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LETTER TO THE RIGHT HONOURABLE LORD JOHN RUSSELL ON THE EXPEDIENCY OF PROMOTING RAILWAYS IN IRELAND VOLUME 59



RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 84 pages. Dimensions: 9.7in. x 7.4in. x 0.2in.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1849 Excerpt: . . . of the rising water at the Light House rapidly communicated to the water at the Custom House. Should this position prove correct, the ebb tide can have no power on the Bar beyond the force derivable from its weight of water, with the generally trivial aid of the stream of the Liffey. Supposing it practical to remove the Bar, the cause of its formation must likewise be obviated, to secure any permanent advantage from such removal. Another Engineer, indeed, in his observations on the drift of sand on the Bar when disturbed by shoal scrubbers, found that in various winds, the first ofc the flood carried the sand towards Sutton; that in the progress of the flood tide the sand was carried northward, directly upon the North Bull; and lastly, in a north-west direction towards Clontarf; but at no time of the flood was it carried into the Harbour. It is not less fortunate than singular, that an east or south-east wind did not aid a flood tide in carrying some portion of the agitated sand into the River; but perhaps a phenomenon so propitious to a favorite theory, may at some future pei iod submit to the ordinary laws of nature. The report of the Directors General of Inland Navigation, (December, 1814) states, that comparing the survey of Captain Bligh with the chart of Messrs. Scale and Richards, they found that although the water in the Bar had increased, yet that the passage to the...

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