

3

REPORT
OF THE
COMMISSIONERS OF INQUIRY
INTO
ARTERIAL DRAINAGE IN IRELAND

UPON THE
BALLINAMORE AND BALLYCONNELL DRAINAGE
AND NAVIGATION DISTRICT,

IN THE COUNTIES OF
CAVAN, FERMANAGH, LEITRIM, AND ROSCOMMON.



DUBLIN:

PRINTED BY ALEXANDER THOM, 87 & 88, ABBEY-STREET,
FOR HER MAJESTY'S STATIONERY OFFICE.

1873.

Houses of the Oireachtas

Digitized by Google

REPORT
OF THE
COMMISSIONERS OF INQUIRY
INTO
ARTERIAL DRAINAGE IN IRELAND
UPON THE
BALLINAMORE AND BALLYCONNELL DRAINAGE AND
NAVIGATION DISTRICT,
IN THE COUNTIES OF
CAVAN, FERMANAGH, LEITRIM, AND ROSCOMMON.

THIS district is one of those the works of which were undertaken with the joint object contemplated and provided for in the Act 5 & 6 Vic., cap. 89, of carrying out in conjunction with arterial drainage the improvement of inland navigation; the drainage measure in this case embracing the extensive tracts of flooded and marshy land bordering the numerous streams and lakes, which receiving the surplus waters of a wide expanse of country, principally within the counties of Leitrim and Cavan, and united in the Woodford river, and discharged into the Upper Lough Erne, a few miles north of the town of Belturbet, while the navigation had for its object the connecting of the Shannon with the Erne, and thus bring into direct and uninterrupted communication the extensive systems of inland navigation, natural and artificial, of the north, centre, and south of Ireland.

The drainage condition of the district was for the first time brought under the notice of the Commissioners of Public Works by a memorial addressed to them in March, 1844, by several of the principal proprietors concerned, in which it was requested that the flooded and injured lands adjoining the rivers and lakes extending from Ballinamore to Ballyhealy bridge, and supposed to comprise about 2,400 acres, might be drained and improved under the Act above quoted; and shortly afterwards two similar memorials were received, one praying that the inquiry and benefits of the drainage might be extended downwards from Ballyhealy bridge to Ballyconnell, and the other upwards, from Ballinamore to Keshcanigan, in the vicinity of Letterfine.

The several parties having lodged the amounts which they were informed the investigation would probably cost, Mr. MacMahon, C.E., was instructed to make the necessary engineering inquiry, and at the same time Mr. C. Brassington was directed to ascertain and report on the extent of land injured, and the value of the improvement to be derived from its drainage.

Shortly after the commencement of these inquiries (in August of the same year), a letter was received by the Commissioners from the Ulster Canal Company, expressing their deep sense of the importance of extending their navigation, which had then its western terminus at Wattle bridge on an inlet of Lough Erne, nearly opposite the mouth of the Woodford river, between Lough Erne and the Shannon, and requesting information as to the probable cost of the requisite survey, and in regard to the line and best point of junction to be adopted ; and subsequently, on the proper mode of proceeding being pointed out to them, the company forwarded a formal memorial requesting that the necessary steps might be taken for opening up the navigation in question, in conjunction with the drainage measure then in contemplation, and lodging the amount required to meet the cost of the preliminary survey and inquiry. Mr. MacMahon was accordingly thereupon directed to combine with the drainage survey, that necessary for the proposed navigation, and to consider and report on both conjointly, in anticipation of the relative cost of each being thus considerably reduced.

The project of connecting Lough Erne with the Shannon by a canal, appears to have been entertained so far back as 1793, when its feasibility was brought under the notice of the landed proprietors and others locally interested, by a then eminent engineer (Mr. Chapman of Newcastle), who had been called on by them to advise as to the means of making the Woodford river navigable, and vestiges of an even still more remote attempt to open up the latter navigation, were to a recent period visible. Although the scheme for several years subsequently appears to have continued to occupy public attention, no further steps were taken until 1838, when the Shannon Commissioners, being called on by the Lords of the Treasury to report on the practicability of effecting the junction in question, directed Mr. W. T. Mulvany, then one of their engineers, to carefully inspect the country, and having collected all the information possible to report on the feasibility of the scheme, at a moderate outlay, as well as the advantages which might be expected to be derived from it. The results of his examination Mr. Mulvany submitted to the Commissioners in a report dated March, 1839, in which, having described the different routes (three in number) which he had surveyed, he gave the decided preference to that leaving the Shannon at Leitrim, and taking Ballinamore in its route, terminated a little above Belturbet, following in fact for the greater part of its course the line which has since been adopted, but without taking advantage of the contiguous lakes and river channels ; the whole length of the proposed canal twenty-nine and a half miles, with the exception of about one mile of river course, being proposed to be artificial. The estimated cost of the works was stated to be £153,000, and a further sum of £14,000 was set down as the cost of extending the navigation by the river Erne and Lough Oughter to Killeshandra, while the prospects in regard to traffic and local benefit were very favourably represented. Beyond these inquiries, however, no further steps were then taken.

In May, 1845, Mr. MacMahon submitted his report, in the intro-

duction to which he drew special attention to the considerable saving which would accrue in each of the two proposed measures of drainage and navigation, from carrying them out in combination, the respective cost of each, if undertaken respectively, being set down at £23,267 and £103,000, while for their joint execution a sum of £110,301 it was estimated would suffice, thus showing an excess under the former mode of proceeding, amounting to £15,966. In neither case it is however to be observed is any provision made for interest on moneys to be borrowed (an unavoidable source of expenditure) in these estimates.

To accomplish the desired drainage, the means proposed was the general opening up and straightening of the river courses, and the taking advantage of the compensating resources afforded by the numerous lakes intercepting their flow, so that the ordinary summer water should be reduced by from two to three feet, and the winter range confined within the then summer level. The extent of land thus expected to be relieved and improved, was stated by Mr. Brassington, whose report was received shortly after that of Mr. MacMahon, to be 6,254 acres, of which 4,733 suffered great injury from the ordinary floods to which the district was subject, and the remainder from the wet and swampy state in which it was kept by its want of outfall and contiguity to the flooded lands, while the value of the benefit which he considered would, on moderate estimate be realised from the drainage, amounted in the aggregate to £1,897 4s. 1d. per annum, or on an average to 6s. 1d. per acre. At the same time Mr. Brassington adverted to the additional value which the contemplated navigation would in his estimation impart to the improvement of the lands from the facility of access which it would afford to good markets, the want of which was one of the main causes to which he ascribed the very backward state in which he then found the district.

The line of navigation selected by Mr. MacMahon followed the course of the Woodford river from its entrance into Lough Erne, and passing by the town of Ballyconnell to and through the chain of lakes of which Lough Garadice is the principal, it then took the line of the Yellow river to Ballinamore, and thence onwards to St. John's Lake. From the head of that lake the channel of the Aughacashlane river was then followed to a point where a lock and a short artificial cut enabled the summit level of Lough Scur to be reached. The length of the navigation thus indicated, and up to the western end of the lake last mentioned, is about thirty-five and a quarter miles, and the difference of level, sixty-six feet, which it was proposed to surmount by means of eight locks. On the other or western side of the summit, the distance to the Shannon at Leitrim by the line recommended to be adopted is four and a half miles, and the fall seventy-eight feet, for the descent of which nine locks were proposed.

The general scale of the works designed was such as would admit of the use of screw steam tugs (which the great proportionate length of open lake and river navigation rendered a point of importance, the actual artificial canal not exceeding five and a quarter miles in length), and the largest class of trade boats used on any

of the Irish canals, the locks being proposed to be eighty-two feet in length, and sixteen feet in breadth, with five feet six inches of water on the sills. In addition to the ordinary works connected with the project, it was also considered necessary in order to keep the canal free from interruptions, as far as practicable, after completion, that the courses of the Yellow and Aughacashlane rivers should be diverted by new lines of discharge into St. John's Lough and Lough Scur respectively, at the points where they approach these lakes, thereby providing for throwing down and depositing of the large quantities of sand and gravel with which they are charged in time of floods at places where neither the navigation nor drainage would be injuriously affected.

The advantages which the navigation in Mr. MacMahon's opinion promised to the district, both as affording a ready means of access to convenient local markets, and as opening up and completing a communication by which the mineral and other productions of the vicinity might be conveyed to the distant manufacturing and sea-port towns of the country, and foreign merchandise introduced at a cheap rate were very considerable, while looking at the measure merely in the light of a commercial enterprise, he considered that the probable traffic would afford a return of upwards of 6 per cent.

The opportunity which the occasion presented of improving the power of the existing mills in the district, and of establishing new sites was also pointed out by Mr. MacMahon, but advantage having been taken of such opportunity, or in fact its having been found practically available, in one instance only, further remark under this head is here unnecessary.

The approval of the Commissioners having been given to both reports—engineer's and valuator's—they were printed, and copies deposited with the proper local authorities, as well as transmitted to each of the proprietors interested. Some delay, however, appears to have taken place in the subsequent proceedings, and a memorial was in consequence received in May, 1846, from several of the proprietors, praying that with a view to an immediate commencement of the works, and the affording employment through their means to the labouring poor, their suffering from the prevailing distress occasioned by the failure of the potato crop, the district might be brought under the operation of the "Summary Proceedings" clauses of the Act 9 Vic., cap. 4, which in the previous March had passed into law.

In compliance with this request, Mr. MacMahon was accordingly instructed to prepare without delay, a short report based on his previous one, which having been done without loss of time, the necessary steps were taken in printing, lodging, and circulating it, for collecting the assents of the proprietors; the area of improvable land being the same as set forth in Mr. Brassington's schedule, and the estimated cost of the works the lesser amount calculated on the assumption of their being carried out in conjunction with the navigation, or £19,100: it being understood, as specially requested by the memorialists, that the adopting this course should in no way interfere with the accomplishment of the latter measure, which was characterized by them as being of "vital importance to the

country at large." The assents of the requisite acreable majority of the proprietors having on this been given, the final notice under "Summary Proceedings" was issued, and on the 30th June the works were ordered to be commenced under the superintendence of Mr. Forsyth, c.e.

Pending these proceedings, the measures required to complete the preliminaries under the 5th and 6th Vic., or "Ordinary Proceedings," were continued to be prosecuted; and the Treasury having in the early part of the same year (1846), on the representation of the Irish Government, and on the application by memorial of the High Sheriff and Grand Jury of the county Cavan, undertaken to recommend to Parliament that a free grant should be made in aid of the navigation, subsequently fixed at £46,250, being the moiety, without interest, of the estimated cost, a schedule of the apportionment of the other moiety, or £49,625 over the portions of the counties of Cavan, Leitrim, Fermanagh, and Roscommon, which it was considered would be benefited by the work, was prepared by Mr. R. Harding, under the Commissioners' direction, and printed and lodged for general inspection.

Some further delay appears to have arisen from the applications for additions to the district, put forward by the proprietors interested therein; but ultimately, in March, 1847, Mr. MacMahon having completed the revision of his report, as the altered circumstances and approved additions demanded, it was again laid before the proprietors, and their renewed assents called for, which having been given to the extent required, the declaration, both as regarded drainage and navigation, was made and lodged, and on the 19th November the final notice was issued, bringing the district conclusively under the operation of the 5th & 6th Vic., cap. 89, or "Ordinary Proceedings."

According to the estimate given in the revised report above mentioned, the entire cost of the works was augmented to £131,858—£27,110 of that amount being set down to drainage, £4,582 to county works, and £100,166 to navigation—the increase beyond the original estimate being due to the higher value which labour had in the interim acquired, the cost of extending the drainage as adverted to, to some enlargement in the general scale of the measure, and to the adding of interest on borrowed money, which had not originally been provided for. The extent of land to be improved, as set down in the original schedule, was also increased by the extent of the subsequent additions, ascertained by Mr. Brassington to amount to 284 acres, the entire area of flooded and injured land being thus raised to 6,538 acres, and the prospective increase in its annual value to £2,025 17s.

During 1848 the works which had previously been carried on only in so far as they were connected with drainage, were in consequence of the failure of funds almost exclusively confined to navigation, and the same state of things continued during 1849, in June of which year the charge of the works was transferred to Mr. Thomas Mulvany, c.e., on the removal of Mr. Forsyth to the drainage department in Dublin. During the subsequent years, up to 1853, the works appear to have been prosecuted with con-

siderable vigour, though under increasing difficulties, arising from the scarcity of labour. In December of the year last mentioned (1853), in compliance with instructions received from the Lords of the Treasury (the excess in the expenditure on the district above the estimate, and its causes, having on two previous occasions been brought under their lordships' notice), the then Commissioners of Special Inquiry reported on the circumstances, and degree of progress made in the works of the district, and explained its financial position, the expenditure then amounting to £192,976, with a further estimated outlay to complete of £37,546, irrespective of future interest, set down at £12,000—the whole amount, viz., £242,522, being apportioned as follows—viz., to drainage, £49,679; to navigation, £186,367; and to county works, £6,476.

Again, in November, 1854, in reply to further inquiries made by their lordships in regard to the combined schemes of drainage and navigation then being carried on through Ireland at large, the same Commissioners recommended, in respect of this particular district, the expenditure on which had then reached the sum of £213,100, that the navigation should be completed to the depth of four and a half feet only, leaving the future deepening of the reaches by dredging, which would alone be required (the works of special construction, as locks, or requiring unwatering in their execution, having been then completed, or nearly completed to the full dimensions), to a period when the traffic might show that a further expenditure for that purpose was desirable; and finally, in June, 1855, the Commissioners of Public Works, in submitting for their lordships' consideration certain legislative measures in reference to the navigation portions of these works, repeated the same recommendations, and further suggested as an additional means of reducing the cost, the keeping up the water in two of the reaches where the greatest amount of dredging was required to a higher level by eighteen inches than was originally intended. In accordance with these views and recommendations the works have accordingly been carried on; and now, having been brought to a close, we have to submit that an award should be made without delay.

In regard to the drainage division of the works, with the exception of the stream opening into Brackley Lough, and some few other small and unimportant water courses, altogether affecting about 328 acres, it has been carried out to the full extent intended, though in the immediate vicinity of those reaches of the main river and canal in which the water, as before mentioned, has been kept up at a higher level than originally proposed, the lands, to a limited extent, have not received the degree of relief anticipated; on the other hand, however, for the greater part the works have been executed on a larger and more effective scale, and we find from a resurvey and valuation recently made under our direction by Mr. C. Brassington, that the area of land actually benefited exceeds that set forth in his original schedule by 125 acres; the extent of land now ascertained by him to have been improved being 6,663A. 2R. 6P.—the value of the improvement

falls short, however, of that originally estimated by £204, it being now determined by Mr. Brassington to be £1,821 6s. per annum, or on an average to 5s. 5½d. per acre.

With respect to the navigation the most important deviations from the original design are, the enlargement of the channel through the shoals in the river downwards from Carroul to Lough Erne, the width at bottom having been increased from twenty-two to seventy feet, and the reducing the depth of water in two of the upper reaches from five feet six inches to four feet six inches, or rather leaving the difference of one foot undredged. Some few minor alterations in arrangement and detail have also been made, amongst the most prominent of which may be mentioned the adoption of the old river course instead of the intended new cut, opening into the Shannon at Leitrim; but the principal portions of the works, in fact all, with the exception of the two soft-bottomed reaches before referred to, have been carried out to the full dimensions designed—the locks having in fact six feet of water instead of five feet six inches on their sills—and the project, practically, for the uses to which it is likely to be devoted, may be said to have been fully accomplished. An important and necessary addition to the works, also deserving of notice, is the erection of two collectors' and six lock-keepers' houses in suitable positions for the guarding and working of the locks, which were omitted to be provided for in the original plan and estimate.

With reference to the improvement of water power, and establishing of new mill sites, as calculated on in the original report, this has been found, in consequence of the unexpected deficiency in the summer supply of water, to be incompatible with the due working of the navigation, and in the case of the Ballyconnell mill only have the expectations been realized, the other mills having in fact been abolished. In that case, on the application of the proprietor, the additional fall created by the works was carried back to the mill, and new machinery applied and other improvements effected, by which the value of the concern has been very materially augmented.

The entire outlay on the district up to the 25th ult., deducting £2,268 5s. 1d. for county bridges repaired, amounts to £274,271 16s. 8d., of which £51,962 6s. 7d. is on account of interest, and the apportionment of that expenditure under the several heads of drainage, navigation, and mill-power, is as follows, viz.:

	£	s.	d.
Drainage,	48,340	3	0
Navigation,	224,459	17	8
Mill-power,	1,471	16	0
Total,	<hr/>	£274,271	16
		8	

The excess thus shown above the original estimate as revised, namely, £140,942, is to be attributed to the extent of £42,557 to the interest accruing during the protracted period the works have been in hand, and to the extent of £8,380 to compensation for lands and mills taken or occupied for the purposes of the works, beyond the amount originally provided under that head. A large

amount is also due, as represented in 1851 by the engineer then in charge, to the unexpected quantity of excavation met with through rock, the difficulties entailed by the rising of the bottom when the cutting was through bog, and in short to the general insufficiency of the estimate as well as to the delay caused by the want of funds in the earlier years. Much is also undoubtedly due to the gradually increasing scarcity and enhanced value of labour, and to the cost of the maintenance of the finished portions of the works, and of the staff during the lengthened period over which the operations have consequently been extended. To the latter cause of delay, however, must be added the unavoidably slow progress in dredging through the lakes and portions of the river courses, which operation has for the most part been carried on under the direction of Mr. Martin Farrell, who in June, 1855, succeeded Mr. Thomas Mulvany in engineering charge of the district.

In regard to the proportion of the expenditure on account of drainage to be repaid by the proprietors of the lands improved, and at whose request the work was undertaken, we believe that if now called on to repay the amount of the estimate on which they assented, viz., £27,110, deducting therefrom the small amount, viz., £323, provided for the omitted portions, but adding such percentage as the peculiar liability to excess in cost of works of so uncertain a character would render but reasonable, they could have no just ground of complaint; but looking to the amount of the annual value of the improvement only, viz., £1,821 6s., and to the legal restrictions in regard to the amount of the annual instalments in repayment, we are of opinion that the charge should be limited to £25,500, and we have therefore to recommend that the Lords Commissioners of Her Majesty's Treasury should, under the powers conferred on them by the Act 16 & 17 Vic., cap. 130, authorize the Commissioners of Public Works to prepare an award for that amount, subject however to be increased by any sum which after the date of the lodgment of this report may be paid as compensation, and that the rate of interest should be fixed at 4 per cent. per annum.

In regard to the navigation, the proportion of the expenditure for which the district set forth in the declaration is legally responsible, amounts to one-half. The prospects of advantage, however, and of a remunerative return which the project was originally considered to hold out, have, we believe, been materially interfered with and lessened by the altered circumstances of the country at large, and the general extension of railways. That mode of conveyance has not yet, however, been brought immediately within reach of the district in question, and we believe that the actual benefit which the district may still derive from the junction canal under energetic management, would justify us in recommending that the moiety of the original estimate, viz., £48,625, should be required to be repaid; but considering that a portion of the canal has not been completed to the full depth, and that a sum of £5,000 would probably yet be required to do so, and looking to the limited extent of the district made liable, and the amount of the rate which will be required to be levied in repay-

ment, we have to submit that the charge should be limited to £30,000, and that the Commissioners of Public Works be accordingly authorized by their lordships, under the provisions of the Act 18 & 19 Vic., cap. 110, to prepare an award for that amount, and as we are advised that no interest is legally chargeable in consequence of deferred repayment, we have further to recommend that the period for such repayment be limited to five years.

With reference to the Ballyconnell mill improvements, the actual expenditure on the work amounts to £1,115, £330 being added for interest accruing since its completion, while the estimated cost of the alterations laid before the proprietor on his application amounted to £735 2s. 9d. Considering all the circumstances of the case, however, and the probable actual value of the benefit derived, and amount of the annual instalments in repayment, we have to submit that the sum to be charged to the proprietor should be limited to £750, to be included in the drainage award, and made payable under the same conditions as attach thereto.

Should their lordships be pleased to approve of these recommendations, the entire sum to be recovered from this district will amount to £56,250, and the sum to be debited to the public, irrespective of the free grant of £46,250 12s. 2d., made in aid of the navigation in 1846, but including some expenses which must yet be incurred before the award can be made final, to about £175,000

RICHARD GRIFFITH, } Two of the Commissioners
J. G. M'KERLIE, } of Inquiry into Arterial
Drainage in Ireland.

Dublin, 15th July, 1859.

Treasury Chambers, 2nd August, 1859.

GENTLEMEN,—I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you that they have had under their consideration the report of the Special Commissioners on the Ballinamore and Ballyconnell Drainage District, and I am to desire that a copy of it may be deposited with the Clerks of the Peace of the counties of Cavan, Fermanagh, Leitrim, and Roscommon, and that the time during which objections may be made be limited to thirty days from the publication of the notice of deposit.

I am, gentlemen, your obedient servant,

The Commissioners of Public Works.

G. ARBUTHNOT.

The following steps were then taken:—

On the 5th August, 1859, a copy of the Report was deposited by the Commissioners of Public Works with the Clerk of the Peace of each county in which the district is situate, viz., Cavan, Fermanagh, Leitrim, and Roscommon

On the 8th of August, 1859, the following notice of the deposit of the report, and of the time for making objections, limited to 13th September, 1859, was published in the following newspapers, circulating in the district, viz., *Cavan Observer*, *Leitrim Gazette*, *Roscommon Gazette* and *Weekly Messenger* of the 13th of August, 1859, and in the *Fermanagh Mail*, *Impartial Reporter* and *Leitrim Journal* of 11th August, 1859.

BOARD OF PUBLIC WORKS.—DRAINAGE AND NAVIGATION.

Acts 5th & 6th Vic. chap. 89 ; 8th & 9th Vic. chap. 69 ; 9th Vic. chap. 4 ; 10th & 11th Vic. chap. 79 ; 16 & 17th Vic. chap. 130 ; 18th & 19th Vic. chap. 110 ; 19th & 20th Vic. chap. 62 ; 20th & 21st Vic. chap. 23 ; and 21st & 22nd Vic. chap. 41.

District of Ballinamore and Ballyconnell, in counties of Cavan, Fermanagh, Leitrim, and Roscommon.

Notice is hereby given that in pursuance of the directions of the Lords Commissioners of Her Majesty's Treasury, a copy of the report, made to their lordships by the Commissioners of Inquiry appointed for that purpose, with respect to the amount to be charged under the final award to be made in relation to this district, has been deposited with the Clerks of the Peace for the counties of Cavan, Fermanagh, Leitrim, and Roscommon respectively.

And notice is hereby further given, that the 13th day of September next has been limited as the time within which objections to such report may be made, such objections (if any) to be transmitted by post, directed to "The Lords Commissioners of Her Majesty's Treasury, London."

By order,

EDWARD HORNSBY, Secretary.

Dated at the Office of Public Works, Dublin,
this 8th day of August, 1859.

Subsequently, on the 28th October, 1859, notice was duly given as follows—that a meeting would be held at Ballinamore for the purpose of hearing and inquiring into the objections which had been sent in.

DRAINAGE, NAVIGATION, AND WATER-POWER.

Acts 5th & 6th Vic. chap. 89 ; 8th & 9th Vic. chap. 69 ; 9th Vic. cap. 4 ; 10th & 11th Vic. chap. 79 ; 16th & 17th Vic. chap. 130 ; 18th & 19th Vic. chap. 110 ; 19th & 20th Vic. chap. 62 ; 20 & 21 Vic. chap. 23 ; and 21 & 22 Vic., chap. 41.

District of Ballinamore and Ballyconnell, in the counties of Cavan, Fermanagh, Leitrim, and Roscommon.

Notice is hereby given that printed copies of the drafts of the final awards of the Commissioners of Public Works in Ireland with respect to "the District of Ballinamore and Ballyconnell," made pursuant to the provisions of the above-mentioned Acts, have been deposited in the offices of the Clerks of the Peace for the counties of Cavan, Fermanagh, Leitrim, and Roscommon, respectively.

And notice is further given, that all persons are at liberty to inspect the same. And all persons who may desire to lodge objections to said awards are hereby required to lodge the same at the Post Office, Ballinamore, county Leitrim, addressed to "The Secretary, Board of Public Works, Custom House, Dublin," on or before the 17th day of December next. And notice is hereby further given, that the said Commissioners will hold a meeting of all persons interested, at the Court-house, Ballinamore, on Tuesday, the 10th day of January, 1860, at the hour of twelve o'clock noon, and they will then and there proceed to hear any objections which may be lodged to said award, and examine into the matter of any such objections which shall be so lodged, and hear all such proper evidence as may be offered to them in respect thereof, and will make such alterations (if any) in the said award as they shall think fit, and settle and sign such award.

By order of the Commissioners of Public Works in Ireland,
EDWARD HORNSBY, Secretary.

Dated at the Office of Public Works,
Custom House, Dublin,
this 28th day of October, 1859.

At the meeting which was accordingly held at Ballinamore on the 10th of January, 1860, and at Ballyconnell, by adjournment, on the following day, the only two objections which had been sent in in regard to the Navigation Award, and which were not from the counties interested, but from private individuals, were not pressed, while those which had reference to Drainage were duly entertained and dealt with according to their merits, as generally stated in the following further report.

ARTERIAL DRAINAGE, IRELAND.—SPECIAL INQUIRY COMMISSION.
BALLINAMORE AND BALLYCONNELL DISTRICT.

Dublin, 26th January, 1860.

SIR,—With reference to our Special Report, dated the 15th July, 1859, relative to the Ballinamore and Ballyconnell Arterial Drainage District, and the navigation undertaken in connexion therewith, we have now to state for the information of the Lords Commissioners of Her Majesty's Treasury, that at the meeting held at Ballinamore on the 10th inst., and at Ballyconnell by adjournment on the following day, to hear objections to the draft award prepared in accordance with the recommendations contained in that report, it was proved to our satisfaction—attending as Commissioners of Public Works—that certain lands had been charged for as drained and improved, the improvement on which was so questionable as to render it proper that they should not be so charged, and that in regard to some other portions of land the value of the improvement had been estimated on the supposition that they were secure from floods, to which it is found, however, that they are still occasionally subject.

The amount by which the annual value of the benefit resulting from the drainage works should be reduced in consequence of these drawbacks, is found to be £72 0s. 2d., and the proportionate part of the whole charge, viz., £25,500, authorised by their lordships to be levied on the district, due to that reduction (the total previous estimated annual improvement being £1,828 3s. 4d.) is £1,088 1s. 2d.

Under all the circumstances of the case, we do not think it desirable or expedient that the charge on the remaining improved lands of the district (which have not been affected by the injury), should be now increased by reapplotting on them the entire sum originally recommended by us to be imposed, and we have therefore to submit for their lordships' favourable consideration, that that sum should be reduced by the amount above stated, viz., £1,088, making the sum to be charged under the award to the proprietors, £24,412.

Should their lordships approve of this recommendation, the sum to be remitted to the proprietors and debited to the public in respect of the drainage portion of this district will amount to about £24,000.

We are, sir, your obedient servants,

R. GRIFFITH,
J. G. M'KERLIE.

Treasury Chambers, 17th February, 1860.

GENTLEMEN,—I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that under the circumstances stated in your report of the 26th ultimo, relative to the Ballinamore and Ballyconnell Arterial Drainage District, and the navigation undertaken in connexion therewith, their lordships are pleased to sanction the reduction of the amount to be charged under your award to the above-mentioned district for drainage, from £25,500 to £24,412.

I am, gentlemen, your obedient servant,

GEO. A. HAMILTON.

The Draft Awards, amended as regards Drainage, as above indicated, were then made final and duly enrolled in the Rolls Office of the Court of Chancery in Ireland—that for the Navigation on the 10th January, 1860, and that for the Drainage and Water-power on the 6th of March following.