-	-	10	-	7	351	706½	4,931	796½	72½
Turf - - - - -	28½	369	-	1,779	129½	2,494½	-	-	-	-	-	246	-	¼	5,074¼	4,846½	4,829	4,829	1,621½
2d Class per Ton.																			
Grain - - - - -	2,697½	1,385¾	1,014¼	597¾	31½	2,368½	629½	66½	1,786½	48	88½	-	653½	29½	11,396½	8,253¾	8,534¾	7,475¾	7,287
Flour, Meal, Malt and Starch.	675½	304	21¾	74	1,175¼	58½	100¼	-	807	223¼	1½	-	-	4½	3,445½	5,761	5,138	7,327½	4,249½
Butter - - - - -	97½	18½	15	¼	-	½	-	-	-	-	-	-	-	-	126½	166½	15½	131	93½
Black Cattle and Horses -	30½	-	77	-	5½	29½	-	-	-	-	-	-	-	-	142½	208	310½	154½	78½
Sheep - - - - -	11½	-	35½	-	6½	12	-	-	5½	-	-	-	-	-	71	65½	67½	147½	68½
Pigs - - - - -	121½	¼	9½	-	36½	91½	-	-	-	-	-	-	-	-	260½	532	298½	163½	139
Salted Provisions - - -	475½	-	4	-	2	2	-	-	1½	-	-	-	-	-	483½	489	411½	656½	346½
Potatoes and other Vegetables.	4	¼	5¾	-	20½	11½	53½	-	16¾	3½	10	38	-	15½	178½	328½	481	826	247
Groceries - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4½	-	-	2½
Wines and Spirits - - -	-	-	-	-	-	13½	-	-	5½	-	-	-	-	-	19	4	-	11½	1
Porter, Beer and Ale - -	-	-	4	-	-	-	-	-	5	-	-	-	-	-	9	1	-	11	-
Bale-goods, Hardware and General Merchandise.	1,712½	38	149¼	4½	38	184½	76½	6	350½	-	4	6½	-	½	2,571½	2,355	2,470	2,241½	3,117½
Tobacco - - - - -	-	-	-	-	-	1¼	½	-	-	-	-	-	-	-	1½	8½	10½	-	-
Military Baggage - - -	11¾	1	-	-	-	-	-	-	4	-	-	-	-	-	16½	115	37	71½	131½
Machinery - - - - -	26½	1	45½	14½	-	9½	289½	-	21½	-	48½	8½	-	-	465½	350	139½	80½	-
TOTALS - - -	9,404	2,531	1,837½	4,614	3,190	5,343	1,603½	150	3,876	1,240	269¼	5,505	726¾	139½	39,929½	34,198½	39,880½	37,335½	31,180½

IMPROVING THE NAVIGATION OF THE SHANNON.

H. J. Mason, Accountant.

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 1844.

ARTICLES.	From Canals to River Shannon.			From River Shannon to Canals.			
	Grand Canal.	Royal Canal.	TOTALS.	Grand Canal.	Royal Canal.	TOTALS.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
Slates - - - - -	61 $\frac{3}{4}$	-	61 $\frac{3}{4}$	1,013	64 $\frac{1}{4}$	1,077 $\frac{1}{2}$	
Tiles and Bricks - - - - -	204 $\frac{3}{4}$	3	207 $\frac{3}{4}$	74 $\frac{3}{4}$	-	74 $\frac{3}{4}$	
Coal - - - - -	493 $\frac{1}{2}$	193 $\frac{1}{2}$	687	12 $\frac{3}{4}$	-	12 $\frac{3}{4}$	
Iron not made into articles of merchandise	144	75 $\frac{1}{2}$	219 $\frac{1}{2}$	119 $\frac{3}{4}$	-	119 $\frac{3}{4}$	
Timber of all kinds - - - - -	308 $\frac{3}{4}$	415 $\frac{3}{4}$	724 $\frac{1}{2}$	329 $\frac{3}{4}$	24	353 $\frac{3}{4}$	
Hay and straw - - - - -	14	-	14	183	-	183	
Ores and minerals - - - - -	3 $\frac{1}{2}$	-	3 $\frac{1}{2}$	177	-	177	
Salt - - - - -	125	-	125	11 $\frac{3}{4}$	-	11 $\frac{3}{4}$	
Marble, foreign or manufactured - - -	24 $\frac{1}{2}$	-	24 $\frac{1}{2}$	30	-	30	
Manure - - - - -	437	-	437	36 $\frac{3}{4}$	-	36 $\frac{3}{4}$	
Lime, for building - - - - -	13	-	13	41	-	41	
Building stone and flags - - - - -	27 $\frac{1}{2}$	-	27 $\frac{1}{2}$	107	22 $\frac{1}{2}$	129 $\frac{1}{2}$	
Sand and gravel - - - - -	-	166	166	9 $\frac{3}{4}$	-	9 $\frac{3}{4}$	
Turf - - - - -	446	-	446	34	-	34	
Grain - - - - -	101 $\frac{3}{4}$	-	101 $\frac{3}{4}$	5,297 $\frac{1}{2}$	783 $\frac{1}{2}$	6,080 $\frac{3}{4}$	
Flour, meal, malt and starch - - - - -	186 $\frac{1}{2}$	-	186 $\frac{1}{2}$	2,997 $\frac{3}{4}$	-	2,997 $\frac{3}{4}$	
Butter - - - - -	-	-	-	111 $\frac{3}{4}$	-	111 $\frac{3}{4}$	
Black cattle and horses - - - - -	25	-	25	120 $\frac{3}{4}$	-	120 $\frac{3}{4}$	
Sheep - - - - -	9	-	9	54 $\frac{1}{2}$	-	54 $\frac{1}{2}$	
Pigs - - - - -	22	-	22	204	-	204	
Salted provisions - - - - -	161	-	161	223 $\frac{1}{2}$	-	223 $\frac{1}{2}$	
Potatoes and other vegetables - - - - -	3	-	3	87 $\frac{1}{2}$	67 $\frac{3}{4}$	155 $\frac{1}{2}$	
Groceries - - - - -	-	-	-	-	-	-	
Wines and spirits - - - - -	-	-	-	5 $\frac{1}{2}$	-	5 $\frac{1}{2}$	
Porter, beer and ale - - - - -	5 $\frac{1}{2}$	-	5 $\frac{1}{2}$	-	-	-	
Bale-goods, hardware, and general merchandise.	6,320 $\frac{3}{4}$	230 $\frac{1}{2}$	6,551 $\frac{1}{2}$	2,284 $\frac{3}{4}$	13 $\frac{1}{2}$	2,298 $\frac{1}{2}$	
Tobacco - - - - -	-	-	-	-	-	-	
Military baggage - - - - -	96 $\frac{1}{2}$	-	96 $\frac{1}{2}$	26 $\frac{1}{2}$	-	26 $\frac{1}{2}$	
Machinery - - - - -	212 $\frac{1}{2}$	393 $\frac{3}{4}$	606 $\frac{1}{2}$	269 $\frac{1}{2}$	-	269 $\frac{1}{2}$	
TOTALS - - -	9,446 $\frac{1}{2}$	1,478	10,924 $\frac{1}{2}$	13,863 $\frac{1}{2}$	975 $\frac{1}{2}$	14,838 $\frac{1}{2}$	
	Yrs.						
Comparative Return of Traffic passing to and from the River Shannon through the Grand and Royal Canals - - -	1840	12,877 $\frac{3}{4}$	1,389 $\frac{1}{2}$	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 $\frac{1}{2}$	3,118 $\frac{1}{2}$	16,472 $\frac{1}{2}$
	1843	11,173 $\frac{1}{2}$	1,305 $\frac{3}{4}$	12,479	13,532 $\frac{1}{2}$	2,683 $\frac{1}{2}$	16,215 $\frac{3}{4}$
	1844	9,446 $\frac{1}{2}$	1,478	10,924 $\frac{1}{2}$	13,863 $\frac{1}{2}$	975	14,838 $\frac{1}{2}$

H. J. Mason, Accountant.

SCHEDULE (D.)

RETURN showing the TONNAGE of the IMPORTS and EXPORTS at the Stations on the Lower Shannon, from 1st January to 31st December 1844.

ARTICLES.	STATIONS.						TOTALS.
	Querrin Quay.	Kilrush Pier.	Saleen Quay.	Kilteery Quay.	Kildysart Quay.	Clare Quay.	
LANDED :	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Slates - - - - -	2½	4½	-	-	-	30	37
Tiles and bricks - - - - -	26½	3	1½	5	-	10	46
Coal - - - - -	-	186½	-	-	-	274	460½
Iron, not made into articles of merchandize.	-	63	-	-	-	58	121
Timber of all kinds - - - - -	8	60¾	2	-	-	61	131¾
Hay and straw - - - - -	1	½	-	-	-	-	1½
Ores and minerals - - - - -	-	-	-	-	-	-	-
Salt - - - - -	-	121½	-	-	-	68	189½
Marble, foreign or manufactured	-	-	-	-	-	-	-
Manure - - - - -	24	-	-	668	9	-	701
Lime for building - - - - -	-	72	-	-	-	8	80
Building stone and flags - - - - -	3	62	-	-	-	10	75
Sand and gravel - - - - -	-	440	-	-	-	78	518
Turf - - - - -	-	-	-	-	-	-	-
Grain - - - - -	-	20¼	-	-	-	-	20¼
Flour, meal, malt and starch - - - - -	½	549½	12½	-	-	211	773½
Butter - - - - -	-	-	1½	-	-	-	1½
Black cattle and horses - - - - -	-	232	-	1½	-	-	233½
Sheep - - - - -	-	9¾	-	-	½	-	10
Figs - - - - -	-	32¼	-	½	-	-	32¾
Salted provisions - - - - -	1	149½	3	-	-	32	185½
Potatoes and other vegetables - - - - -	2	1¾	-	1	-	5	9¾
Groceries - - - - -	¾	112	-	-	-	1	113¾
Wines and spirits - - - - -	-	156½	-	-	-	-	156½
Porter, beer and ale - - - - -	-	45¼	-	-	-	1	46½
Hale-goods, hardware and general merchandize.	¾	510½	-	-	-	23	534½
Tobacco - - - - -	-	-	-	-	-	-	-
Military baggage - - - - -	-	-	-	-	-	-	-
Machinery - - - - -	-	-	-	-	-	-	-
TOTALS - - - - -	70	2,832	20½	676	9¼	870	4,477¾
LOADED :							
Slates - - - - -	-	-	-	-	-	-	-
Tiles and bricks - - - - -	-	-	-	-	-	-	-
Coal - - - - -	-	3	-	9	-	-	12
Iron, not made into articles of merchandize.	-	2½	-	-	-	-	2½
Timber of all kinds - - - - -	-	4½	-	-	-	-	4½
Hay and straw - - - - -	-	-	-	½	-	7	7½
Ores and minerals - - - - -	-	-	-	-	-	126	126
Salt - - - - -	-	14¼	-	-	-	-	14¼
Marble, foreign or manufactured	-	-	-	-	-	-	-

ARTICLES.	STATIONS.						TOTALS.
	Querrin Quay.	Kilrush Pier.	Saleen Quay.	Kilteery Quay.	Kildysart Quay.	Clare Quay.	
LOADED— <i>continued.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Manure - - - - -	-	20	-	-	-	-	20
Lime for building - - - - -	-	-	-	-	-	-	-
Sand and Gravel - - - - -	-	-	-	-	-	-	-
Turf - - - - -	2,572	36 $\frac{3}{4}$	-	-	-	-	2,608 $\frac{3}{4}$
Grain - - - - -	12 $\frac{1}{2}$	3,724 $\frac{1}{2}$	203	-	1	2,346	6,287
Flour, meal, malt and starch - - - - -	-	9 $\frac{1}{2}$	-	-	-	153	162 $\frac{1}{2}$
Butter - - - - -	-	97 $\frac{1}{4}$	-	-	$\frac{1}{4}$	6	102 $\frac{1}{2}$
Black cattle and horses - - - - -	-	48 $\frac{1}{2}$	34 $\frac{1}{2}$	-	7 $\frac{1}{2}$	-	90 $\frac{1}{2}$
Sheep - - - - -	-	2 $\frac{1}{2}$	1	-	3	-	6 $\frac{1}{2}$
Pigs - - - - -	5 $\frac{3}{4}$	920 $\frac{1}{4}$	98 $\frac{1}{2}$	-	6	-	1,030 $\frac{1}{2}$
Salted provisions - - - - -	4	88 $\frac{3}{4}$	-	-	-	-	92 $\frac{3}{4}$
Potatoes and other vegetables - - - - -	66 $\frac{1}{2}$	15 $\frac{3}{4}$	-	-	-	-	82 $\frac{1}{4}$
Groceries - - - - -	-	$\frac{1}{4}$	-	-	-	-	-
Wines and spirits - - - - -	-	-	-	-	-	-	-
Porter, beer and ale - - - - -	-	-	-	-	-	-	-
Bale-goods, hardware and general merchandize. - - - - -	-	234 $\frac{1}{2}$	4	-	-	-	238 $\frac{1}{2}$
Tobacco - - - - -	-	-	-	-	-	-	-
Military baggage - - - - -	-	-	-	-	-	-	-
Machinery - - - - -	-	-	-	-	-	3	3
TOTALS - - - - -	2,660 $\frac{3}{4}$	5,222 $\frac{1}{2}$	340 $\frac{3}{4}$	9 $\frac{1}{2}$	17 $\frac{3}{4}$	2,641	10,892 $\frac{1}{4}$

Note.—The traffic at Saleen Quay commenced on the 6th of October, and at Clare Quay on the 21st of October 1844.
H. J. Mason, Accountant.

SCHEDULE (E.)

RETURN showing the Number of PASSENGERS that Embarked at the under-mentioned Places on the River *Shannon* by the City of Dublin Steam Packet Company's Boats during the Year 1844, from the 1st January 1844 to 31st December 1844.

MONTHS.	Limerick up.	Killaloe.	Williams-town.	Portum-na.	Ba-nagher.	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 - - - - -	345 $\frac{1}{2}$	214 $\frac{1}{2}$	42	80 $\frac{1}{2}$	46	203	17 $\frac{1}{2}$	949
February - - - - -	360	191 $\frac{1}{2}$	73	121	59	362	86	1,253
March - - - - -	326 $\frac{1}{2}$	179 $\frac{1}{2}$	37	92	52 $\frac{1}{2}$	270 $\frac{1}{2}$	11	968 $\frac{1}{2}$
April - - - - -	451	247 $\frac{1}{2}$	82	119 $\frac{1}{2}$	45 $\frac{1}{2}$	307	8	1,260 $\frac{1}{2}$
May - - - - -	451 $\frac{1}{2}$	276	81 $\frac{1}{2}$	169 $\frac{1}{2}$	37 $\frac{1}{2}$	400	7	1,423
June - - - - -	393 $\frac{1}{2}$	244 $\frac{1}{2}$	56	164	40 $\frac{1}{2}$	404	5	1,307 $\frac{1}{2}$
July - - - - -	500	213 $\frac{1}{2}$	48 $\frac{1}{2}$	179 $\frac{1}{2}$	48	527	7	1,541 $\frac{1}{2}$
August - - - - -	566	295 $\frac{1}{2}$	85	196	71	532 $\frac{1}{2}$	11	1,767
September - - - - -	581 $\frac{1}{2}$	270	58	176 $\frac{1}{2}$	45 $\frac{1}{2}$	387	8	1,526 $\frac{1}{2}$
October - - - - -	620	351 $\frac{1}{2}$	45 $\frac{1}{2}$	224	57	413 $\frac{1}{2}$	6	1,717 $\frac{1}{2}$
November - - - - -	464 $\frac{1}{2}$	178 $\frac{1}{2}$	99 $\frac{1}{2}$	135	51	344 $\frac{1}{2}$	9	1,282
December - - - - -	399 $\frac{1}{2}$	191	88 $\frac{1}{2}$	110 $\frac{1}{2}$	33	301 $\frac{1}{2}$	3	1,127
TOTALS - - - - -	5,459 $\frac{1}{2}$	2,853 $\frac{1}{2}$	796 $\frac{1}{2}$	1,786	586 $\frac{1}{2}$	4,452 $\frac{1}{2}$	178 $\frac{1}{2}$	16,113

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 1844.

NAME OF WORK.	PERIOD.	Number of Working Days.	Average Number of Persons employed Daily.	Equivalent Number of Days' Work
Ballylongford - - -	From 1 Jan. to 10 September - -	221	58	12,890
Kilteery - - - - -	- 1 Nov. to 23 November - - -	20	4	86
Clare - - - - -	- 1 Jan. to 31 December - - -	277	46	12,641
Castle Troy - - - -	- 4 June to 27 July - - - - -	46	25	1,140
Castle Connell - - -	- 15 April to 24 July - - - - -	88	38	3,340
O'Brien's Bridge - -	- 17 June to 31 December - - -	166	116	19,177
Parteen - - - - -	- 25 Aug. to 31 October - - - -	158	14	2,206
Limerick Navigation -	- 1 Jan. to 31 December - - - -	315	14	4,409
Killaloe - - - - -	- 8 July to 15 December - - - -	137	39	5,365
Scarriff - - - - -	- 29 April to 30 November - - -	186	50	9,346
Ballyshrule - - - -	- 15 July to 22 November - - - -	112	85	9,571
Meelick - - - - -	- 2 Jan. to 2 December - - - - -	310	160	49,532
Counsellor's Ford - -	- 1 Jan. to 30 June - - - - -	64	82	5,248
Garrycastle - - - -	- 25 April to 30 June - - - - -	10	44	447
Banagher - - - - -	- 2 Jan. to 2 December - - - - -	310	101	31,349
Shannon Harbour - -	- 6 May to 25 May - - - - -	15	18	277
Derryholmes - - - -	- 27 Mar. to 30 November - - - -	214	132	28,316
Bishop's Island - - -	- 20 May to 9 October - - - - -	123	92	11,271
Shannon Bridge - - -	- 1 Jan. to 31 December - - - -	314	75	23,592
Clerhaun - - - - -	- 13 Aug. to 8 September - - - -	23	45	1,020
Athlone - - - - -	- 1 Jan. to 31 December - - - -	314	263	82,758
Lanesborough - - - -	- 1 Jan. to 30 September - - - -	228	109	24,913
Kilnacarrow - - - -	- 1 May to 30 June - - - - -	53	61	3,256
Lodge - - - - -	- 1 April to 9 October - - - - -	161	214	34,376
Tarmonbarry - - - -	- 1 Jan. to 31 December - - - -	305	286	87,286
Clooneen Cox - - - -	- 8 April to 31 December - - - -	230	92	21,134
Rooskey - - - - -	- 1 Jan. to 31 December - - - -	296	311	92,135
Jamestown - - - - -	- 4 Sept. to 3 December - - - -	102	385	39,314
Kilbride - - - - -	- 20 May to 31 August - - - - -	66	62	4,130
Doyle's Island - - - -	- 28 May to 11 December - - - -	94	108	10,135
Cornacarrow - - - - -	- 8 July to 31 December - - - -	157	65	10,195
TOTAL - - -		314	2,040	640,855

E. Hornsby, Secretary.

SCHEDULE (G.)

RETURN of WORK performed by the Victoria, Albert, and Prince Dredgers, from 1st January to 31st December 1844.

NAME of DREDGER.	Names of Works on which Employed.	Number of Days on which Dredging was done.	Number of Men employed on Dredging Operations.	Number of Cubic Yards Dredged.	Average Quantity Dredged each Day.	Description of Material Dredged.
Victoria -	Banagher - - - - -	71	1,542	6,203	87	gravel and large stones. stanks, gravel & boulder stones. gravel and boulder stones. gravel, clay and boulder stones.
	Derryholmes - - - -	23	513	1,220	53	
	Bishop's Island - - -	40	794	6,311	158	
	Garrymore - - - - -	70	1,478	6,443	92	
Total for the Victoria Dredger - - -		204	4,327	20,177	99	
Albert - -	Bishop's Island - - -	68	1,267	10,590	155	gravel, clay and boulder stones. ditto. - - sand and clay mixed with gravel and boulder stones.
	Garrymore - - - - -	4	86	263	66	
	Tullymore - - - - -	201	3,816	24,495	147	
Total for the Albert Dredger - - -		273	5,169	40,348	148	
Prince - -	Meelick - - - - -	44	623	3,966	90	gravel and clay. gravel and stones. ditto. ditto and large stones. clay dams and gravel. clay and gravel. clay stanks.
	Illanadraholla - - -	5	124	607	128	
	Counsellor's Ford - -	20	283	1,666	83	
	Banagher - - - - -	155	2,646	8,539	55	
	Iniscagh - - - - -	19	298	1,583	83	
	Bishop's Island - - -	18	266	945	52	
Shannon Bridge - - -	5	127	192	38		
Total for the Prince Dredger - - -		266	4,367	17,498	66	
Total for the Three Dredgers - - -		743	13,863	78,023	105	

E. Hornsby, Secretary.

SCHEDULE (H.)

TABLE showing the QUANTITIES of MATERIALS delivered on the Works from the 1st January to the 31st December 1844.

NAMES OF WORKS.	STONE.							TIMBER.			IRON.		Reman Cement.	Concrete.	Puddle.	Lime.	Coals.	Turf.	Patent Felt.	Fig Lead.	Gun- powder.	Patent Fuse.	Mooring Rings.	
	Fair Dressed Ashlar.	Rough Ashlar.	Rubble Masonry.	Rubble Stone.	Lime Stone.	Pitching or Paving.	Mooring Posts.	Foreign.	Native.	Planks.	Wrought.	Cast.												
	Cube feet.	Cube feet.	Cube yds.	Tons.	Tons.	Superf. yards.	No.	Cube feet.	Cube feet.	Lineal feet.	Cwt.	Tons.												Barrels.
Ballylongford - - -	15,346	216	585	-	-	677	6	-	-	-	-	-	-	-	539	340	-	200	-	-	-	-	-	-
Clare - - - - -	7,056	-	701	-	-	2,030	7	845	-	-	-	3 $\frac{3}{4}$	-	-	555	-	8 $\frac{1}{2}$	-	-	-	-	313	90	-
O'Brien's Bridge - -	3,112	2,840	285	-	-	960	6	1,318	60	9,108	19	11	-	-	300	558	-	1,200	-	-	-	-	-	-
Scarriff - - - - -	-	-	139	-	-	625	4	-	-	-	4 $\frac{1}{2}$	-	-	-	-	4 $\frac{1}{2}$	1	290	-	-	-	-	-	-
Meelick - - - - -	4,020	7,120	820	750	160	750	14	2,800	230	120	600	25	-	110	510	2,800	54	630	-	25	5,936	260	-	-
Banagher - - - - -	1,200	3,000	295	250	-	580	11	3,560	500	250	2,400	65	-	50	230	900	184	1,930	-	160	7,280	310	-	-
Derryholmes - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	5,483	-	-	2,900	215	-	-
Bishop's Island - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	83	-	-
Shannon Bridge - - -	2,736	14,286	499	-	-	313	-	-	-	-	97	48	1	-	279	545	11	10,368	317	-	6	2	6	-
Clerhaun - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	2	-	-
Athlone - - - - -	55,045	8,351	490	400	840	3,531	11	4,400	1,100	650	529	93 $\frac{1}{2}$	- $\frac{1}{2}$	230	650	1,270	44 $\frac{1}{2}$	353	2,800	20	2,076	147	-	-
Lanesborough - - - -	10,582	3,445	689	1,557	173	1,438	6	146	90	-	110	48	1	-	359	1,250	20	2,400	-	9	-	-	-	-
Kilnscarrow - - - - -	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	1	20	-	-	-	-	-	-
Lodge - - - - -	-	-	-	-	-	-	-	542	2,304	1,504	30	1	-	-	-	30	14	2,145	-	-	553	107	-	-
Tarmonbarry - - - -	29,512	22,269	1,151	2,684	412	824	3	1,056	3,716	6,608	304	46	1	-	420	3,000	73	8,642	-	8	7,100	1,300	-	-
Clooneen Cox - - - -	-	-	-	-	-	-	-	182	903	1,524	3 $\frac{1}{2}$	-	-	-	-	15	1,034	-	-	-	50	12	-	-
Roadkey - - - - -	41,176	29,017	1,217	400	36	4,688	-	3,120	5,428	11,336	266	-	-	-	1,464	2,366	185	7,290	-	-	3,050	300	-	-
Jamstown - - - - -	1,848	3,581	1,174	180	350	150	-	2,850	2,000	10,640	1,240	19	-	5	550	1,200	85	150	-	-	480	300	-	-
Kilbride - - - - -	-	-	-	-	-	-	-	128	645	3,420	80	-	-	-	-	-	2 $\frac{1}{2}$	-	-	-	-	-	-	-
Doyle's Island - - - -	-	-	-	-	-	-	-	-	604	2,680	61	-	-	-	-	-	4	-	-	-	448	20	-	-
Cornacarrow - - - - -	-	-	-	-	-	-	-	280	800	8,100	-	-	-	-	-	-	6	20	-	-	-	-	-	-
TOTALS - - - - -	171,633	94,125	8,045	5,621	1,971	16,566	68	21,317	15,380	56,030	5,746 $\frac{1}{2}$	360	8 $\frac{1}{2}$	395	5,886	14,300	712 $\frac{1}{2}$	42,175	3,117	222	29,598	3,098	6	-

E. Hornsby, Secretary.

SCHEDULE (I.)

RETURN of the Quantity of DREDGING and EXCAVATION, also of the Length of DAMS enclosing the Parts excavated, and of the Number and Description of ENGINES used on the WORKS, from the 1st January to 31st December 1844.

NAMES of WORKS.	Dredging.		Excavation.		Total Quantity of Dredging and Excavation.	Length of Dams enclosing the parts to be Excavated.	Number of Engines.	Description of Engines.	Horse Power.	Number of Pumps.	Description and Dimensions of PUMPS.	Maximum Quantity of Water discharged per Minute.
	Clay, Gravel and Stones.		Clay and Gravel.	Rock.								
Ballylongford	-	-	9,113	-	9,113	-	-	-	-	-	-	Gallons.
Clare	-	-	3,341	2,178	5,519	-	-	-	-	-	-	-
Castle Troy	-	-	4,000	-	4,000	-	-	-	-	-	-	-
O'Brien's Bridge	-	-	6,000	-	6,000	-	1	-- High-pressure steam-engine.	8	4	-- Three horse pumps, 8 inches diameter each. -- Two chain pumps. Two of 8 inches diameter, two of 12 inches diameter.	140
Prteen	-	-	2,000	-	2,000	-	-	-	-	-	-	-
Sarriff	-	-	12,093	263	12,356	-	1	High pressure	6	2	-- 7 inches diameter -- Chain pumps. Buckets 10 by 4½.	3,009
Ballyshrule	-	-	10,200	-	10,200	-	-	-	-	-	-	-
Medick	3,966	-	22,265	-	26,231	711	-	-	-	7	-- Two chain pumps, four 10 inches, and one 12 inches square.	900
Kerlogue	1,055	-	-	-	1,055	-	-	-	-	-	-	-
Elandrahorla	607	-	2,447	-	3,054	750	-	-	-	1	10 inches square	120
Counsellor's Ford	1,666	-	11,565	-	13,231	283	-	-	-	1	10 inches square	120
Gurycastle	370	-	-	-	370	-	-	-	-	-	-	-
Ruagher	14,741	-	3,600	3,520	21,861	1,130	-	-	-	5	-- Two of 10 inches square, and two of 7 inches diameter, and one of 9 inches diameter.	700
Shannon Harbour	-	-	335	-	335	-	-	-	-	-	-	-
Iniscough	1,583	-	-	-	1,583	-	-	-	-	-	-	-
Derryholmes	1,220	-	11,900	11,683	24,803	820	2	Steam-engines	{ 14 } { 8 }	7	-- Four of 14 inches diameter, two of 14½ inches diameter, one of 12 inches diameter. 7 inches diameter	2,455
Hobop's Island	17,847	-	18,505	-	36,352	570	-	Worked by 12 men	-	2	7 inches diameter	182
Shannon Bridge	191	-	25,790	-	25,981	470	2	Steam-engines	{ 12 } { 6 }	10	-- Two of 13 inches diameter, two of 12 inches diameter, two of 11½ inches diameter, four of 9½ inches diameter.	2,573
Cerhaun	-	-	1,900	-	1,900	40	-	-	-	-	-	-
Athlone	-	-	14,270	-	14,270	700	-	-- Each worked by 6 men.	-	4	Four chain pumps	600
Lanesborough	500	-	11,544	-	12,044	825	1	-- High-pressure steam-engine.	6	2	-- Two pumps 14 inches diameter.	800
Kilmacarrow	600	-	3,300	-	3,900	350	-	-	-	2	-- Chain pumps 10 and 5 inches.	300
Lodge	400	-	38,766	1,440	40,606	535	3	-- Two steam-engines and one horse gin.	16	9	-- Four of 14 inches diameter, two of 9 inches square, three of 6 inches diameter.	1,980
Farnonbarry	700	-	20,068	18,097	38,865	1,130	2	-- High-pressure steam-engines.	20	4	14 inches diameter	2,200
Cooneen Cox	-	-	41,497	-	41,497	1,833	1	-- Condensing steam-engine.	12	2	-- Chain pumps, one of 9 inches diameter, one 11 and 12 inches diameter, two of 8 and 12 inches diameter.	505
										4	Lifting troughs	801
										1	-- Two of 9 inches diameter, two of 15 inches × 12 inches, one of 11 inches × 8 inches.	524
										5	-- One of 9 inches diameter, two of 12 inches diameter, two of 8 × 6 inches, one of 12 × 9 inches.	1,196
Rooky	-	-	54,633	19,829	74,462	2,225	1	-- Steam-engine, high pressure.	12	6	-- One of 8 × 9 inches	57
										3	Each 6 inches square	750
										1	-- Chain pump; buckets 15 inches × 5 inches × 28 inches.	380
Doyle's Island	-	-	3,760	2,170	5,930	455	-	-	-	1	-- Chain pump; buckets 15 × 5 × 28 inches.	380
Cornacarrow	-	-	8,318	-	8,318	534	-	-	-	1	-- Chain pump; buckets 15 × 5 × 28 inches.	380
TOTALS	45,446	-	540,010	75,180	660,636	13,896	17	-	127½	86	-	22,623

E. Hornsby, Secretary.