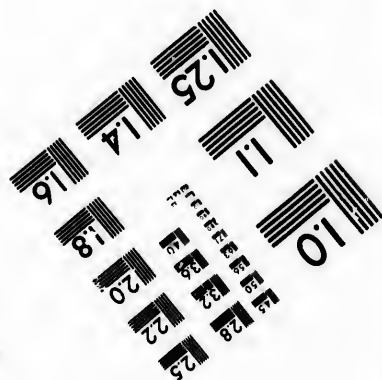
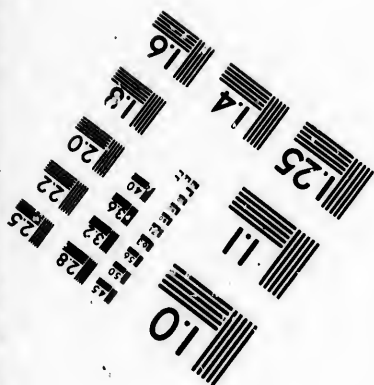
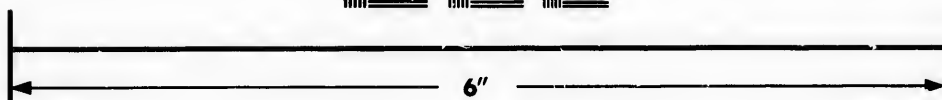
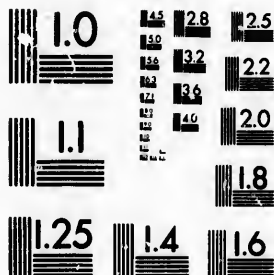


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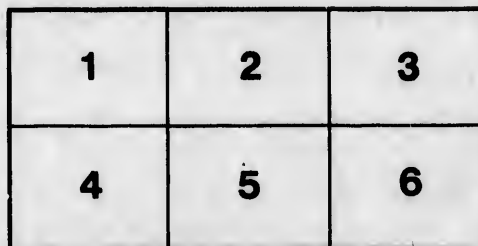
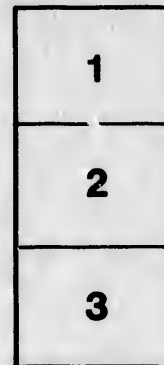
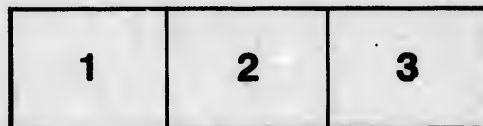
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REPORTS
ON
VALENCIA HARBOUR,
AS A
WESTERN PACKET STATION.

By MR. WALKER,
ENGINEER TO THE ADMIRALTY.

AND

By CAPTAIN WOLFE, R. N.,
TO THE HYDROGRAPHER OF THE NAVY.

TOGETHER WITH EVIDENCES AND OPINIONS OF VARIOUS
NAVAL AND SCIENTIFIC AUTHORITIES ON
THE SAME SUBJECT.

LONDON:
MESSRS. COPE, 7, KING WILLIAM ST., STRAND.

1858.



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REPORTS

of the Hydrographer

ON

VALENCIA HARBOUR,

AS A

WESTERN PACKET STATION.

BY MR. WALKER,

ENGINEER TO THE ADMIRALTY.

AND

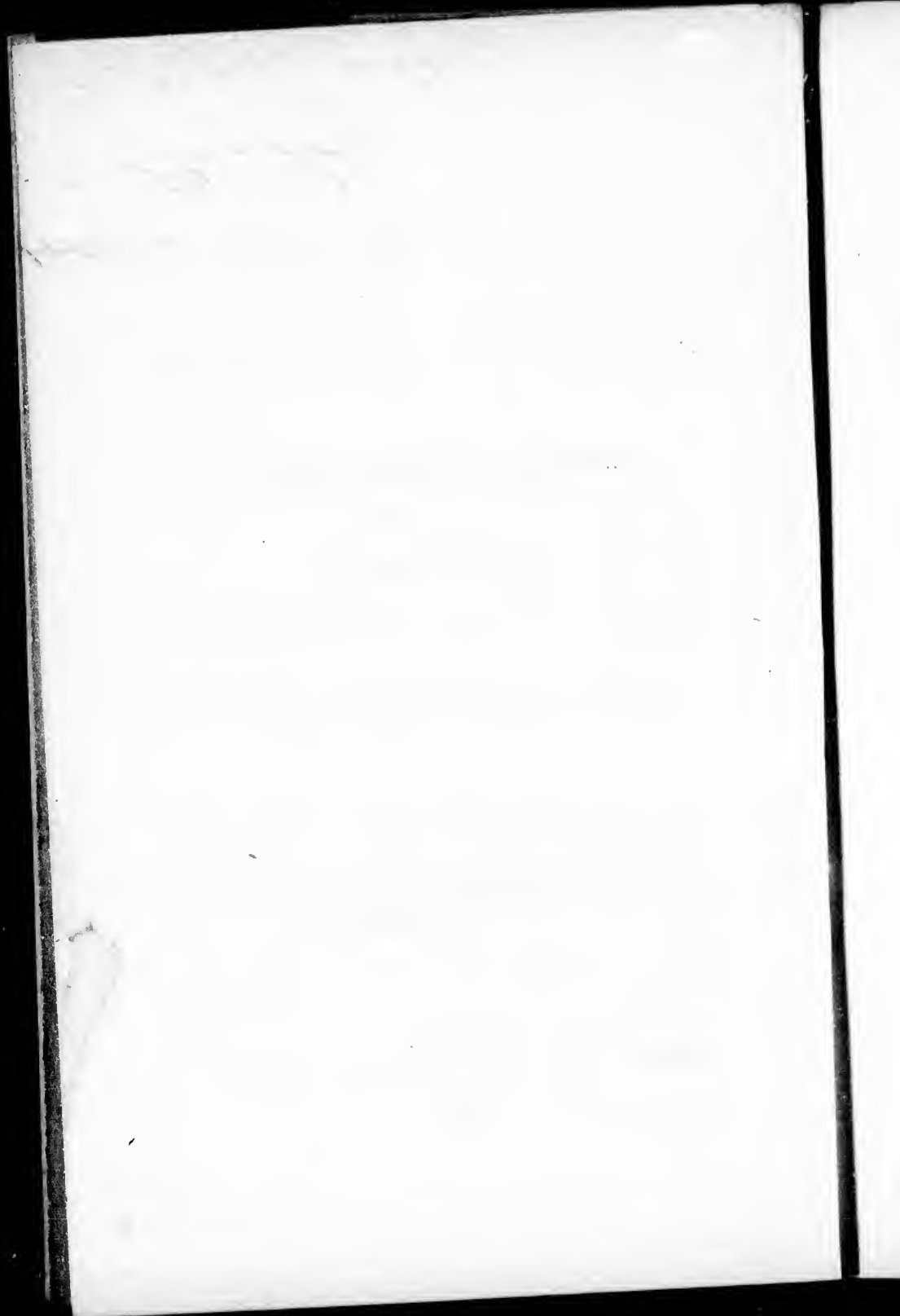
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IN now republishing the evidence and opinions on Valencia Harbour as an Atlantic Packet Station, originally compiled in 1847, there have been added some items of testimony since obtained which are very important, especially the official report to the Hydrographer of the Admiralty, of Capt. P. Wolfe, R.N., than whom, from his high professional character, and his long employment on the coast survey, no more competent authority on such a subject could be found. But the most recent as well as the most interesting testimony which has been borne to Valencia, as the most westerly port of Europe, is the fact of its adoption by the Atlantic Telegraph Company as the European terminus of their great undertaking.

It is hard to understand how those who claim for Ireland an Atlantic Packet Station on the plea of her *more westerly* position, can stop short of the *very most westerly point*, when at that spot there exists a harbour which without any Government outlay, possesses, in its natural state, all the advantages attributed to it by such authorities as Mr. Walker (Engineer to the Admiralty) and Captain Wolfe, and which is capable of such complete adaptation to the purpose in view, and at so small a cost. I cannot therefore but think, that ere long Valencia must be adopted. There is now wanting but 37 miles to make the Railway communication complete with Dublin, that want will doubtless soon be supplied, and as the race across the Atlantic is now beginning to be measured by hours, some Company must sooner or later avail itself of that route, which, in the recent report of the Packet Station Commission, was pronounced THE SHORTEST POSSIBLE BETWEEN EUROPE AND AMERICA.

At this moment Galway is in the ascendant, and

is sought to induce the Government to undertake there to construct a Harbour for a Trans-Atlantic Packet Station. When we recollect the sums of public money which have heretofore been outlaid, and which it is still proposed to outlay, on English Harbours, Irishmen ought not to complain of the intended expenditure on an Irish Port. It will give a Harbour of refuge where none exists at present, and it will tend greatly to develop the local resources of the district, but it is a great error to think of there placing a Packet Station, and it is to be feared, that the Company which has adopted Galway for such a purpose, must inevitably fail, and their failure will prove a very serious detriment to Ireland; everybody will know that the long-mooted question of an Irish-American Port has been tried and failed, while very few will be made aware that their failure arose from their having (unavoidably perhaps at this moment) selected a very unsuitable position for their experiment. They will also have placed great difficulties in the way of any parties hereafter seeking to renew the contest with Liverpool, even when prepared to avail themselves of the best and most westerly position which the Irish coast affords.

We have high authority (that of the late Admiral Sir F. Beaufort, Hydrographer to the Admiralty) for saying that it is an "absurdity to propose Galway or any place at the bottom of a deep gulf for a Packet Station." At Galway you are not only so placed, but you actually forego 62 miles of that extreme westerly position, on which Ireland chiefly bases her claims, and it is moreover to be observed, that a vessel starting from the bottom of such a gulf, has not merely to contend against her fair share of the westerly gales which blow during the winter with such force along the whole of that coast, but, as is well known to naval men, those storms from the shape of the shore, gather in upon her with accumulated force, and while contending with this formidable enemy, she is, for the chief part of those 62 miles, entangled with a most dangerous lee shore. At Valencia, on the contrary, these peculiar dangers do not exist, your place of embarkation is on "the brim of the ocean," in a quarter of an hour you are well out to sea, clear of all head-lands, and the passenger

who there takes ship, will have travelled in the most direct line towards his westerly destination, and availed himself of land and railway, to the very utmost extent which the physical conformation of the coast will permit. These, it will be allowed, are no trifling considerations, where the Postal and Passenger Traffic between the old world and the new are concerned. In such a matter the public will not long be content with any improvement unless they are satisfied that the very best and shortest possible route has been obtained.

It is scarcely needful to call attention to the advantages which Valencia, in common with other west of Ireland Harbours, possesses as a Packet Station in its freedom from those risks of collision, which are so peculiarly incidental to the Channel navigation; scarce a week even now elapses without an alarming notice in the papers of "*Collision in the Channel*," but it should be remembered that as vessels multiply and the speed of steamers (especially of ocean-going Steamers) increases, this danger is augmented in a fearful ratio. The escape likewise from the charges for Channel lights, is another and no inconsiderable item, in favor of an Irish Port. The Light dues incurred by a Liverpool Trans-Atlantic Packet were some years ago stated by Mr. Laurence, the American Minister, to amount to £62 for each voyage. These rates have probably, with the increased size of vessels, augmented rather than diminished since that time. To a vessel, on the contrary, starting from Valencia, the Light dues are quite insignificant, and the port charges none.

In conclusion it may be observed that whatever place is selected for a Packet Station, should be defensible. Now of Valencia it has been repeatedly asserted that the Harbour is not only easily defensible, but that, at a comparatively moderate cost, it may be rendered altogether impregnable; this assertion has never been contradicted, and its accuracy can now be readily ascertained by reference to the Officers of Royal Engineers, recently employed by Government, to inspect that and other portions of the west coast of Ireland.

P. FITZGERALD,
KNIGHT OF KERRY.

C O P Y
OF
REPORT OF CAPTAIN WOLFE, R.N.

DATED OCTOBER 1, 1849.

THE fitness of Valencia as a station for the Western packets has long been the subject of discussion, but hitherto its merits must have been more a matter of speculation, for want of an accurate survey of the harbour to permit of a correct judgment being arrived at on the subject. This being now completed, we can enter more fully into the objections which have been made against it.

But, in the first place, to dispose of the geographical question: if one great object is the reduction of the sea voyage, with its comparative greater uncertainty and risk, we need enter into no argument, as it can be easily shown to be the nearest port to America.

Two principal objections have been raised, viz., the narrowness of the entrance, and its limited extent. The latter admits of demonstrable refutation; and if it can be shown THAT IT POSSESSES SUFFICIENT AREA OF DEEP WATER FOR ALL THE STEAMERS IN THE NAVY, that objection will at once be set aside, and such will be seen to be the case on reference to the plan. Its capacity is, therefore, more than sufficient for all the packets that could be required, the shelter, from all points, not to be surpassed in any harbour, and the holding-ground of the best description—mud and sand.

With regard to the difficulty of the entrance, which is more a matter of opinion, let it be admitted that it is narrow—only 180 yards, yet this breadth does not continue more than a vessel's length, and the passage of this critical part is so momentary that its difficulty and danger are much diminished; although, in heavy north-west gales, there will appear from outside a line of breakers across the entrance, **YET A WELL-CONDITIONED STEAMER MAY SAFELY BE CARRIED THROUGH**, and a good leading mark may be easily established **WHICH MAY BE FEARLESSLY RUN UPON**. I have watched it in heavy weather, and never saw a continuous break. It is matter of doubt whether the passage of the Needles now used is not in the whole more difficult and intricate than this entrance. The shore, being low, admits of a true and steady breeze, which is greatly in favour of sailing-vessels coming in. This very narrowness effectually prevents any sea from passing the two points, so that immediately on passing the light-house you are at once in smooth water and safety. A boat may cross from Valencia shore to Beginnis in the heaviest gale, and it is matter of fact that the ferry-boat from Renard Point to Knightstown, badly found as she is, has been able to make her trips throughout the winter with the mail, with only three exceptions, during the last sixteen years.

As a landfall, Valencia has great advantages in the Skelligs on the one hand, and the Blasketts on the other; both are free from outlying dangers, **AND MAY BE BOLDLY RUN FOR**. The Skelligs are already lighted; and if a revolving light could be placed on the Foze, which is much wanted for the trade of the Shannon, **THE APPROACH WOULD BE PERFECT**. It has been objected that the great depth of water so close home to the shore does not

give sufficient indication of its proximity by the lead; but the edge of 100 fathoms' soundings is a WELL-DEFINED LINE, at a distance of about 25 miles to the westward of the Foze, and a depth of 45 fathoms would warn vessels of being within the line joining the Foze and the great Skellig.

The entrance to Valencia is well marked by nature, and the light-house on Cromwell's Point points it out more clearly on a nearer approach. The tides are regular, and not strong, never exceeding $1\frac{3}{4}$ knots at springs in the Narrows; the spring rise is from $11\frac{1}{2}$ feet to 12 feet. Building materials are abundant, of a very durable compact conglomerate, and the slate quarries of this place are well-known to be unsurpassed.

Among the improvements I would suggest, the chief is to subdue the light on Cromwell's Point, in the direction across the entrance, by ground-glass or otherwise. At present, owing to its being so close to the water, the glare from it dazzles more than assists at the moment of taking the Narrows. Secondly, the Harbour Rock affords a base 70 feet by 20 feet, sufficient for a small light tower, which, with a similar one on the back land, would form an excellent leading mark, and need only be used on occasions likely to require them. Thirdly, three buoys are wanted; one at the Clough-a-Vallig, at the entrance, one on the Fourteen-Foot Rock, and one at the Foot Point. It is not now the object to enter into a detail of all the requisite improvements which would naturally suggest themselves if the harbour should be ever used as a Packet Station.

I have not spoken of Lough Kay, but a glance at the plan will show that, with the usual aids to navigation, beacons and buoys, the passage through it up the Cahirciveen River, might be greatly improved; and this is, indeed, the true exit of that

river, avoiding the bar, which extends from Renard Point to Church Island. Vessels would find shelter under the Lamb Island and Blackrock, but the bottom is sandy, and the holding-ground not good.

Port Magee, the western entrance, in its present state, would afford shelter and safety to a large steamer inside Reencaheragh Point, and the passage to the Foot Point at the back of the island may be much improved by blasting some of the rocks which now render it so narrow and tortuous. Still, the fact of 8 feet to 9 feet low-water springs, which obtain for a considerable distance between the island and the main, must always render this passage dependent on the tide. Port Magee should never be attempted by sailing vessels but with the wind fairly in; with north-west winds it is unsafe, because, on passing Bray Head, the wind baffles with squalls, and the depth of water is too great for anchorage.

It may not come within my province to touch on engineering matters, military or civil; but I think it will be found that Valencia admits of being very strongly fortified as a military post; and for railway communication, the only difficulty appears to me to be about three miles along the shore of Dingle Bay, in the whole line to Killarney, to which it is understood the Southern and Western Company are now about to complete the line from Mallow.

JAMES WOLFE,

Commander and Surveyor.

REAR-ADMIRAL SIR FRANCIS BEAUFORT, K.C.B.,

Hydrographer.

ADMIRALTY.

MR. WALKER'S REPORT.

ON THE

WEXFORD AND VALENCIA RAILWAY,

AND

VALENCIA HARBOUR.

23, GREAT GEORGE STREET, WESTMINSTER,
15th May, 1846.

SIR,

As the Wexford and Valencia Railway Company, have abandoned for the present Session, the portion of their proposed Railway east of Killarney, my survey was confined to the portion of the line, between Killarney and the Harbour of Valencia. Although the Harbour was my principal object, I considered a general inspection of the proposed Railway line expedient, for the purpose of ascertaining the difficulty or facility of Railway approach to the Harbour, as upon this its general utility must partly depend. My Railway observations, for the information of the Lords of the Admiralty, may, however, be short and general.

Railway
between Va-
lencia and
Killarney.

Starting from Valencia, the line passes through, or near, the towns of Cahirciveen and Killorglin.

There seems little in either of these intermediate places,* to encourage a Railway speculation, and the country between them, except near Killarney, is thinly peopled and poor. For nearly half the distance towards the west, there are continuous ranges of mountains, apparently without interruption. To open a communication by Railway through such a country, must, however, be of vast consequence to the district itself, and be considered as a public good. The formation of a Railway must, however, as a matter of speculation, be contingent upon the Harbour, which is the great attraction: for a Railway between Killarney and Cahirciveen, three miles from Valencia, would even in the height of the Railway mania, be out of the question. Valencia Harbour thus claims an argument in its favour, as being instrumental towards the opening, and cultivating, a large district of the country, through which the Railway is proposed to pass.

It is, in this respect, in much the same position as Porthdynllaen in Wales; as to which, I said, in my Report on the "Communication with Ireland," that unless a post-office route from London to the Coast, and to Ireland, were made by the way of Porthdynllaen, it would probably be long, before the interior of North Wales would have the advantage of Railway communication.

As respects the engineering features of the Railway, the six or seven miles which are to be made upon the face of the cliff fronting Dingle Bay, will

* Since the date of this Report both these districts have made considerable progress. At a public dinner in August, 1857, Sir. E. McDonnell, Chairman of the Great South and Western Railway, read a statistical return of the Imports and Exports of Cahirciveen, and stated that from the amount, it was quite certain that ere long Railway must be extended to that town; this he said without any reference to Packet Station, and the Traffic which would grow therefrom.

be difficult and expensive. The other portions are generally favourable, and excepting where they are moss, will not be expensive in the formation.

The heaviest work besides that already referred to, is between Cahirciveen and Dingle Bay, in which is a tunnel* nearly three-quarters of a mile long; in this length is also the steepest gradient, viz., 1 in 80, for a length of two miles. The curves are good, the smallest radius being 50 chains, and this for a short distance only.

Valencia.

Bray Head,† the western end of the Island of Valencia, which is also the extreme south end of Dingle Bay, is in $51^{\circ} 53''$ N. latitude, and $10^{\circ} 25''$ W. longitude. It is the nearest point of Ireland and of Europe, to the Continent of America, excepting Dunmore Head, which forms the northern point of Dingle Bay, and is about two miles farther west; by compass, again, Bray Head is four miles west of Dunmore Head.

The two Skelligs, one of which is lighted by the Dublin Ballast Board, lie south-west of Valencia, eight miles distant, forming conspicuous day and night marks.

The length of the Island of Valencia, which lies nearly east and west (magnetic), is six nautical miles; its greatest width is two miles.

The level of the ground near the eastern end of the Island, and also of the main land opposite, between which the best part of the Harbour lies, is low, and rises gradually towards the west end, where the height is several hundred feet.

From Dunmore Head eastwards, the country which bounds Dingle Bay, is mountainous, sheltering the Bay in northerly winds.

* No Tunnel required by the last plans deposited, for which Act obtained, Session 1847.

† The details of measurements in this Report are taken chiefly from the excellent survey made in 1831, by the late Mr. Nimmo, Civil Engineer, and since published by the Admiralty.

The Island of Valencia is entirely insulated from the main land, by the *channel* which surrounds it. This channel forms the *Harbour* of Valencia. The harbour is *seven* miles in length, and averages nearly half a mile in width, at low water; $5\frac{1}{2}$ miles being on the south side, and $1\frac{1}{2}$ mile on the north side of the Island. The north entrance points nearly north and south (magnetic). The width, with not less than four fathoms at low water, is about 200 yards, 100 yards in the middle of which, has six fathoms; and before approaching this *narrow* or throat, is a clean small bay, $1\frac{1}{2}$ mile wide, by 1 mile deep, bounded by Doulas Head on the east, and Reenadrolaan Point on the west. Both these are bold, well marked rocks. The entrance is, besides, well defined by an excellent light erected upon a rock (Cromwell's Fort), which forms the projecting point into the entrance. This light was established about five years since, and is maintained by the Ballast Board of Dublin.

General description of Valencia.

Although all winds that have *northing* in them, are fair winds into the Harbour by this entrance, its north-westerly exposure, and the direction of the rocks that lie to the westward, raise so much sea with broken water and spray, with a North-West wind, as to make the entrance occasionally difficult without a pilot. The *Light House* as a day object, and the light during the night, has greatly lessened this evil; but it must still be considered a disadvantage in entering, and still more in attempting to leave. The entrance also is narrow for beating out in such a wind, or for beating in with a South-East, which is a smooth water wind. Notwithstanding this, one of the most experienced Pilots* and boatmen upon the island, stated to me, that he never knew so heavy a gale, that he could not take a ship in, even with a W.N.W. or N.W. wind,

* There are no licensed Pilots.

which, though the worst for raising seas, are fair winds into the Harbour; that before the light was erected, when the breakers were high, and seemed to fill the whole entrance, persons not acquainted with the marks, were apt to mistake Lough Kay for the entrance, but that the light has greatly removed this danger. Also that there is no difficulty in taking a large Steamer out with any wind, and the heaviest sea, whenever it is safe for her to be at sea. And his evidence was supported by another Pilot, who said that the Fishing-boats can come in, in safety, in the worst weather.

I do not mean to vouch for the literal correctness of these statements respecting the perfect safety of the northern entrance. There are perhaps exceptions in particular storms and winds, but in such cases, any imperfections that exist in the north entrance, appear to be supplied by the western entrance, which points directly east, or eight points (90) from the bearing of northern entrance, and might therefore, as respects direction, be used, whenever the northern entrance is difficult. A light would improve it; but the Bray Head, close under which is the entrance, forms an excellent landing mark into it, and vessels are safe after passing Reencarragh Point, which is close under the entrance. I do not add Lough Kay, which lies north of Beg Innes, and has been named for a second northern entrance, because it is inferior, in point of safety and cleanness, to the north entrance already described. Being a mile in width, however with plenty of water for a considerable length, it may be worth while to remove such of the rocks as are most in the way, so that ships may run into it, should an extreme case occur.

The best anchorage is towards the upper or East end of Valencia Harbour, where vessels may lie in

perfect security from winds and seas, in three to six fathoms water. The holding ground is said to be good, but the Harbour is so land-locked, that this is a matter of little importance. The part of the Harbour having the above depth of water, is two to three miles in length, the width varying from a quarter to half a mile; the area therefore, about 600 acres, upwards of one square mile. There is also the southern arm, two miles in length by half a mile wide, (another 600 acres), over which the depth is only from one and a quarter, to one and a half fathom at low water spring tides, or three or four fathoms at high water. The bottom of this part is at present very soft mossy mud, for at least three yards deep; so that almost the sharpest vessel, might, I think, take the ground without damage.

The two entrances, with one of which, every wind is a fair wind to enter or to go, is an advantage almost peculiar to Valencia,—I say *almost*, because Berehaven in Bantry Bay, has also two entrances. In Valencia, as in Berehaven, each Island forms an immense breakwater to its respective Harbour. Berehaven is 15 miles east of the north head land of Bantry Bay, and 20 miles east of Valencia, both disadvantageous going to the westward, considering that the prevalent winds are westerly. By the soundings, it appears that Berehaven has more water than Valencia.

I have appended a paper which I received from the Knight of Kerry, when on my survey. It refers to matters not referred to by me, but interesting in the consideration of Valencia, and which, therefore, I think it right to communicate, leaving their Lordships to give it such weight, as they may consider it entitled to.

Inside the north entrance is a rock, called, the

Rocks in
Harbour.

“Harbour Rock,” dry before half ebb. From its position, and being well beacons by the Ballast Board, it is considered not to be in the way, or at all dangerous. Another small rock, called “Clack or Vallig,” with four feet upon it at low water, is on the north side, a little outside, but nearly in the throat of the entrance. In the south passage, there is a rock in the centre of the channel, about half a mile to the west of Port Magee. The materials for beaconing this rock are at Port Magee, but have not been fixed, which is to be lamented, as it is much in the way of navigation.* The cause which was assigned, but which I thought very insufficient, was, that that the rock was expected to be blasted away.

Piers.

A convenient pier, and a landing slip, have been built at “Foot Point,” the Easternmost point for shipping the slate of the Island, and a corresponding Ferry slip at Reenard Point, upon the main land.

Tides.

The lift of an average spring tide, is twelve to thirteen feet, that of a neap tide, six to seven feet. The greatest run of tide through the Harbour, is one to one and a half knots per hour; at the entrances the run is double this.

Such is the Harbour of Valencia in its natural state, and with the few artificial aids it has had. The latter consists of the Lighthouse, which is excellent; the Beacon upon the Harbour Rock at the north entrance; the materials intended for beaconing the Rock, in the South Harbour; the Ferry Piers; and a Pier lately built at Port Magee, for the fishing boats. These, it must be allowed, are small, and they go to prove, how great the natural advantages are, when so little has been required, to make the Harbour so useful as it has often been for wind-bound vessels, and occasionally for Her Majesty's Steam packets.

* This has long since been effected.—1858.

The description of the general position of Valencia, General
Remarks. in respect of its fitness for a military or naval station, for the defences of the country, and for the despatch of troops, is not my department; and were I competent to the task, it would be superfluous; as for the last half century, it has, as you aware, been the topic in which the most eminent Statesmen, including Mr. Pitt, and the most distinguished military men, including the Duke of Wellington, have taken great interest, and on which much has been said and written by others, as well as by the present* Knight of Kerry, whose name and character as a public man, is well-known, and whose ownership of a considerable portion of the Island, might give great facility in case of a Government Packet, or other station, being thought expedient.

It certainly does seem astonishing, when one reads of the delays of weeks and months, that took place, during the last French war, before troops and cargoes requiring the greatest despatch, got as far west as *Valencia*, against the prevailing winds, that the Island and the Harbour should not then have been selected for national purposes. The length of road to Valencia, through a barren and mountainous country, was no doubt, one of the reasons. When it is now stated, and correctly stated, that the application of steam to shipping, has materially reduced the importance of the advanced position of Valencia, as, except in extreme cases, Steamers can generally make the passage, even against a head wind, in much fewer days, than formerly required weeks; it is also to be kept in mind, that Railways have reduced the time occupied in land travelling in (on the average) as great a proportion: so that if great dispatch were an object,

* (1858) The late Hon. M. Fitzgerald, Knight of Kerry.

the *proportional* advantage gained by lengthening the land distance, and shortening the water distance, would be at least equal to what it ever was.

Valencia is stated in the paper annexed, to be thirty-seven miles nearer to Halifax, the nearest American port, than Bantry is ; forty-eight miles nearer than Tarbert upon the Shannon, and sixty-two miles nearer than Galway.

Leaving these general topics, however, in other and abler hands, it must be allowed, that having 1200 acres of Harbour room in this advanced position, completely sheltered by the great break-water of Valencia Island, and by the other ground that surrounds the Harbour, with depth at low water over half the area for the largest ship, and the facility of two entrances, although neither singly is perfect, is a matter of national value ; particularly in case of a Continental war, when a Harbour well clear of the channel, and of the French coast,* may be of much greater importance than the difference of distance.

Wrecks.

The only loss I heard of, as connected with the Harbour, from those who had longest known it, was that of a vessel of fifty tons attempting to enter the Harbour. This took place last October. The crew did not, it is said, know the entrance, and went into Lough Kay in mistake, where the vessel struck upon a rock. The hands were saved. Another case, of a vessel said to have lost her *rudder*, having been wrecked, with the loss of all hands, upon the rocks between Bray Head and the entrance, cannot be fairly charged to the Harbour.

Imperfections and removal.

The natural imperfections of the Harbour are then, the north entrance being narrow, and exposed to the north-west seas, to the extent I have stated. This cannot be altered ; but if the western entrance

* Valencia is $5\frac{1}{2}^{\circ}$ W. of Brest.

be lighted and marked, it may be taken, when the north entrance is difficult. The shallowness of the south entrance, as a passage outwards, or for getting up to the east end of the Harbour, at all times of tide through the south entrance, is an imperfection which would require to be removed, to constitute a perfect harbour for a Packet station. To do this, so as to give eighteen feet at low water of spring tides for 100 yards in width, might cost £40,000 or £50,000 if done at once; but I think, that if the harder ground which is towards the lower or west end, were dredged out, the paddles of Steam-vessels using the Harbour, would with the aid of the tide, assist materially in carrying off the loose mud of which the bottom is composed; therefore the shallow part of the south passage, particularly where the bottom is hard, should be deepened at first, to fit the harbour for a Packet Station.

Another imperfection is the rock in the south channel, and the other rock, (the Clack or Vallig) at the north entrance. Both of these should be removed, and some of the projecting point of rock rounded off.

A light should be fixed upon one of the rocks at the south entrance. To ensure safety, both sides of the Channel, particularly the south Channel, should be marked by buoys; the wonder is, that those immediately interested in the Harbour, should not have done this long since.

The imperishable nature, and excellent quality of the Valencia Slate, are well known. Should Wharves, Docks, Warehouses, or other erections, for public purposes, be required, the principal building material is excellent and abundant. Coal, iron, and oak timber, must be brought by sea. As the Harbour is tranquil, and sufficiently

deep at low water, a wet dock would, I think, be unnecessary, but wharfage out to deep water, would be required. The low ground is convenient for repairing Docks, or slips, and the *debris* of the slate quarry, would be applicable for backing the walls, raising the grounds, &c. It is to be had in great quantity, and might be brought down at very little expense.

It is almost unnecessary to add, after this detail that in an Engineering view, my opinion of Valencia Harbour, and of its capabilities for an American Packet Station, and for a Harbour of Refuge is very favourable, and that I consider it; and therefore the project of a Railway leading to it, very deserving public support and encouragement.

I have the honor to be,

SIR,

Your most obedient Servant,

Js. WALKER.

The Secretary of the Admiralty.

Remarks appended by Mr. Walker, at foot of his Report to the Loan Commissioners, on the Great Southern and Western Irish Railway.

“Another still more national consideration, Communication with America. appears to me, to be connected with this Railway, to render it deserving of public consideration. I refer to it as a probable connecting link, for the Mails and passengers, between this country and America, as well as to the South of Europe.”

I was employed by Sir Robert Peel's Government in 1843, and reported at considerable length, on the communication between London and Dublin, and on another occasion for the Admiralty, on the subject of Valencia as a Harbour, with a Railway to Killarney. On this last occasion I gave a favourable opinion of Valencia, both as being the best position for a Packet Harbour, being nearly the westernmost point of Europe, and the very nearest point to North America, and as having internal advantages and capabilities for forming a good Harbour. I beg to refer to my Report on this subject*, and also to my report on the 'Communication with Ireland,' which was printed by order of the House of Commons.

I consider that the formation of a Railway from Dublin to Valencia, would give that route an advantage over Harbours more to the eastward, for American mails. The increased speed of Railways, and also of Steam Packets, has added to the

*Report of 15th May, 1846; on "Wexford and Valencia Railway and Valencia Harbour.

importance of what I said in 1843. Then I stated the journey between the Post-offices of London and Dublin at 14 hours. If this be now taken at 13 hours, and if the 220* miles between Dublin and Valencia, be done at 35 miles per hour, or in six hours; the time from landing the mails at Valencia, to their reaching the Post-office in London, would be nineteen hours. 120 to 130 of this, (Dublin to Mallow,) or near thereto, would be upon the Great Southern and Western line; from thence, the route would be by the proposed Lines through Killarney to Valencia. To use the whole length of the Great Southern and Western Railway, that is, to go as far as Cork, which I was informed some of the directors contemplate, would entail from 80 to 100 miles more of sea passage than Valencia; so that independent of contingencies, arising from short fuel, contrary winds, &c., all of them important considerations, the mail by the Valencia route, would be within four hours of London, before the Cork-bound packet would be in Cork Harbour. Still the 130 miles upon the Irish South Western, gives a public importance to that Railway, which deserves consideration. If the Great Southern and Western Railway Company, could be induced to extend their concern, or even to give their powerful aid to any other Company, so as to secure Railway communication to Valencia, they would, in my opinion, be still more deserving of public assistance. They have, I was informed, power to subscribe to a Line to Killarney† which is half the length.

I think the South-west of Ireland is likely to be ultimately preferred, to any part in the British

* I travelled the 56 miles of the "South Western" (Dublin to Carlow) at 50 miles per hour.

† This line has now (1858) been in operation for some years, and has regularly paid a 5 per cent. dividend, with every prospect of increase.

Channel; for the Western packets; Falmouth, the most westerly harbour, is 175 miles more of water; so that the mail landed at Valencia would be in London, before the Falmouth steamer could reach its port, independent of the contingencies I have named, which for a packet arriving off the coast, with a short stock of coals and an easterly wind, or starting with the prevailing westerly winds, are serious considerations, that may lengthen the time much beyond what I have stated. My opinion on this point of communication with America, had the decided support of Admiral Beaufort, to whom I have on this occasion again named the subject; and his general authority is the more important, as he has given it his attentive consideration for many years.

These general remarks, have been extended beyond what was my intention, when I began to make them, and beyond what I have on similar occasions been in the habit of making; because, without reference to the source from which the means of proceeding are to come, I do not remember a case, on which, in a public sense, it would be more, or even so important, that the work should proceed actively and without delay.

I have the honor to be,

SIR,

Your obedient Servant,

Js. WALKER.

Great George Street, Westminster,
13th May, 1847.

J. S. Brickwood, Esq.,
Secretary to the Commissioners for
Loans to Public Works.

COPY OF A PAPER

RECEIVED FROM THE

RIGHT HON. THE KNIGHT OF KERRY

ALLUDED TO IN THE FOREGOING REPORT.

A prejudice in favour of Bantry as a Packet station, has arisen from its use during the late war, as an occasional rendezvous for shipping; the purpose then was to watch the Channel, and to cruise off the coast of France, and for this purpose, Bantry seems more suitably placed than our more westerly harbours; it would be a blunder to treat such considerations, as recommending Bantry, for a point of departure to the westward.

From Bantry there is a coasting of thirty-seven miles before clearing the "Bull, Cow, and Calf," and this of the most dangerous character; on an iron-bound coast, and for nine months in the year exposed to the full force of the Atlantic, borne before the prevailing south-westerly wind. The most violent current on the southern coast of Ireland, sets in between Dursey Island and Sheep's Head, into Bantry Bay. It is well known as Rennell's Current. We may confidently appeal to all experienced masters of vessels, whether on an

outward course for America, anything can be more desirable, than to escape the southern coast of Ireland, its lee shores, and currents.

Bantry being no harbour would require great expenditure of public money to make one, leaving it always deeply embayed, and embarrassed by currents and prevailing winds. The neighbourhood of Bantry is also known to be peculiarly subject to fogs. If, to the establishment of a Packet station, there be added, views for the defence of the western coast of Ireland, the adoption of Bantry would mischievously mar those purposes of defence. The policy of invading Ireland on its western face, being established by geography, is confirmed by the free discussions of Napoleon Bonaparte, after his deposition. His views were, that the lower Shannon was the proper point for invasion. It is obvious, that vessels leaving Bantry for the Shannon, or any Western Harbour, will have a violent struggle in working thirty-seven miles windward, in the very teeth of winds and currents; whereas, by a departure from a strictly western or windward position, the same prevailing wind will facilitate egress from the probable points of invasion.

The general adoption of steam, and the avowed energy with which France proposes to use it for hostile purposes, in the Channel, (with the rapid scientific improvements in its application), forcibly suggest the importance, of placing our lines of periodical packet intercourse, as much as possible out of reach of all such dangers, and would recommend with that view, a perfectly western departure, if in other respects advantageous; the further from French harbours the better. It is clear, that vessels leaving Bantry, must make a considerable southing to avoid the lee-shores north

and west of them, and thereby increase the dangers *after leaving port*, while Bantry Bay, in common with all the southern harbours of our countries, is much exposed to French cruisers, or armaments. The increasing dangers and difficulties are thrown in the way of an enemy, by a departure from a windward and strictly western position. The inference would seem to be, that measures for the defence of the western coast of Ireland, should be taken in itself, and have no reference to southern positions. The experience of the great Steamers on the western coast, during the last two winters, confirms this principle. The great wear and tear of vessels, and the waste of fuel, in passing from Cork to the Skelligs, (where the western course may be said to begin), prove the disadvantage of making a south-eastern or southern harbour, the head-quarters of a Squadron watching the west of Ireland.

The great importance of relieving the naval defences of the western coast of Ireland, from all reference to a South-Eastern Harbour as a *depôt*, may be measured by the distance from Cork to the several stations. From Cork to Valencia is 140 miles, to Ventry 150, to the Shannon about 200, and to Galway 300, all of the worst and most dangerous coast. The wear and tear, and loss of fuel, would be serious, and in hostile operations the loss of time, would be still more serious.

In selecting a Harbour, for the double purpose of a Packet Station, and watching the western coast of Ireland, it would clearly be desirable, to combine, as far as possible, all those distinct merits—to be the nearest to America, with the greatest notoriety and facility for access, with the least exposure to the lee-shores and currents,—to possess perfect facility for internal communication

with the centre of Ireland, and the Capital, by Railway—to be as much to windward as possible, for commanding the various bays and estuaries on the western coast—to afford the safest anchorage for vessels, with a secure and healthful position, as a depôt for troops and military stores; and to be capable of being rendered perfectly impregnable, against external or internal attack.

It is asserted that Valencia possesses all these merits. Compared with Bantry, Valencia is thirty-seven miles nearer to Halifax, making seventy-four out and home; and on the weekly passage to America, over 5848 miles of the most dangerous navigation, which our coast can produce. From Valencia you are at sea in ten minutes, and there are no currents or lee-shores; fogs are hardly known at Valencia. Valencia is easily accessible by Railway, being several miles nearer to Dublin than Bantry, with levels of the most favorable kind. Nothing could exceed the facilities afforded by Valencia, for docks and public works. The quarries there, have been worked for a quarter of a century, and the stone and rubbish of them, amount to a mass of seven acres surface, at an average depth of ten feet. The stones are the finest possible for piers or quays, and are of an indestructible character. The tranquillity of the water is such, that any number of vessels of the first class, could moor there in perfect safety. The Harbour of Valencia could, at a very cheap rate, be rendered perfectly unassailable. Oliver Cromwell so considered it; he built forts at each entrance, and made it a station for Frigates and Troops. He employed it, as the most convenient outlet for watching the western coast of Ireland, and by its windward position, it is calculated peculiarly for such purpose. Valencia is immediately on the

Ocean, and a vessel can adopt either tack, on quitting the Harbour. It is now decidedly known, that vessels crossing the Atlantic, prefer the latitude of the Great Skellig, both on their departure and return. Captain Hoskins in the "Great Britain," passed within two miles of Valencia, on the 13th of September last, but gave Bantry a "wide berth," as they could barely distinguish his smoke from the hills near Berehaven.

It is impossible that the approach to any harbour, could be better marked, than that to Valencia. The Great Skellig is one of the most unmistakeable objects in the Ocean; it rises like a sugar-loaf above 700 feet, in 34 fathoms water. Its remarkable double lighthouses lead to the harbour-light of Valencia, placed on the verge of the Ocean itself. Any approach to the western coast of Ireland, could be quickly descried from the Skelligs; and it is worthy of consideration, in what space of time, by the Electric Telegraph, the intelligence could be conveyed to London. Valencia being six degrees west of Brest, and immediately on the Ocean, gives it great advantages over the French Ocean-ports. It is also west of Cape Finistere, and therefore, of every Spanish and Portugese harbour.

The anchorage in Valencia, is perhaps, the finest in the world; and from the nature of each entrance, the harbour may be rendered easily and cheaply secure from all attacks, either by sea or by land; neither would the harbour require any expenditure of public money, save the blasting of some rocks, which may be done for a few hundreds of pounds; the effect of which would be, to increase the north or principal entrance, by one half, and thus obviate the particular objection to Valencia. The S.W. and the E.S.E. winds, which are prevailing winds on our coasts, are leading winds out of Valencia.

To Steamers there can be no difficulty, under any circumstances, of entering or leaving the Harbour; H.M. Brig "Lynx," repeatedly worked in against wind, and sailed through the Harbour, during the last winter. With all these merits Valencia would seem, at least, to stand on an equal footing with Bantry, and it would seem, an extraordinary preference, in adopting Bantry, to embarrass an establishment, with 5,848 miles of dangerous coast navigation in the year, involving serious considerations, as to loss of fuel, time, and great wear and tear of Vessels, &c., &c.

In another point of view, place yourself at Dublin, and you find that Bantry might be on the line to Madeira but not at all on the line to New York; whereas, as one of the greatest of modern Geographers has remarked, "if you describe an arc of the globe, from Dublin to New York, it will pass over Valencia";—thus geometrically proving it the shortest possible line. A line from Dublin to Bantry would be a line *along* Ireland, on the way to the Bay of Biscay, and not across Ireland, on the way to Halifax.

With respect to the other western harbours, as Galway or Tarbert, it would be preposterous to compare them to Valencia, for the purposes enumerated. To release a vessel stationed at Tarbert, from the Shannon, requires a navigation of twenty-five miles, before clearing "Loophead," and the navigation of the Lower Shannon, is of a peculiarly dangerous description. The anchorage at Tarbert is of a most uncomfortable nature, from the rapid current, called the "Race of Tarbert," within which, large vessels frequenting that port must lie. Any works to remedy these evils, would, according to the judgment of the most experienced persons, be quickly filled up. Tarbert may form a suitable military position, for interior purposes, but never

can form an outlet for departure for the west, and for watching the western coast of Ireland.

Valencia with the prevalent S.W. winds, is 90 miles windward of Tarbert, and 140 miles windward of Galway,—both of the most dangerous description of coast navigation.

	Miles.
The distances from Halifax to Valencia	2400
" " Bantry	2437
" " Tarbert	2448
" " Galway	2462
" " Falmouth.....	2642

EVIDENCES AND OPINIONS
OF VARIOUS
NAVAL AND SCIENTIFIC AUTHORITIES
ON
VALENCIA HARBOUR.

Letter from Commander Fox, of H.M.S. "Hecate,"
to the Right Honourable the Knight of Kerry:—

"Ventry Bay, Jan. 23rd, 1845.

Sir,

"As we about to leave this part of the station, for the Shannon, and I believe afterwards to Cork, I take this opportunity of writing to you; and as the document relative to the Harbour of Valencia, and the Inner Harbour or Foot, was mentioned to me by Mr. Oldmixon, on his coming on board, the night of the 21st, should any value be placed on the remarks that I have made relative to them, by you, I trust you will not hesitate, in giving them to any authorized paper, or journal for publicity. I am well aware of the position the Harbours on this Coast hold, and how they are generally regarded. As a master in the Navy, I do not hesitate in stating Valencia Harbour to be the best, and most secure, on this part of the coast. I should have been glad to have stated this personally."

N. B.—The original of Mr. Fox's Soundings was sent to Admiral Beaufort.

Extract of Letters from the Hon. Capt. Plunkett, (now Lord Dunsany,) of H.M.S. "Stromboli," dated 22nd February, 1846 :—

"As to limited extent, I conceive an injustice done to Valencia: its area is greater than many first-rate anchorages, including Portsmouth, itself. 'For a Harbour for men of war, I think Valencia unexceptionable; indeed, it is the only harbour from Berehaven to Connemara. Tarbert, in the Shannon, is a *bad* anchorage.' As opposed to Liverpool, I think the claims of Valencia very strong; and as a point of departure, Valencia seems incomparable."

"Sherborne, Northleach,

"Sir,

"In reply to your letter of the 26th ult., respecting the capacity of Valencia Harbour to contain large Steamers, I am able to inform you, that there is ample room, for more than a dozen of the largest class, and that by laying down moorings, a still greater number might be accommodated, in perfect safety.

I remain, Sir,

Your obedient,

E. PLUNKETT."

To John Symons, Esq.,*

33, Old Jewry, London."

From Commander Driver, R.N.

"H.M. Steam Vessel, "Dee."

Woolwich, July 17th, 1847.

"Sir,

"In reply to your letter of the 16th instant, relative to the capabilities of Valencia Harbour as an American Steam Packet Station, I beg to state, that it is very superior to any other on that part of the Irish coast; and having been in command of the "Dee" four years, and into every port between Sligo and Dublin, (capable of admitting so large a

* The late John Symons, Esq., was the energetic and highly respectable Solicitor to the Killarney and Valencia Railway Company.

vessel, I must give Valencia the decided preference: there is plenty of water and room for double the number of Steam Packets that would be employed, even in the event of a war, It has two entrances, and I do not hesitate for a moment running for the Harbour in the night; the ground is good. I never drove, although I have rode out heavy gales of wind very many times.

“Berehaven or Bantry would not be preferred by any nautical man, to Valencia, who has any knowledge of this part of the coast; there is also plenty of excellent fresh water easily procurable.

“Yours, &c.,

“THOMAS DRIVER.”

To John Symons, Esq.
&c. &c.

From Commander Wingrove, R.N.

“H.M.S. ‘Blazer’

“Cove of Cork, July 20, 1847.

“Dear Sir,

“The Blazer’s absence from Cork, must be my apology, for not sending an earlier reply to your note of the 14th instant, relative to the capacity, &c., of Valencia Harbour, to accomodate large Steamers.

“I should say, that Valencia, taking it altogether, is the best Harbour I have visited, on the west Coast of Ireland,—and I am acquainted with every port between Cork and Galway. It is capacious, and capable of holding more large Steamers, than are ever likely to be put into it: it is so well sheltered from all winds, that no sea can get up, of any consequence; and the depth of water, and holding ground, are remarkably good. The approach is also good, for with the Skellig’s Rocks, (on the outer of which there are two lights,) on one side of Dingle Bay, and the Blaskett Isles on the other; I do not see how any vessel could mistake her port.

"At the same time, I must observe, that the best entrance to Valencia (for there are two) is narrow, even for a Steam Vessel, in a north west gale,* when there is always a heavy sea at the mouth of the Harbour, sufficient at times, to effect the steerage of any ship, on account of a dangerous sunken rock,† about one-third across the channel. I am of opinion that it would be extremely desirable to remove this danger; and I understood the Knight of Kerry to say, that an eminent Civil Engineer had given an opinion, that it was quite practicable: in that case, I think a Steamer might take the Harbour, with safety at all times.

"I beg to remain, faithfully yours,

"HENRY EDW. WINGROVE.

"To John Symons, Esq."

From Commander Roberts.

H.M.S. "Myrmidon,"

July 24th, 1847.

"Dear Sir,

"In reply to your letter of the 14th instant requesting me to give my opinion as to the capacity and safety of the Harbour of Valencia, I would state, that I consider it a most safe and commodious Harbour for almost any number of large Steamers, there being plenty of room, a good depth of water, and perfect shelter from all winds; the only drawback is the entrance, which is too narrow I think for a long Vessel to run for in a gale of wind, with a heavy following Sea;—*this may be remedied*, by removing the rock at the Eastern side of the entrance, which I have been informed can easily be accomplished by blasting."

Your faithful Servant,

"EDWARD F. ROBERTS."

To John Symons, Esq.

* "But if the Western Entrance be lighted, and marked, it may be taken when the North Entrance is difficult."—Mr. Walker's Report, p. 9.

† Mr. Walker recommends its removal.

Admiral Sir Robert Otway—

“Strongly recommends Valencia, for an American Packet Station.”

Letter of Commander Lapidge, H.M.S. “Cylop,” to the Knight of Kerry. March 17, 1846:—

“I should be delighted to find, that your snug and safe Harbour, (Valencia) has been brought into notice, *as so suitable* from its position, and *so well adapted*, either for a protective station on the coast, or rendezvous for large Steam Vessels, the leading to its entrance being so well marked, and its ingress and egress at all times so easy and safe.”

In 1836 Captain (now Admiral) G. Evans—

“Visited Valencia, being employed under the Post Office in an enquiry into the several Western Harbours of Ireland. Packet Stations were then only considered as for Sailing Vessels—after stating to the Knight of Kerry the objections he entertained to Valencia as a Station for Sailing Packets, he said “were it a question of Steam, I not only never have seen but I could not imagine a Harbour better suited to the purpose than Valencia.”

John Sicot, Master of the Barque (Elvira), of Halifax :—writes thus :—

“In the Summer of 1814, he sailed in a large Convoy from the Harbour of Cork, and after plying to the westward, for the best part of a week, the wind being from S.W. to W., we succeeded in reaching Bantry Bay; where the Fleet brought up, and remained a fortnight, the wind still S.W., W.S.W., and W.

“Now the writer states, without hesitation, that had this Fleet sailed from the Harbour of Valencia, on the day on which they left Cork, with the prevailing winds, they would have made, at least 15 degrees of longitude, which would have given them an opportunity of standing on, on either tack, as

they could have nothing to fear from any quarter. The writer therefore questions any person, having the good of the Country, or the mercantile, and shipping interests at heart, to calculate the loss to the Nation, in consequence of such detention and delay, of a Fleet, consisting of five or six hundred Sail.

“The writer having observed, that some opposition has been raised by the Merchants of Cork, with regard to the convenience, and practicability of the Harbour of Valencia, for the establishment of a Packet Station; and their expatiating at some length, on the superior facilities afforded by Cove, as an outlet. He begs to remark, that the prevailing winds in the winter season, being, almost invariably, from S.W. to West, gives Valencia, in this particular, (which is a very prominent one), a decided advantage.

“Another fact known to practical men, is, that the dissolving of the snows on the mountains of Spain, together with the great rivers, which disembogue themselves into the Bay of Biscay, causes a strong current to the N.W., known by name of ‘Reynolds Current,’ which sometimes runs, at the rate of from one to two knots an hour, for about ten leagues to the northward of the Cape, where it is almost imperceptible. This together with the very heavy sea, which a southerly and S.W. wind makes on the south coast of Ireland, often drives vessels, in thick weather (when they have not the advantage of a Meridian Observation), as far to the northward as the Blasketts, and is sufficient to bewilder the most experienced.

“In coming home from the West Indies, in the year 1817, being some days without an observation, and bound through the English Channel, judging ourselves off Cape Clear, and making large allowance for lee way, currents, &c., to our astonishment, we found ourselves to the northward of the Blasketts.

“These few remarks, hastily drawn up, are respectfully submitted to the public.”

Admiral Francis Beaufort, Hydrographer to the Admiralty, examined :—

“ Was all his life in the Naval Service, and in almost every part of the world. Knows Valencia Harbour, and states, it is the most Western Port of Europe, and of the British Islands ; it offers peculiar advantages for communication over sea, with the other parts of the world, upon the principle I have stated ; and it would not only be a very advantageous Harbour, as a Packet Station, but equally so in time of war, for ships resorting to it. It enjoys the advantage which I have attributed to Spithead, of having a two-fold exit.”

Admiral Beaufort dwells on the advantages of embarking military supplies from Valencia, and makes the following ingenious suggestion :—

“ Should we be again in active hostilities in the Peninsula, or in the Mediterranean, the benefits from such an arrangement would be incalculable : even the regular reliefs, which sail during peace, would feel its advantages :—recruits would naturally move across England and Ireland ;—their health and discipline would be improved by escaping the large sea ports, and their embarkation might immediately follow their arrival on the Coast. This may also be put in another point of view : a large force would then be kept in Ireland, gradually moving on the point of embarkation, readily detachable in any direction, and effectually occupying that Country, without having the appearance of being a garrison.”

Sir Pulteney Malcolm, H.M.S. “ Donegal,” Commander of the Fleet at Cove, writes :—

“ They talk of Crookhaven, as competing with Valencia, but although it is more accessible from England, Valencia is more accessible from the open Ocean.”

Letter from Admiral Sir Thomas Ussher, to the Right Honourable the Knight of Kerry.

“Portsmouth, March 29th.

“My Dear Sir,

“I return you with my best thanks, the papers relative to Packets, which you did me the favour to send for my perusal, I can only say, that in my very humble opinion, if your plan was carried into execution, there would be an incalculable saving, not only of expense to the Government, but of time to individuals. I have no hesitation in saying so from my own experience, and which I took the liberty of stating, when you did me the honour to ask my opinion, but the thing is so self-evident, it does not require the opinion of Officers of the Navy. My own opinion, humble as it may be, is, that our Colonies, and even *Ireland*, would be in a far greater state of security, if your plan was adopted, than they are at present. Should anything further take place on this subject, I hope you will do me the favour to write me a line at Berinuda.”

Extract from the Letter of an eminent Engineer, (Sir William Cubitt), reporting his opinion, given to the Kingstown Railway Company (March 10, 1835), in answer to their enquiry, as to the best line of extension through Ireland :—

“Happening to state incidentally in company last evening, that if I were required to propose a plan, for the amelioration of the South and S.W. of Ireland, and bring them into more immediate connection with England, it should be, by making a most perfect line of road possible (say, if you please, a railroad) from Kingstown Harbour to Valencia, making the latter, the outpost Packet Station, for America, the West Indies, the Mediterranean, Spain, Portugal, &c. getting entirely clear of the chops of the Channel, and all delays attendant thereon, either for outward or homeward bound vessels; and being the most westerly point of His Majesty's dominions, within fifty hours distance from London, were this

place and Holyhead selected, it would be the shortest and best sea passage, for dispatches and communications from Liverpool, for all whom it might concern ; that such road of railway, should be carried in such direction, as should make it most perfect as a road ; and that all the towns near which, or by which, it should pass, should branch on to the Main line ; and which, I think, would comprehend all the places of any note, in the counties of Kerry, Cork, Limerick, Tipperary, Kilkenny, Queen's, and Kildare ; and thus bring a district 200 miles long, and nearly 50 wide, into direct communication with both the Capitals—London and Dublin. The subject was seized on with avidity by some parties present, and I have had the Question put seriously to me to-day, to know, for how small a sum, I would view the whole line and country to Valencia, inclusive, and make a Report, preliminary to an absolute survey."

Letter from C. D. Archibald, Esq., a Gentleman of large Property in Nova Scotia, to the Editor of the "*Halifax Morning Post.*"

" Sir,

At a time when Transatlantic communication is engaging the attention of all the great maritime nations of the world, and when three or four great lines of transit are in actual progress of equipment, it becomes most important to determine, which are the most suitable ports of embarkation. *Cæteris paribus*, those harbours should naturally be selected, which are, geographically, the most approached to each other, and, as if for once to favour reason and common sense, it does so happen that the two salient points, separated by the smallest interval of Ocean, present, on either side, the two most secure and commodious havens, upon the shores of the Atlantic. These two harbours, are moreover, both situated within the British dominions ; and nothing but a wilful disregard of the great facilities and advantages they offer, can prevent Great Britain from retaining the *Lion's share*, of the gigantic traffic of the Ocean, between the eastern and western Hemispheres. Valencia, on the southwest coast of Ireland,

is the westernmost harbour in Europe ; and, as regards facility of approach and departure, safety and convenience, is second to Halifax alone. These two are the natural *tetes du pont* of the great passage of the Atlantic, and nothing but the jealousy, and undo influence, of the great commercial cities of England, could have so long deprived them of that position, which they are destined soon to attain. The superiority of Halifax, over every other harbour upon the American Continent, is universally admitted ; but the advantages of Valencia are not so generally known. I beg therefore to direct your attention to the accompanying report, from Mr. Walker, the well known Government Engineer, as well, as to a letter from the Knight of Kerry, to the Earl of Ellenborough, late First Lord of the Admiralty ; which, at the present moment, will probably be read with interest. The distance between Halifax and Valencia, is 2,400 miles, and, with Ocean-going steamers, of a size and power which those harbours would admit, might be performed in seven days. Connect with such a scheme, a railroad communication with Quebec, and the great western region, stretching towards the Pacific ; and Halifax becomes a First Class station on the great highway of nations.

Halifax, September 7th, 1846.

Sir John Macneill, C.E., L.L.D.

Extract from his Report of 4th September, 1847 :—

“The Great Southern and Western continuation to Cork, will go near many of the principal inland towns, and through one of the richest agricultural districts in the Empire, besides forming a communication (by means of other Railways) with Kilkenny Waterford and New Ross, on the South-east, and Limerick and Killarney on the South-west, and ultimately with Valencia, for which a Bill was obtained last Session by another Company, and which when made, will certainly ensure the American traffic to the Great Southern and Western Railway, *for there can scarcely be a question that Valencia is the proper situation for a Western Packet Harbour.*

Major General Sir Howard Douglas, Bart., Governor of New Brunswick, North America, examined before the "Commissioners of Revenue Inquiry," August 1834.

"I should think the point of departure should be the westernmost part of the United Kingdom ; for, notwithstanding the improvements daily effecting in steam machinery, with a view to diminish the consumption of fuel, and so to increase space for freight and passengers, it is of the first importance, that the voyage from land to land, be made the shortest possible. Steam vessels starting from Liverpool or Bristol, for America, and returning, would call at the western port, and there take up what may offer, and likewise replenish their stores of coal. For these reasons it appears to me, that the Harbour of Valencia, would be an important point for departure and arrival. The subject has excited intense interest in America, and is looked to with very great solicitude in all the provinces. The starting point being Valencia, shortens the voyage so much, that I should say, it is obvious there would be great advantages in every respect, in establishing that Port, as the point of arrival and departure for the Atlantic voyage."

The Right Honourable Maurice Fitzgerald, Knight of Kerry, examined at the same time.

"The Americans entered into the subject (Steam communication between New York and Valencia,) with avidity. They held out expectation of our co-operation and support at New York, and almost every American with whom I conversed, (and they are the majority of the persons who cross the Ocean), expressed their wishes to avail themselves of such a passage, considering, that the greater part of the delay, and almost all the danger of the passage, was, between the west of Ireland and Liverpool."

“I laid some statements before the heads of the different departments at home, which obtained their attention to the subject. His Royal Highness the Duke of York acknowledged his sense of the great benefits that would be derived to the military communication, from such an establishment, and his disposition to promote it. The Duke of Wellington was at the head of the Ordnance. His Grace took the subject into consideration, and expressed his conviction of the great public utility of such an Establishment, if it could be formed. I referred the subject to several other Cabinet Ministers, Lord Liverpool, Lord Harrowby, Mr. Canning, and Mr. Peel, who all concurred in the public advantages likely to arise from such a communication as was proposed. Lord Liverpool said to Mr. Macgillivray and myself, that, “sooner or later, that Western Harbour, (Valencia) *must* be the point of departure.”

“I consider, that by due selection of the best western Harbour, you will command the commercial correspondence of the Continent of Europe. At present there are various lines of communication, especially from Havre, and another from Bourdeaux; but if you create a Steam navigation, which, for passengers or for letters, must be the most rapid; then it will attract to it all the Continental correspondence of Europe, with America, as well as, all your own domestic communication; because the same principle of rapid correspondence, applies to the interest of all parties engaged in commerce, in all parts of the world. The Swedish Ambassador told me, in the year 1826, “that the proposed communication from the west of Ireland, had created a great interest in the north of Europe; and that persons who had business with America, contemplated crossing from Hamburg to Hull, and by Liverpool, to Dublin and Valencia, as a new and decided convenience, of which they should all avail themselves, keeping the land as far as possible.”

Commodore Sir H. Blackwood and Sir P. Malcolm,

With many other distinguished Officers, zealously espoused the project for a communication from Valencia to America; and in order fully to bear out their judgement on the subject they called for the opinion of the man, whom they deemed the most experienced and judicious practical seamen in the Navy, and for twenty years at the head of the Transport service, viz.—

Commissioner Bowen, Captain of the Fleet in Admiral Christian's Expedition to the West Indies:—

“He described the delays as extending over five months before they clear the coast of Ireland, during the last two of which, after all was ready, they were *shut up in Cork*. Being asked what the difference would be, if they sailed from Valencia instead of from Cork, he said “we would have been there in three weeks, and GUADALOUPE WOULD HAVE BEEN SAVED.” On the question, whether, generally speaking, embarkation should take place on the Ocean, instead of the Channel, he answered, “No man in his senses could doubt it.

His Royal Highness the Duke of York,
Commander in Chief—

In the course of the last war, after consulting the military authorities, notified his strongest approbation of embarking the Troops for Foreign and Colonial service, from a Harbour on the *Coast of the Ocean*, he particularly adopted Valencia; and obtained the consent of the Cabinet to announce himself as Patron of that harbour.

His Grace the Duke of Wellington, Master-General
of the Ordnance :—

“Your views (addressing the Knight of Kerry) are quite correct—the best proof of them will be found in my Peninsular Campaigns; I seldom could get any thing I wanted for the Army for two months after it was promised me, through delay arising from embarcation, *within the channel*. The most serious inconveniences arose. I have been obliged to stop the march of the Army. If the embarcation had taken place at Valencia they would have been with me in four days.”

In 1825, a project was submitted to the Government for the conveyance of Mails, and to facilitate intercourse by means of Steam vessels from Valencia to Halifax, which was so favourably received, that an Act of Parliament was then obtained.”

Mr. Cunard, Contractor for the West India Mails,

“Said, if he was not controlled by commercial influence and merely considered the quickness, safety, and economy of transit, he would go from Valencia.”

Richard Cobden, Esq., M.P.,

In his clever pamphlet, “England, Ireland, and
America,”—

Quotes from American publications, a decided opinion, as prevailing in the United States, in favour of Valencia; and he powerfully recommends the selection of such westerly harbour, and the formation of a Railroad to that point; expressing at the same time his conviction, that such a project, if completed, would secure the preference of voyages to all parts of North America, not only from Britain, but from every quarter of Europe; and would confer incalculable advantages upon Ireland, by introducing capital, and stimulating industry and enterprise.

Charles Why Williams, Esq.—

In an interesting Essay on the "Importance of Internal Navigation in Ireland,"—adopts the same view as Mr. Cobden.

Messrs. Cruger and Goodhue, a Deputation from
Capitalists of New York—

Examined the harbours of Ireland, with a view to an American Packet Station, and specifically recommended Valencia, as the best.

Messrs. Nimmo, Cubitt, and Vignolles.

Amongst Engineers, Mr. Nimmo, for a series of years zealously urged the recommendation of Valencia, his excellent *chart of Valencia Harbour* is published by the Admiralty.—Mr. William Cubitt, and Mr. C. Vignolles, expressed their conviction in the same way. The latter Gentleman dwelt much on the *peculiar combination* of advantages possessed by Valencia, for a Packet Station, and Railway Terminus.

Mackenzie says of Valencia :—

"This Harbour is good ground, well sheltered, and capable of the largest ships. The best entry to it, is at the east end of Valencia Island, where the best anchorage also is."

The Protector Cromwell,—

When he had subdued the south-west of Ireland, and expelled the Spaniards from Valencia,—established a Station there for Frigates and Troops, erected Forts at the entrances, and placed a garrison on the Island, considering it the most unassailable and convenient point of defence on the Western Coast.

M. Chevalier, Author of an able Work on French
Statistics, writes :—

“That Valencia, from its position, must become the ultimate Port of European departure for America, and dwells upon the great results likely to arise therefrom, by facilitating and increasing the interchange of business between the two Continents.”

The Stutgard “*Quarterly Review*,”

“Expresses an opinion prevailing in Germany, that Valencia will become the chief Port of intercourse, between Europe and America.”

An able Work on North America, by Mr. McGregor.

“Points out and recommends the communication between Valencia and Halifax, as highly important to the Mother Country, and the Colonies.”

Railway Register, April, 1847.

“ENGLISH AND IRISH RAILWAYS.

“The projects for the new lines of Railway in England and Ireland, rest on quite different grounds: in the former, they adapt themselves to existing traffic, connect the richest and most productive markets, and grow out of the exuberance of existing wealth. Ireland may be considered for such purposes, as a ‘*tabula rasa*,’ a clear field, on which the engineer may lay out his lines, by abstract reference to the interests and wants of the country, in such a manner as to suit the natural features of the ground, and develop in the most effectual manner its *latent* resources. Such seem to have been the views of the original Railway Commissioners; they proposed

to traverse Ireland by a system of main trunks, terminating at the points most favorable to foreign intercourse, and affording branches to suit existing internal intercourse. They felt the importance of turning a tide of foreign transit through Ireland, which requires such aids, to sustain its railways. In the present session it will be incumbent on the Government, and the Parliament, to view all projects in this light, whether they are likely to attract foreign support ; several claim such advantages, and considerable competition has arisen between the claims of different localities. These respective claims are espoused with much enthusiasm, and it is right that they should be all dealt with, in a spirit of perfect impartiality. We own that one of them strikes us, as carrying with it, a weight of extraneous and independant authority, which it is impossible to resist—we mean the line of railway having its terminus at Valencia Harbour. We cannot shut our eyes to the fact, that the Americans, who must be quite indifferent as to local interests, have, after careful enquiry, given a preference to Valencia, as a point of departure for their Continent. This has been announced in American publications, and adopted by various men of science on the continent of Europe. In fact, geographically speaking, the case of Valencia cannot be doubted. It would be preposterous in such a case, to raise the question of existing traffic ; there may be little or no traffic, but it does not follow, that if vent be given, and a facility for foreign intercourse afforded, great sources of commercial wealth may speedily arise—new channels of trade be opened—and industry be spread through a population, hitherto placed in the back settlements of the world. Such, at least, seems to be the well-founded lucubrations of the best statistical philosopher of France, respecting the harbour in question. Nothing can be grander than the contemplation of combining at one point, the vast tides of intercourse between Europe and America. The Americans desire eagerly, to multiply and confirm their relations with Ireland ; they are

much more conscious than we are at this side of the Ocean, how near the western coast of Ireland is to New York, and how much the increasing facilities of ocean intercourse approximate those points. If the Government will not avail itself of what nature points out, as the rational policy in this respect, it will stultify itself in the eyes of Europe. Continental nations look on the point of western departure nearest to America, as interesting, with respect to personal safety, rapidity of transit, and security of property. This is not a period, in which, to struggle against nature, to disregard obvious sources of National security and prosperity, or to leave to casual accomplishment, by secondary means, those great objects of Imperial interest, which ought to command the patriotic attention of our own Government. The late Administration very wisely adopted Holyhead, though a barren point, as a link for connection with Dublin. The railway system is about to extend its rapidity of action to the extreme west of Ireland; and a sort of locomotive miracle will be obtained, in the transfer of a traveller, to a distance of $10\frac{1}{2}$ degrees west of London, in 18 hours, and embarking him, free from all the delays and dangers of our Channel navigation."

TO THE
RIGHT HON. THE LORD JOHN RUSSELL,
 FIRST LORD OF THE TREASURY &c. &c. &c.

THE MEMORIAL of the Nobility, Gentry,
 Clergy, and others, Landowners of the County
 of Kerry.

Sheweth,

That Memorialists beg respectively to impress on your Lordship, the expediency of adopting the Harbour of Valencia, in the County of Kerry, as a Packet Station, for intercourse with the United States, and our North American Colonies, with the sanction and support of Government.

That Memorialists make this application, not merely on local grounds, concerning the relative merits of that Harbour, but also on NATIONAL grounds, comprehending the largest interests of the Government and the Empire,

That a most respectable, wealthy, and spirited Company, is proceeding in Parliament, to obtain an "Act"* to carry into effect a Railway between Killarney and Valencia, completing thereby, the connexion between the best Harbour for American intercourse, and the Metropolis of Ireland.

That SIR ROBERT PEEL announced, in answer to the Grand Jury of Kerry, that a Railroad would form an "element" in the selection of a Packet Station,—such element will be furnished by the Company in question.

That as it has pleased Providence to place Ireland between England and America, she claims the right, to be made the medium of intercourse, between England and that great

* Royal Assent given June 1847.

Continent ; with the interests of which, our own, are becoming from day to day, more and more identified. If Ireland is deemed an integral part of the home Empire, the claims of her Western Harbours, can no longer be overlooked, and it is a paramount duty on the part of the Government, to ascertain, which of those Harbours is best entitled to be preferred, for such important National purposes.

That, whilst Memorialists solicit your Lordship's serious attention to this vast National object, they feel authorized, from what has already occurred, to assume, that the question of competition between Harbours is already settled, according to the common sense of mankind. In the course of last summer, an examination was instituted, under the authority of a former Admiralty, through their eminent Engineer MR. WALKER, for the selection of a preferable Harbour for American intercourse, who, in his official report, states, "that in an Engineering view, his opinion of the capabilities of Valencia, for an American Packet Station, was very favorable, and that, that project, as well as the prosecution of a Railway leading to it, were very deserving of Public support."

That Memorialists considering MR. WALKER the chief maritime authority, consulted not only by the Admiralty, but by the Treasury,—that it was to his judgment, SIR ROBERT PEEL referred the long disputed contest between Porth Dinleyn and Holyhead, and founded upon it, his ultimate decision in favor of the latter,—it is not unreasonable to say, that from that opinion, there need not be an appeal ; but if such appeal be deemed requisite by your Lordship, Memorialists confidently hope, it will be to some authority likely to decide the question, by the light of impartial science, and the ablest practical and professional skill. MR. WALKER reports, that he finds in Valencia Harbour, 600 acres of deep water anchorage and that by a very moderate expenditure, that quantity of deep water anchorage may be doubled ; and except a Harbour, better and nearer to America, can be discovered, Memorialists

venture to urge on the Government, the paramount claims of Valencia, as the most westerly, and the finest Harbour, in the United Kingdom.

Signed:—

ON NATIONAL GROUNDS.

CLONCURRY
 FITZWILLIAM
 BERESFORD
 INGESTRE, M.P.
 JOHN ATTWOOD, M.P.
 RICHARD SPOONER, M.P.
 CECIL LAWLESS, M.P.
 JAMES HENRY ATTWOOD

LANDOWNERS, CLERGY, AND OTHERS, Co. KERRY.

KENMARE, Lieut. of Kerry.	F. R. MAUNSELL, Rector.
DANIEL O'CONNELL, M.P.	CORNELIUS MOYNEHAN, P.P.
MAURICE O'CONNELL, M.P.	A. MACKINTOSH, Rector.
MORGAN J. O'CONNELL, M.P.	J. O. LEARY, P.P.
WILLIAM BROWNE, M.P.	THOMAS HERBERT, Rector.
HENRY A. HERBERT, D.L.,	WM. TALBOT CROSSBIE, D.L.
A. L. SAUNDERS, J. P.	EDWARD M. DENNY, Clerk.
RICHARD HERBERT, Rector.	JOHN O'CONNELL, Chairman.
DANIEL CRONIN, Chairman of	Relief Committee.
the Poor Law Guardians	ARTHUR L. SANDERS, Hon. Sec
JAMES HICKSON, D.L.	DENIS SHINE LAWLOR, J.P.
THE KNIGHT OF KERRY, D.L.	KEAN MAHONY, J.P.
W. D. GODFREY, Bart., D.L.	DENIS McCARTIE, J.P.
ROBERT HEWSON, Curate	DANIEL CRONIN, Jun. J.P.
JAMES DONOVAN, M.D., R.N.	RICHARD MURPHY, J.P.
PARICK TRANT, J.P.	JOHN L. CRONIN, J.P.
WM. H. BLENNERHASSETT.	WHITWELL BUTLER, J.P.
T. O'SULLIVAN, P.P.	CHARLES O'CONNELL, J.P.
JAMES GODFREY, J.P.	JOHN G. DAY, Clerk.
EDWARD RAE, J.P.	ARTHUR D. WALSH, M.D.
OWEN O'SULLIVAN, J.P.	THOMAS TAYLOR, J.P.
RICHARD T. DEMOLEYNS, J.P.	JOSEPH TAYLOR, J.P.
BART. W. O'CONNOR, P.P.	ADRIAN TAYLOR, J.P.
ROBERT W. SANDES, Clerk.	WILLIAM GODFREY, Rector.
WM. MEREDITH, J.P.	TIMOTHY McCARTHY, M.D.
RICHARD MEREDITH, J.P.	CHARLES P. THOMAS, Curate.
JOHN SEALEY, J.P.	FRANCIS T. NESBITT, C.E.
MAURICE J. O'CONNELL, J.P.	ALEX. BROCK, Postmaster
STEPHEN FITZGERALD.	&c. &c. &c.
JOHN PRIMROSE, J.P.	

P.S.—While the foregoing has been in the Press, there has occurred in October and November one of those periods of continuous Easterly winds, amounting at times to severe gales, which are experienced more or less every year, and which cause such severe distress, and occasionally such heavy disasters to shipping from the Ocean, bound for the Channel. Under these circumstances vessels seeking to double Cape Clear, are often driven out to sea again and again. Provisions run short—crews become exhausted—and in the kind of life and death struggle, which ensues to reach the land, the great advantage of a Harbour in the most westerly position is strongly felt. Accordingly, at such times Valencia is greatly resorted to by homeward bound vessels which have vainly struggled to get up the Channel, and which, though having there no call of business to attract them, use it as a Harbour easily reached, and one from whence they can most readily proceed on their after destination; shewing further that a Port thus frequented, with winds the most adverse, and with crews and vessels often in a disabled state, cannot be so difficult of access as has sometimes been represented. Among the many vessels, which in the last month there took refuge, were two—the Russian Screw Steamer “Oudalique,” and the ship “Ingleborough,”—from the Masters of which certificates are annexed; the latter had been 162 days at sea, and both vessels had long struggled in vain to get up the Channel, and only succeeded in reaching Valencia, in so exhausted a state in point of provisions and health of crews, that if they had been obliged, for even some hours longer, to contend against the Easterly gale, the consequences would in all probability have been disastrous.

December, 1858.

Report of Master of the Ship "Ingleborough," from
Korio Morro to Cork for orders.

"I was compelled partly by stress of weather and partly
by my crew being sick of scurvy, to make for this Harbour.

The ship turned in under Double reefed topsails, against a
strong Gale from S.S.E. (a slight quarter flood,) I find that
the harbour is easy of access, and with a leading wind may be
run for at any time of tide. Good and safe Anchorage
where there is not the slightest fear of parting or bringing
your anchor "Home."

(Signed) J. TREVERTON.

Valencia, 3rd December, 1858.

Transport à Vapeur "Oudalique" appartenant à la
Compagnie Russe d'Odesse.

"Moi Capitaine sousigné je declare que j'ai mouillé dans
le port de Valencia, et que j'ai trouvé la place de mouillage
excellent, et que les autorités font tout pour soulager les peines
des étrangers, à raison de quoi j'ai l'honneur de recommander
ce port à qui que ce soit.

(Signed) S. De VIENNE."

3, Décembre, 1858.

LONDON:
MESSRS COPE, PRINTERS, 7, KING WILLIAM STREET,
WEST STRAND, W.C.







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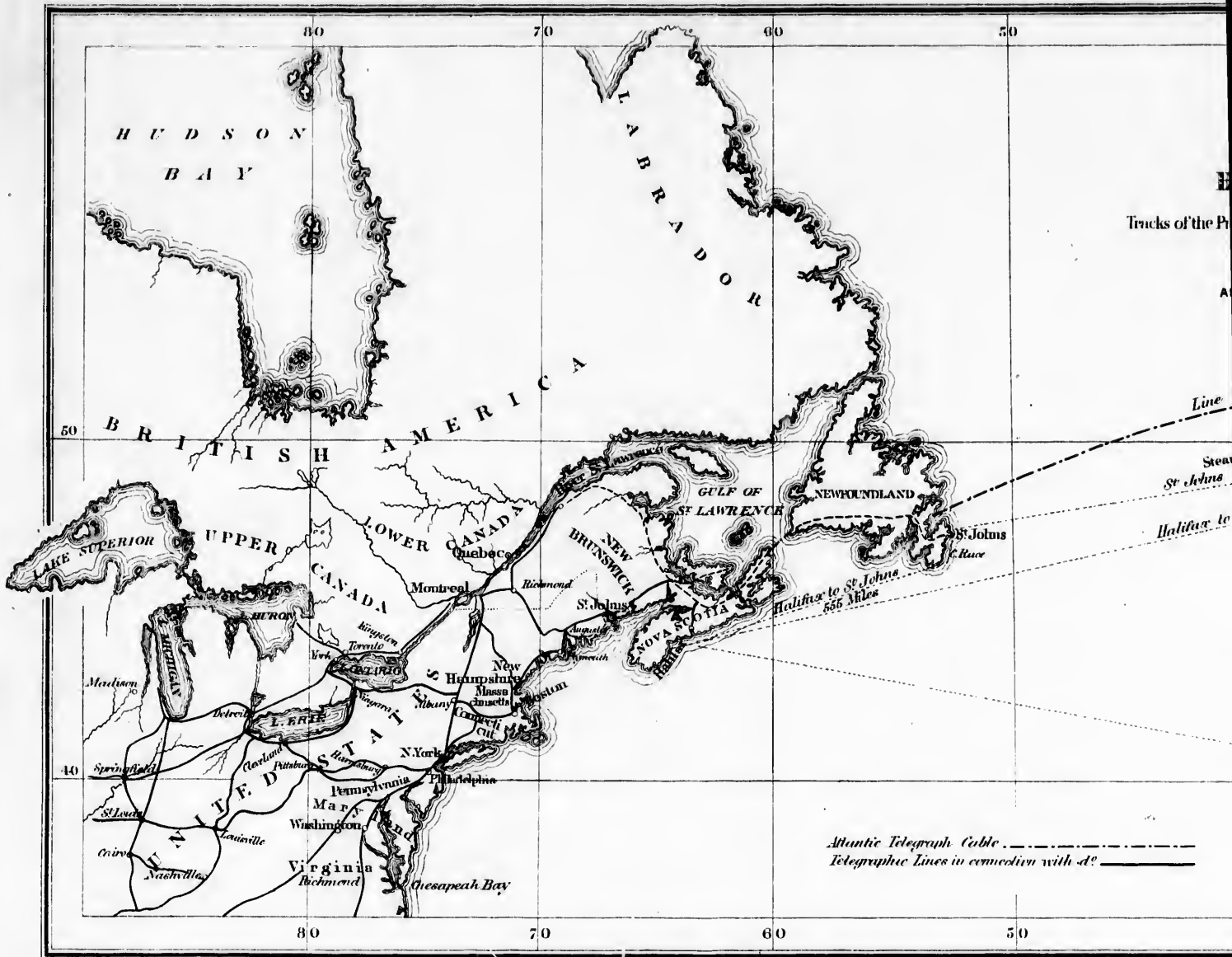
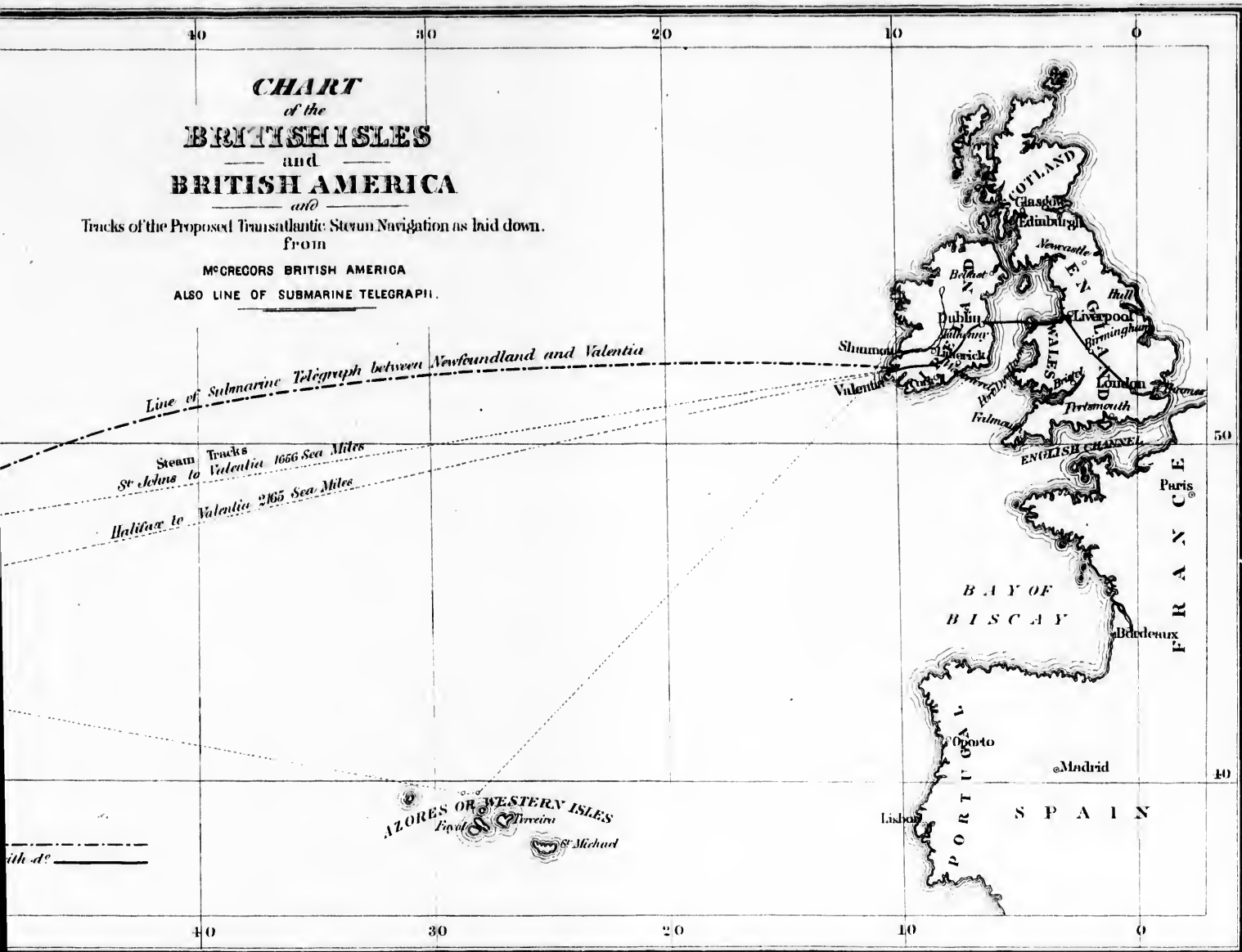


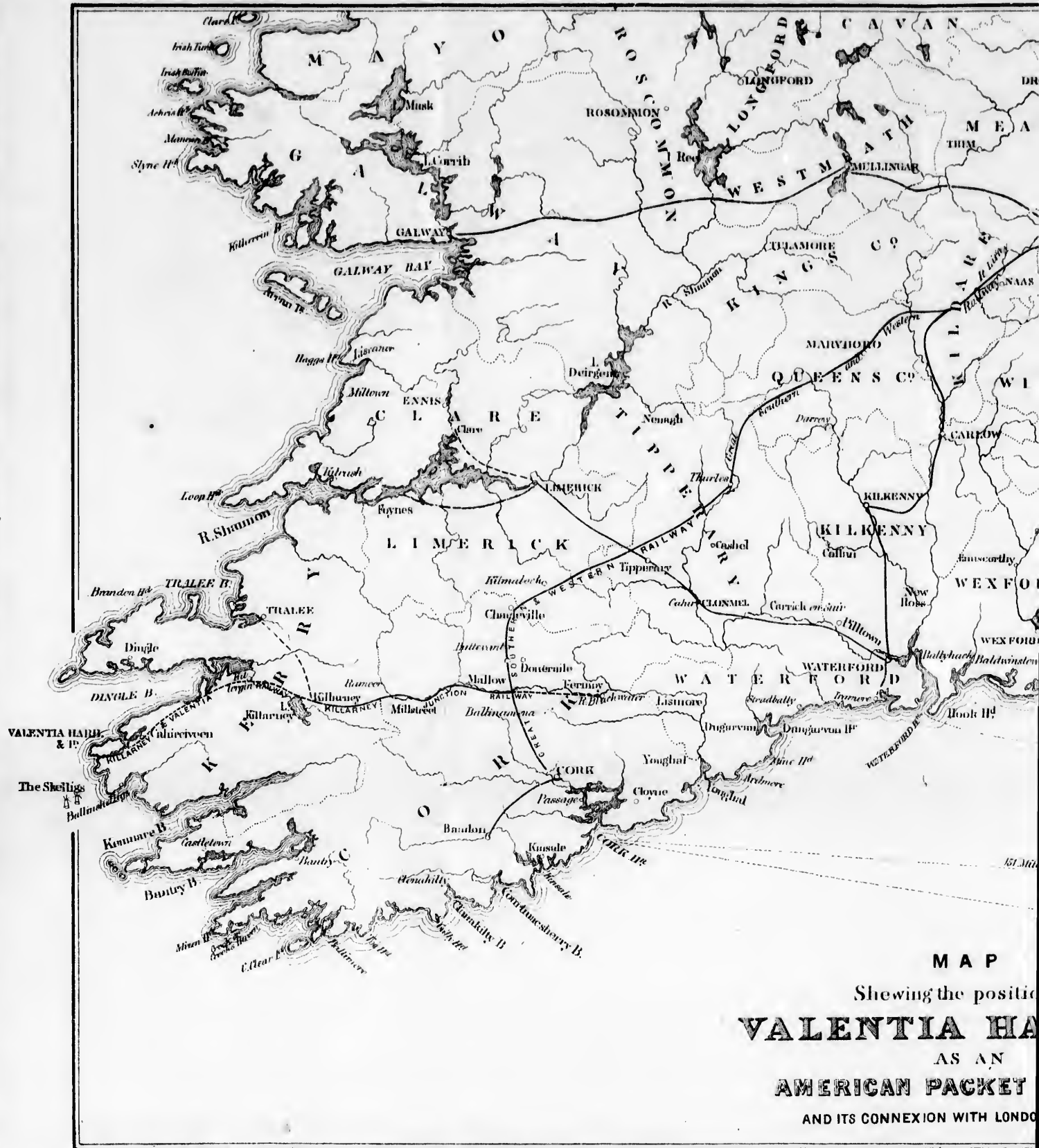
CHART
of the
BRITISH ISLES
and
BRITISH AMERICA
and

Tracks of the Proposed Transatlantic Steam Navigation as laid down
 from

MCGREGOR'S BRITISH AMERICA
 ALSO LINE OF SUBMARINE TELEGRAPHY.

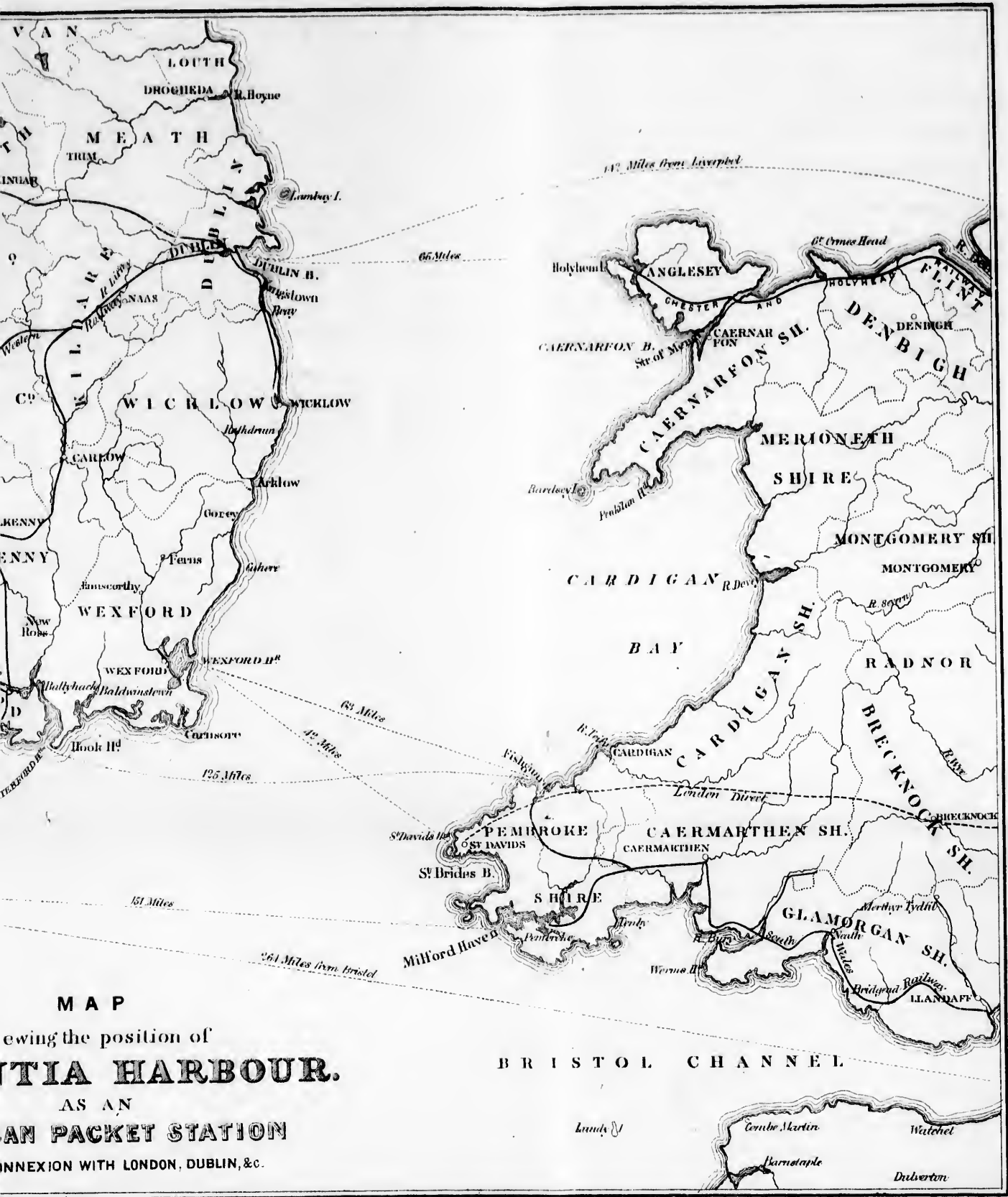


Scale taken from Wilson's Standard



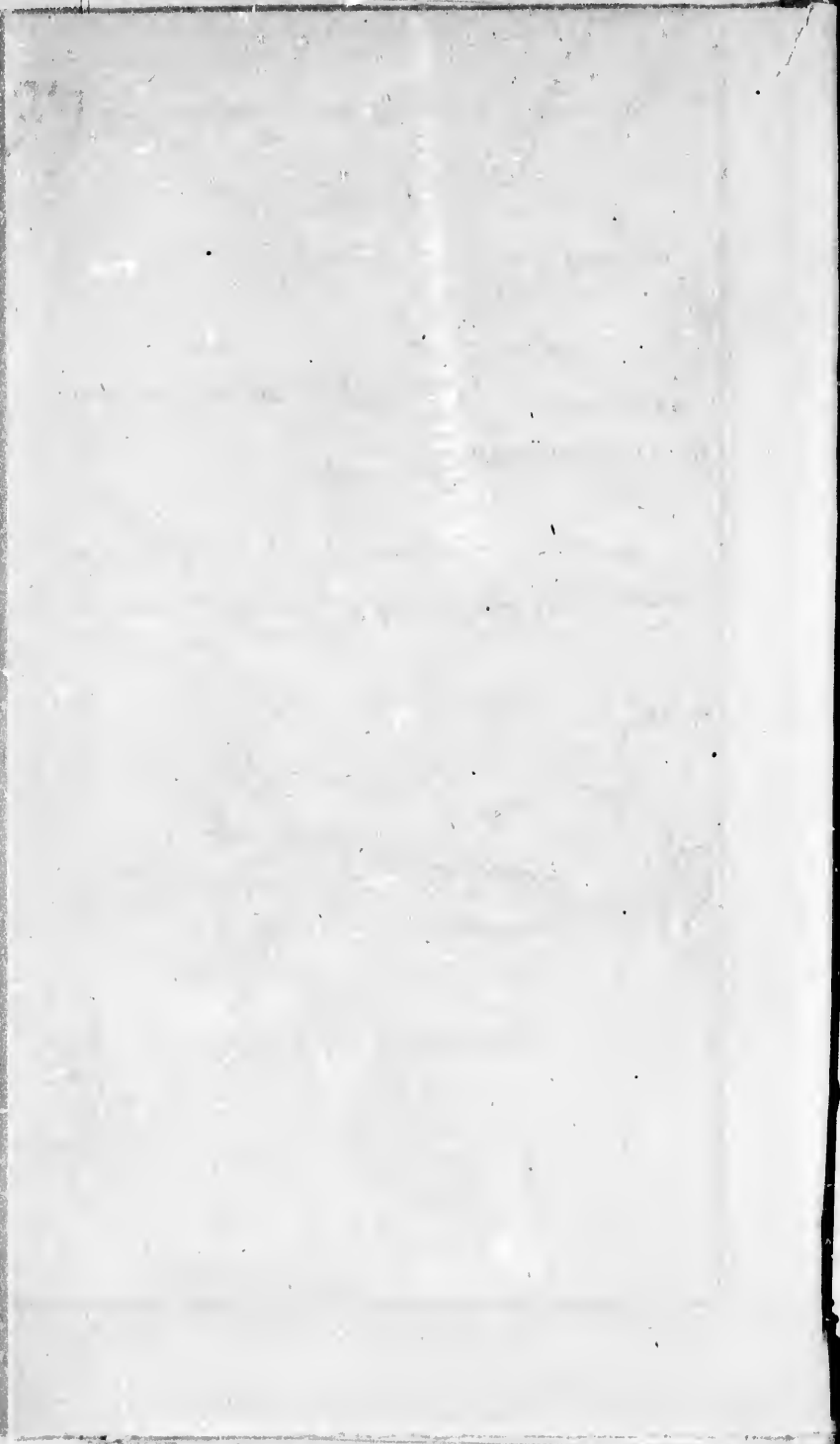
MAP
 Shewing the position
VALENTIA HA
 AS AN
AMERICAN PACKET
 AND ITS CONNEXION WITH LONDON

Comp. by T. King, Wilkeson St. Strand W.C.



MAP
 showing the position of
BRISTOL HARBOUR.
 AS AN
IRISH PACKET STATION
 IN CONNECTION WITH LONDON, DUBLIN, &c.

BRISTOL CHANNEL



English and Foreign Newspaper
AND ADVERTISEMENT OFFICE,
7, KING WILLIAM STREET, WEST STRAND, W.C.
LONDON, *March* 1861

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