

Manufactures, Trade, and Commerce.—Considerable efforts have been made from time to time, and particularly by the Chamber of Commerce, to establish the linen and cotton trade in Limerick; and also by the Agricultural Association Commissioners, who subscribed for the same purpose, and who had the management of £7,000 allocated by the Board of Directors in London, towards promoting manufacturing industry among the Irish poor. A Linen Hall was erected, and markets held on Fridays and Saturdays to accommodate the weavers; and premiums distributed to encourage them to manufacture an article best suited to these markets. But although the trade took root to some extent for more than a century in parts of the county—for instance, at Glin, where linen and cotton checks were manufactured, and bleach greens established at Castle Connell, Newcastle, and Lingland—it made but little progress in the city, and has also declined in the county, the manufactures being confined to coarse linens, freize, and flannel. The Limerick glove, once so celebrated, is now no longer in request, and the trade has declined considerably. A manufacture was established in 1829 at Mount Kennett, of tambour lace, and Irish blonde, which gave employment to 400 females, and has been since brought to great perfection by Messrs. Walker, Lloyd, &c.: and there are probably 5,000 females employed in this manufacture, and in embroidering muslin. There is also a factory in Abbey Street, in which a number of boys are employed in weaving muslin. Messrs. Stein, Brown, and Co.'s distillery, at Thomond-gate, has been established for half a century—it was discontinued, however, during the years 1843 and 1844, but resumed working in 1845, and still continues to distil whiskey to a very considerable extent. There are seven breweries, three foundries, one of these on an extensive scale, established by Messrs. J. N. Russell and Sons, three tan-yards, three ropewalks, four soap, two tobacco, one comb, two hat, and one fishing-hook manufacturers, salt works, &c. In the city and neighbourhood there are twenty mills employed in manufacturing flour, oat and Indian corn meal; and in the liberties two paper mills. There are also several extensive provision stores, where large quantities of beef, pork, bacon, and lard are cured for export, and hams, which are considered fully equal, if not superior, to those cured in Yorkshire. But

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there is neither flax nor cotton spinning, notwithstanding the immense capabilities afforded by the Shannon for such manufactures. The Commerce of Limerick, which of old was so flourishing, must have declined considerably after the Anglo-Norman invasion, if the Customs' duties of the port are to be taken as a criterion. In 1277 they were only £6 18s., in 1337 they produced eight marks, or £5 6s. 8d., in 1495 £9 0s. 10d., in 1537 £9 8s. 4d.; and when James I. ordered returns of the customs of all the Irish ports, those of Limerick were only £15 14s. 8d., while at Waterford they were stated at £954 18s. 2d., and at Cork £255 11s. 7 $\frac{3}{4}$ d.; but in 1633, a few years after, they increased to £1,619 1s. 7 $\frac{3}{4}$ d., and in 1672 to £1,906 19s. 8d. The Customs' duties, however, were by no means general up to this period, and Limerick may have been a free port for many of its imports and exports. During the last century its trade has materially increased. For the year 1835 the exports consisted of 1,364 tierces of beef, 14,263 tierces and barrels of pork, 81,839 cwts. of bacon, 9,697 cwts. of lard, 72,630 firkins of butter, 117,847 barrels of wheat, 32,847 barrels of barley, 285,623 barrels of oats, 22,725 cwts. of flour, 16,320 cwts. of oatmeal, 26,214 crates of eggs, and hams, tongues, porter, ale, flax, linen, wool, feathers, salmon, &c. The Irish Railway Commissioners estimated their value, exclusive of Tralee, at £802,000, and the imports the same year at £328,500, which consisted of timber, deals, wine, tallow, hemp, tar, pitch, staves, and flax seed from Foreign ports, and tea, sugar, coffee, coals, iron, hoops, bark, salt, and British manufactured articles from Great Britain. The tonnage of the shipping that entered inwards from Foreign ports was 12,408, and from Great Britain and Coastways 53,078 tons; and there cleared out for Foreign ports 7,980 tons, and for Great Britain and Coastways 62,349 tons. The Customs' duties for the year ending 5th January, 1836, was £142,843, and in 1842 the exports were valued at £1,200,000. The duty on tobacco entered for consumption in 1849 amounted to £107,038. The trade of the port since 1840 will be best shown by the following Tables:—

LIMERICK AND TRALEE

An Account of the Number and Tonnage of the Vessels Entering Inwards and Clearing Out of these Ports, distinguishing the Foreign from the British and Coasting Shipping; the Number and Tonnage of the Vessels registered; and the Customs' Duties collected therein for the ten years ending 5th January, 1850, and contrasting the five years then ending with the five preceding years.

Year ending 31st Dec.	CLEARING OUTWARDS.														
	ENTERING INWARDS.						Foreign Trade.								
	British Trade.			British and Coasting Trade.			TOTAL INWARDS.			British and Coasting Trade.					
Vess.	Tons.	Vess.	Tons.	Vess.	Tons.	Vess.	Tons.	Vess.	Tons.	Vess.	Tons.	Vess.			
1841..	62	15320	3	237	72	16057	613	67020	685	83077	49	13103			
1842..	58	1327	3	437	61	13664	641	62076	702	76735	41	11769			
1843..	54	1340	3	336	57	14076	600	55492	657	72565	43	12053			
1844..	58	1348	3	454	61	13912	533	55200	599	69102	37	13053			
1845..	63	1349	1	232	64	14781	532	51022	596	65503	40	11175			
302	70784	13	1696	315	72460	2924	294585	3239	367255	210	61211	5	922		
1846..	68	19514	..	86	19514	651	6514	739	84655	43	11637	96	85505		
1847..	147	30130	19	4590	166	34720	819	81274	985	11594	95	24013	12	423	
1848..	330	60232	28	28584	458	85516	919	90052	1377	17863	319	6223	112	26776	
1849..	209	40401	63	14585	273	54936	775	72132	1047	127118	103	26560	51	11917	
1850..	275	51935	15	23787	390	75772	629	58117	1019	13389	163	3893	118	24682	
1846	1049	202292	325	71546	1374	27380	3793	366713	5167	640524	723	16226	293	67476	
1847	302	70784	13	1696	315	72480	2924	294505	3239	367285	210	61211	5	922	
1848	1351	273046	338	73242	1659	346288	6717	661521	8406	1007809	935	224137	298	683093	
1849	to 50	1039	20328	869	7191	1928	273239	5418	101713	288	65554	806	165269	986	65527
Incl... 747	13147	312	69850	1039	20328	869	7191	1928	273239	5418	101713	288	65554	806	16527

These Tables show, that during the ten years ending 5th January, 1850, there entered these ports from Foreign ports tonnage to the extent of 340,288 tons, of which 73,242 tons were Foreign shipping; and from Great Britain and Coastways 60,152 tons; total Inwards 1,007,809 tons. That tonnage to the extent of 292,535 tons cleared out for Foreign Ports, of which 68,308 tons were Foreign shipping; and for Great Britain and Coastways 634,847 tons; total Outwards 987,332 tons. There were registered to these ports 1,146 vessels of 144,401 tons, and the Customs' duties collected therein were £1,86,845. Comparing the five years ending 5th January, 1850, with the five preceding years, there was an increase on the Foreign trade of 201,328 tons, of which 69,850 tons were Foreign Shipping; and on that with Great Britain and Coastways 71,911 tons; total Increase Inwards 273,239 tons. The increase Outwards on the Foreign trade was 103,165 tons, of which 63,554 tons were Foreign shipping; but on the British and Coasting trade, although there was an increase of 286 vessels, the tonnage decreased 6,527 tons, the total increase Outwards was 161,742 tons. There appears to be an increase of 4,000 tons in the registered shipping, which is owing to these vessels being registered annually; but the actual increase of 1850 over 1845 was 7 vessels and 821 tons, and there was also an increase on the Coastways, 34,415 tons, or 10 per cent.

Years ending 5 Jan.	INWARDS.		OUTWARDS.				Regis- tered Tugs. £	Customs' Duties collected. £
	Foreign Trade. Brit. and Coasting Tugs.	British Foreign Trade. Tugs.	Foreign Trade. Brit. and Coasting Tugs.	British Foreign Trade. Tugs.	Shipping Tugs.			
1851 ..	32,923	14,255	33,383	23,624	14,674	35,732	12,291	160,179
1852 ..	38,719	33,812	43,433	27,452	24,436	46,569	13,521	159,431
1853 ..	32,688	20,727	48,591	22,685	16,900	59,148	13,203	155,088
1854 ..	33,862	24,994	51,902	19,297	20,162	58,472	12,376	162,771

The trade of this port, therefore, for the year ending 5th January, 1851, was 85,476 tons Foreign, and 69,115 tons in the British and Coasting trade. In 1852 the Foreign trade was 124,419 tons, and the British and Coasting 90,002 tons; being an increase on the former of 38,943 tons, and on the latter 20,887 tons. In 1853, the Foreign trade was 93,000 tons, being a decrease on the year of 31,419 tons; the British and Coasting trade was 107,739 tons, being an increase of 17,737 tons. In 1854 the Foreign trade was 98,315 tons, and the British and Coasting trade 110,374 tons; being an increase on the former of 5,315 tons, and on the latter of 2,635 tons. The registered shipping, which consisted of 101 vessels of 12,291 tons in 1851, had decreased 1 vessel, but increased in tonnage 85 tons, and there was also an increase in the Customs' duties of £2,592. In the registered tonnage of January, 1854, is included the iron screw steamer *European*, owner Mr. J. Russell; her net tonnage is 300 tons, and with her engine rooms measures 444 tons; she was then employed in the London trade. The number it appears has been increased since then to six large sea-going screw steamers, 3,963 tons, builder's measurement, including the *European*, all of which are now the property of the "London and Limerick Steam Ship Company." Although there were thirteen steamers in 1851, navigating the Upper and Lower Shannon, if registered they have not been inserted in a parliamentary paper (141,) ordered to be printed by the House of Commons 29th March last, and purporting to be "A return of the whole of the registered Steam Vessels of the United Kingdom, on the 1st January, 1854."