

General Heads.	Names of Witnesses and Page of Evidence.
SHANNON, Survey of, - - - - -	Evans, - - 79.
Improvements of, - - - - -	Williams, - - 77.
Steamers on the, - - - - -	Bald, - - 41.
has no Difficulty for Steam Navigation,	Williams, - - 77.
River, '50,000 Tons of Goods are annually sent to } Dublin by the, - - - - - }	Bald, - - 41.
Names of Harbours in the, - - - - -	Evans, - - 78.
SKELLIG is the most westerly Lighthouse of Europe, - - - - -	Cubitt, - - 19.
SOUNDINGS seaward in the Atlantic and West Coast of } Ireland from America, - - - - - }	Bald, - - 40.
to the Bay of Galway, - - - - -	Bald, - - 40.
from the Shannon to America, - - - - -	Bald, - - 40.
of Valentia Harbour, - - - - -	Bald, - - 40.
of Beer Haven - - - - -	Bald, - - 40.
of Blacksod - - - - -	Bald, - - 40.
<i>(See Falmouth—Western Ports of Ireland.)</i>	
SOUTH-WESTERN PORTS OF IRELAND offer a more certain Com- } munication with Colonies of North America than } Falmouth, - - - - - }	D. of Wellington, 11. 12.
are superior to Channel Ports for Packets and Troops } going to the West Indies, - - - - - }	D. of Wellington, 12.
probable Advantages of, as a Communication with } North American Colonies, - - - - - }	Franklin, - - 26 to 29.
SOUTH-WESTERN COAST OF IRELAND is safer than the Approach } to the Land's End, - - - - - }	Evans, - - 88. 89.
St. JOHN'S, NEWFOUNDLAND, Winters at, are very uncertain } as to Ice on the Coast, - - - - - }	Maude, - - 67.
Coals may be had at, - - - - -	Bald, - - 37.
as to forming a Depot for Coals at, - - - - -	Haynes, - - 55.
Port of, is generally open to Vessels, - - - - -	Howles, - - 60.
Fogs on the Coast of, are generally in May and } June, - - - - - }	Brooking, - - 86. 87.
Port of, is often impeded, but not closed, by Ice- } bergs in May and June, - - - - - }	Bald, - - 37.
Drift Ice passes, from February to March, - - - - -	Brooking, - - 86.
Coal Mines at, - - - - -	Brooking, - - 87.
<i>(See Names, &amp;c. of Steam Vessels—Soundings—Coals—Distances of Ports.)</i>	
as to Application of, to establish a Communication } with North American Colonies, - - - - - }	Franklin, - - 29.
Cost of, is about £25,000 each, - - - - -	Bald, - - 34.
Construction of, is not perfect, and they require } much Improvement, - - - - - }	Haynes, - - 54.
Improvements made in, give increased Speed and } Saving of Fuel - - - - - }	Williams, - - 69. 70.
Expense of, per Week, exclusive of Coals, - - - - -	Bald, - - 34.
can go at the Rate of Twelve Miles per Hour, - - - - -	Williams, - - 81.
generally go at the Rate of Ten Miles per Hour, - - - - -	Bald, - - 34.
could pass from Falmouth Harbour to Cape Clear in } 24 Hours, - - - - - }	Haynes, - - 55.
might cross the Atlantic at the Rate of Seven Miles } per Hour, - - - - - }	Milne, - - 67.
Time in which they make the Passage to North } American Colonies, - - - - - }	Evans, - - 90.
make the Voyage from Ireland to America in about } Fifteen or Sixteen Days, - - - - - }	Williams, - - 81.
Rate of Progress in a Gale of Wind, - - - - -	Burgoyne, - - 6.
perform the Voyage from Dublin to Bourdeaux in 152 } Hours, - - - - - }	Franklin, - - 29.
List of Passages made by, from Falmouth to Malta } and back, in 1832 and 1835, - - - - - }	Williams, - - 72.
Average of Passages by, ought to be more than by } Sailing Packets, - - - - - }	Bald, - - 33.
longest Voyages of, - - - - -	Appendix, - - 91. 92.
Consumption of Coals by, are about 10 lbs. per } Horse Power per Hour, - - - - - }	Haynes, - - 55.
for 200-horse Power, would be Eighteen Tons } in Twenty-four Hours - - - - - }	Bald, - - 33.
between London and Bourdeaux is 115 Tons, - - - - -	Bald, - - 34.
on board large, is from Twenty-four to Twenty- } seven Tons per Day, - - - - - }	Evans, - - 82.
	Bald, - - 32.
	Milne, - - 66.