

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

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| 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.)

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| 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.

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