PLAN

FOR A COMPLETE HARBOUR AT

HOWTH-TOWN,

FOR THE USE OF

HIS MAJESTY'S MAIL PACKET-BOATS, MERCHANTS SHIPS, IN CASE OF STORM,

AND

FISHING VESSELS TO SUPPLY DUBLIN MARKET:

With Remarks on all the Plans for the Improvement of the Harbour or Bay of Dublin for the Shipping: No Plan for either of these Purposes having been fully recommended or approved of as likely, if executed, to improve either of them:

AND SHEWING,

That neither the Harbour or Bay of Dublin are capable of further Improvement for the Safety or Convenience of the Shipping, except a little East of Dunleary Pier, where there should be a good Pier.

BY THE HON. AND REV. WM. DAWSON.

Naturam expellas furcâ; tamen usque recurret,
Et mala perrumpet furtim fastidia victrix.
In all, let Nature never be forgot. POPE.

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MAY, 1805.—*PRICE*, SIXPENCE *HALFPENNY.*

PLAN

FOR A COMPLETE HARBOUR AT

HOWTH-TOWN, &c.

THE original plan for the mail packet-boats ſailing from a pier, to be built at the eaſt of Howth town, was by Mr. Dawſon in February 1801, and was printed and given out in May following, under the title of "The Mail from London in Dublin, in the ſhorteſt poſſible Time."

Its contents are in the following paper, which was printed and given out:

The Mail from London in Dublin in the ſhorteſt poſſible Time! and the Mail from Dublin in London in the ſhorteſt poſſible Time!

A PLAN mentioned Dalkey Sound as a proper place for the mail packet-boats to ſail from and to, inſtead of Dublin. Dalkey Sound would not anſwer for this purpoſe, as it is three miles ſouth-eaſt of Dublin, and as far from Holyhead harbour as Dublin is; it is, beſides, ſeven miles from Dublin, by land, to the common by it; and this Sound is frequently very dangerous, on account of its deep

great current, and its being ſtraight open to the ſouth and north, and having a very dangerous rock in the middle of it.

Moreover, off Dalkey, eaſt ſix miles, is the Kiſh-bank, five miles long, running ſouth to near Bray-bank, two miles long, running to near Codling-bank, four miles long, running eaſterly, and lying between Bray and Wicklow. The two firſt banks have only from one to three fathoms water over them at low tide, and Codling-bank not ſo much.

However, if it ſhould be required, that the Dublin mail ſhall ſail from Ireland at a given hour, eight o'clock in the evening, thus putting a ſtop to the mail waiting in Dublin, as it does at preſent, from half paſt ſix o'clock in the evening to, frequently, half paſt ſix next morning, for the high tide, and that it might arrive at Holyhead before twelve o'clock at noon next day, when the mail coach muſt, at the lateſt, ſet off for London, (going the ſhorteſt road by about thirteen miles, the new Welch road by Capel Cerig, and through Shrewſbury, Birmingham, and Coventry), let it ſail from and to the ſheltered eaſt harbour of Howth town. This harbour muſt have a very ſhort pier (for if it was a long one, it would greatly impede the going out and coming in of veſſels, and be uſeleſs for ſhelter, as all the veſſels will lie with their heads, ſouth, to the ſhore) built eaſt of it, running north with a turn, at the end of it, to the weſt: it muſt have a wall from Howth-hill, on the rocks, which are dry about half tide, and an open piling from this wall to Carline-rock; theſe rocks are weſt and north-weſt of this propoſed pier; and it muſt alſo have an open piling from Irelands' Eye, to incloſe with it Thullock

and

and Rellick Rock dry at low water, ſouth of it, and the ſand with ſome ſunken rocks, weſt of theſe rocks.

Irelands' Eye and this incloſure would give complete ſhelter to the chief part of Howth Sound from the eaſt and north-eaſt winds; and Irelands' Eye having very deep water round it, (except north-weſt of it, where the water is only about twelve feet deep at low water, ſufficiently deep for the mail packet-boats), will afford good ſhelter to ſhips, which may ſeek for it there, againſt all winds. Howth Sound and this propoſed harbour have excellent anchorage. There is a conſtant ample ſupply of excellent freſh water running almoſt cloſe to this propoſed pier.

When the mail packet-boats ſhall uſe this harbour, they will frequently croſs the channel in ſix hours: they will lie always afloat, and will ſuffer no delay from tide, bar, rock, or ſand-bank, and will beſides have a ſhot out from this propoſed pier, which will enable them, even in the moſt contrary winds, to go off to ſea.

Howth-town harbour is ten miles nigher to Holyhead harbour than Dalkey Sound is, and has much more favourable winds for ſhips to and from it, and is beſides as near to Dublin as Dalkey Sound is.

Thus the traveller, with the mail from Dublin to London, by going ſeven miles by land, will ſave ten miles by ſea, generally the moſt tedious and diſagreeable miles of the voyage to Holyhead, avoid Dublin Bar, and ſail only fifty inſtead of ſixty miles.

Howth-hill is in about a ſtraight line eaſt from College green, Dublin, to the entrance into Holyhead Bay. Howth-town-mount, the Daniſh fort,

commands completely this harbour, both at ſea and land ſides; ſo that it might be eaſily guarded againſt an enemy's ſhip; and perhaps no part of the coaſt of Ireland could be ſo eaſily, or at ſo trifling an expenſe, guarded againſt an enemy as this harbour and Howth-hill. Howth-hill could, at a ſmall expenſe, be inſulated. In caſe of war particularly this harbour would be extremely valuable for the mail packet-boats. Its ſituation, with reſpect to Great Britain, reſembles Dover, in England, with reſpect to the Continent of Europe: but Howth-town harbour is in a ſheltered bay, and Dover harbour on an expoſed ſtraight coaſt. The Iriſh mail often meets with as much delay between Dublin and Holyhead, as the mail from London would to the Continent, if it ſailed down the river Thames to it, inſtead of ſailing, as it does, from Dover to it.

This propoſed harbour will have fifteen feet water within its pier at low water, at ſpring tides, and will be juſt by the ſhip-courſe from Dublin to Belfaſt, north of Europe, Scotland, Iſle of Man, Whitehaven, and Liverpool. Merchant ſhips, alſo, for Dublin, from the ſouthward, could, in caſe of not being able to make Dublin, ſhelter here.—It is well known, that theſe ſhips, in order to avoid the chain of ſand-banks, along by the ſhores of Wexford, Wicklow, and Dublin, and the Kiſh-bank eaſt and ſouth-eaſt of Dublin harbour, run in about mid-channel, and make near Howth-hill coming to Dublin. Dublin market would be, probably, as well again ſupplied with fiſh as it is now, if this harbour was made complete. There are great looſe ſtones in abundance about this ſtation, proper for building this pier and wall with.

The

The preſent light-houſe on Howth-hill would anſwer very well for this propoſed harbour, which will require alſo a ſmall lantern on its pier head.

The road from Dublin to Howth is in the proper line, except from Raheny town to Kilbarrick ruined church, on the ſtrand, where it muſt run in a ſtraight line from the one place to the other.

The neceſſary expenſe of erecting this pier, wall, and two pilings, which would anſwer here better than wall, will be about twenty thouſand pounds.—This ſum will make it a complete harbour, of ineſtimable value for the mail packet-boats, the merchant ſhip in a ſtorm, and for the fiſhing boats, which ſupply Dublin market.

At Holyhead, a ſmall pier running eaſt, on the rocks, from the iſland is very much wanted for the mail packet-boats to lie afloat at, and to enable them to lie out ſo far from the ſhore, that they could always in a contrary wind, ſhoot out to ſea.

Dublin, Feb. 1803. *Wm. DAWSON.*

Prevention of Shipwrecks iu Dublin Bay: with Remarks on all the Plans for the Improvement of the Harbour or Bay of Dublin for the Shipping.

THE propoſed pier, at the eaſt ſide of the eaſt harbour of Howth-town, which ſooner or later muſt be built, will be the greateſt preſervative againſt ſhipwrecks in Dublin Bay, that can poſſibly be adopted.

Theſe ſhipwrecks almoſt all happen when it blows a ſtorm from the ſouth-eaſt. Ships thus wrecked are moſtly bound to Dublin, ſome to other

other places and taken by the ſtorm in the channel, eaſt of the bay. The caſe is, that there is no ſafe place for ſhips to reſort to in the bay of Dublin, in caſe of ſtorm from the eaſtward; when the tide is more than half in, they may run up to Dublin.

Suppoſe one of theſe two piers built in the bay of Dublin, in almoſt the only places they could be ever of any uſe, one a little eaſt of Dunleary (from whence, ſome time ago, a canal for ſhipping, which never would be uſed, if made, and which would be always a nuiſance, to the docks between Dublin and Ringſend, was thought of, the coſt of which alone, excluſive of its port, was eſtimated at about £.400,000)—the other pier at Sandycove, about one mile and a half eaſt of Dunleary; either of which would coſt a great ſum of money, as they muſt, to be of uſe againſt ſhipwrecks, have fifteen feet water within them, at low water ſpring tide.

There is a ſand bank, called the Kiſh, about ſix miles long, lying ſouth-eaſt of Dublin Bay, which ſhips cannot paſs over, except ſix hours every twelve, that is, when the tide is at leaſt half in, and that in moderate weather: This bank would prevent ſhips, to the eaſt of it, from coming to a pier either at Dunleary or Sandy-cove, at leaſt ſix hours every twelve. If they happened indeed to be, at the time of the ſtorms commencing, at the north eaſt of the bay, then they might get on to either of theſe piers and get ſhelter: but to a ſhip in this exact ſituation, Howth-town harbour can be much eaſier come at, and is cloſe by, when either one or the other of theſe two piers would be about nine miles off.

It

It appears, in conſequence of the Kiſh-bank, that it would be attended with difficulty and delay, to a ſhip bound to Dublin, to go to either of theſe piers at any time; and for a ſhip to get eaſily from either of thoſe piers, ſhe muſt have a wind from the land, for the Kiſh-bank is eaſterly of her here, and ſhe is about one mile and a half out of the line of the current of the tide, which flows from the ſouth channel up to Dublin.

As to a pier in Dalkey Sound, or a wall from Dalkey Iſland northward to Lamb Iſland, to break off the eaſt ſea from waſhing into the middle of the Sound, either one or the other of them would coſt a great ſum of money; neither of them would be worth five pounds a year to the ſhipping, nor even to the few open boats kept near it, at Bullock. No ſhip ever goes, or ever will go, into this ſound, on account of the Kiſh-bank ſix miles eaſt-ſou-eaſt of it, the great current in it, the very dangerous rock near the middle of it, the want of anchorage in it, the want of ſhelter, which no pier or piers could give it, and its dangerous rocky coaſt.

The mail packet-boats, not being able to make Dublin in conſequence of the wind blowing againſt them, from the weſtward, which it does two-thirds of the year, and not able to make Dublin except when the tide is at leaſt half in, wait commonly, if the tide ebbs, above one mile off Dunleary, but never go to it, though they ſometimes might eaſily; for if they did go to it, they would be above one mile beyond the line of this current of the tide, which flows from the ſouth channel to Dublin, and flowing drives them to their ſtation, the pigeon-houſe. Ships cannot eaſily get out from Dunleary, except when it

blows

blows from the land, or when towed out, back to this current.

However Dunleary ſhould have a good pier more eaſtwardly than it has, into deeper water, as it is the only place at the ſouth ſide of the bay, where a pier could be of any uſe for the ſhipping and as ſhips go there with coal for the neighbourhood, and ſome fiſhing-boats are ſtationed there. If a ſhip is much embayed and that it blows a ſtorm from the eaſtward, and that ſhe has not water ſufficient to enable her to croſs the bar, Dunleary is the only place ſhe could ſhelter at or go to, being the moſt to leeward.

On the north ſide of the bay, there cannot be a pier, by reaſon of the North Bull ſand and Dublin-bar, through neither of which a ſhip-paſſage can be cut, or if cut, could not be maintained, as the ſand would ſoon riſe again to its natural level. The North Bull ſand, after ſpreading from the eaſt of the north Liffey wall to Howth-hill, forms a peninſula, about one mile and a half long, running ſou-weſt to a point near the South Buoy, about half a mile ſou-ſou-eaſt of the light-houſe. The channel of the river Liffey after running eaſt from Dublin and paſſing the light-houſe, meets the peninſula of the North Bull, eaſt of it, which forces it to the ſouth for upwards of half a mile and then off into the deep ſea-water at the eaſt.—This channel, in its ſouth courſe, has only, at low water, about nine feet water, though for about one mile weſt of the light-houſe, it has about two fathoms, or twelve feet water; this ſhallow of nine feet water only, in the bed of the river is its bar. Every river almoſt, by nature, has, and muſt have, its bar or ſhallow at its mouth, if expoſed to the flow of the Sea, for the flowing tide-water ſtrikes againſt

againſt a portion of ſand, at the river's mouth, and the river-water flowing ſtrikes againſt an oppoſite ſide of the ſame portion of ſand, ſo between thoſe two oppoſite, contrary actions a ſhallow or bar is formed.

The ſand, brought into the bay by the flood-tide and returned from the weſt of the bay by the ebb-tide, is not the cauſe of the bar of the North Bull, nor the cauſe of the bar in the bed of the river Liffey; what has juſt been mentioned is the cauſe of the bar in the bed of the Liffey. The bar of the North Bull, which forms part of this inclined plane to the bottom of the bed of the River-bar, is only the ſou-weſt end of the North Bull, and formed a ſhaped probably by the flow and ebb of the tide only. The river Liffey, if the preſent bar of it was removed, muſt poſitively, by nature, have another bar or ſhallow inſtead of it, and no reſervoir or reſervoirs, weſt of the light-houſe, could poſſibly be of uſe, either for ſcouring or deepening the channel of the river Liffey.

Every river has its banks from its ſource to the ſea; theſe banks direct, twine, and confine its courſe. This peninſila of the North Bull is for near a mile, the eaſt bank of the river Liffey, and the South Bull, for near the ſame diſtance, is the weſt bank. Cut, if poſſible, a channel for the river ſtraight out eaſt, through the peninſila of the North Bull into the deep water and cloſe up the natural ſouth channel,—The ſame cauſe muſt produce the ſame effect, and a new bar muſt be formed at the junction of the river and great ſea-tide. Suppoſe this artificial channel cut through the North Bull, three feet deep, as deep as the natural channel, which is impoſſible; but ſuppoſe this artificial channel made, and the natural ſouth

channel

channel ſtopped up, by continuing, if poſſible, the ſouth wall out eaſt, over the North Bull. This removal of the channel, more to the north, would be a very great injury to the ſhipping, as it would prevent them from coming ſtraight into the river from the great anchorage off Dunleary, where they lie waiting for the flow-tide to drive them into the river. If this artificial channel was the only one, the ſhips bound in and at anchor off Dunleary, muſt tack to the eaſt for two miles, and then ſuddenly due weſt, up the river.

This would always cauſe great delay to them, and, in caſe of ſtrong eaſterly wind, be impoſſible for them to do. Beſides, this artificial channel never could be kept ſo deep as the natural one, ſo we ſhould have a bad and frequently very inconvenient channel ſubſtituted for the preſent convenient one. This peninſula of the North Bull, which is a bar between the due eaſt ſea and Dublin, has only one fathom water over it at low water, ſo that ſhips drawing twelve feet water cannot come up to the light-houſe from the due eaſt except the tide-water is at leaſt half in. Keeping the channel, and coming up from the ſou-eaſt, they may get to the light houſe at leaſt an hour ſooner than over this peninſula. This peninſula thus blocking or baring up the ſtraight entrance from the due eaſt ſea for ſix hours in every twelve, is certainly a great hurt to the trade of Dublin. This peninſula is about three quarters of a mile broad, from weſt to eaſt, and near a mile long to the ſou-weſt, and is almoſt flat and very hard. Part of it might, at low water, poſſibly be dredged and worked down one foot; but to maintain this one foot additional depth, dredging all the year through would be neceſſary. This dredging would be attended with

with great expenſe, would be very tedious, very dangerous to the men employed at it, and would greatly impede the trading veſſels in their courſe from and to Dublin, and no advantage would be derived from it to the ſhipping, except that they might go up towards the Pigeon-houſe, from the due eaſt, perhaps a quarter of an hour ſooner than they do at preſent, for as to their going out from Dublin or the Pigeon-houſe, that muſt always be with the firſt of the ebb. For every inch of water that ſhould, by dredging, be gained on this peninſula of the North Bull, the natural channel of the river, which is ſou-weſt of it, would become ſo much the ſhallower. This natural channel is preſerved by the river-water running down in it, particularly when it has great power, for the two laſt hours of the ſea-ebb. In proportion as you divert or ſpread this run of the river, by drawing it over the peninſula of the North Bull, you muſt loſe depth of water over the river-bar. So that lowering the bar of the North Bull is raiſing the bar of the river, and conſequently ſhallowing the water over it; and ſhips coming in early on the flow-tide, or going out late on the ebb, always run in this natural river channel.—There is two feet more water now in the natural channel of the river, ſou-eaſt of the Light-houſe, than could be had in an artificial one, by dredging or working, ſtraight out, due eaſt, over the North Bull peninſula.

Rivers owe their depth, in a great meaſure, to their banks; take away the bank and the river ſpreads and conſequently its depth is loſt: take away the ſhallows or bars in the bed of a river, above the influence of the tide water, and you preſently drain it. The river Dodder carries a

great deal of gravel and ſand down into the river Liffey, and depoſites it againſt the Liffey's North Wall oppoſite. This ſtuff, before the building of the North Wall, was carried off to the North Bull, and from that, by the ebb-tide, out to ſea. This artificial bank is frequently dredged, and by that means the river here is kept at its natural depth. Cloſe to the eaſt of this, oppoſite Ringſend watch-houſe, the river has been dredged, for ballaſt, about 80 years paſt, ſtill the water here is no deeper than it was before the dredging began. A man may walk acroſs the river here, at low water; the water and mud will only come up to about his knees. As there is, and always muſt be a want of water for the ſhipping above the bars, the removal of them, which is impoſſible, would be attended with no advantage, except to enable ſhips, an hour and an half ſooner than they do, to come up as far only as between the Light-houſe and the Pigeon-houſe. No permanent depth of water, for ſhipping, ever was obtained, any where, below the low water-mark and natural level of the ſand, where the ſea and tide had full power; therefore it is vain to expect any additional conſequential depth of water on the peninſula or bar, as ſome call it, of the North Bull as long as it ſhall be ſubject to a ſimilar influence from the ſea-tide.

The river-water, after paſſing the Light-houſe, now confined in its channel by its bank, the peninſula of the North Bull, has full power of maintaining its channel at its preſent original depth, about two hours, the firſt of the flow-tide, and two hours the laſt of the ebb; this power is the cauſe and preſervation of the channel, where it now is.

A wall,

A wall, if poſſible, from the ſou-weſt point of this peninſula to the land northward, would be more likely to cauſe a foot more water on the bar in the bed of the river, than the greateſt quantity of water, that could poſſibly be let down from any reſervoirs, which might be made weſt of the Pigeon-houſe, to ſcour and deepen the channel, for, by this wall, the flow and ebb of the ſea of the harbour muſt run with a very ſtrong current, being confined to the actual channel of the river at all times of tide. This again would be very bad, as it would cauſe a difficulty, very often, of coming in and going out for the ſhipping by the channel from the ſou-eaſt, and prevent them totally from coming in from, and going out to, the due eaſt, as they do when the tide-water is at leaſt half up. This wall would run from the north ſhore to near the South Buoy of the North Bull bar, conſequently it would confine the ſhipping going out or in, to the river channel, which runs due ſouth from the Light-houſe for above half a mile. This wall would be a lee-wall, to the ſhipping, for above half a mile, two-thirds of the year, as the wind blows ſome point from the weſtward two-thirds of the year. Ships could ſcarcely be in a more dangerous ſituation than they would be in very frequently in this channel, thus walled in from the eaſt.

This wall would be three miles long, could not be built, except at an immenſe expenſe, and could not probably be maintained in ſuch an expoſure, if built. Suppoſe it built; it is impoſſible but it muſt either ſoon ſink and diſappear, that part of it built north of this peninſula, in the moraſs, or be completely covered by the ſand, brought into the bay by the tide from the ſouthward. The ſand

 has

has accumulated and riſen againſt the ſouth ſide of the ſouth wall, ſince its being finiſhed, about twenty years, ſixteen feet, as high as it can go, and formed a dry and daily increaſing bank to the ſouth-eaſt.

A wall from the north ſide of the bay to the river, in whatever courſe it might get, would be much more likely to accumulate the ſand than the ſouth wall, as it would be directly oppoſite to the coming in tide, which brings in the ſand, and is ſheltered from the eaſt wind by Howth hill.

This wall would, indeed, ſhelter about a mile of the river, within the Light-houſe, from the eaſt-north-eaſt wind; but no wind is bad or dangerous in the harbour or bay except a ſouth-eaſt ſtorm, which may drive veſſels on the north Bull. And as to an eaſt-north-eaſt wind, as there is very little depth of water, and ſhelter from Howth-hill and the north coaſt of the bay, in this direction, no bad accident ſcarcely ever happens to the ſhipping from ſuch a wind. A wall from this point, or an incloſure of any kind at it, would almoſt block up the ingreſs and egreſs, for veſſels at the mouth of the harbour, for it is only for three hours now, at the firſt of the flow tide, that they can come in, and for three hours at the firſt of the ebb, that they can go out, for they have not water ſufficient at any other time to enable them to croſs this peninſula or bar, or to go up or down the river, and if the wind is fair, it is always over this peninſula that they paſs.

Any wall from the north ſide of the bay, eaſt of Clontarf ſheds, to the river Channel, Spit-Buoy, muſt ſtill leave the north Bull open for ſhips to drift on.

This wall would not prevent a ſingle a ſingle ſhip-

ſhip-wreck on any part of the north Bull; nor could an harbour or light-houſe, at the ſouth-eaſt end of it, be of the ſmalleſt uſe. No veſſel has any buſineſs to ſtay near it, except ſometimes waiting for water, where they have very convenient, good anchorage in the river, and ſhelter againſt the ſouth eaſt and ſouth-weſt ſtorm, from the ſouth wall. This wall would be the greateſt receptacle of ſand that could be introduced here, and an accumulation of ſand would immediately, on its being finiſhed, enſue, and ſoon exclude the ſea altogether from the whole of the north Bull, that is, from Howth-hill to the north wall, oppoſite Ringſend, and after that continually drive the channel of the river more and more ſoutherly.—And if this wall laſted thirty years, there would be no main ſea nigher to Dublin than the eaſt bank of the north Bull-bar, that is above a mile and half eaſt of the light-houſe. It may be ſaid, that the excluſion of the ſea altogether from the north Bull would be for the better; ſo it would except for the reaſons juſt mentioned and that it would prevent the ſmall craft from tacking in or out over it, reduce the navigation to the river channel only, down, the whole way, to above half a mile beyond and ſouth of the light-houſe, by keeping off the main ſea to the ſame place and diſtance. The ſand, which now is drove, by the tide, on the north Bull and harbour, is again, as from the earlieſt time, drove back again to the eaſtward, by the ebb-tide and by the Liffey, Dodder and Ballybough rivers; this united power is ſtronger than that of the flow-tide, ſo the original depth of water in the harbour and on the north Bull is maintained, except that the ſouth wall may, by

ſhelter, have riſen the weſt part of the north Bull a little.

But a wall, from the north of the bay to the channel, would prevent any ſand, brought againſt this wall, from never going off again, as long as this wall continued.

No wall eaſt of the eaſt end of the preſent north wall, and at the north ſide of the river Liffey, whether run eaſt, as a continuation of the north wall, or run from the north ſhore or near the north ſhore, to the Spit-Buoy, which is a little north of the light-houſe, or from the north ſhore to the ſouth-weſt point of the north Bull-bar could poſſibly be of uſe either to ſhelter, direct or deepen the river. Such a wall would prevent the ſmall craft, bound in and out, to extend their tacks, over the ſand towards Clontarf and over the north Bull, which is neceſſary for them to do in caſe of contrary winds; ſo it would be a great injury to the trade and to Dublin.

The river from the Pigeon-houſe to the Light-houſe is three feet, by nature, deeper than it is, or ever will be, at its mouth and bar, ſouth-ſouth-eaſt of the Light-houſe, therefore it is as deep as it ought to be. And as to a reſervoir, cauſed by daming up the river Liffey, oppoſite Ringſend, to ſcour out the channel of the river, ſuch a reſervoir would always be a nuiſance, impede at all times, more or leſs the paſſage of veſſels up and down the river, flood a conſiderable part of the city, cauſe a damp in moſt of it, keep the ſewers almoſt always cloſed up, and conſequently cauſe horrid ſtench, fevers and the plague in the city.

In ſhort, neither the harbour or bay of Dublin are capable of further improvement for the ſafety or convenience of the ſhipping, except a little eaſt

of

of Dunleary Pier, where there ſhould be a good Pier.

Since neither Dublin bay nor Dublin harbour can offer, at all times, a ſecure retreat for ſhips in, or eaſt of the bay, in ſtorms, we are truly fortunate in having cloſe to the bay and in the moſt convenient ſituation, the beſt ſmall harbour on the Iriſh coaſt, viz. Howth town eaſt harbour, wanting little elſe but a ſhort pier eaſt of it, with fifteen feet water always within it, and which would coſt not much more than twenty thouſand pounds.

This harbour could eaſily be reſorted to in all winds and at all ſtates of the tide by ſhips of all ſizes, in caſe of their meeting with a ſtorm off Dublin bay. Thus ſhipwrecks in Dublin bay would, in a great meaſure, be prevented.

It is aſtoniſhing, that the eaſt harbour of Howth-town has not been the place for the ſhipping of the Dublin mail for London ever ſince the firſt connection of England with Ireland, as it is always eaſy to ſail into it or from it, and as it is ten miles nigher to Holyhead than Dublin is. The Dublin mail would, from Howth-town, generally arrive one day ſooner in London than it does at preſent, and the London mail, to Howth-town, generally one day ſooner in Dublin than it does at preſent.

This mail would go by Holyhead and by the new Welſh Capel Cerig road, Shrewſbury, Birmingham and Coventry, viz. fourteen miles the ſhorteſt road to London, and twenty miles leſs than this mail goes at preſent.

It is alſo aſtoniſhing, that this propoſed pier, eaſt of the eaſt harbour of Howth-town, has not long ſince been provided, for the accommodation of the fiſhermen, who ſupply Dublin market.—

If

If this pier was built, Dublin would immediately become as good and cheap a fiſhmarket as any in Europe. This pier and harbour would moreover be of very great value for convoys and revenue cutters.

Mr. Dawſon had a ſmall part of the above printed in the newſpaper, January, 1804.

Wm. DAWSON.

DUBLIN,
1ſt May, 1805.

PLAN of Work to be Executed at Howth for the complete Accommodation of the Dublin Mail from and to London.

ALL, that is neceſſary for ſtrengthening Howth-hill, which reſembles, in many reſpects, Gibraltar, as a ſmall military poſt, for the ſecurity of his majeſty's mail, is, that it ſhould have a ſmall battery and ſmall barrack cloſe eaſt of the Daniſh fort at Howth-town, juſt above the propoſed quay, to command the harbour, which muſt have a pier, eaſt of it, for landing and embarking at, having fifteen feet water always within it.—That it ſhould have an eaſt and weſt ſquare ſignal tower with due ſouth, north eaſt and weſt ſides and having their weſt ſide built the ſtrongeſt and grouted, the eaſt tower fifty yards high. And that it ſhould be made an iſland and have a fort with a depoſitory, where there is freſh water, at the Quarry, half way between Howth-town and Beldoyle, viz. one mile from each place, to command the gate going into and out of Howth-hill, and the ditch or foſſe, to be made from ſea to ſea. The ſea, at high water, would run through this foſſe, about one mile long, from Beldoyle channel to Sutton Creek channel,

channel, and the water would be kept up in it by means of two ſluices. No ground could command this fort, which ſhould be large enough to accommodate a conſiderable military force, which might come from Dublin or England: Liverpool is oppoſite to Howth-town. This fort, ſix miles from Dublin, would be the ſtation for the mail-coach horſe-guard, which would have occaſion to ride with the coach all the way only between Dublin and this fort, as from this fort to Howth-town harbour would be in the iſland of Howth, conſequently all would be ſafe. The mail coach will run from Howth-town to the poſt-office in Dublin, ſeven miles, in one hour, when the road, about a mile long, ſhall be made for it ſtraight from Kilbarrick ruined church, on the Strand, to Raheny-town.

Howth hill could not be fortified, with cannon, along the ſea-ſide, cloſe to the water, as Gibraltar is, except at an immenſe and uſeleſs expence, nor defended except with an immenſe body of men.—Gibraltar is fortified to prevent the enemy from getting into it; but what is here propoſed for Howth-hill would, if executed, prevent the enemy from getting into it or out of it, except with the leave of the fort and battery.

The above battery, foſſe and fort are alluded to in Mr. Dawſon's publication with his map of Howth-hill, dated January 1803.

A very important fact ſeems to have eſcaped attention; it is, that the iſland of Angleſea is the centre of the population, and of the kingdom of Great Britain and Ireland, if that ſmall angle of Scotland, north of Murray Firth, is excluded.—Dublin is only ſixty miles ſail from this centre, and Howth-town only fifty. Berwick-on-Tweed,

which

which lies between Scotland and the county of Northumberland, in England, is about fifteen miles further from London than Dublin is.

If this pier, at the eaſt of Howth-town, was executed, the fiſhery from it would be more lucrative and uſeful than that from the Iſle of Man, and ſhipwrecks in Dublin-bay, as much as poſſible, prevented.

If the mail packet-boat ſailed from Holyhead to Howth-town and back, inſtead of from Holyhead to Dublin and back, ſhe would ſave twelve hours at ſea in every twenty-four ſhe now paſſes there. If the London mail come to Dublin thro' Coventry, Birmingham, Shrewſbury, Capel Cerig new Welſh road, Holyhead and Howth-town, inſtead of coming as it does, it would be generally one day ſooner in Dublin than it is at preſent, and the Dublin mail one day ſooner in London than it is at preſent.

The above road avoids Conway-ferry, is twenty miles ſhorter than that, which this mail goes at preſent from London to Holyhead, and fourteen miles the ſhorteſt road from London to Holyhead, and as flat and eaſy a road as any in Great Britain, for ſuch a diſtance.

Wm. DAWSON.

DUBLIN, *June*, 1804.

THE Legiſlative Union of Great Britain and Ireland imperiouſly calls for the alleviation, as much as poſſible, of the delay and difficulty the ſea between them cauſes to the intercourſe of their inhabitants. When the mail packet-boats ſhall be ſtationed at Howth-town, this delay and difficulty will be moſtly removed.

If Dublin ſhould be ſeriouſly threatened by an enemy

enemy from the interior, we ſhould have this foſſe, and its temporary fort, near Howth-hill, made in three days, as it would make Howth-hill a ſecure rallying place, and as it is the only place to which reinforcements to our army could come immediately to, from England, through Liverpool.

No ſituation in Ireland could poſſibly be found to compare with Howth-hill for ſtrength, convenience and importance, as a military poſt, in every reſpect. The particular plan of fort, for this ſingular ſituation, muſt come from one converſant in works of the kind

To ſum up the whole matter—When there ſhall be at the eaſt of Howth-town, a complete, fine, ſmall harbour, having a ſmall battery cloſe weſt of it—and a fort, having a foſſe from ſea to ſea, half way between Howth-town and Beldoyle—and an eaſt and weſt ſquare ſignal tower on Howth-hill, —and alſo a good pier built a little eaſt of Dunleary pier, into deep water——then every neceſſary deſirable work for the ſafety and convenience of the ſhipping in the harbour and bay of Dublin, and adjoining to the bay, will have been accompliſhed.

Wm. DAWSON.

DUBLIN, *1ſt May*, 1805.

FINIS.