

General Heads.	Names of Witnesses and Page of Evidence.
STEAM VESSELS, Calculation of the Consumption of Fuel by, seldom carry more than Fifteen or Sixteen Days } Coal, - - - - - }	Bald, - 36. Franklin, - 29.
Difficulty of their carrying Fuel for long Voyages, - as to Supply of Coal necessary for, - in the Channel use more Coals than in the open } Sea, - - - - - }	Burgoyne, - 10. Burgoyne, - 6. Williams, - 71.
the best Coals for, is from Llangennech in Wales, - the greater the Power of, the greater the Velocity } and Saving of Fuel, - - - - - }	Bald, - 23. Bald, - 35.
may cross the Atlantic from the West Coast of Ire- land to St. John's with 275 Tons of Coals, - } to cross the Atlantic should be of 1,000 Tons } Burden, - - - - - }	Bald, - 35. Evans, - 81. 82.
to cross the Atlantic should be of 700 or 800 Tons } Burden, - - - - - }	Milne, - 66.
Size best suited for, - - - - - should be of 1,200 Tons and 350-horse Power, Channel not so favourable for, as the Bay of Biscay, Difficulty of their acting in the European and North } American Seas in Winter, - - - - - }	Williams, - 69. 70. Bald, - 37. Williams, - 72. Haynes, - 53. 54.
Advantages of, in the narrow Seas, - - - - - of their getting out of Blacksod Bay, - - - - - as to using Sails with, - - - - - on long Voyages use Sails, - - - - -	Evans, - 80. Plumridge, - 62. Williams, - 73. Bald, - 36. 37.
Advantages of Sails to, in working to windward, - can run before the Wind as well as Sailing Vessels, - as to their towing Ships out of Port in contrary } Winds, - - - - - }	Evans, - 81. 82. Williams, - 74. Haynes, - 56.
can keep off Shore when Sailing Vessels cannot, - could not make way against a North-west Wind, - Dangers of, in Time of War, - - - - - between London and Dublin call at Liverpool, - go from Hamburgh to Havre to meet the American } Packets, - - - - - }	Milne, - 65. Milne, - 65. Haynes, - 52. 53. Bald, - 33. Vignoles, - 41.
would have no Difficulty in getting out of Falmouth } Harbour, - - - - - }	Evans, - 89. 90.
want but little Ballast, - - - - - of 1,000 Tons, Draught of, when full of Coals, would } be Fifteen Feet, - - - - - }	Evans, - 81. Evans, - 82.
STRAFFORD, the Right Honourable the Lord, Evidence of, -	- - - 14 to 15.
SURVEY of POST OFFICE PACKETS, - - - - -	Evans, - 86.
of PORTS and HARBOURS on the West Coast of } Ireland, - - - - - }	Evans, - 79. 80.

T.

TARBART, Anchorage at, - - - - -	Williams, - 77.
TEAK is better than Oak for building Steamers, - - - - -	Williams, - 74.
TONNAGE, HORSE POWER, and NAMES of STEAMERS. (See Names, &c. of Steam Vessels.)	
TRANSPORTS, as to Improvement of System of, in case of } War, - - - - - }	Haynes, - 53.
TRIGONOMETRICAL SURVEY of Mayo, - - - - -	Bald, - 21.
TROOPS, Barrack Accommodation for, in Ireland, - - - - -	Ld. Strafford, 14. 15.
Western Ports of Ireland are favourable for Em- barkation of, - - - - - }	Visc. Beresford, 14.
TURF, Advantages of its Use in small Steamers, - - - - -	Williams, - 71. 72.
if it could be condensed would be more generally } used in Steamers, - - - - - }	Williams, - 71. 72.
if used in Steamers would be a Saving of Thirty-five } per Cent., - - - - - }	Williams, - 72.

U.

(See Canal.)

ULSTER CANAL, Work of, is done by Taskwork; and Price } of, - - - - - }	Cubitt, - 16.
UNITED STATES of AMERICA, Inhabitants of, give Land for } making Railways, - - - - - }	Burgoyne, - 5.

V.

VALENTIA, Soundings of, - - - - -	Bald, - 40.
Chart of, - - - - -	Evans, - 85.
is only fit for Steamers - - - - -	Evans, - 78.