



gezeichnet von W. Leber in Frankfurt

am K 143

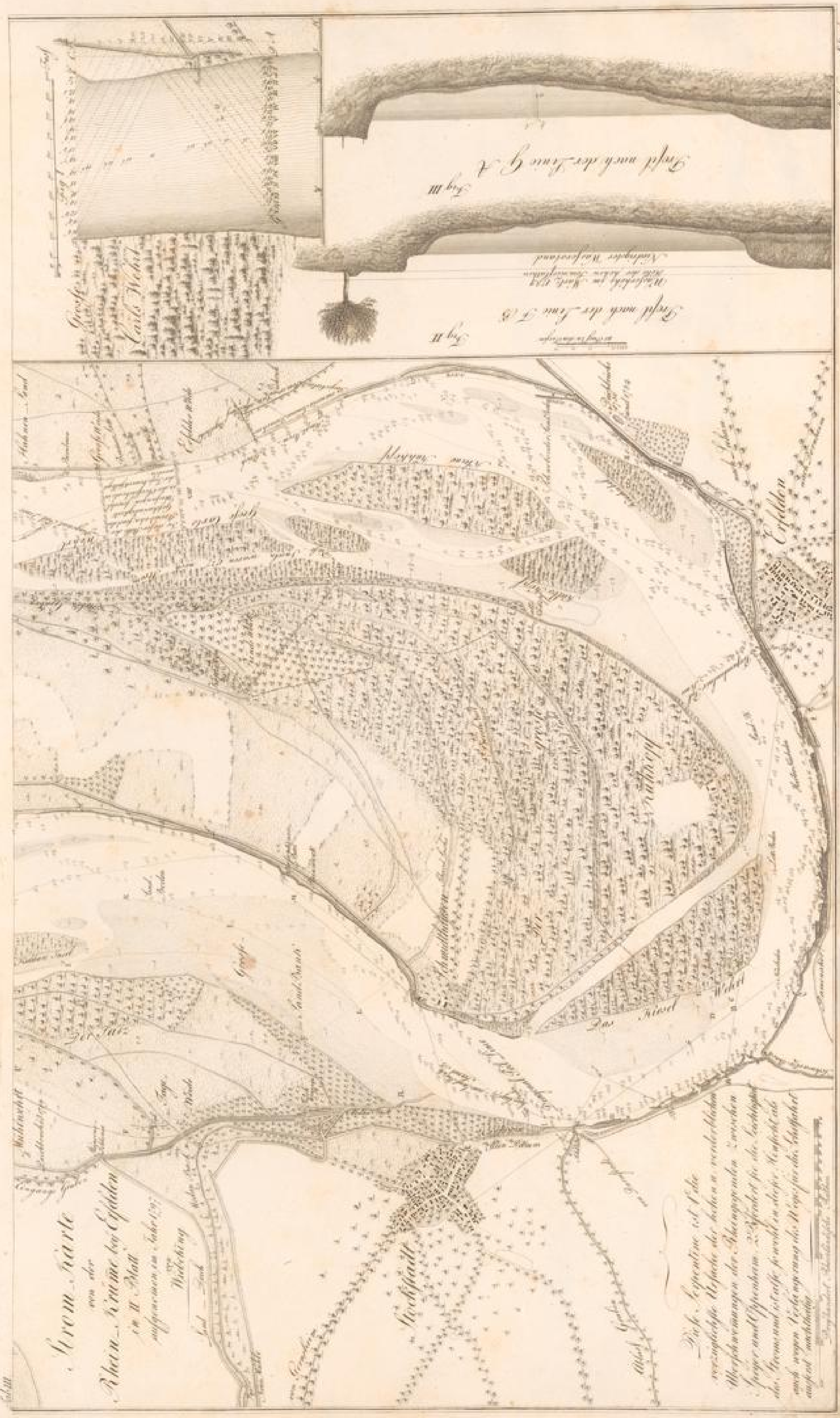


K 143



am K 143





Strom-Nahe  
von der  
Achen-Krume bei Erfelden  
im II. Blatt  
aufgenommen im Jahre 1797

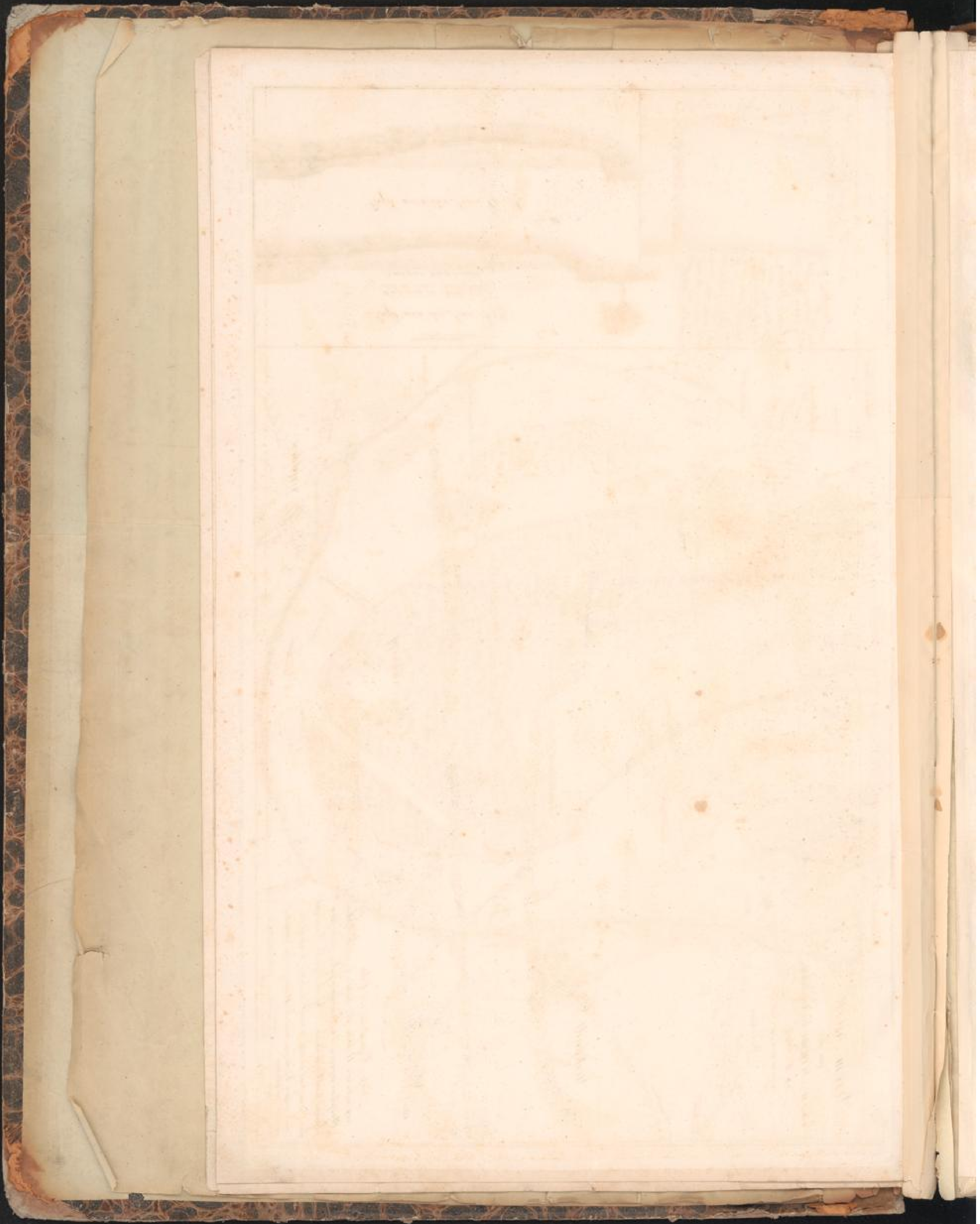
Stockstadt

Dies. Legation ist die  
verzagteste Art der hohen u. veredelten  
Wirtschaften der Rheinprovinz, zwischen  
Achen und Erfelden. 200000 ist die Größe  
des Landes, welches in dieser Hinsicht als  
auch wegen der Lage der Rheinprovinz  
ausgesprochen ist.

Fig. II  
Ansicht nach der Linie A-B  
Mörsch im Jahr 1797  
Königlicher Hauptmann  
Fig. III  
Ansicht nach der Linie C-D

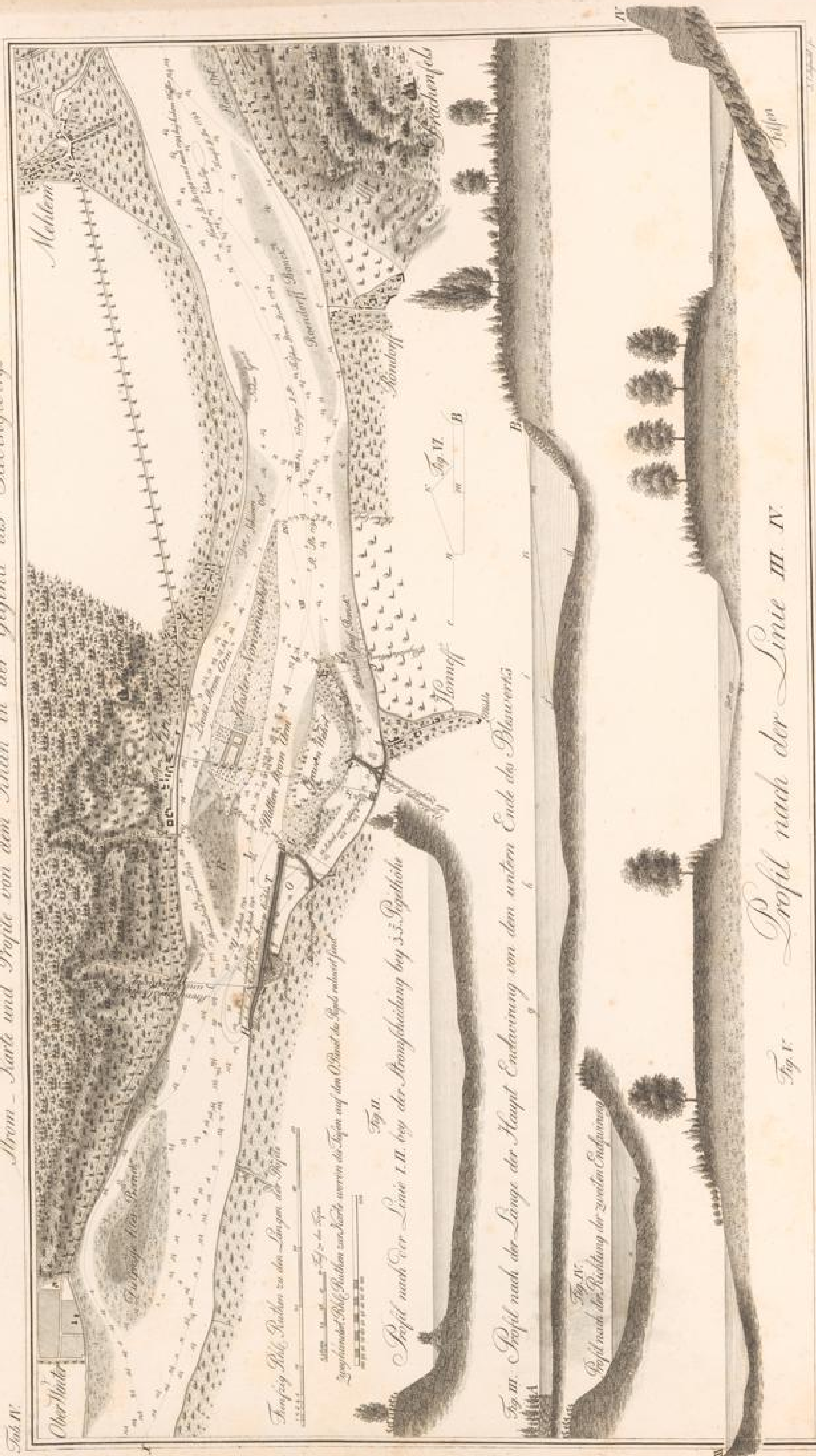
Große  
Klein  
Wald  
Weid

gezeichnet von Eckart



*Abriß - Karte und Profile von dem Rhein in der Gegend des Siebengebirgs*

Tab. IV.



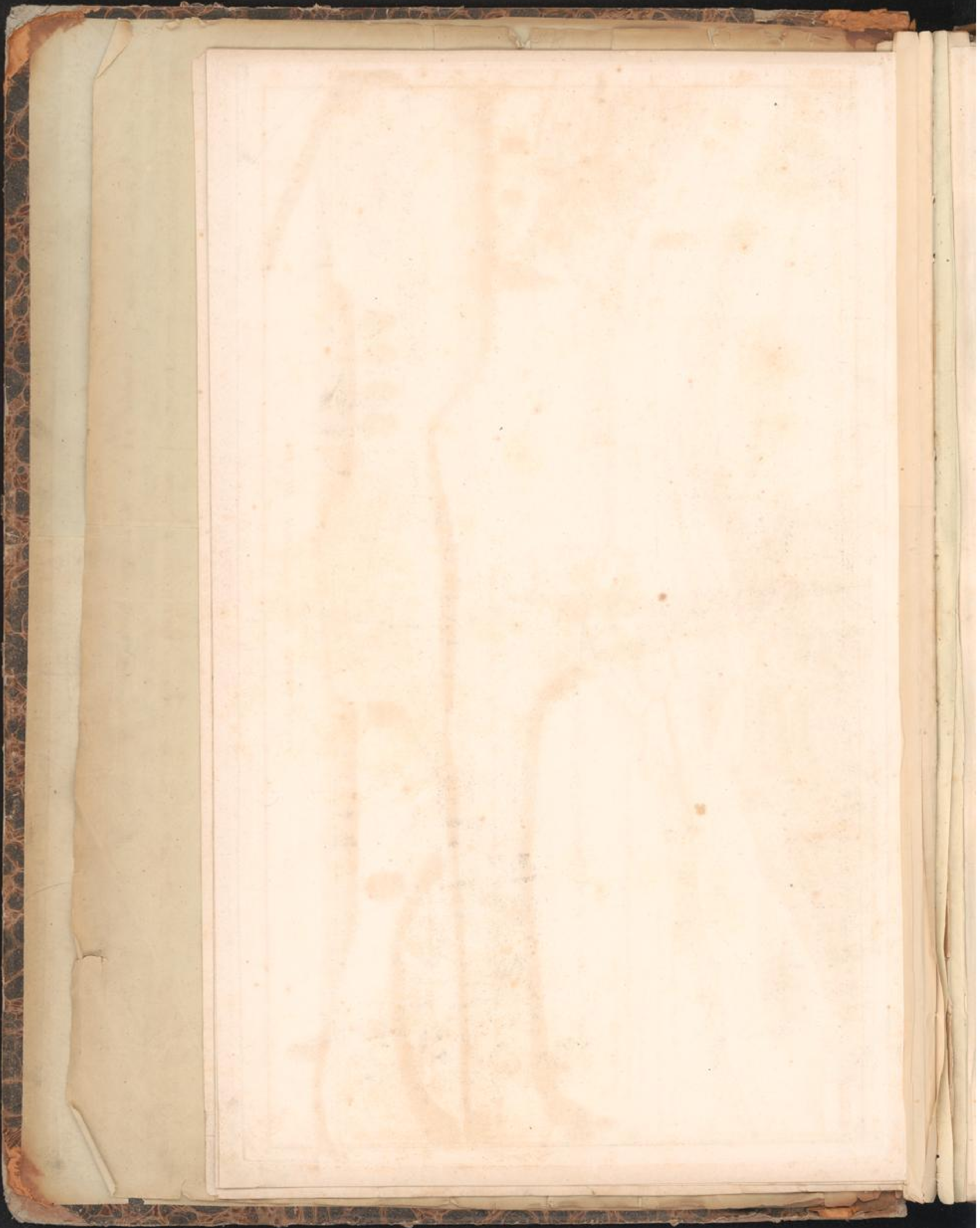
*Fig. II. Profil nach der Linie I. II. bey der Stromschnelung bey 3. 3. 3. Pegelhöhe*

*Fig. III. Profil nach der Länge der Haupt Endkurve von dem untern Ende des Blausbergs*

*Fig. IV. Profil nach der Richtung der zweiten Endkurve*

*Fig. V. Profil nach der Richtung der dritten Endkurve*

1784





Hydrographisch-hydrotechnische Karte  
 von dem Nieder Rhein  
 von Lintz bis unter Arnheim  
 in X-Blatt

Sr Hochfürstliche Durchlaucht dem regierenden Landgrafen  
 von Hessen Darmstadt

in hiesiger Ehreurecht genehmnet

Wiesbaden

Hessen Darmstadtischen SteuerRath und OberRheinbau Inspector



Die in der Karte dargestellte  
 Flusslinie ist diejenige, welche  
 bei hohem Wasserstande  
 im Winter eintreten kann.

Stromschnelle	Näherung	Größe	Größe	Größe	Größe	Größe
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35
36	37	38	39	40	41	42
43	44	45	46	47	48	49
50	51	52	53	54	55	56
57	58	59	60	61	62	63
64	65	66	67	68	69	70
71	72	73	74	75	76	77
78	79	80	81	82	83	84
85	86	87	88	89	90	91
92	93	94	95	96	97	98
99	100	101	102	103	104	105
106	107	108	109	110	111	112
113	114	115	116	117	118	119
120	121	122	123	124	125	126
127	128	129	130	131	132	133
134	135	136	137	138	139	140
141	142	143	144	145	146	147
148	149	150	151	152	153	154
155	156	157	158	159	160	161
162	163	164	165	166	167	168
169	170	171	172	173	174	175
176	177	178	179	180	181	182
183	184	185	186	187	188	189
190	191	192	193	194	195	196
197	198	199	200	201	202	203
204	205	206	207	208	209	210

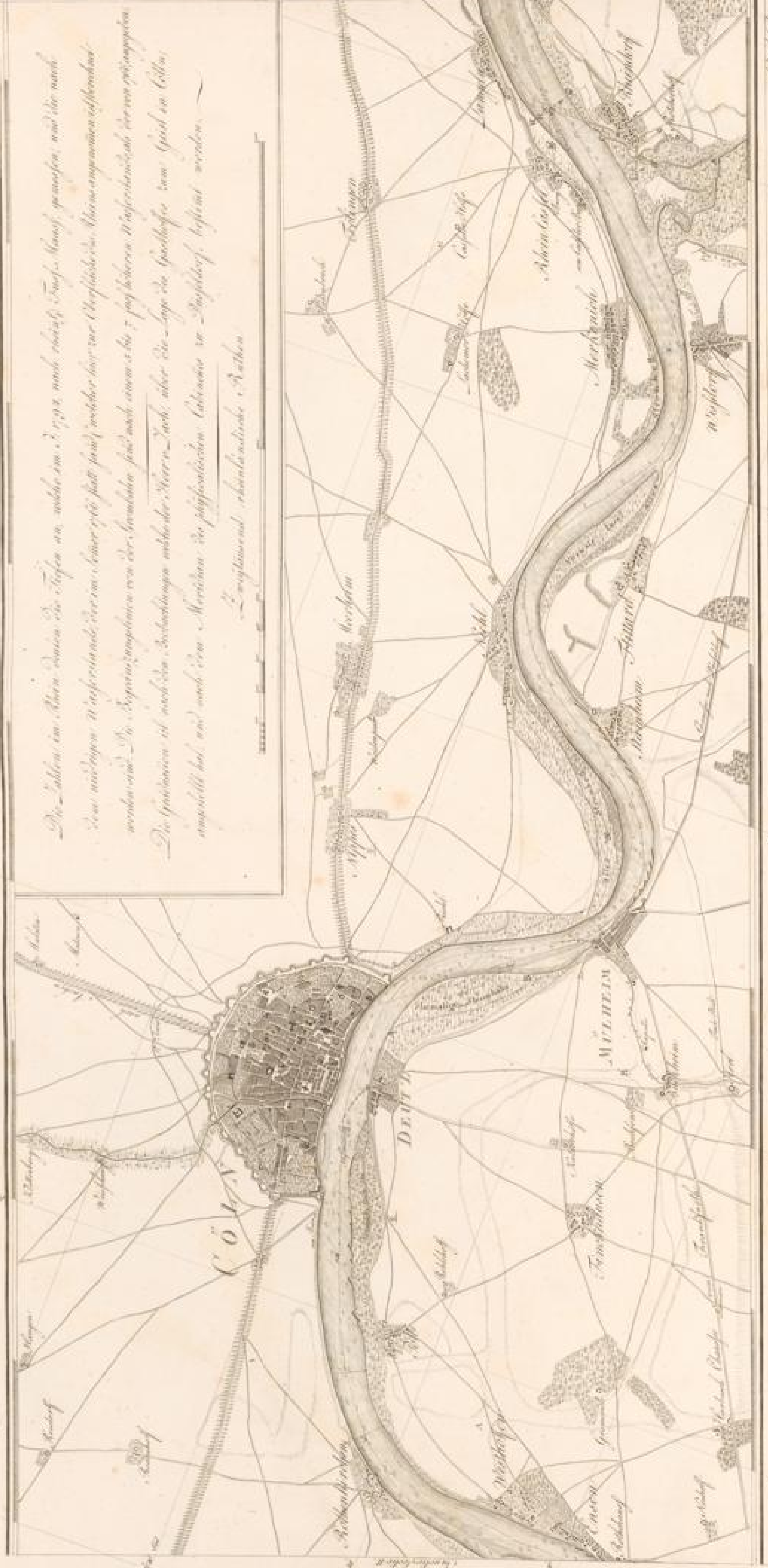




Tab. VI. Rheinische Provinz  
 Appretiationsplan. Befang  
 welche ist, auf einer Karte dargestellt hat.  
 Die Rheinische Provinz ist, in  
 die fünf Teile, die von Bonn, Trier,  
 Koblenz, Mainz, und  
 auf einer Karte dargestellt hat.

Stadt	Stärke	Art	Vertheidigung	Vertheidigung	Vertheidigung	Vertheidigung	Vertheidigung	Vertheidigung	Vertheidigung
Bonn	1000	1	1	1	1	1	1	1	1
Koblenz	1500	2	2	2	2	2	2	2	2
Trier	1200	1	1	1	1	1	1	1	1
Mainz	1800	2	2	2	2	2	2	2	2
...	...	...	...	...	...	...	...	...	...





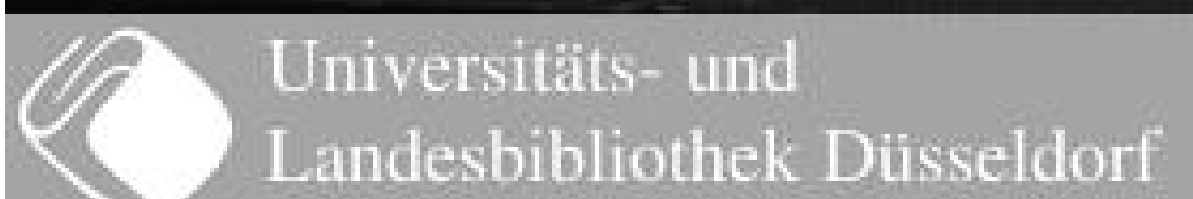
Die Festung zu Köln ist im Jahr 1797 nach einer langen Belagerung durch die Franzosen erobert worden. Die Festung zu Deutz ist im Jahr 1798 durch die Franzosen erobert worden. Die Festung zu Mulheim ist im Jahr 1799 durch die Franzosen erobert worden.

Die Festung zu Köln ist im Jahr 1797 nach einer langen Belagerung durch die Franzosen erobert worden. Die Festung zu Deutz ist im Jahr 1798 durch die Franzosen erobert worden. Die Festung zu Mulheim ist im Jahr 1799 durch die Franzosen erobert worden.

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Die Festung zu Köln ist im Jahr 1797 nach einer langen Belagerung durch die Franzosen erobert worden. Die Festung zu Deutz ist im Jahr 1798 durch die Franzosen erobert worden. Die Festung zu Mulheim ist im Jahr 1799 durch die Franzosen erobert worden.

Plan der Festung zu Köln im Jahr 1797. Die Festung zu Deutz im Jahr 1798. Die Festung zu Mulheim im Jahr 1799.







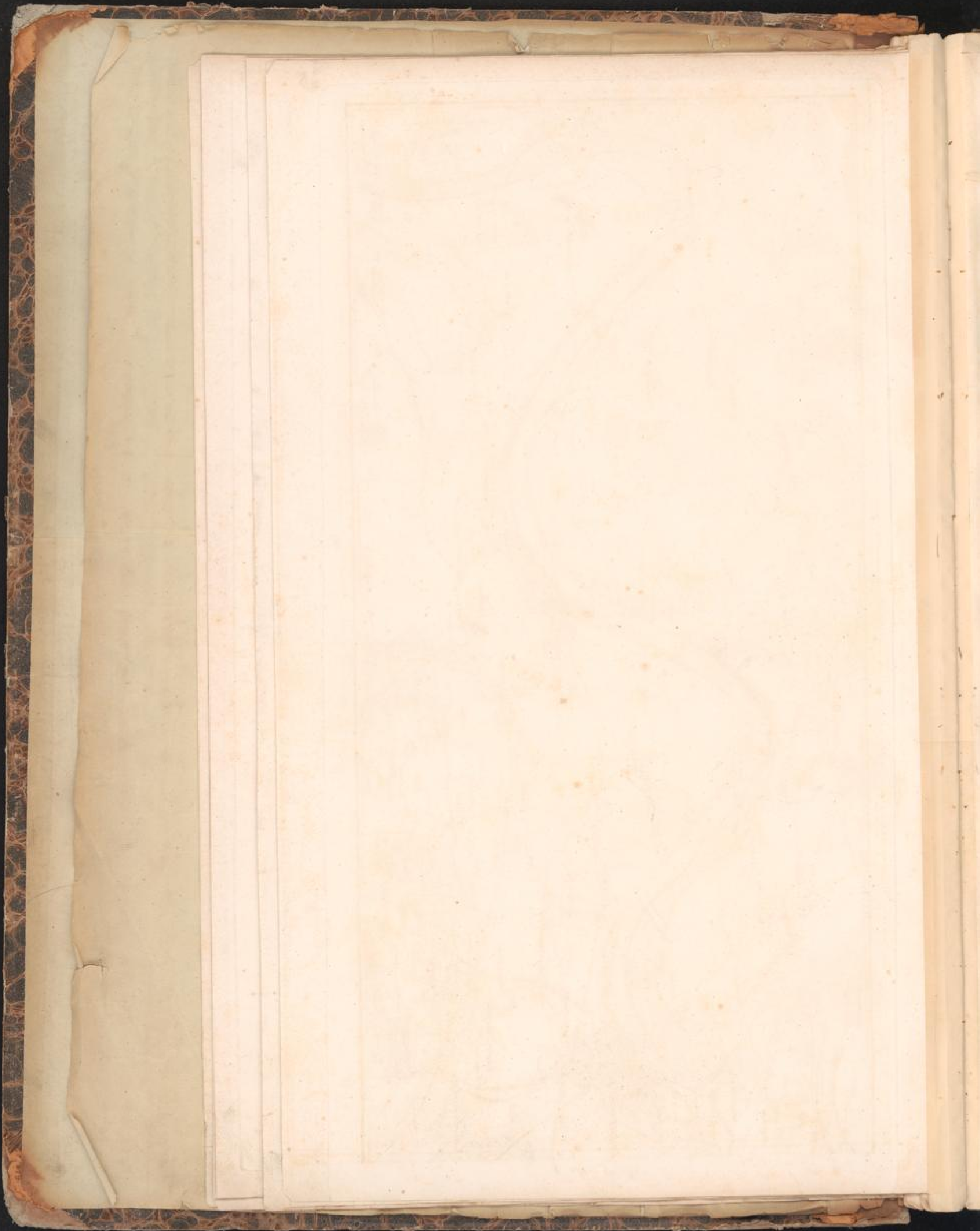




Antiquar. Tab. 16



Antiquar. Tab. 16



1771



11



Antiqu. v. d. Rheinl.

ANTEN

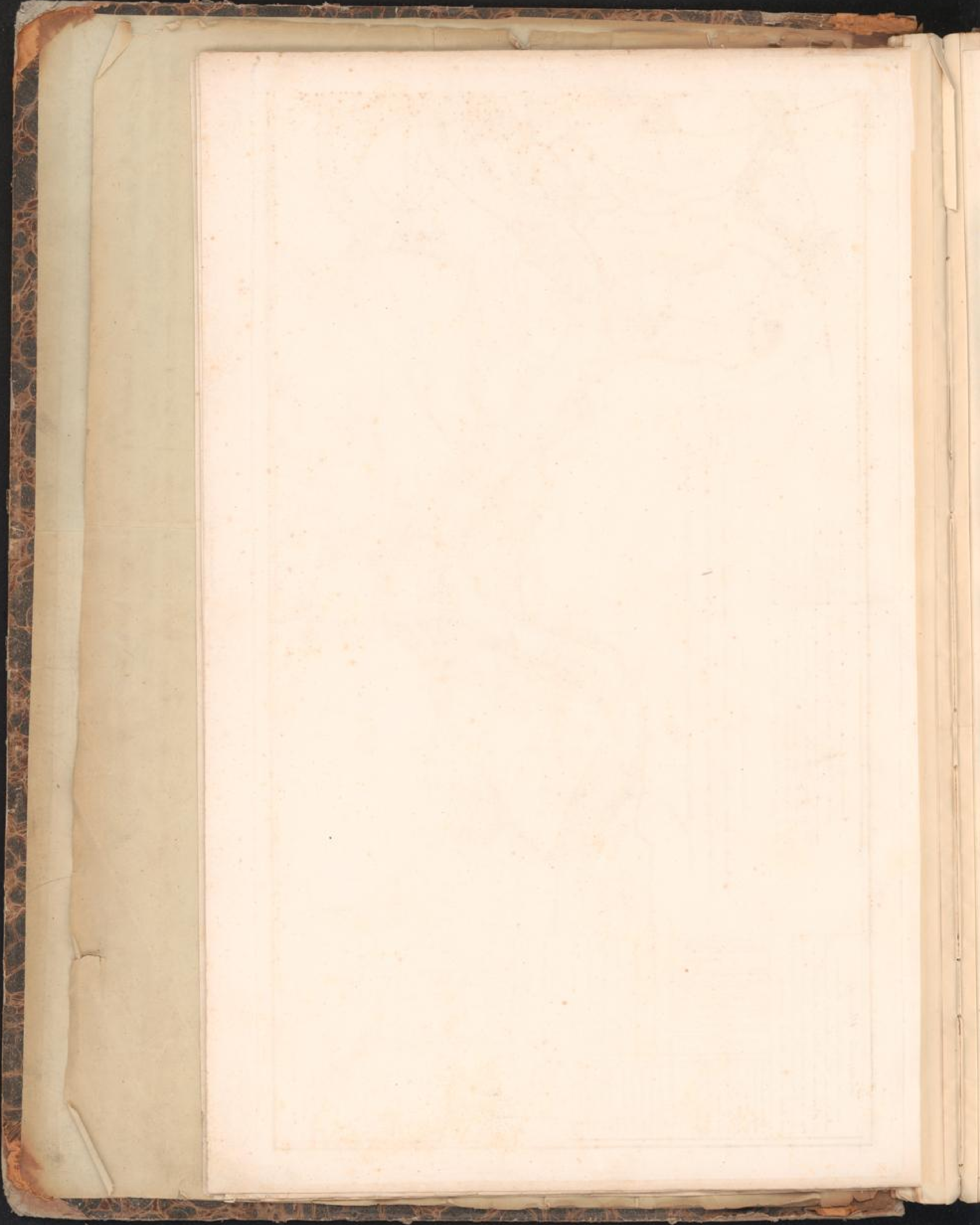
ANTEN



Antiqu. v. d. Rheinl.

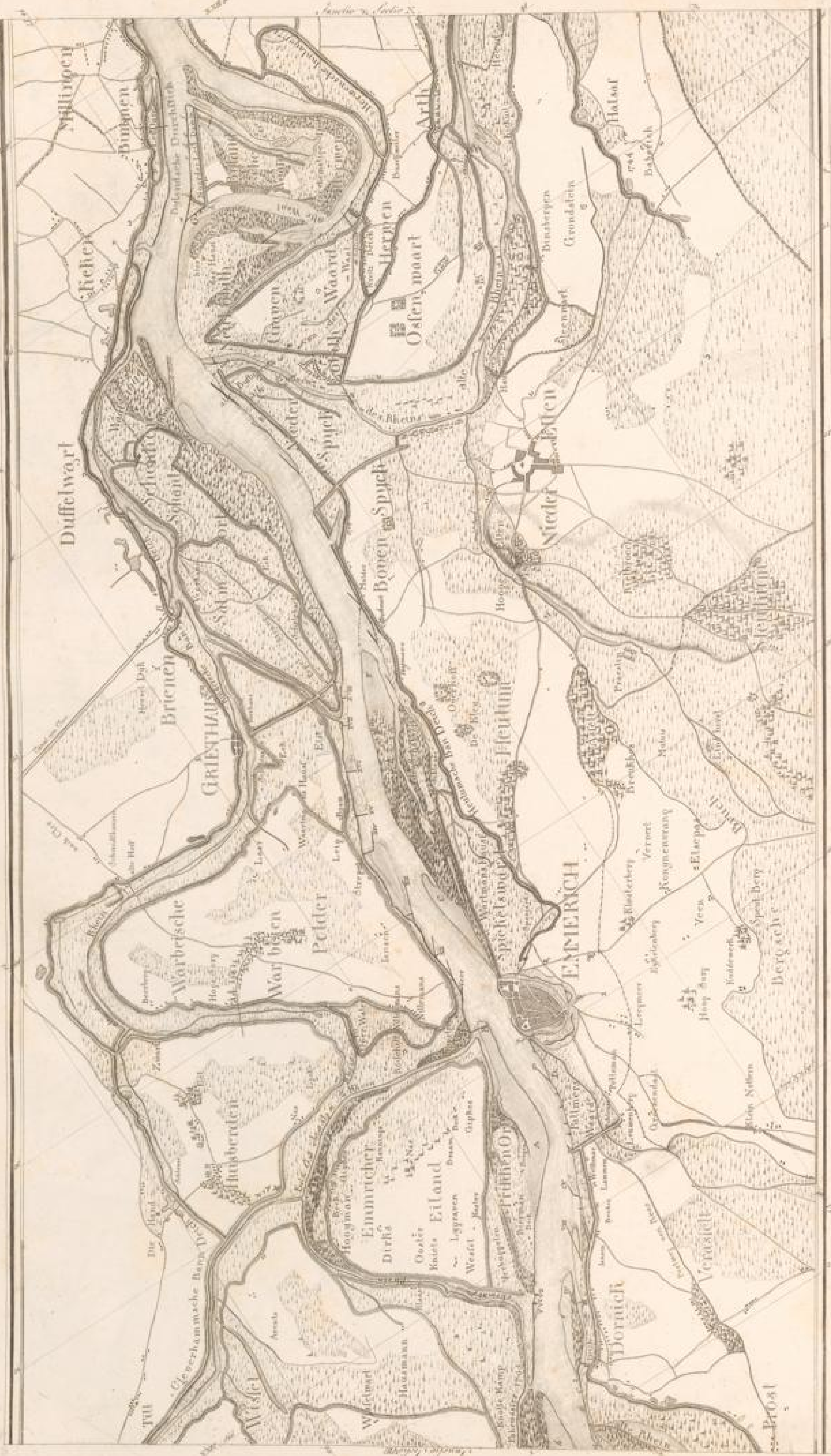








Carte de l'Alsace

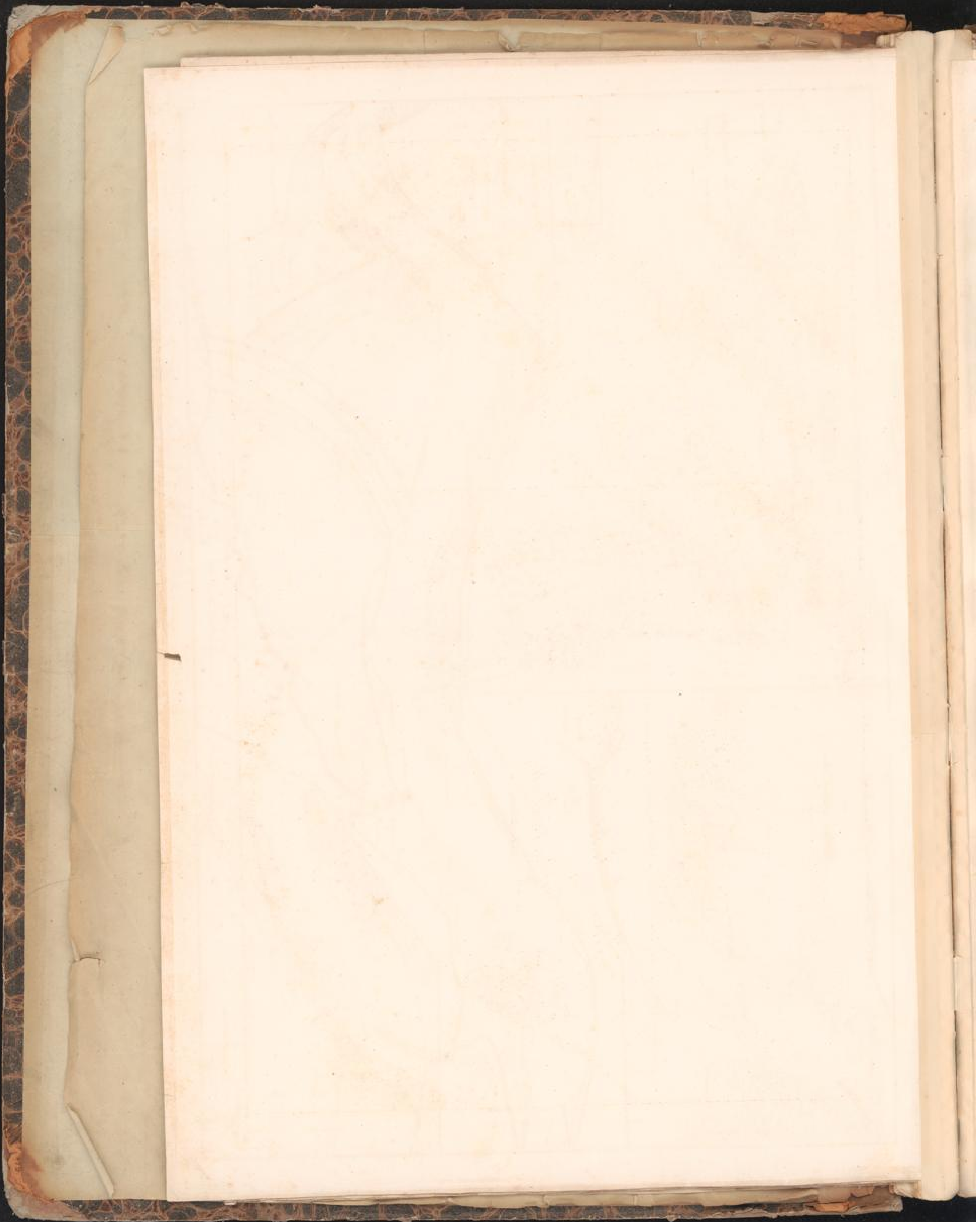


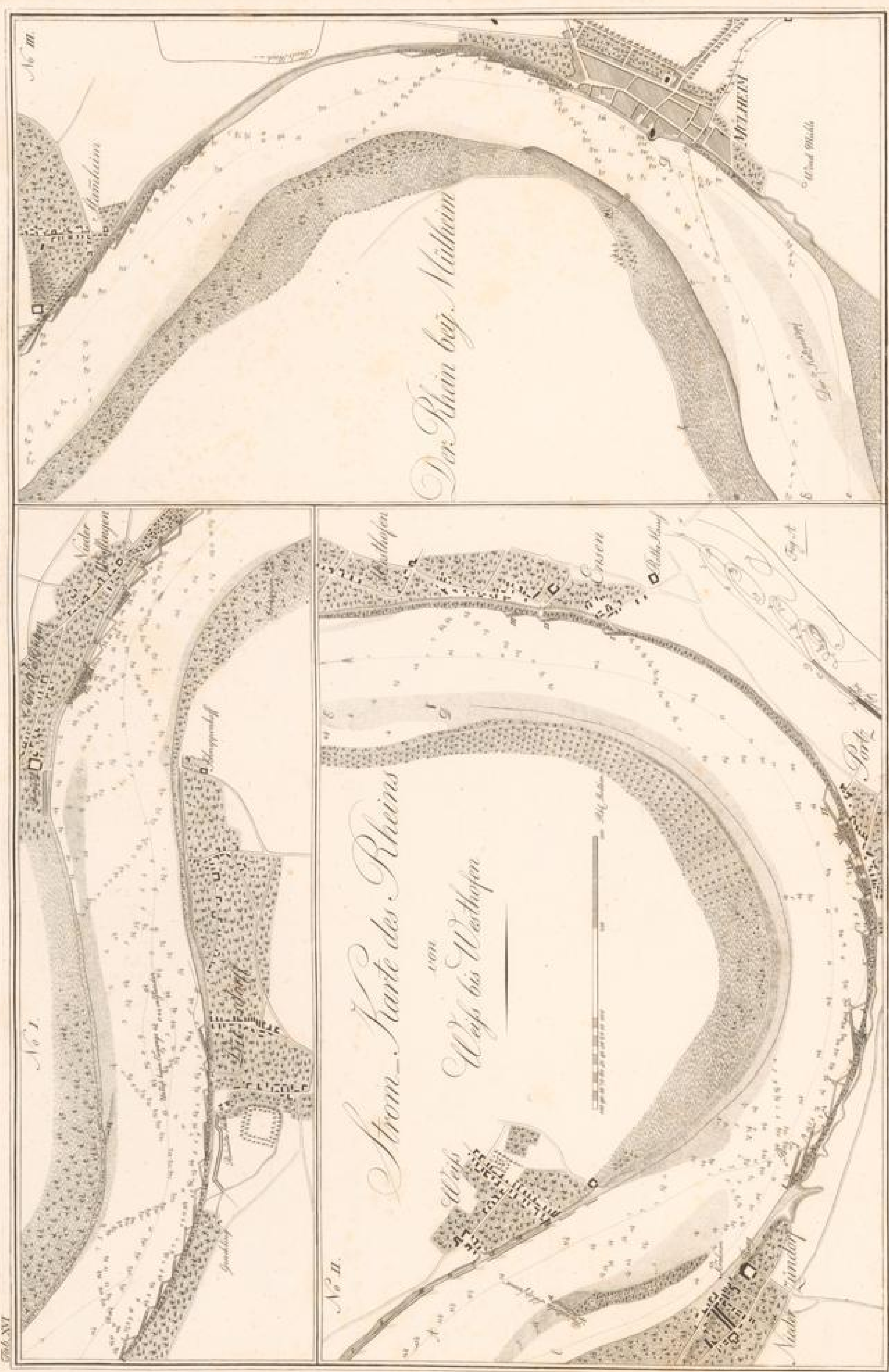












No. III.

Strom  
Mülheim

Der Rhein bey Mülheim

MÜLHEIM

Umsiedlungs

No. I.

Nieder  
Weßhofen

Strom-Karte des Rheins  
von  
Weß bis Weßhofen

1 Meile

Weß

No. II.

Weßhofen

Crone

Stollberg

Port

Nieder  
Mündung

506. NVT







Längen-Profil der Rheins von der Oer-Mündung bis gegen der Natöcheren Rieche in Mülheim, dem Kreuzsüch nach gemessen, bei einem Wasserstande von 57 Fuß über dem Meer.

Dieses Horizontal-Linie ist so wie alle übrigen H.D., aus der Oberfläche der Rheins gegen der Oer-Mündung gezogen, die geht xviij Zoll unter der Spitze der Hochwasserlinie vorbey.

Obfläche der Rheins im Kreuzsüch, bei 53 Fuß über dem Meer, oder bei einem Wasserstande der 59 unterer steht, als die Spitze der Hochwasserlinie.

(Anmerkung Wenn die oben geschilderten Maße des Längen-Profil verzeichnet werden; so kann man sie nach der Horizontal-Linie, zu einem Ganzen, zusammen fügen.)

Profil von der Rieche in Mülheim nach dem Unterfließen (Tab. V.)

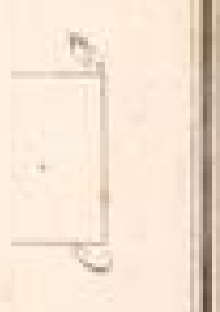
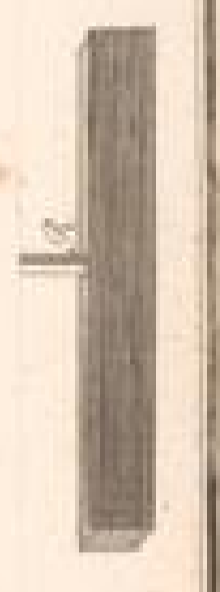


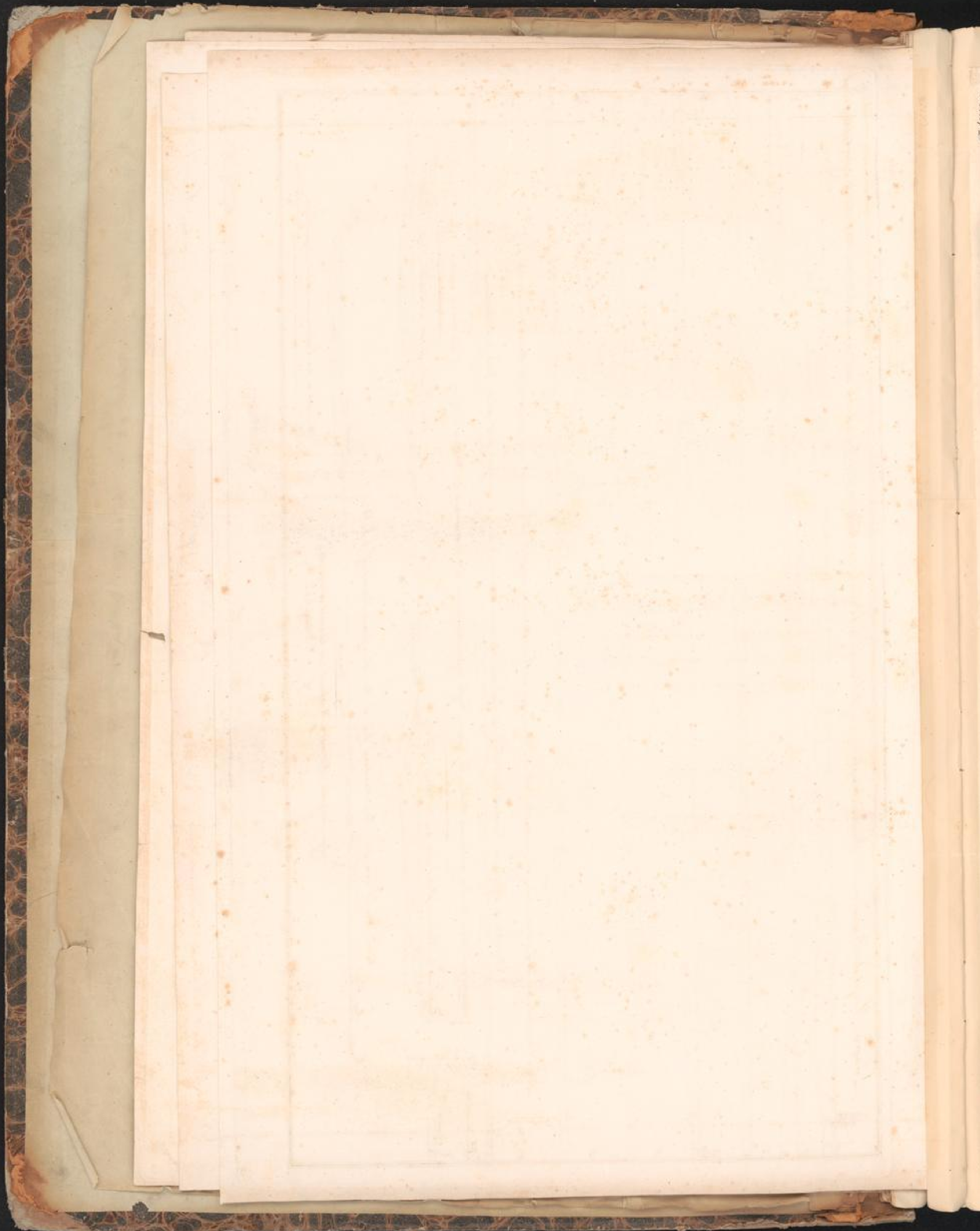
Quer-Profil von der Läng-Mündung bei n bis der Gauen-Rindorf bei R.



vorgezeichneten Normal-Messstab zur General-Ansicht.

Fig. 23.





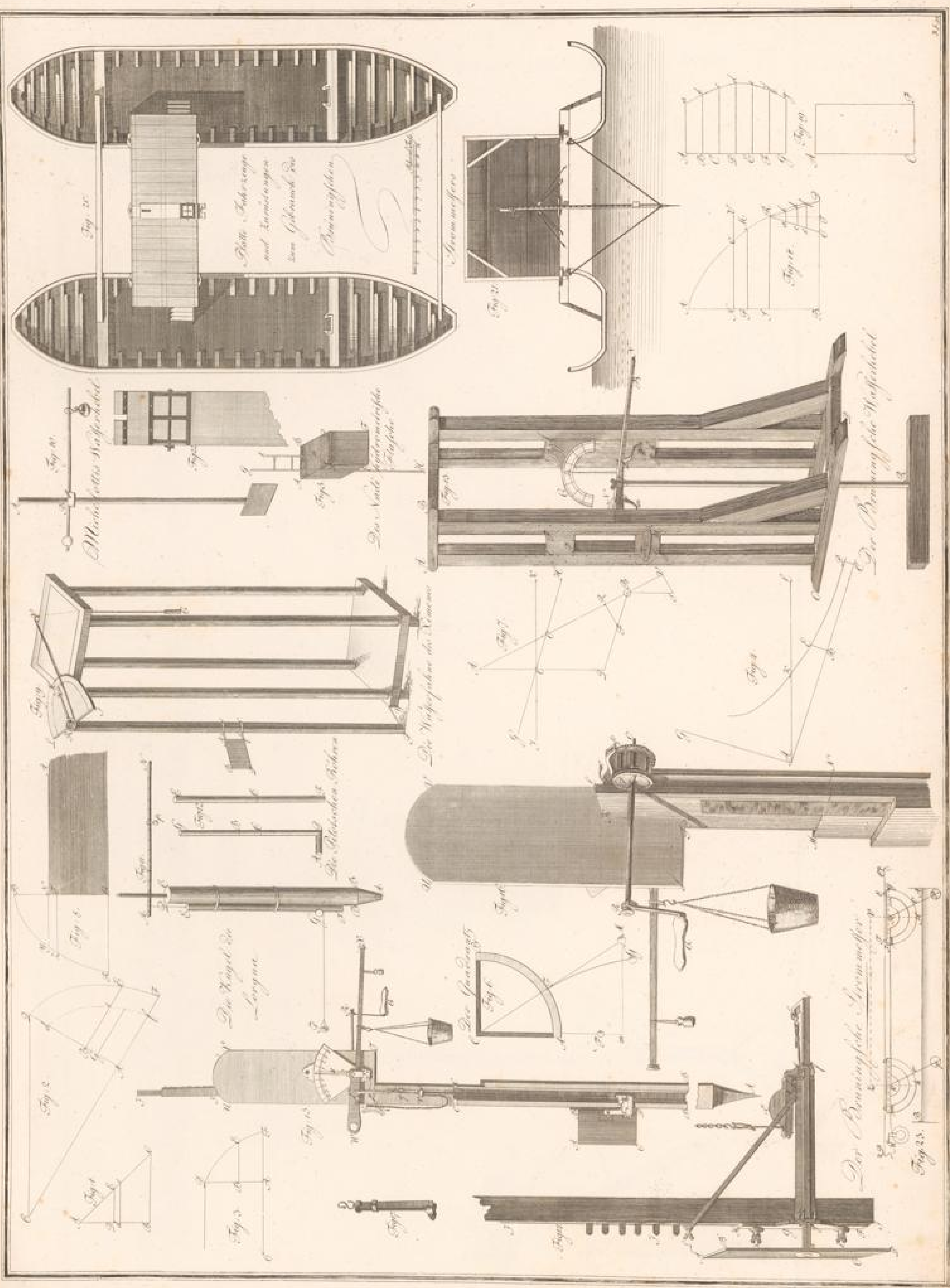


Fig. 20

Platte, Federwege  
und Anordnungen  
zum Gebrauche der  
Brennungsscheibe

Arbeitsmesser

Fig. 21

Fig. 22

Fig. 23

Fig. 24

Fig. 25

Die Kugel der Weissen

Die Kugel der Weissen

Fig. 26

Die Brennungsscheibe

Fig. 27

Fig. 28

Fig. 29

Fig. 30

Fig. 31

Fig. 32

Fig. 33

Die Kugel der  
Längere

Die Kugel der  
Weissen

Die Kugel der  
Weissen

Die Brennungsscheibe

Fig. 34

Fig. 35

Fig. 36

Fig. 37

Fig. 38

Fig. 39

Fig. 40

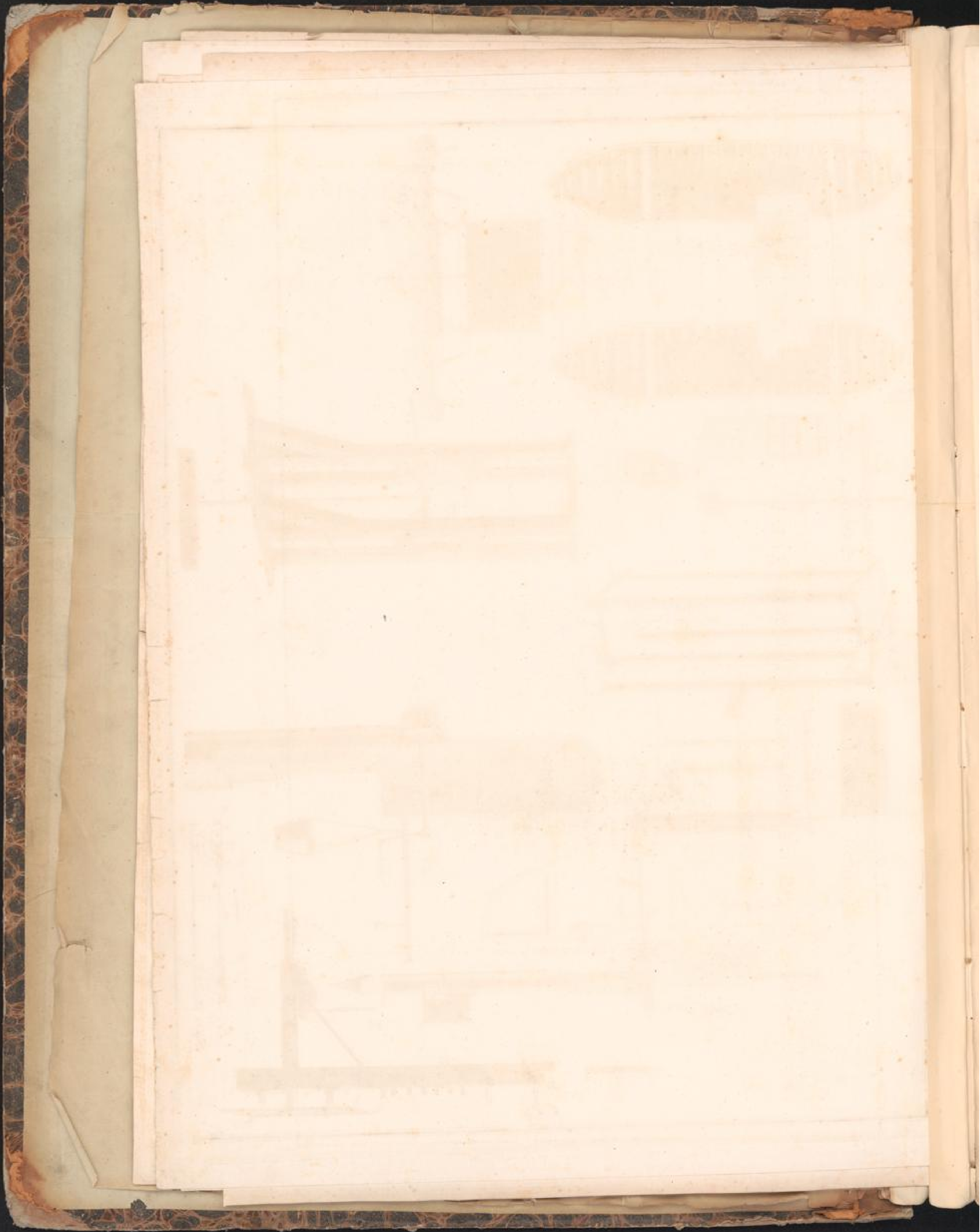
Fig. 41

Fig. 42

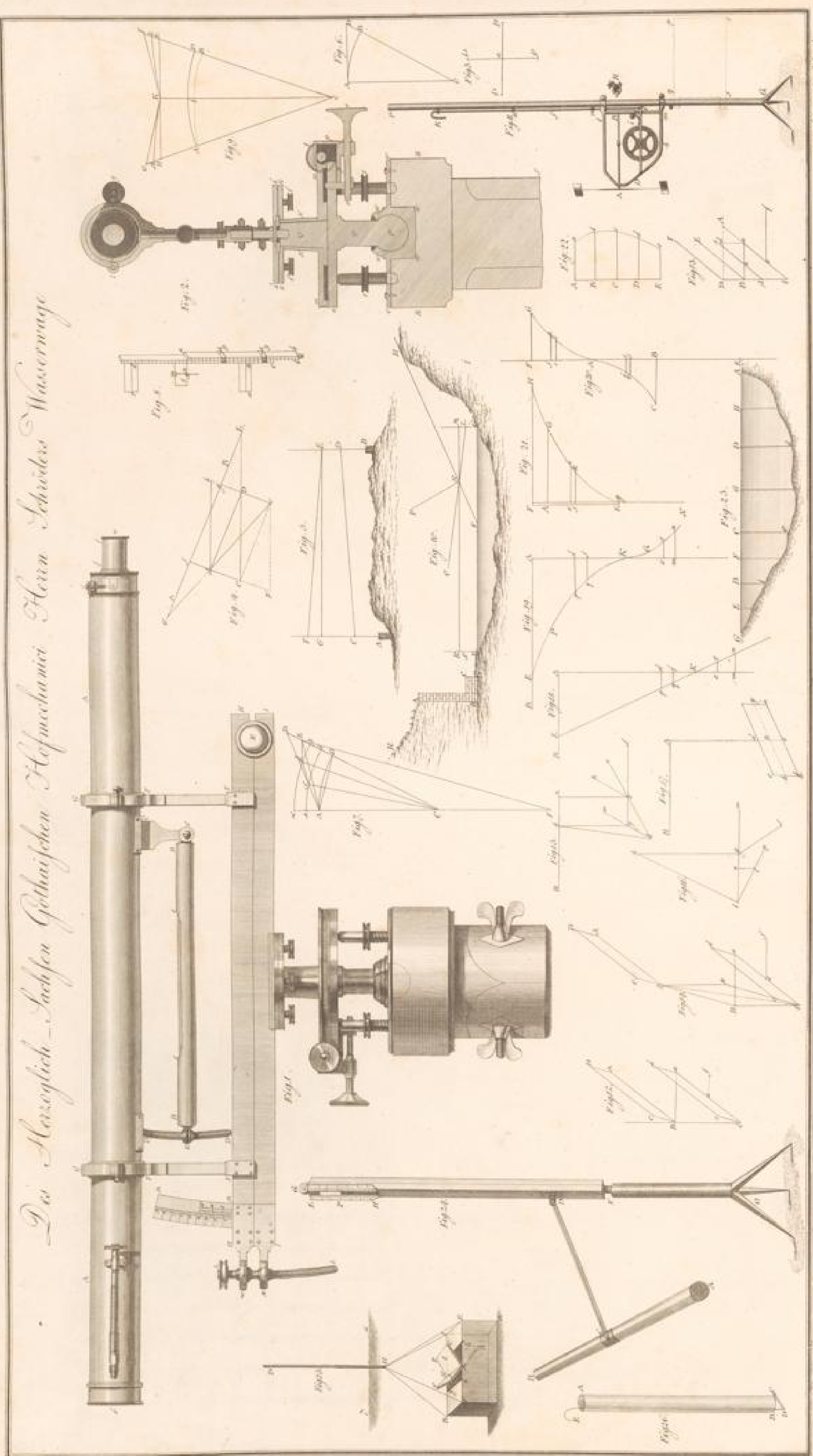
Fig. 43

Fig. 44

Fig. 45

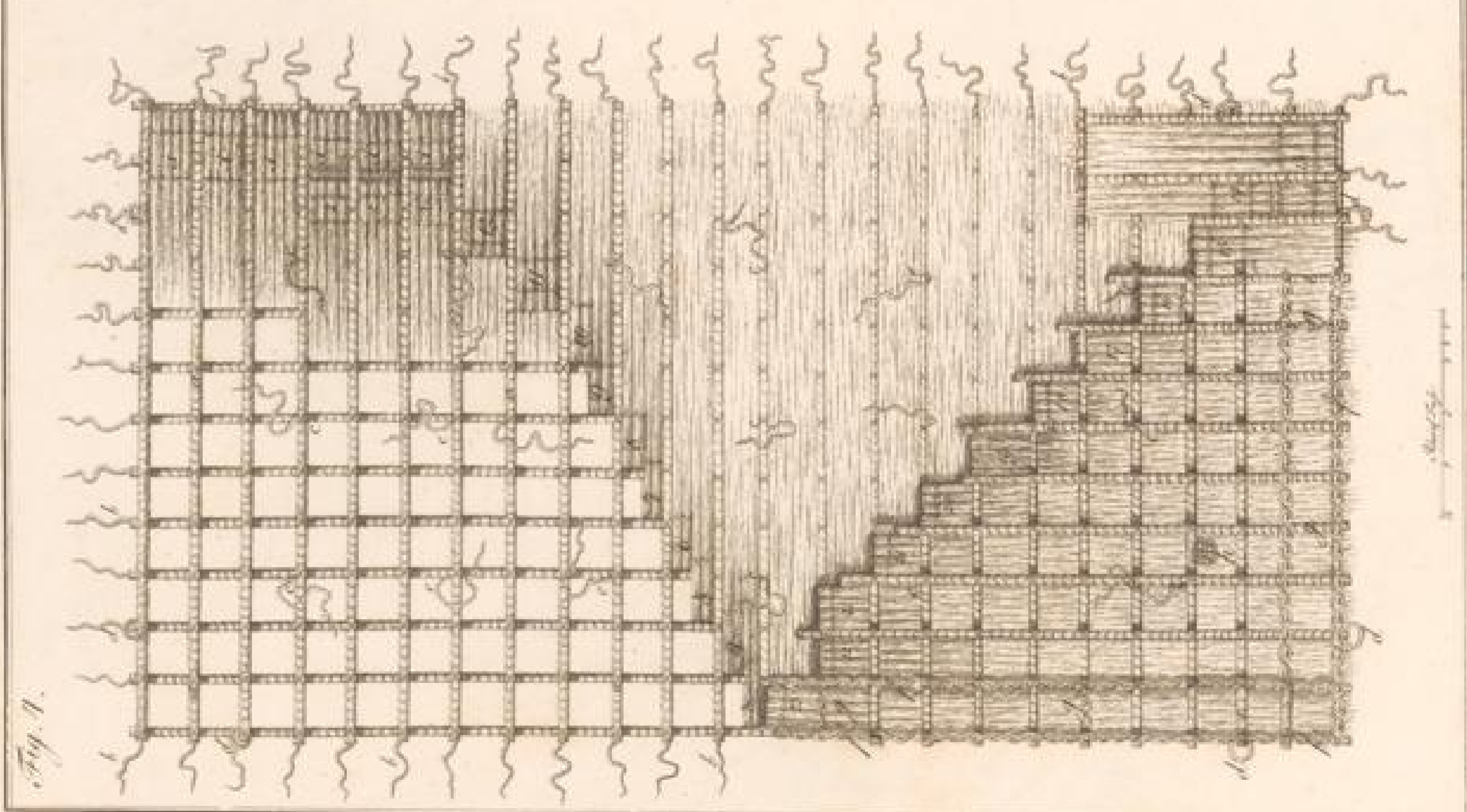
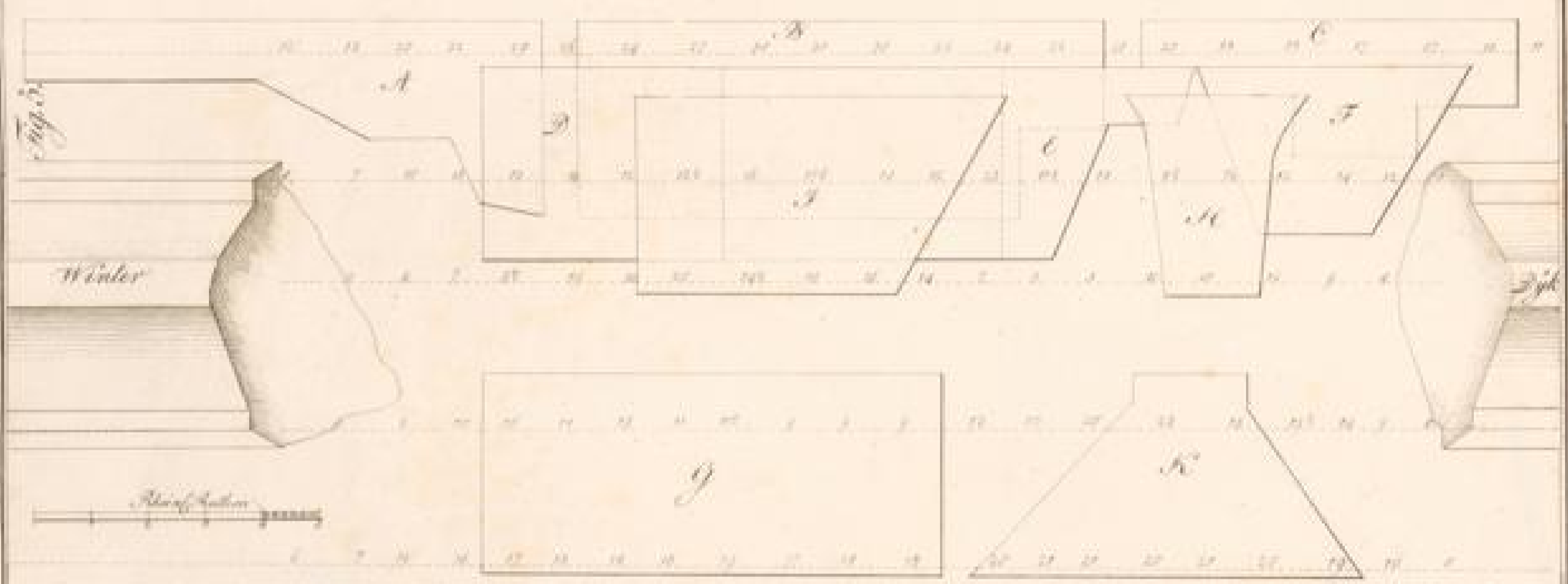
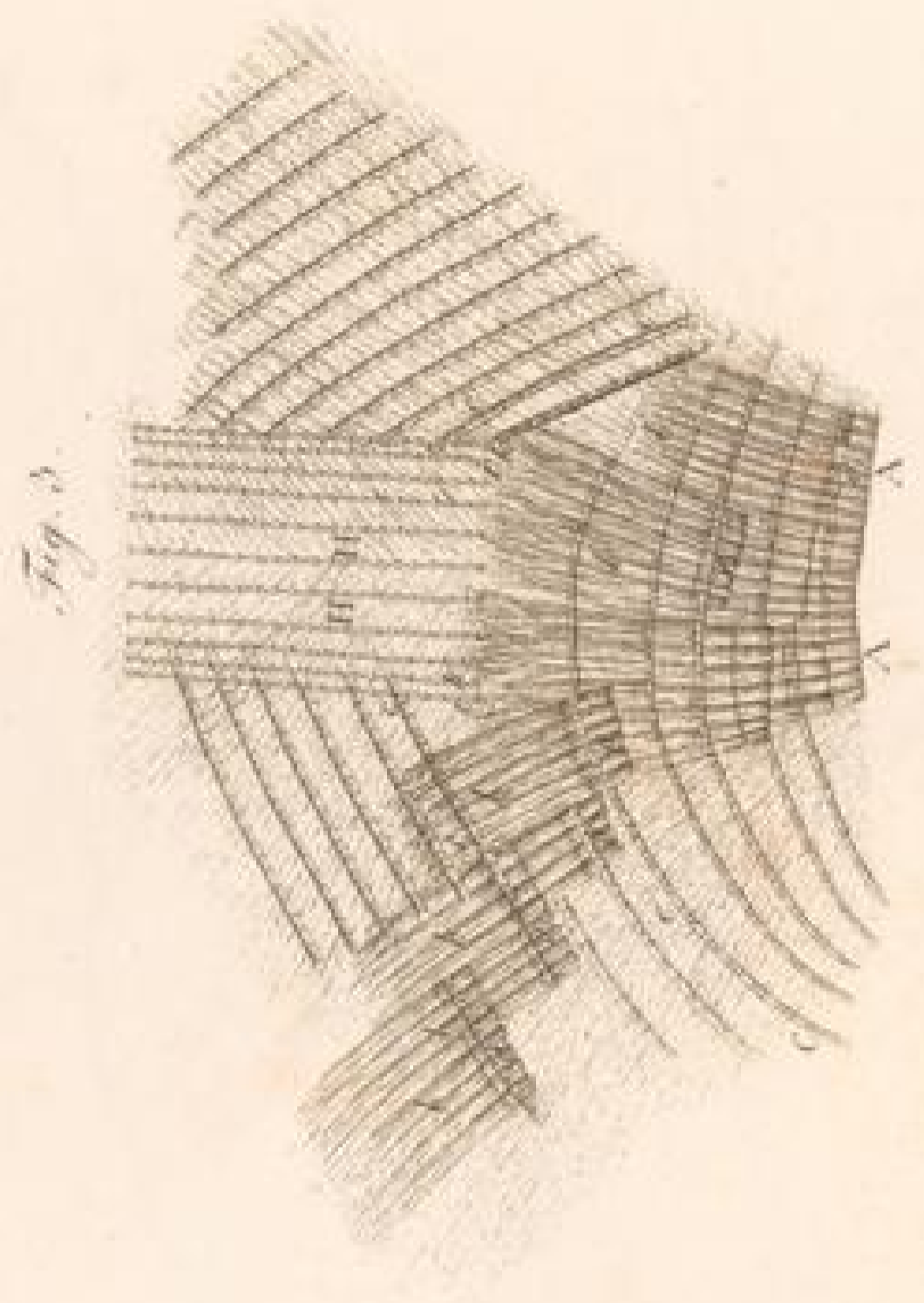
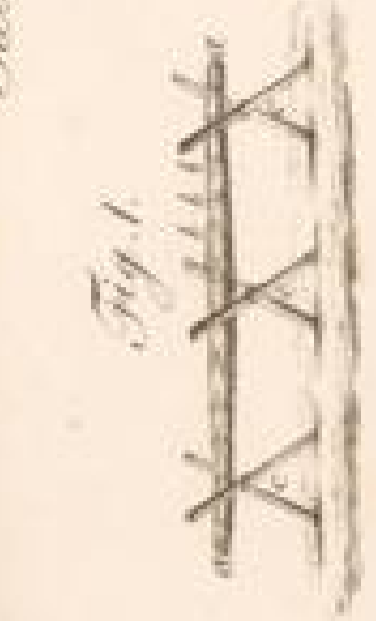


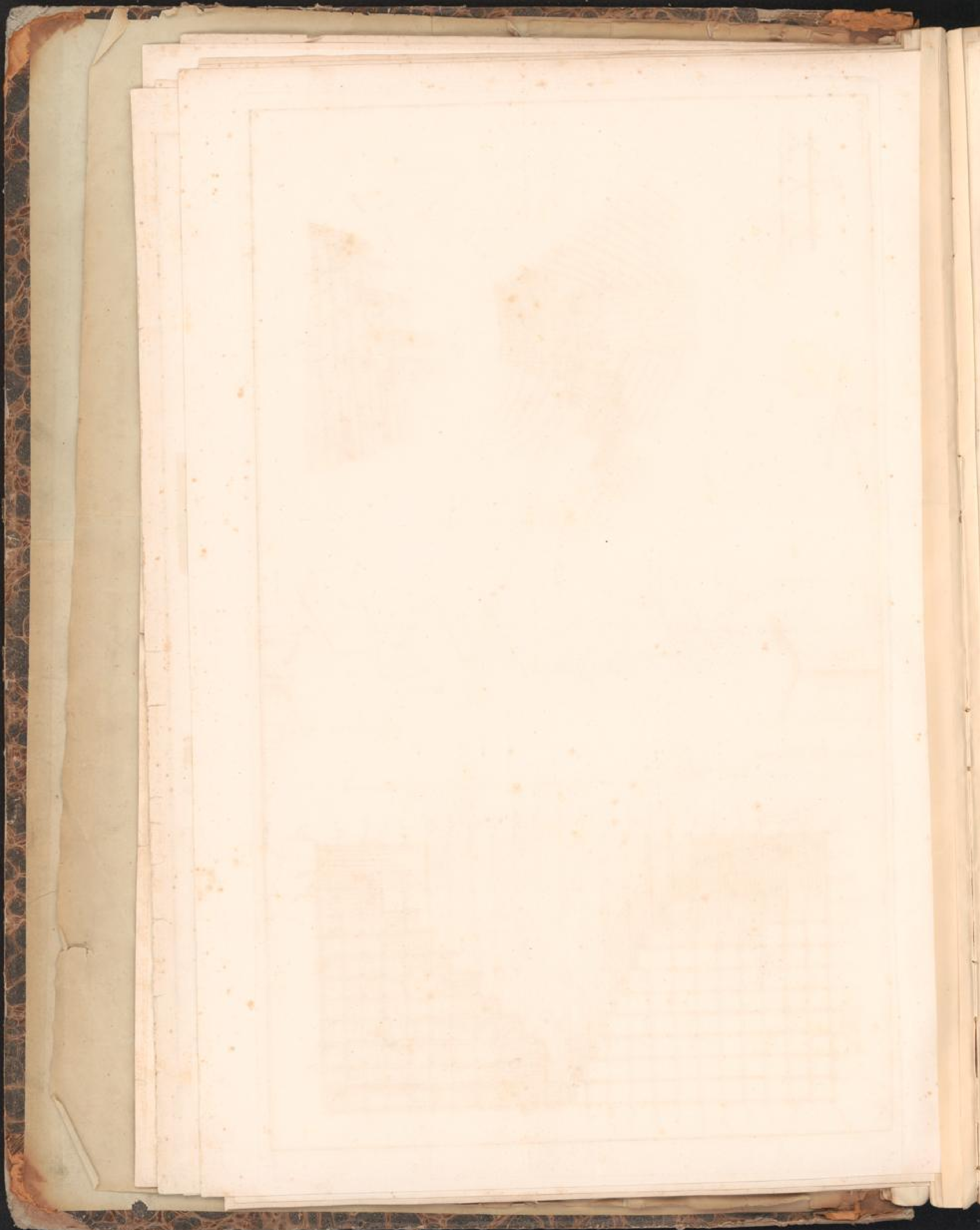
Die Königlich-Sächsische Götha'sche Hofmechanici Herrn Schreyers Wasserwagen



gezeichnet von G. C. Schreyer

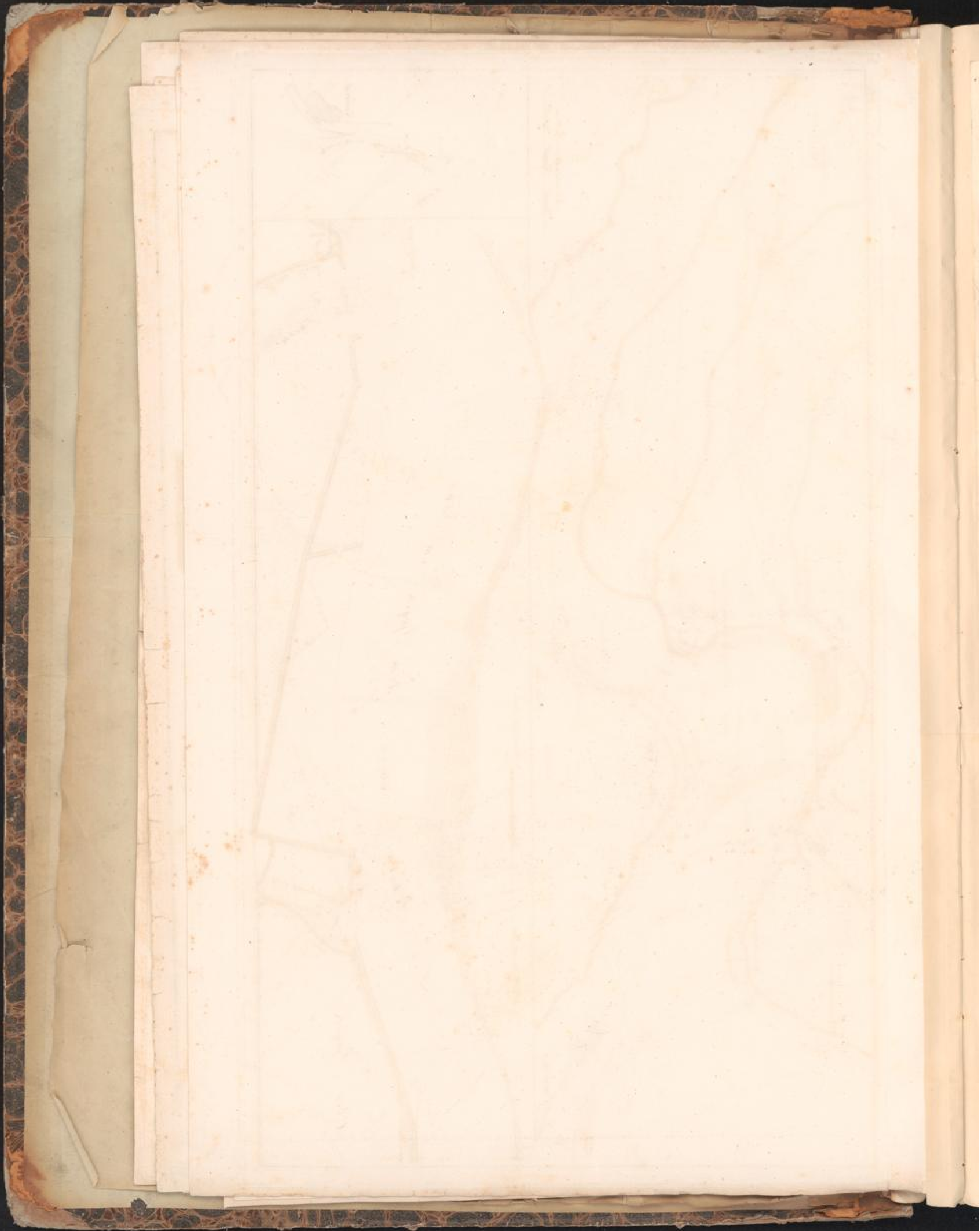


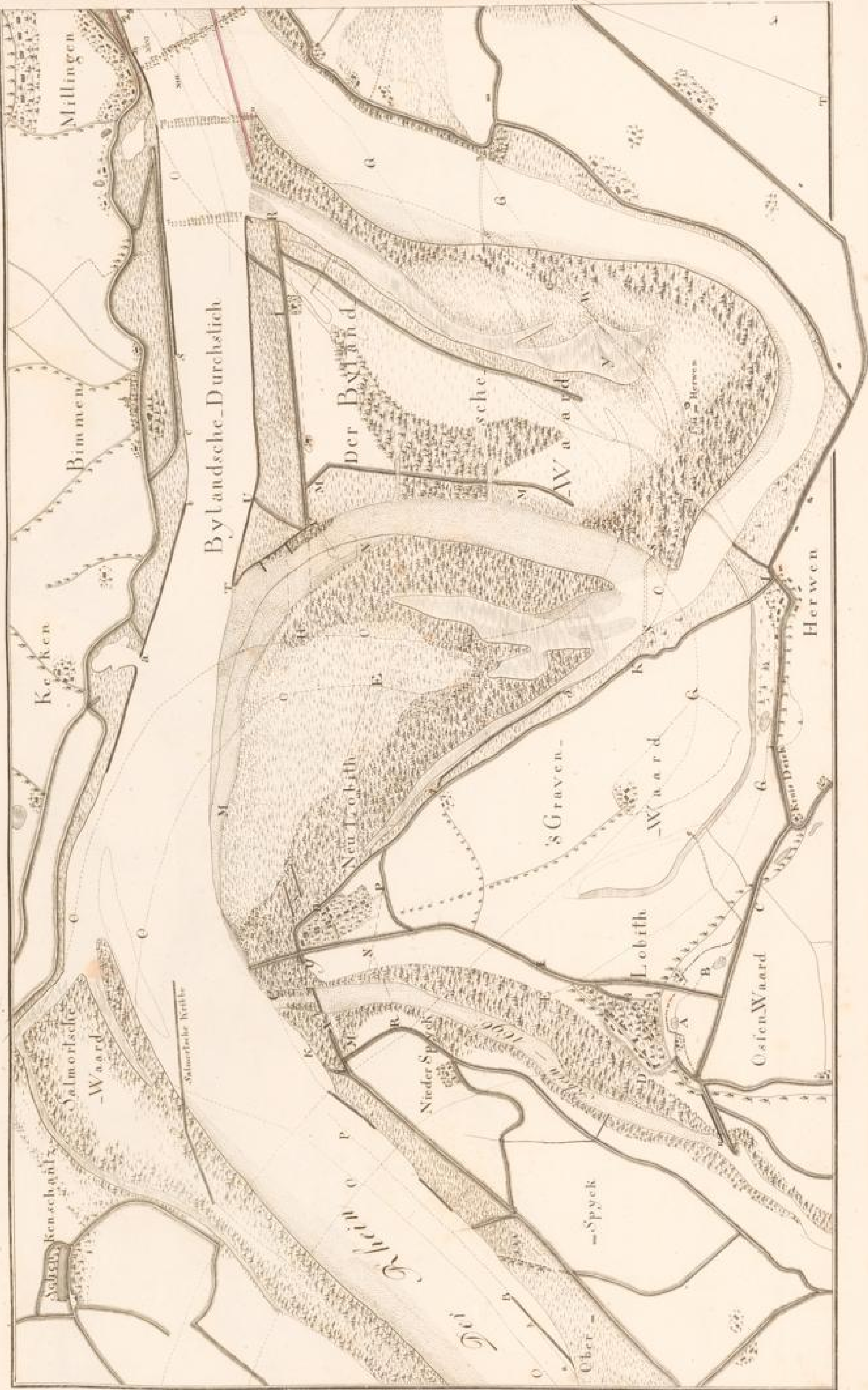




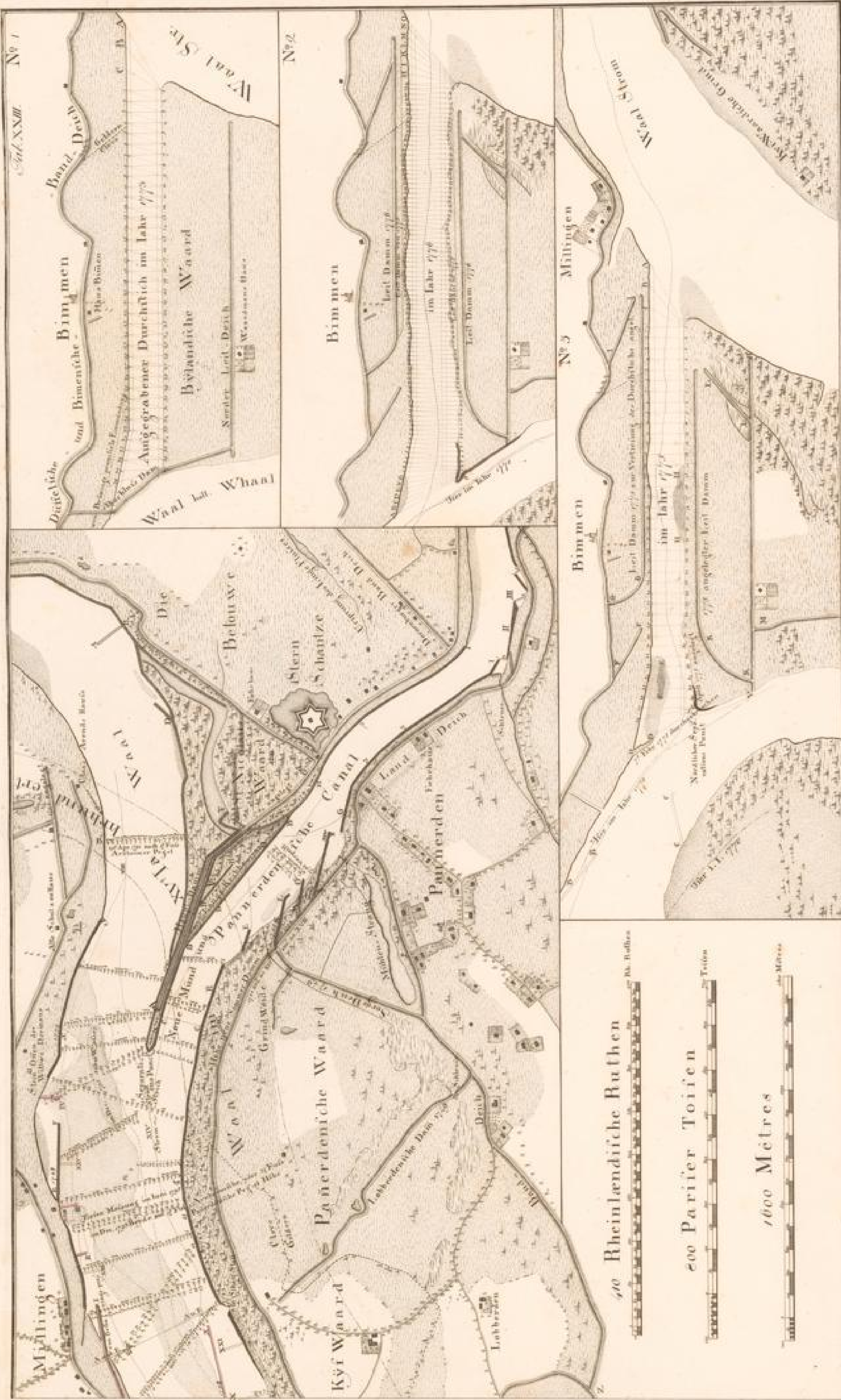




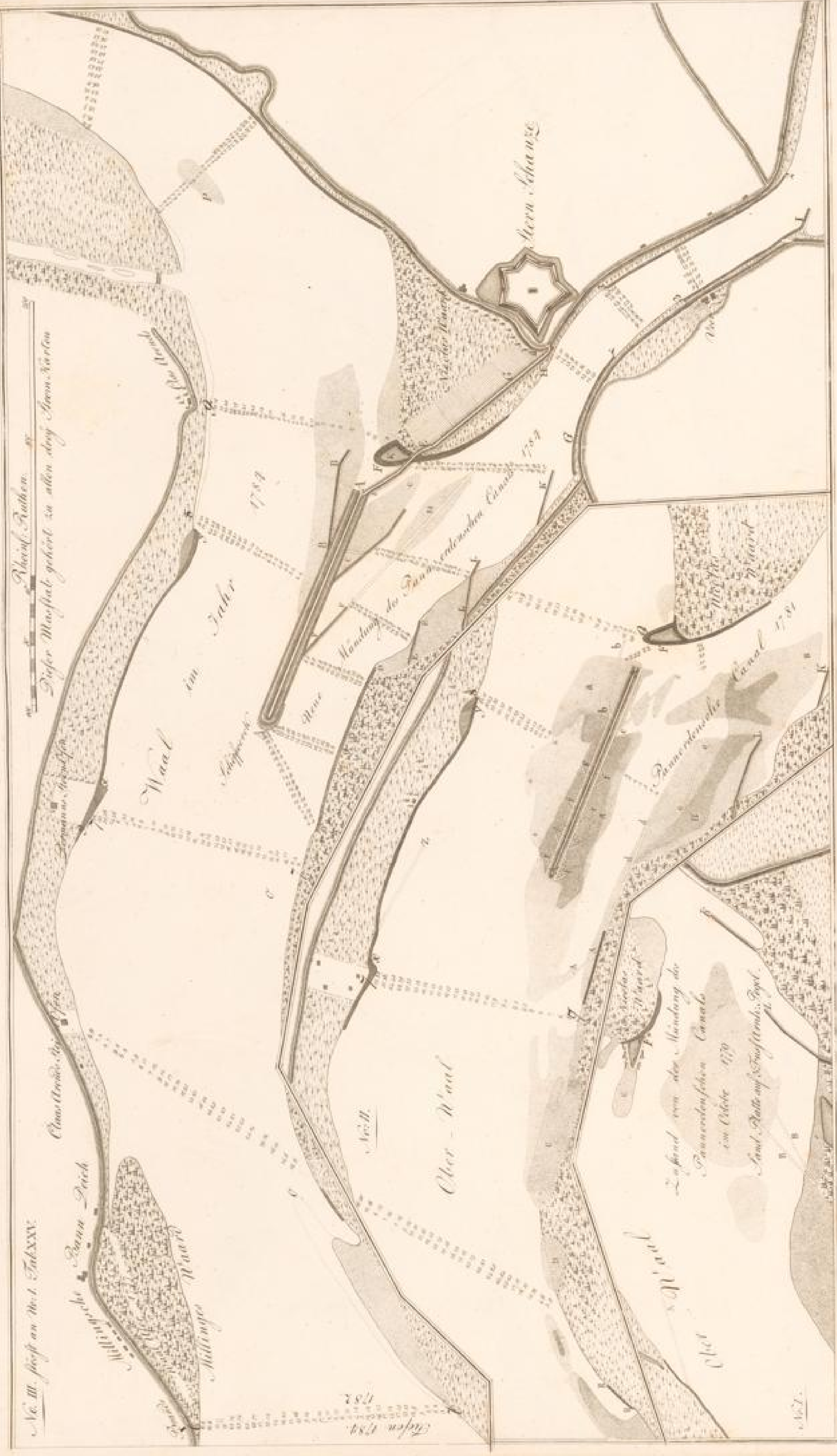


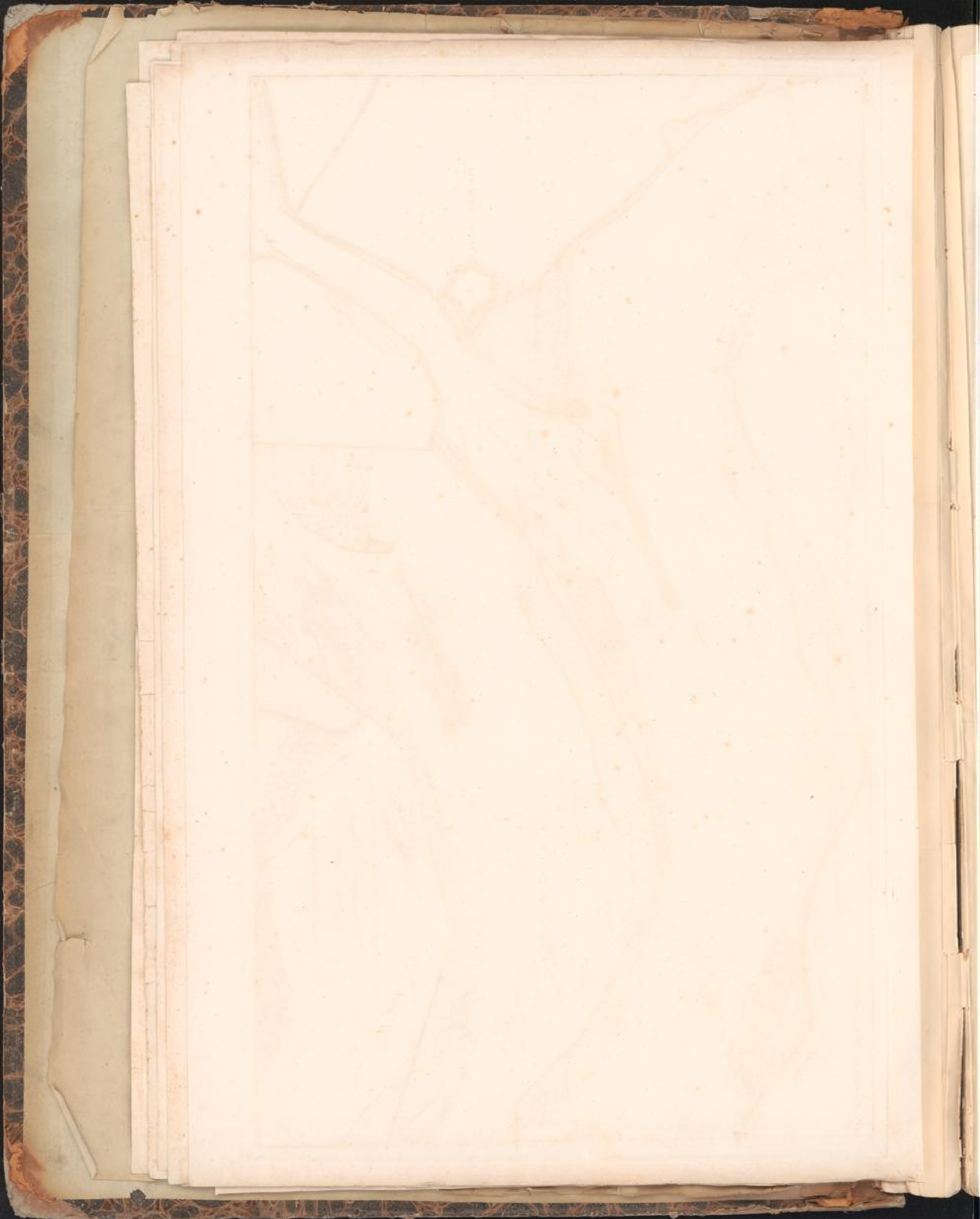




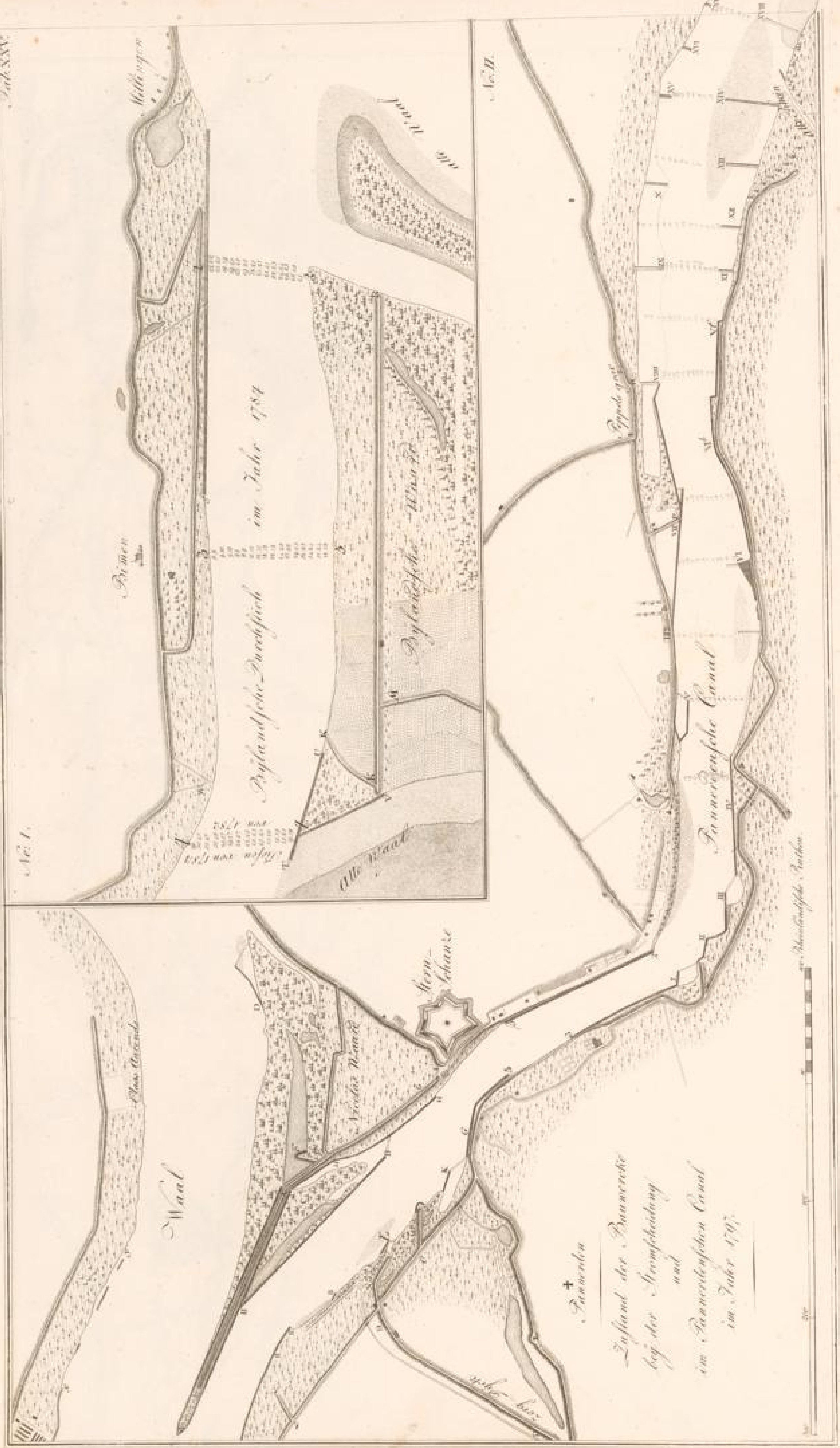












No. I.

No. II.

Waal

Stroom-Schans

Alle Waal

Zyland'sche Drechtstreek

im Jahr 1789

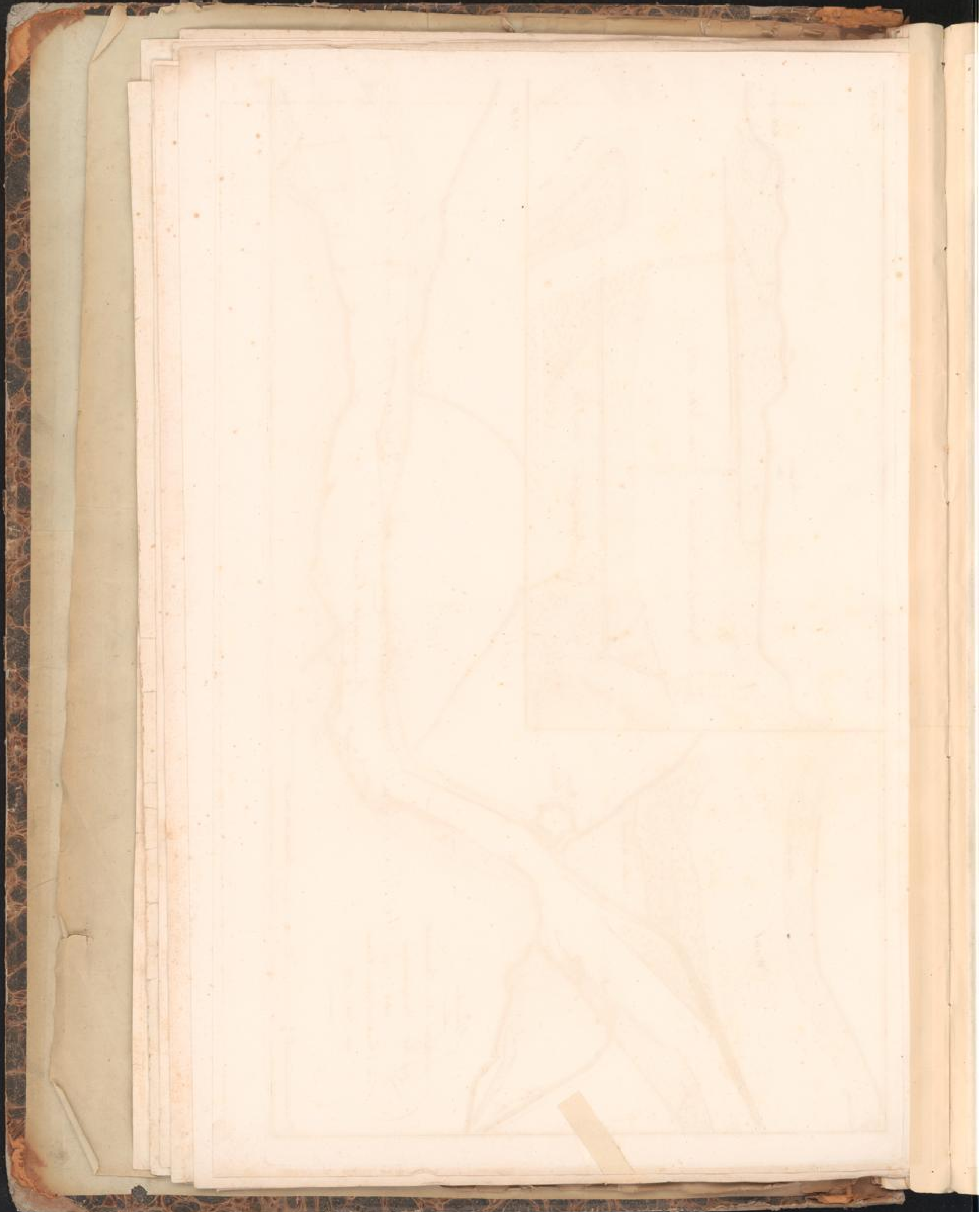
Pannerloper Canal

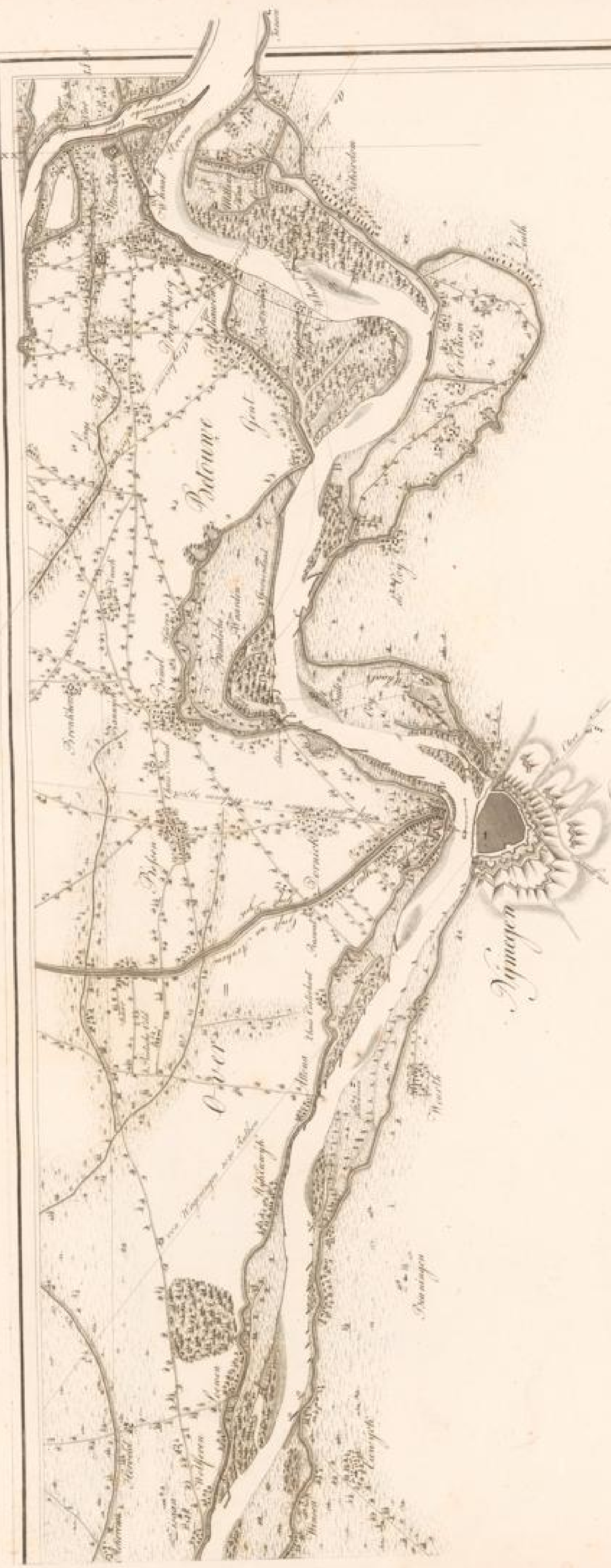
Pannerloper Canal

Pannerloper

Zyland der Pannerloper  
by der Stroom-Schans  
und  
im Pannerloper Canal  
im Jahr 1797.

200 paces





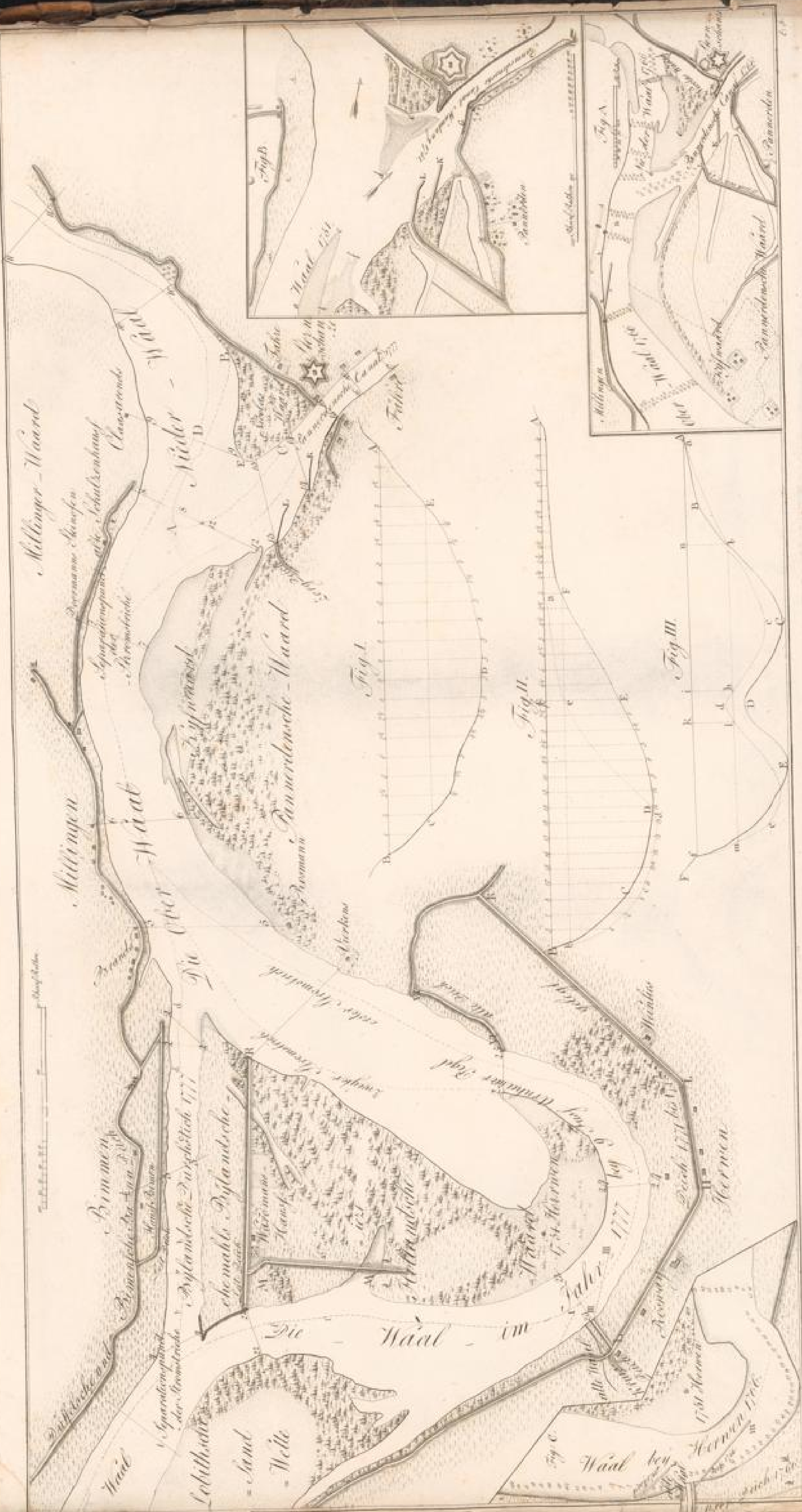
Karte des Seck, von der Aar bis zum Rheine, dem Seck, von der Aar bis zum Rheine, dem Seck, von der Aar bis zum Rheine...

Verlag des Königl. Verlagsbuchhandlungs...

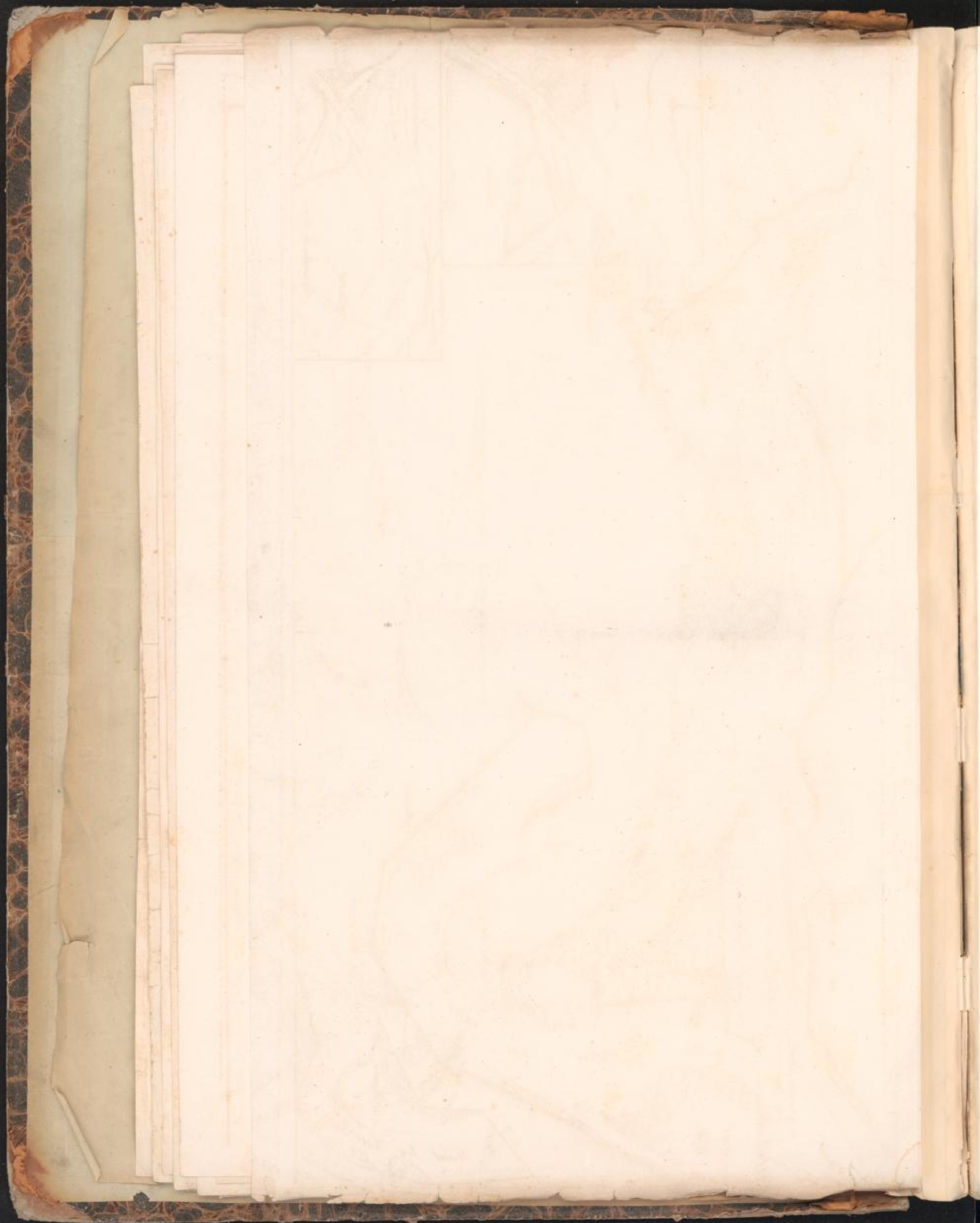
Verlag des Königl. Verlagsbuchhandlungs...

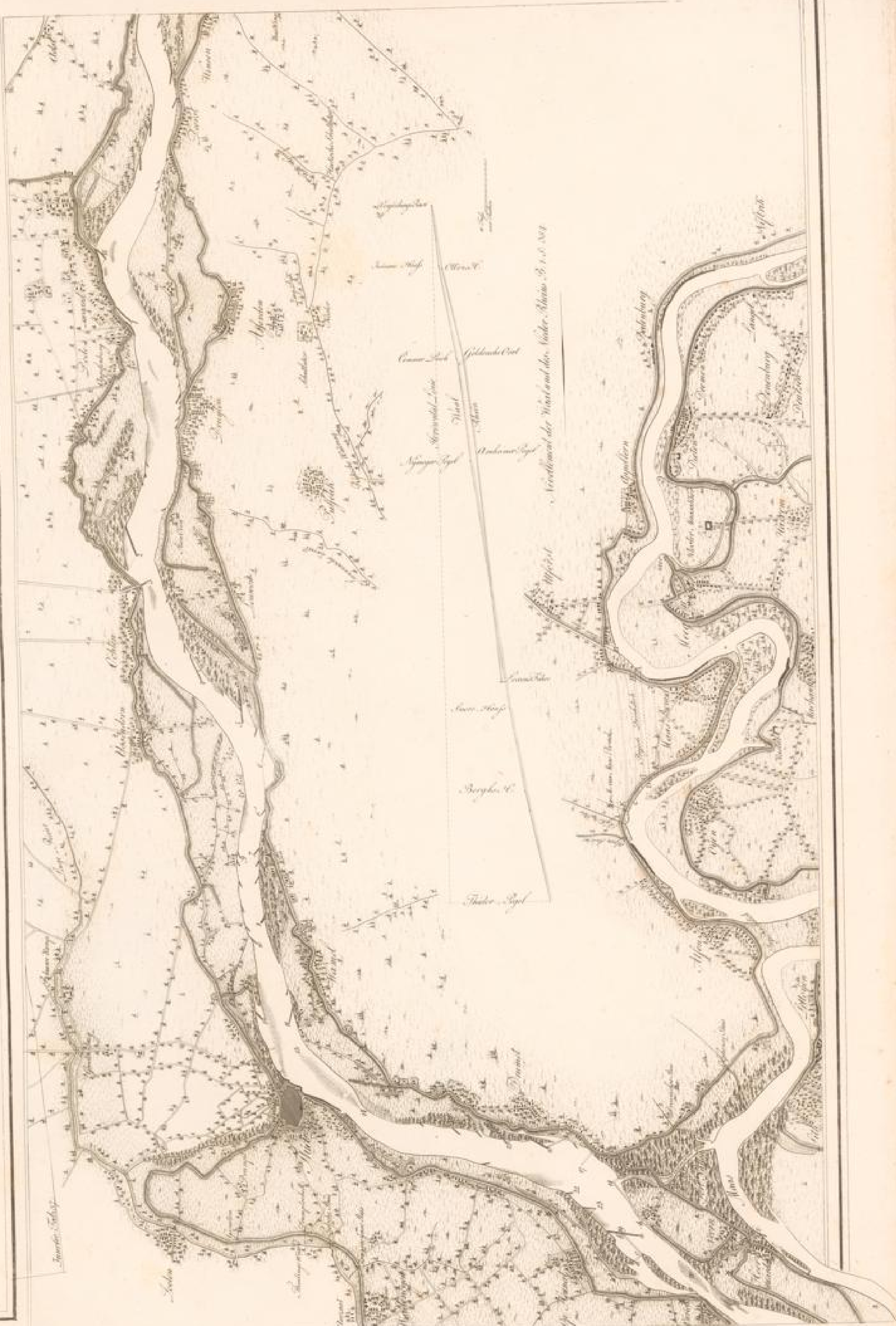
Verlag des Königl. Verlagsbuchhandlungs...



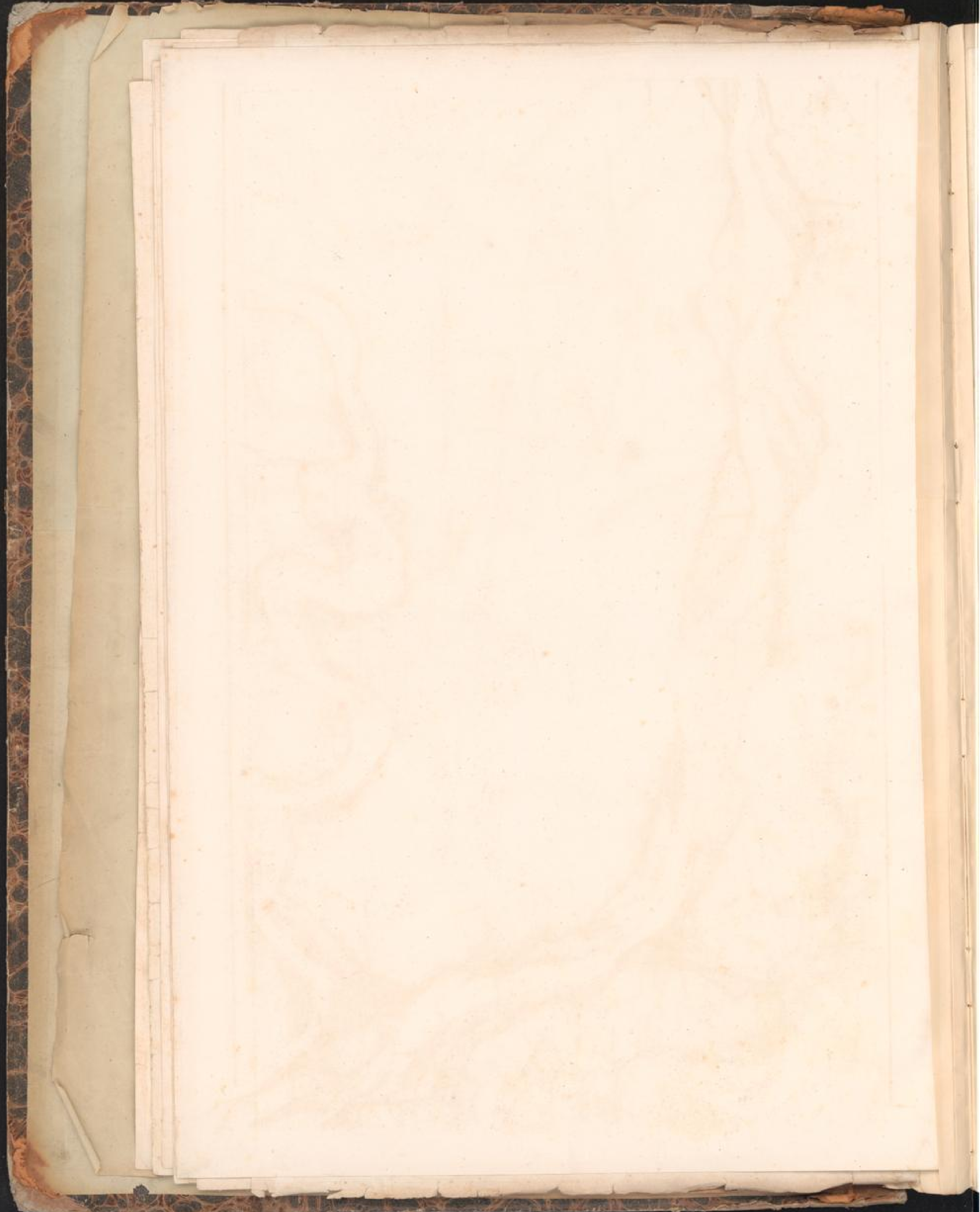


Tab. XXV  
 Die Waal im  
 Pannerden-Waard  
 Hermens-Waard  
 Hermens  
 Nieuwe-Waal  
 Lobithsche Waal  
 Binnen-Waal  
 Ober-Waal  
 Nieder-Waal  
 Millingen-Waard





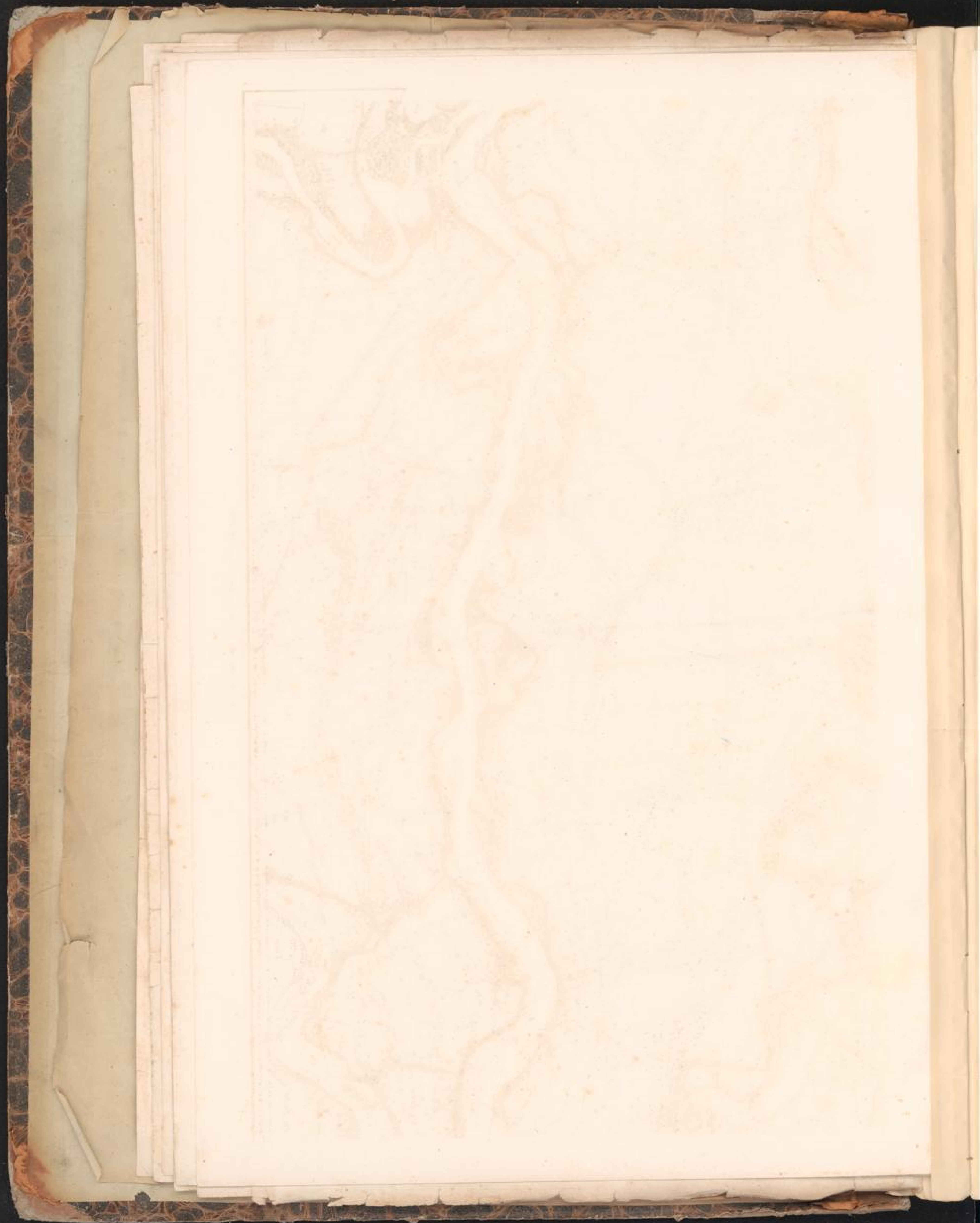
Verzeichnis der Winzer des Saales, Blatts B. 1. v. 1784





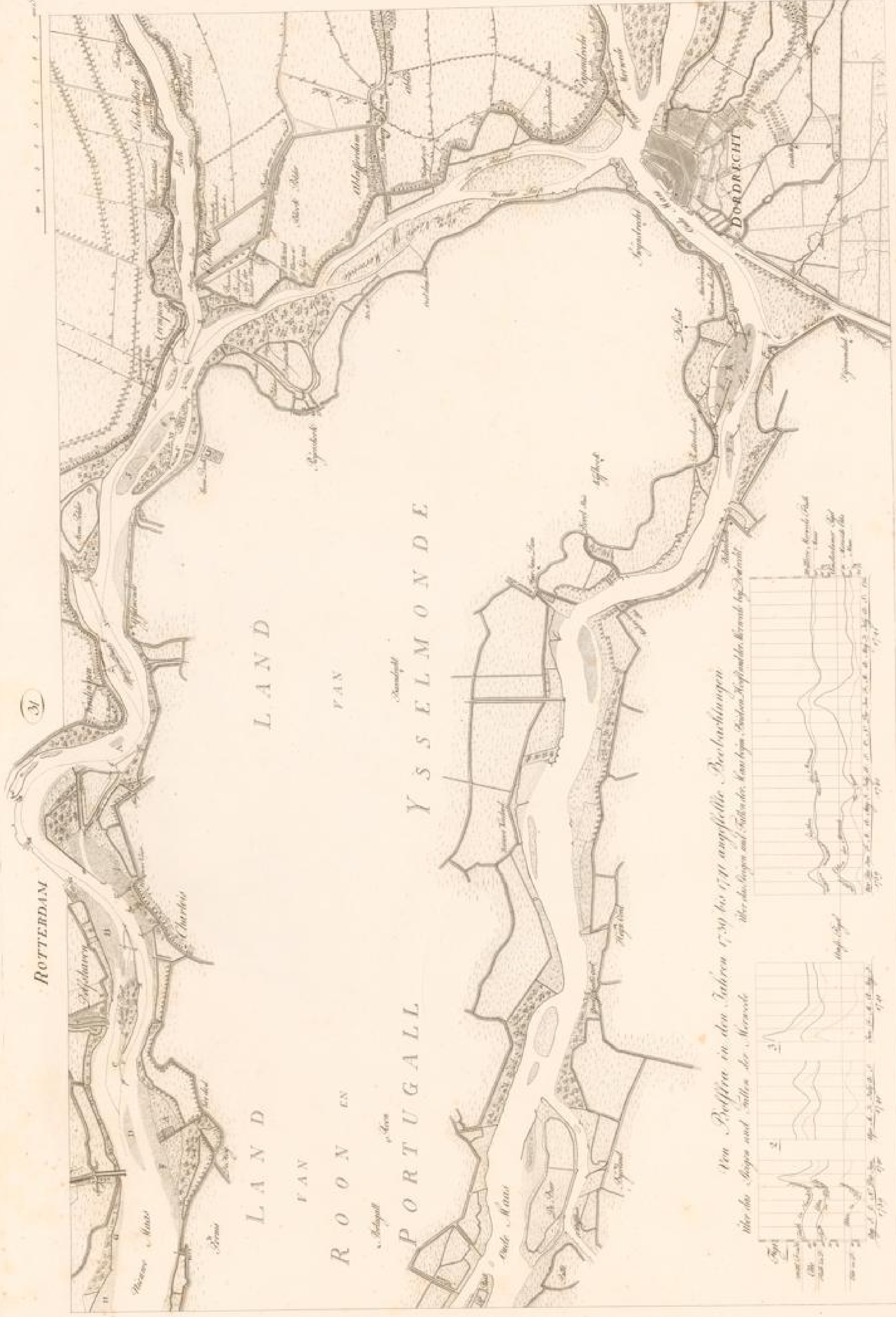


M. Moselle. 1750. M. Beck.







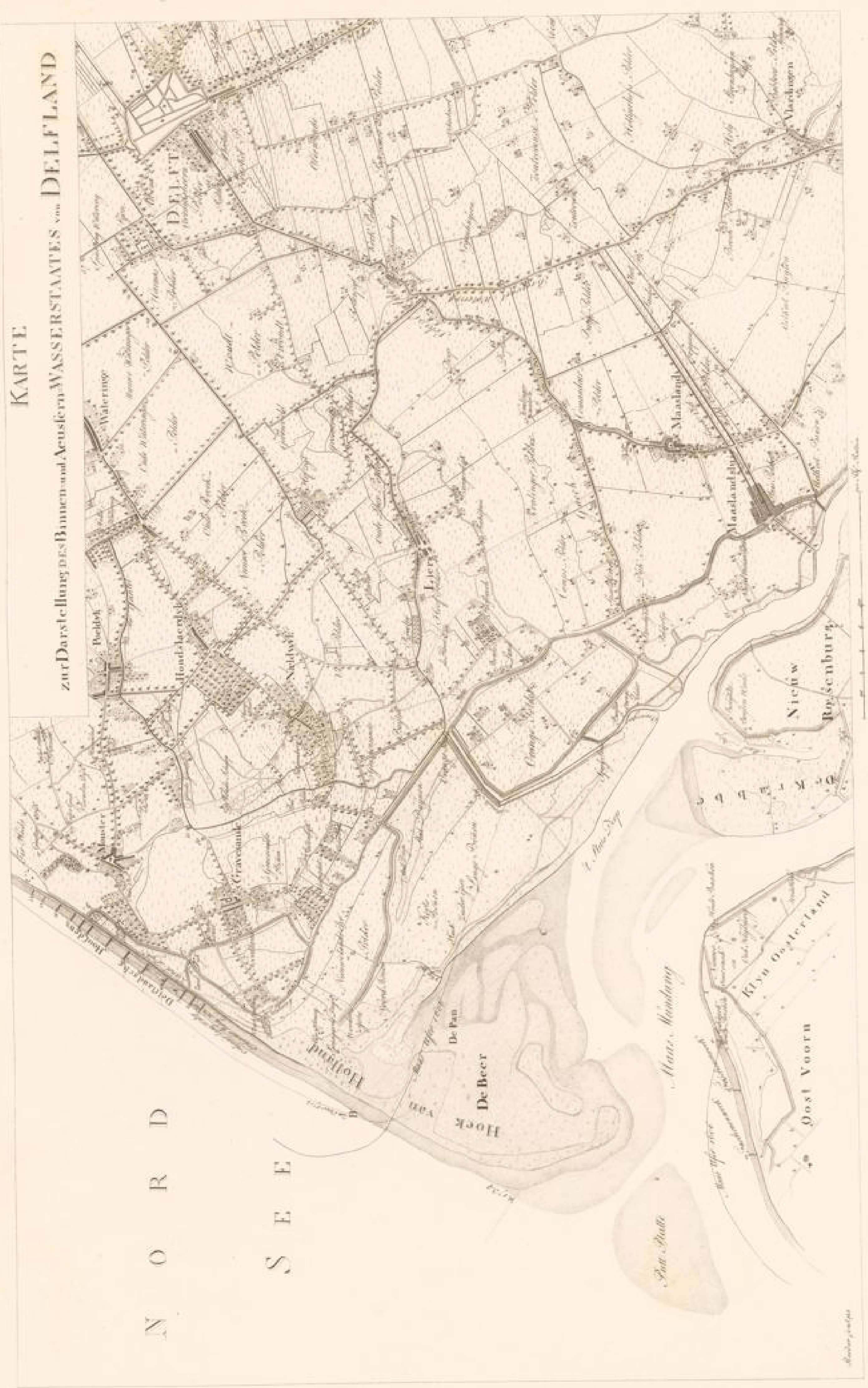


Von Profire in den Jahren 1739 bis 1741 angestellte Beobachtungen  
 über die Höhen und Tullen der Wassern. Aus den Hauptstellen der Kanäle bei Dordrecht



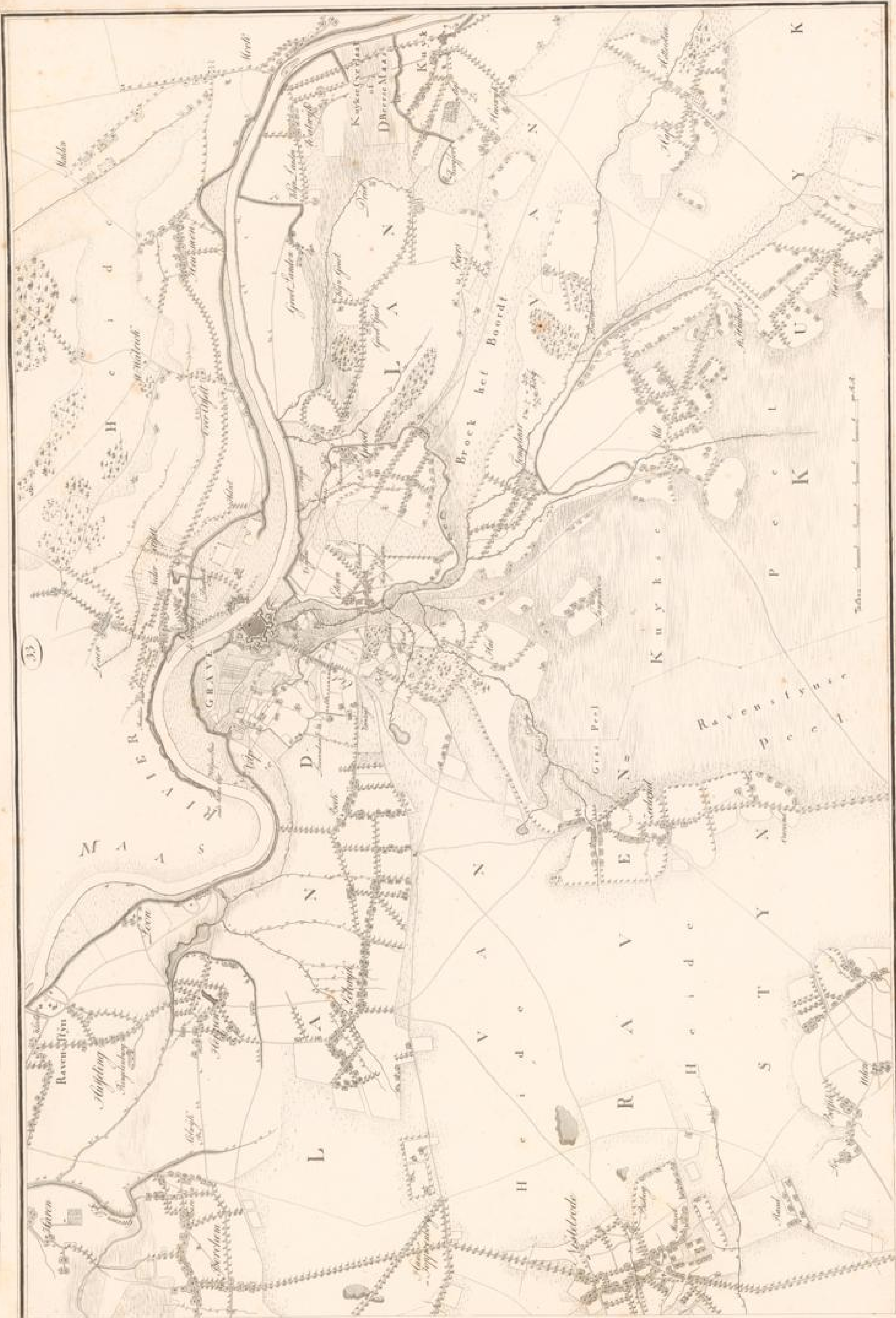


KARTE  
zur Darstellung des Binnen- und Aeussern-Wasserstaates von DELFLAND









33



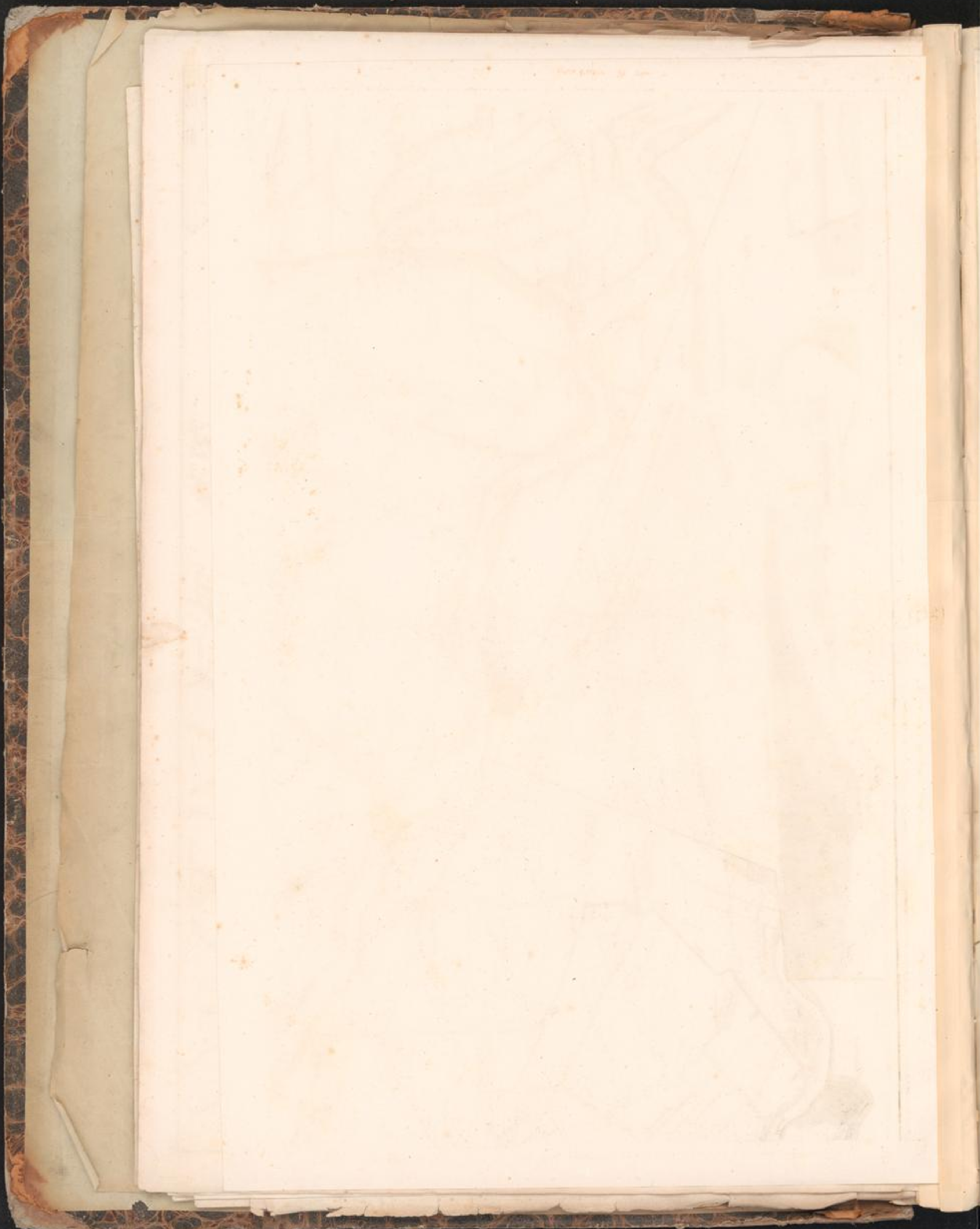


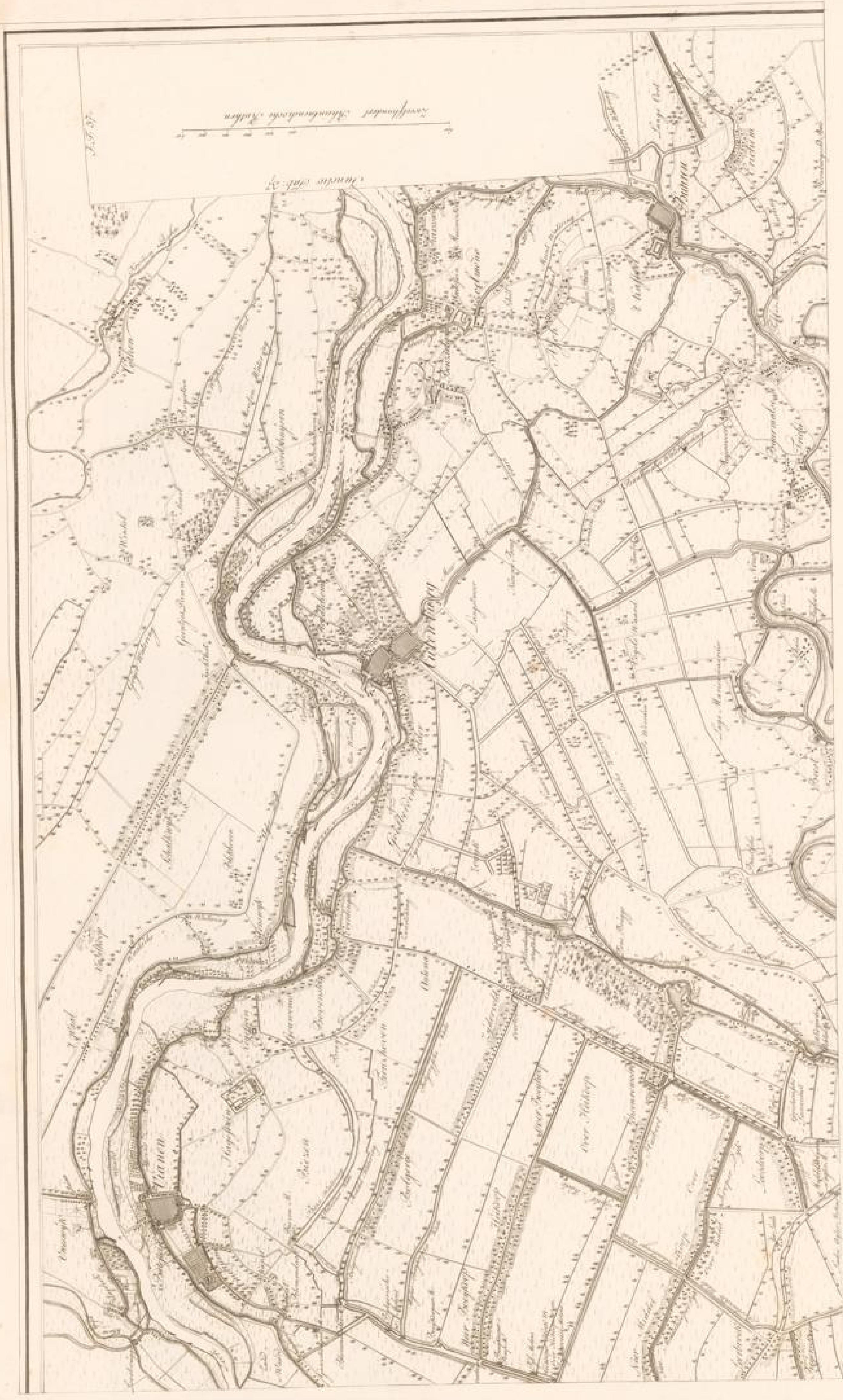
Generaal-Administrateurs-Actien

Amsterd. 1791





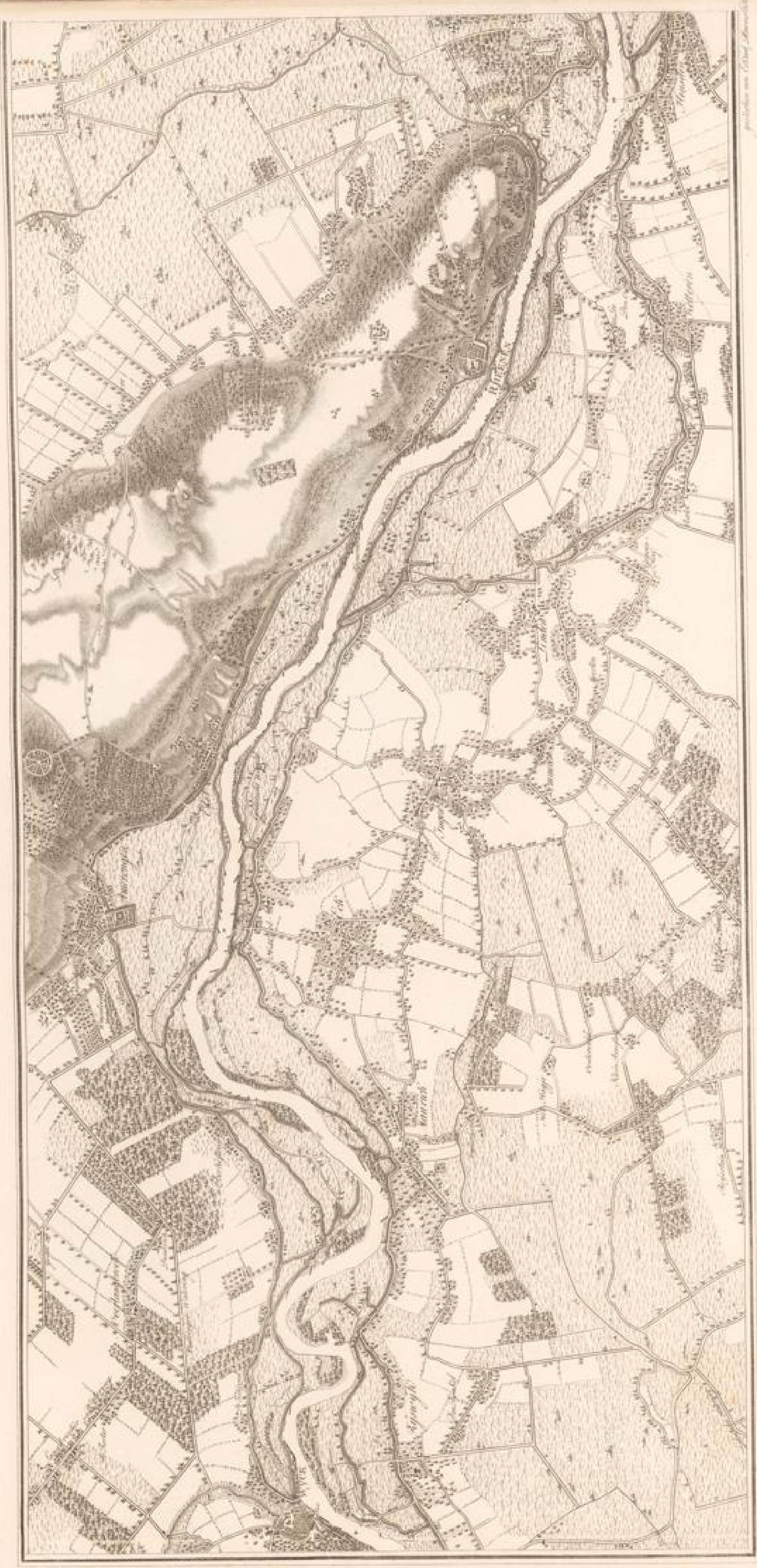






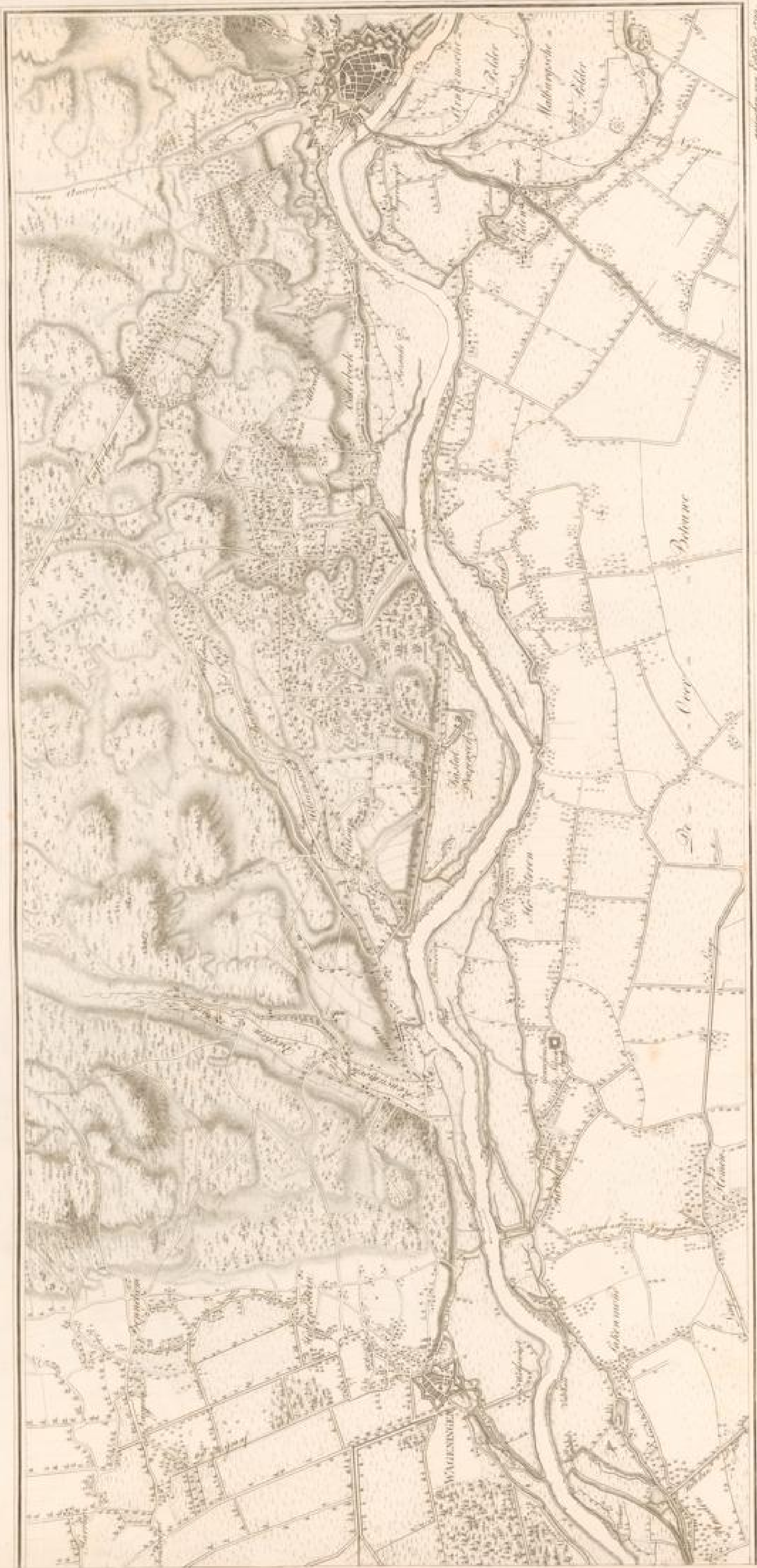


Der Niederrhein 1<sup>tes</sup> Blatt I





Der Niederrhein 2<sup>tes</sup> Blatt S

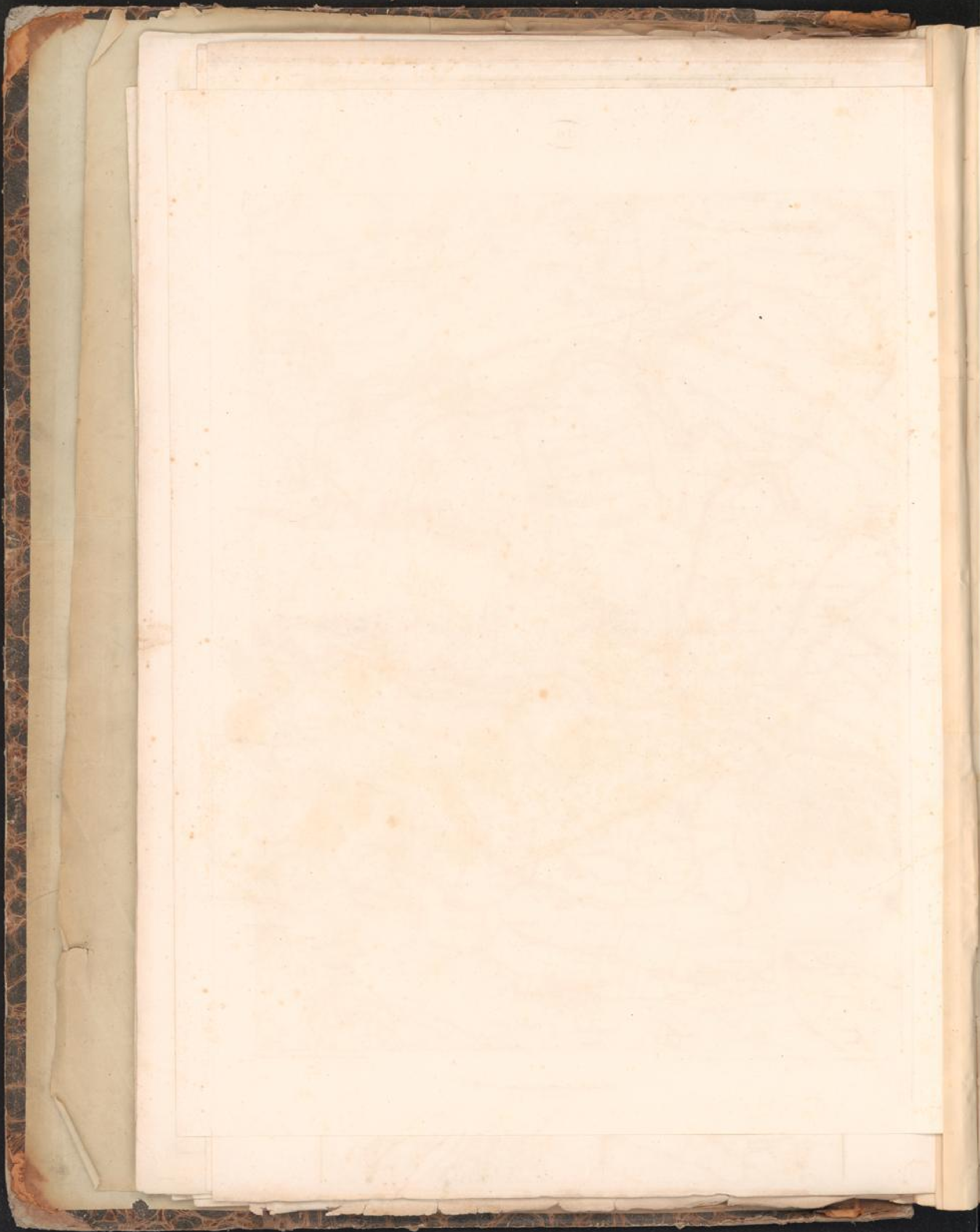


gezeichnet von G. H. v. 1799

Maassstab 1:100000

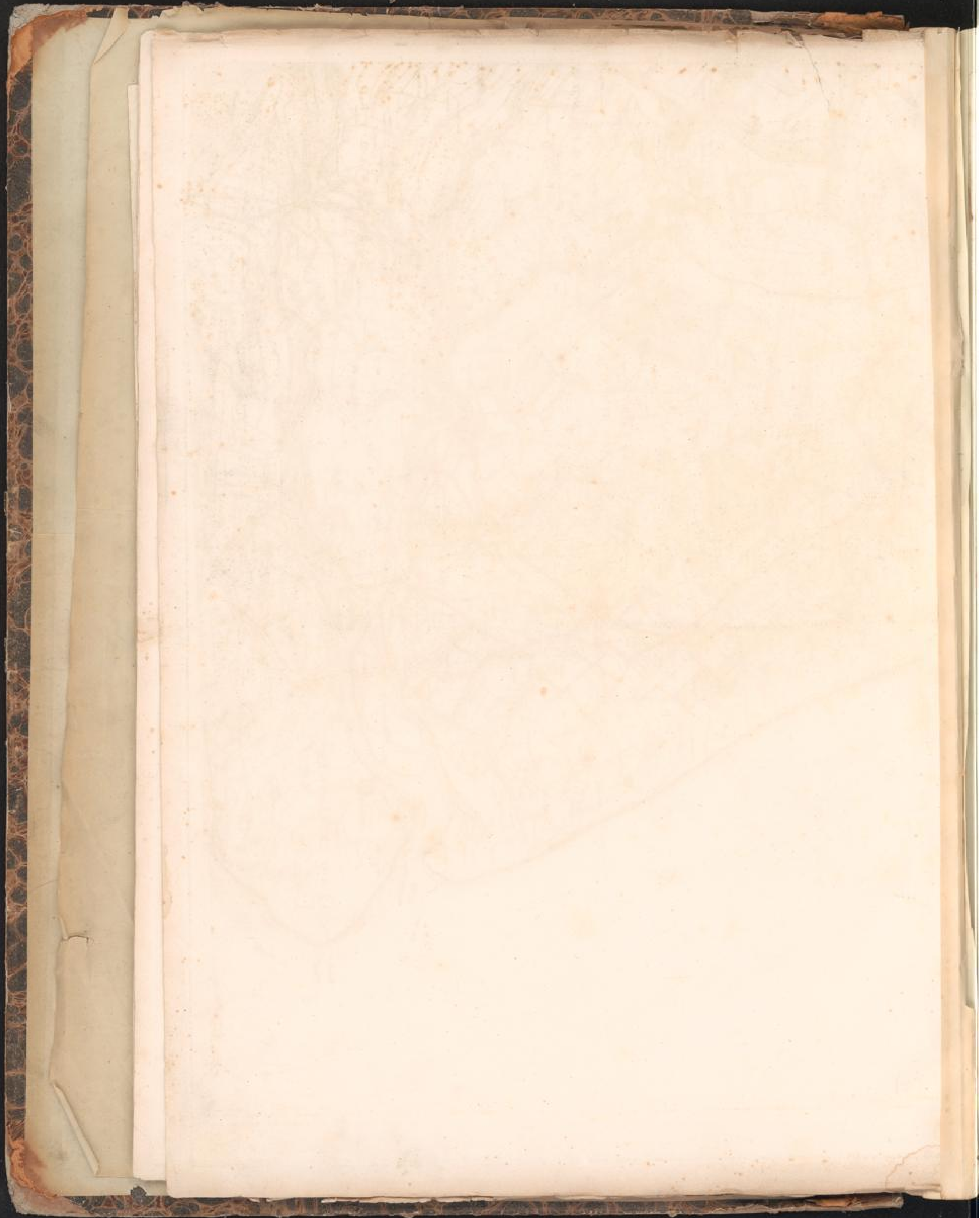
*Faint handwritten text, possibly bleed-through from the reverse side of the page.*







110

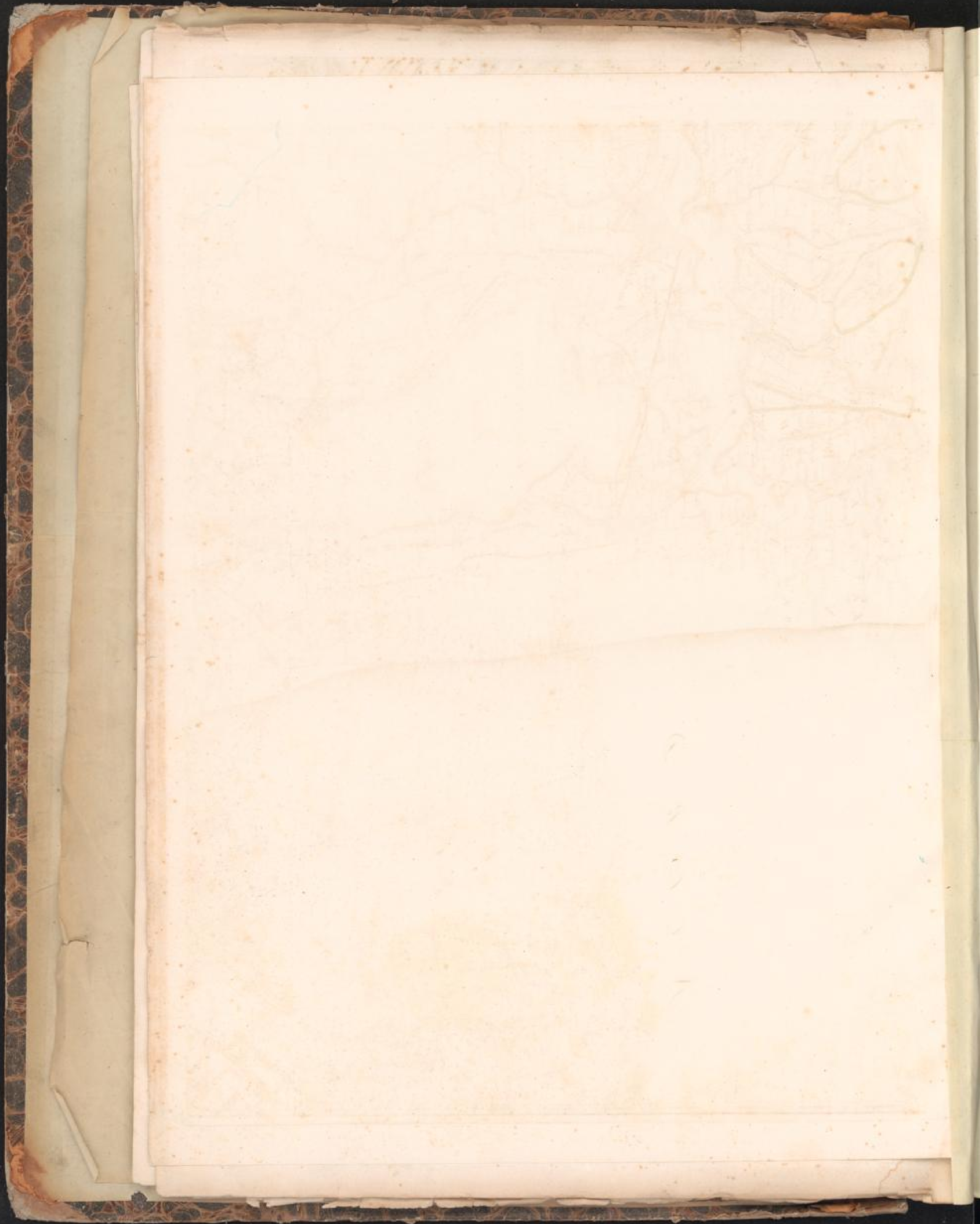




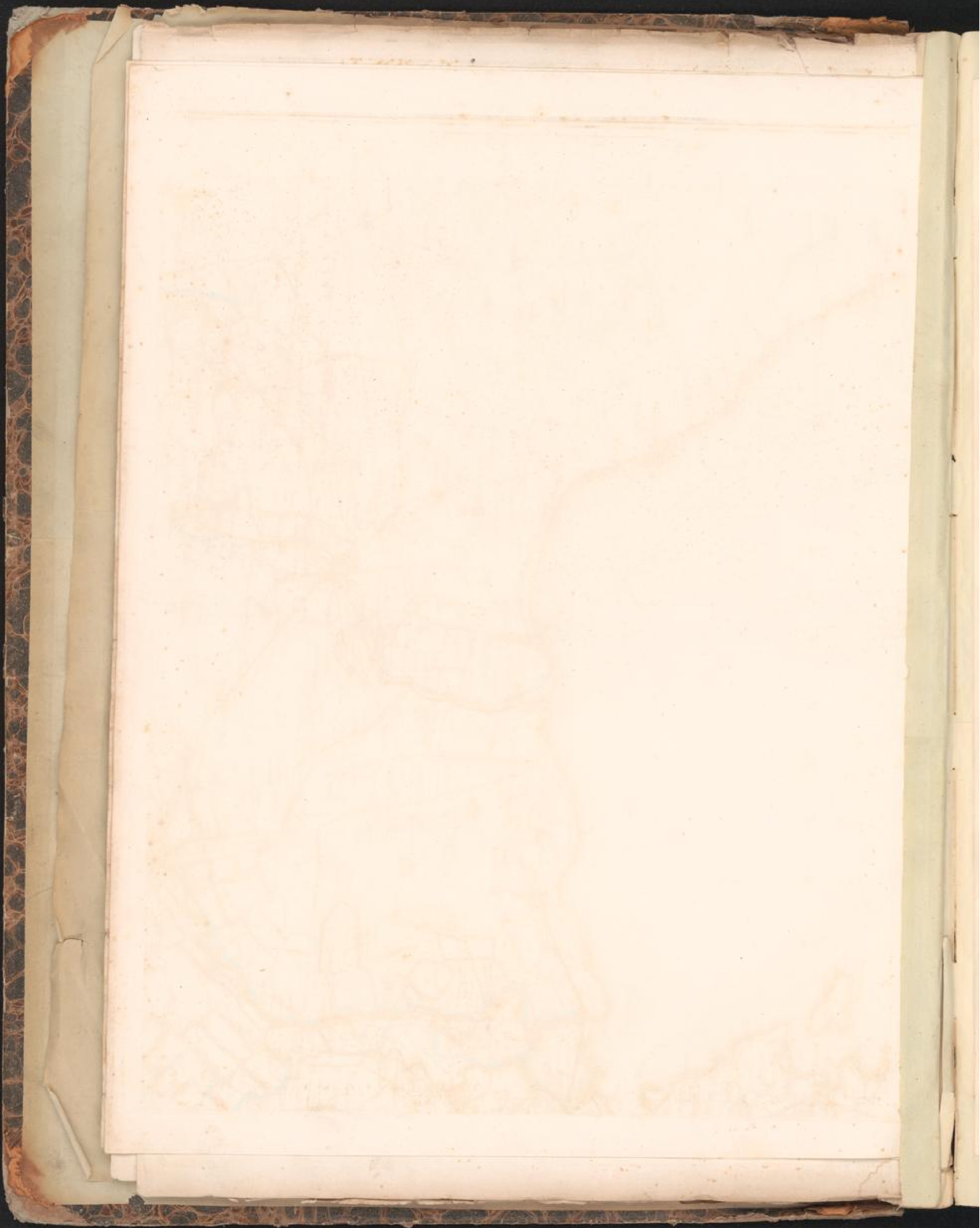


NOORD

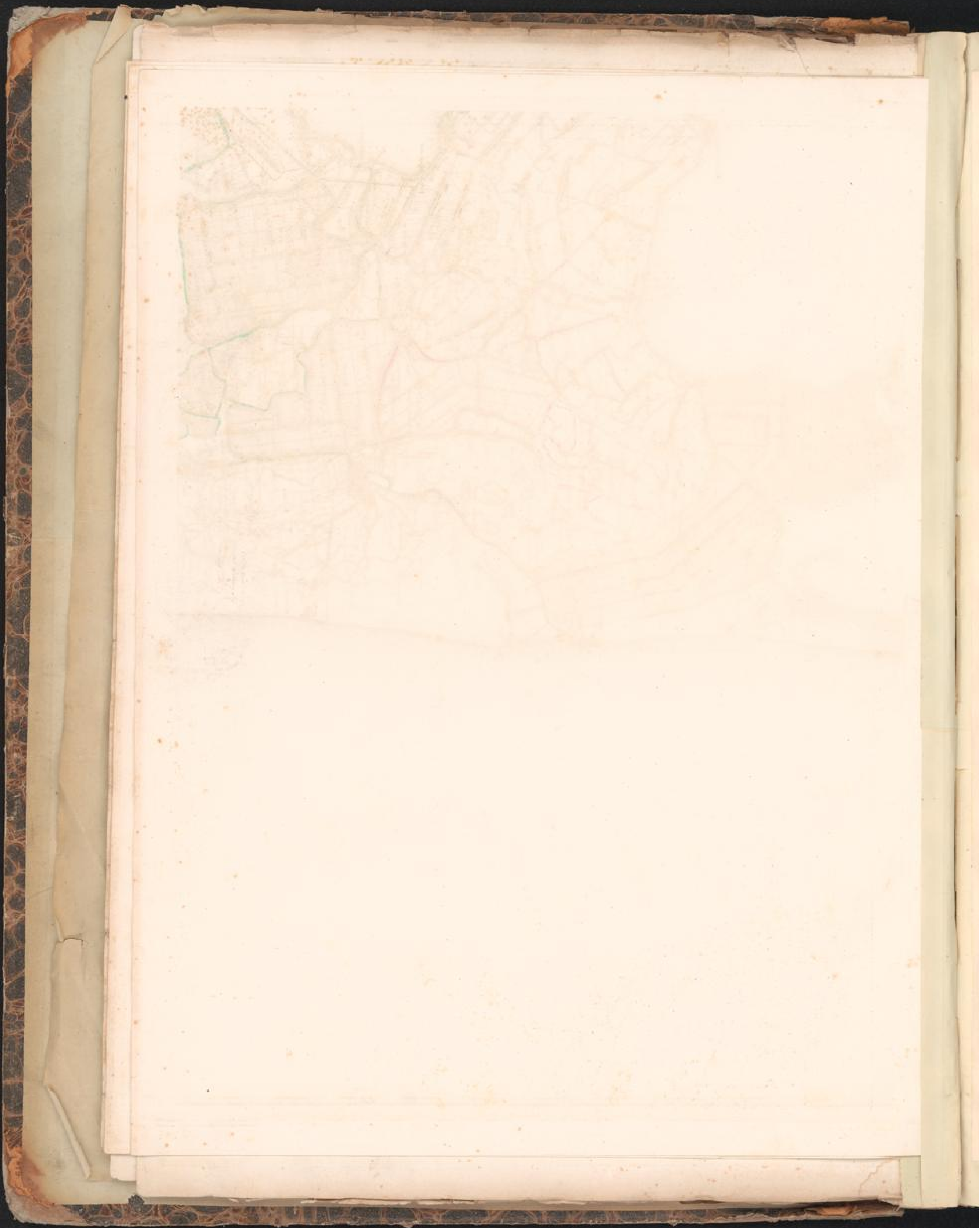
LEB

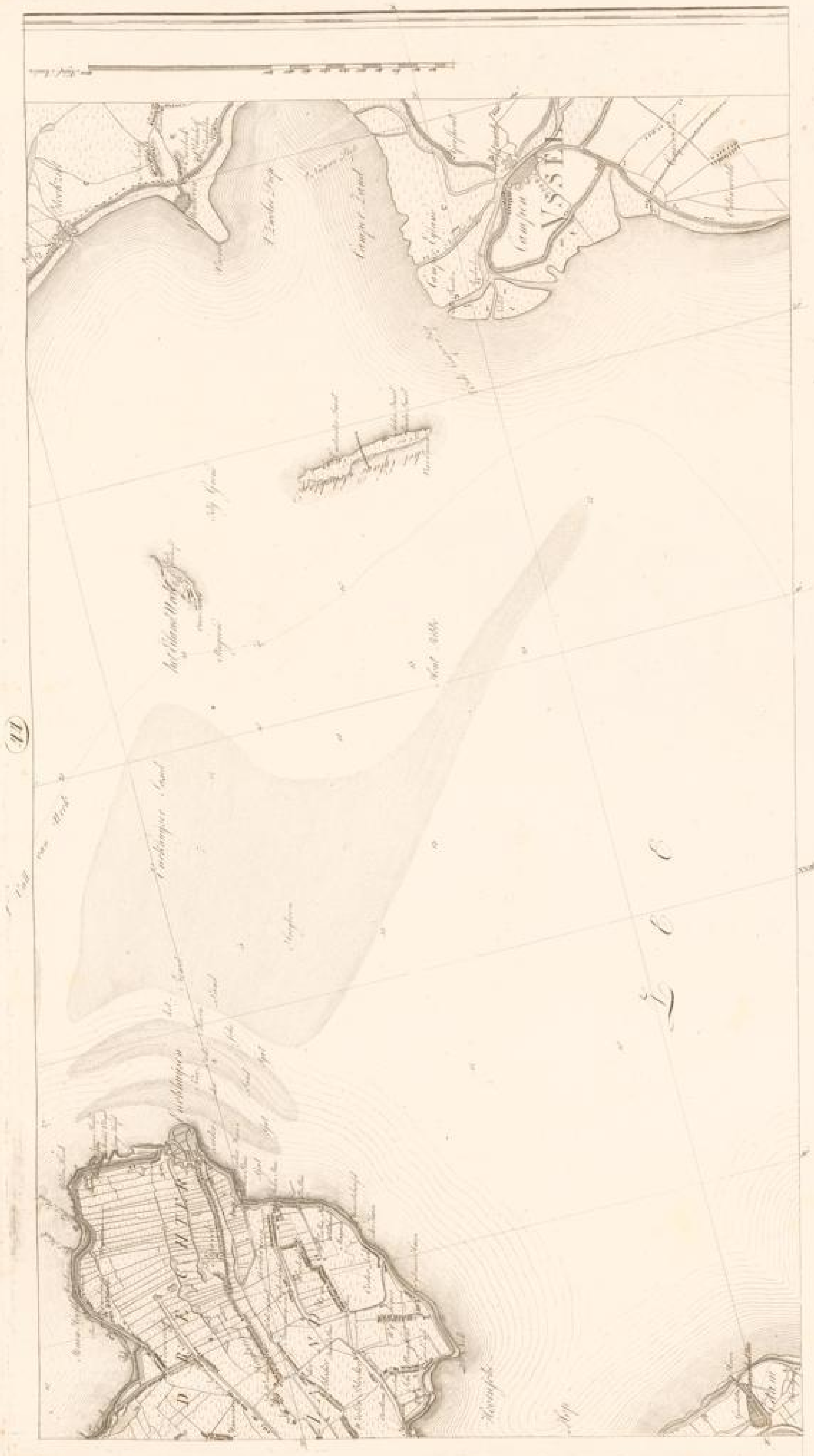












II

L C C

17

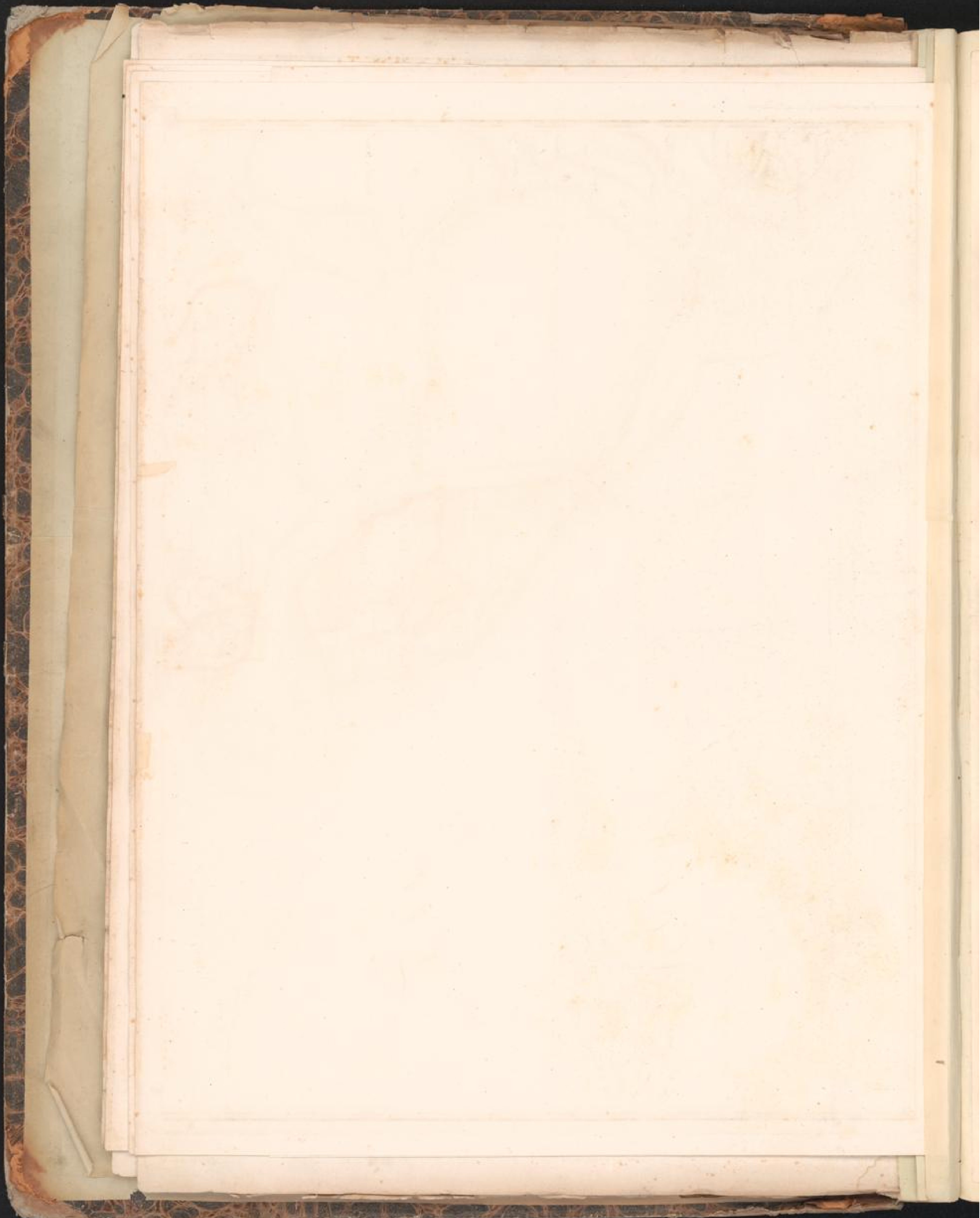
Fragment of a handwritten text or list, possibly a table of contents or index, written in a cursive script. The text is faint and partially obscured by a vertical crease or fold in the paper.

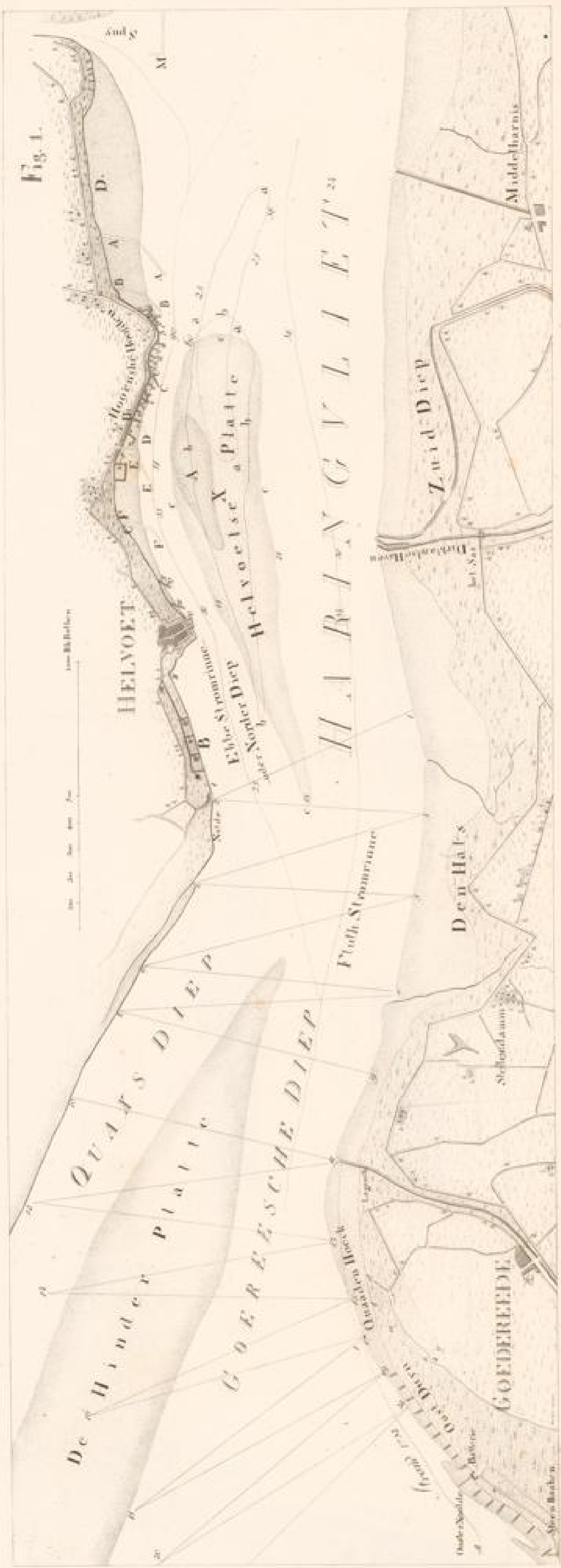
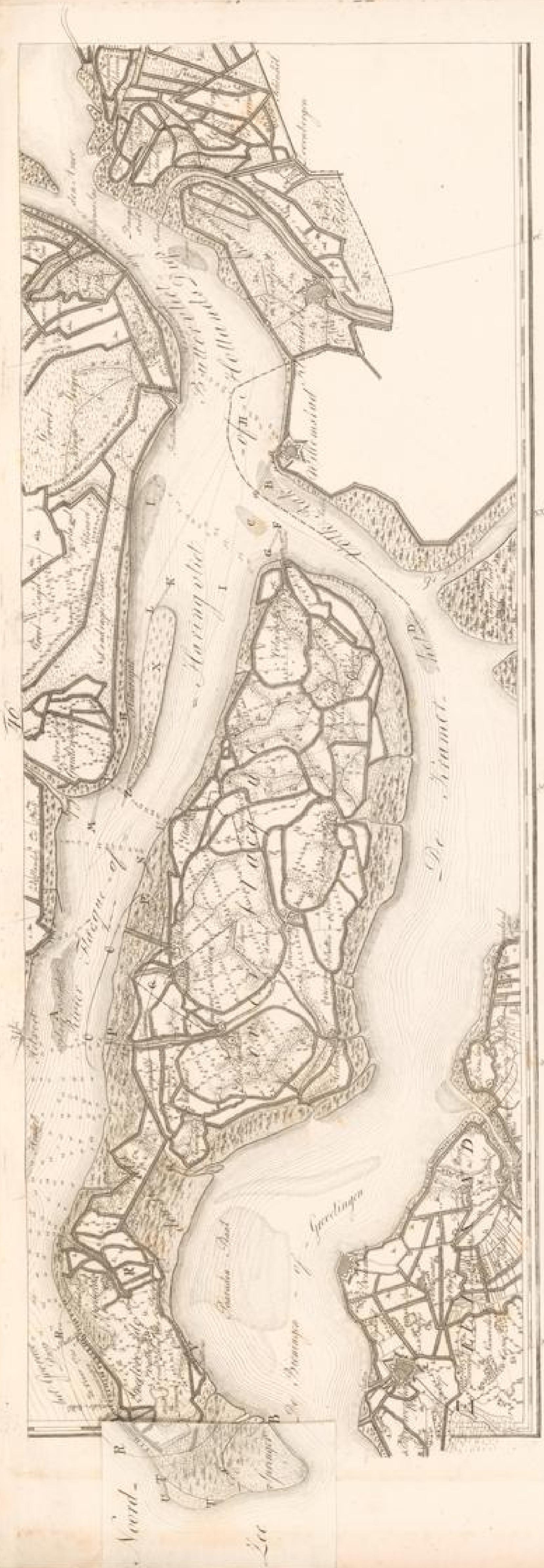


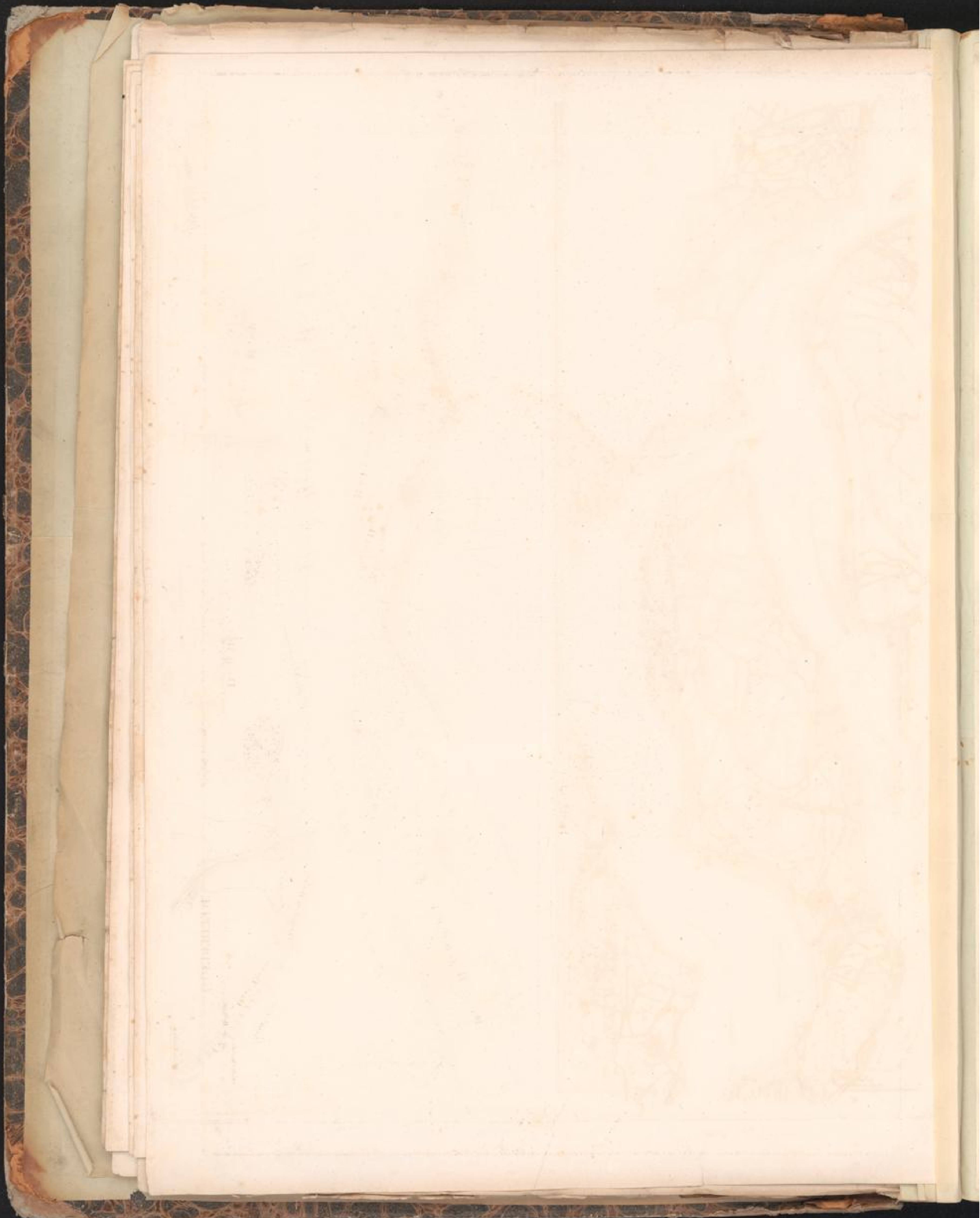


N O O R D

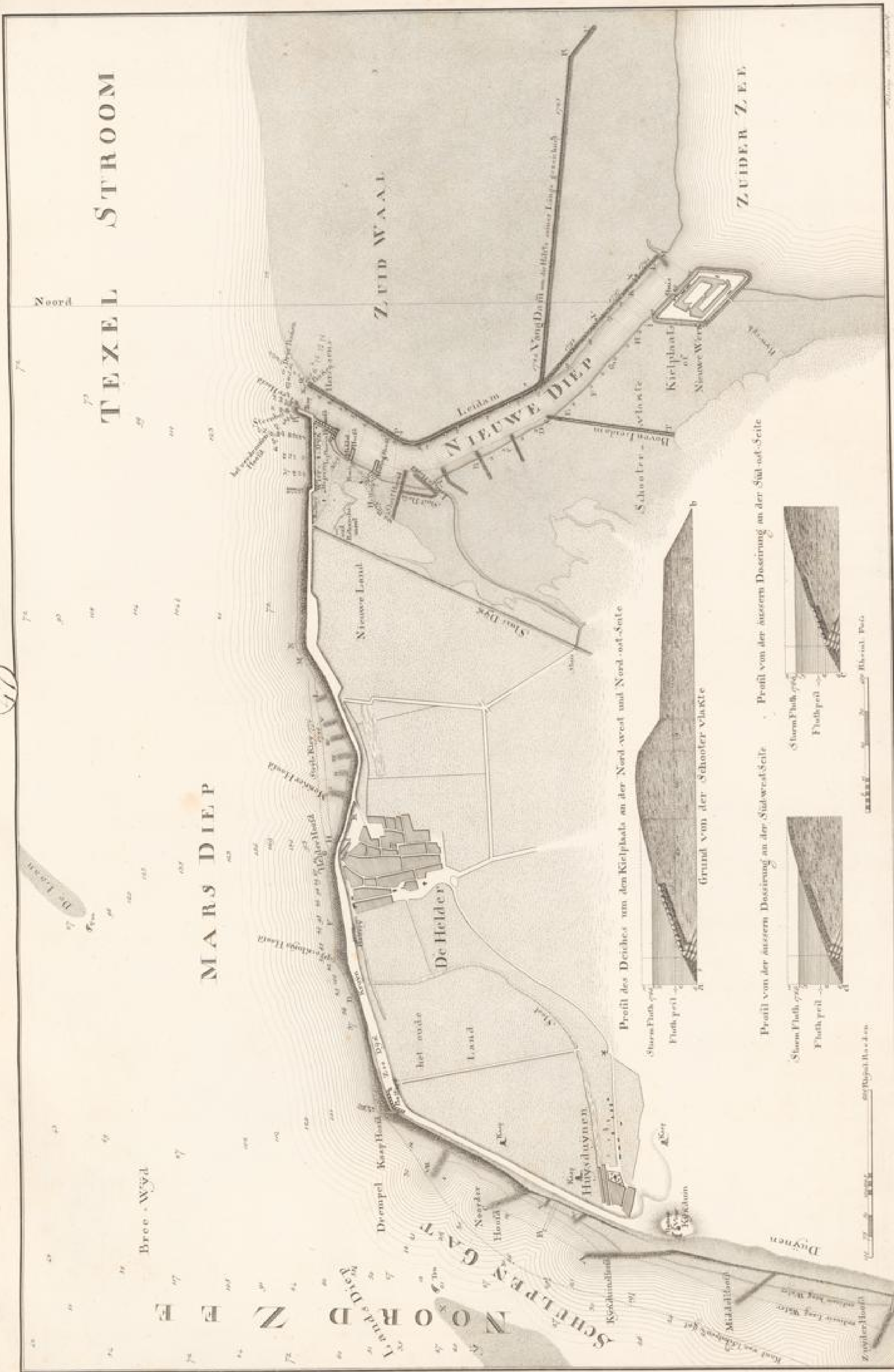
L E E

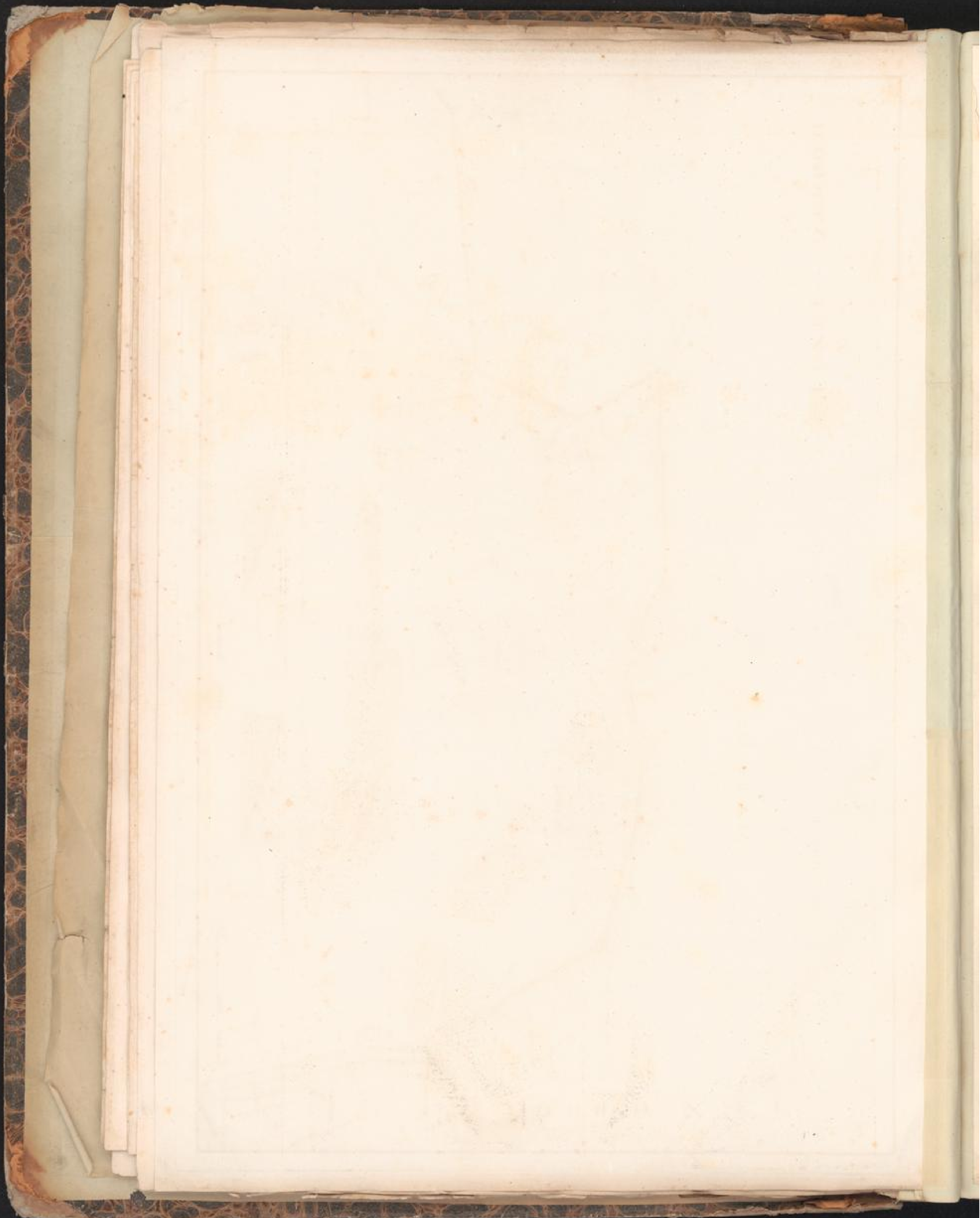


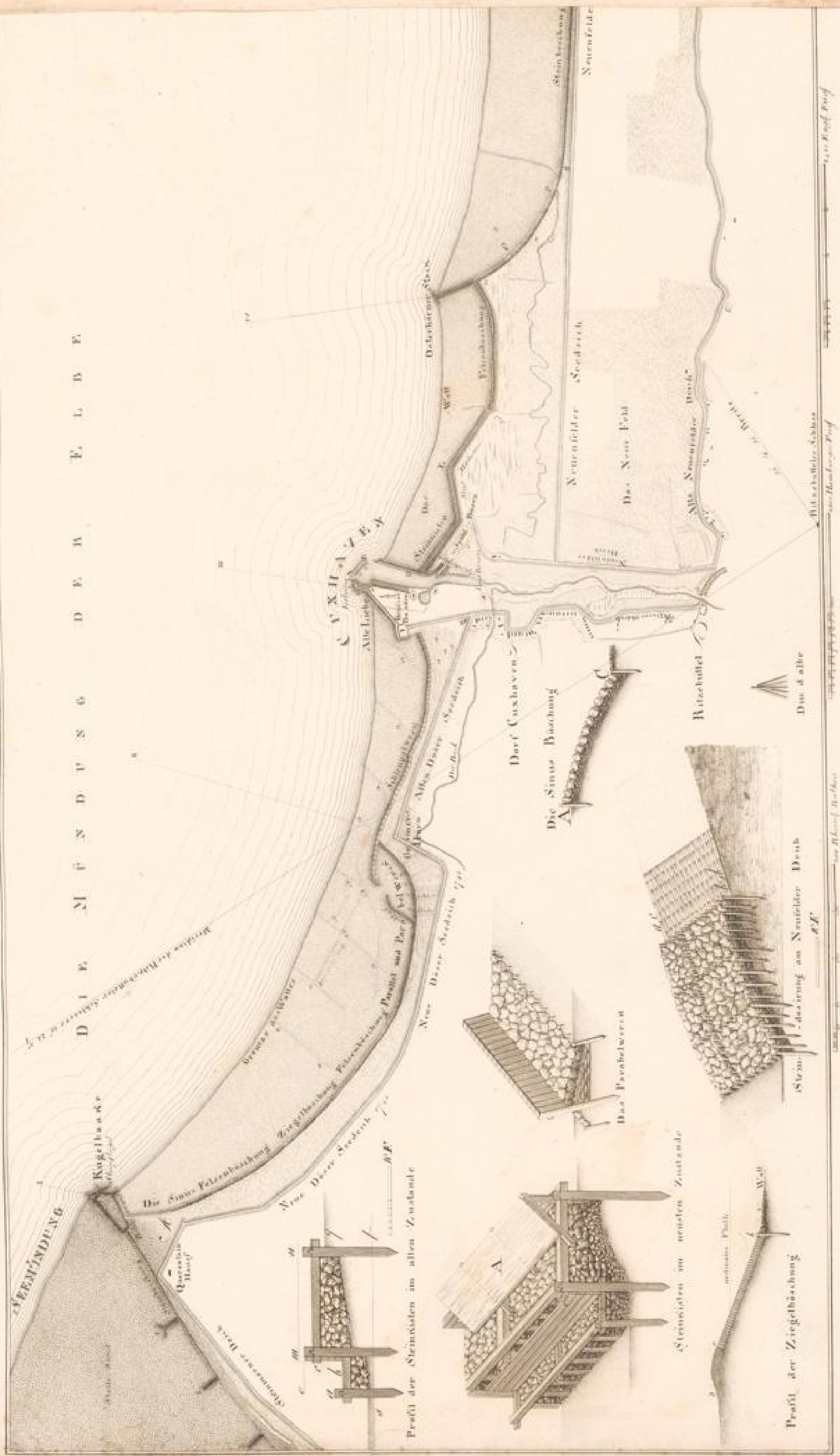


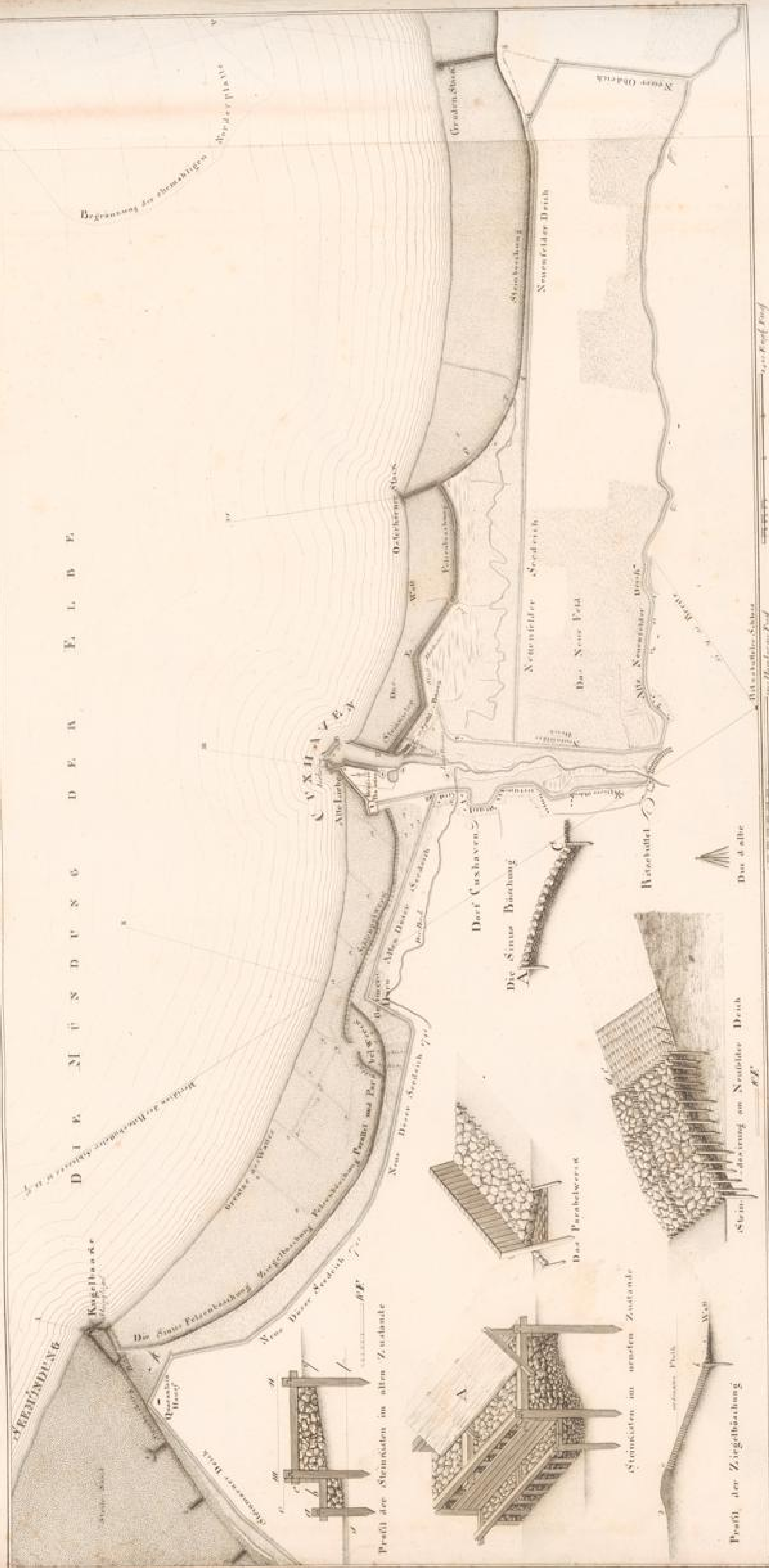


47

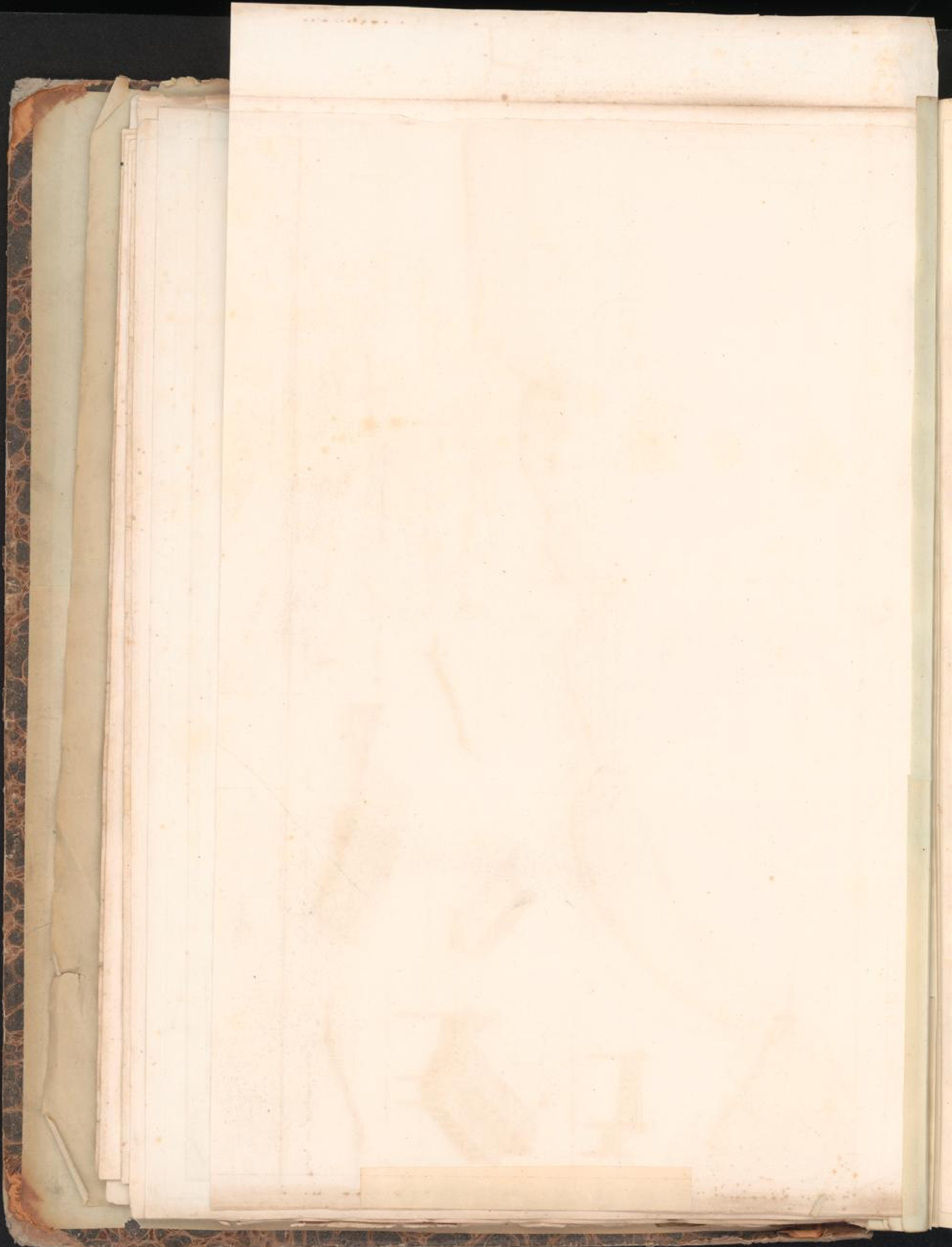


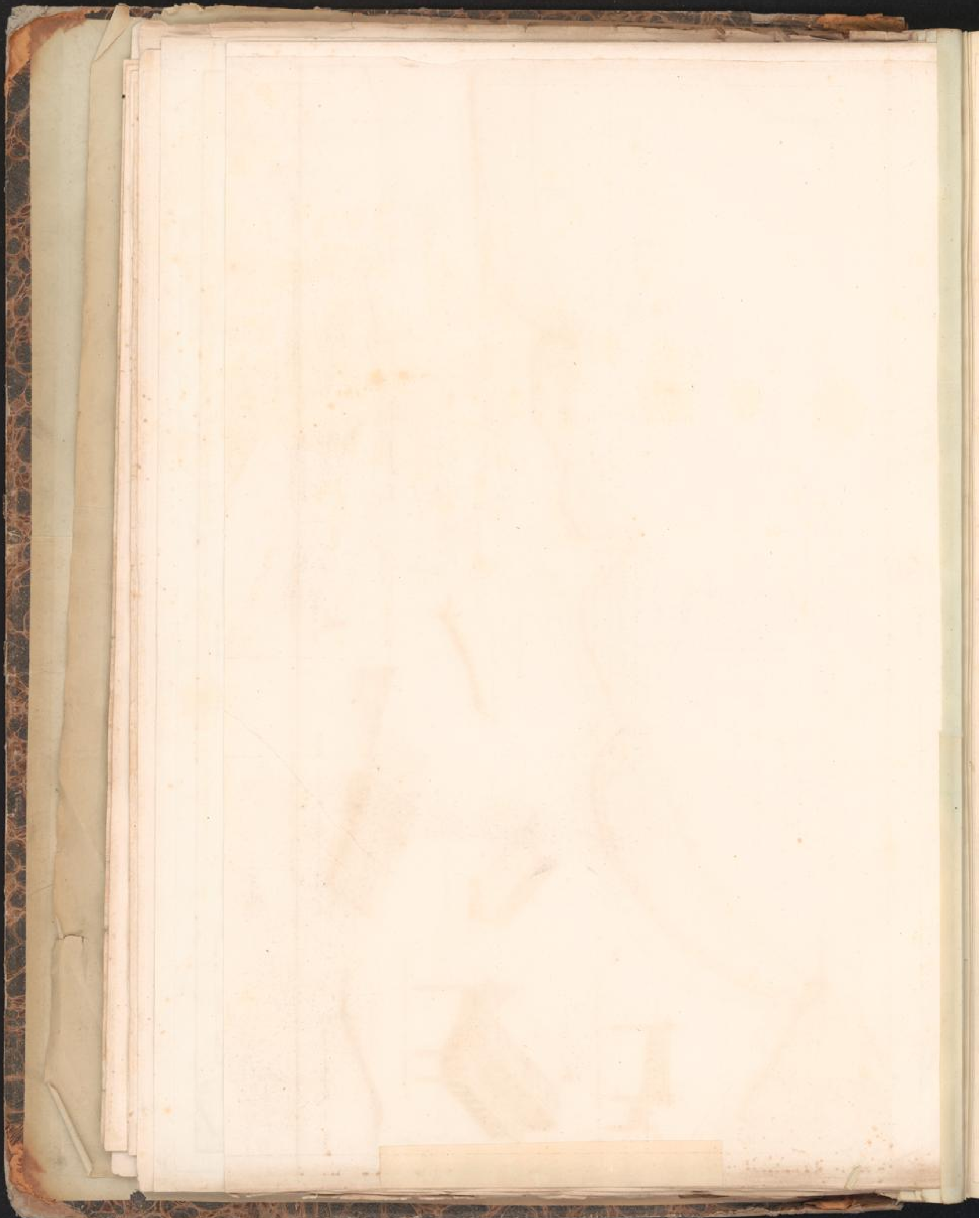












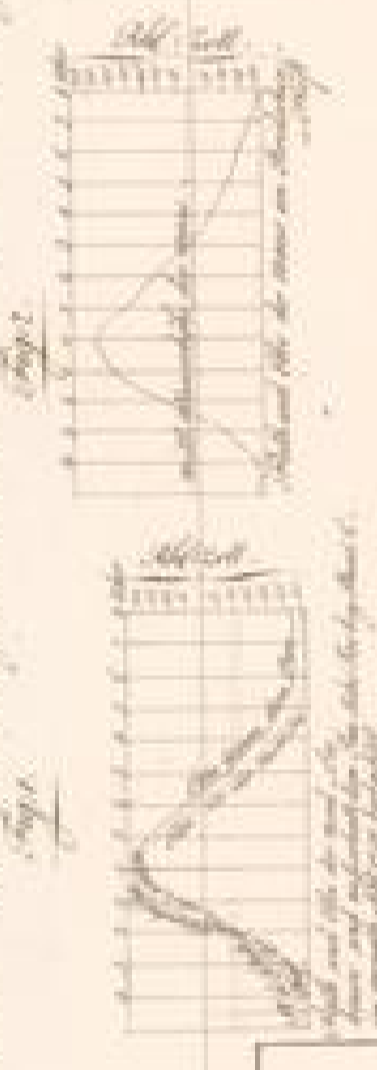
an wirtlichen Ufer der Bauwindung

untere Ebene  
A. C.  
A. C.  
A. C.

In den Jahren 1739 bis 1741 angelegte Beobachtungen über Stadt und Ufer. Band II. 1747. n. 1. 17.



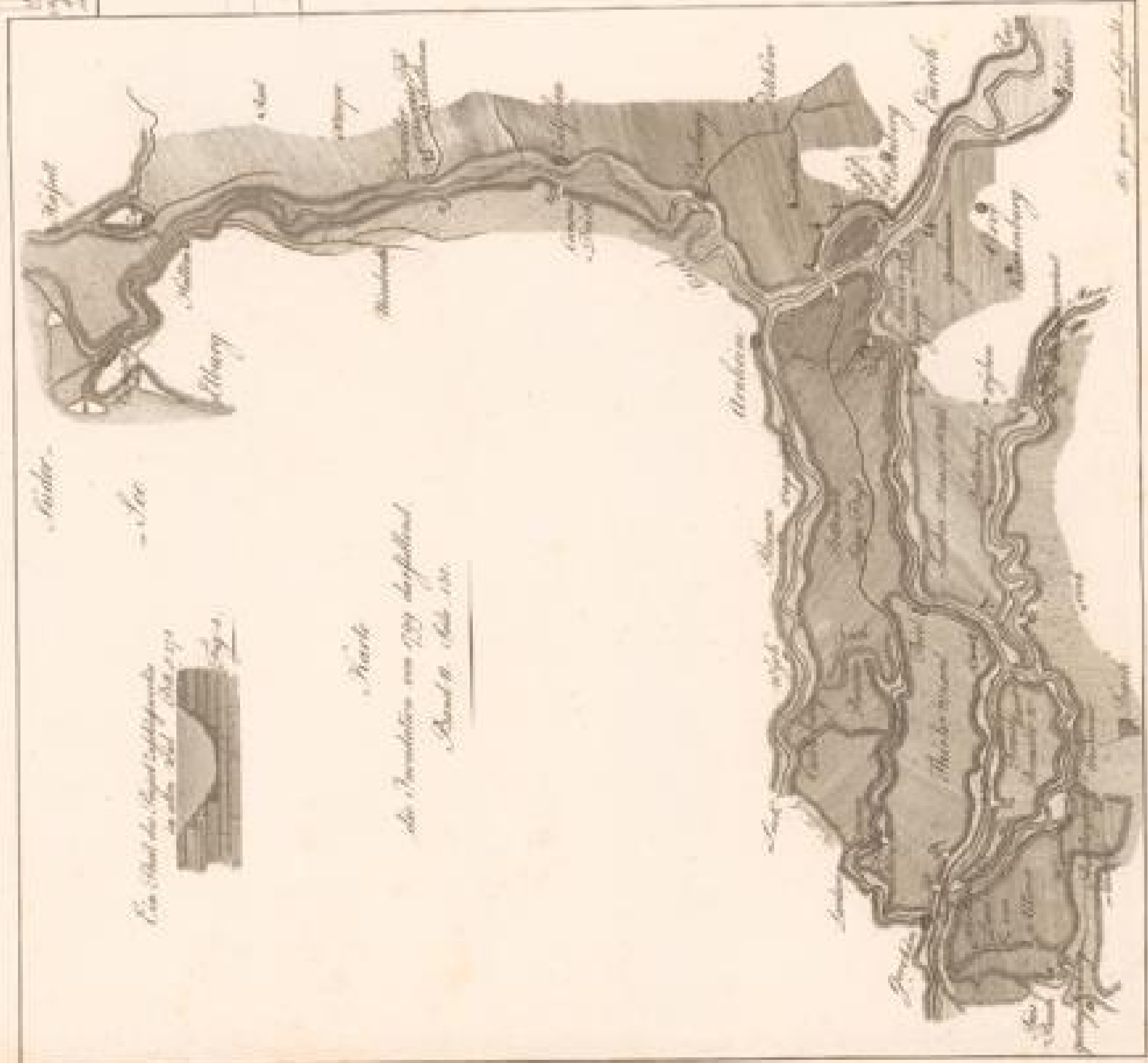
Vom Landmesser Profen in den Jahren 1733 und 1734 angelegte Beobachtungen über Stadt u. Ufer.



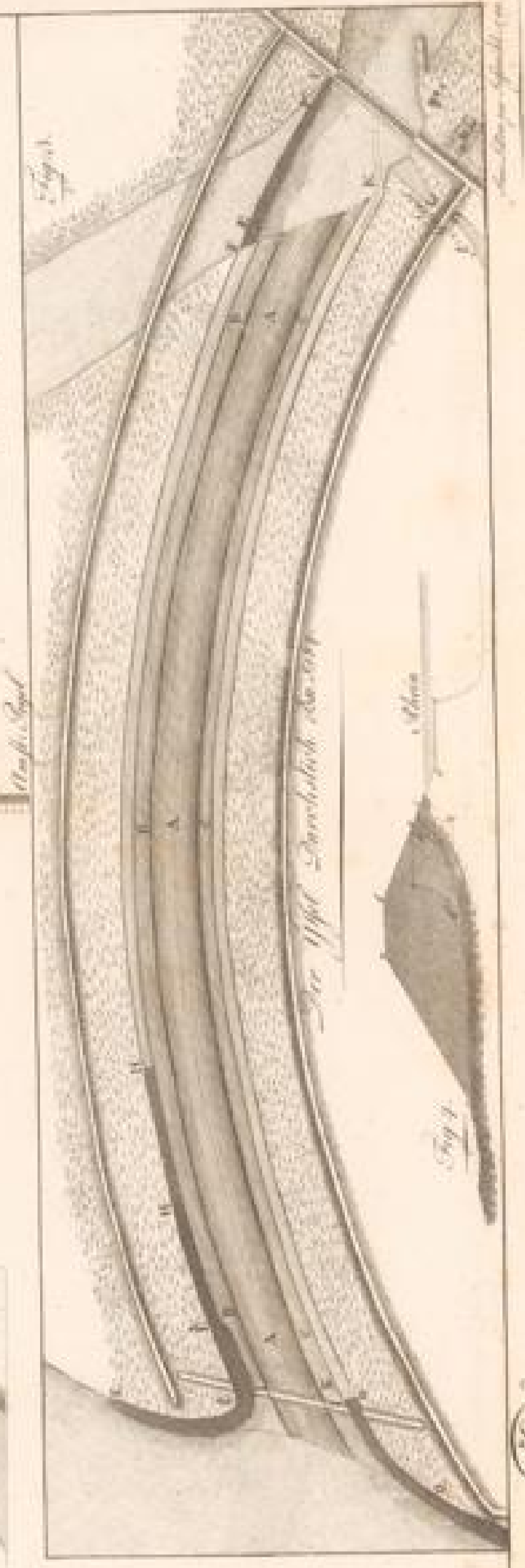
Ein Plan der Stadt Düsseldorf



die Bauarbeiten von 1739 angeordnet. Band II. 1747. n. 1. 17.



Profel des von der D. v. R. 1733 angelegten Sandbüchse bei Bitten





BAUWERKE zur Sicherung des HAARLEMMER MERUFERS angelegt *gezeichnet von Conrad 1799*

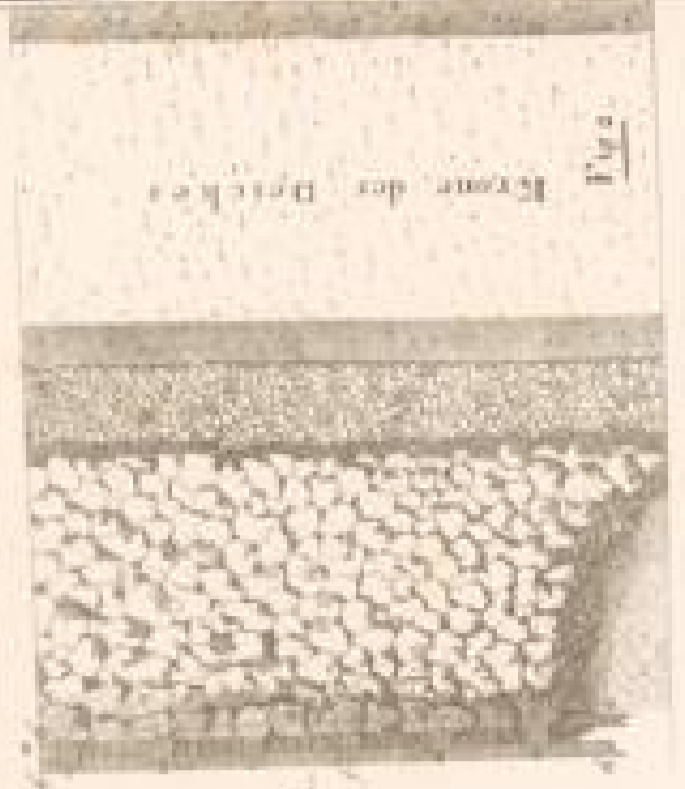
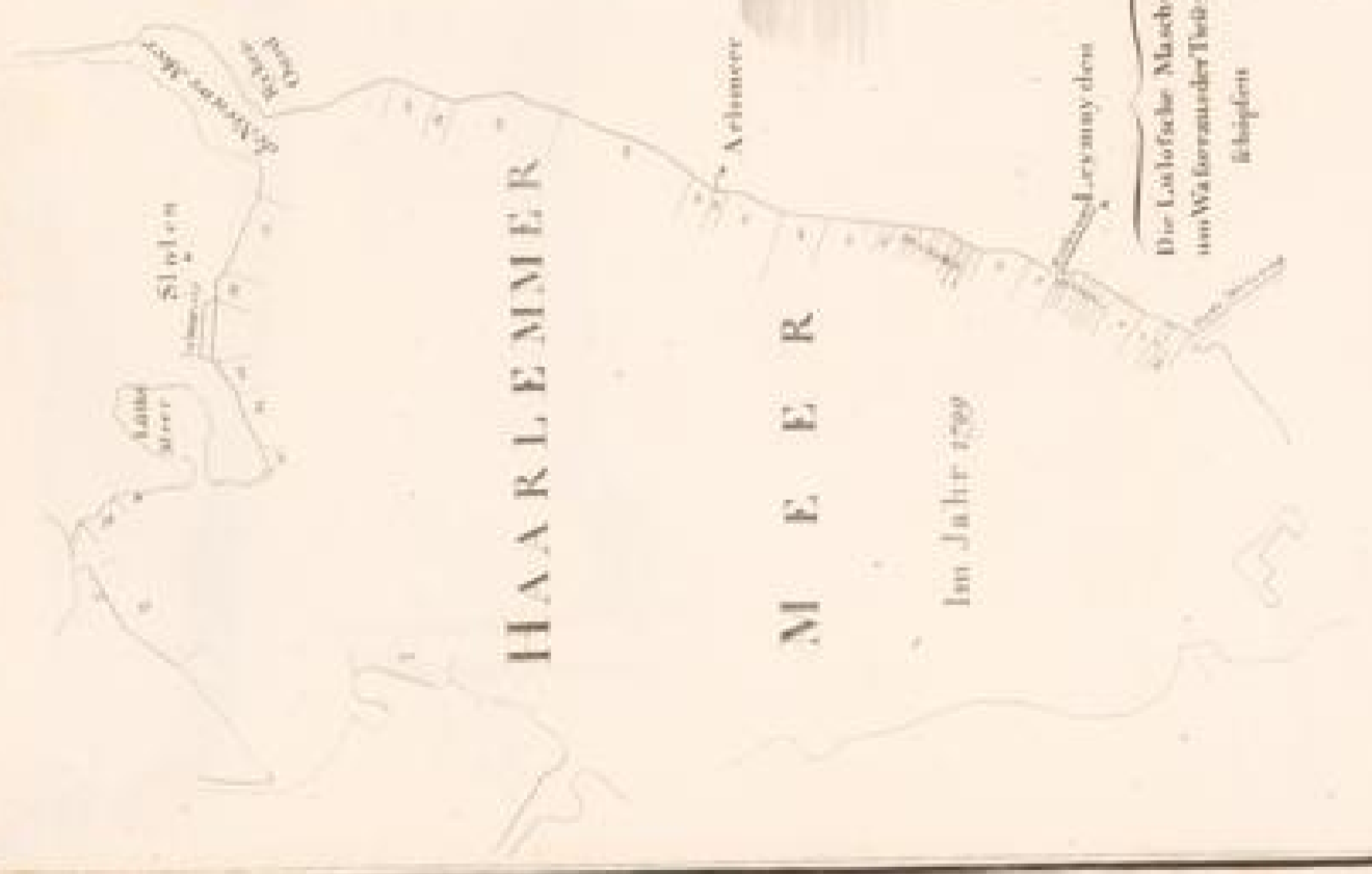
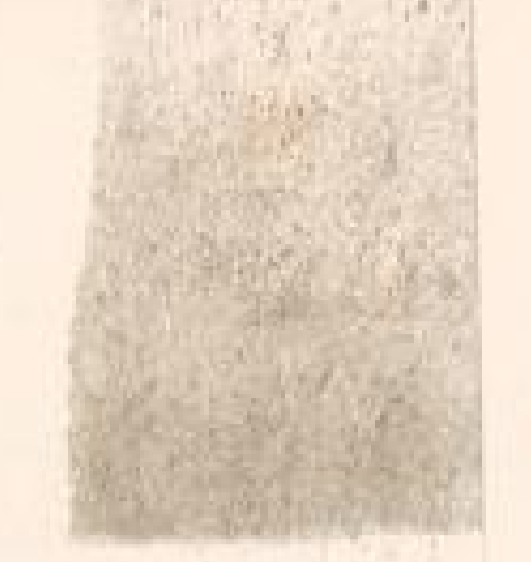
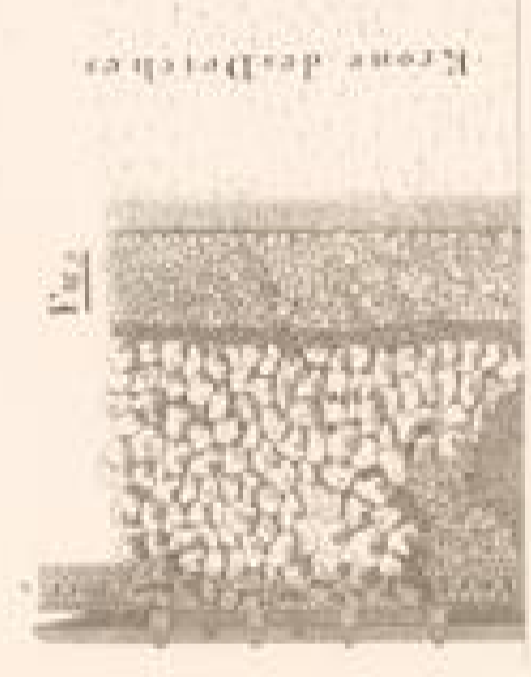
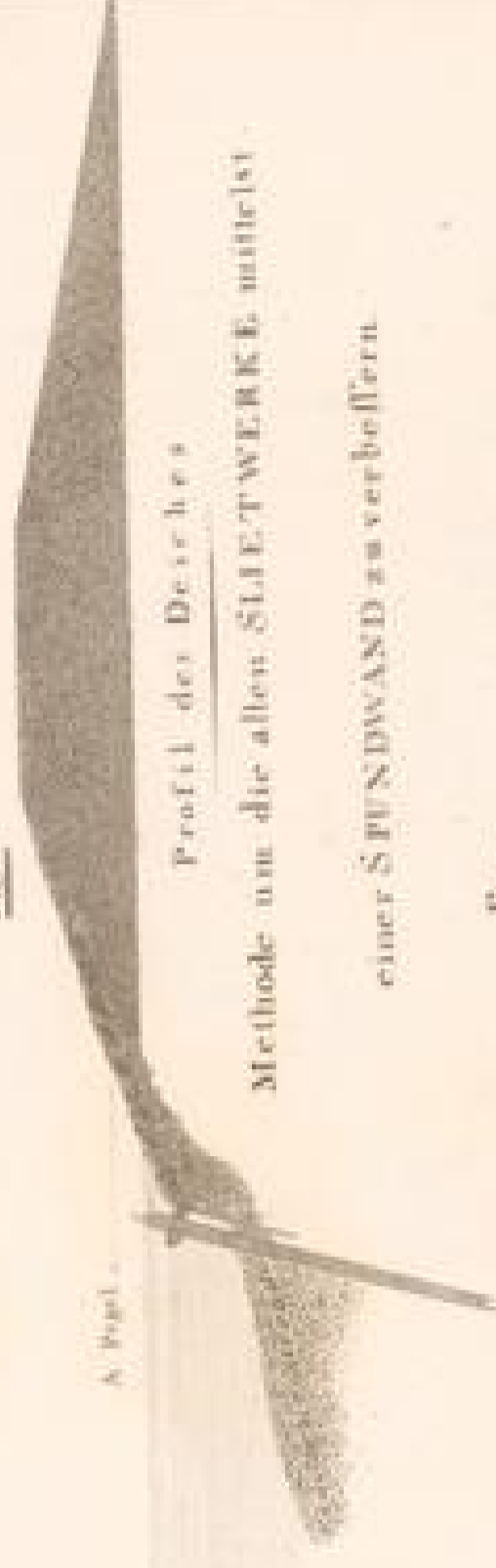
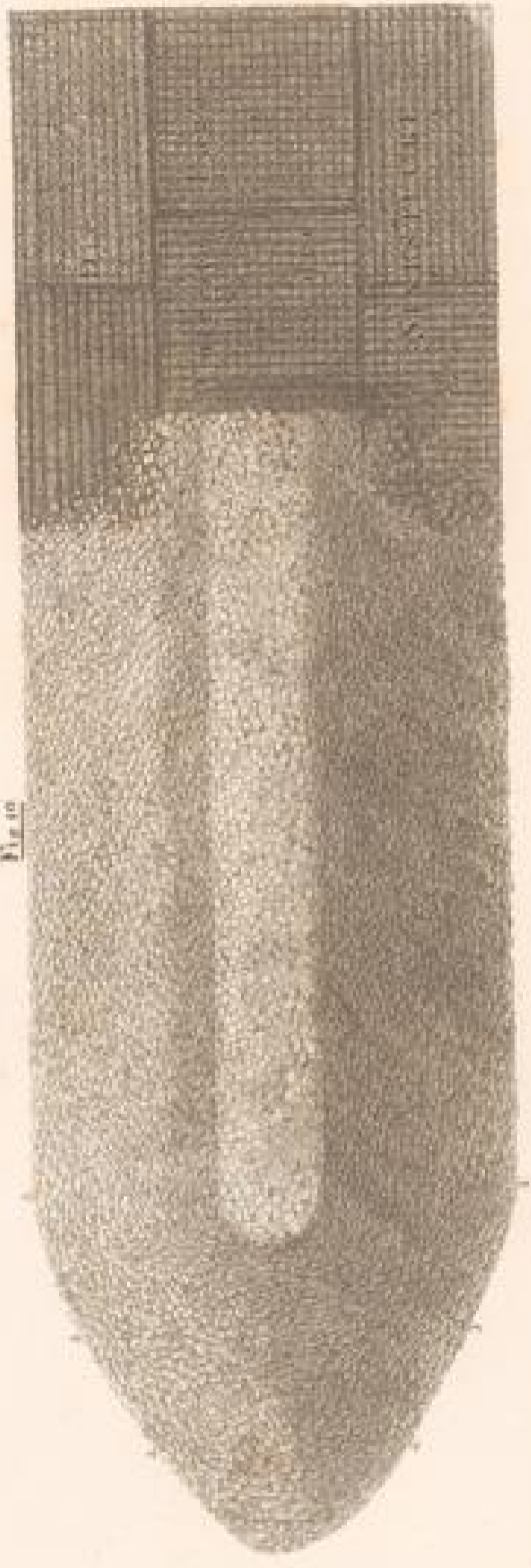


Fig. 4

Fig. 6



Horizontaler Durchschnitt und obere Lage eines MOLENS zur Einfahrt und Sicherung eines Seehafens, als zur Erhaltung des Meerufers



I<sup>te</sup> Querprofil



Fig. 11

Erste Stufe  
Zweite Stufe  
Dritte Stufe  
Vierde Stufe



Profil nach der Linie T.R.



Profil nach der Linie W.W.



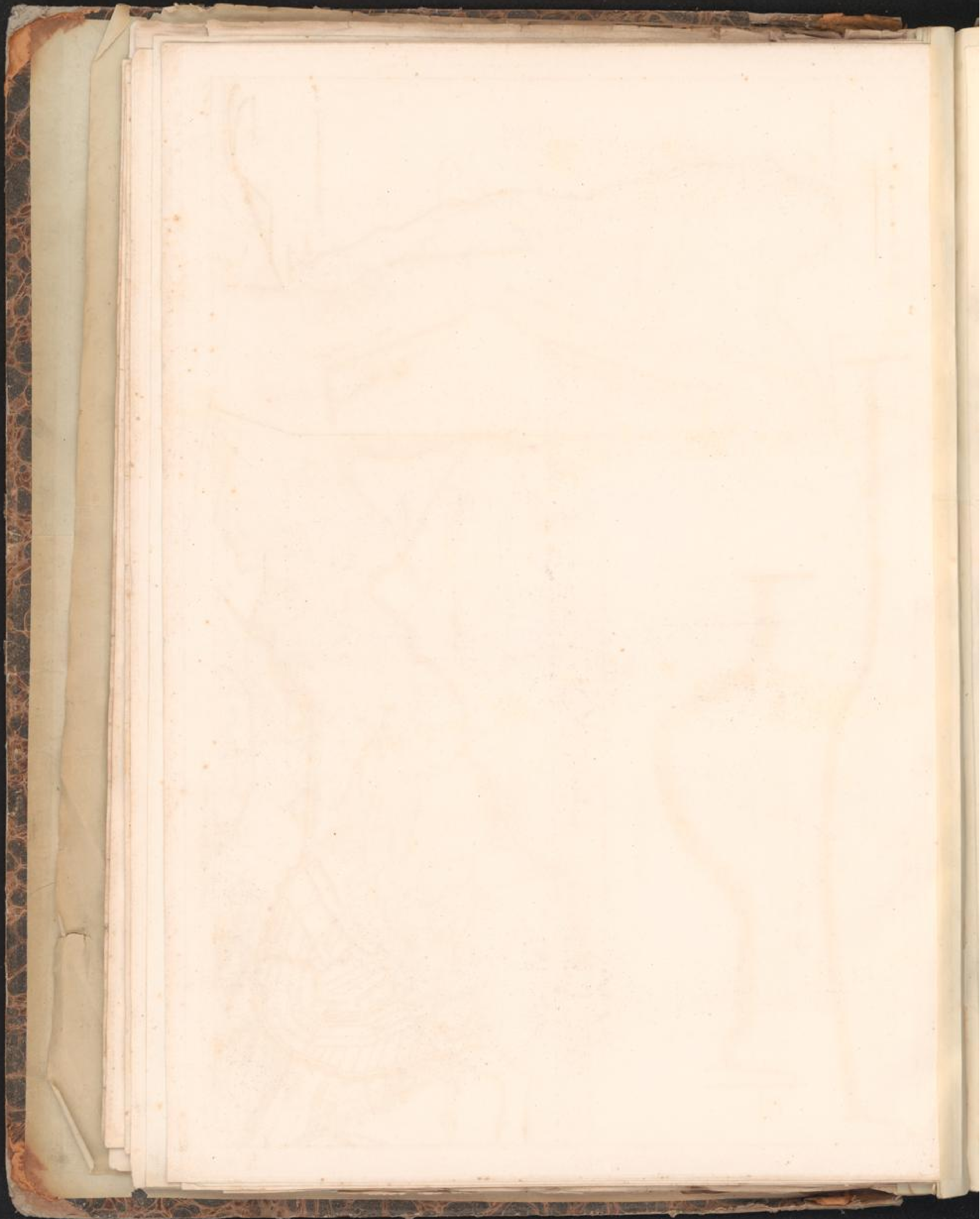
Der y. Strom vor Amsterdamm und die topographische Grundriß dieser Stadt.



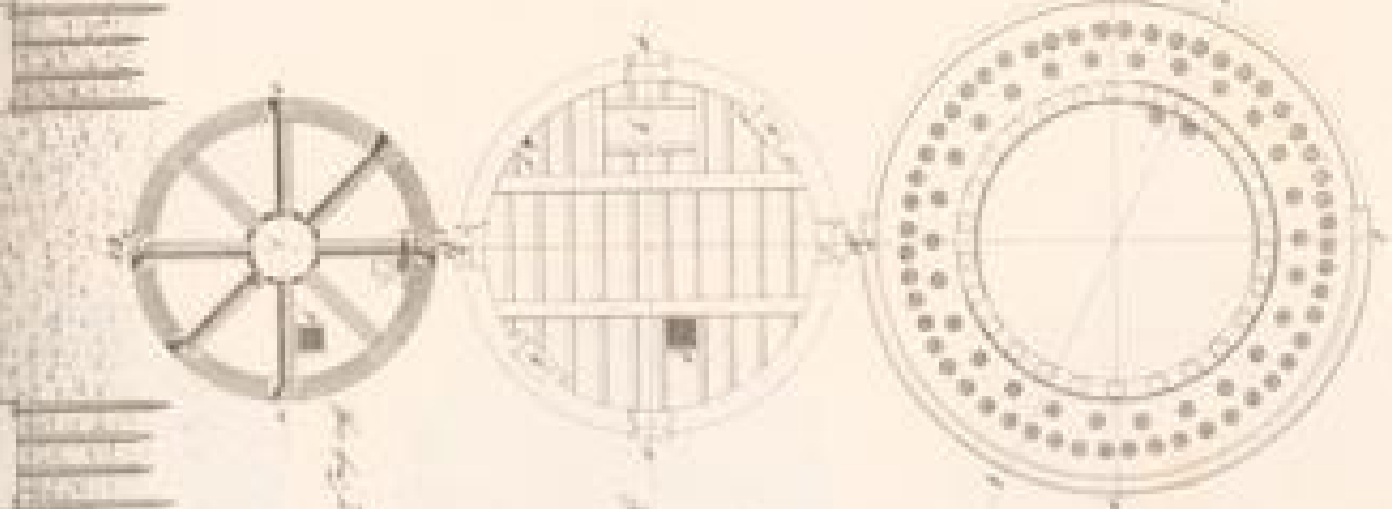
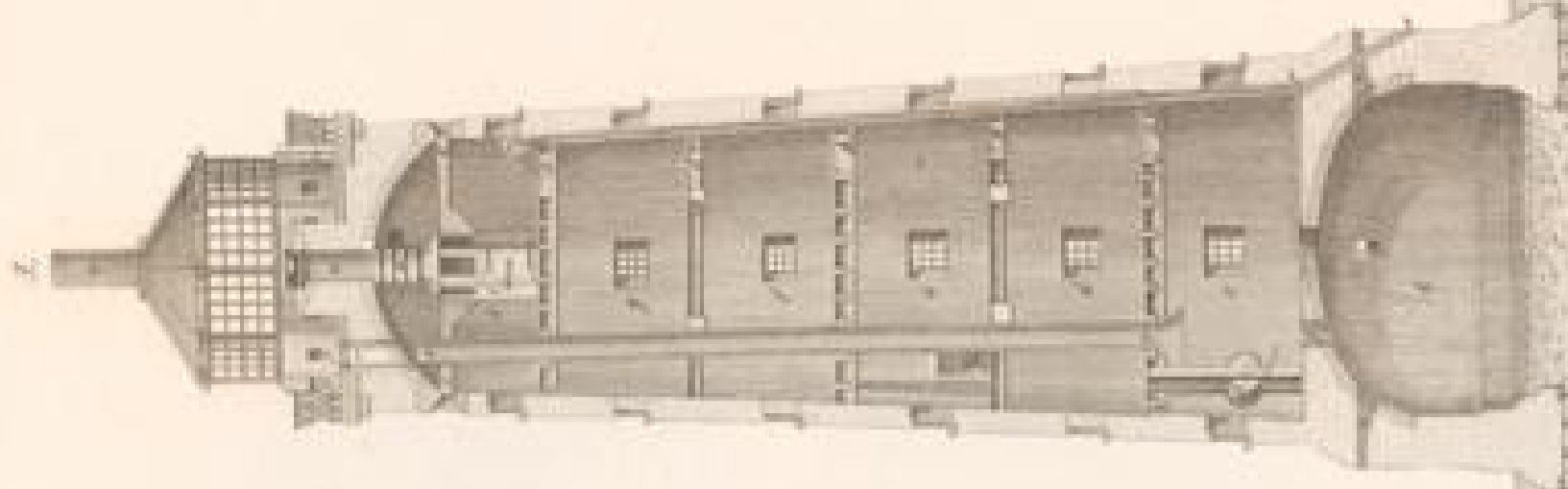
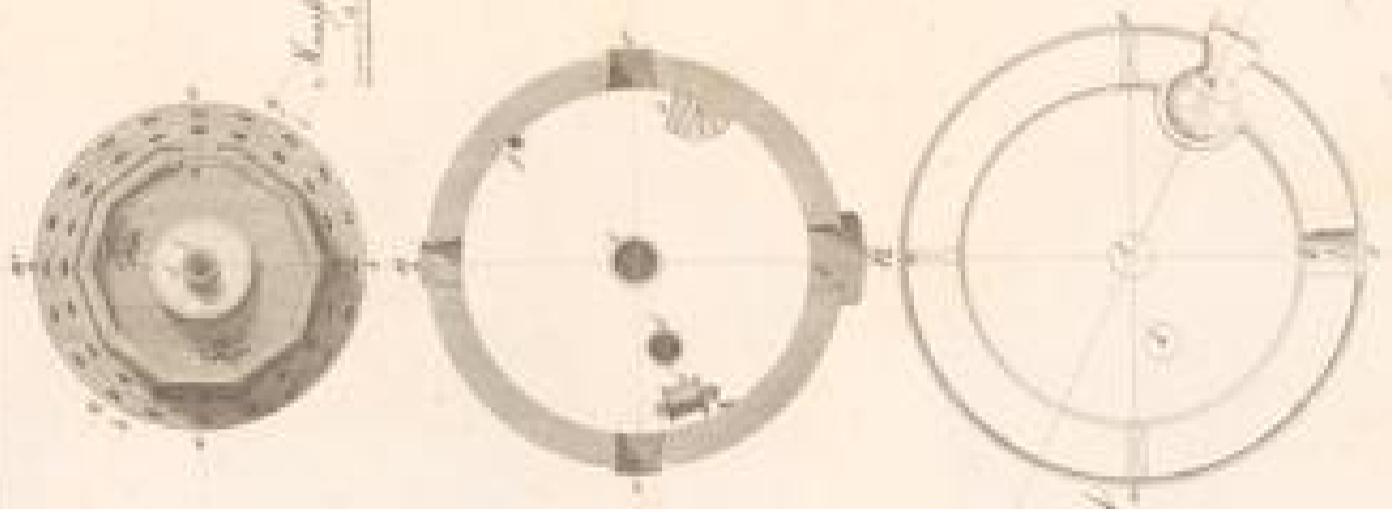
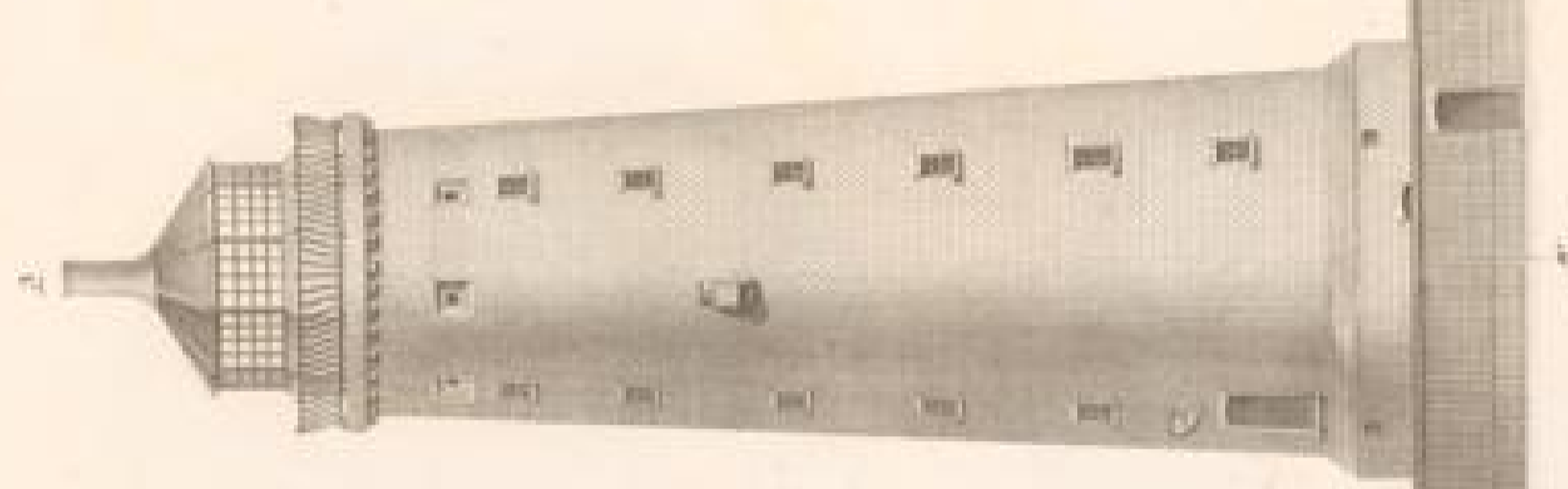
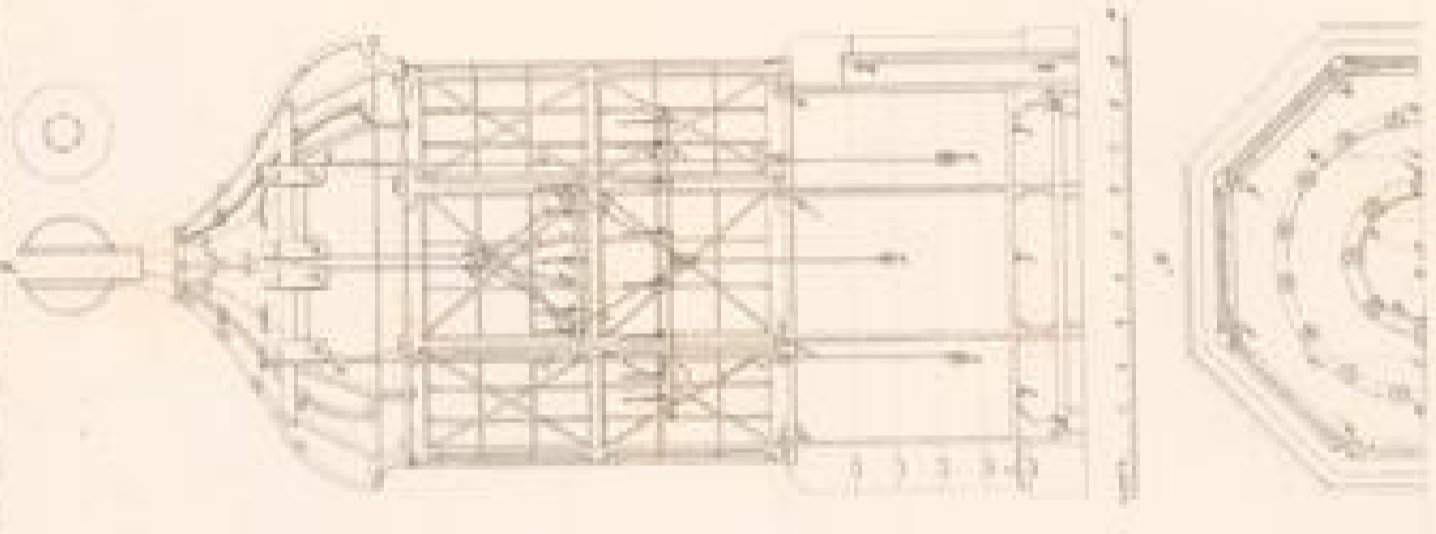
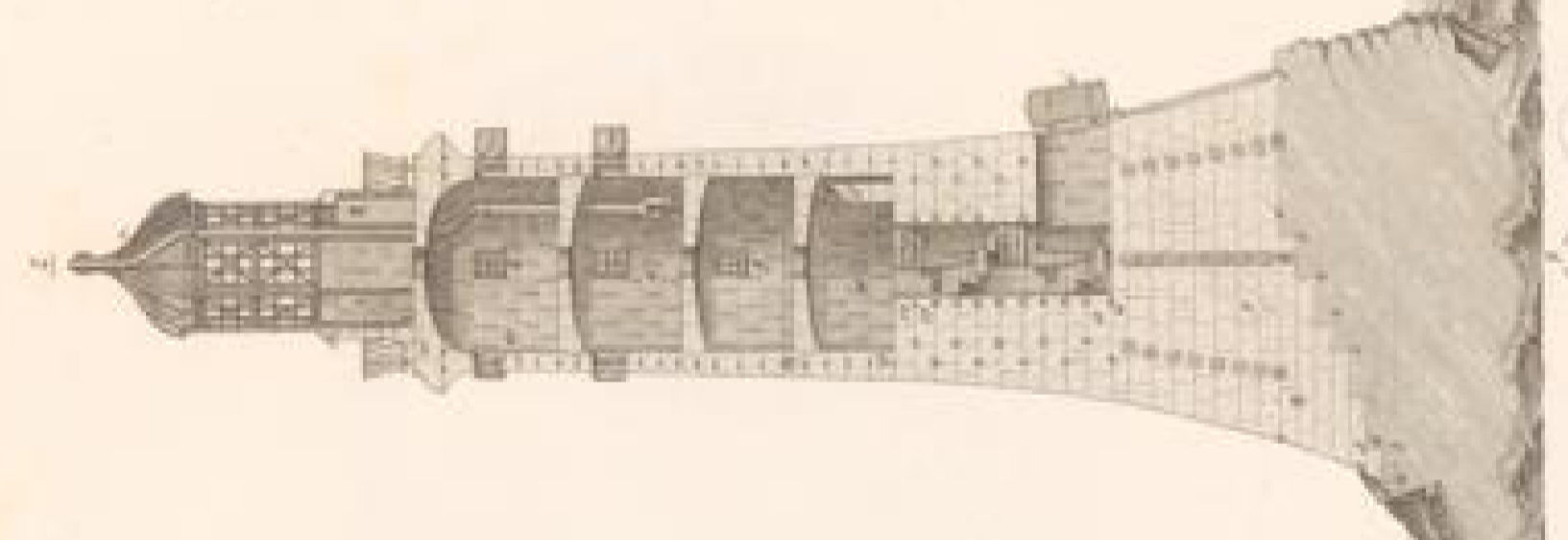
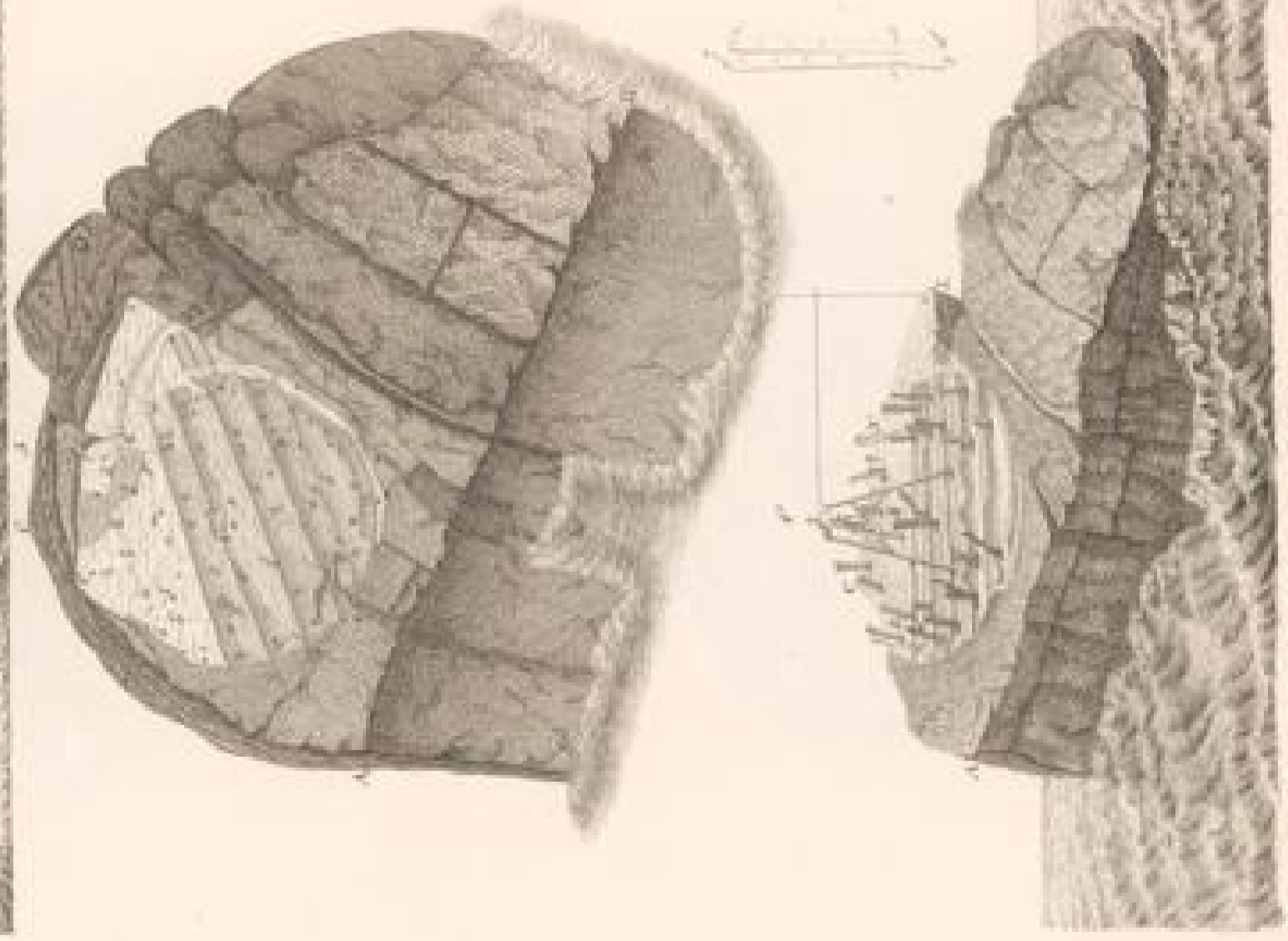
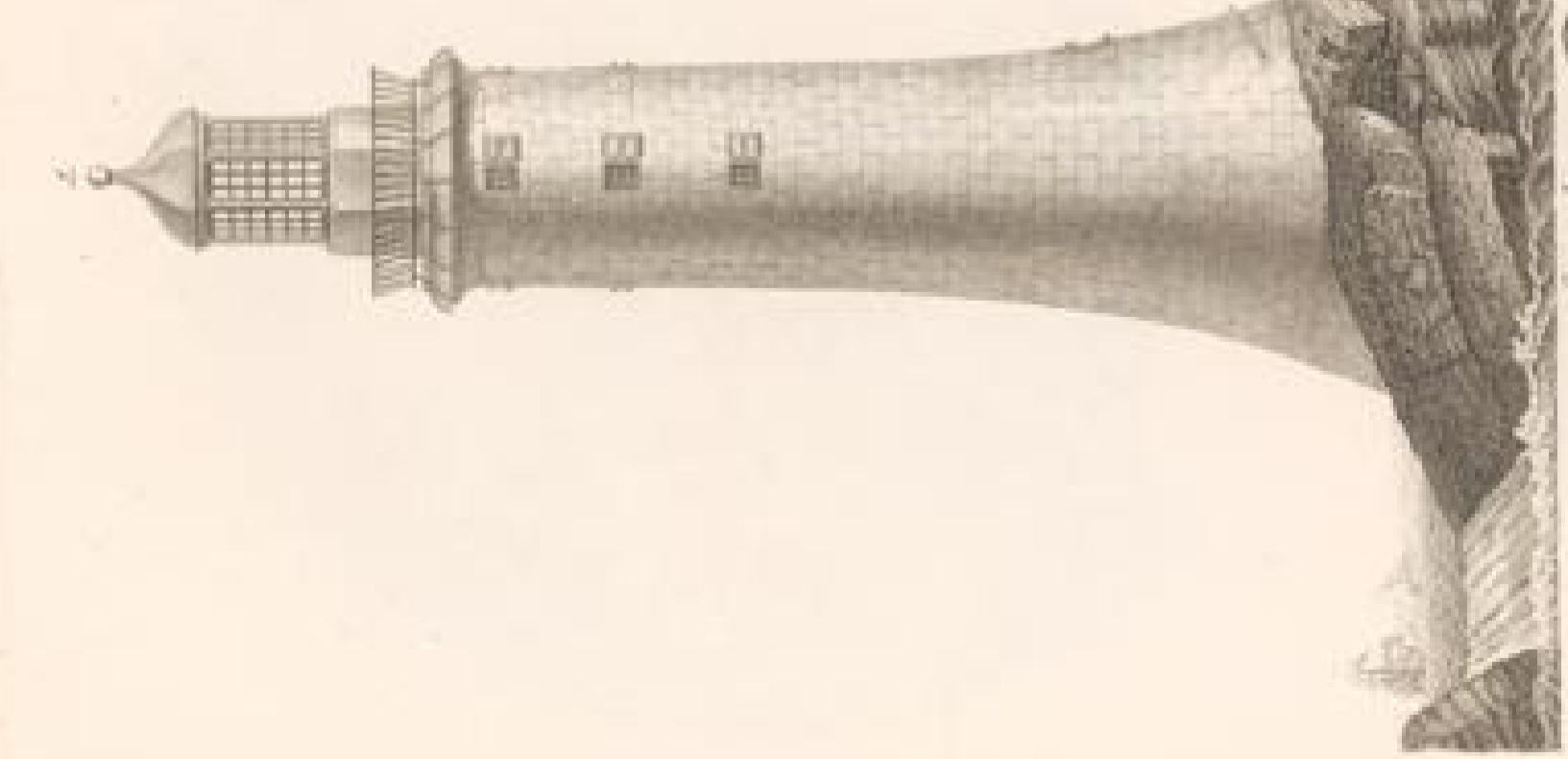
Karte der äußern Linie



J. C. Schmitt f.



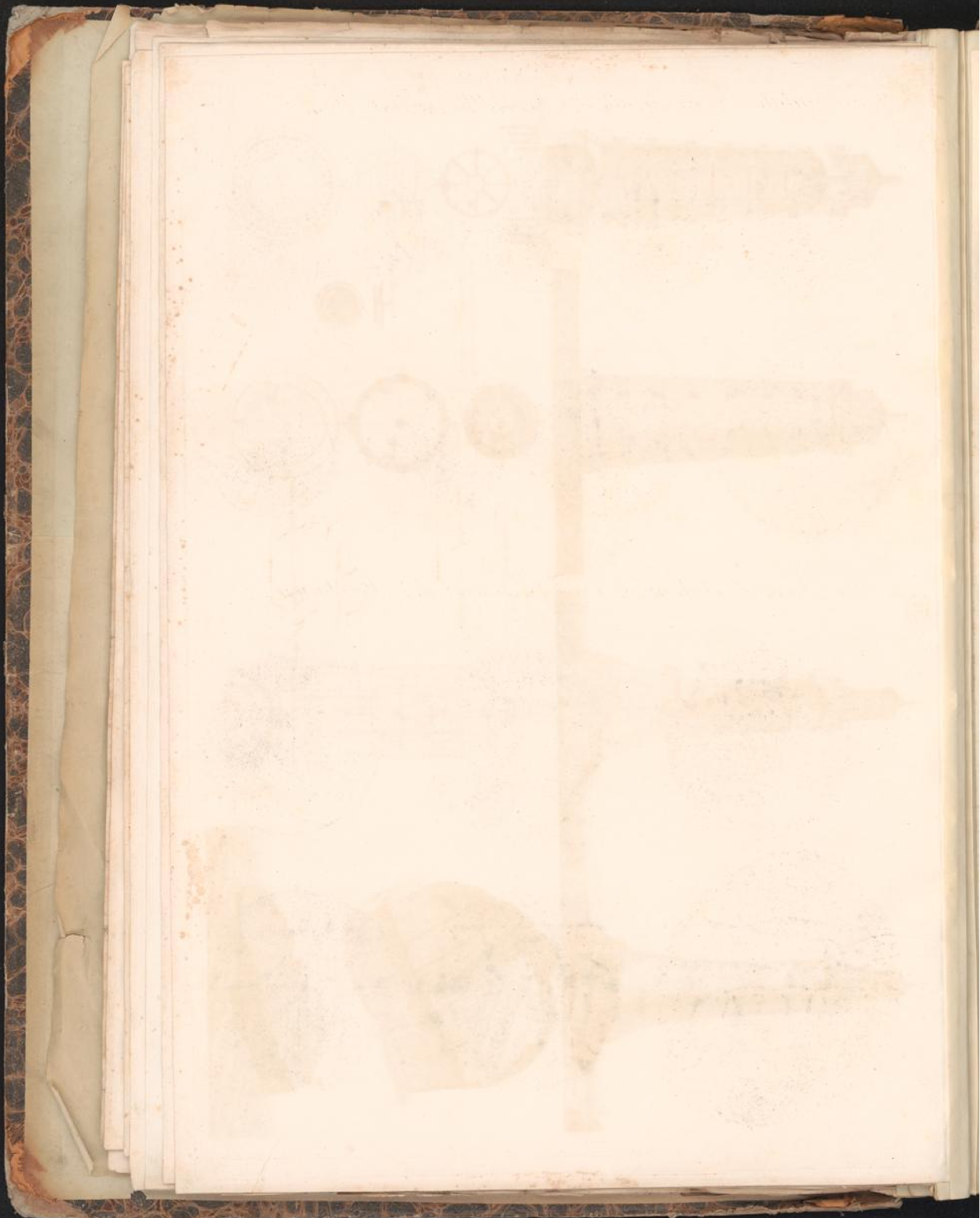




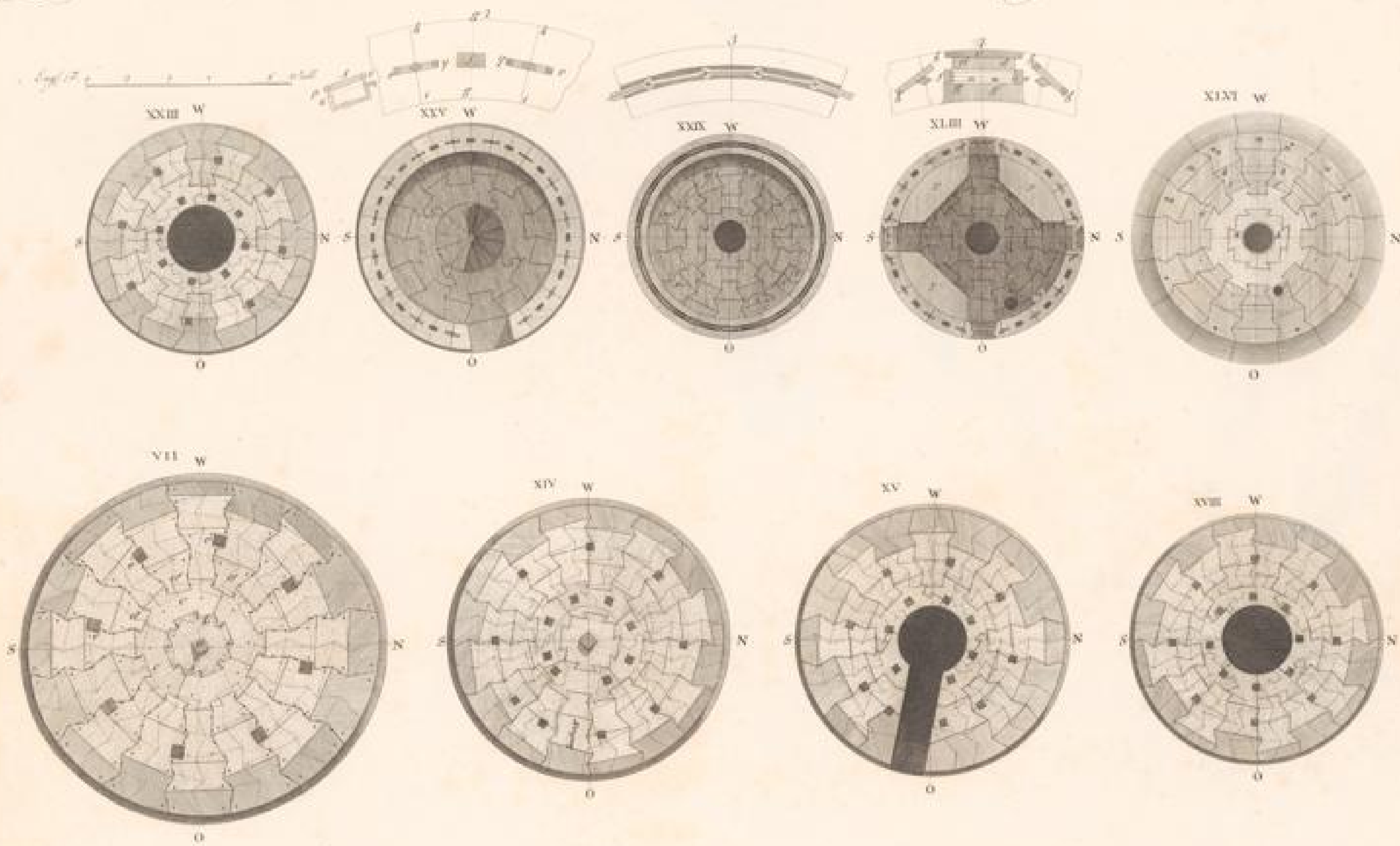
*Die Leuchttürme*  
 1798  
 Entworfen und Gezeichnet  
 von  
 L. Pharus  
 d. K. Hofbau- u. d. Ingenieur-Inst.

*Maßstab für die Thürme und gewöhnliche Leuchttürme*  
 1 : 1000

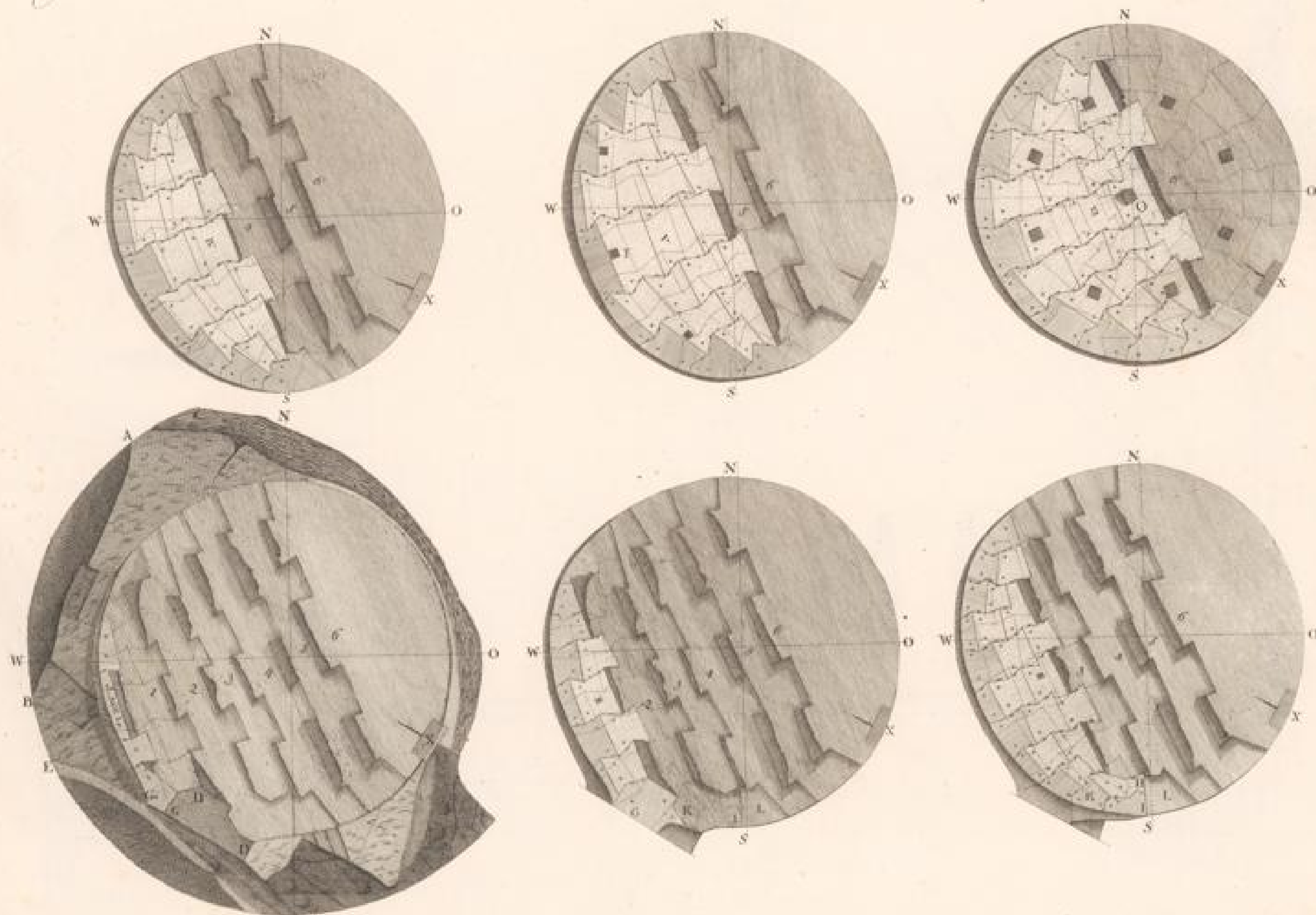
*1798*



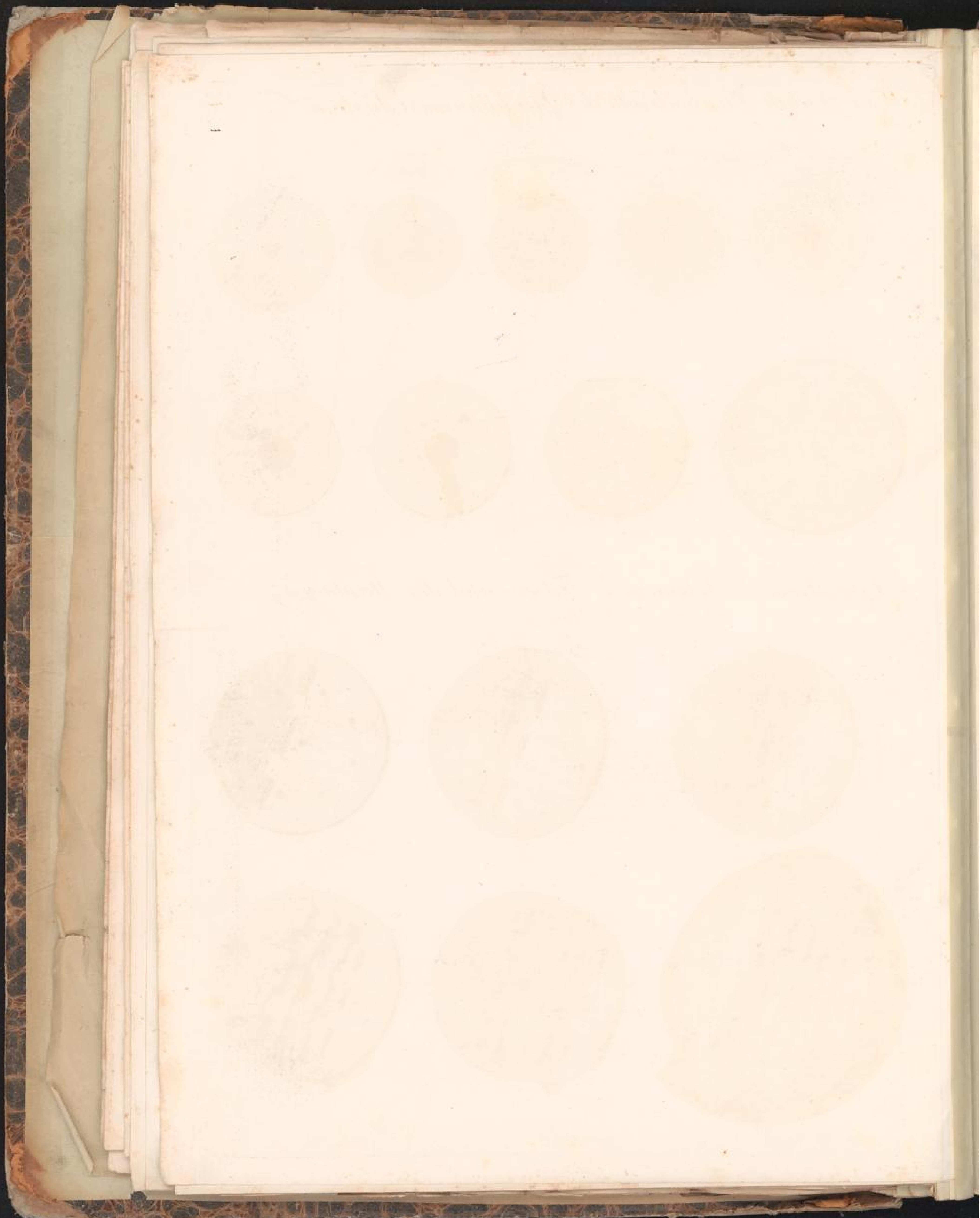
*Horizontale Durchschnitte des Leuchthurmes Edystone*

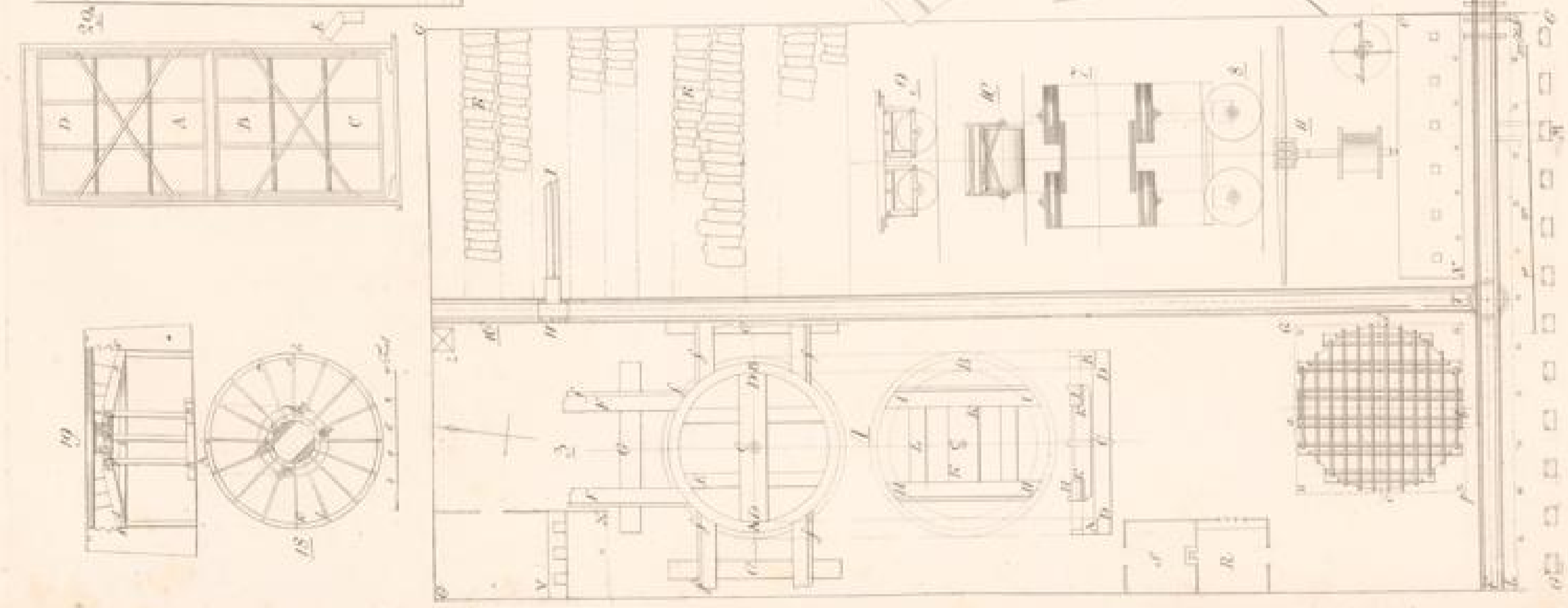
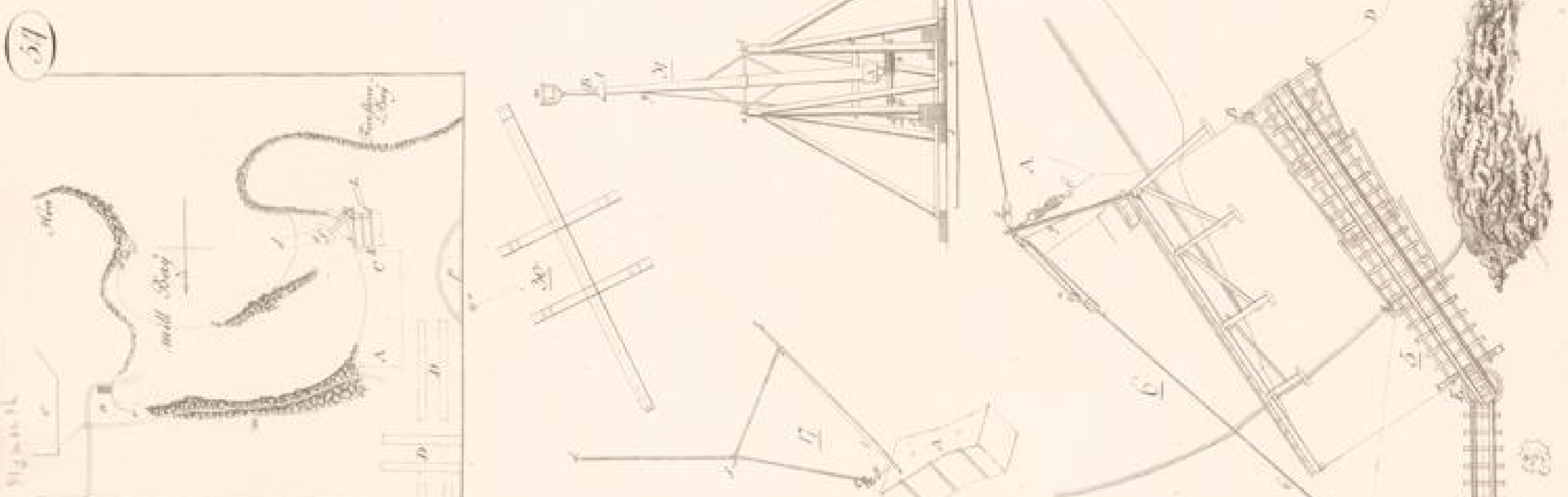
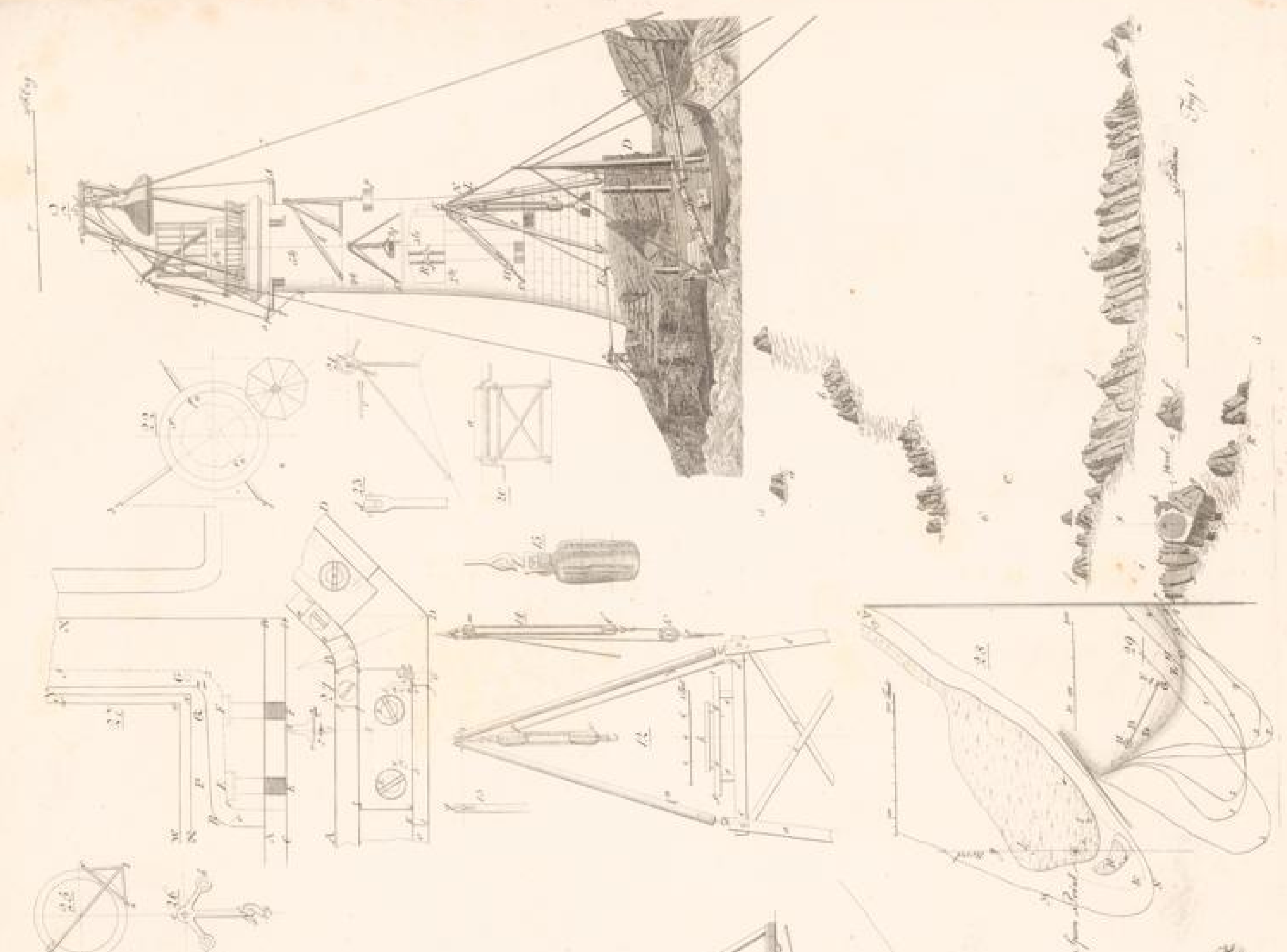


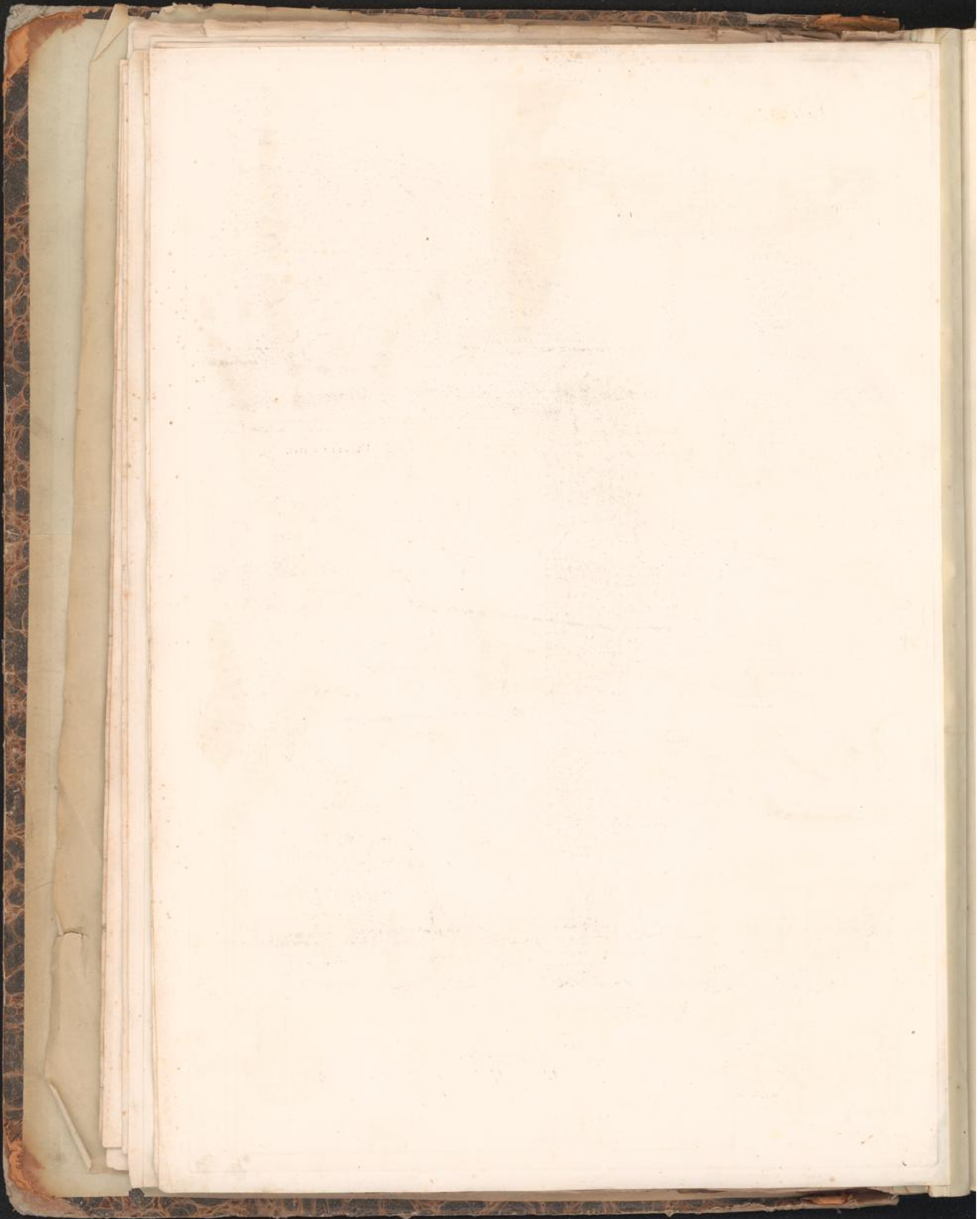
*Grundrisse des behauenen Felsens und der Steintagen*



*Driffzig Fuß hoch*      *guter Felsen*      *Stütz fuß*





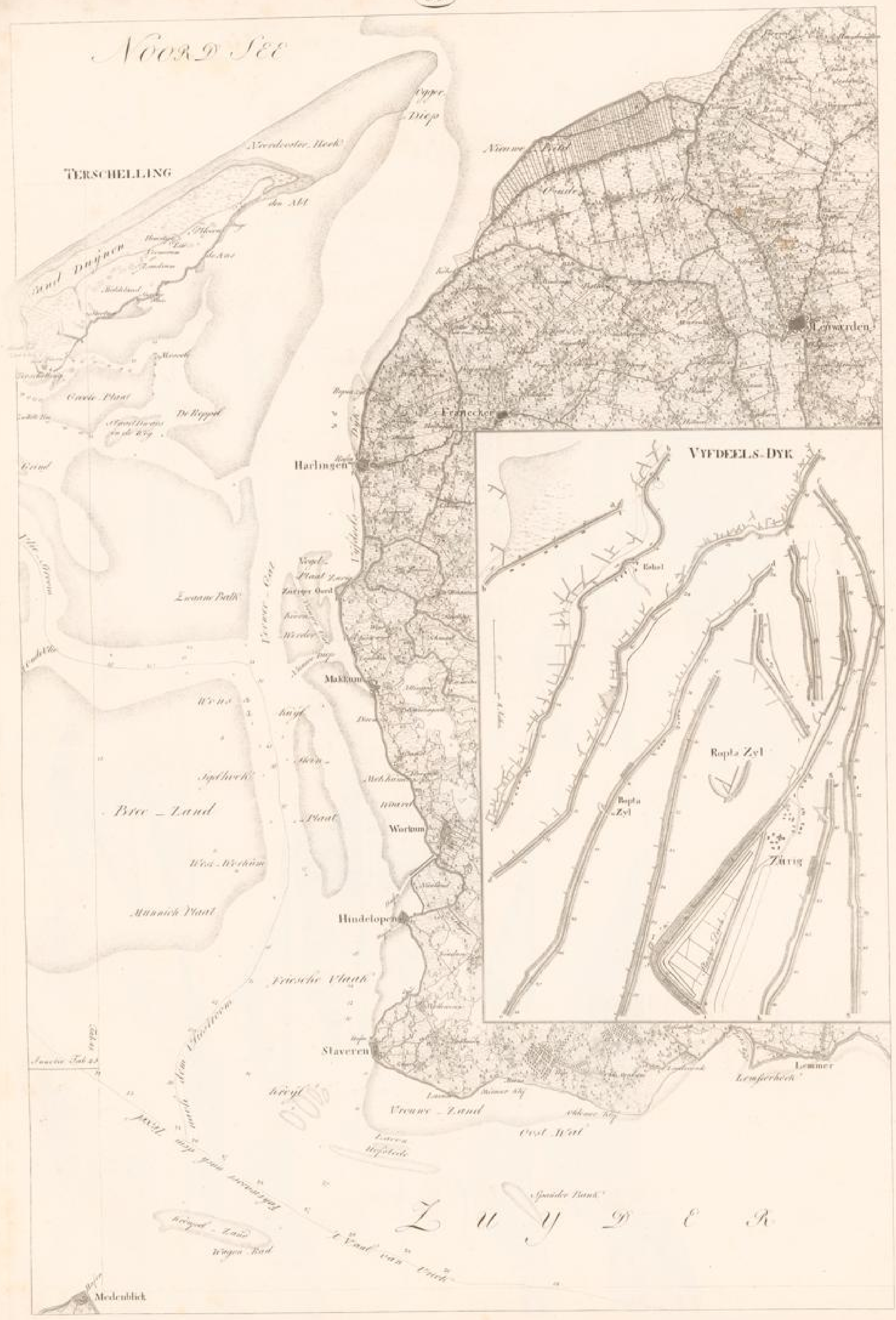


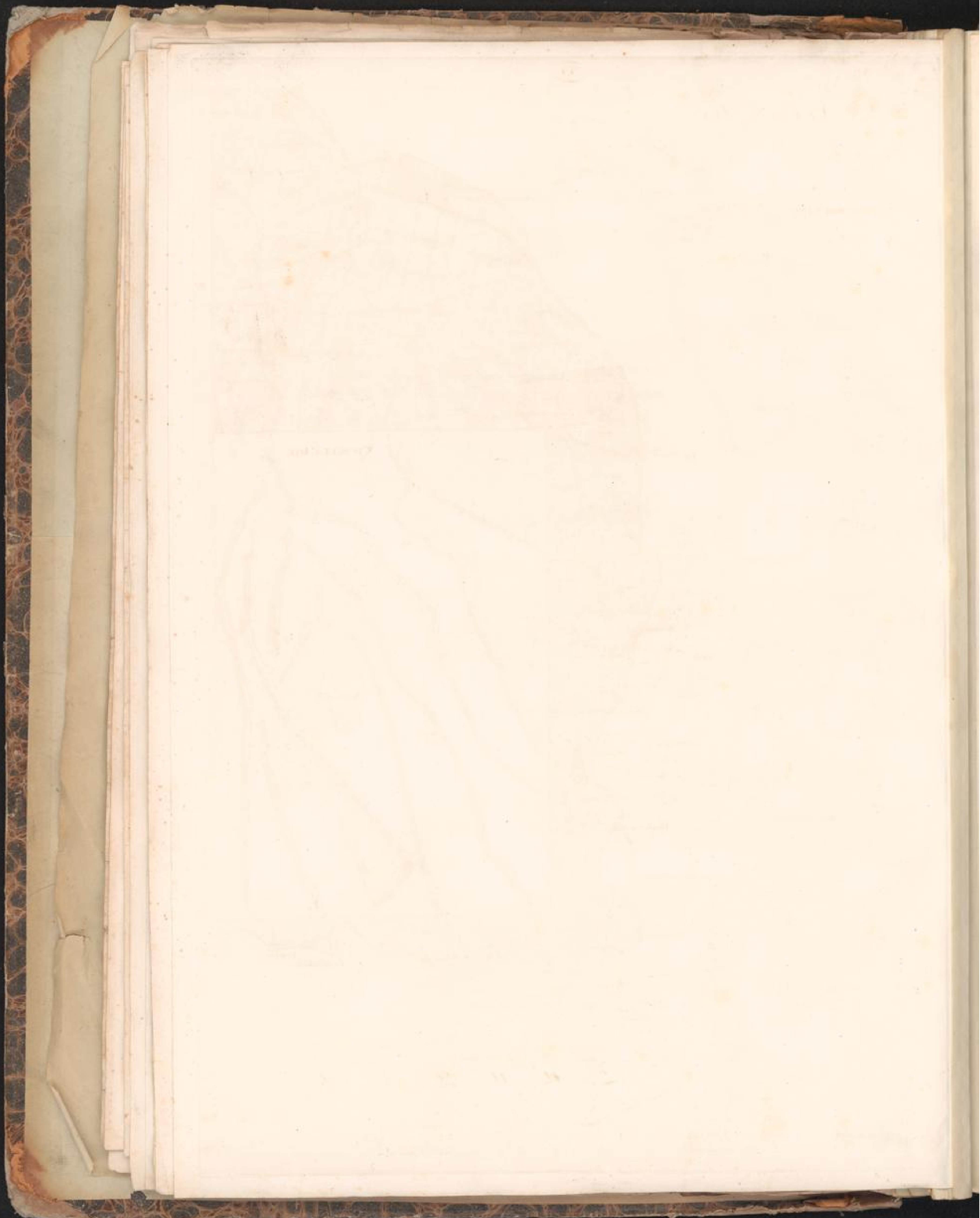
Noord See

TERSCHELLING

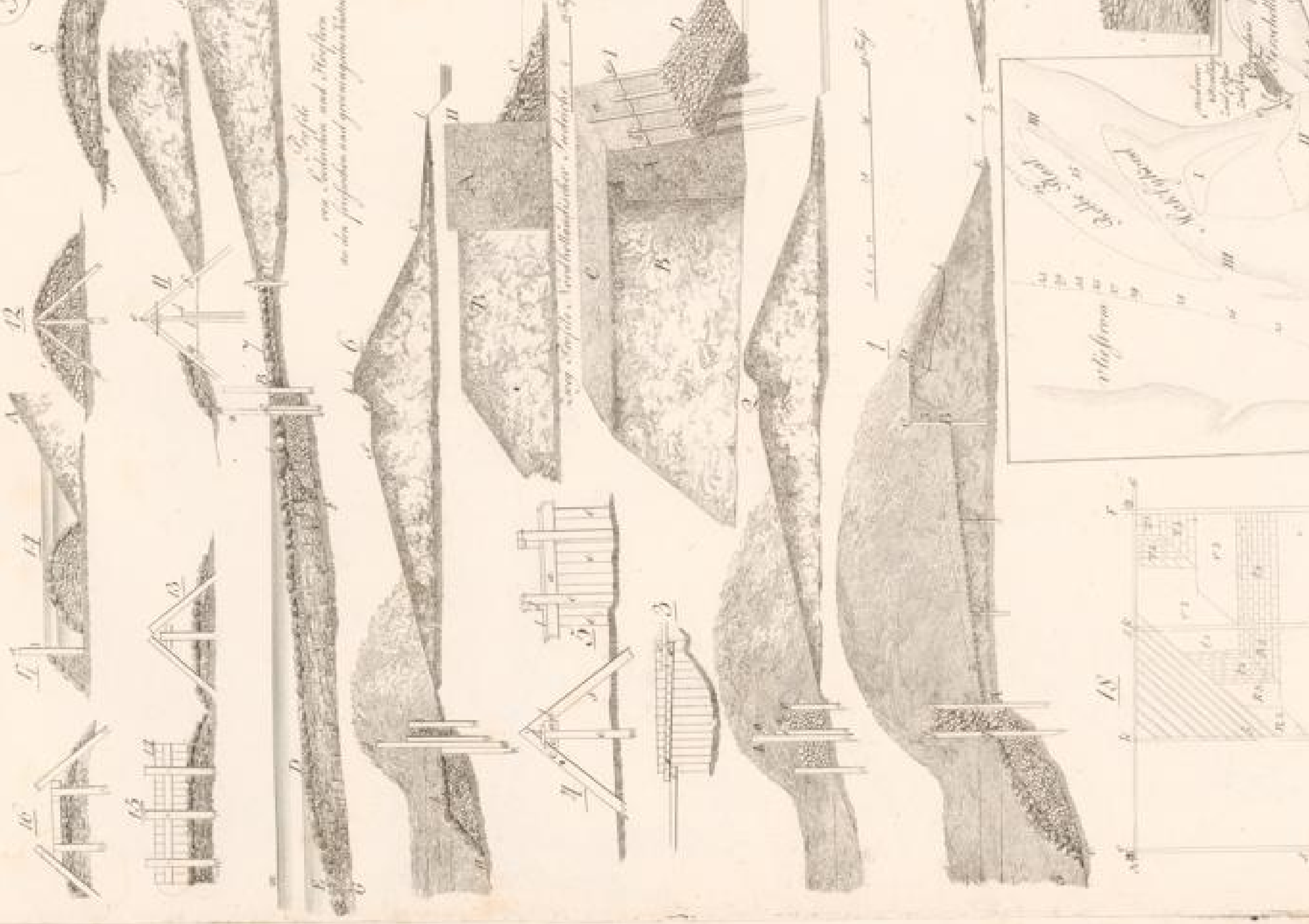
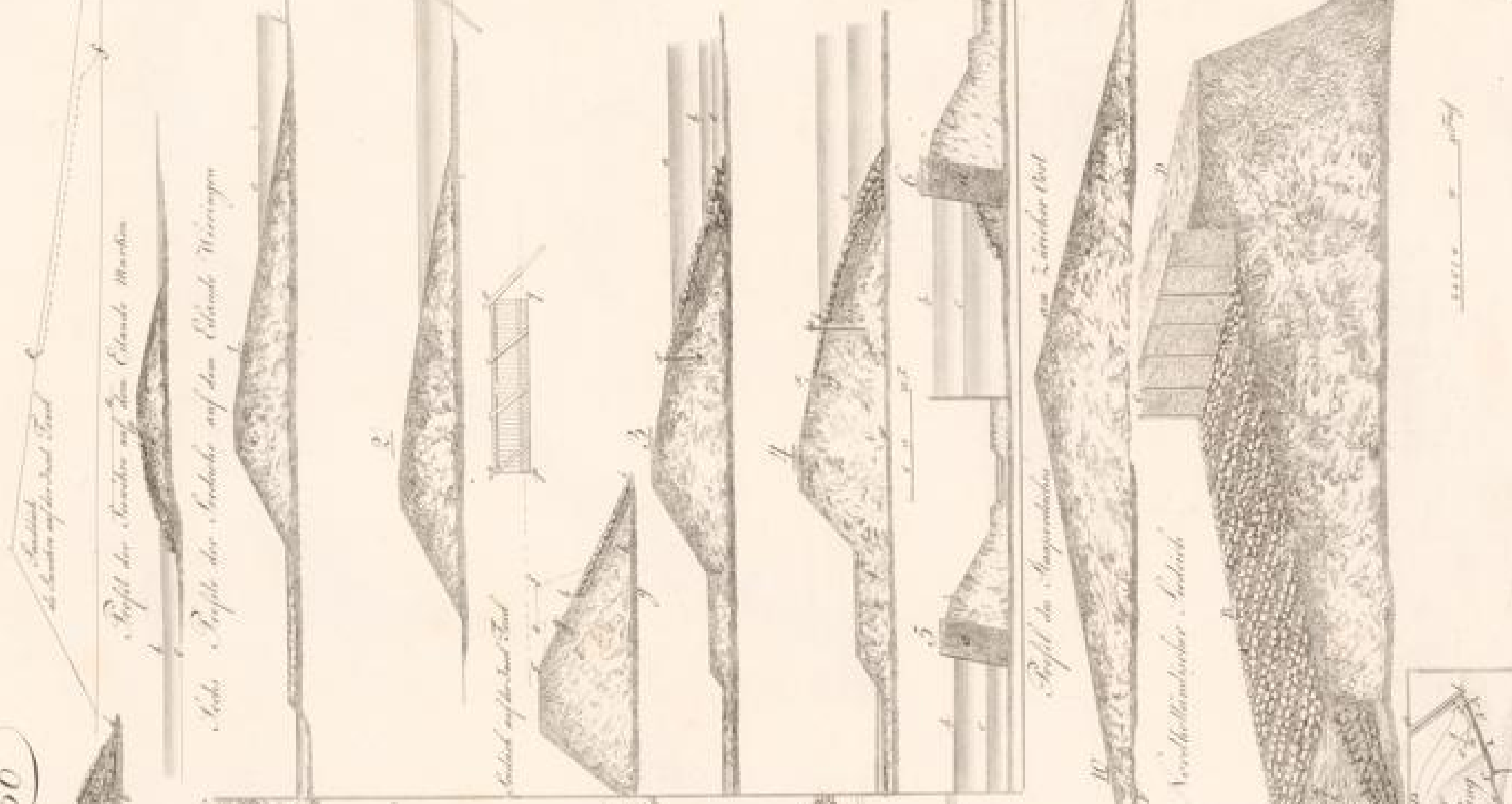
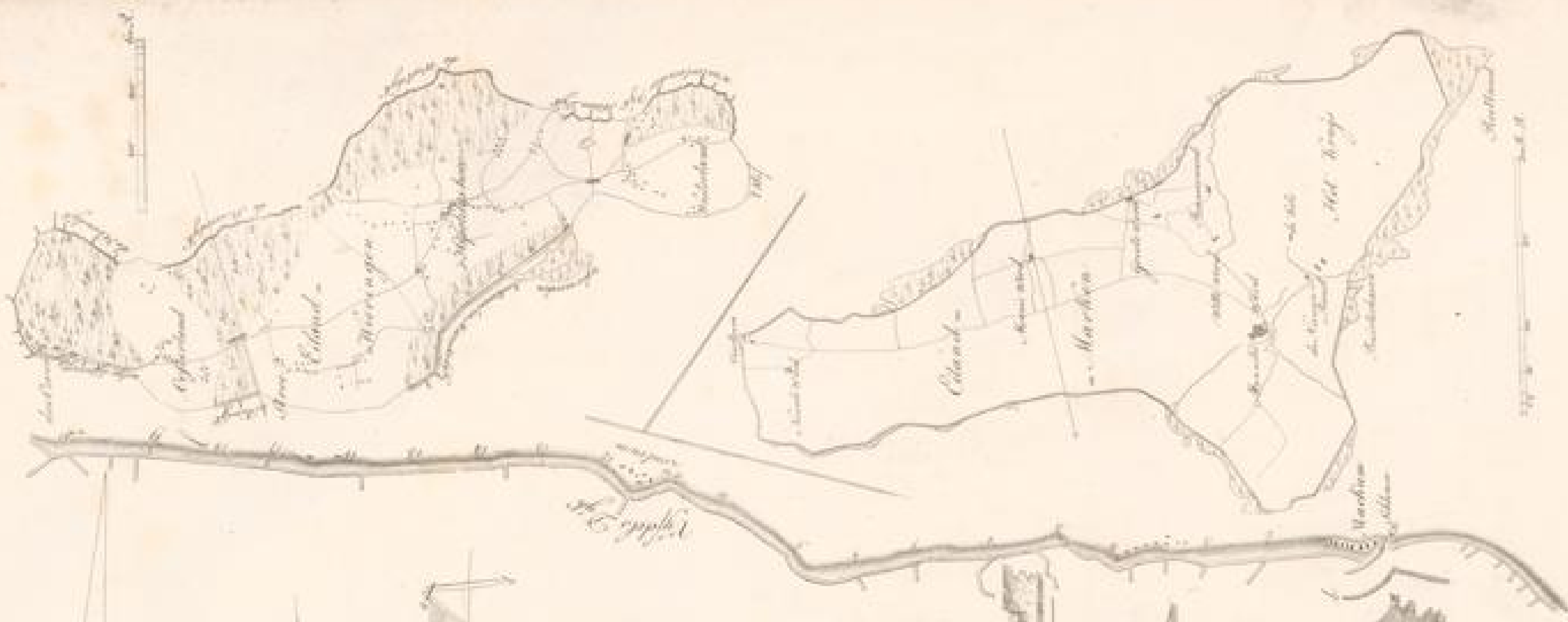
VYFDEELS-DYK

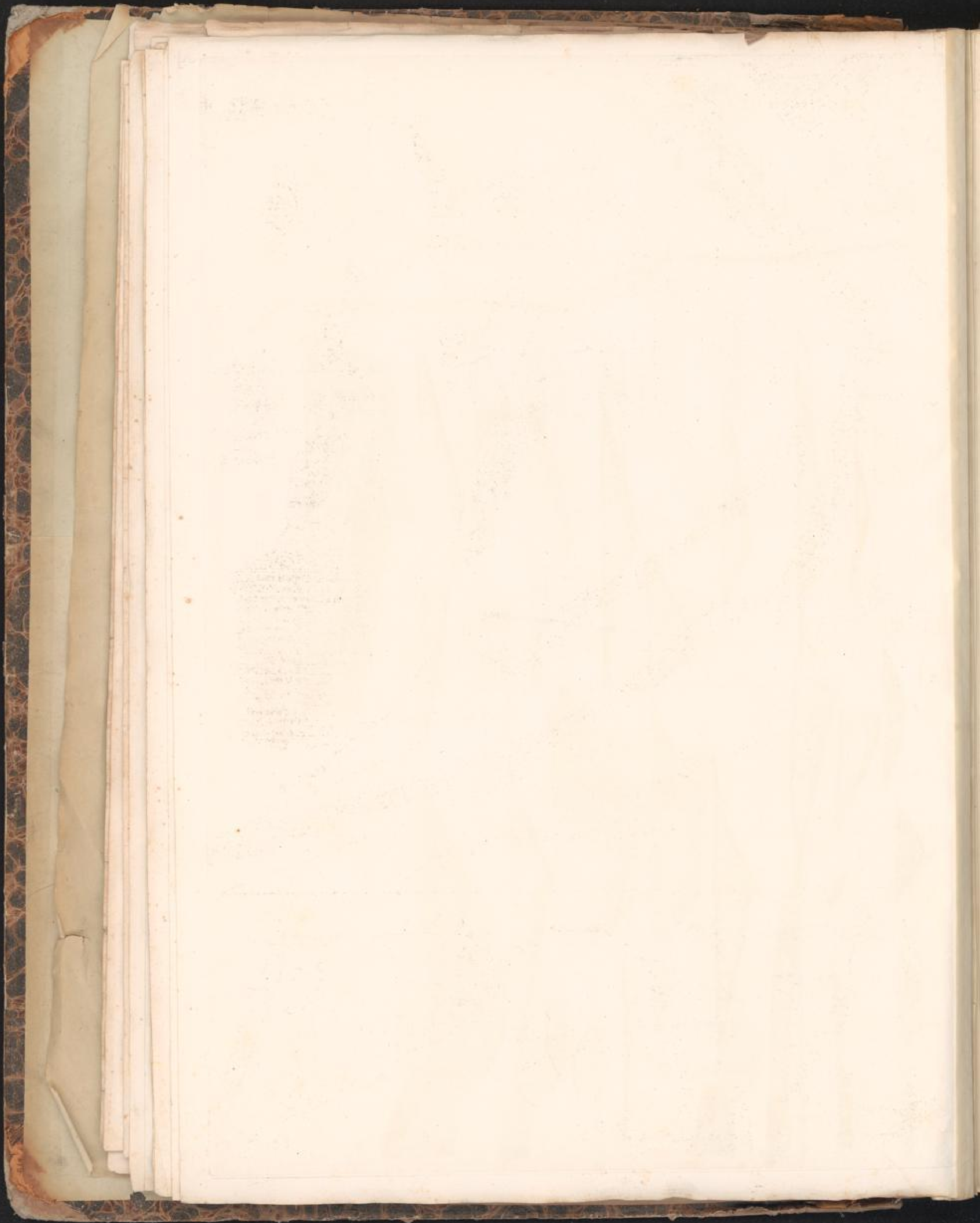
Z u y d e r

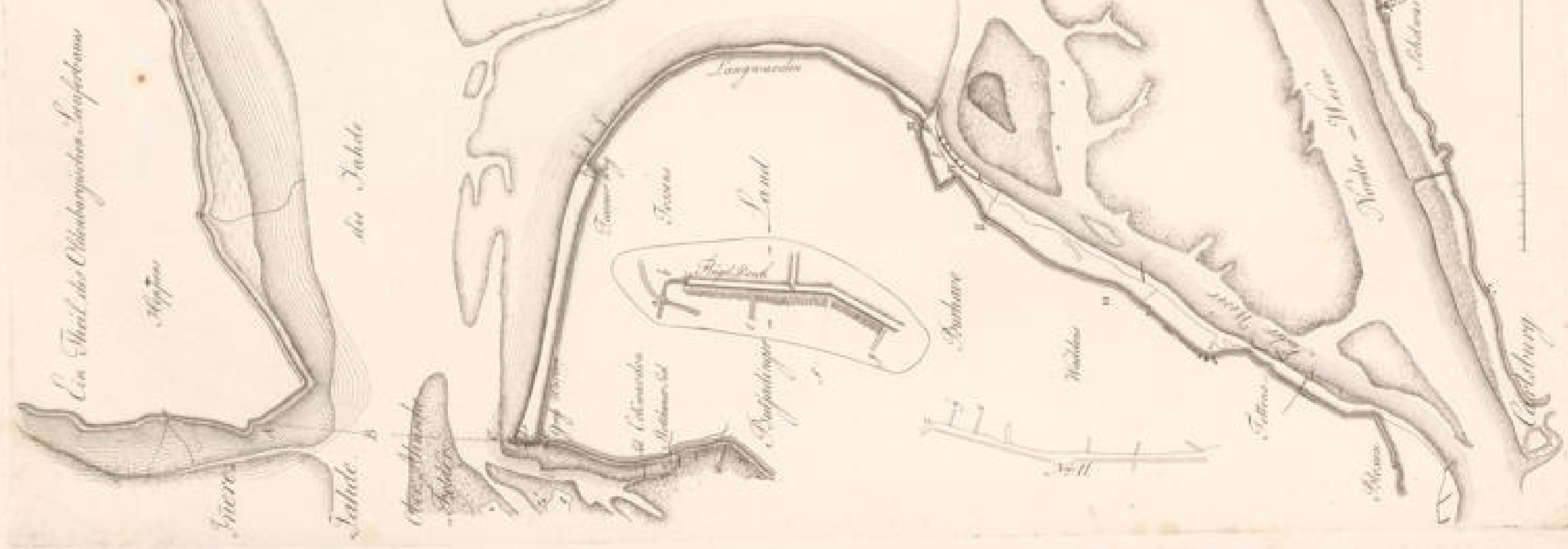
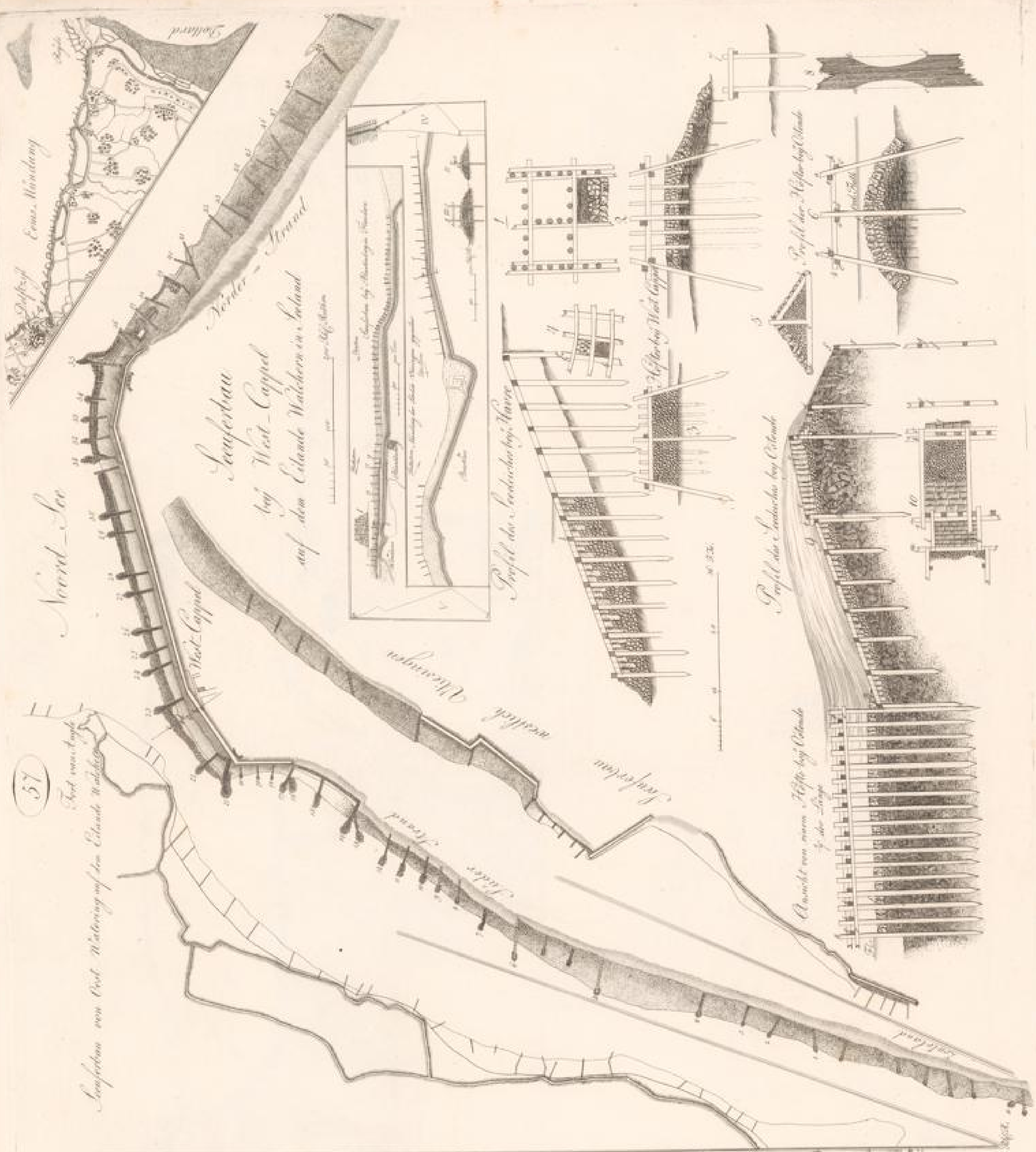


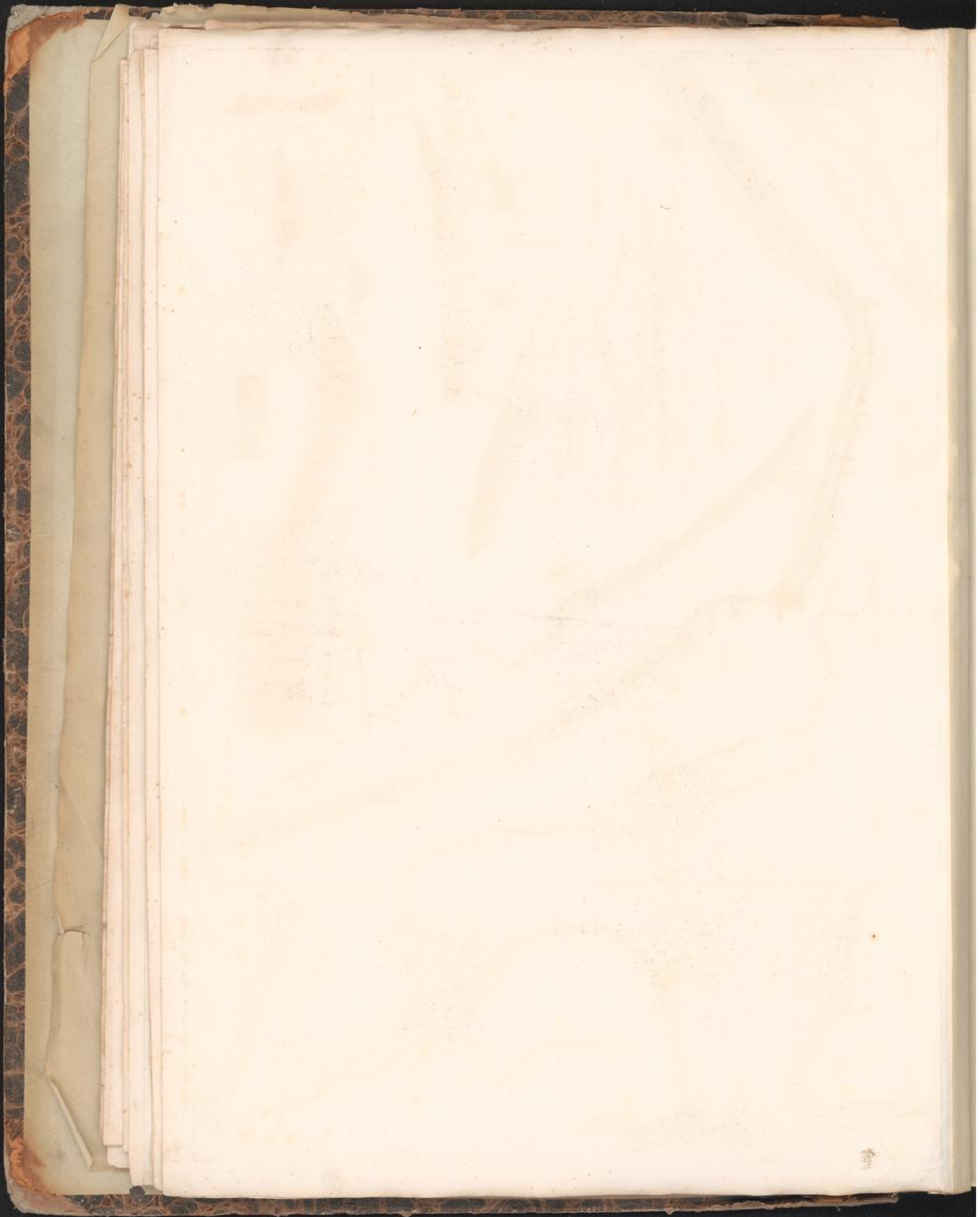




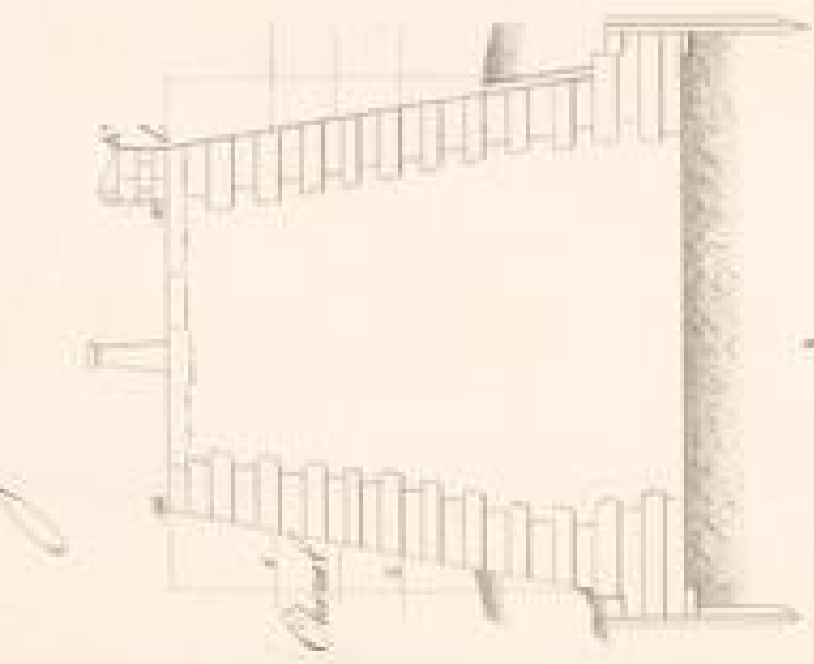




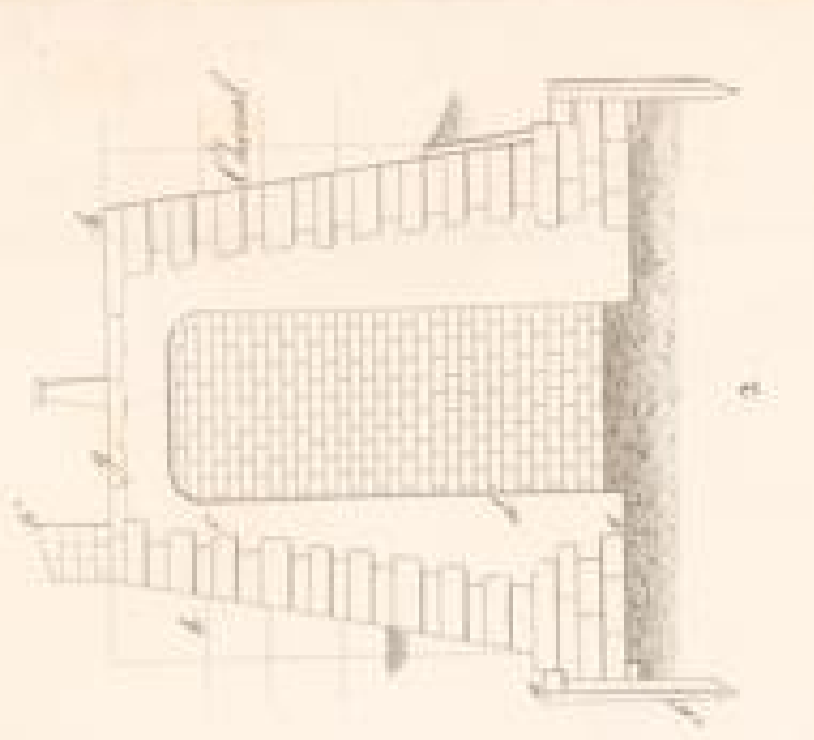




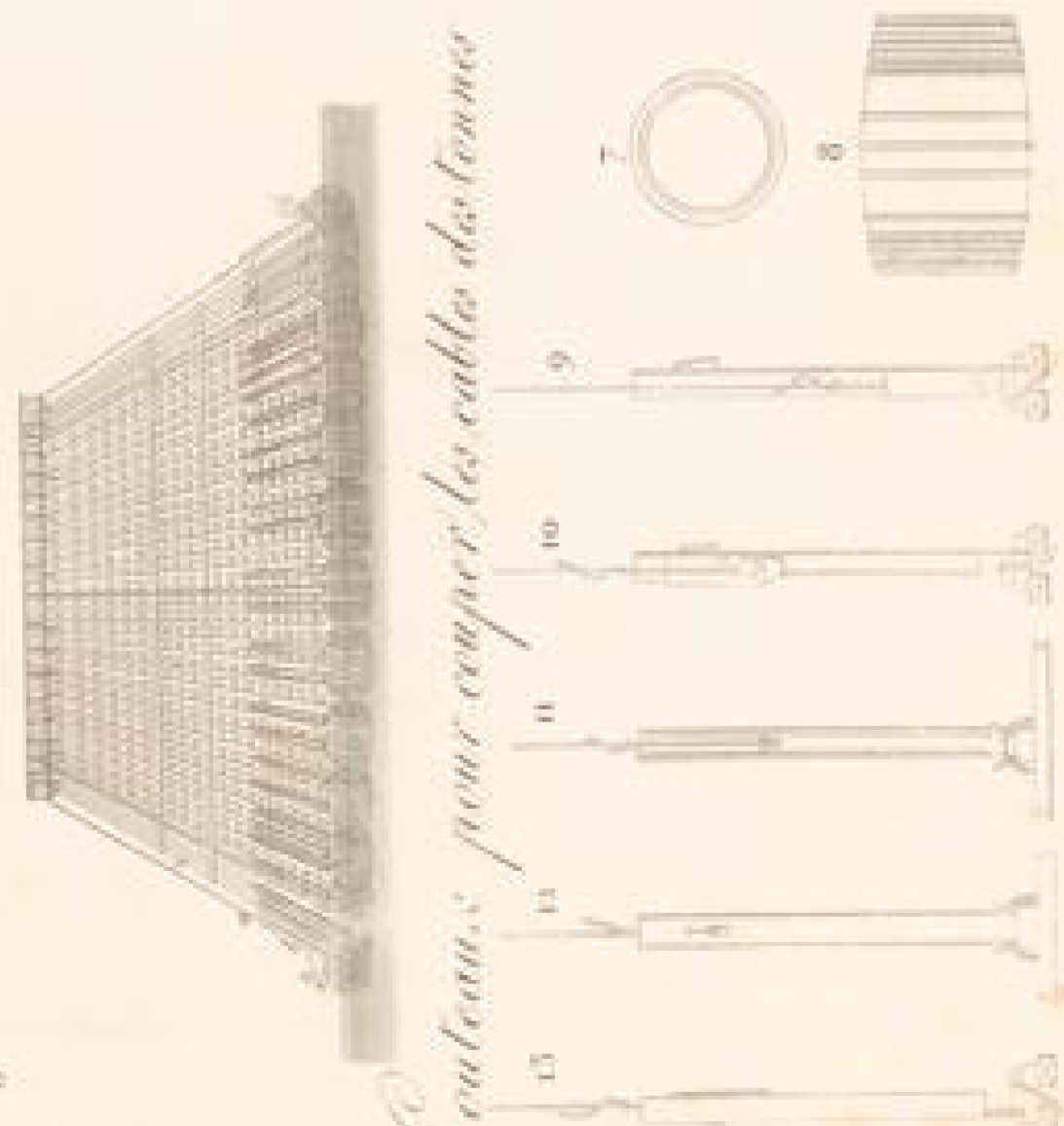
*Profil de la jetée de l'ouest*



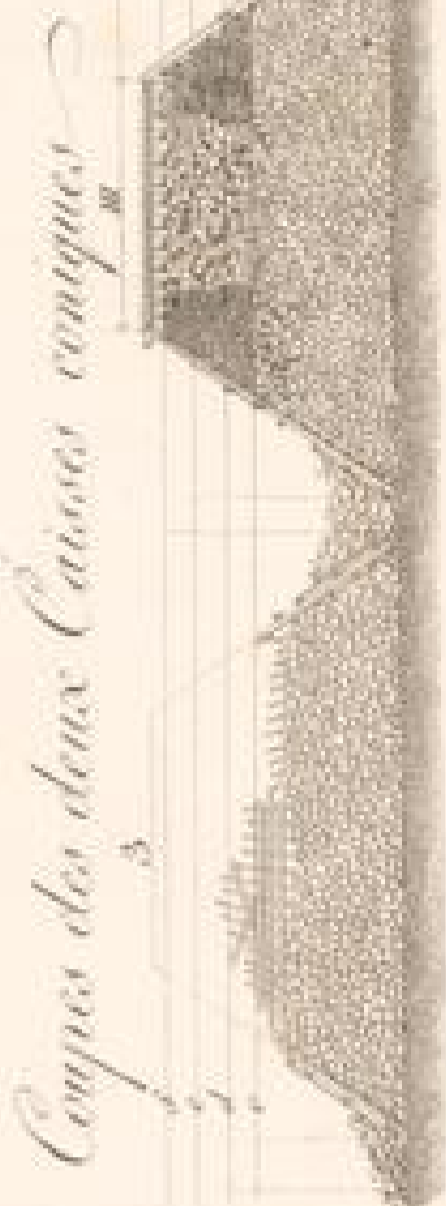
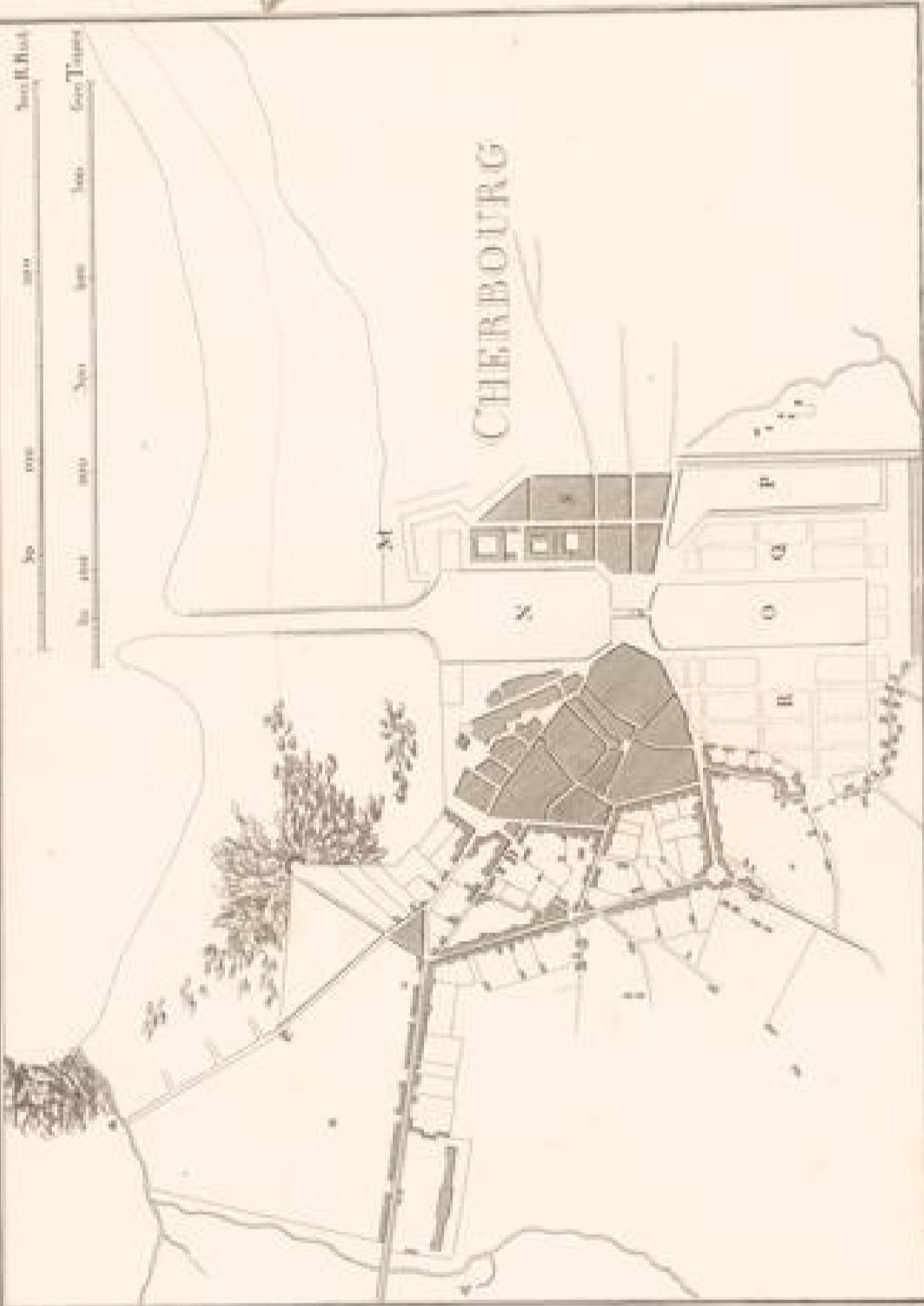
*Profil de la jetée de l'est*



*Croûton sur le Cône*

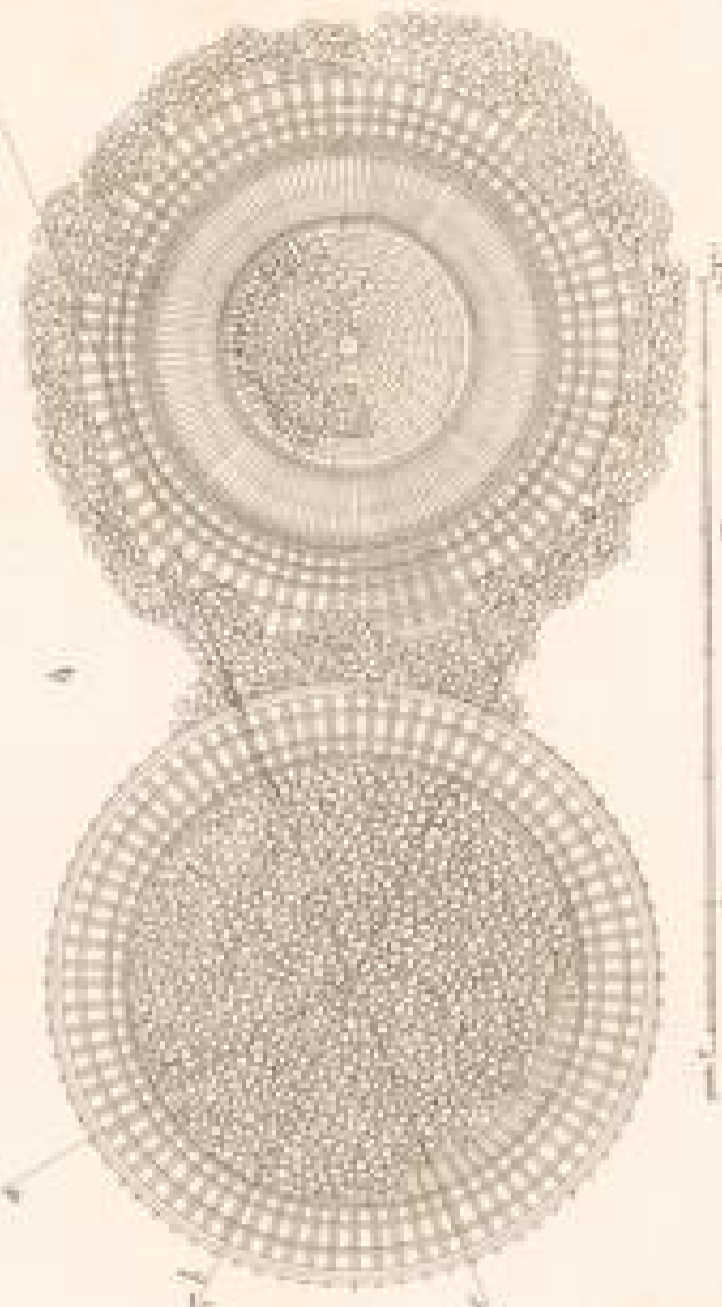


*Outrepass pour croquer les cables des tonnes*



*Couper des deux Cônes coniques*

*Plans des deux Cônes*

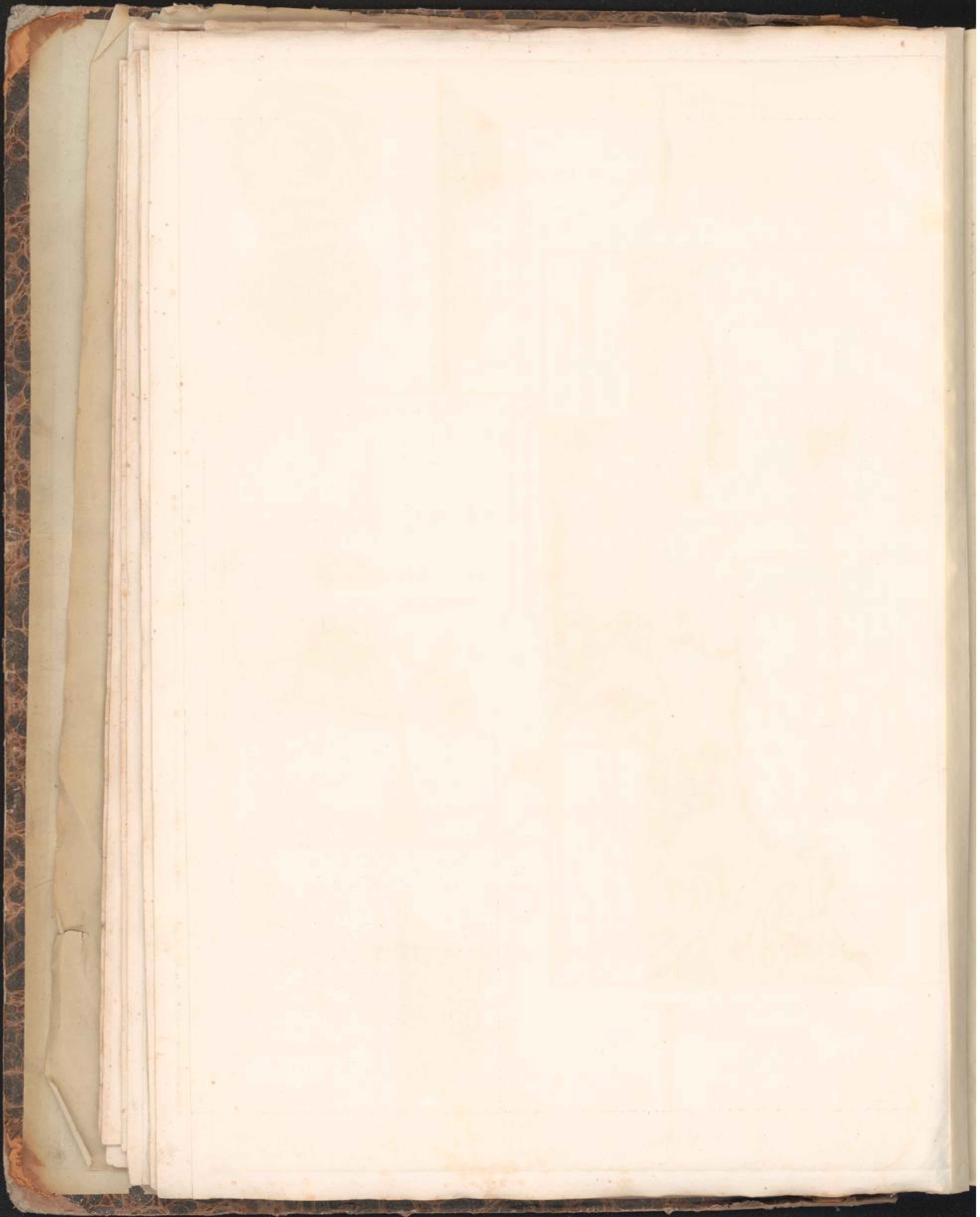


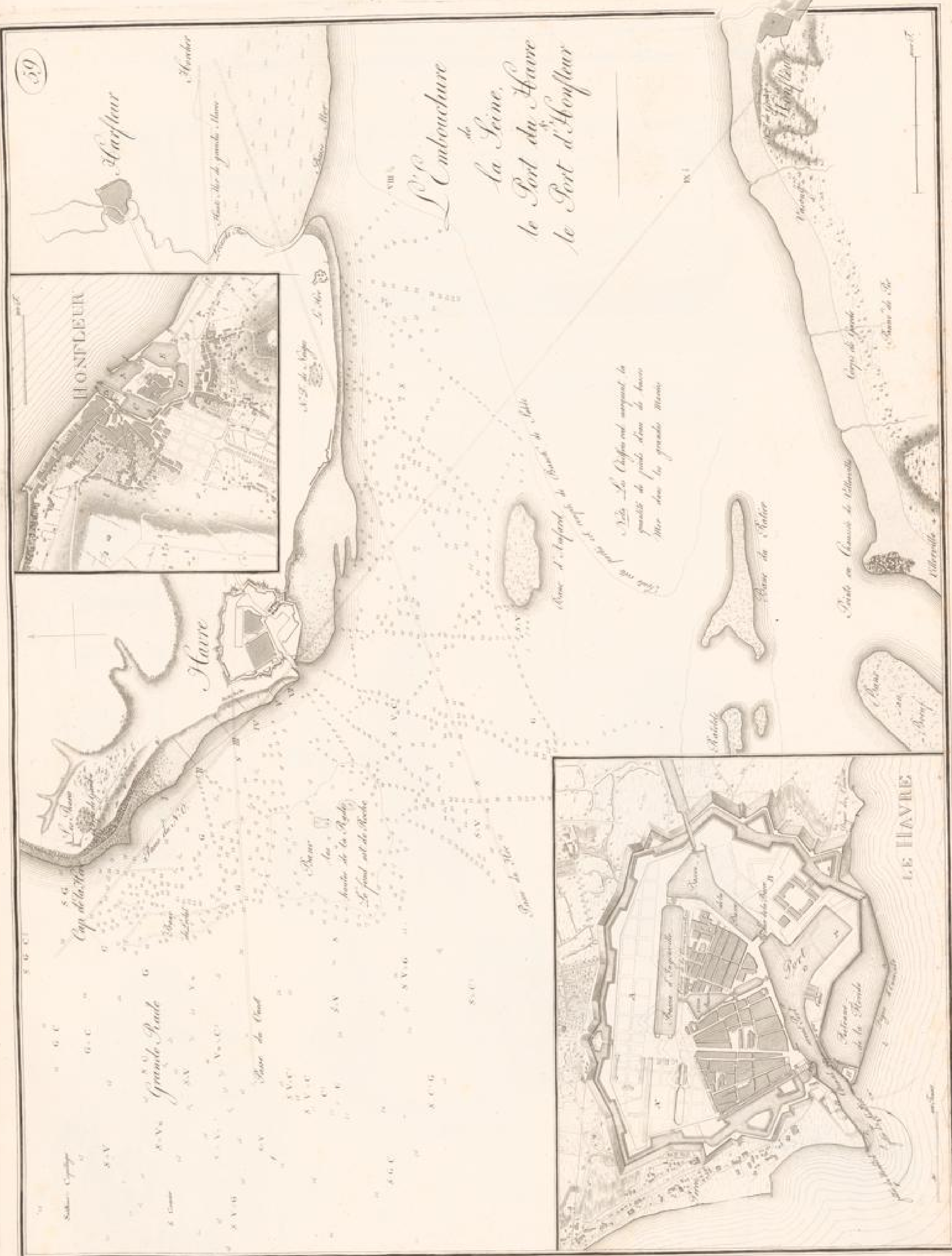
*La Manche*

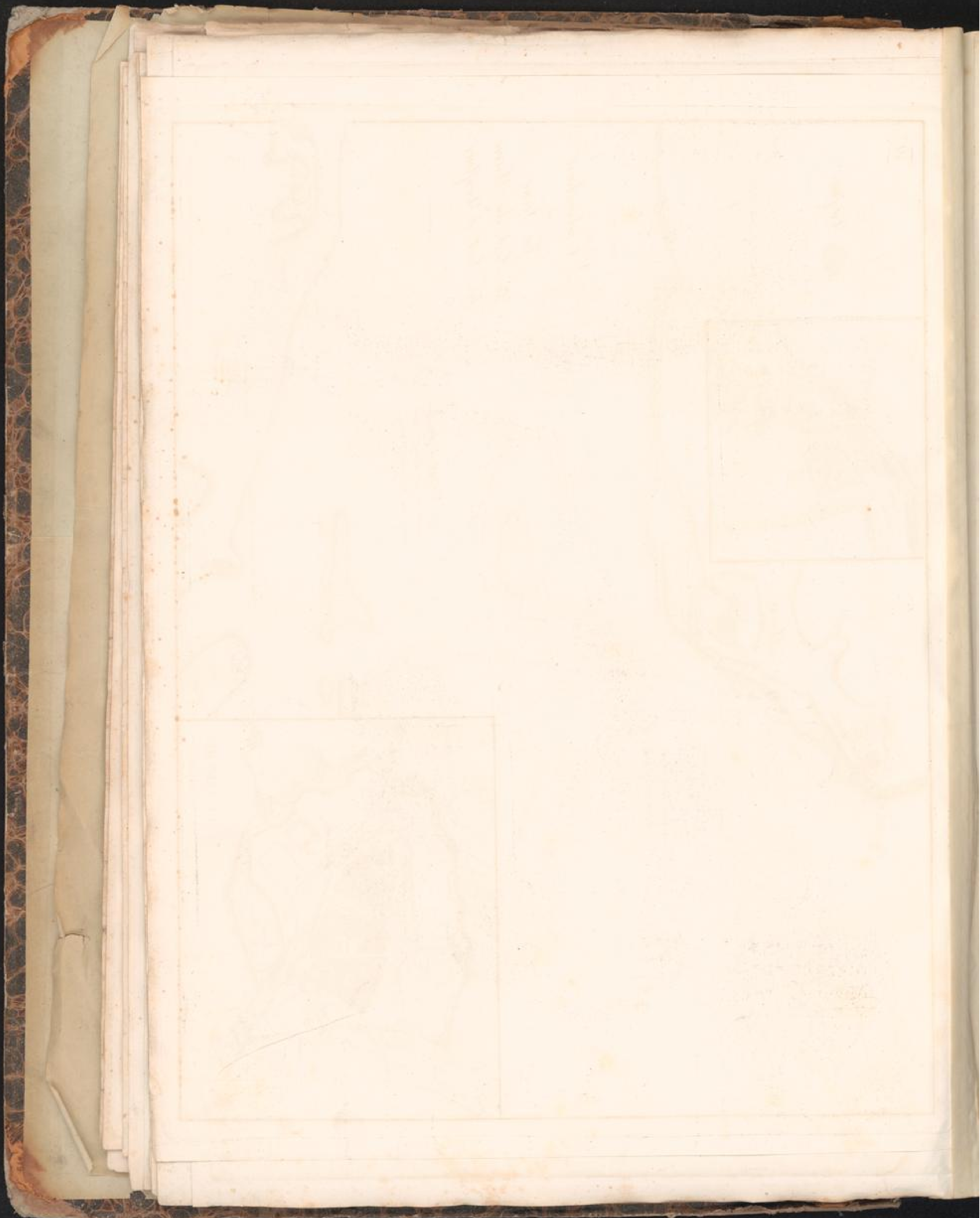


**CARTE de la CÔTE DE CHERBOURG ET DE SA RADE**

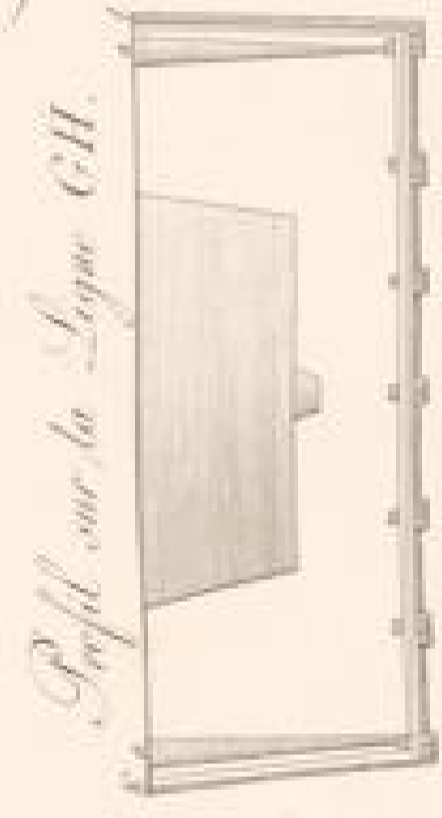
*Plan de la rade de Cherbourg*  
*1. Cône à son sommet 2. Alévement de ce cône 3. Cône au milieu de sa largeur 4. Cône à son pied 5. Cône à son pied sur le plan de la rade*







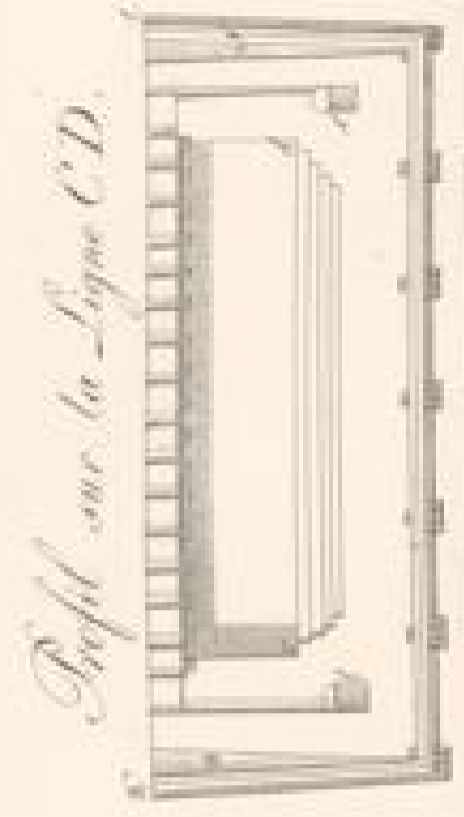




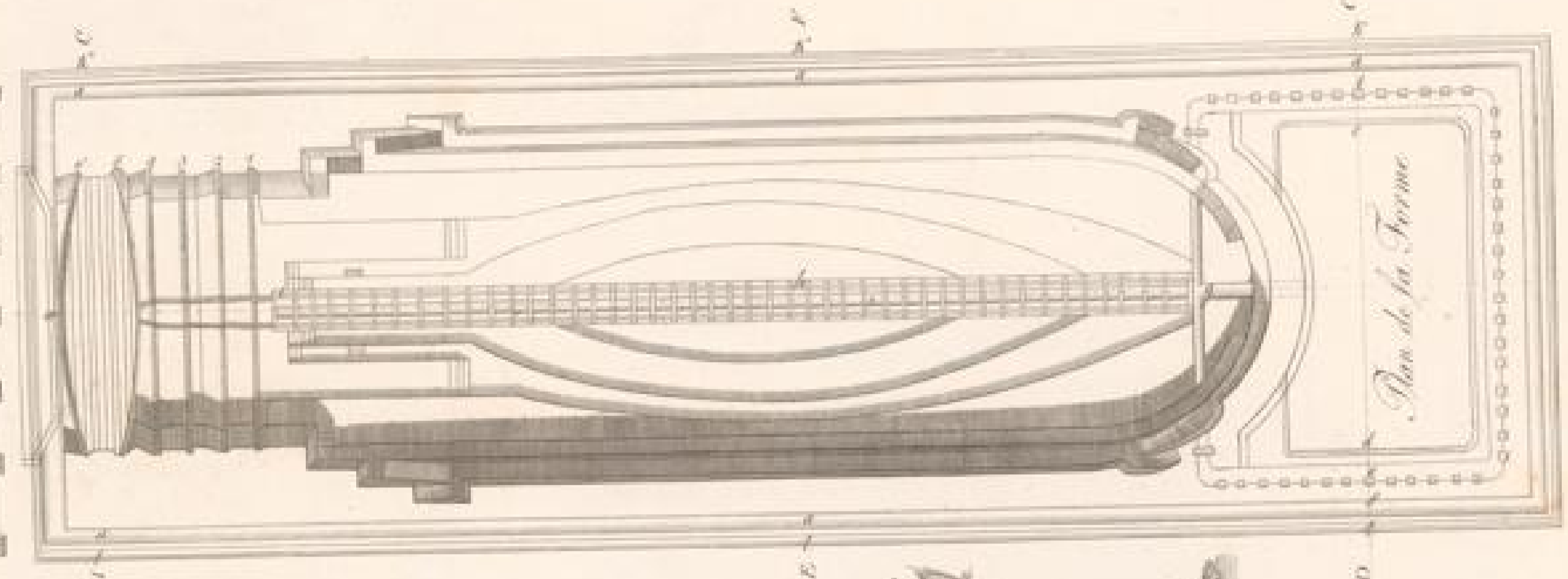
CC



Profil sur la Ligne E.F.



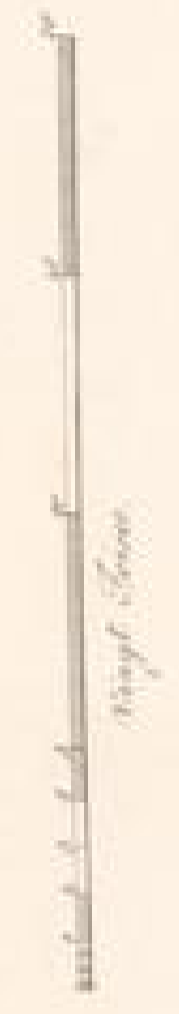
Profil sur la Ligne C.D.



Profil sur la Longueur



Docke in dem Hafen von Toulon - Ferme de Toulon  
 construite sur les dessins de l'Ingénieur Goussier



Les Ports,  
 Les Rades,  
 &  
 la Ferme  
 de  
 Toulon

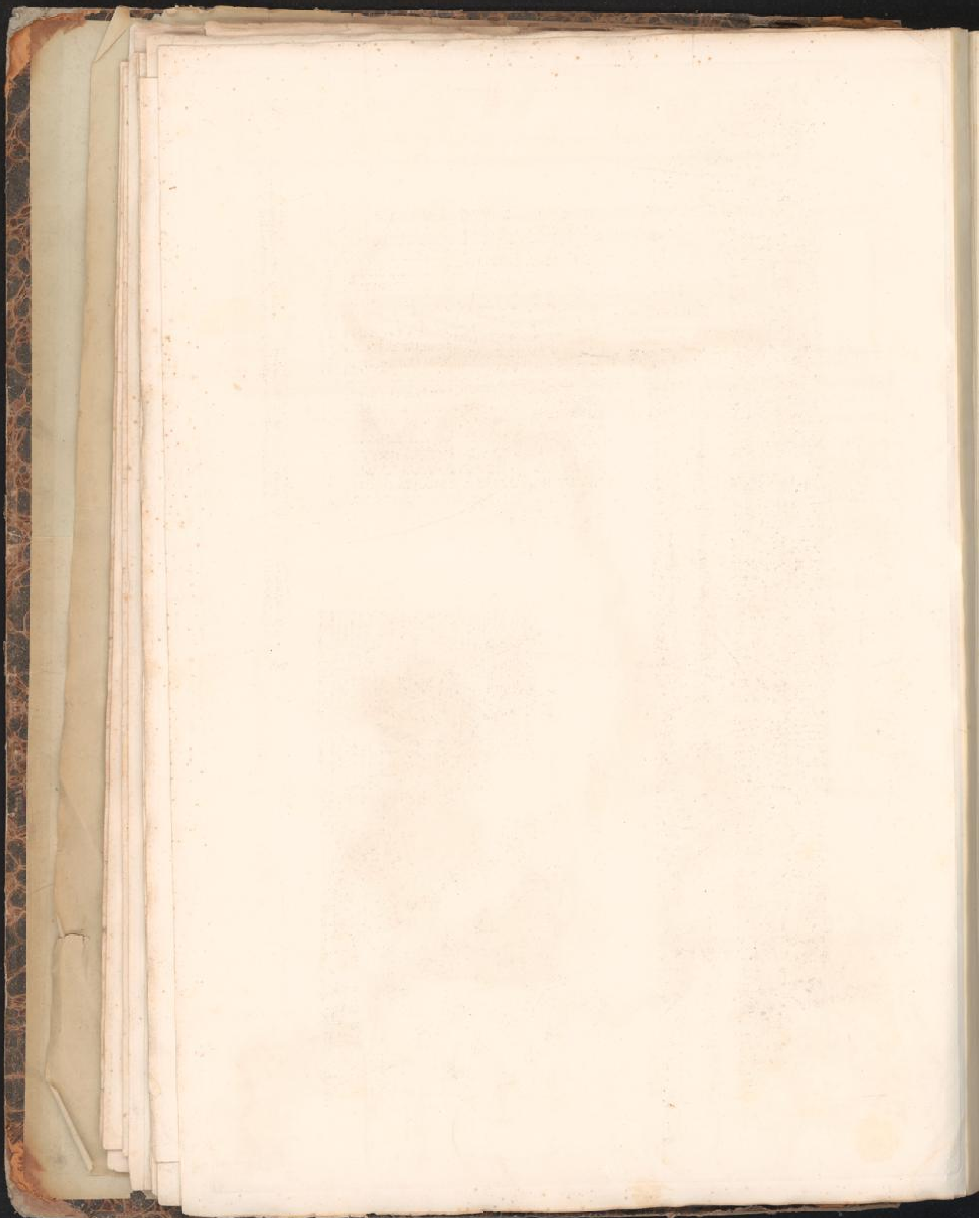


Note: Les profondeurs sont indiquées par des chiffres à chaque point.



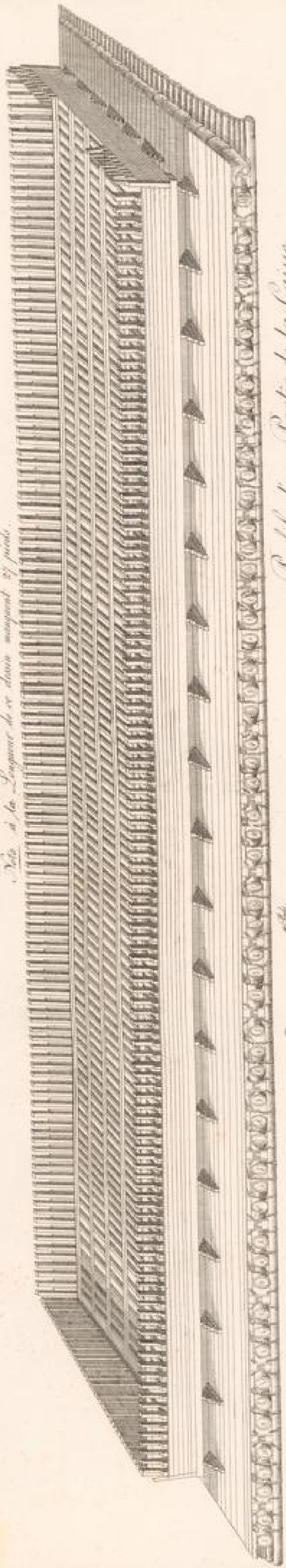
Mer Méditerranée



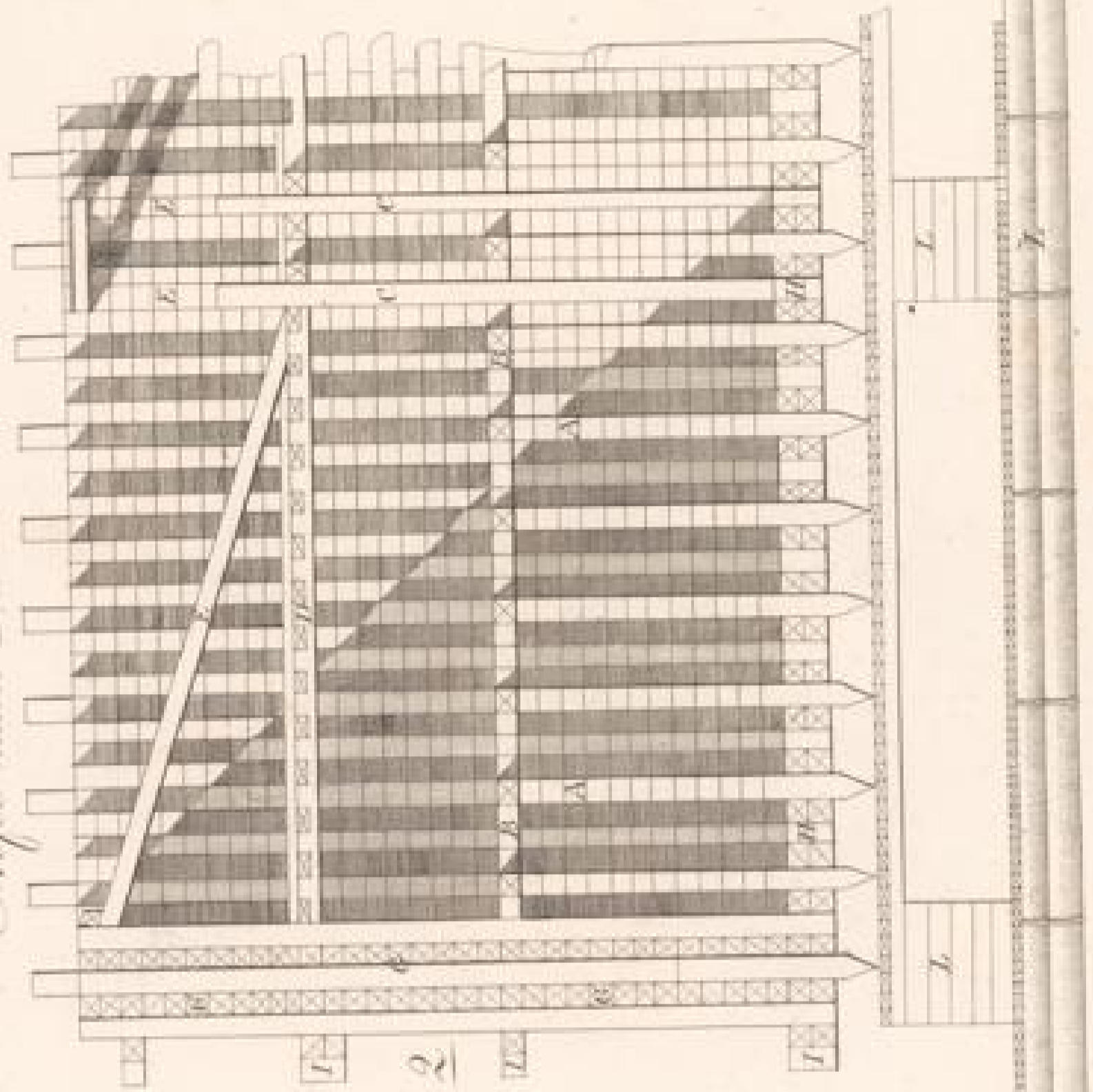


*Elevation perspective de la Caisse dans laquelle est construite la Forme de Foulon, placée sur son Radreau.*

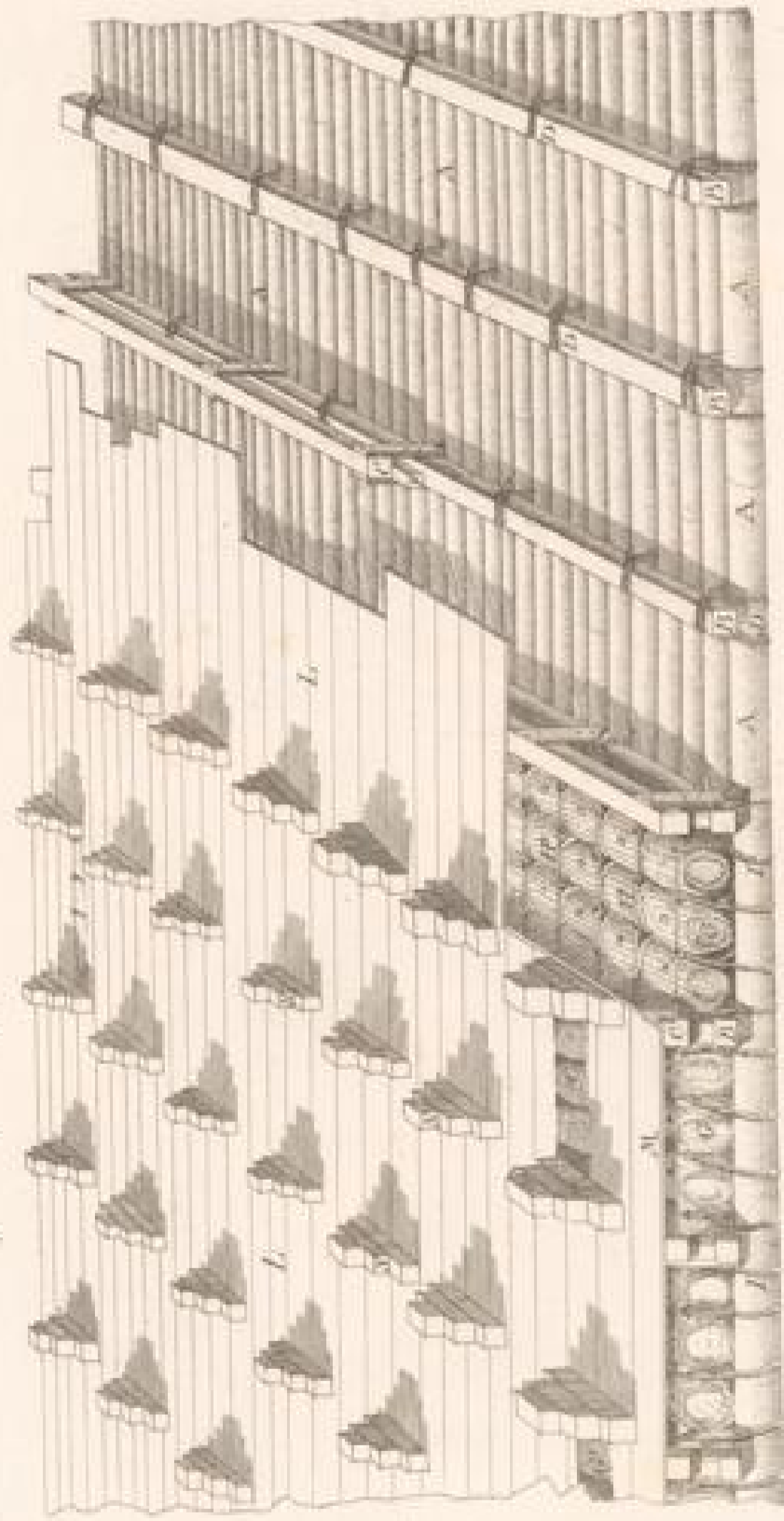
*Note. La Longueur de ce dessin montant 47 pieds.*



*Profil d'une Partie de la Caisse.*

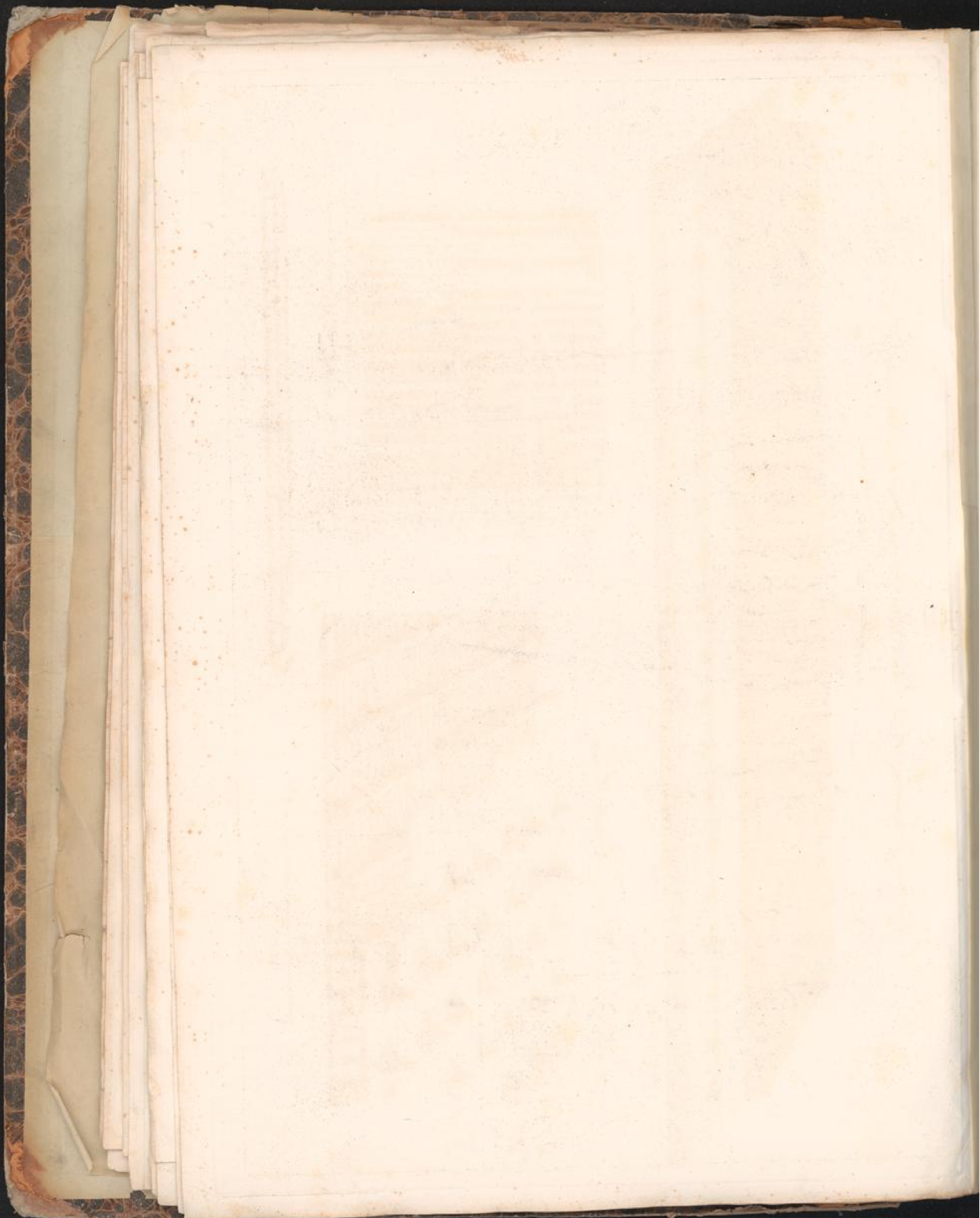


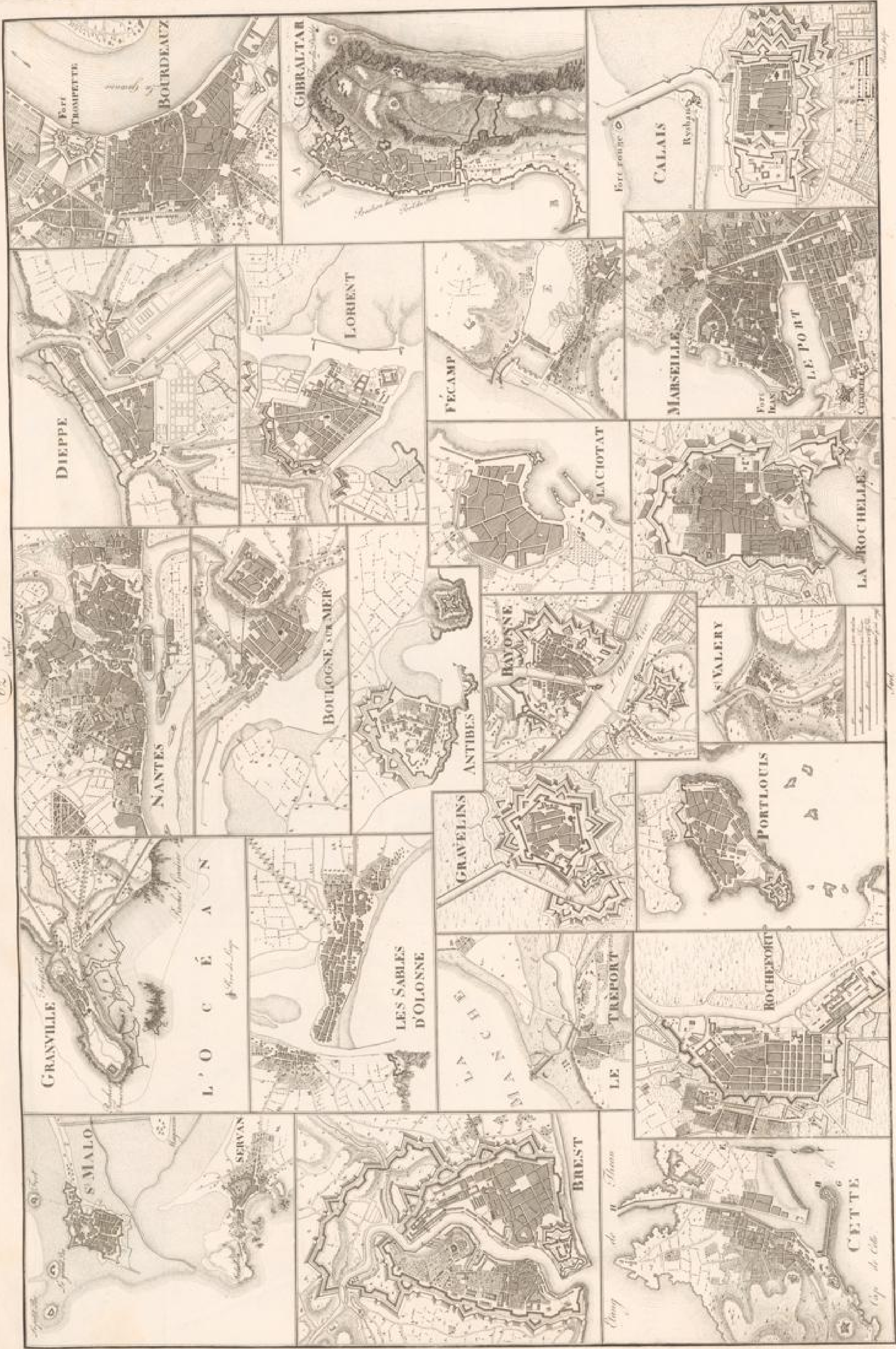
*Plan perspectif d'une Partie du Radreau.*

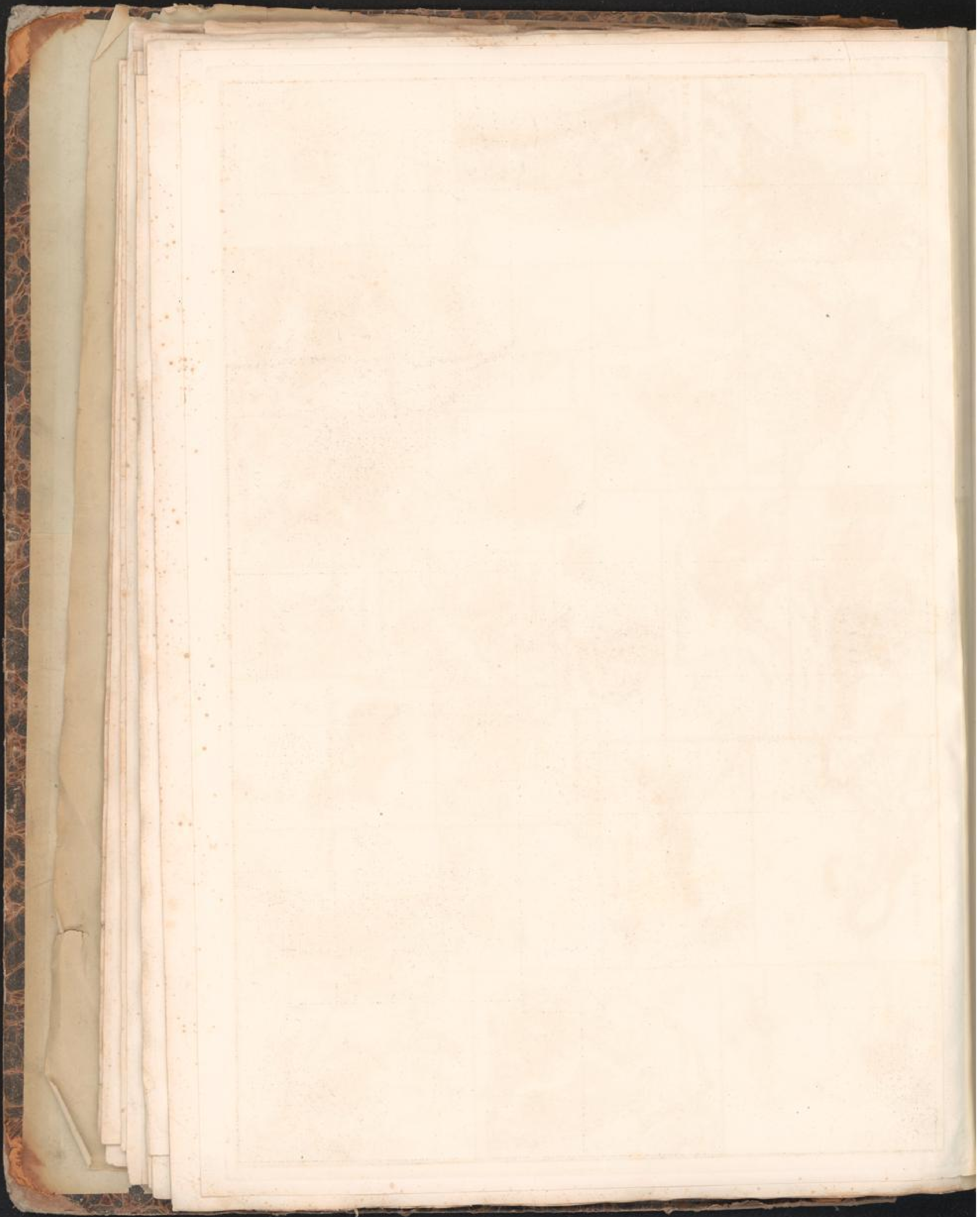


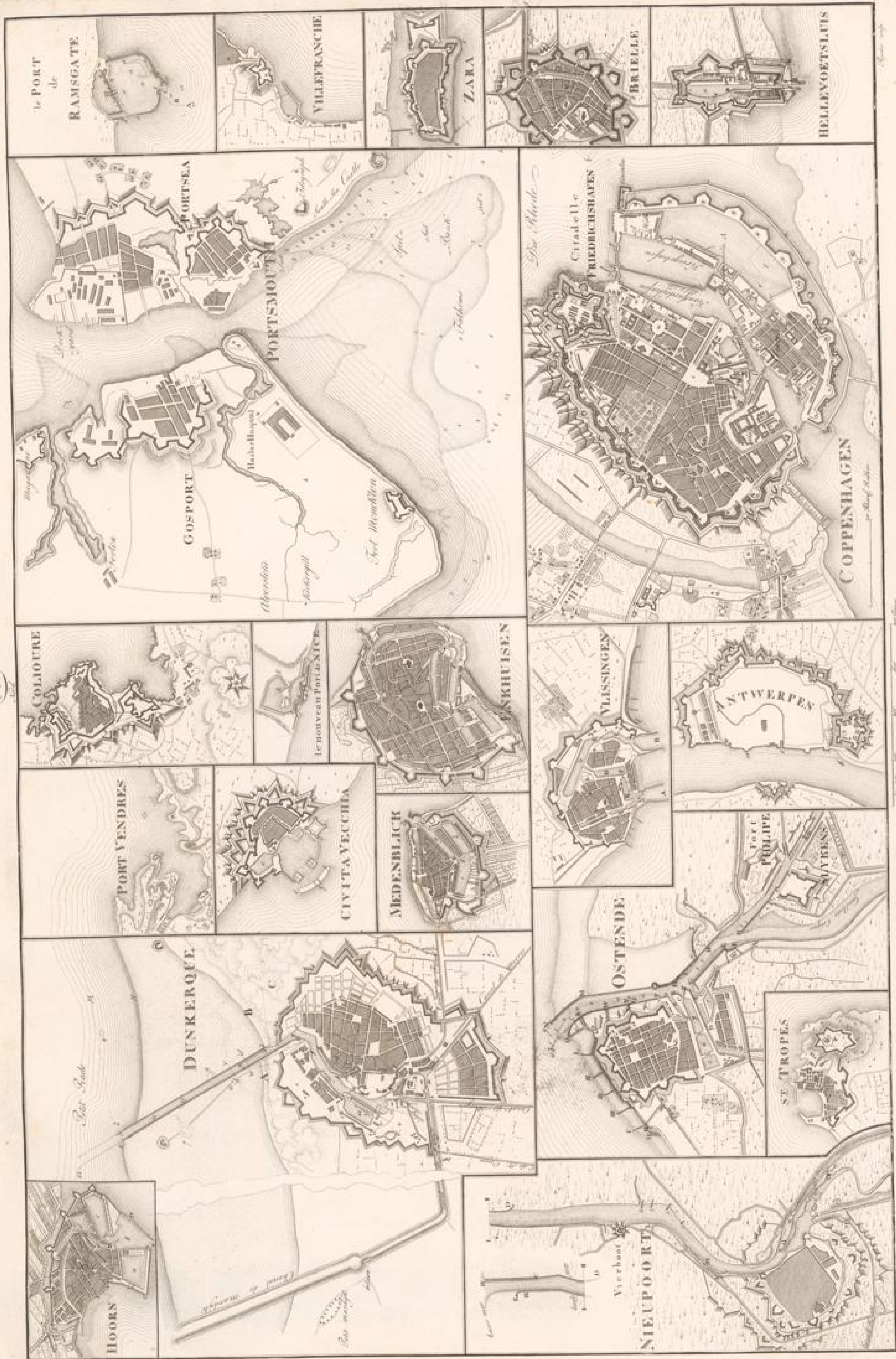
p. Pieds









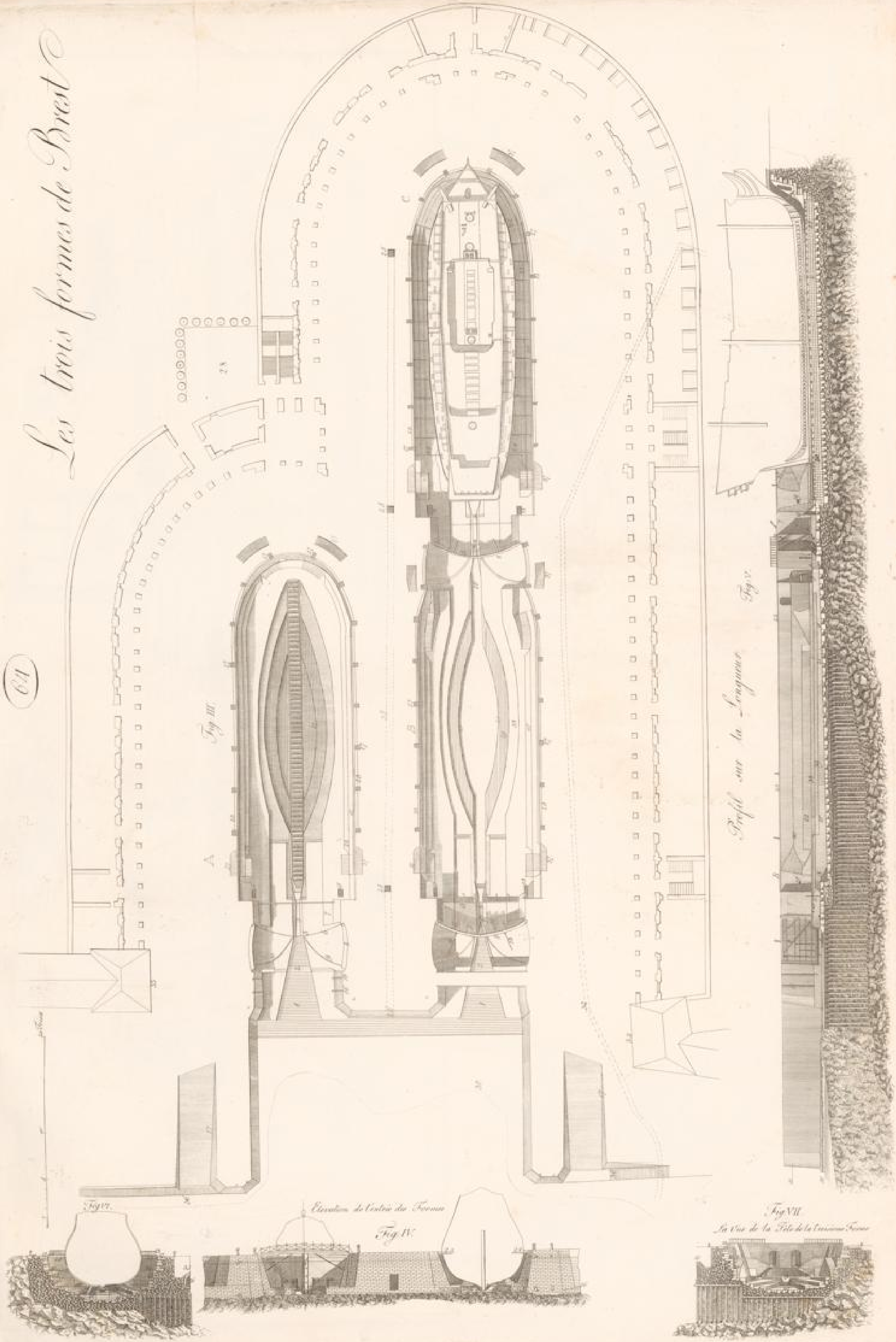


This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf from an old book. The paper has a faint grid pattern, suggesting it was once used for accounting or record-keeping. The page shows signs of wear, including discoloration and a small tear on the left edge. The binding material is visible on the left side.



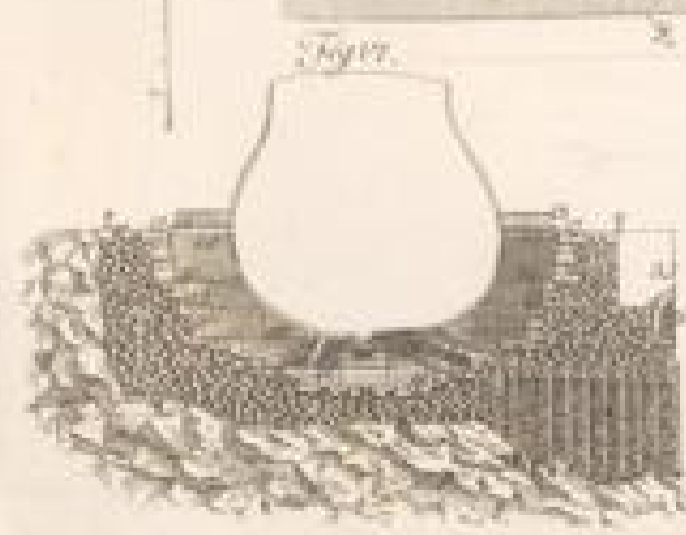
*Les trois formes de Brest*

61



*Fig. III*

*Profil sur la Longueur Fig. V*

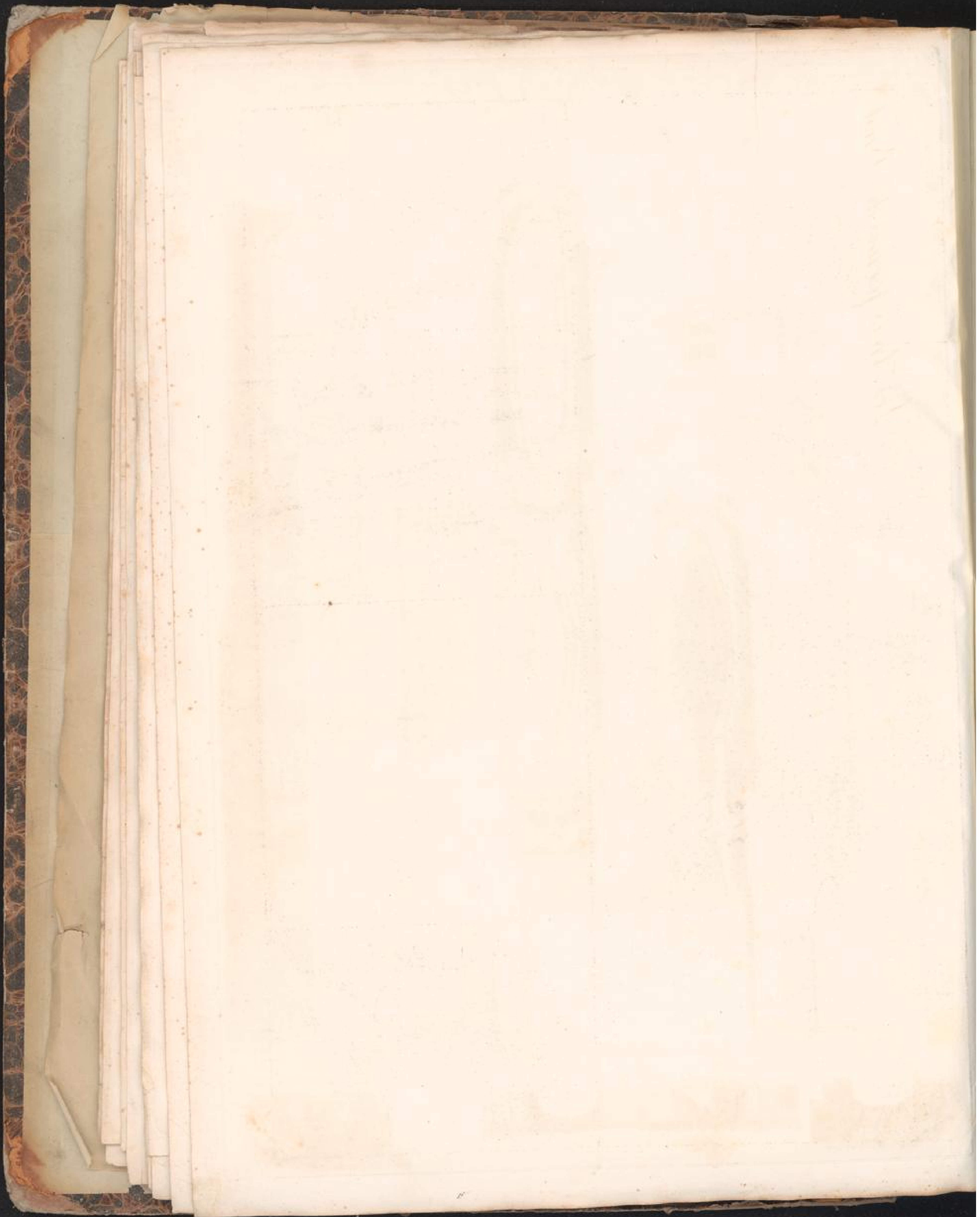


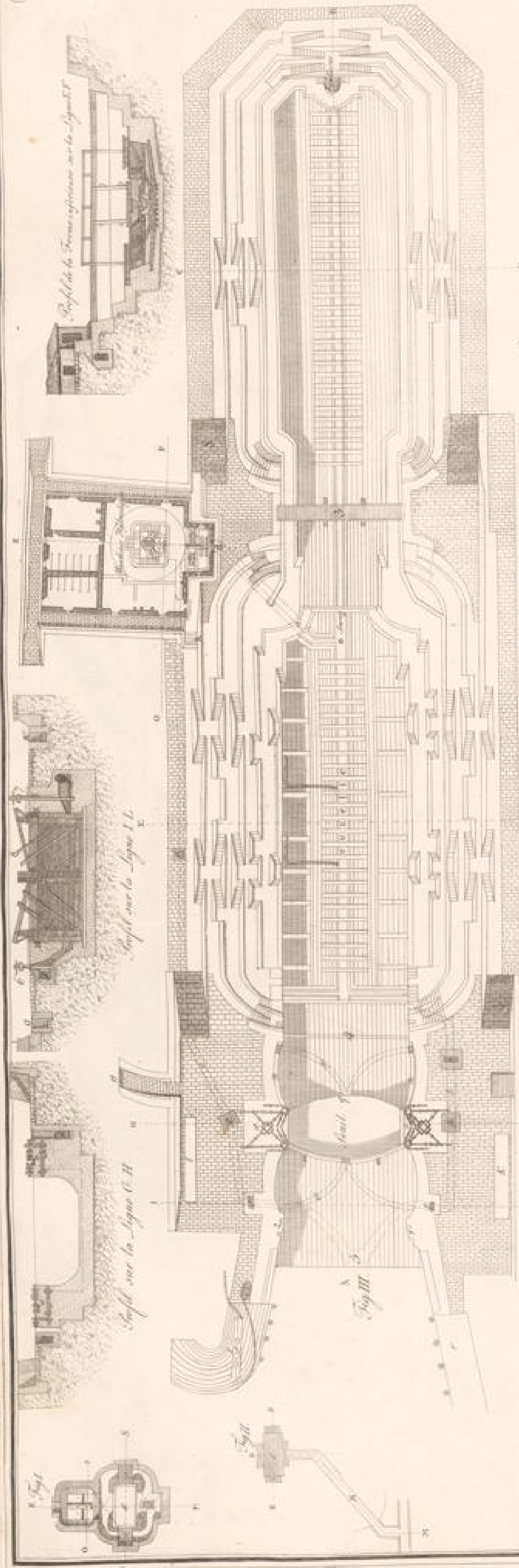
*Vue de la Face de la Bastion Fig. II*

*Fig. IV*



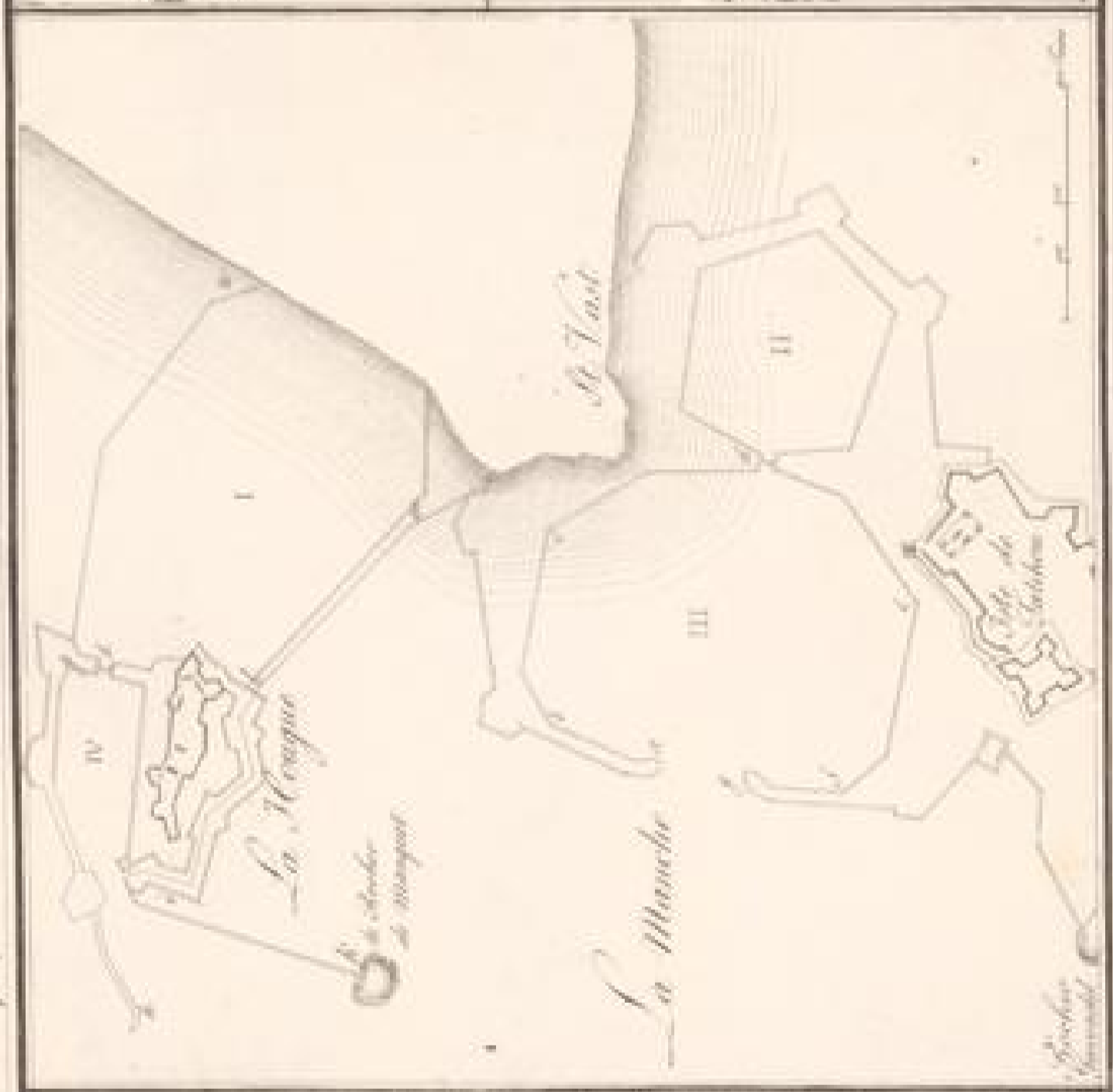
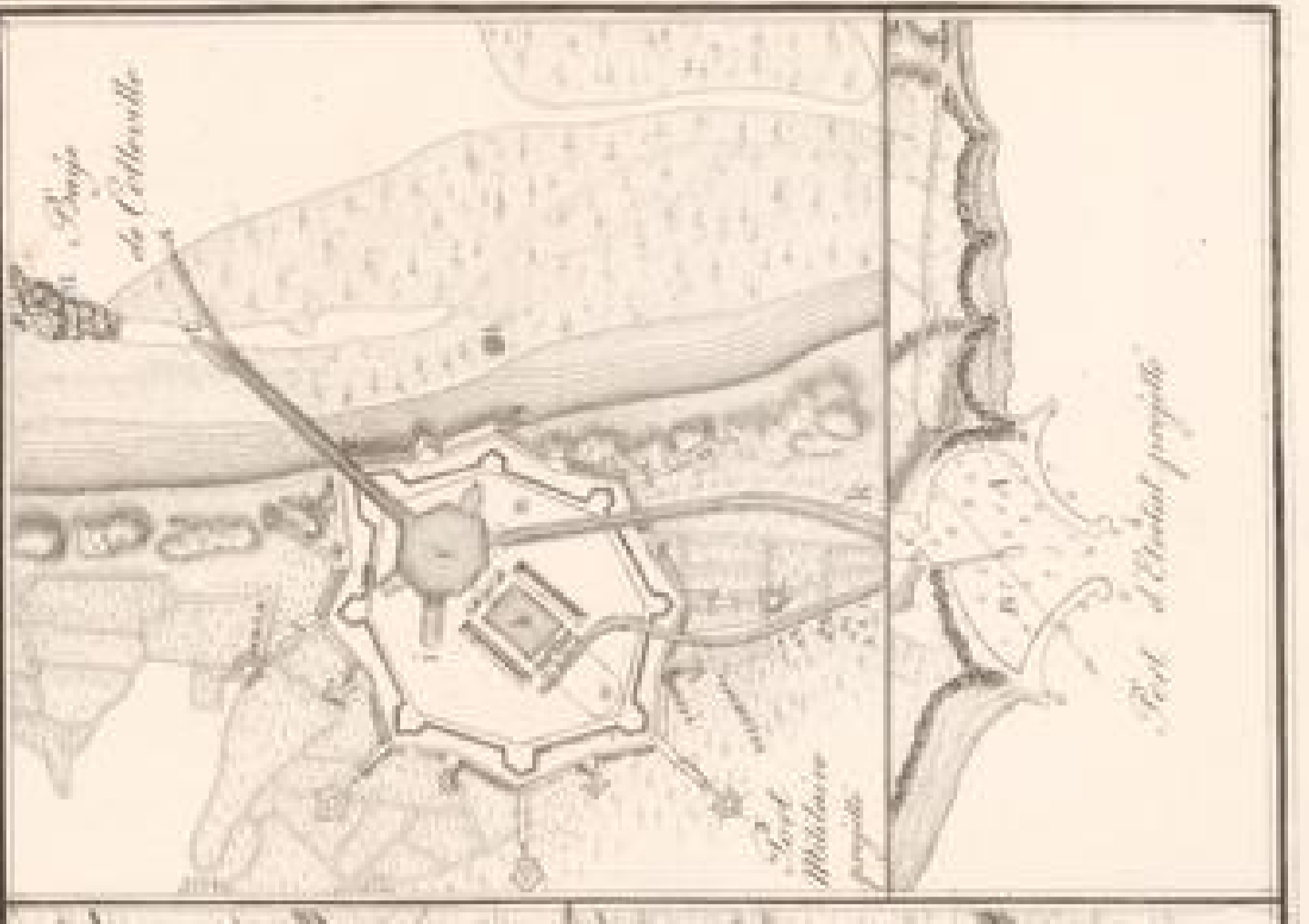
*Fig. VII*  
*La Vue de la Côte de la Bastion Fig. VII*

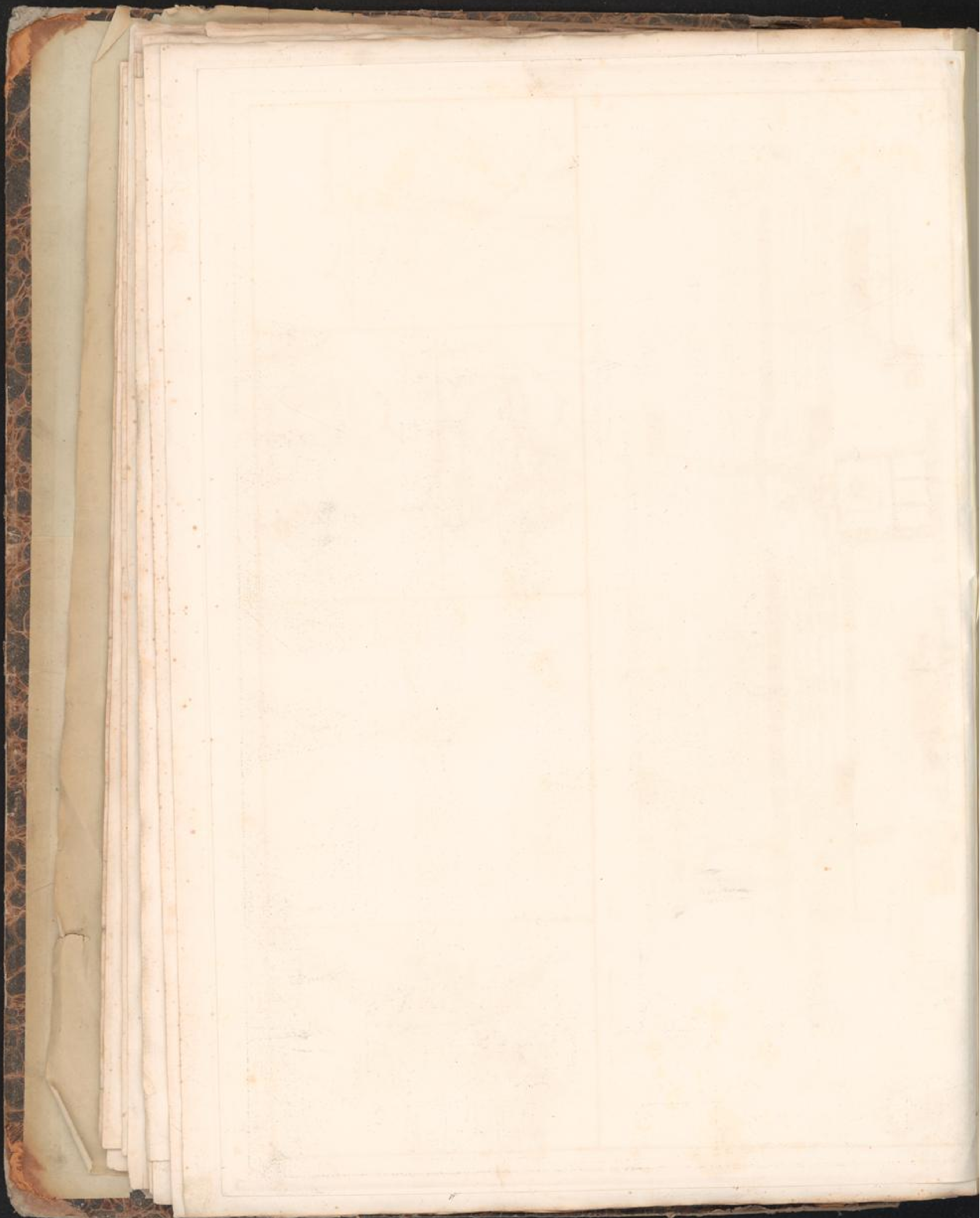


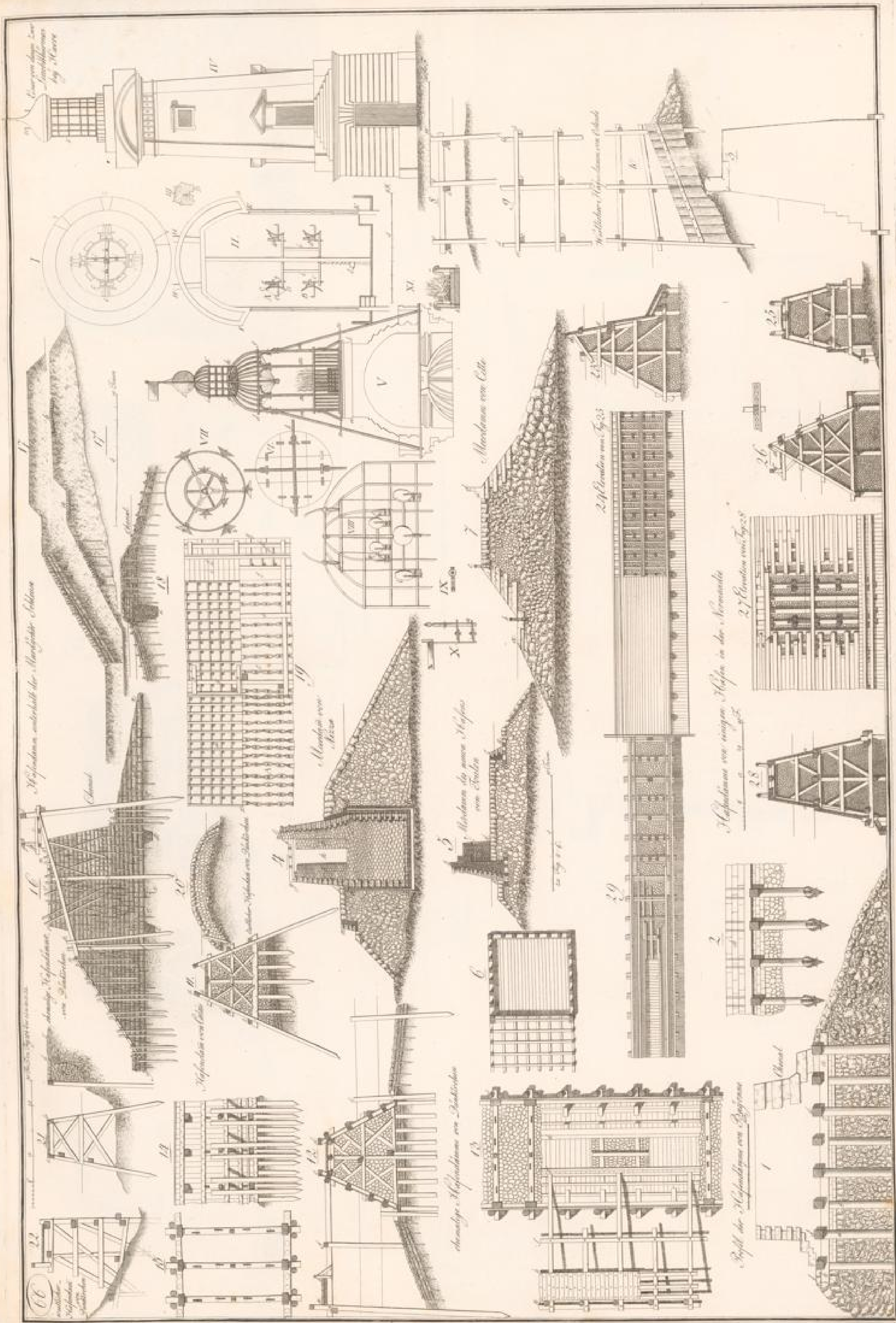


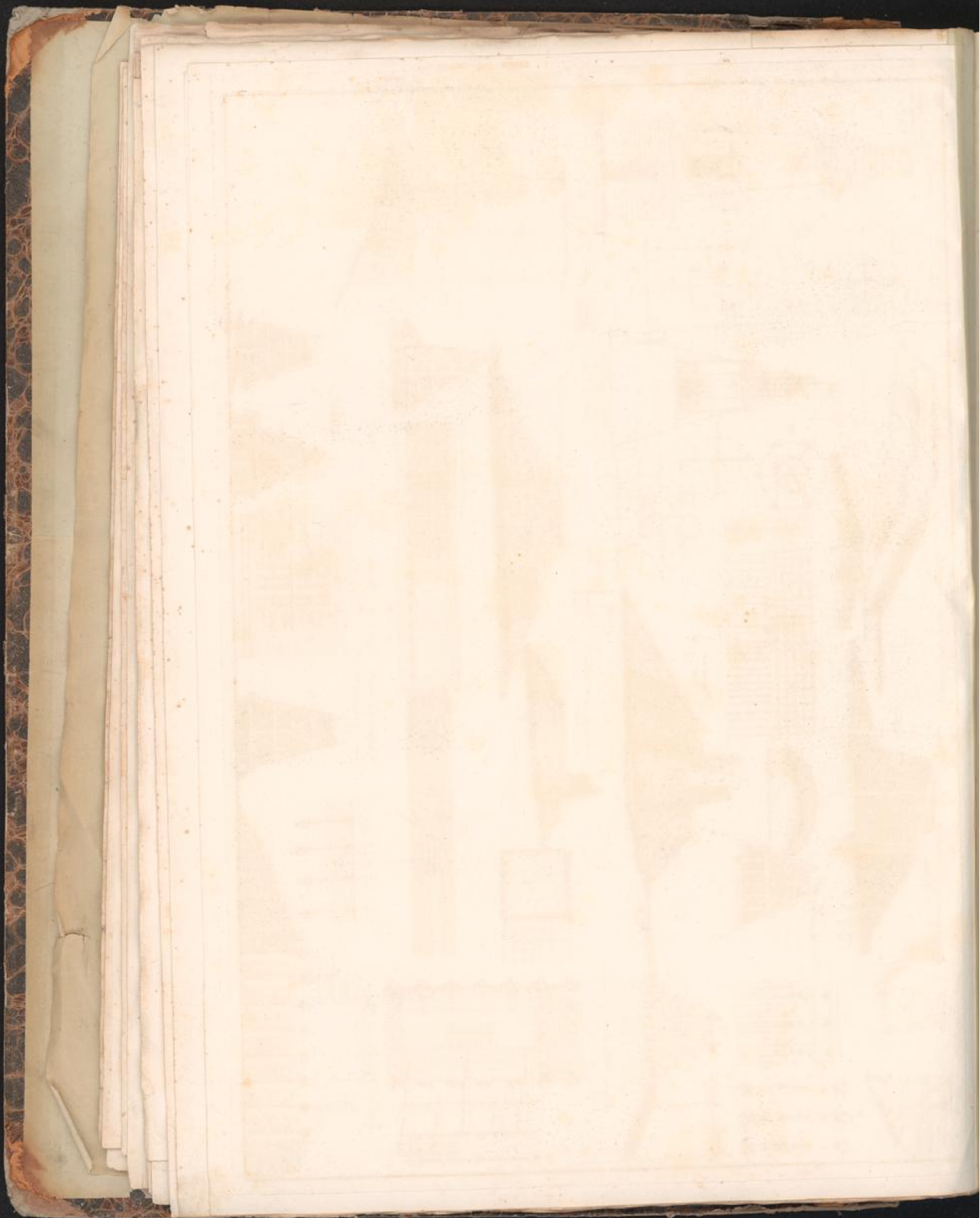
Les fortifications de Rochefort

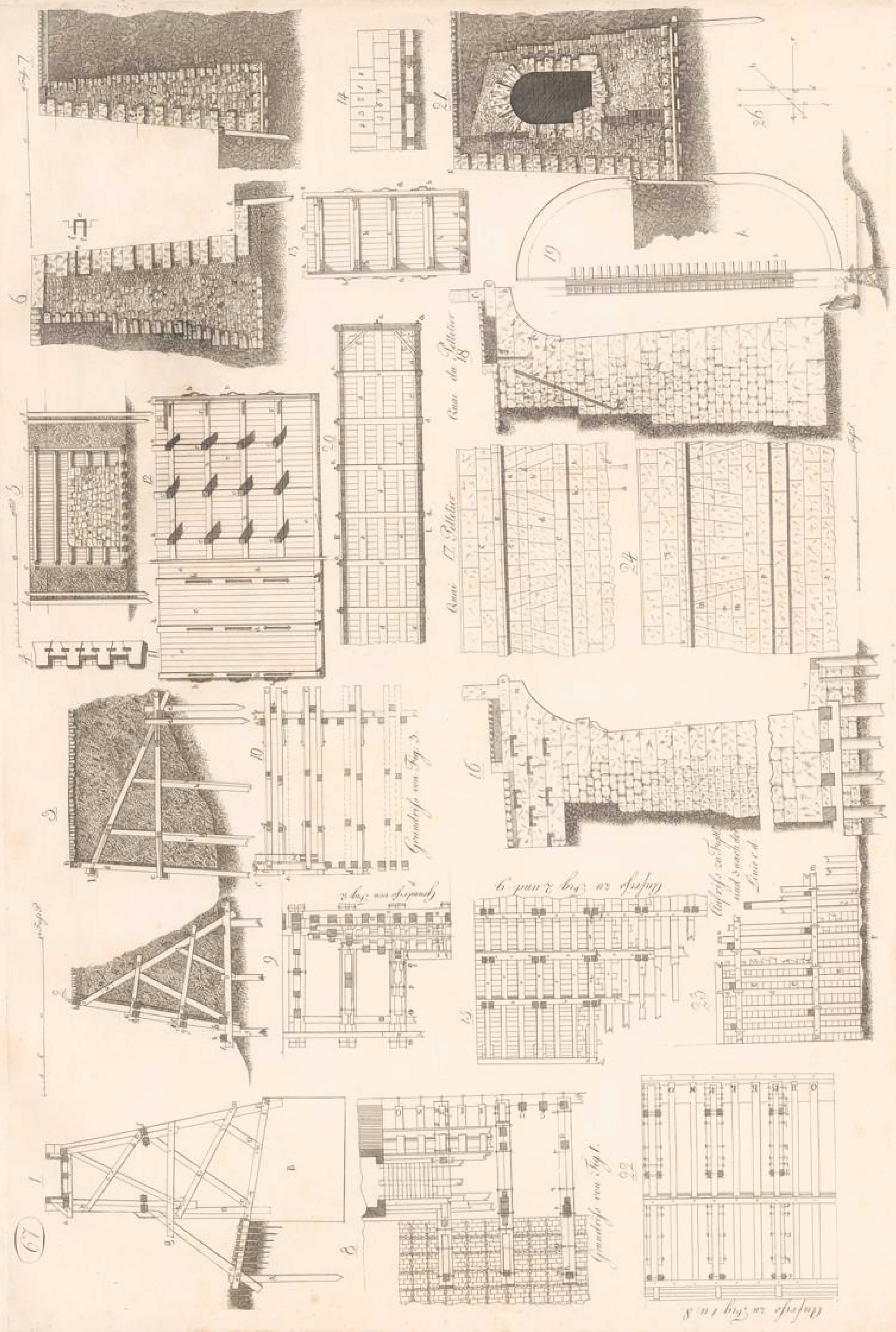
Plan de l'enceinte de Rochefort

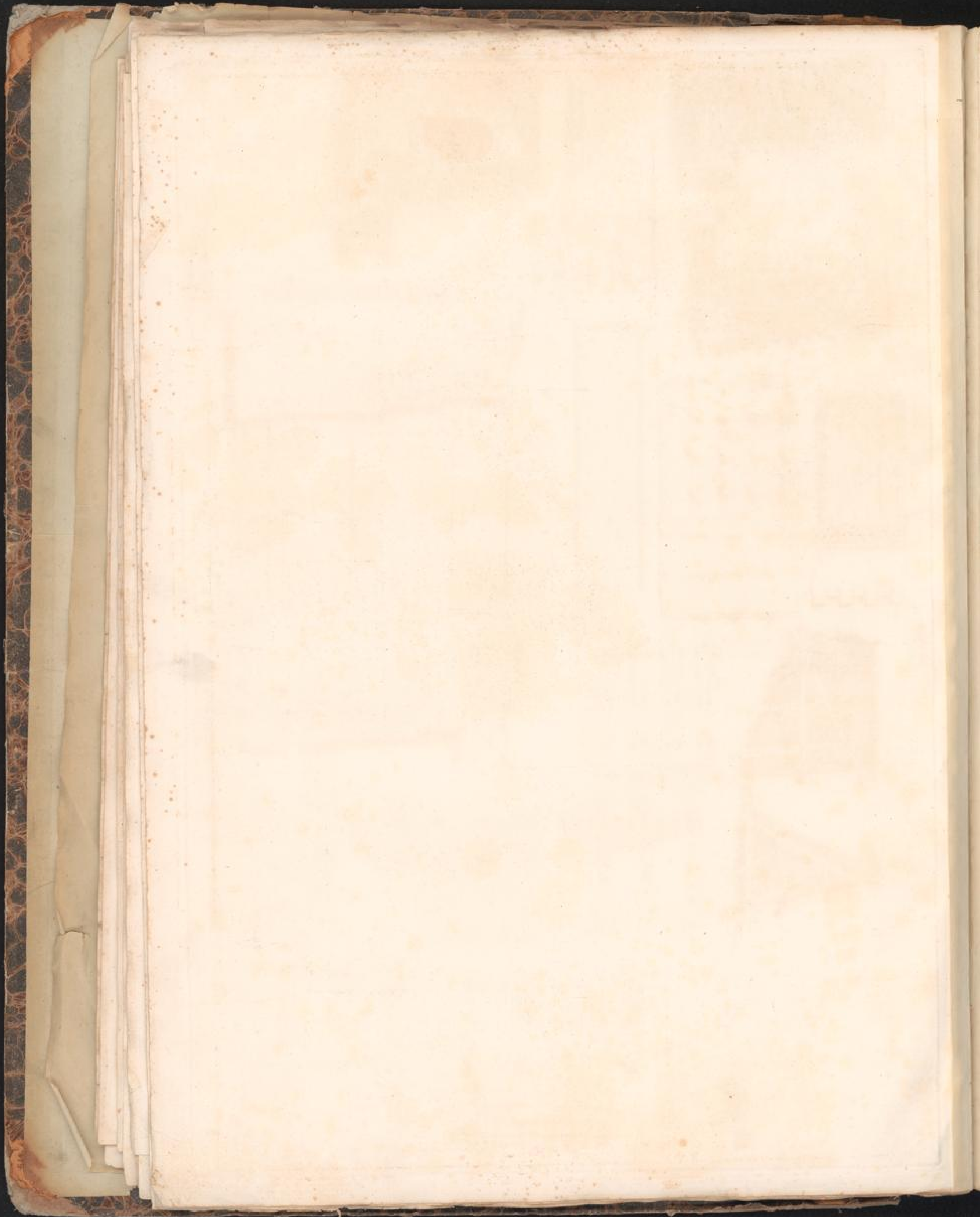




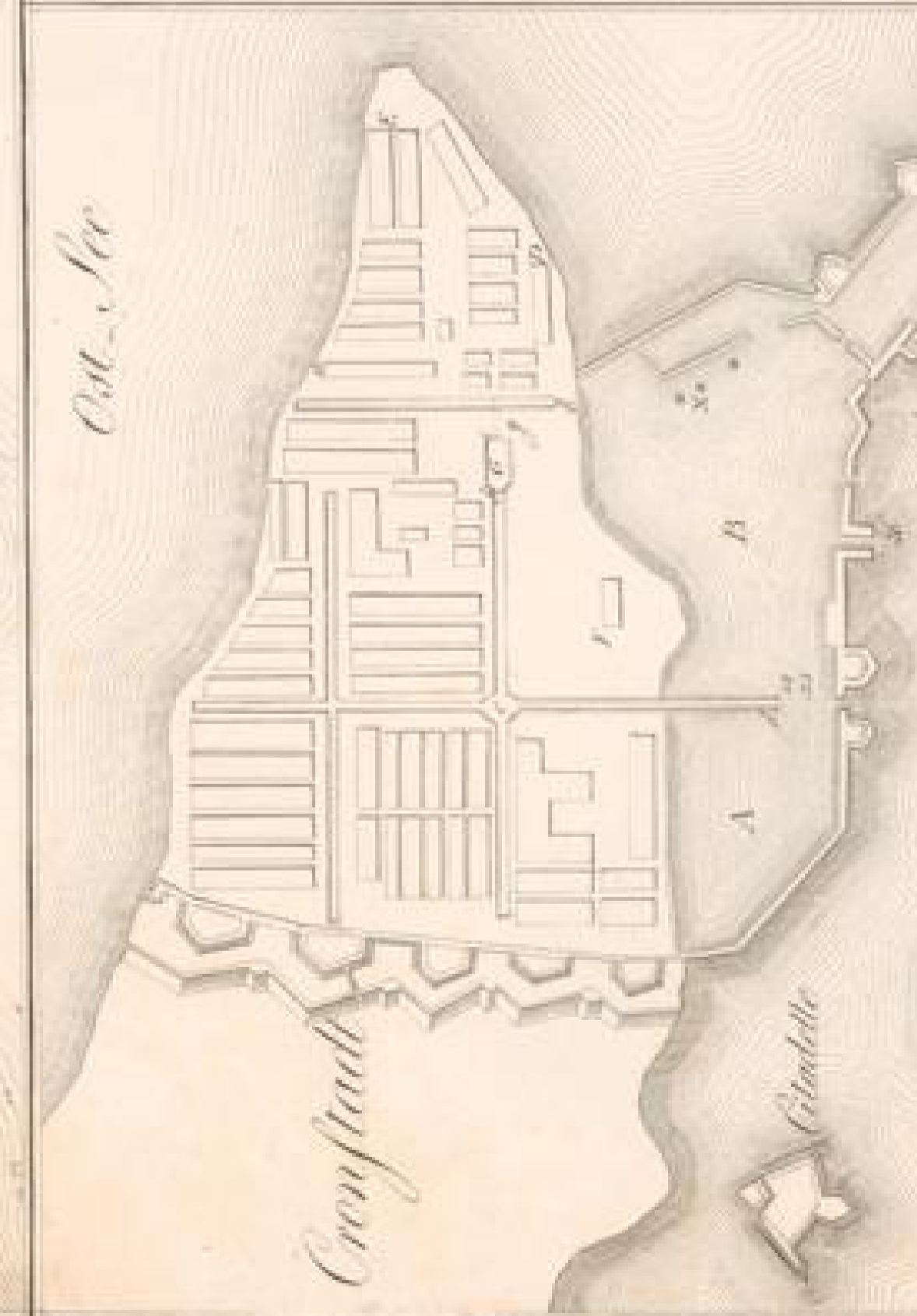




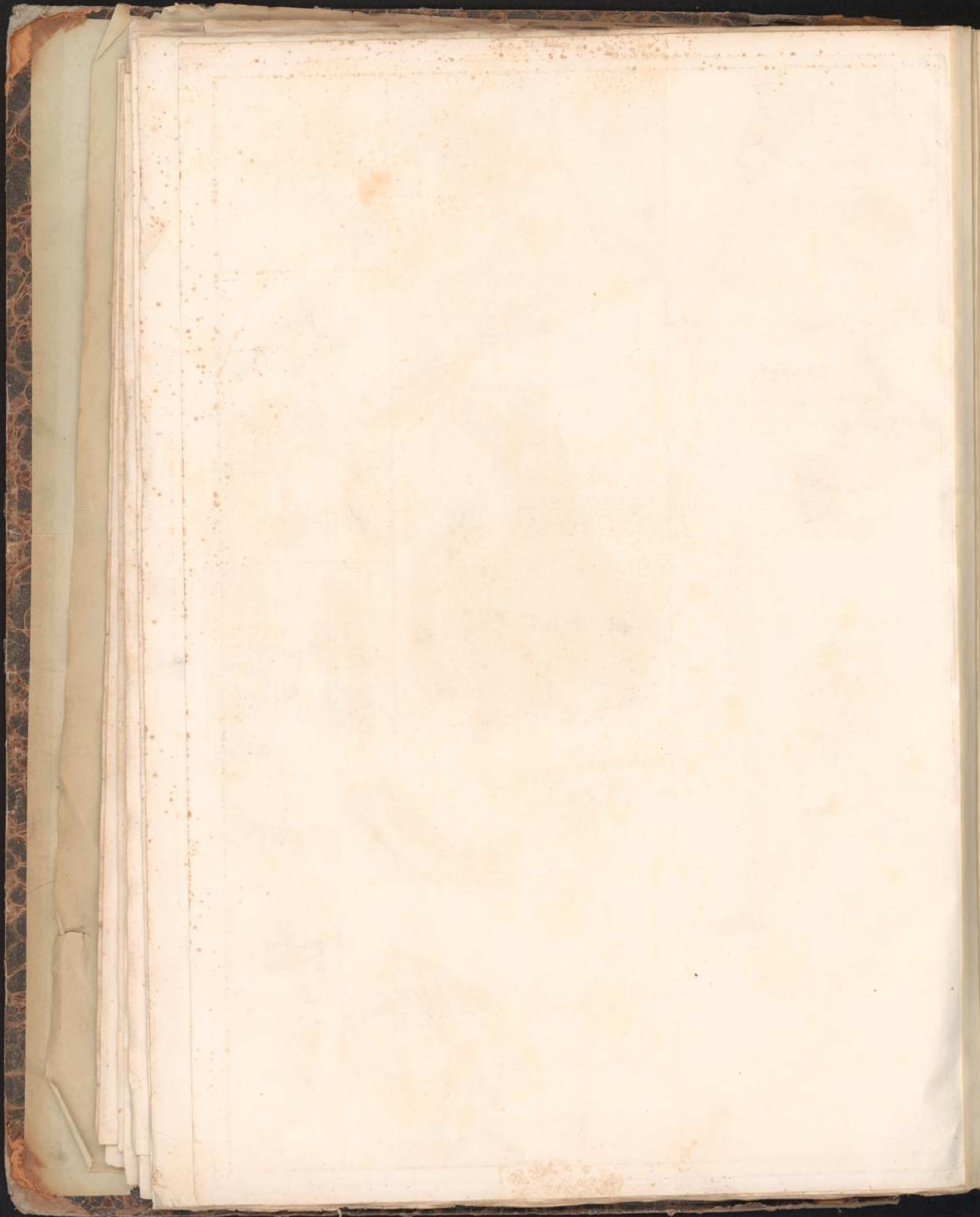








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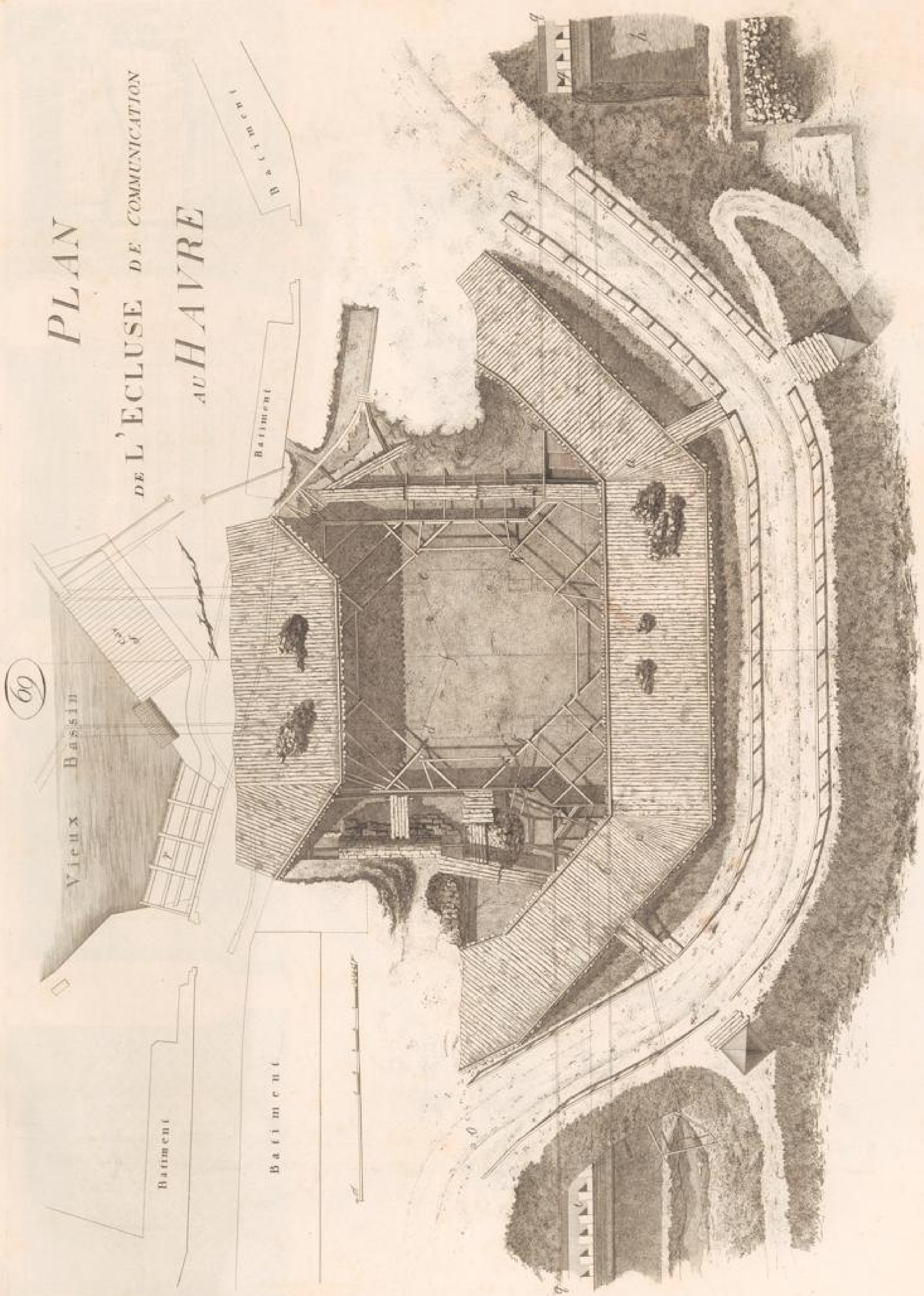


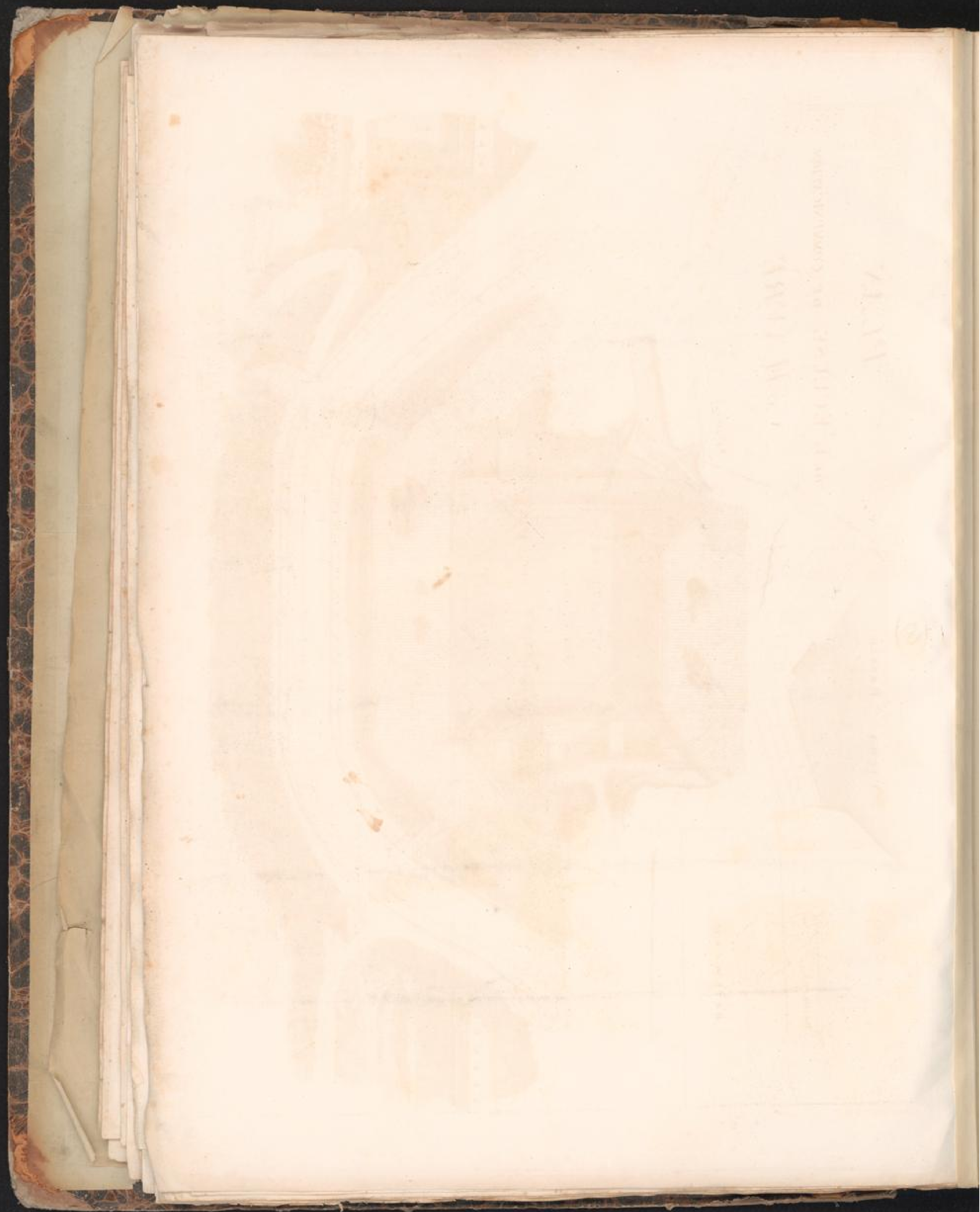
69

# PLAN

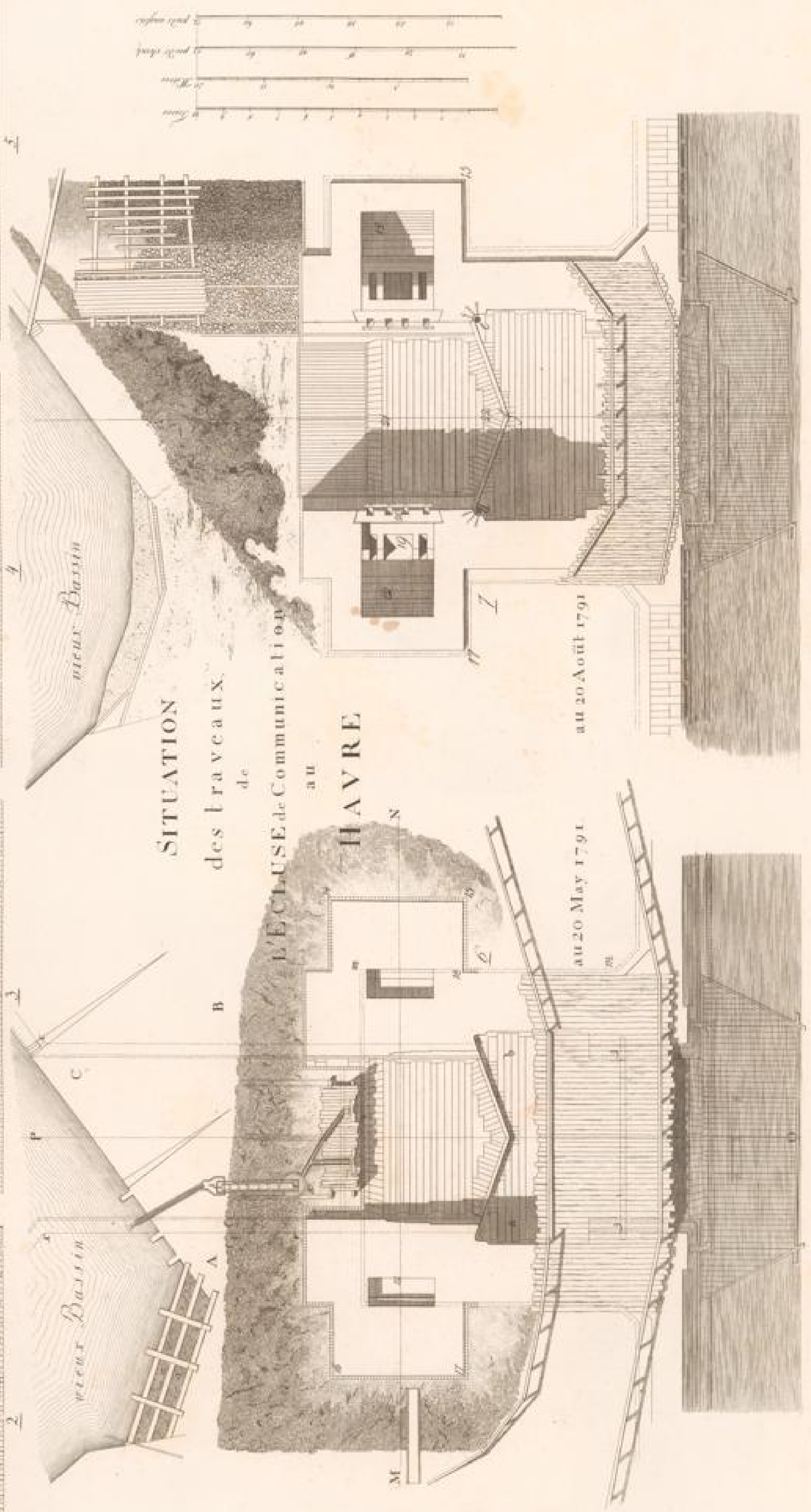
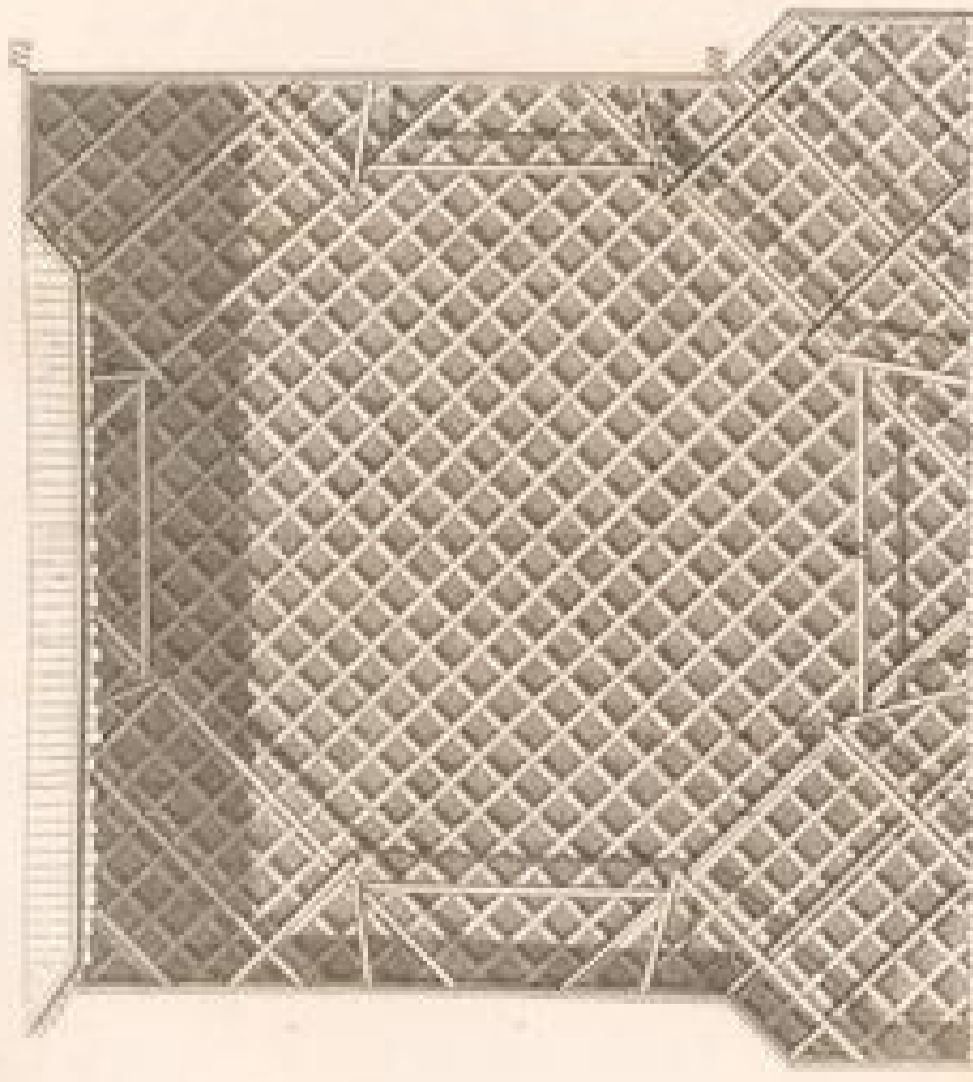
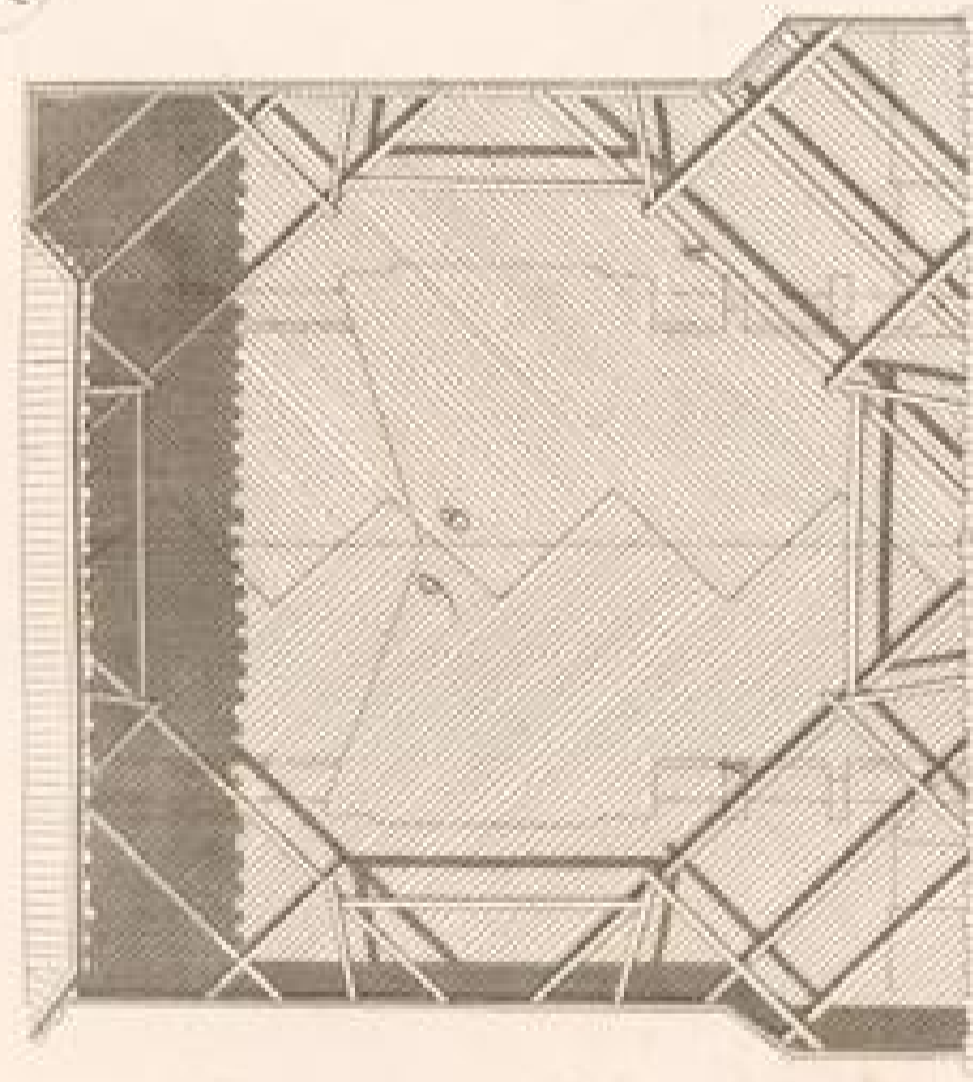
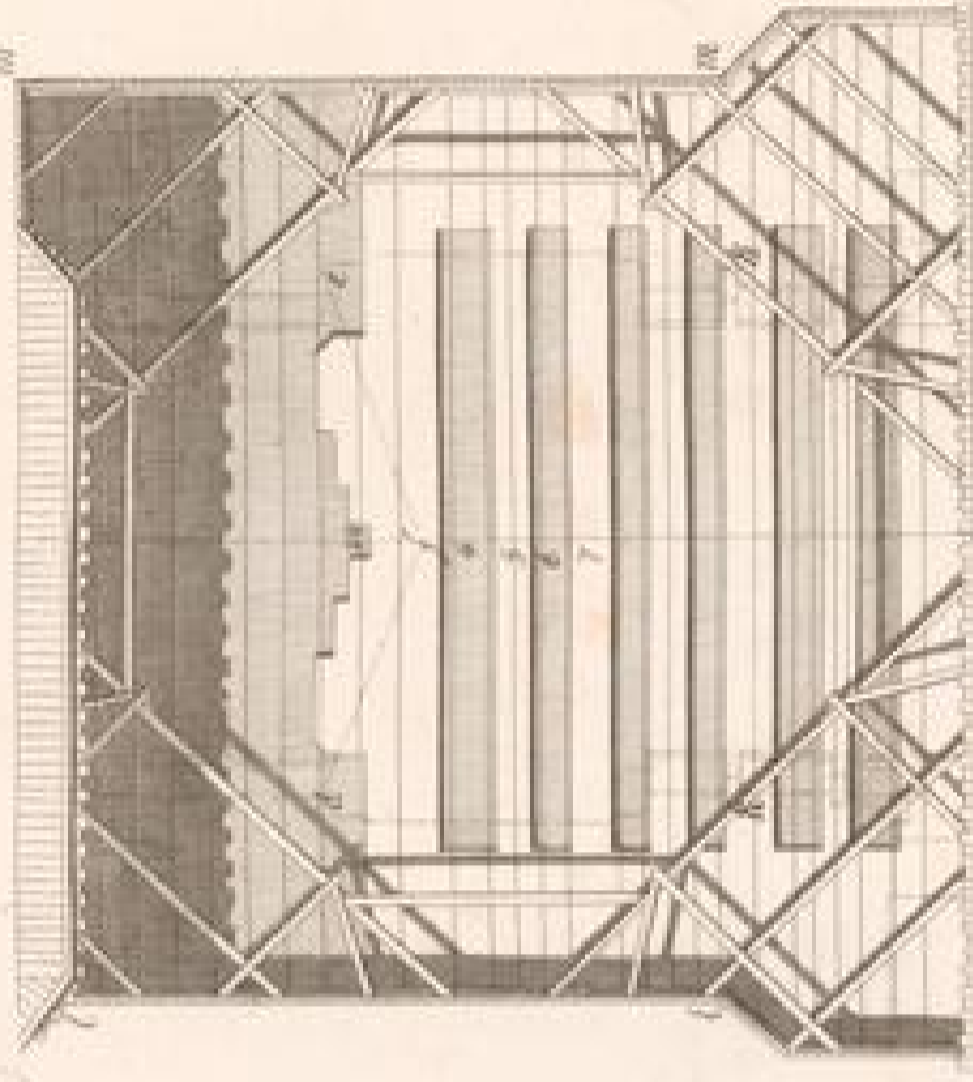
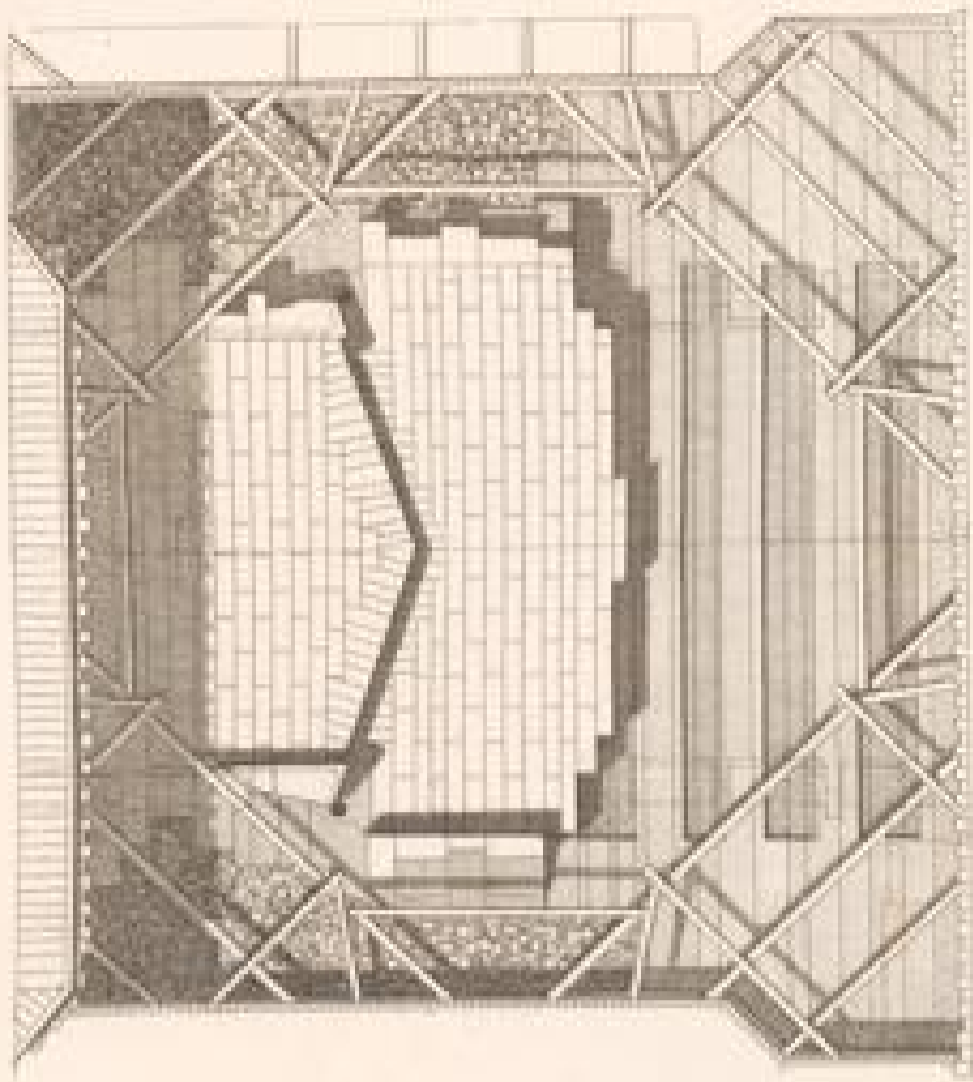
DE L'ECLUSE DE COMMUNICATION

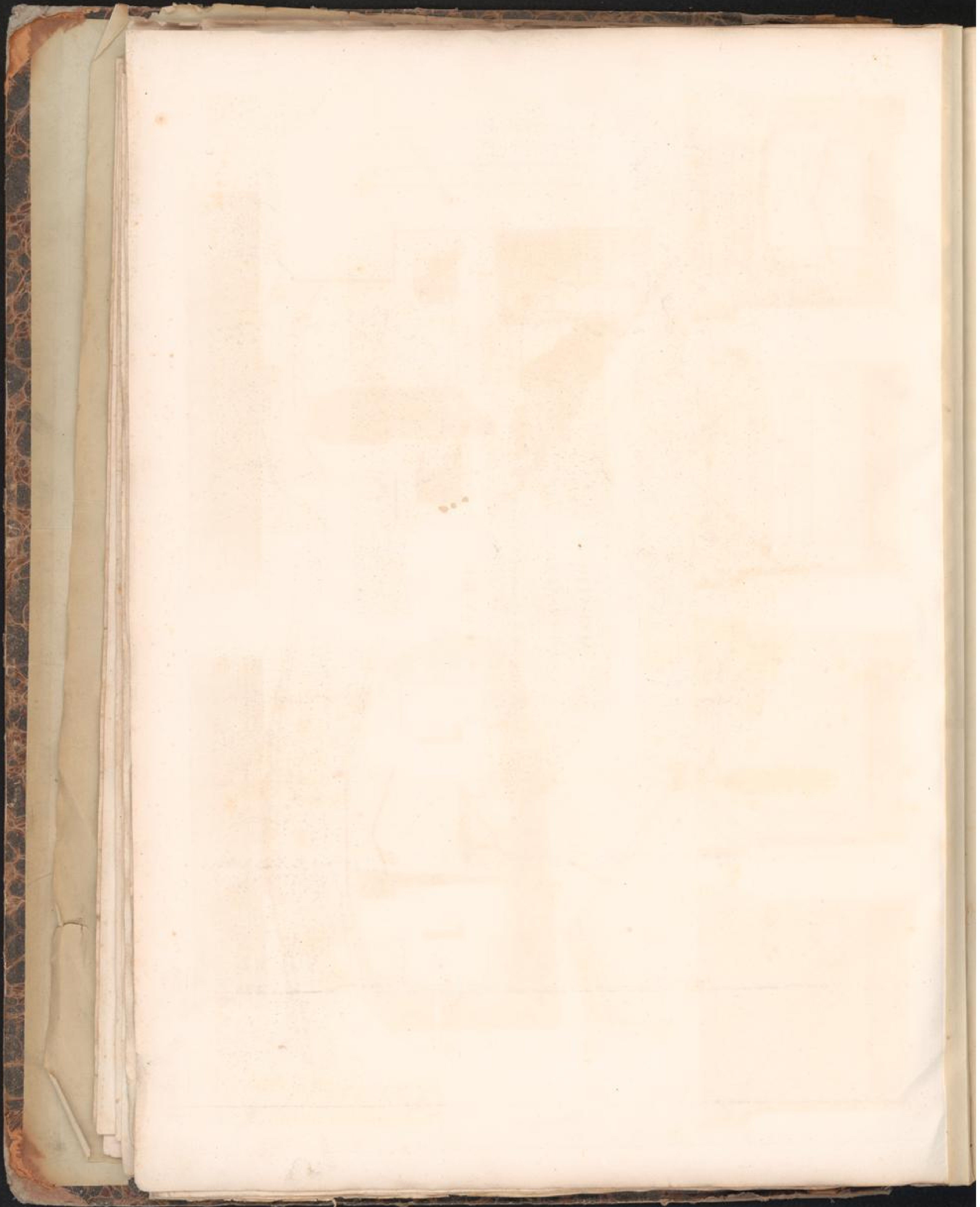
AU HAVRE





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(71)

# COUPES

des Ouvrages

de

L'ÉCLUSE de Communication

au

HAVRE

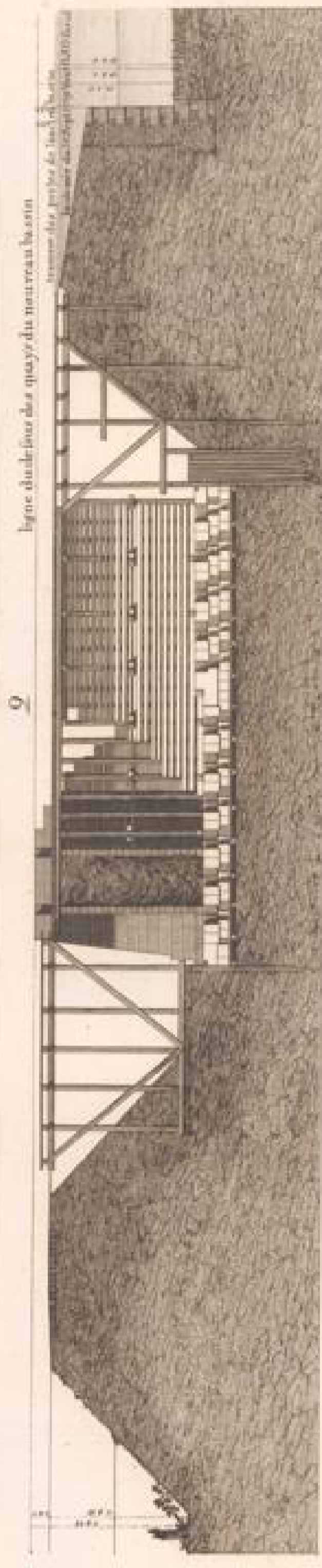
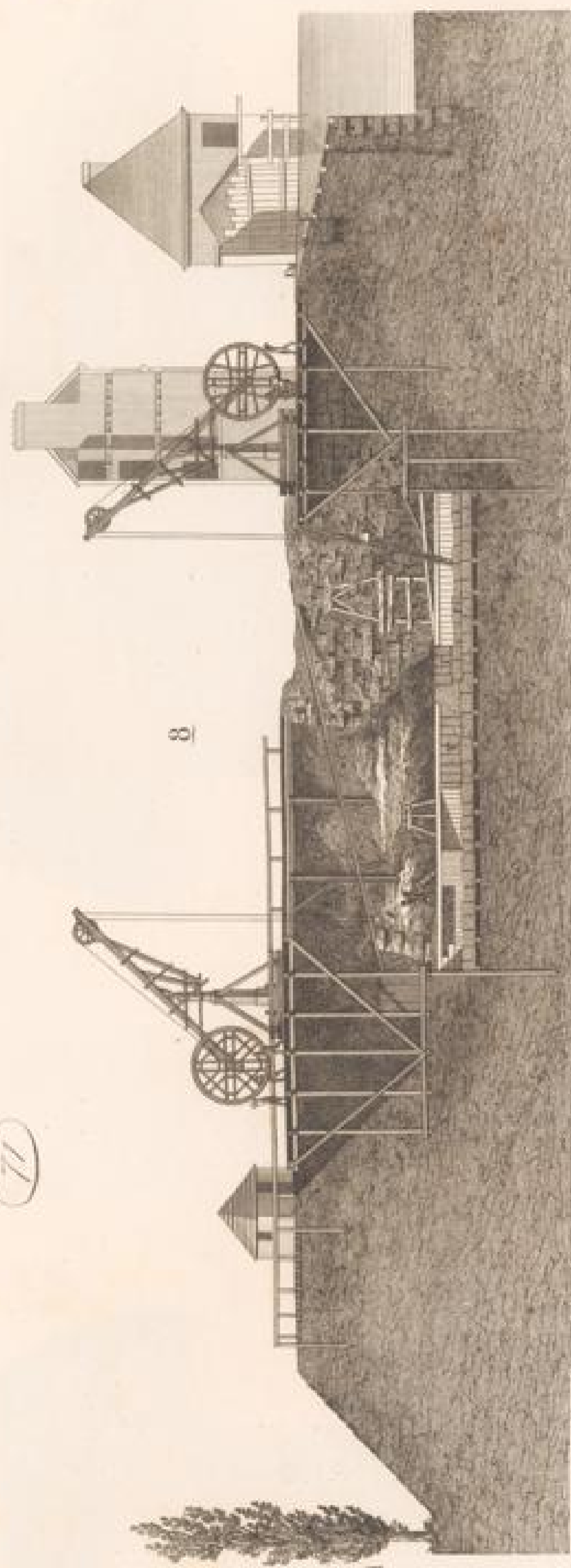
8 Coupe sur la ligne XY au 20 Août 1790

9 Coupe sur l'axe du passage

10 Coupe sur la ligne OP

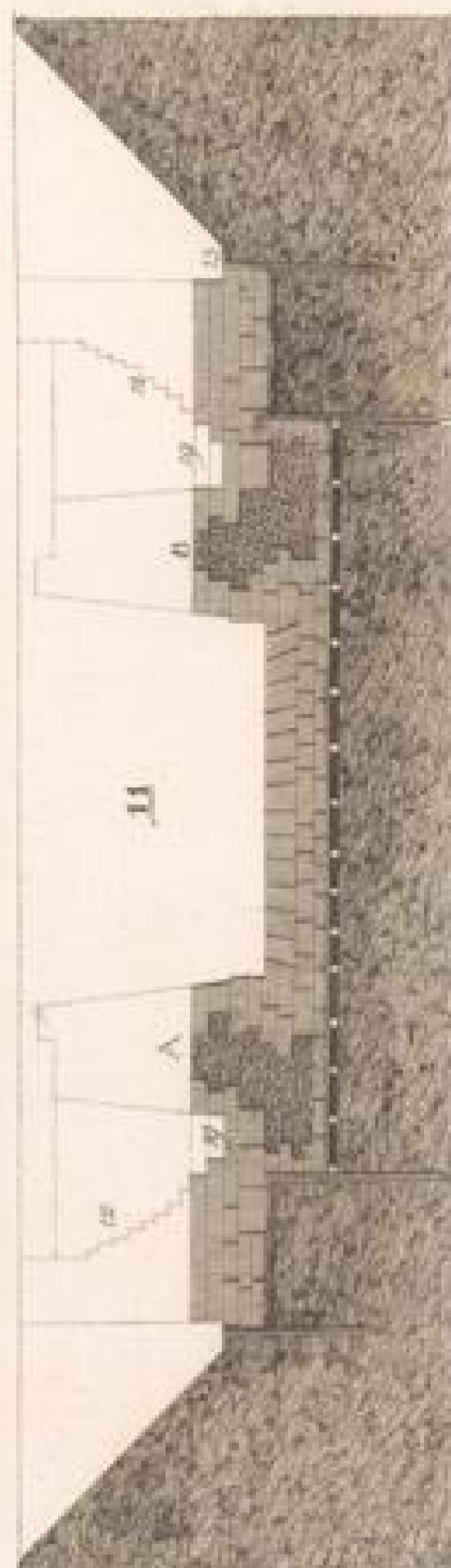
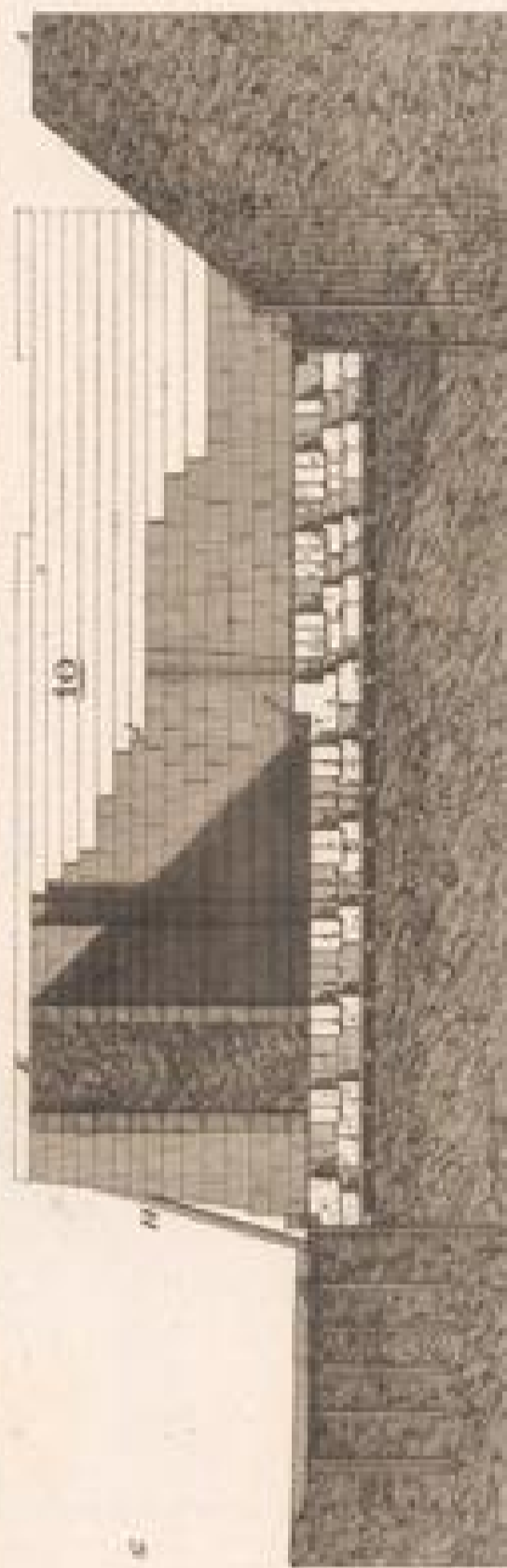
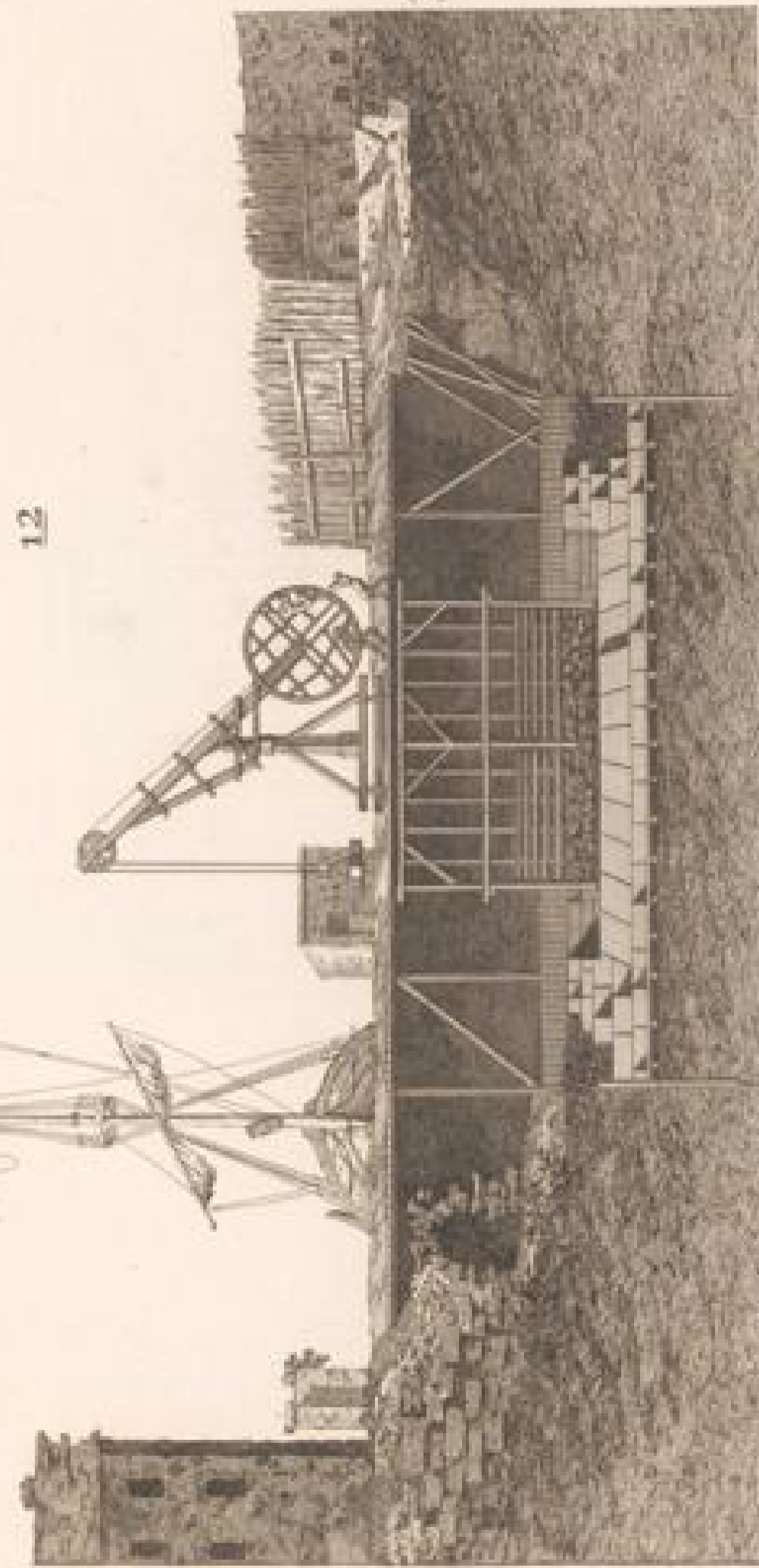
11 Coupe sur la ligne MN

12 Profil de N° 5 Planche 70



long. du défilé de la quai du nouveau bassin

Échelle de 10 toises

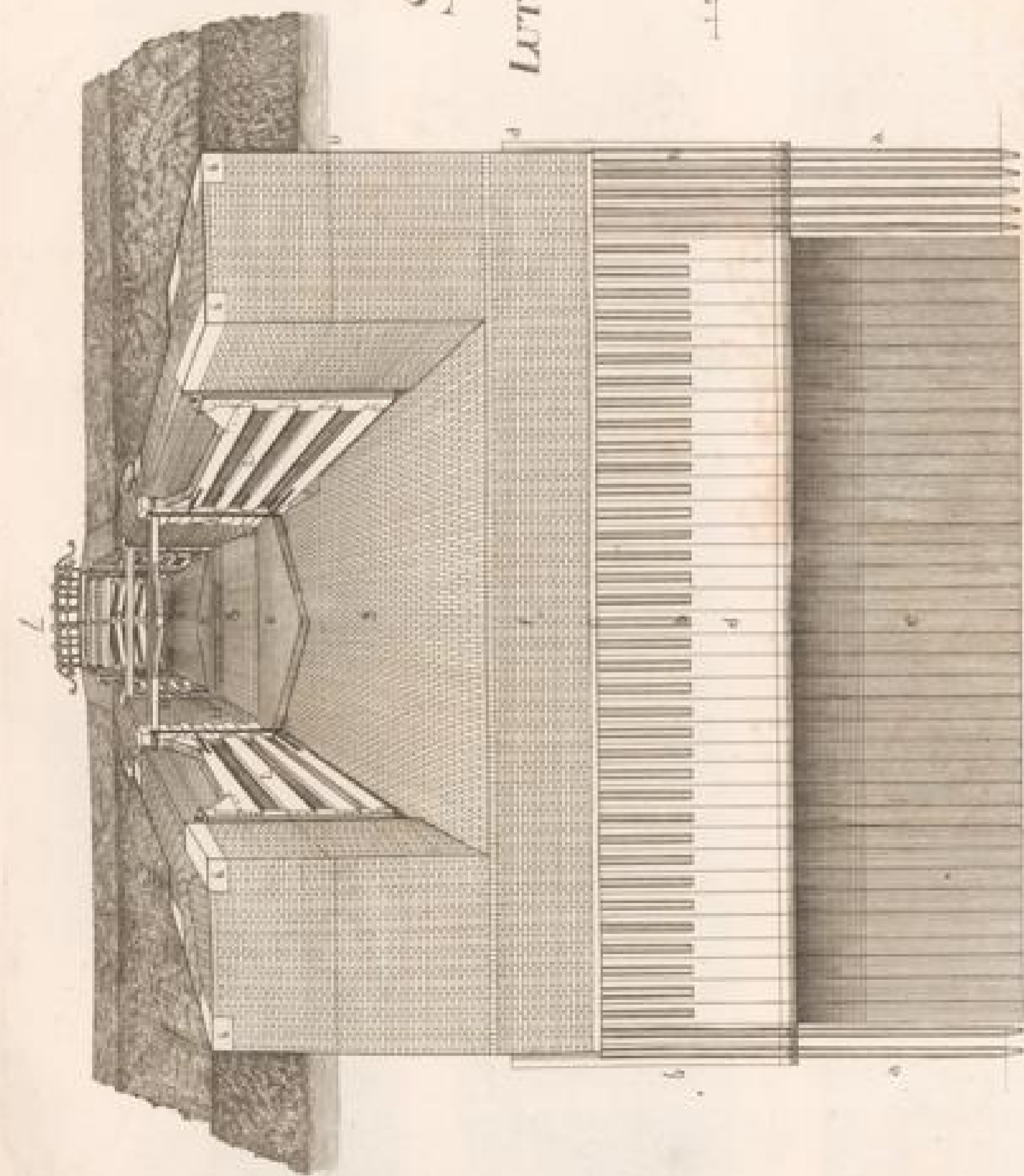
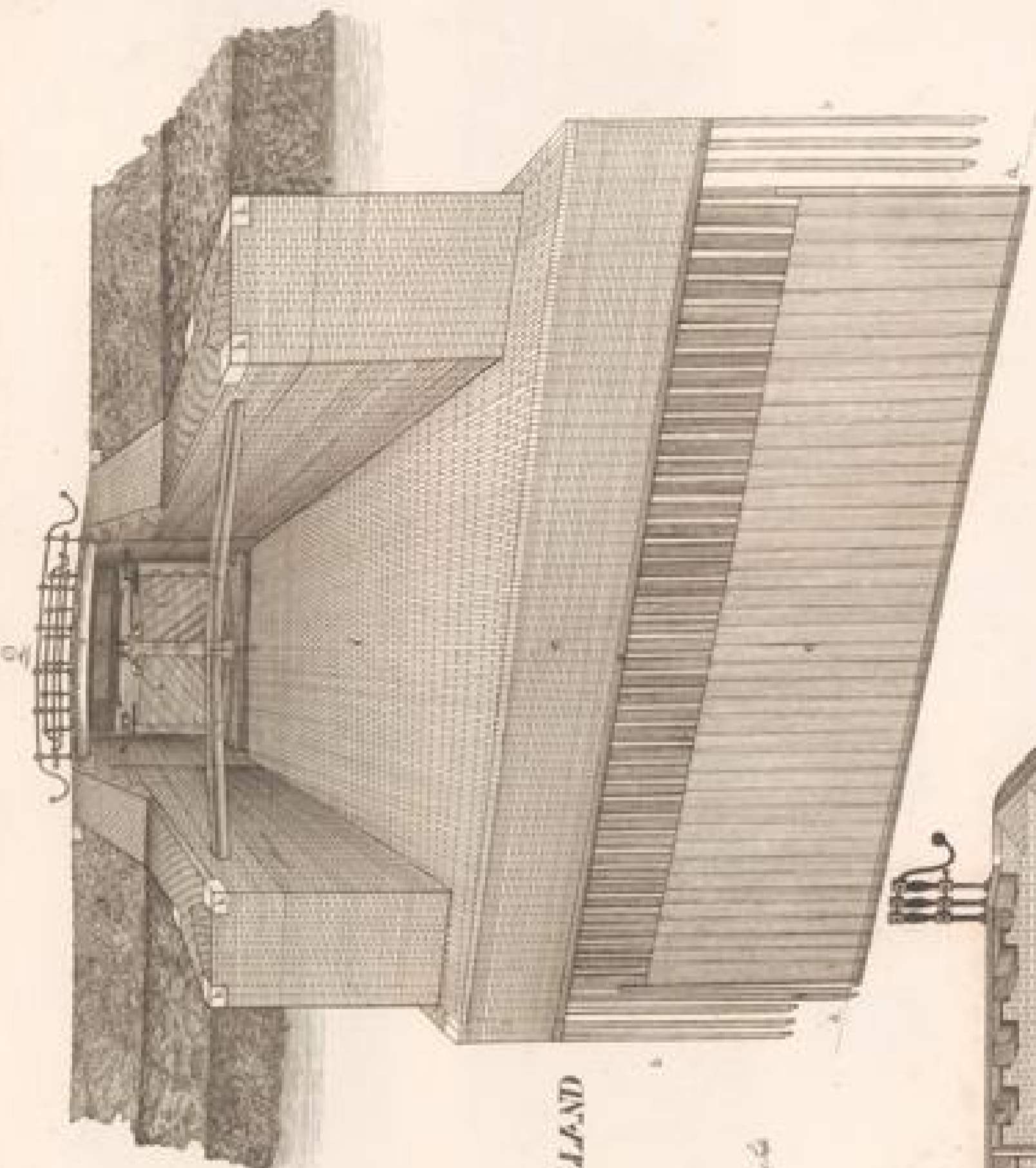


N° les Echelles se trouvent sur Tab 70



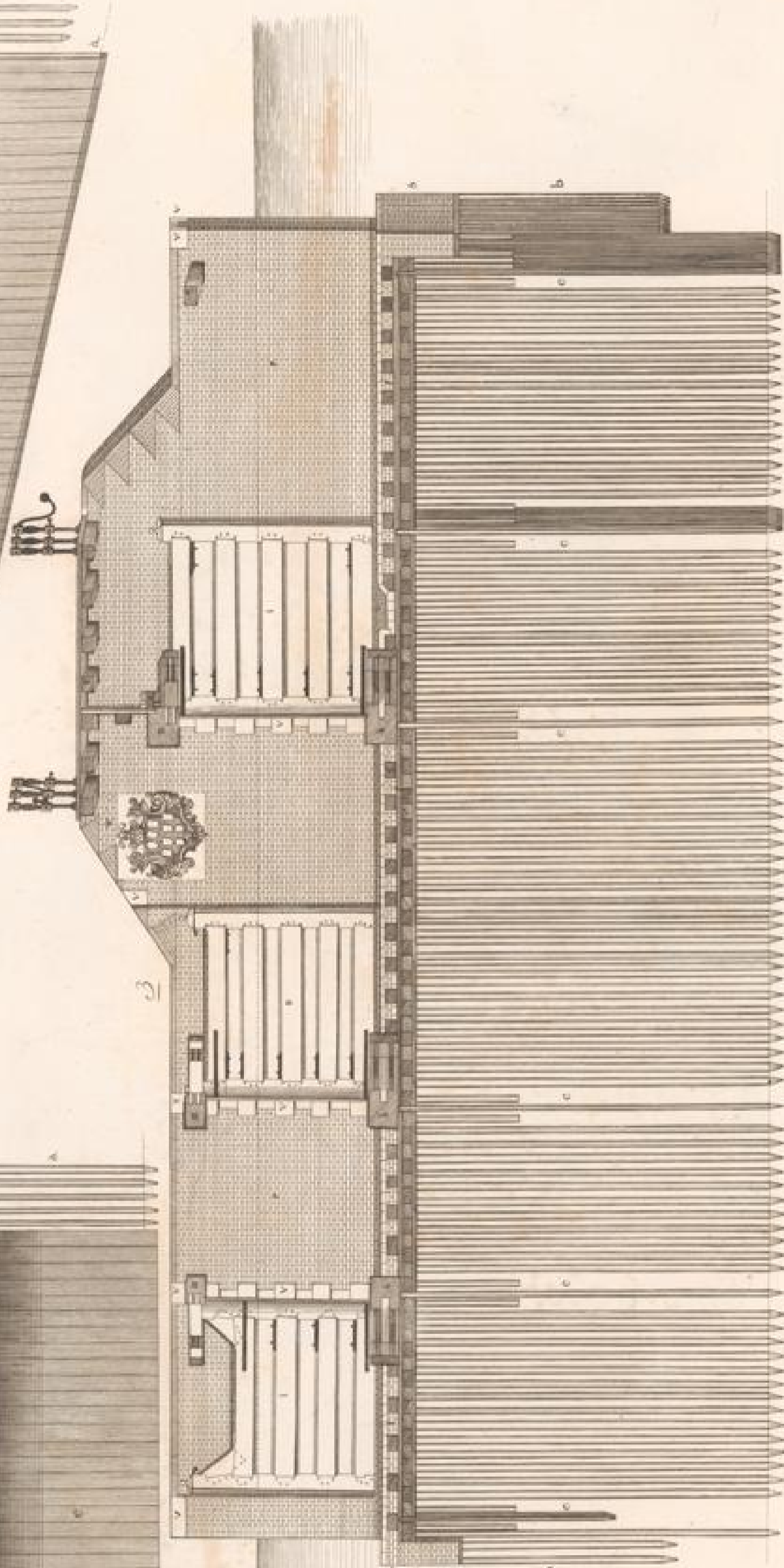


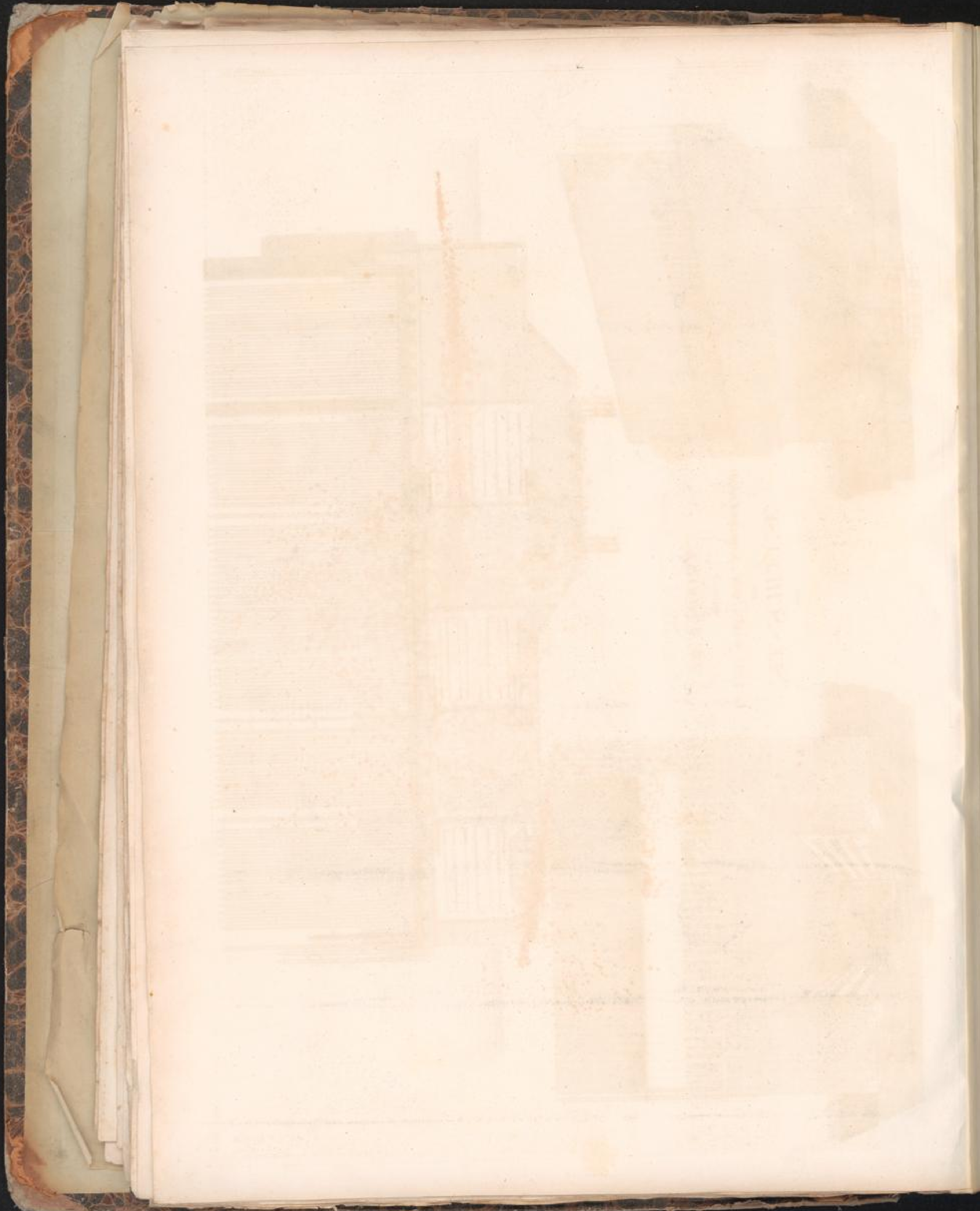
12



mit  
**SEE-SCHLEUSE**  
BIS  
LUTGE-SCHARDAAN in NORDHOLLAND  
GESAMMT  
**DEN HOORN.**

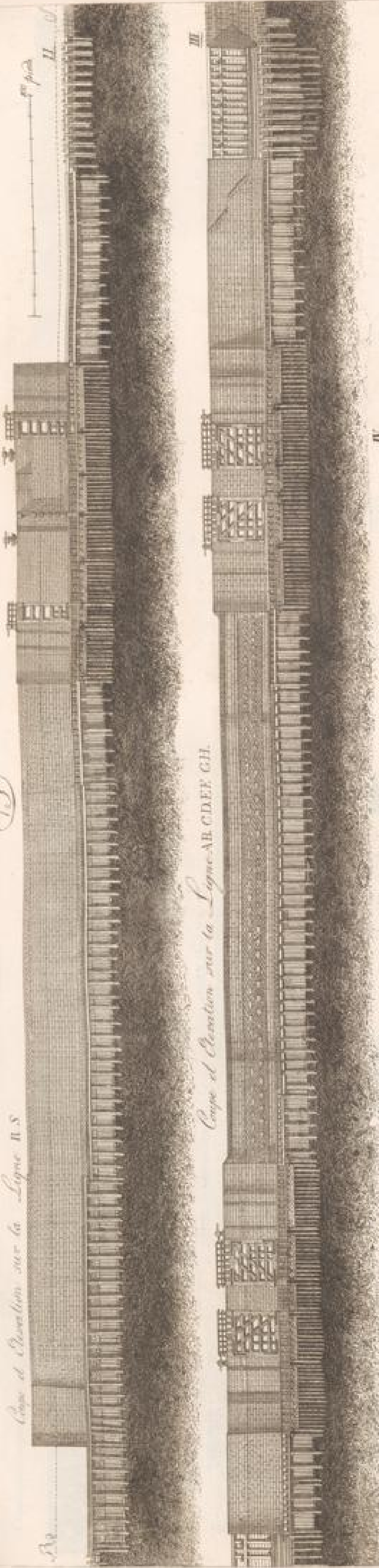
1:1000



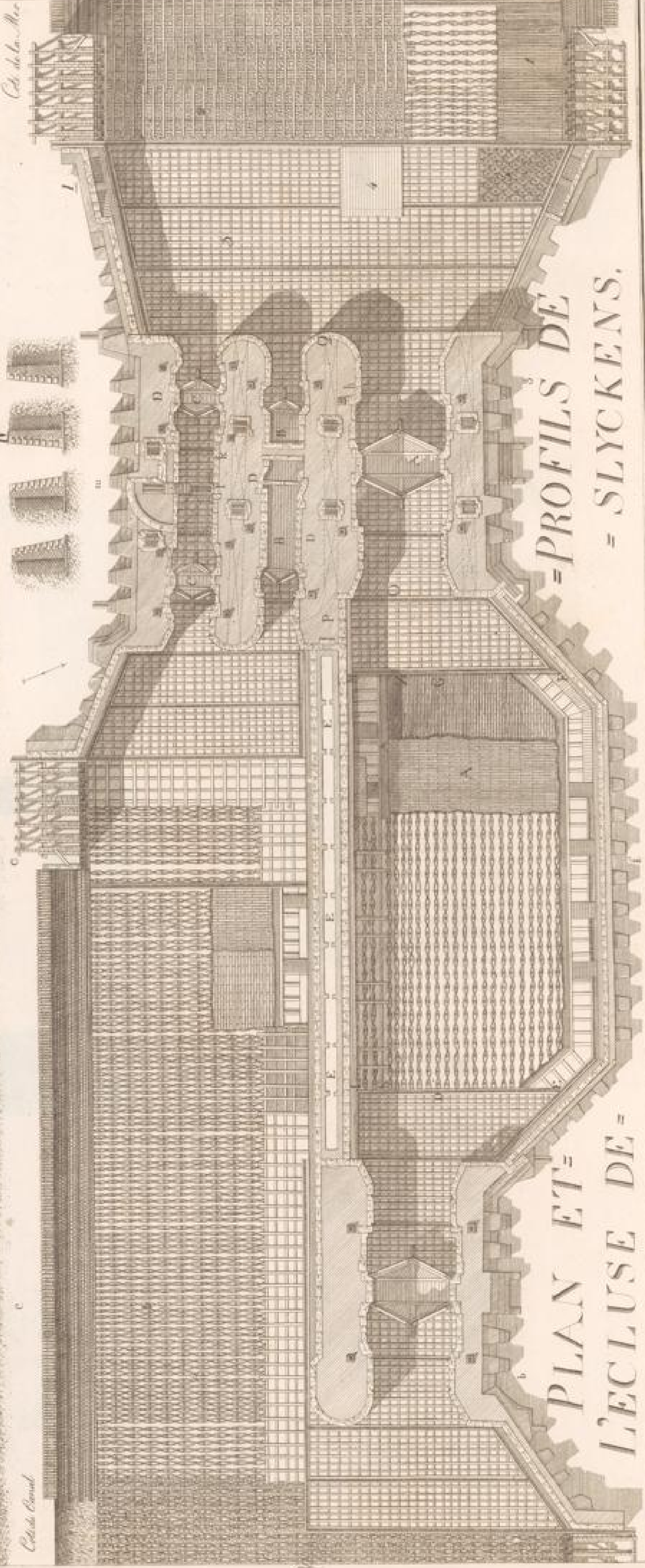


79

*Coupe etlevation sur la Ligne N.S.*

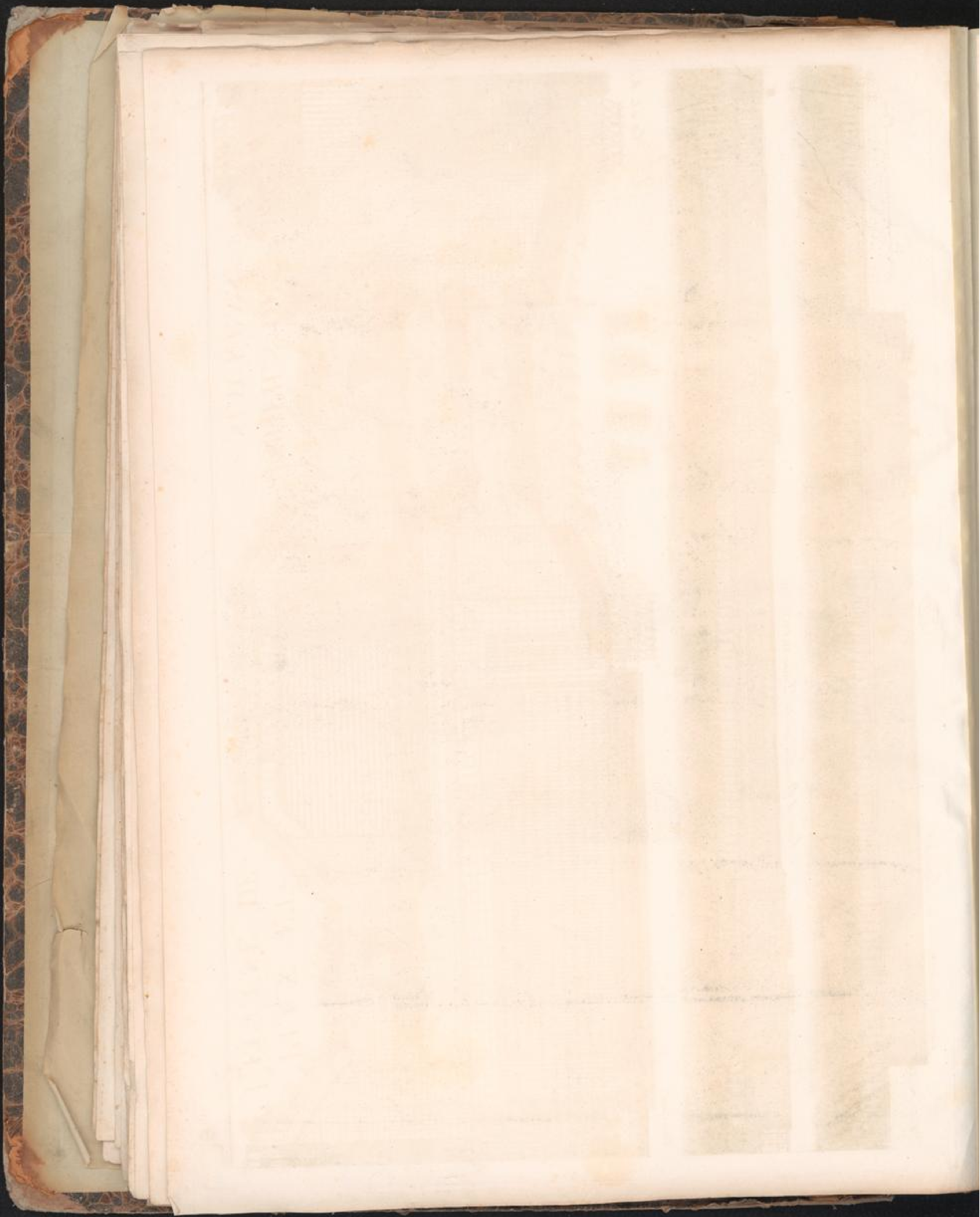


*Coupe et elevation sur la Ligne ARCADEY CH.*

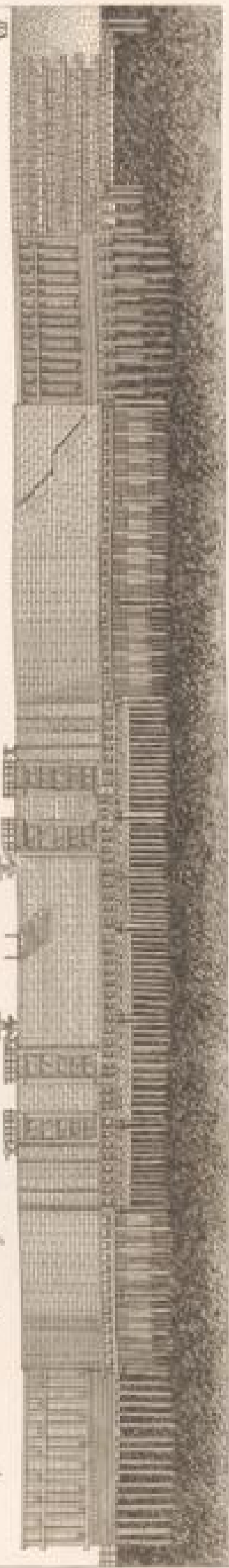


PLAN ET =  
L'ECLUSE DE =

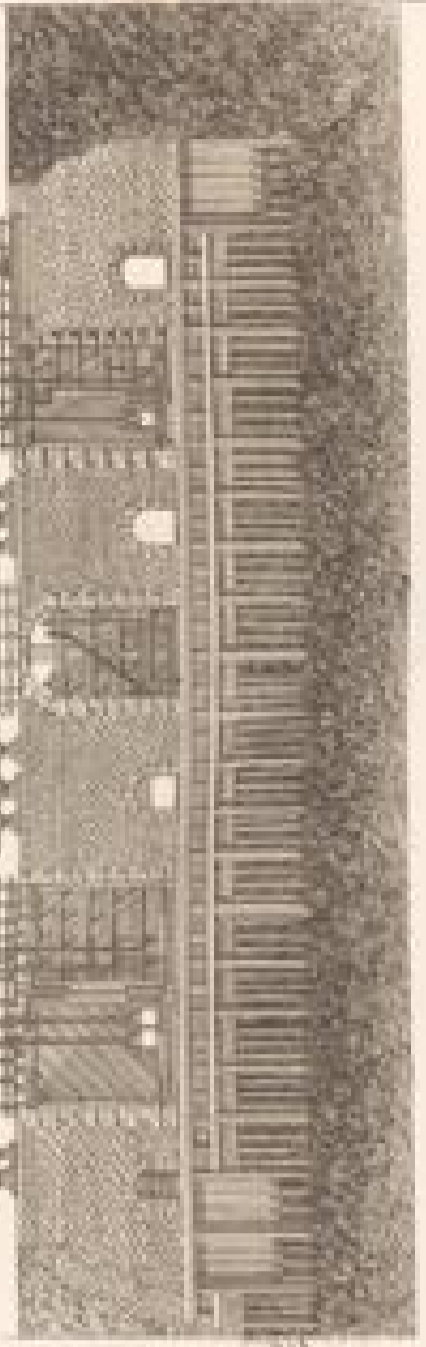
= PROFILS DE =  
= SLYCKENS.



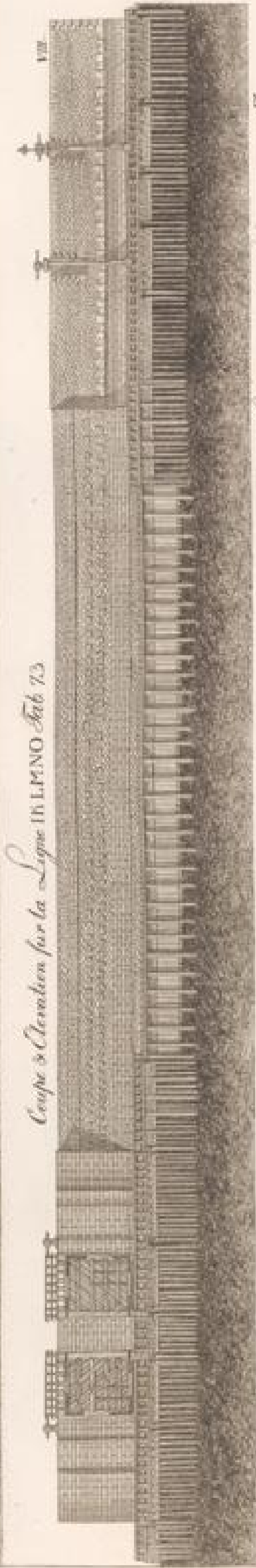
Coupe & Cleveaison pour la Ligne J M V X. Tab 73



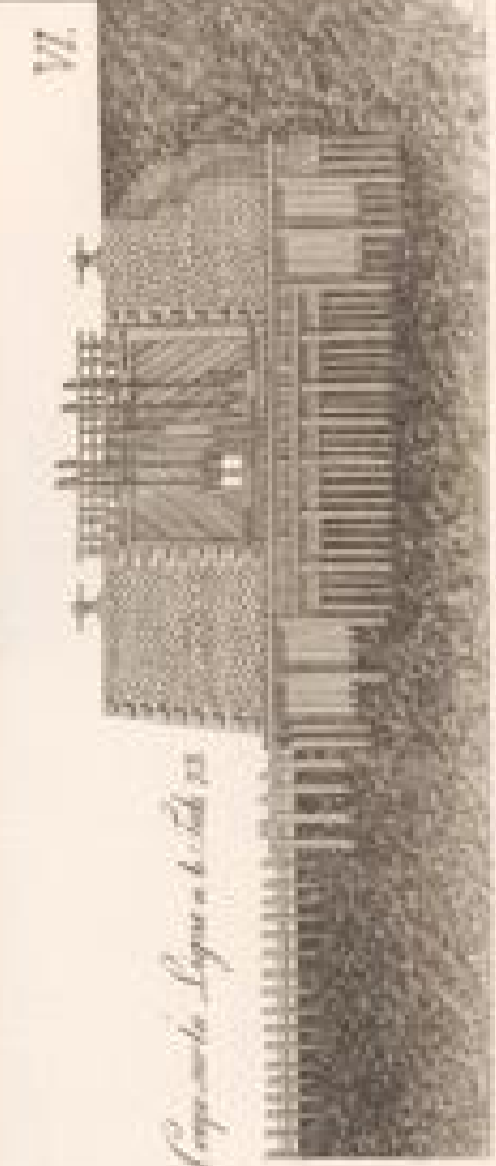
Coupe sur le Ligne y d. k. l. m. n. o. p. q. r. s. t. u. v. w. x. y. z. Tab 73



Coupe & Cleveaison pour la Ligne I L M N O. Tab 73



Coupe sur le Ligne a. b. c. d. e. f. g. h. i. j. k. l. m. n. o. p. q. r. s. t. u. v. w. x. y. z. Tab 73



Coupe sur la Ligne E F



Coupe sur la Ligne A B



Coupe sur la Ligne C D

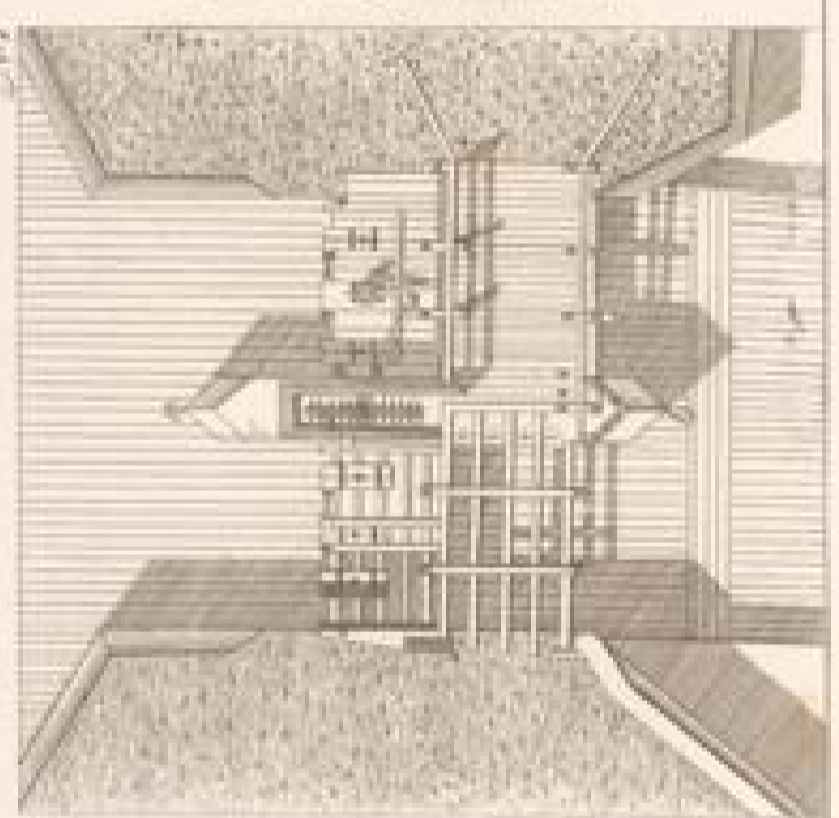
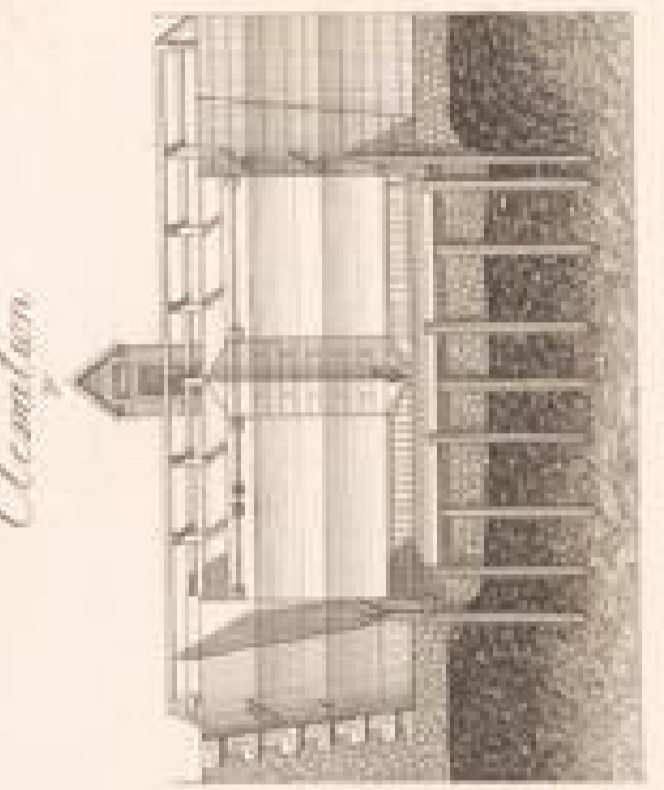


Coupe sur la Ligne I J. Tab 73

Coupe sur la Ligne C D

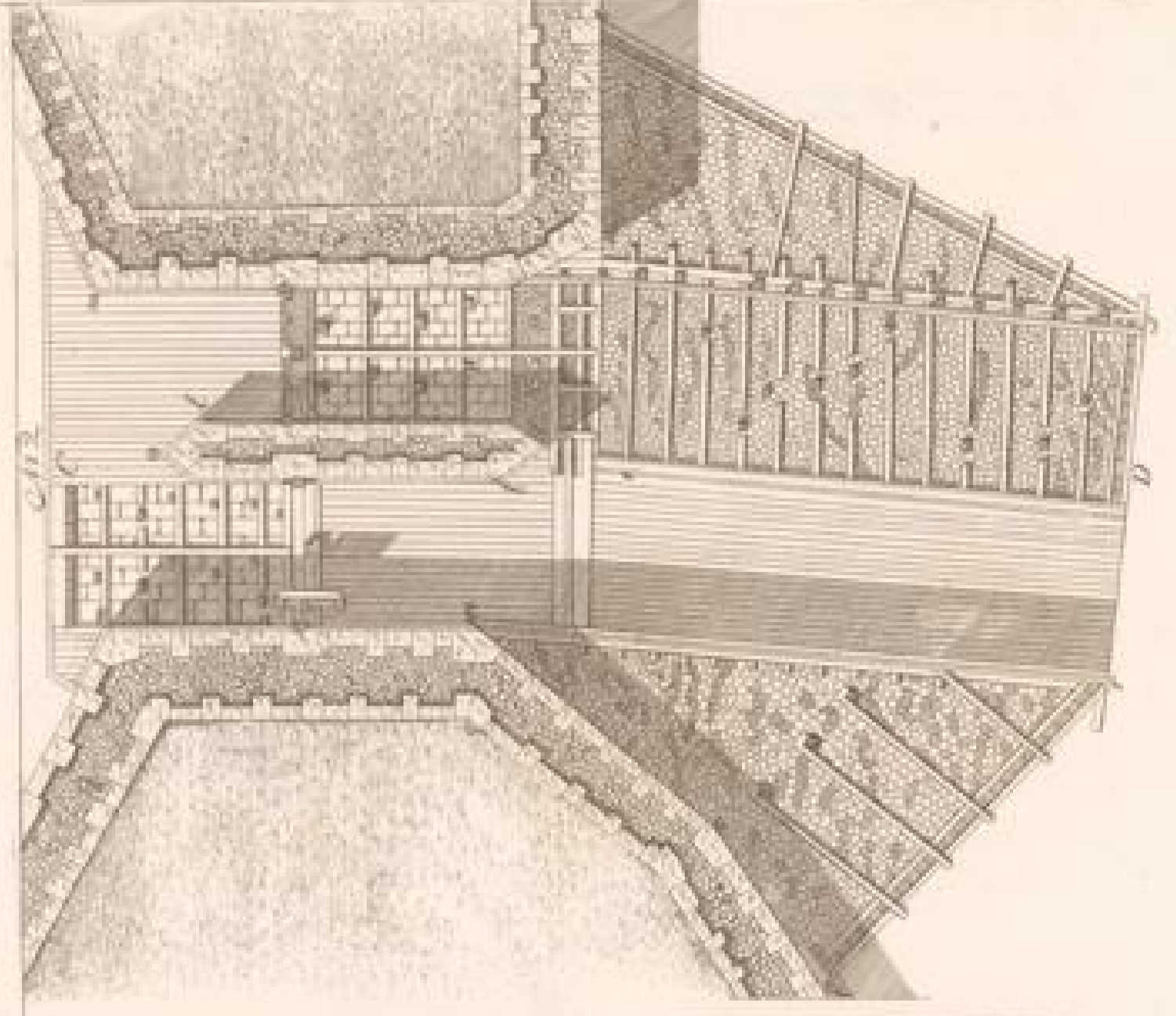


Cleveaison



PLAN  
COUPE  
ET  
ELEVATION  
DE L'ECLUSE  
DAMONT  
DE  
FÉCAMP

CINQ PROFILS  
DE L'ECLUSE DE SLYCKENS  
Construit 1757.

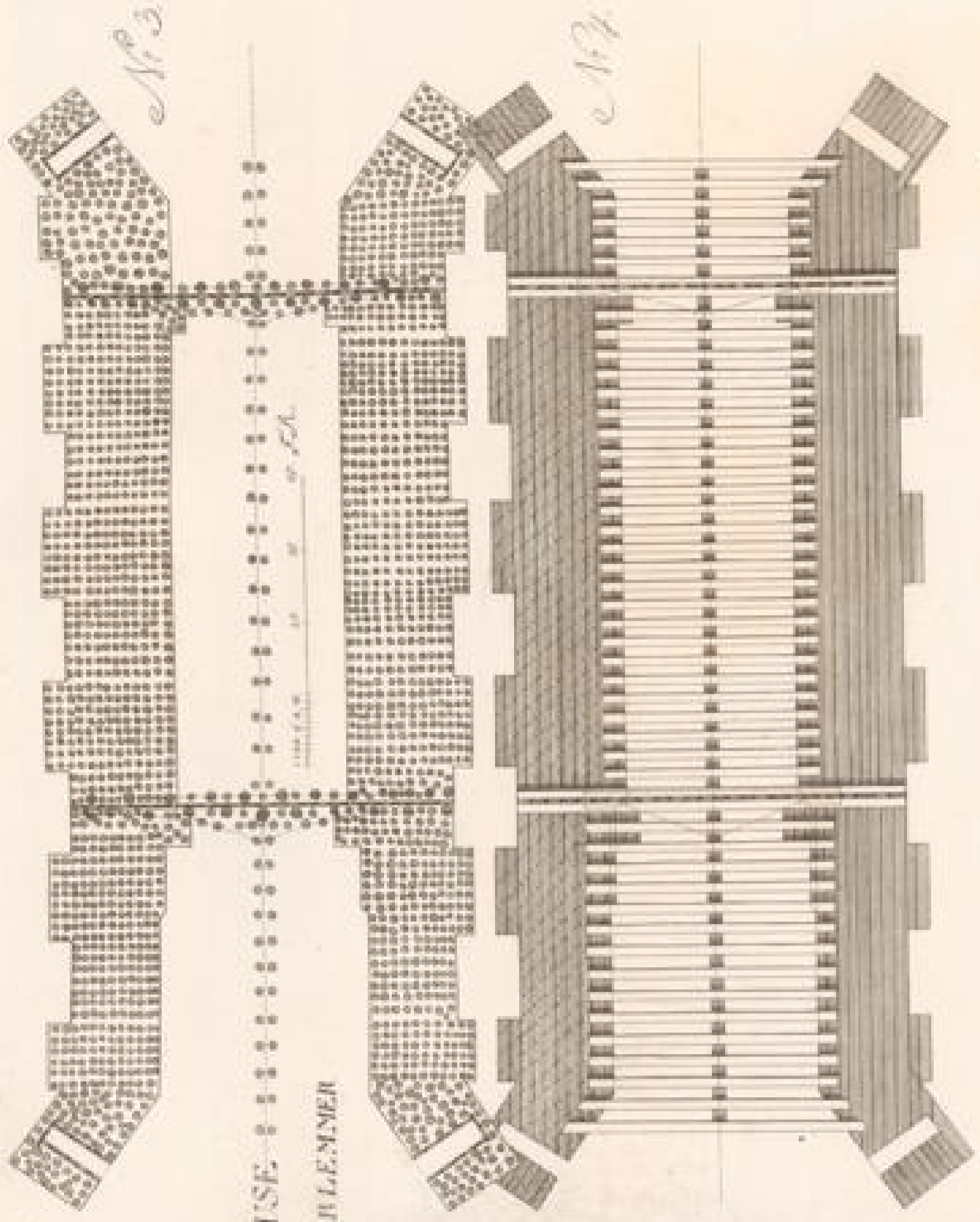


Gravé

*[Faint, illegible text, possibly bleed-through from the reverse side]*

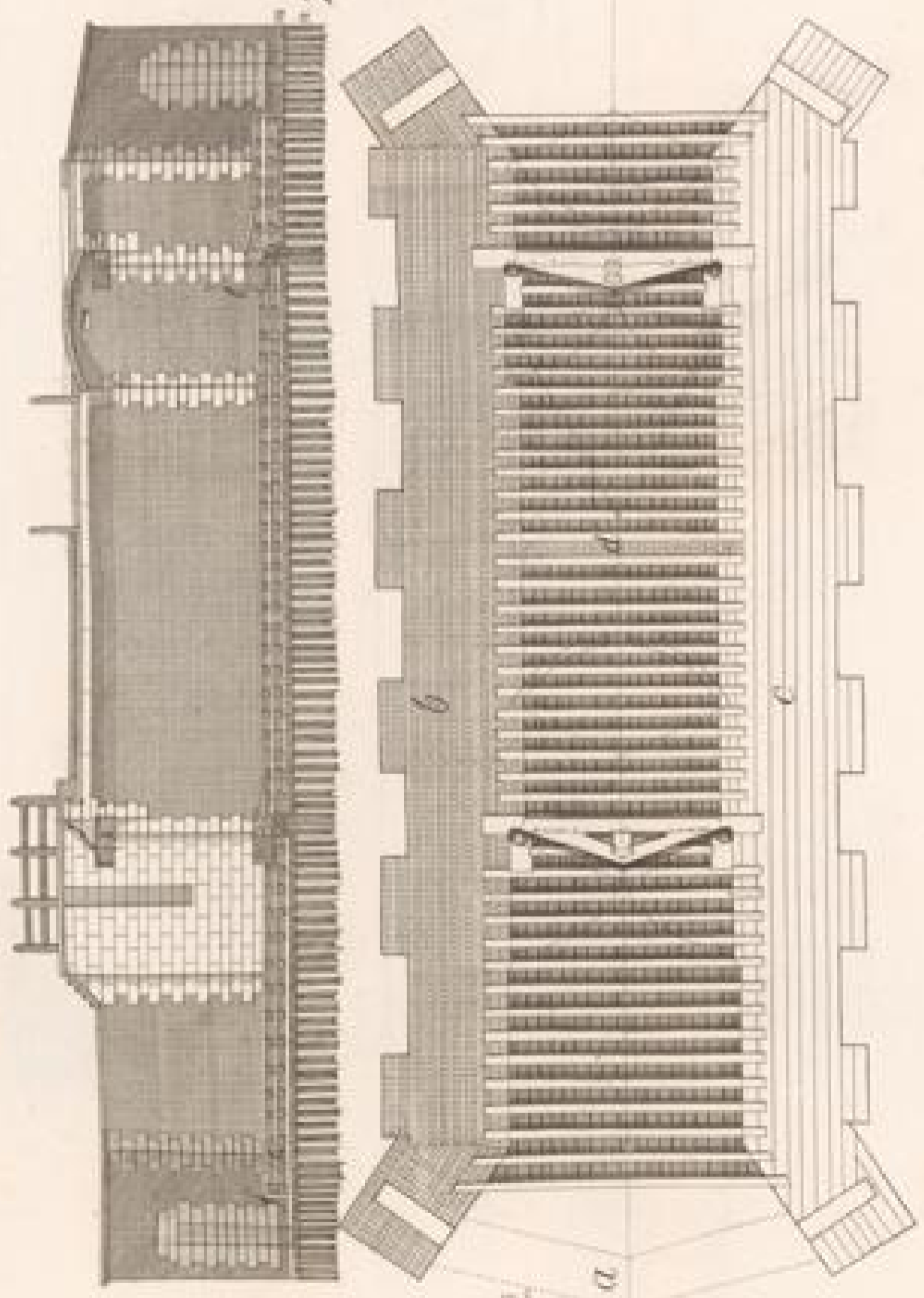
*[Faint, illegible text, possibly bleed-through from the reverse side]*

*[Faint, illegible text, possibly bleed-through from the reverse side]*

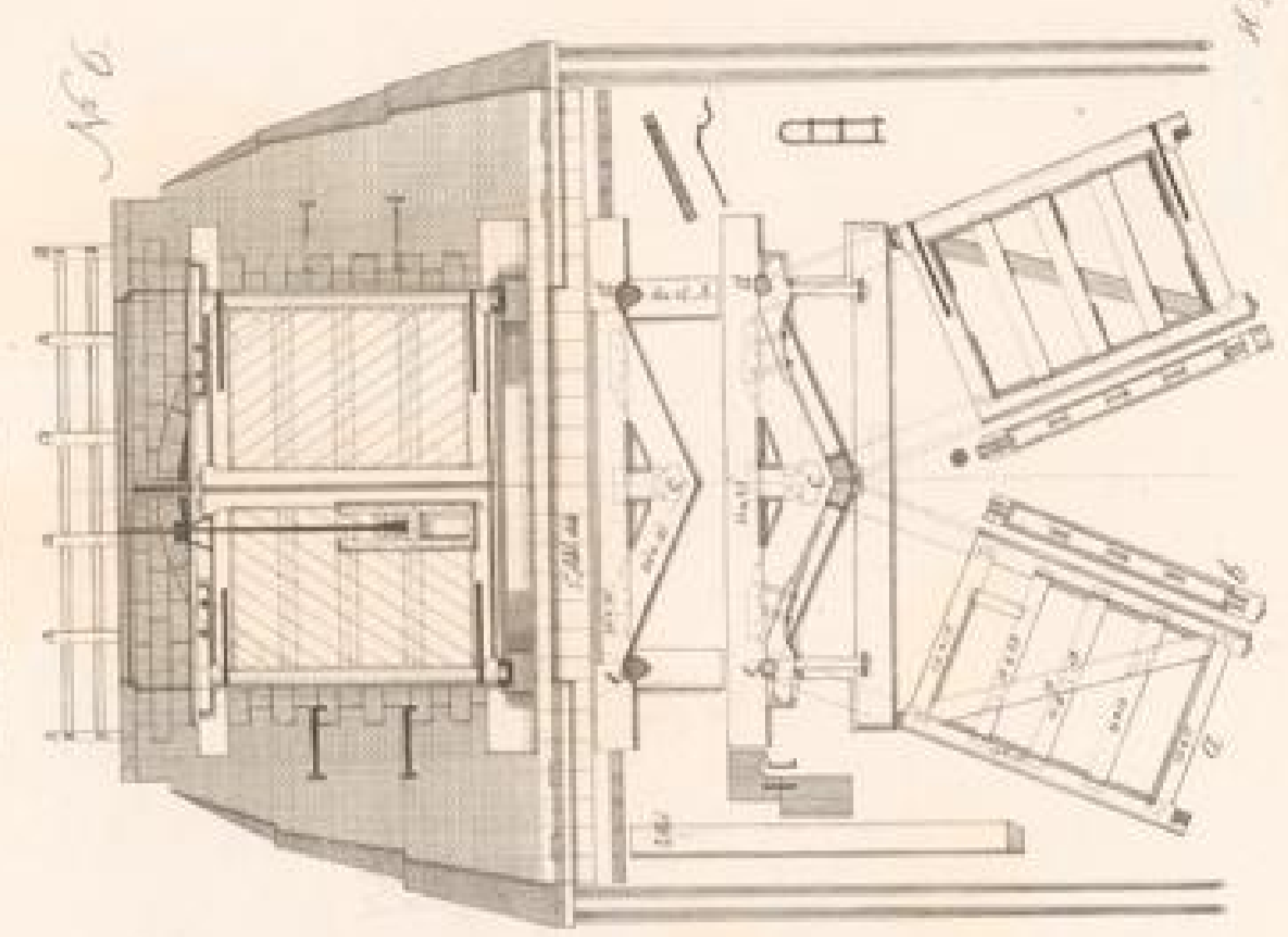
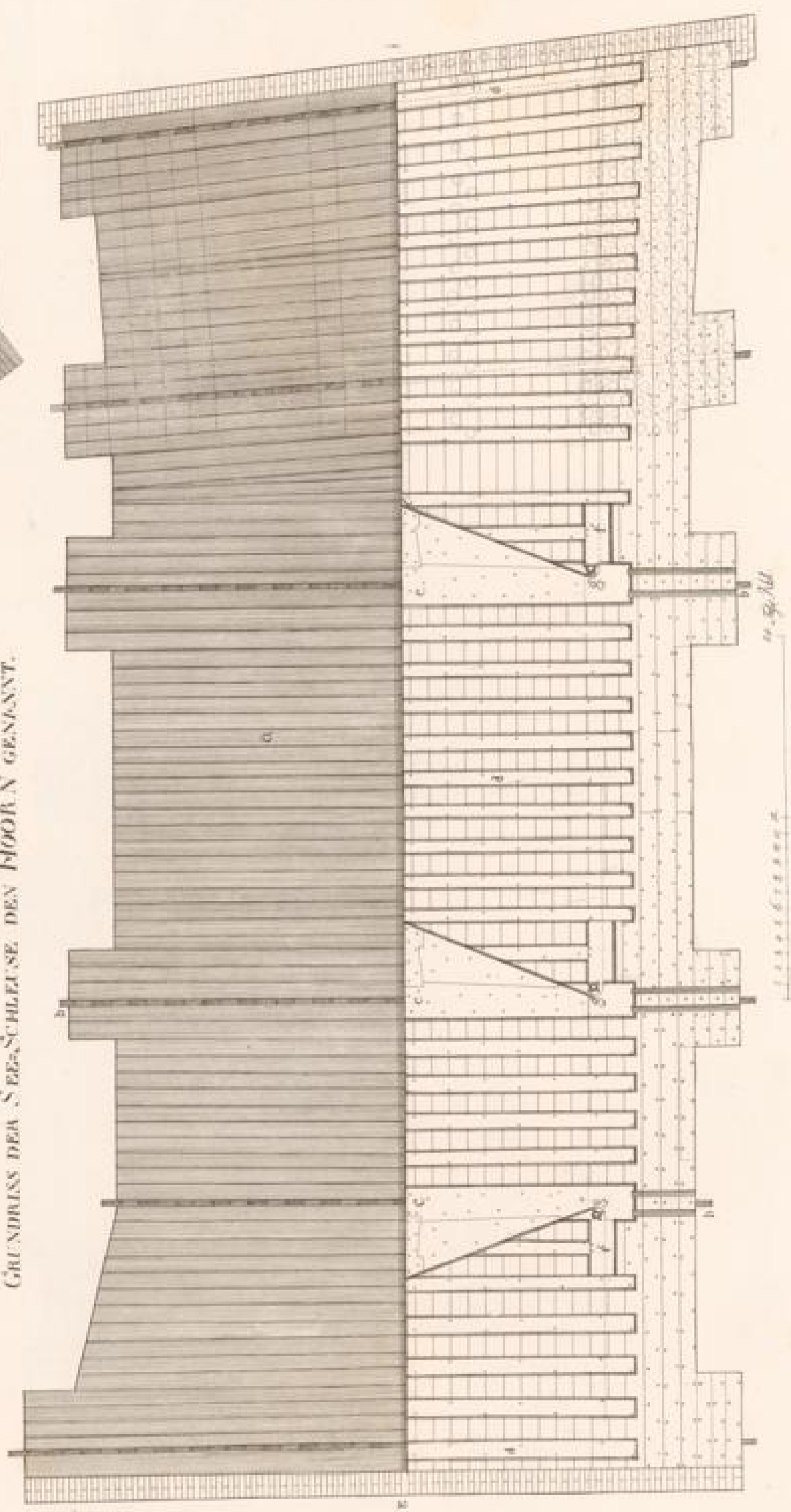


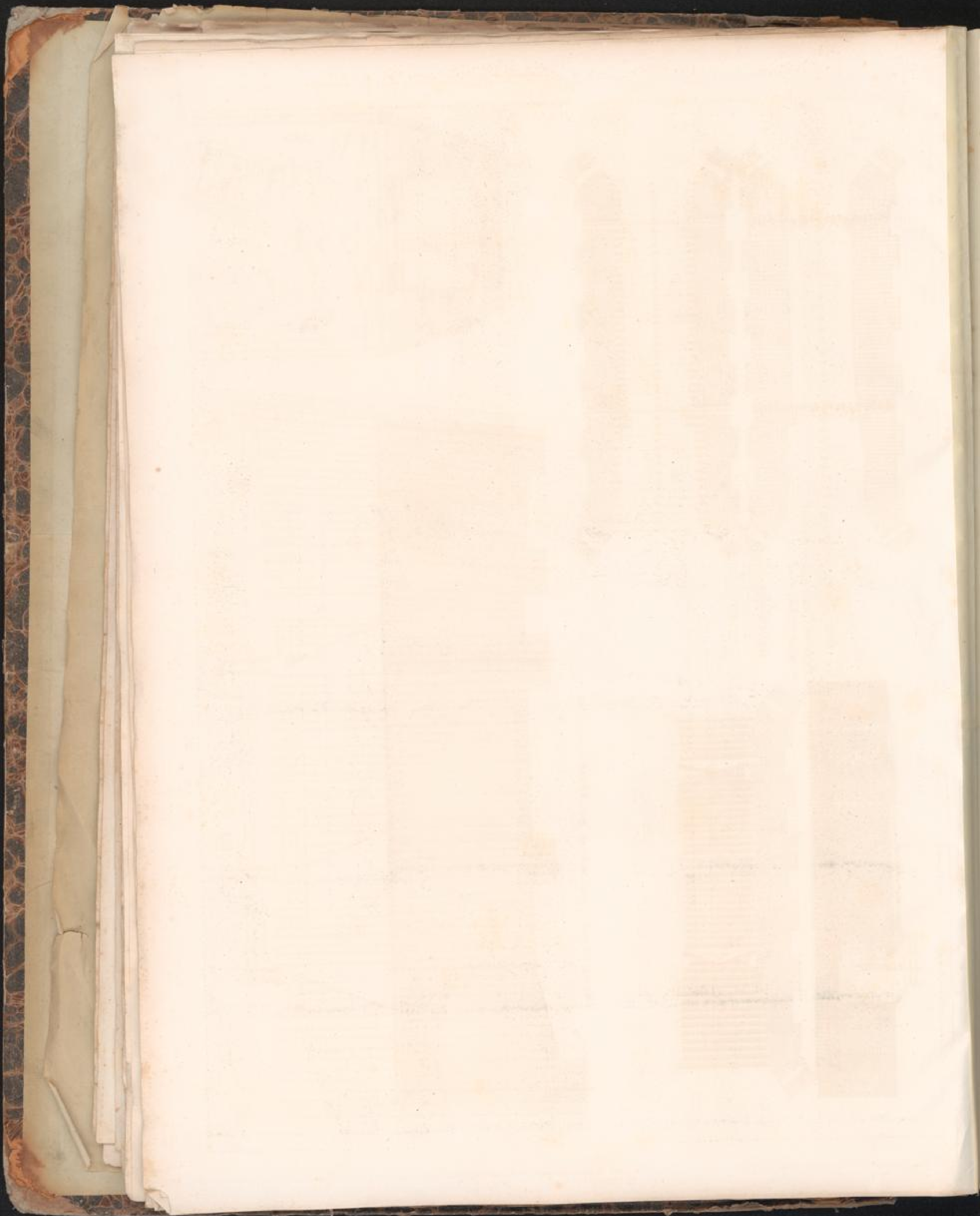
75

DIE SCHLEUSE  
ZWISCHEN DEM HAARLEMMER  
MEER UND DEN Y  
HALFWEGE.



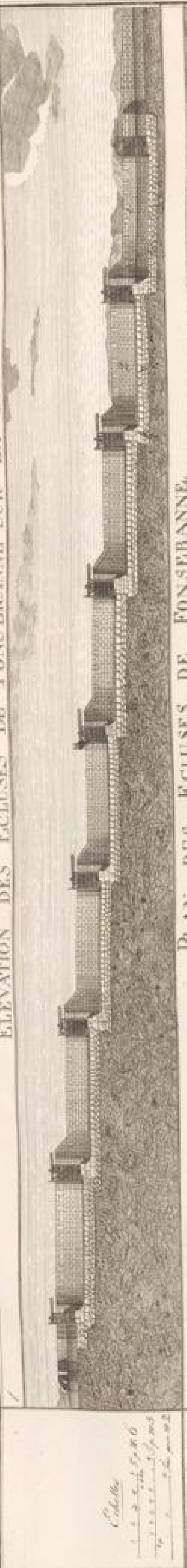
GRUNDRISS DER SEE-SCHLEUSE DEN MOOR N GENANT.







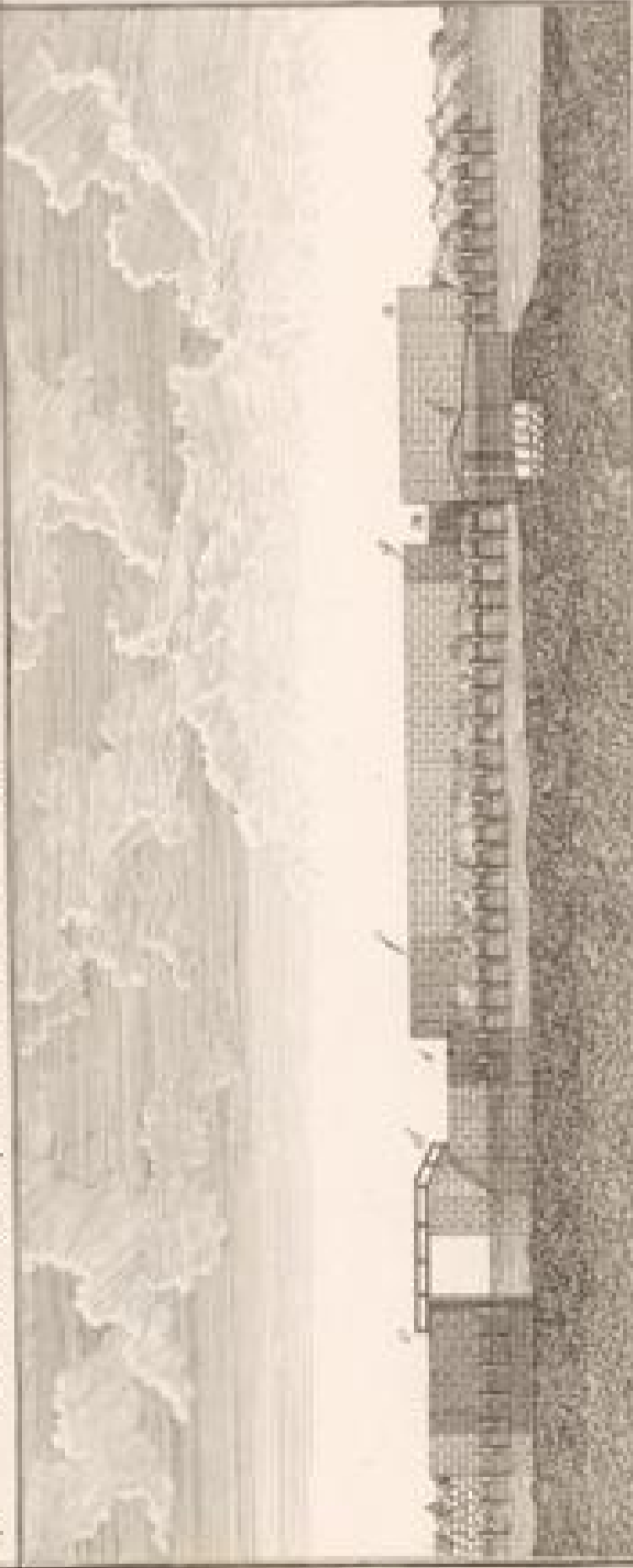
ELEVATION DES ECLUSES DE FONSERANNE SUR LA LIGNE 06.08



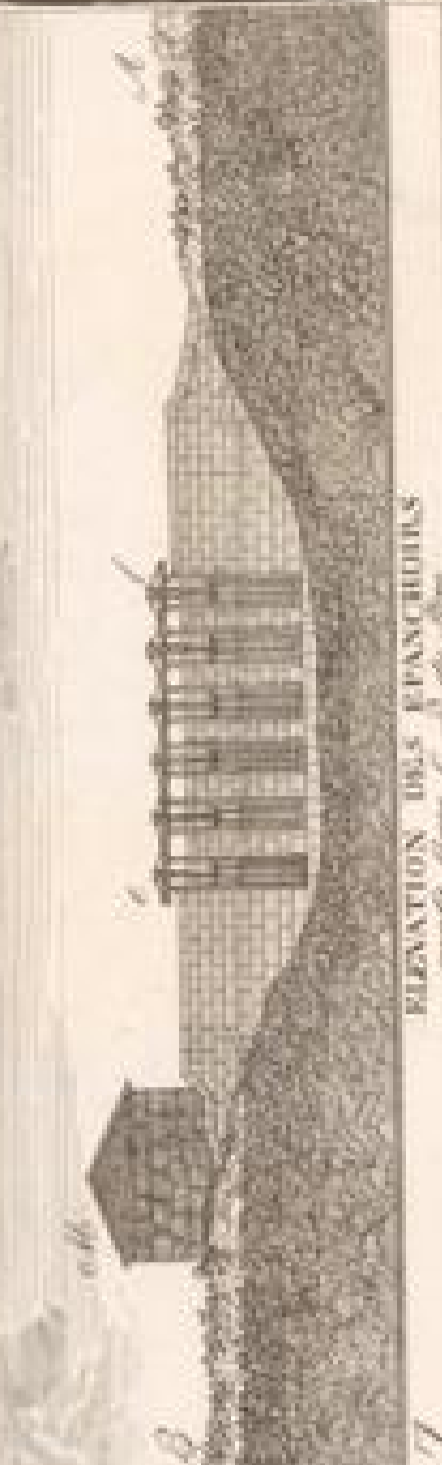
PLAN DES ECLUSES DE FONSERANNE.



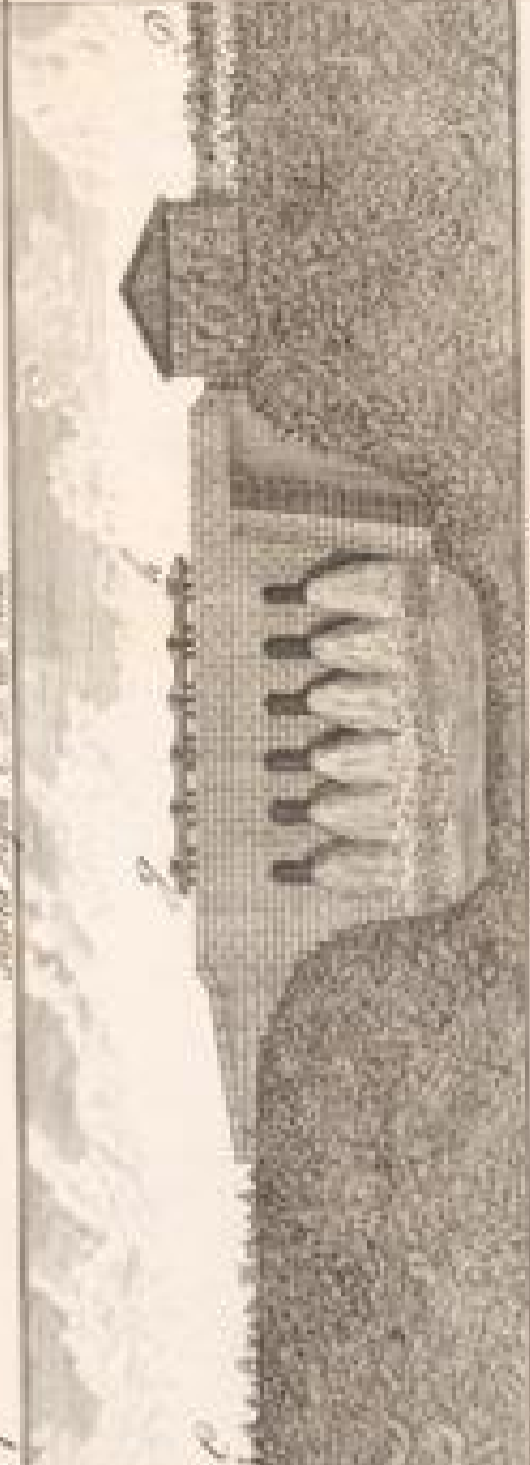
9. Elevation des Ecluses sur la Ligne C. D. 1. 2.



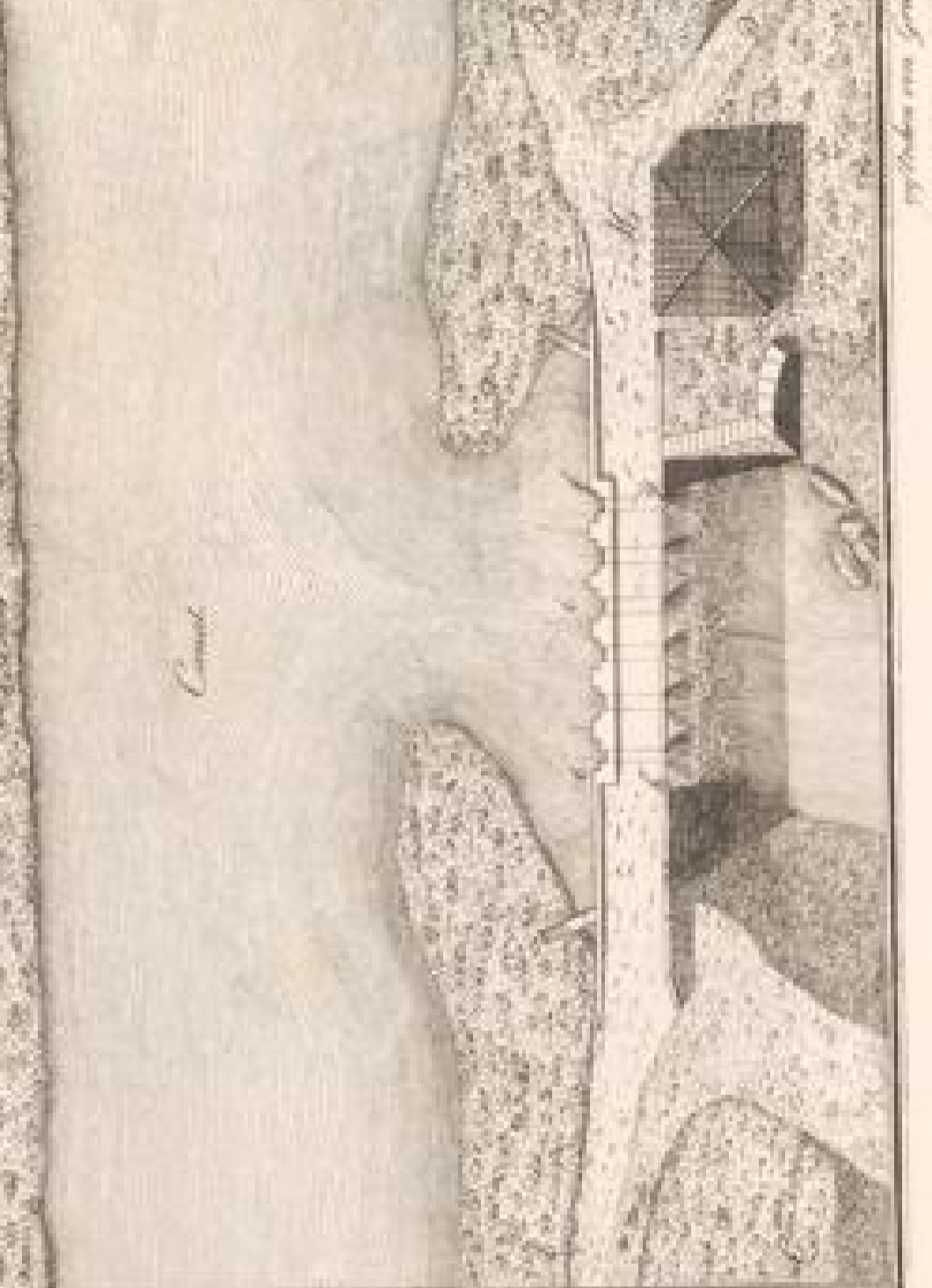
10. Plan des Ecluses de la Section d'Alby sur le Canal de Bourgogne.



ELEVATION DES ESPANDOIRS



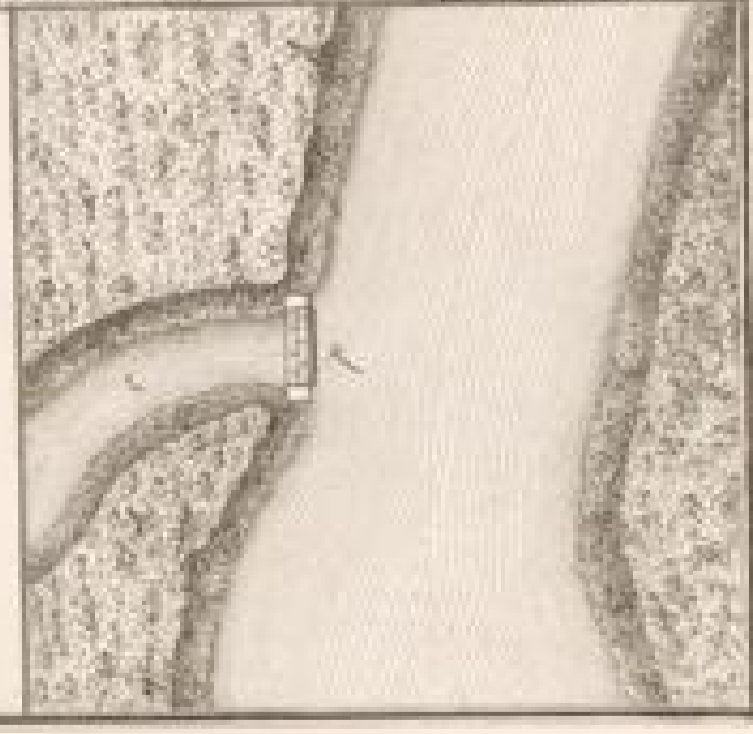
PLAN DES ESPANDOIRS



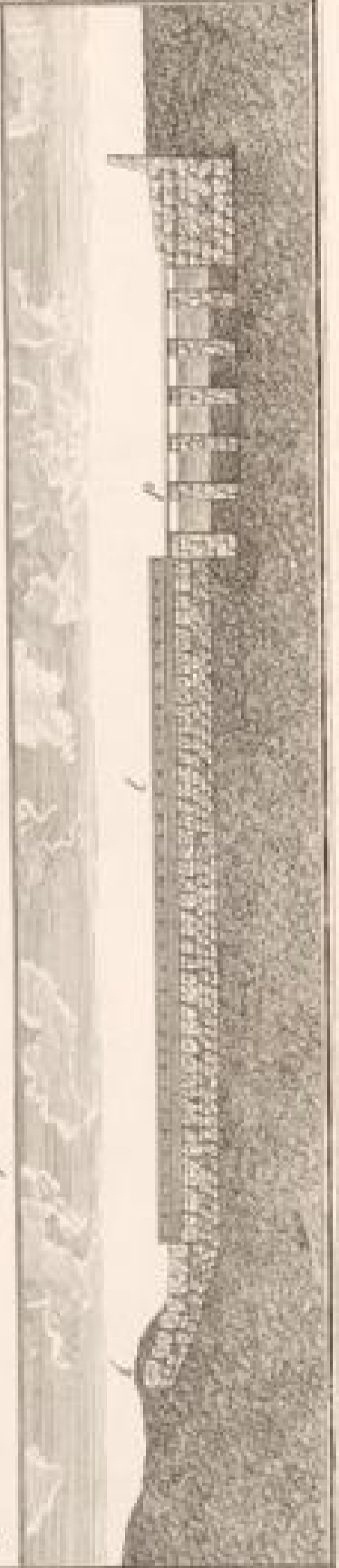
11. Elevation de la Cote de Bourgogne



12. Plan de la Cote

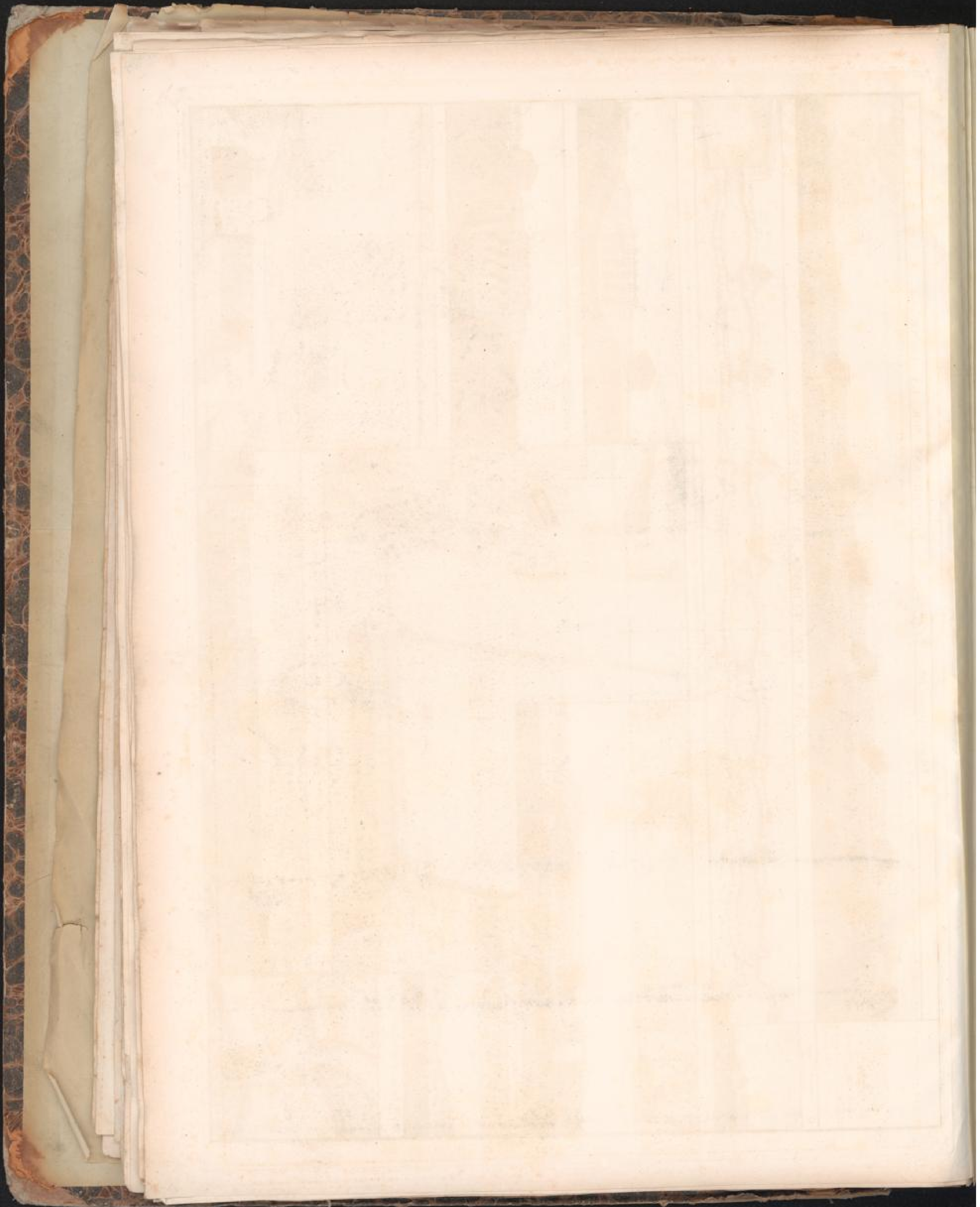


Croquis de la Chaussée et des Ecluses sur la Ligne a. b.

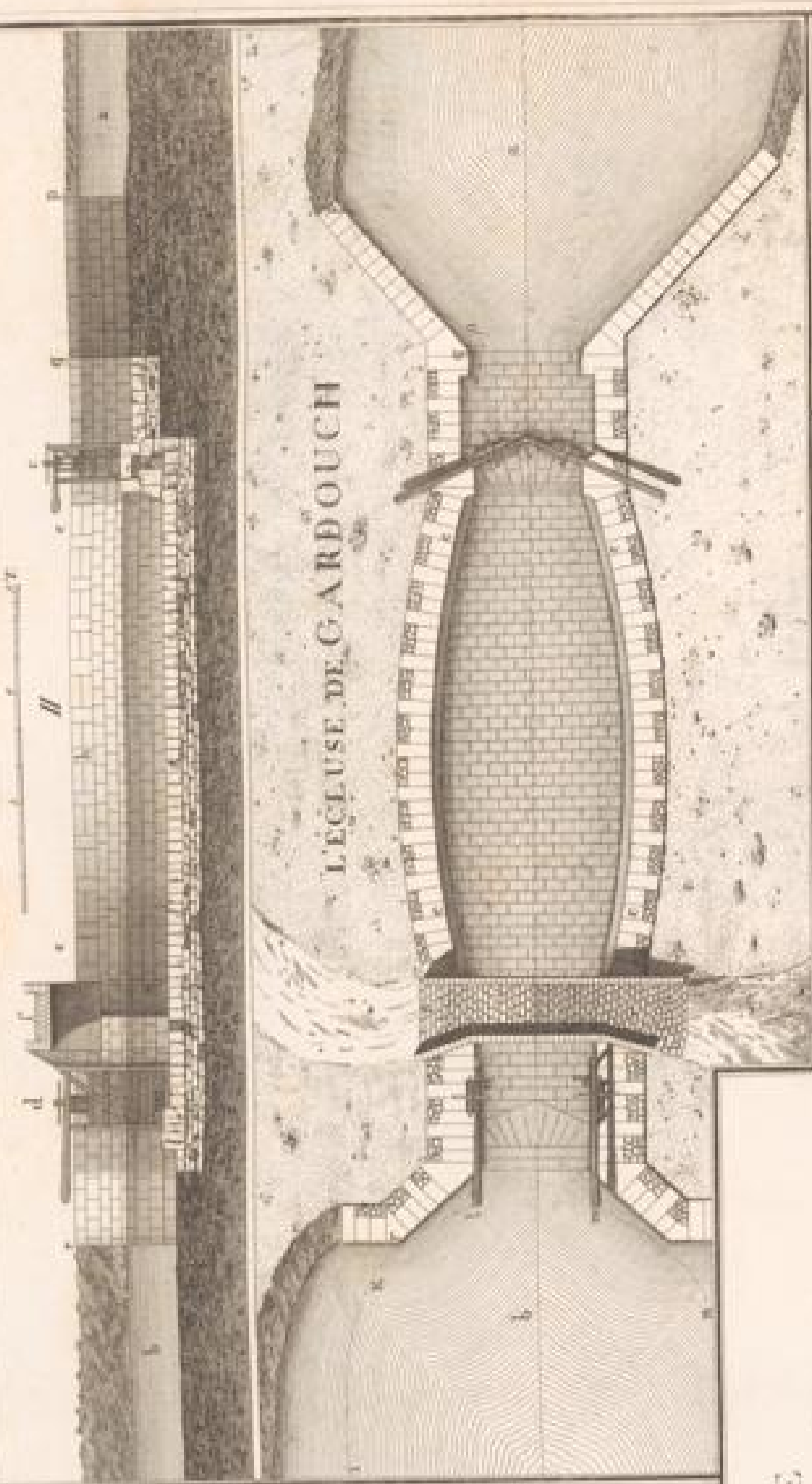
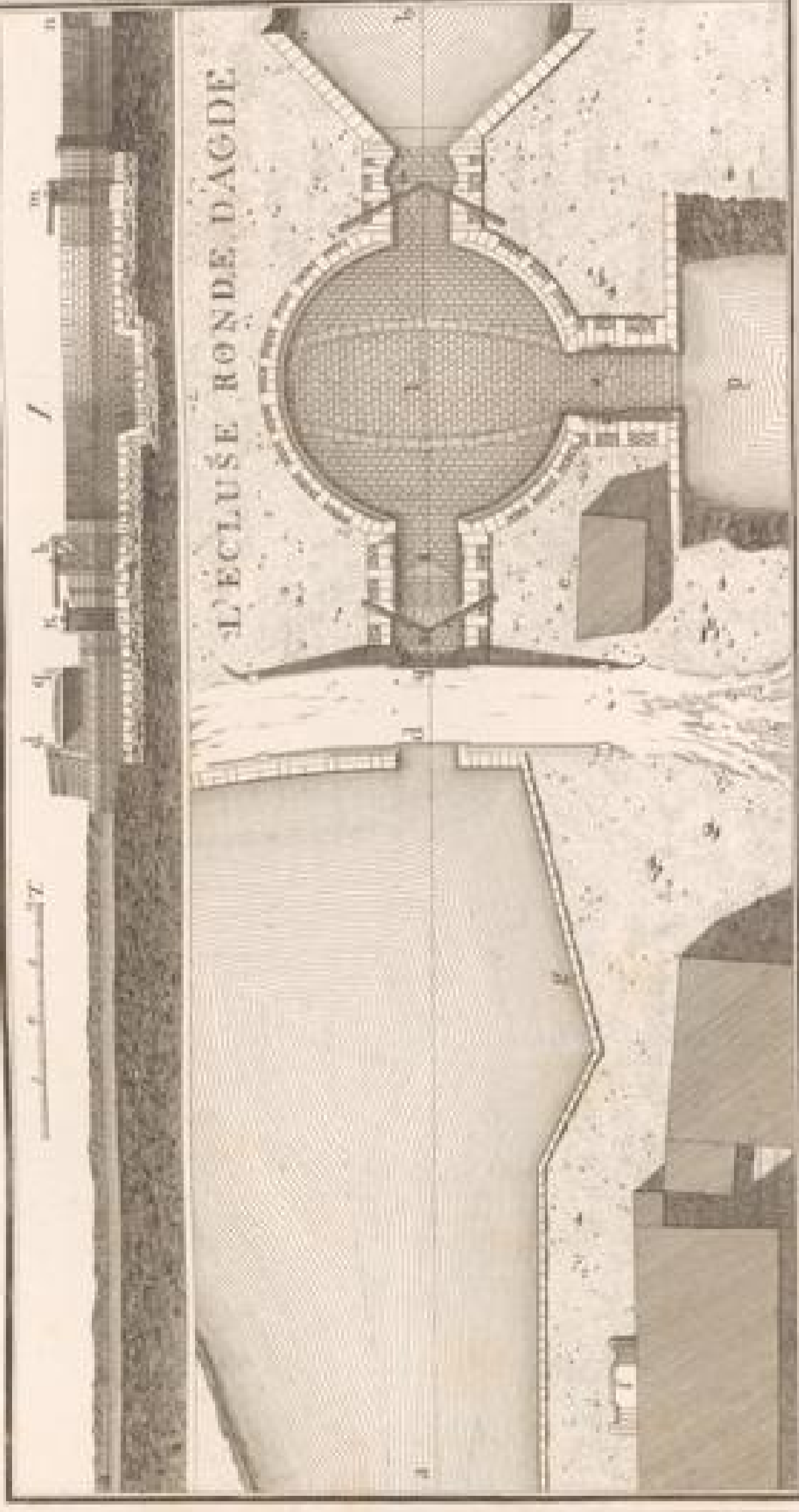


Château  
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

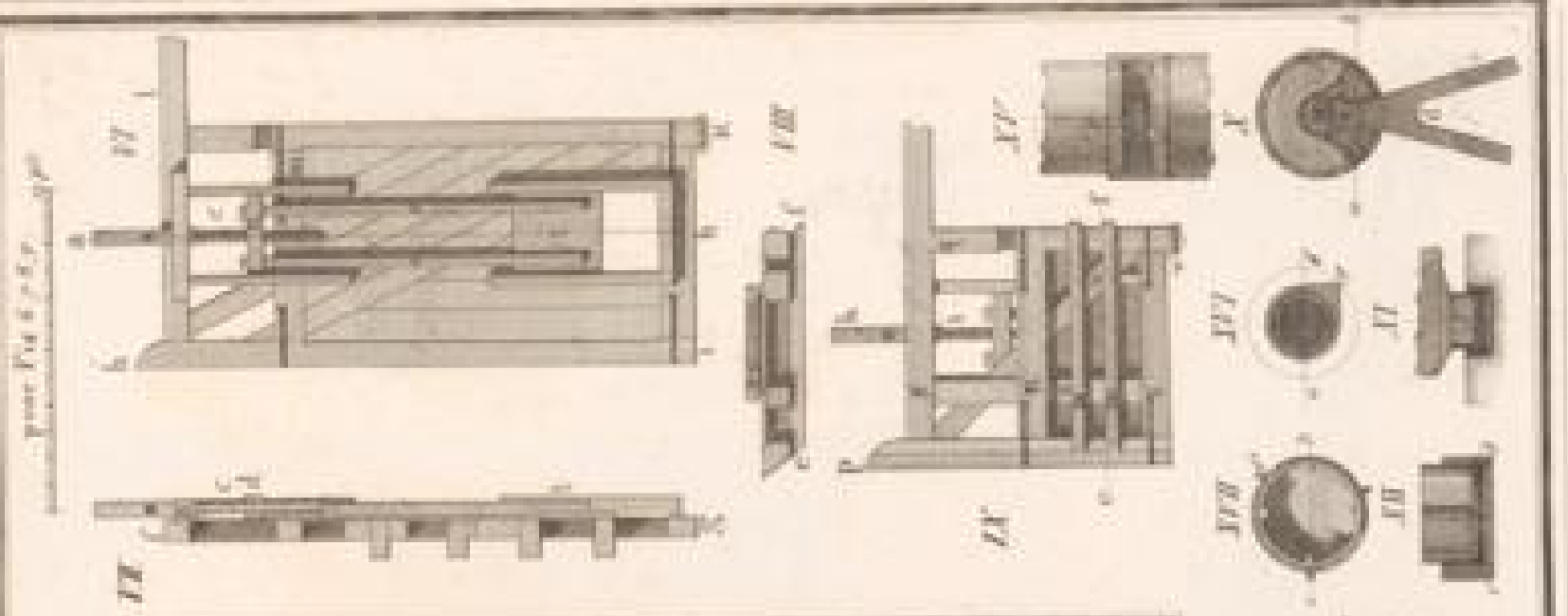
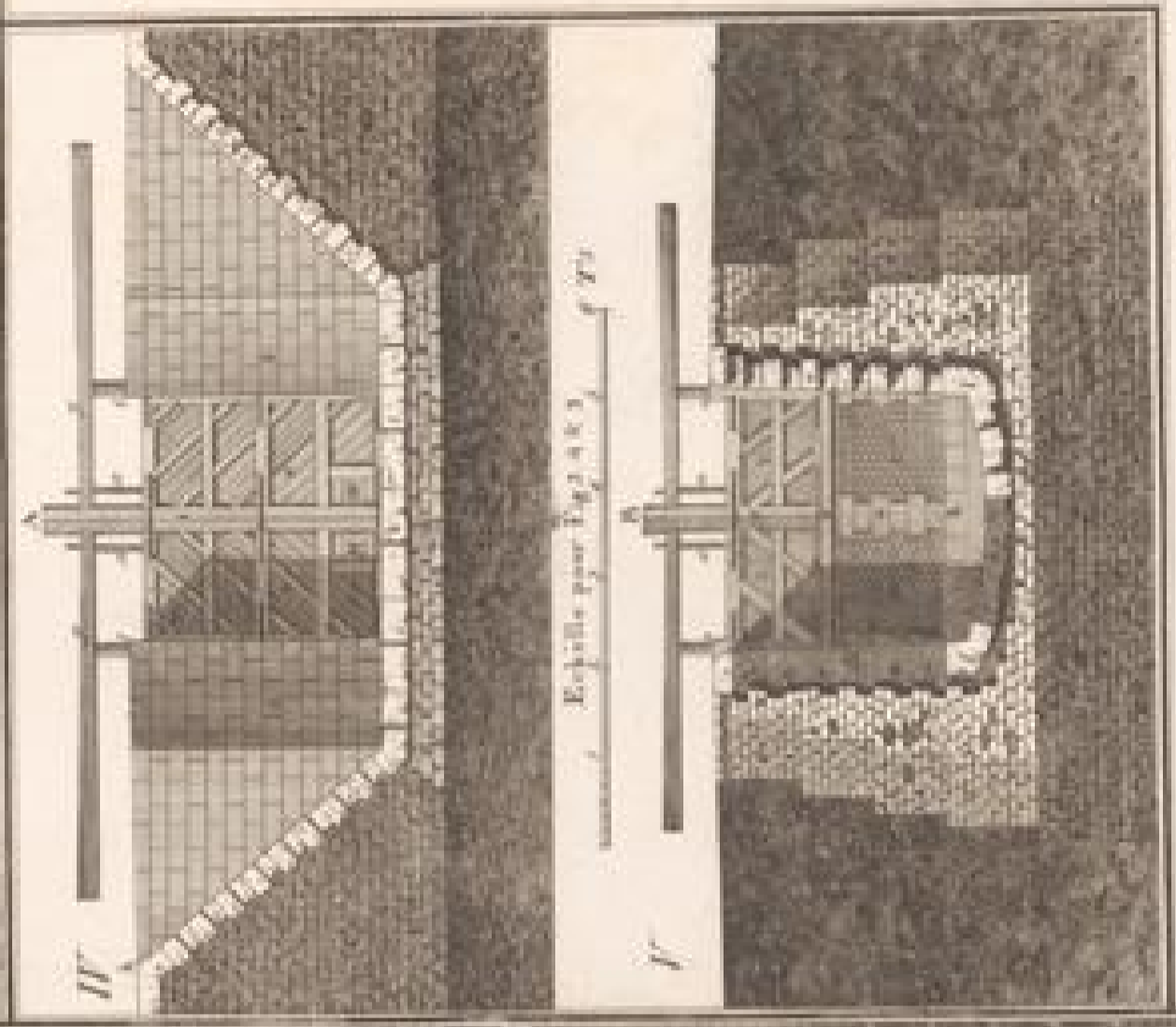
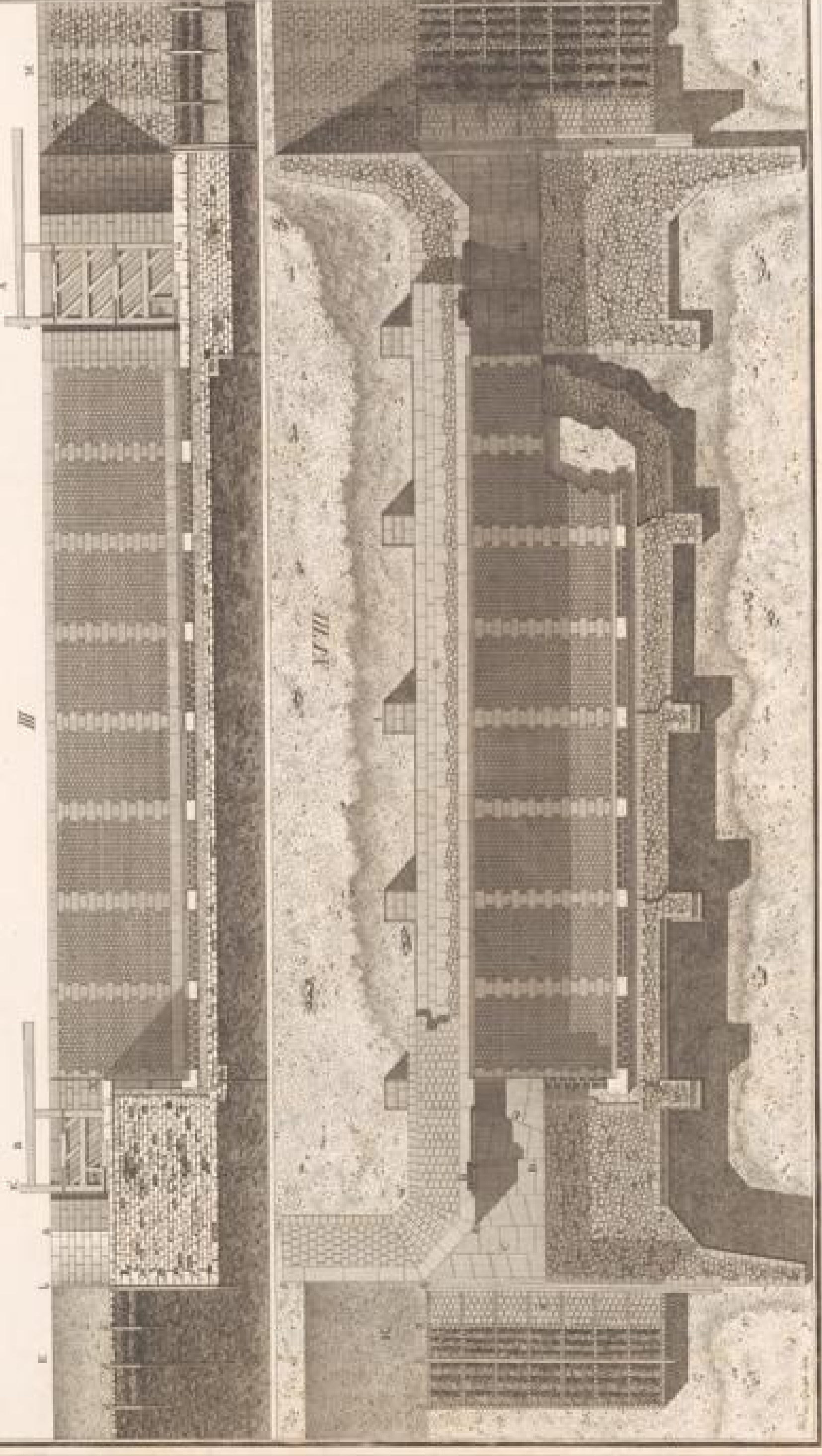




II



UNE ECLUSE DU CANAL DE BOURGOGNE

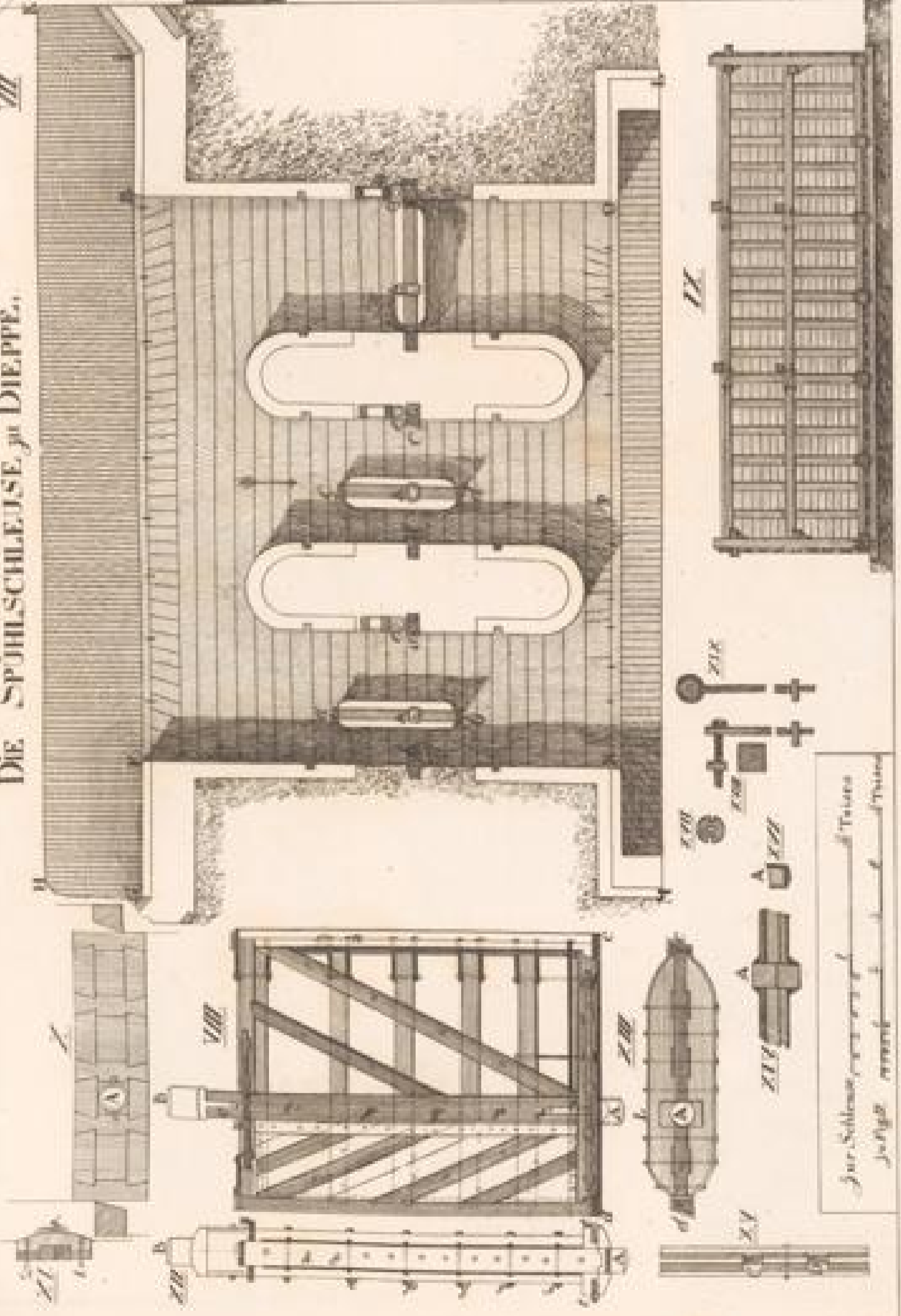


This image shows a blank, aged page from a book. The paper is yellowed and has a faint grid pattern. The grid consists of approximately 10 columns and 15 rows. The lines are very light and difficult to see. There is no text or other markings on the page.

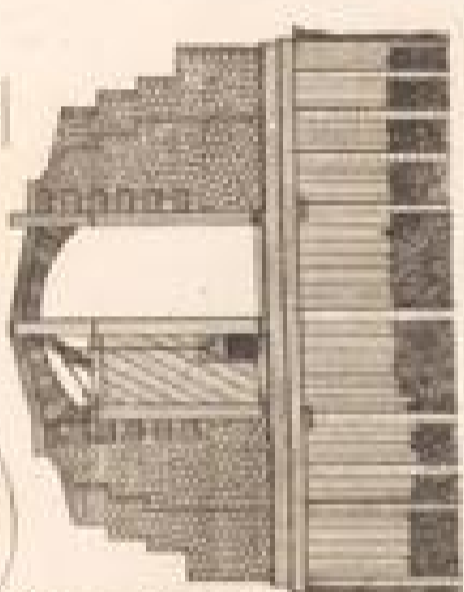




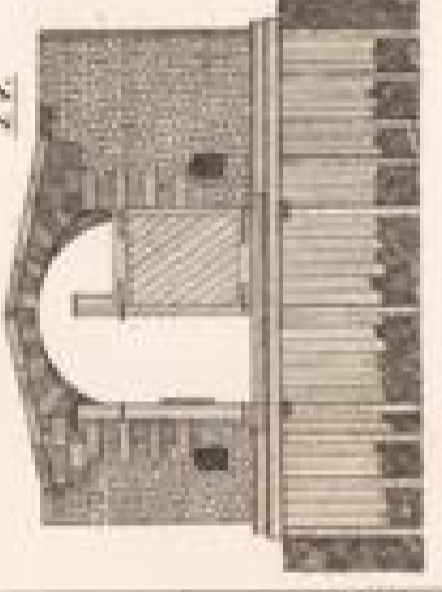
III DIE SPÜHLSCHLEUSE zu DIEPPE.



III



IV



V

VI

VII

VIII

IX

X

XI

XII

XIII

XIV

XV

XVI

XVII

XVIII

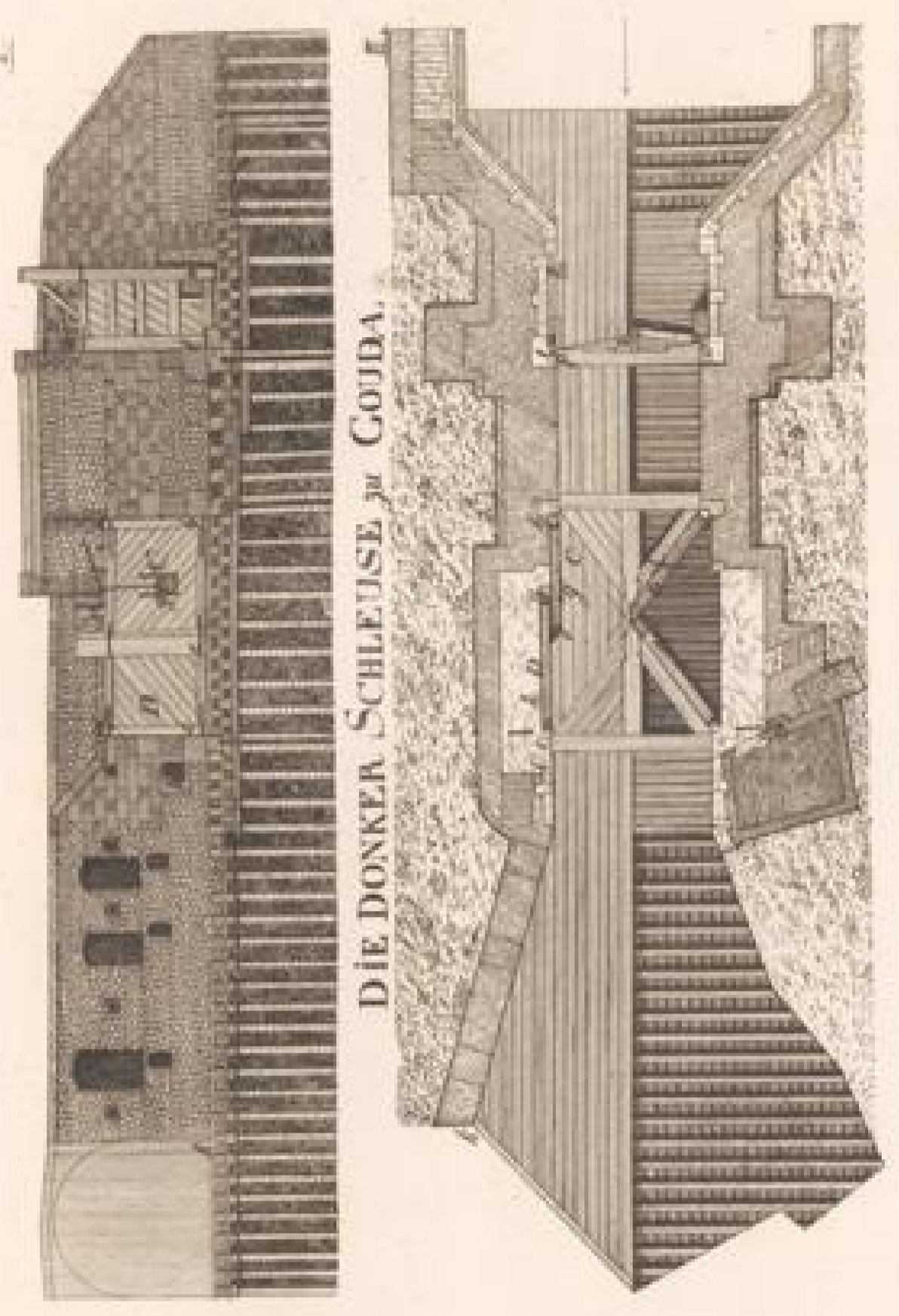
XIX

XX

Für Schleusen... 100 Fuß

Scale bar and label: 0 10 20 30 40 50 60 70 80 90 100 Fuß

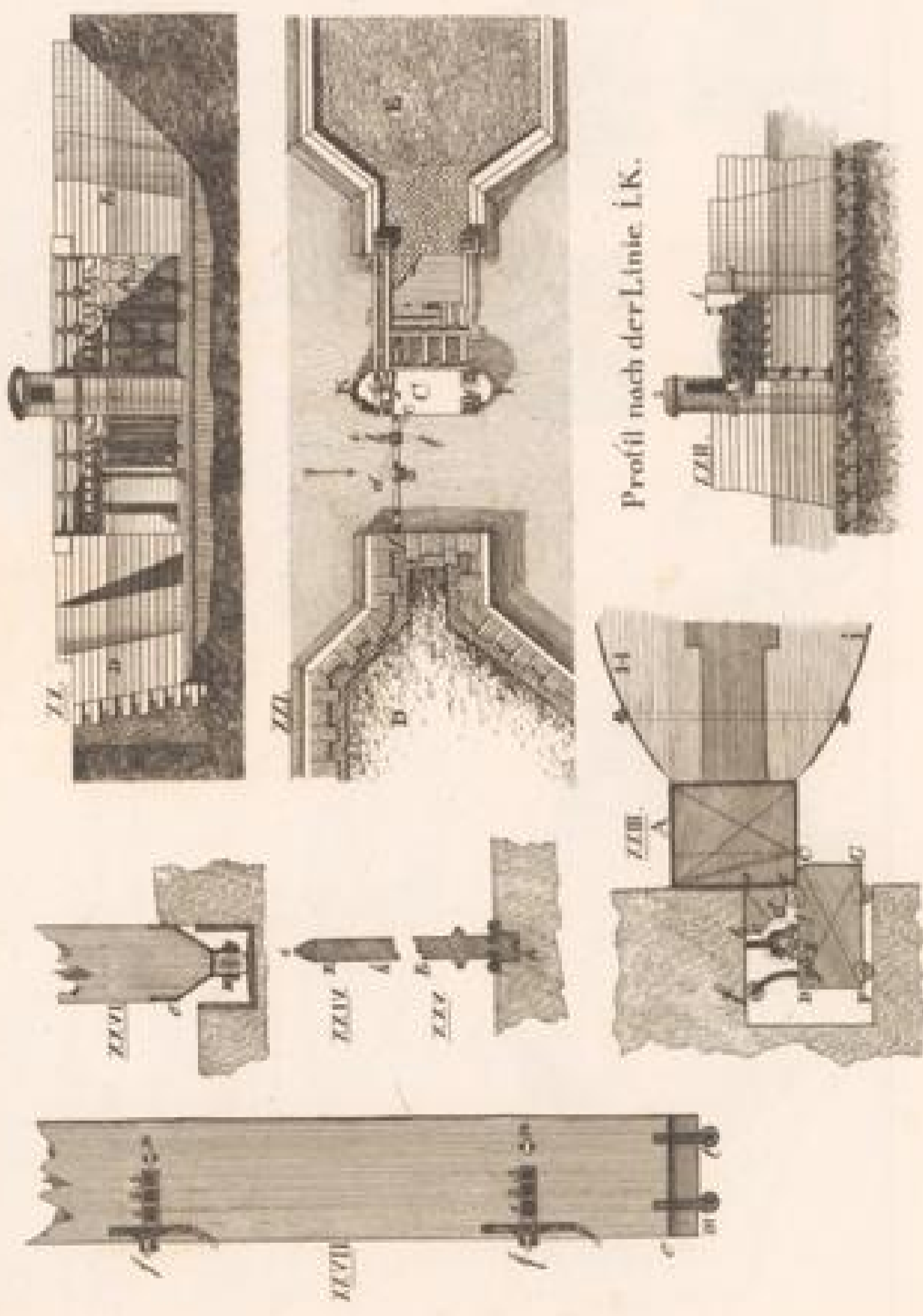
I



DIE DONKER SCHLEUSE zu GOUDA.

Scale bar and label: 0 10 20 30 40 50 60 70 80 90 100 Fuß

SPÜHL-SCHLEUSE zu TRÉPORT.



XXI

XXII

XXIII

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XXVI

XXVII

XXVIII

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XXXI

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XXXVIII

XXXIX

XL

XLI

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XLIII

XLIV

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XLVI

Profil nach der Linie I.K.

XLVII

XLVIII

XLIX

L

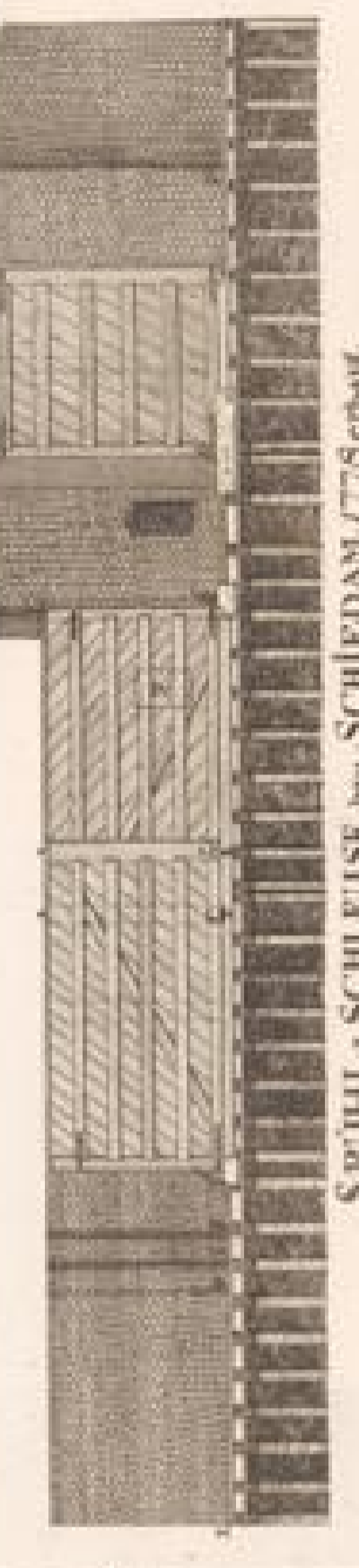
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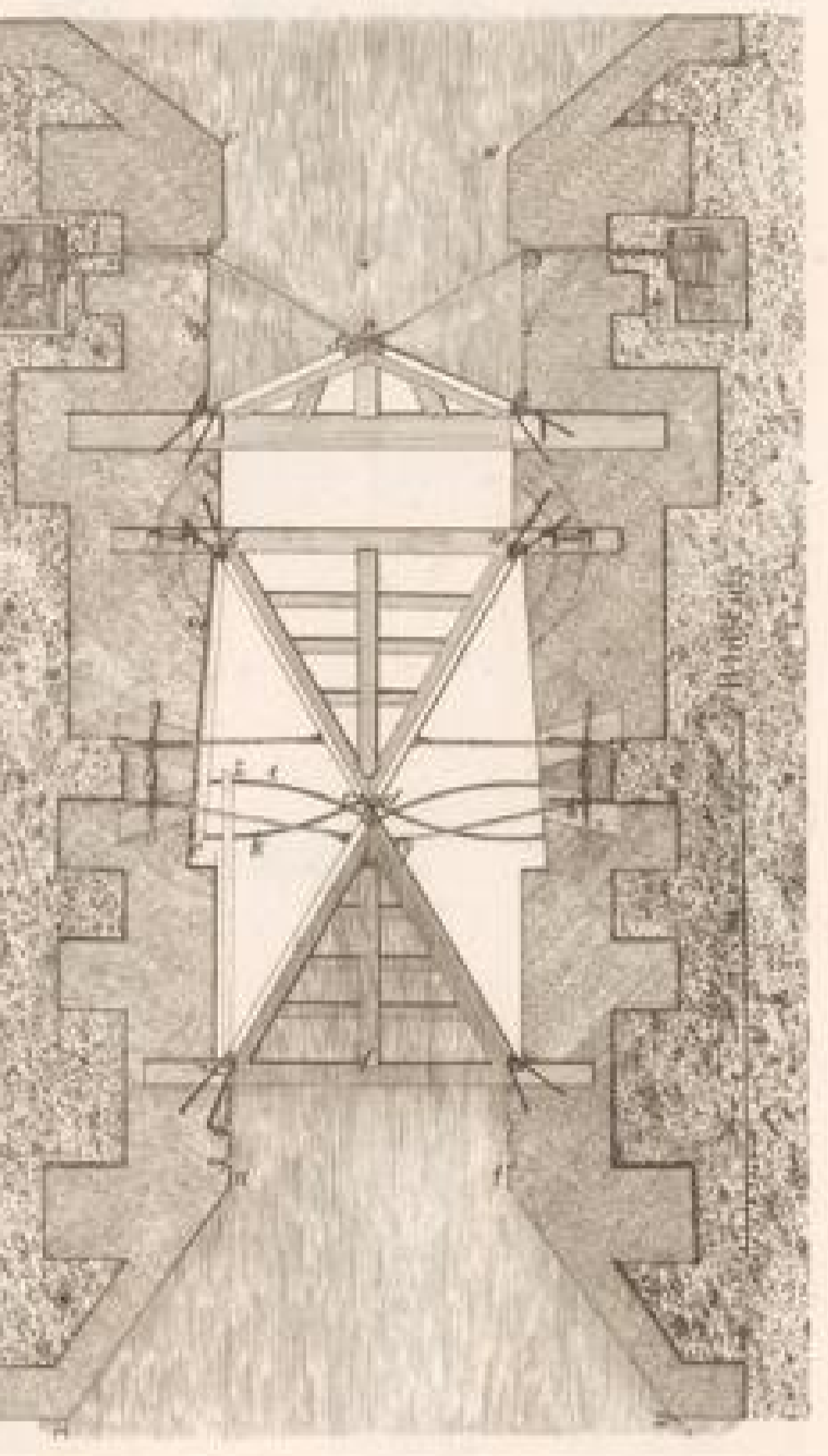
L

V

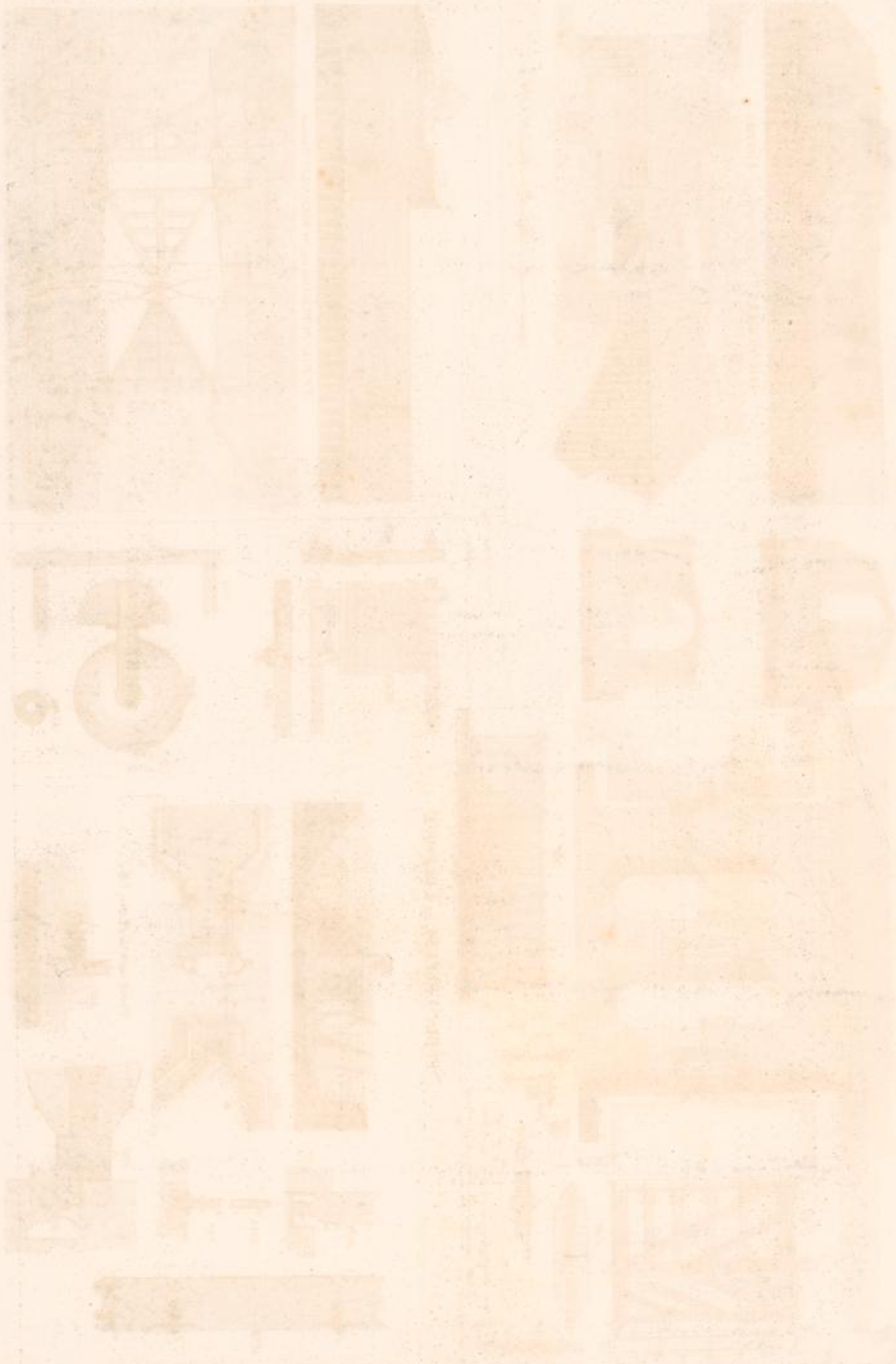


SPÜHL-SCHLEUSE bei SCHLEDANA, 775 erbaut.

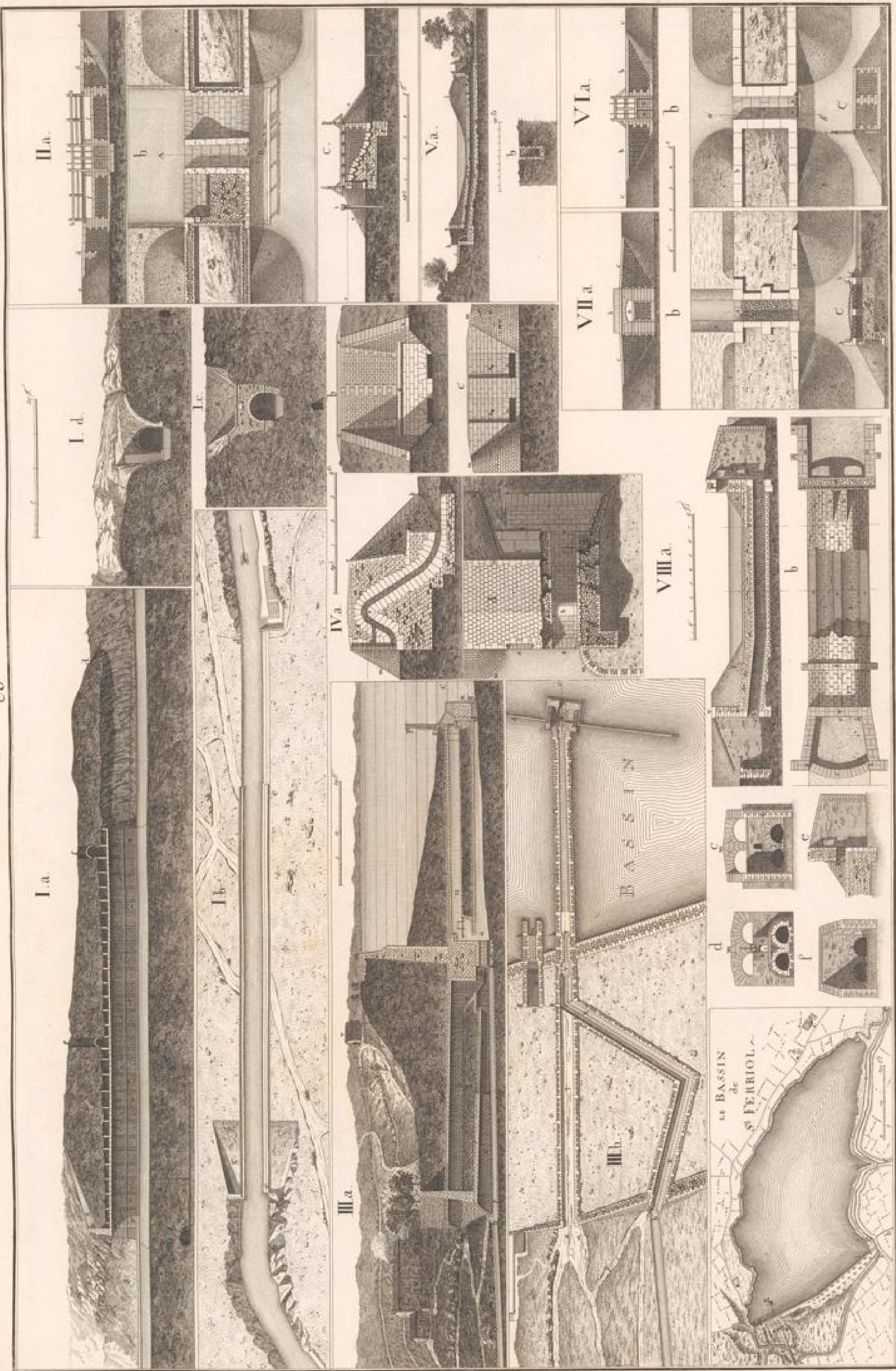
VI



Profil



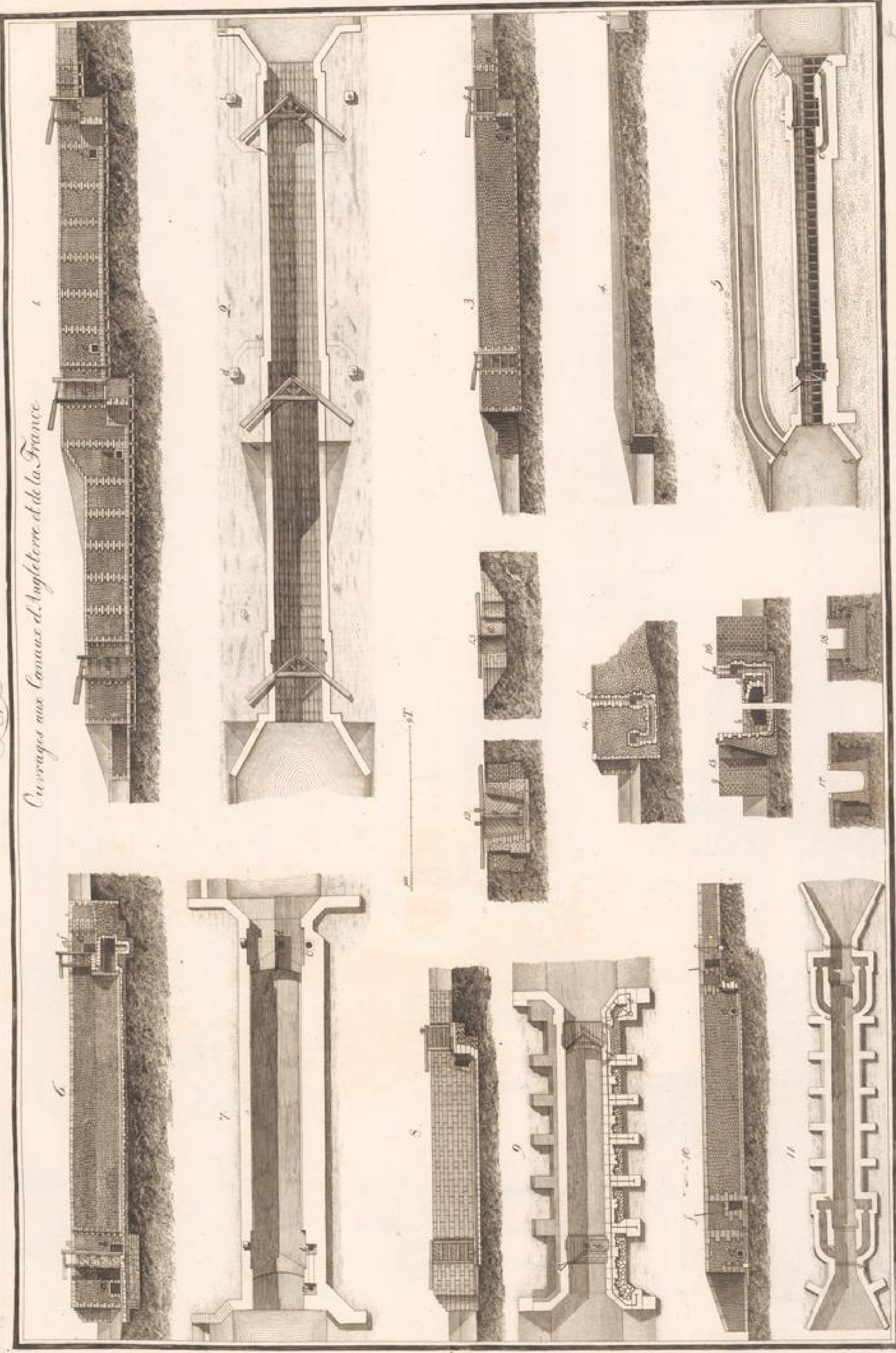


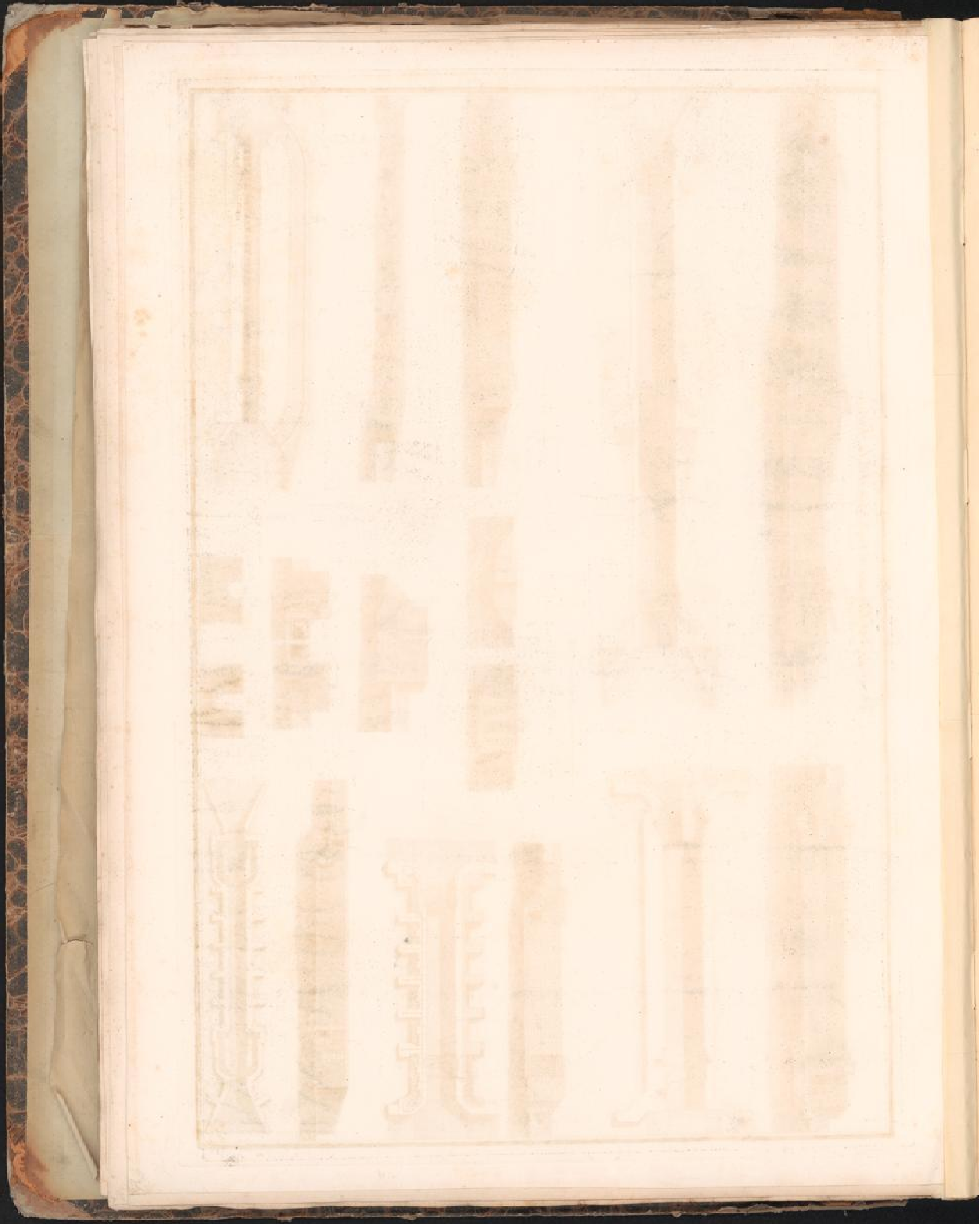


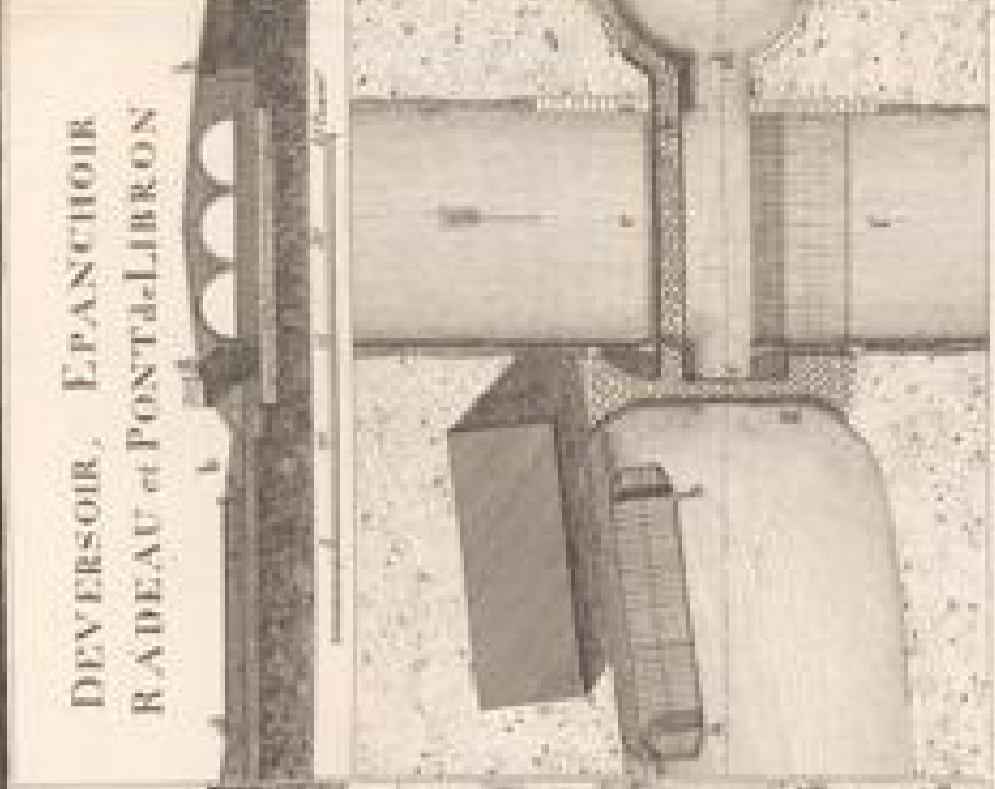


812

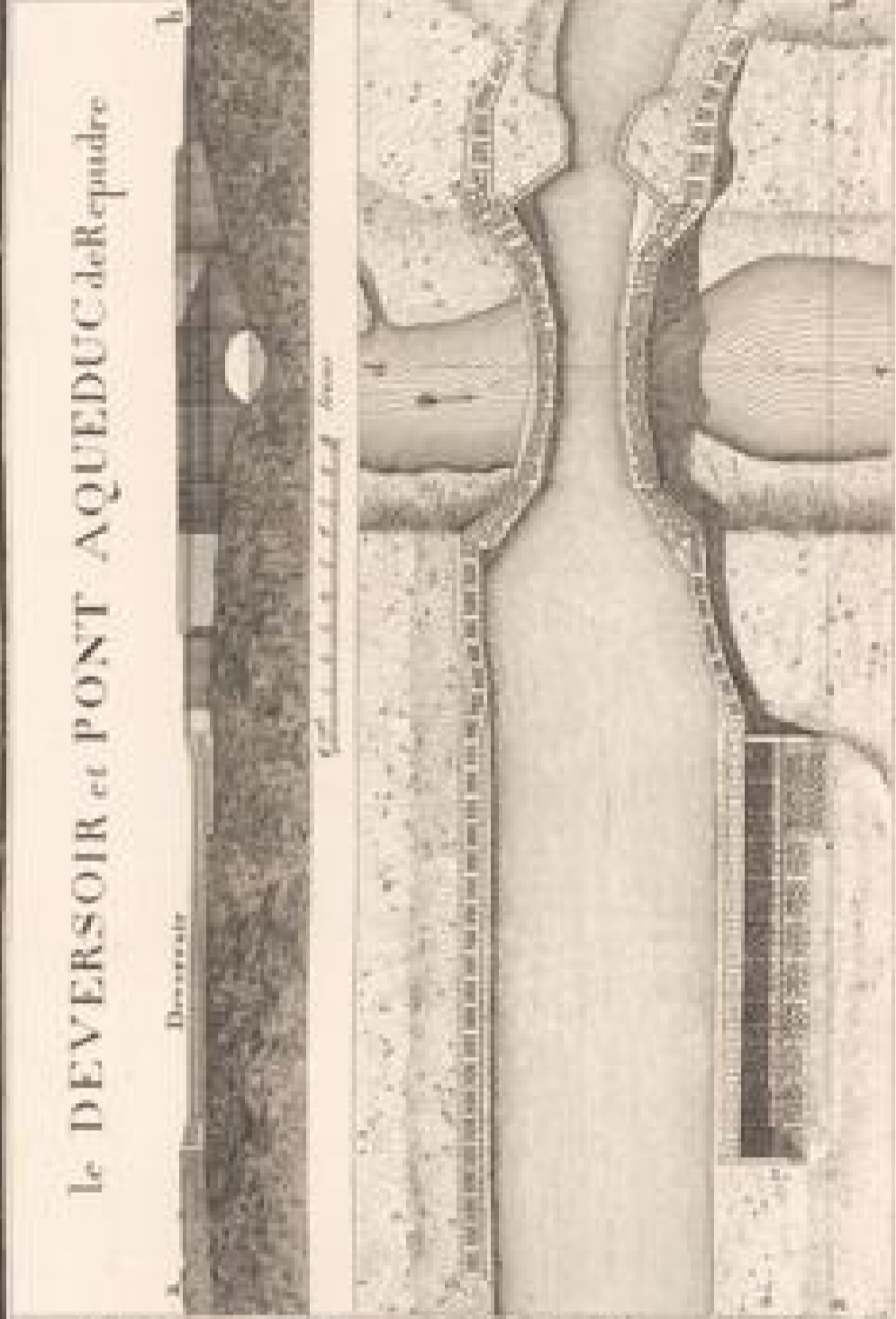
*Couvrages aux Canaux d'Angleterre et de la France*



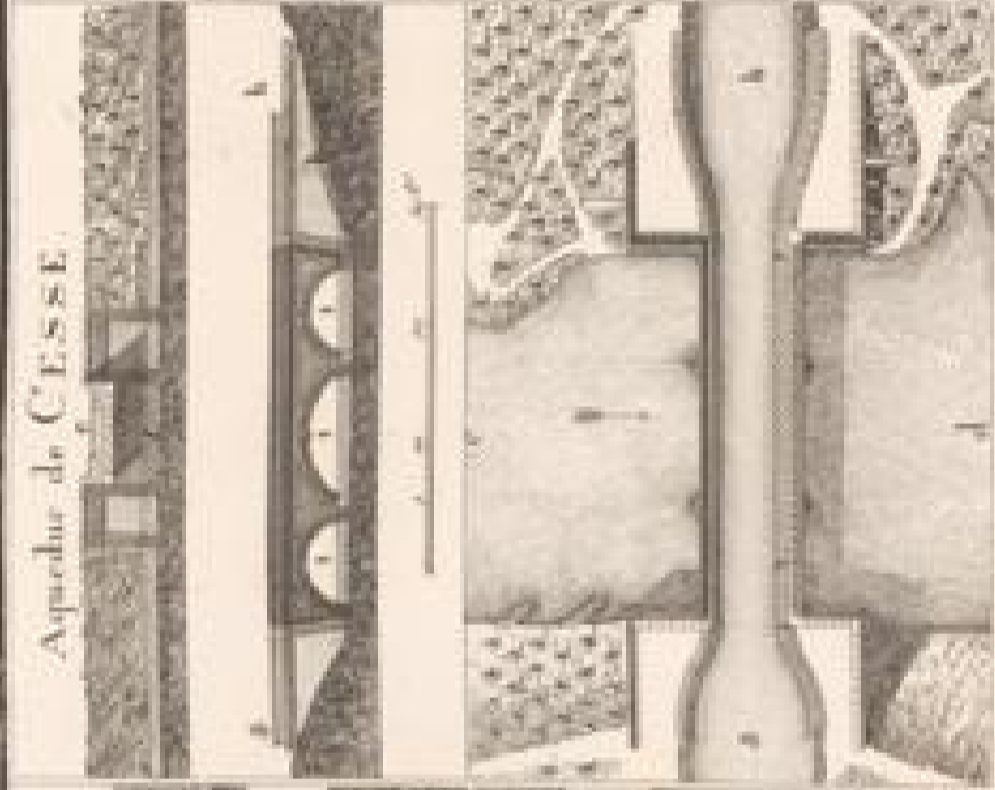




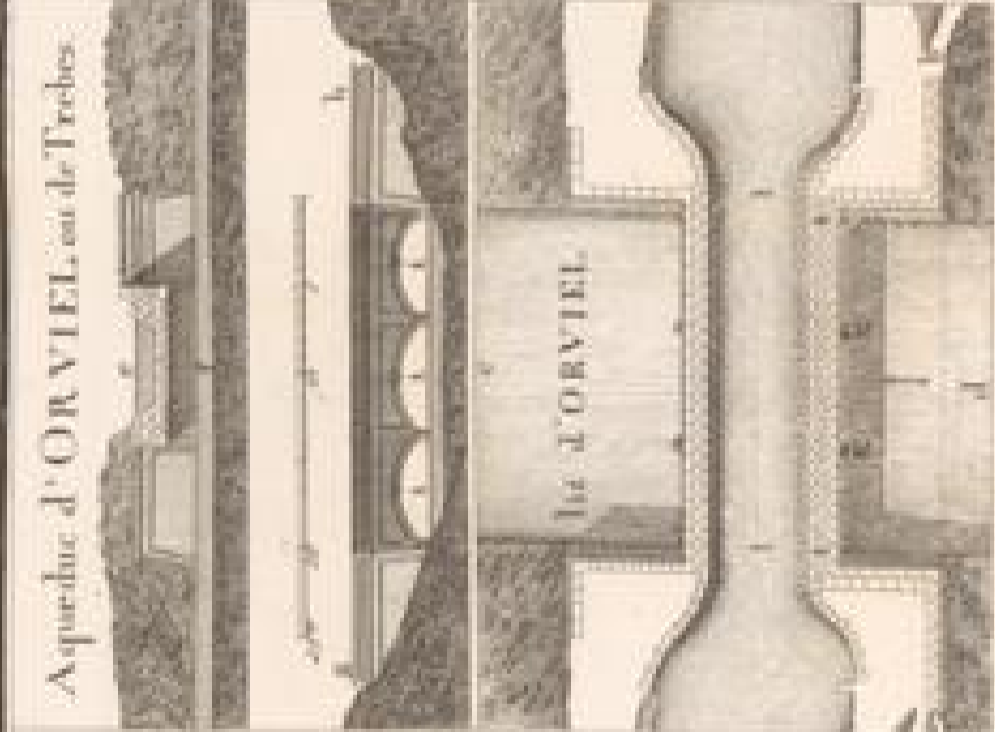
DEVERSOIR, EPANCHOIR RADEAU et PONT de LIBRON



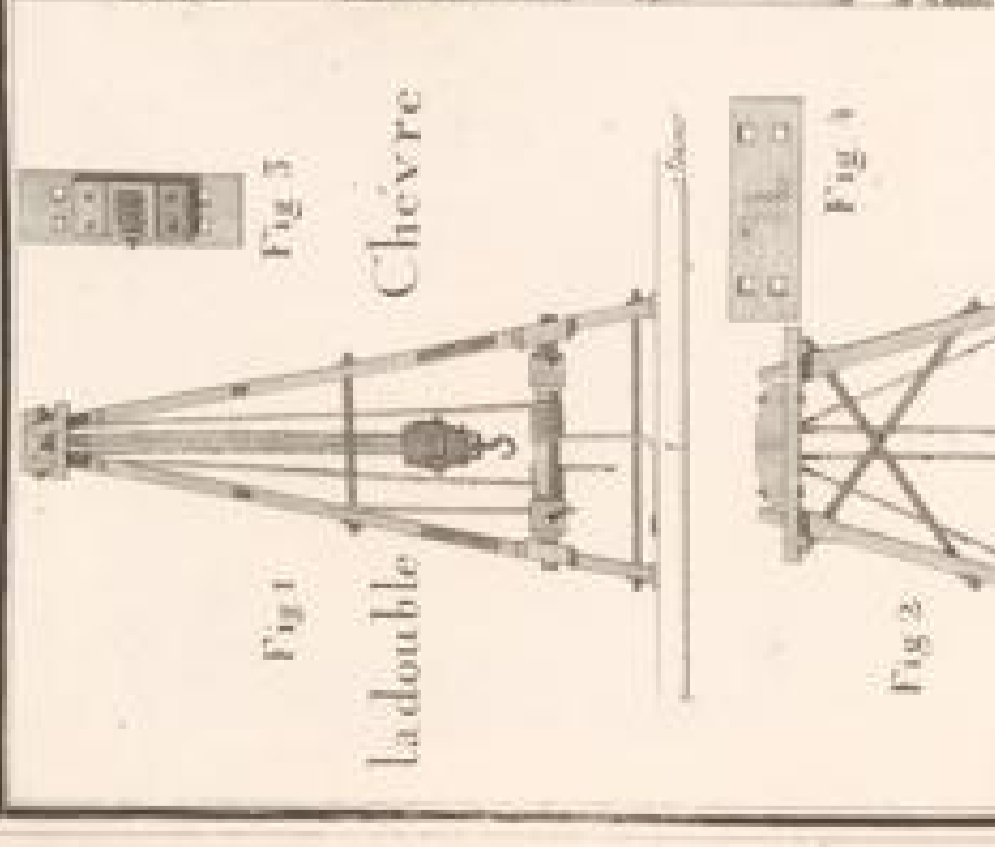
le DEVERSOIR et PONT AQUEDEC de Repudre



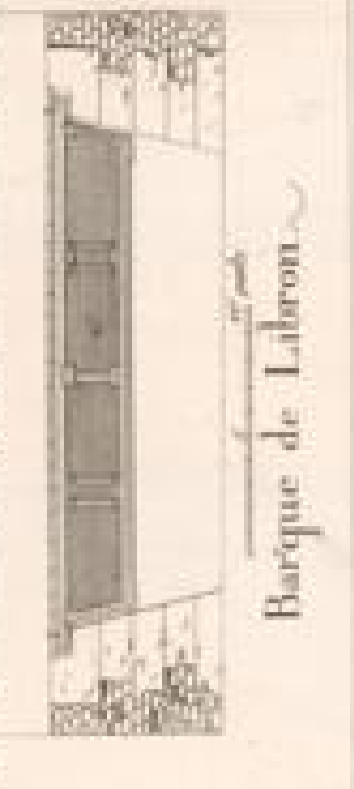
Aqueduc de CÉSSE



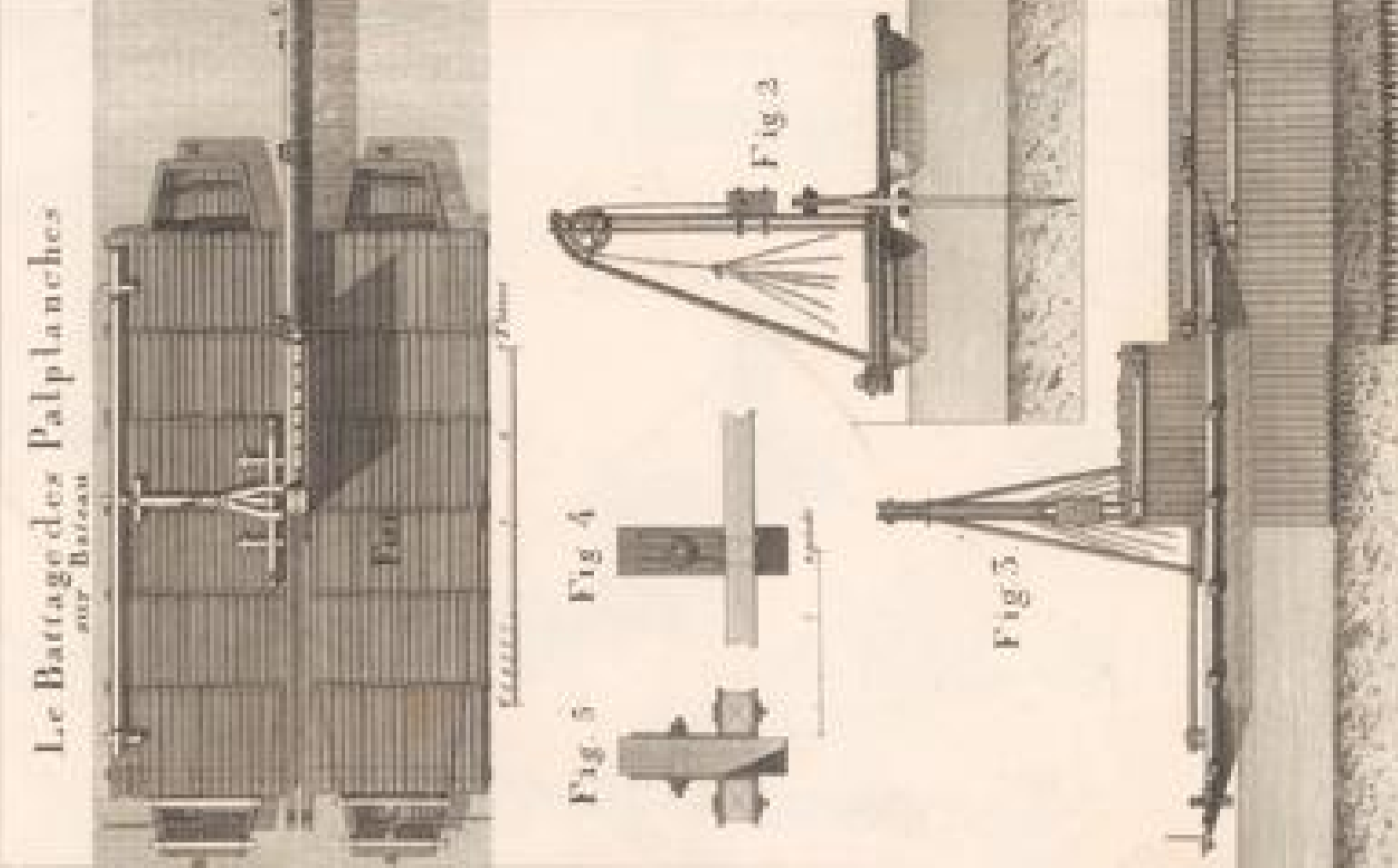
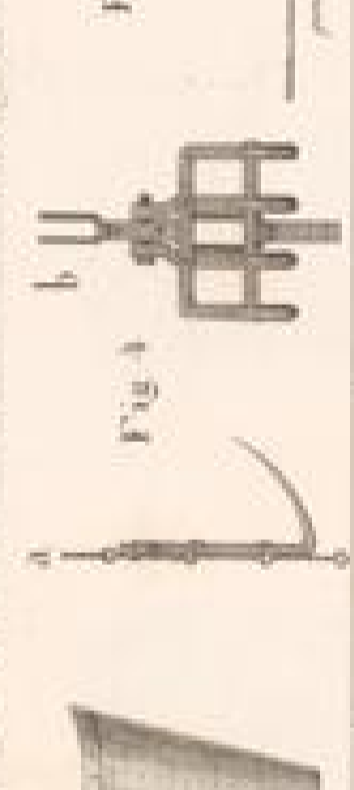
Aqueduc d'ORVIEL ou de Trebes



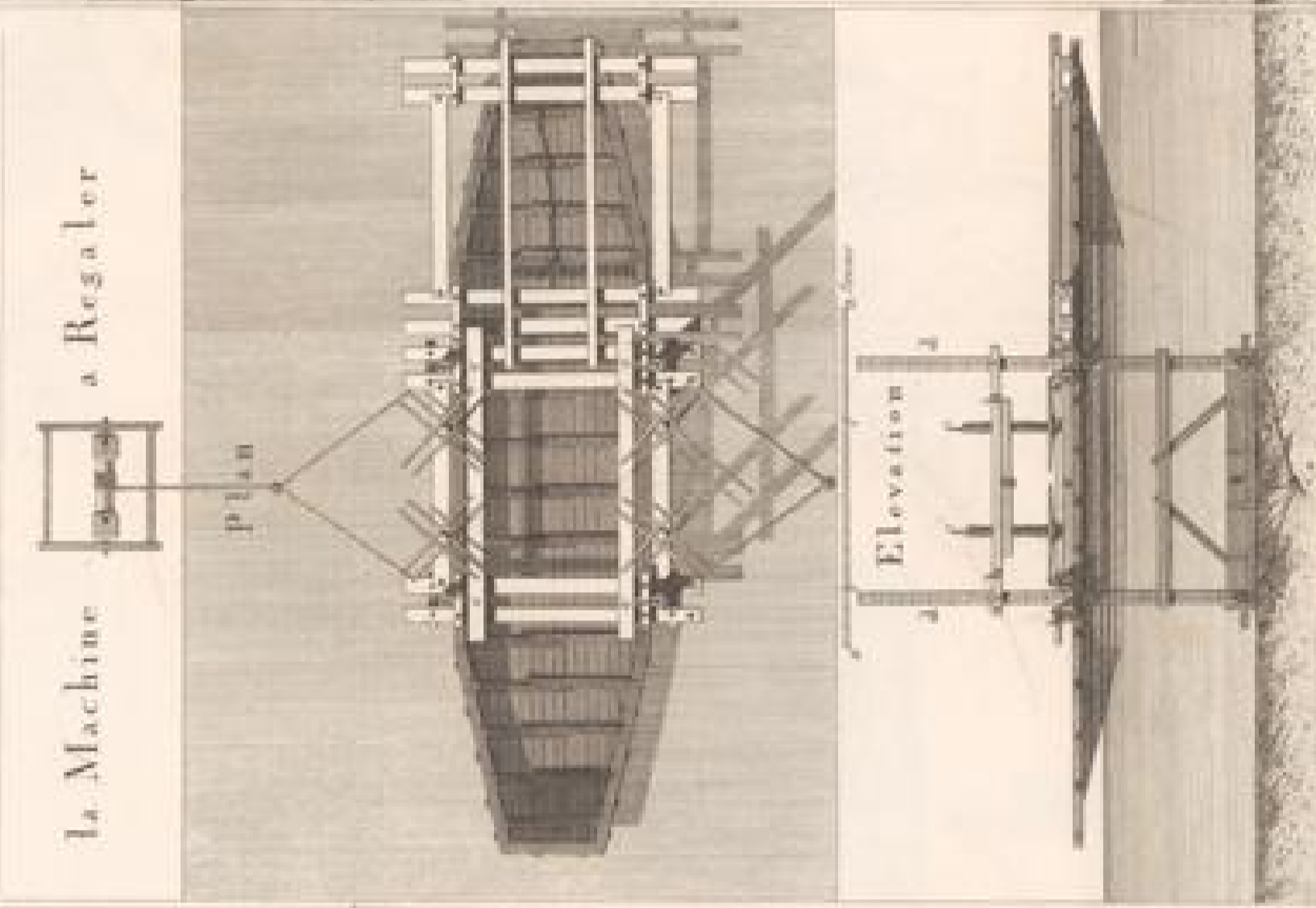
la double Chèvre



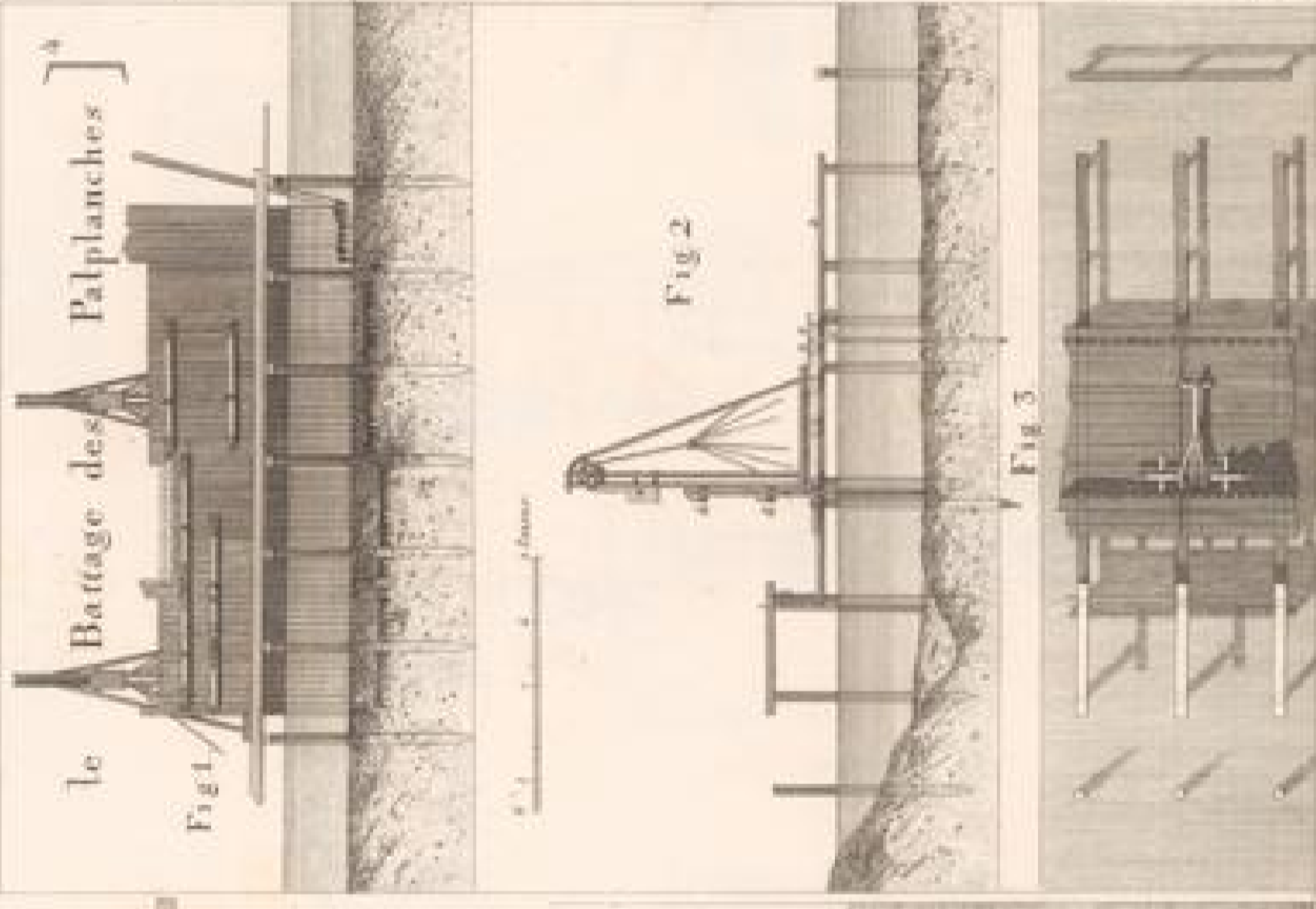
Barque de Libron



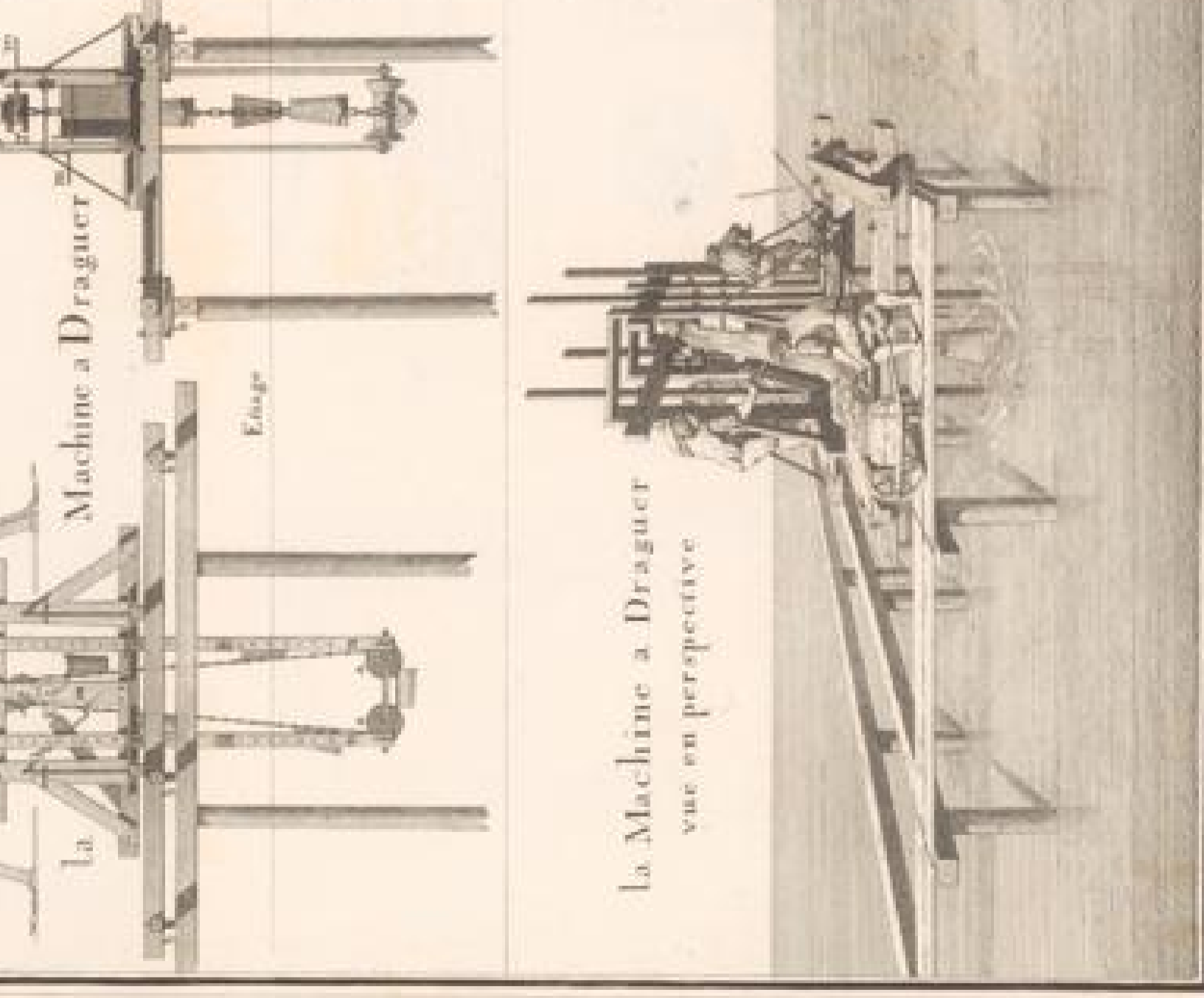
Le Battage des Palplanches sur Bâton



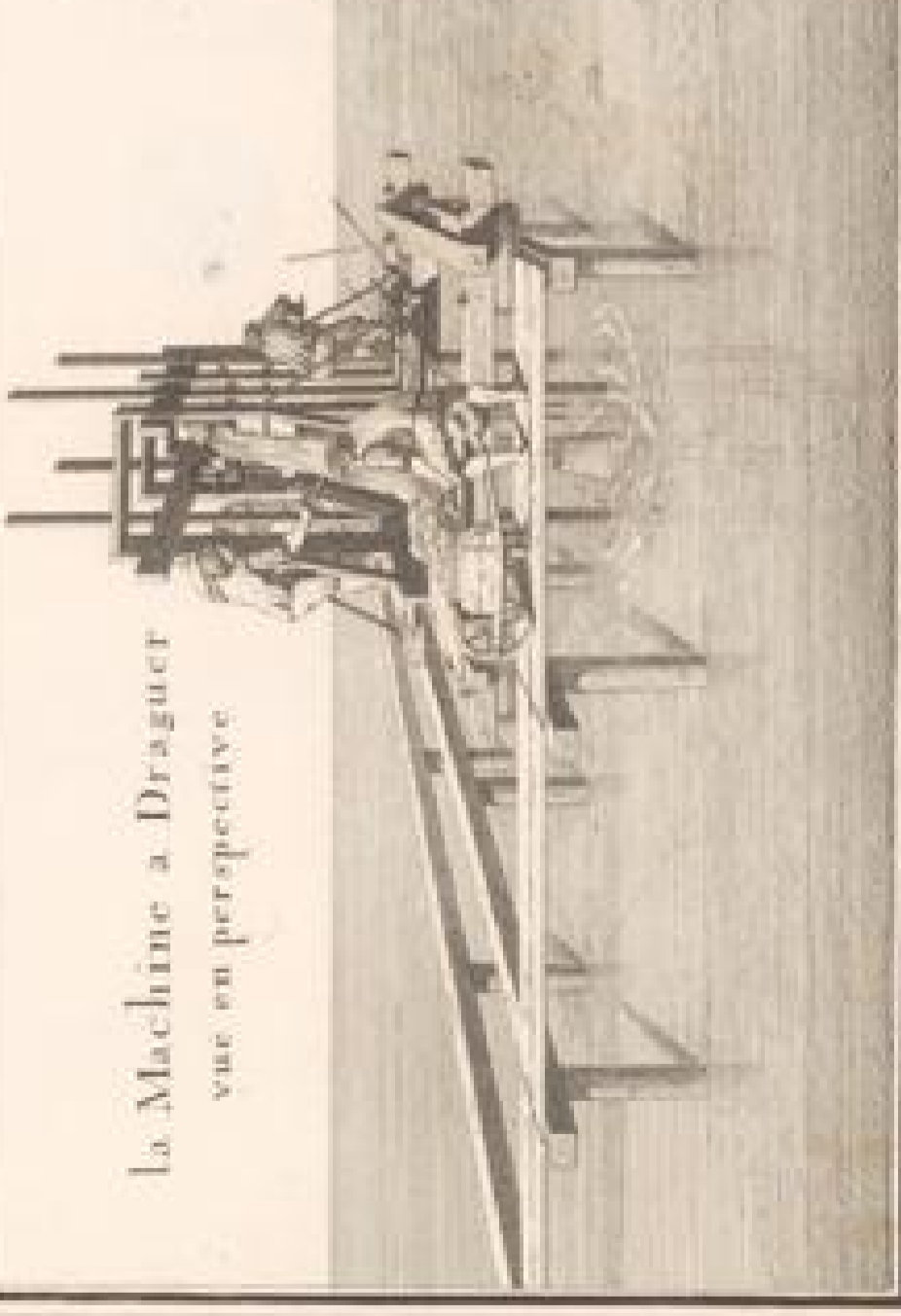
la Machine à Regaler



le Battage des Palplanches

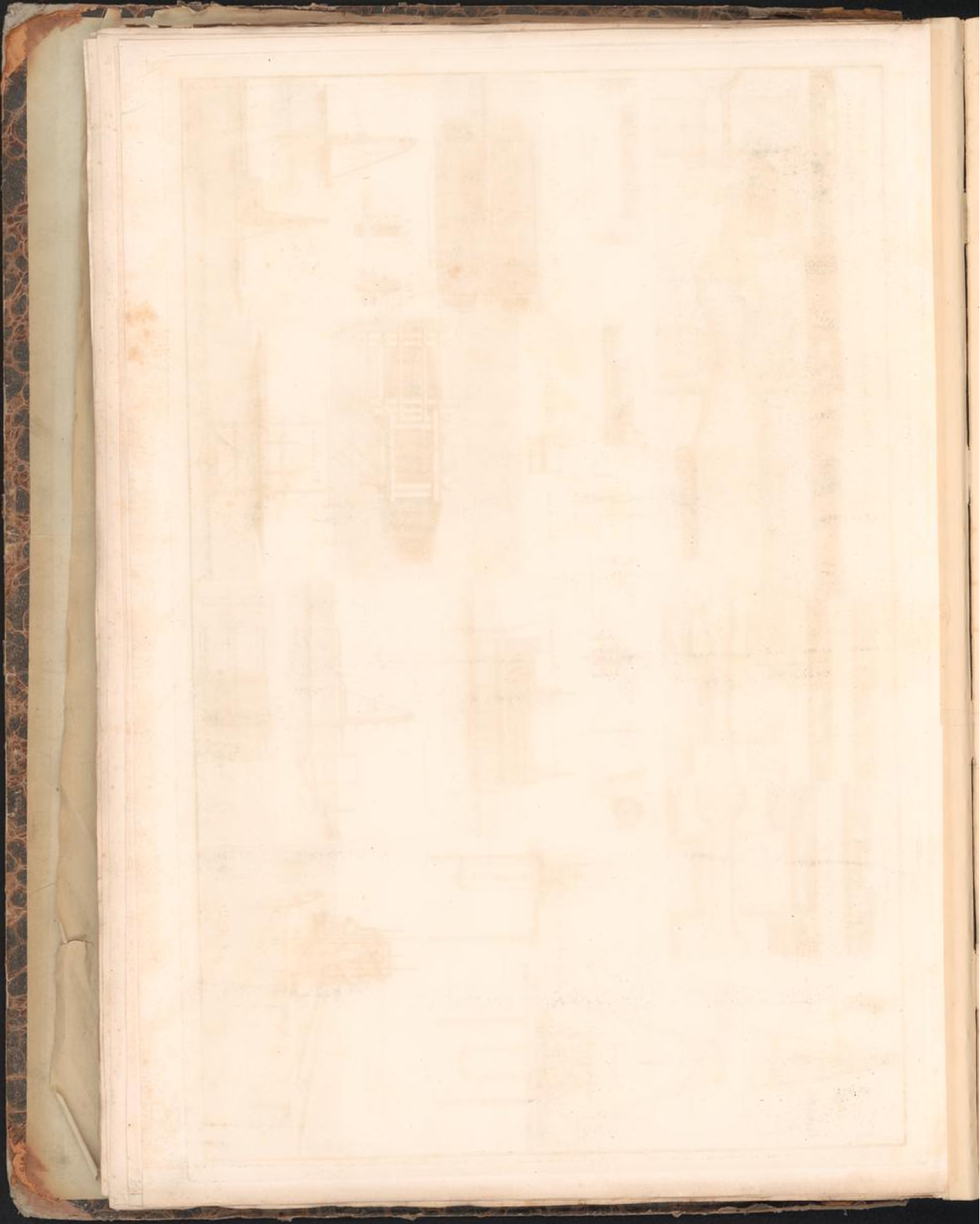


la Machine à Draguer

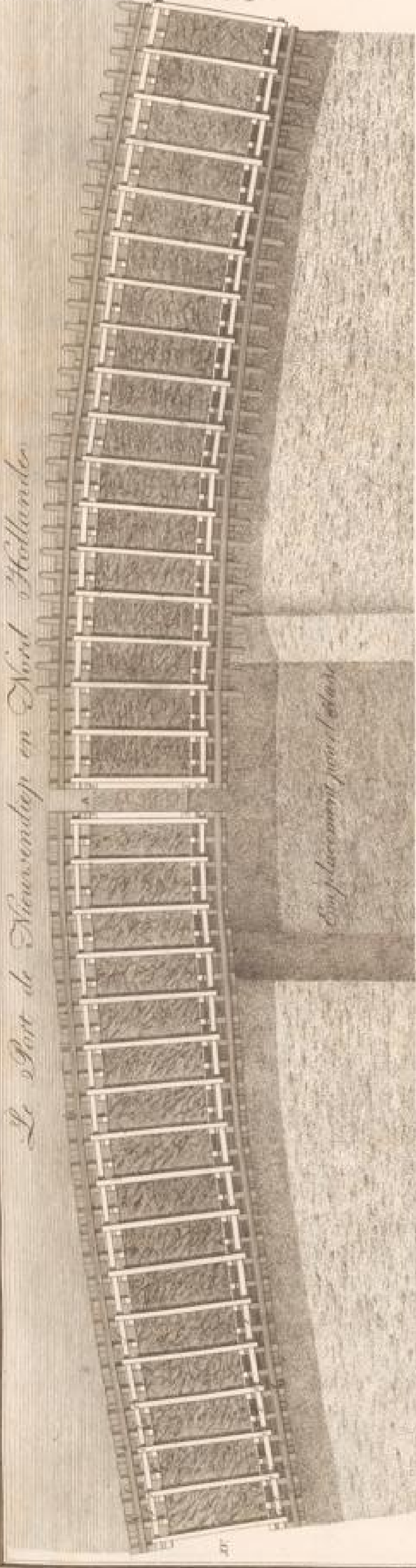
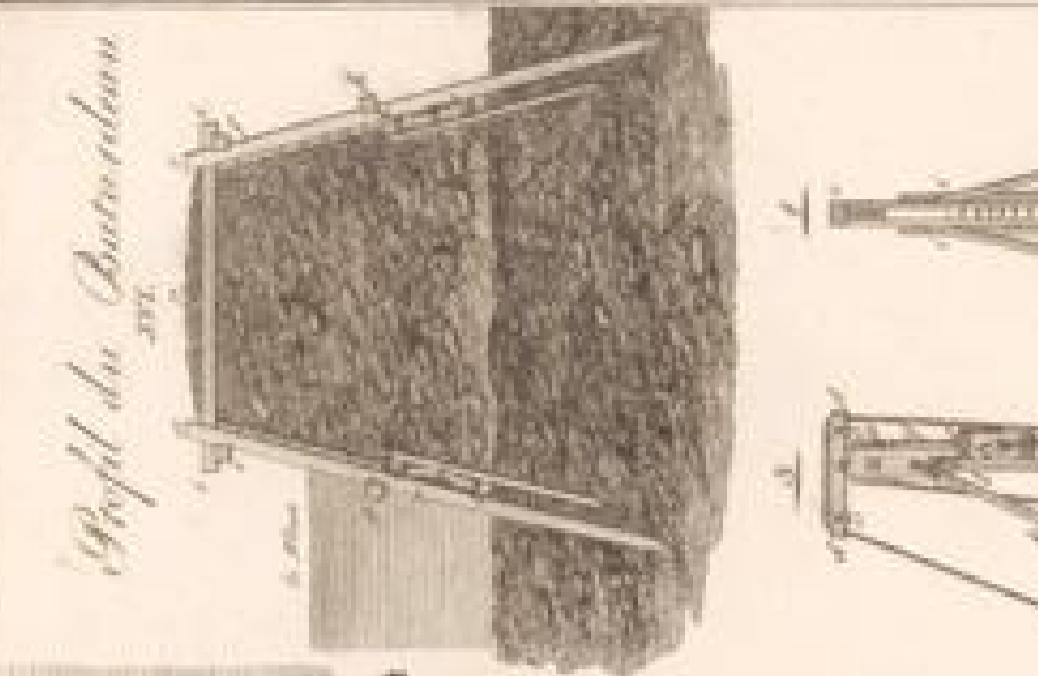


la Machine à Draguer vue en perspective

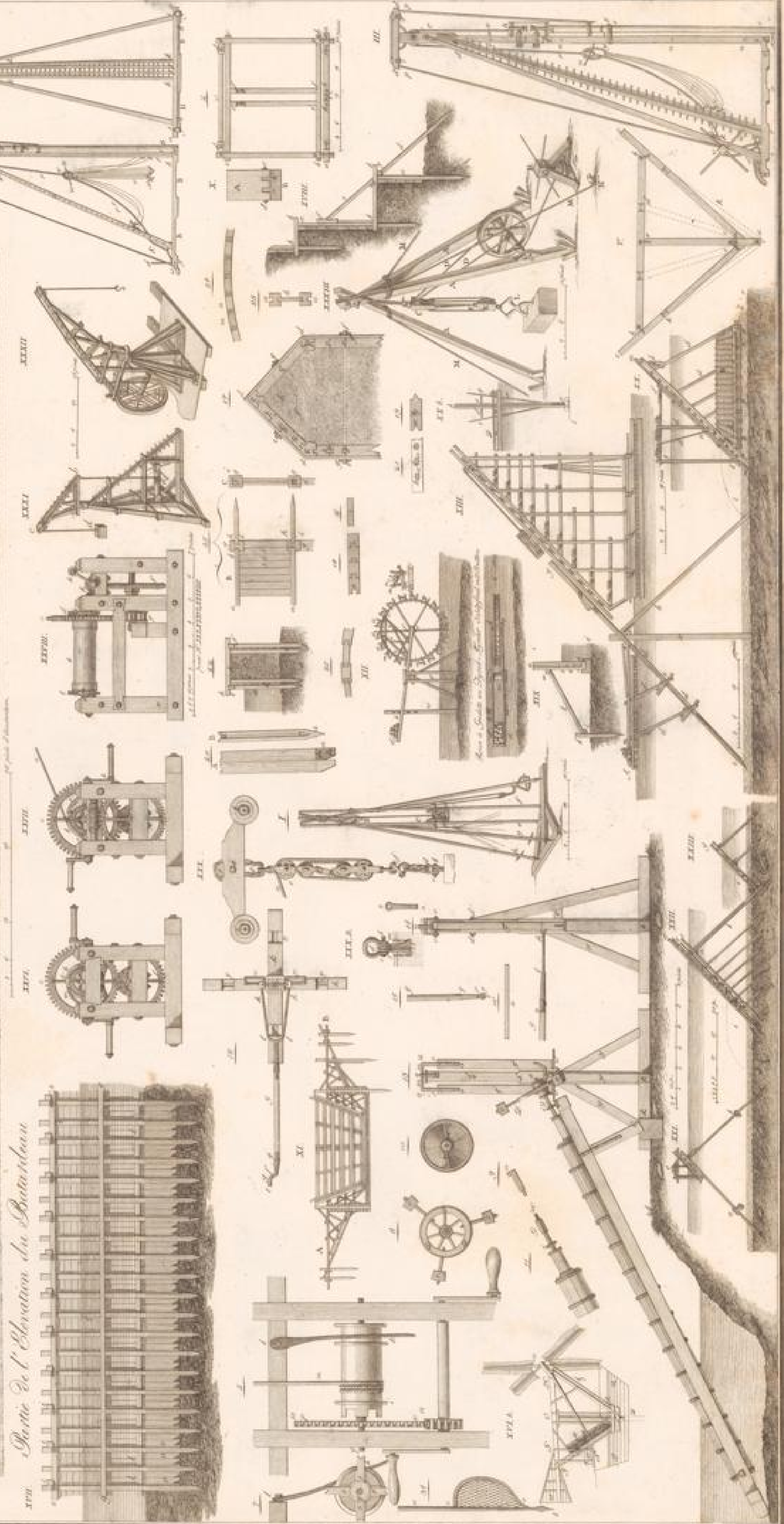
Fig. 1 Fig. 2 Fig. 3 Fig. 4 Fig. 5 Fig. 6 Fig. 7 Fig. 8 Fig. 9 Fig. 10 Fig. 11 Fig. 12 Fig. 13 Fig. 14 Fig. 15 Fig. 16 Fig. 17 Fig. 18 Fig. 19 Fig. 20 Fig. 21 Fig. 22 Fig. 23 Fig. 24 Fig. 25 Fig. 26 Fig. 27 Fig. 28 Fig. 29 Fig. 30 Fig. 31 Fig. 32 Fig. 33 Fig. 34 Fig. 35 Fig. 36 Fig. 37 Fig. 38 Fig. 39 Fig. 40 Fig. 41 Fig. 42 Fig. 43 Fig. 44 Fig. 45 Fig. 46 Fig. 47 Fig. 48 Fig. 49 Fig. 50 Fig. 51 Fig. 52 Fig. 53 Fig. 54 Fig. 55 Fig. 56 Fig. 57 Fig. 58 Fig. 59 Fig. 60 Fig. 61 Fig. 62 Fig. 63 Fig. 64 Fig. 65 Fig. 66 Fig. 67 Fig. 68 Fig. 69 Fig. 70 Fig. 71 Fig. 72 Fig. 73 Fig. 74 Fig. 75 Fig. 76 Fig. 77 Fig. 78 Fig. 79 Fig. 80 Fig. 81 Fig. 82 Fig. 83 Fig. 84 Fig. 85 Fig. 86 Fig. 87 Fig. 88 Fig. 89 Fig. 90 Fig. 91 Fig. 92 Fig. 93 Fig. 94 Fig. 95 Fig. 96 Fig. 97 Fig. 98 Fig. 99 Fig. 100

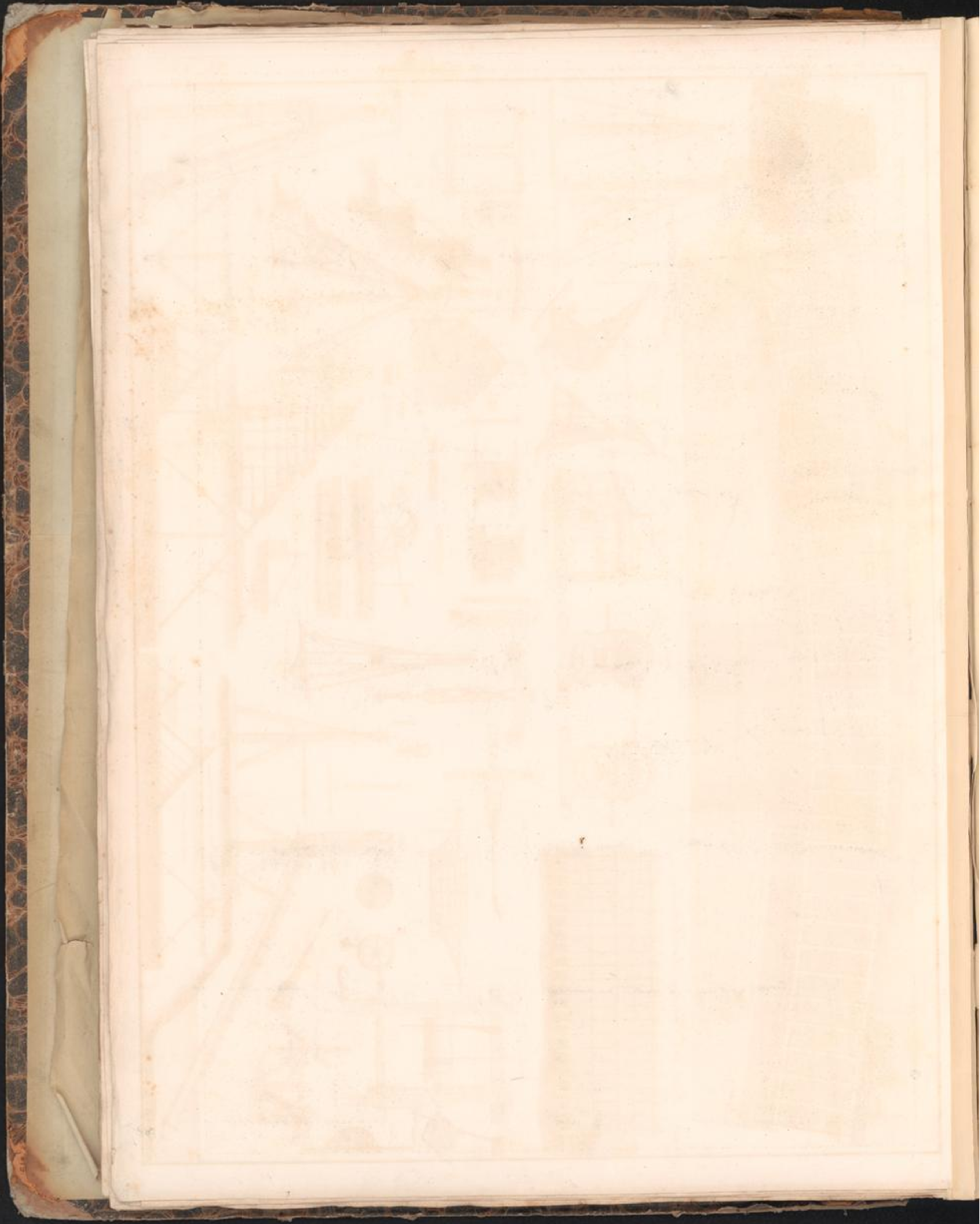


Le Port de Newwendap en Nord Hollande



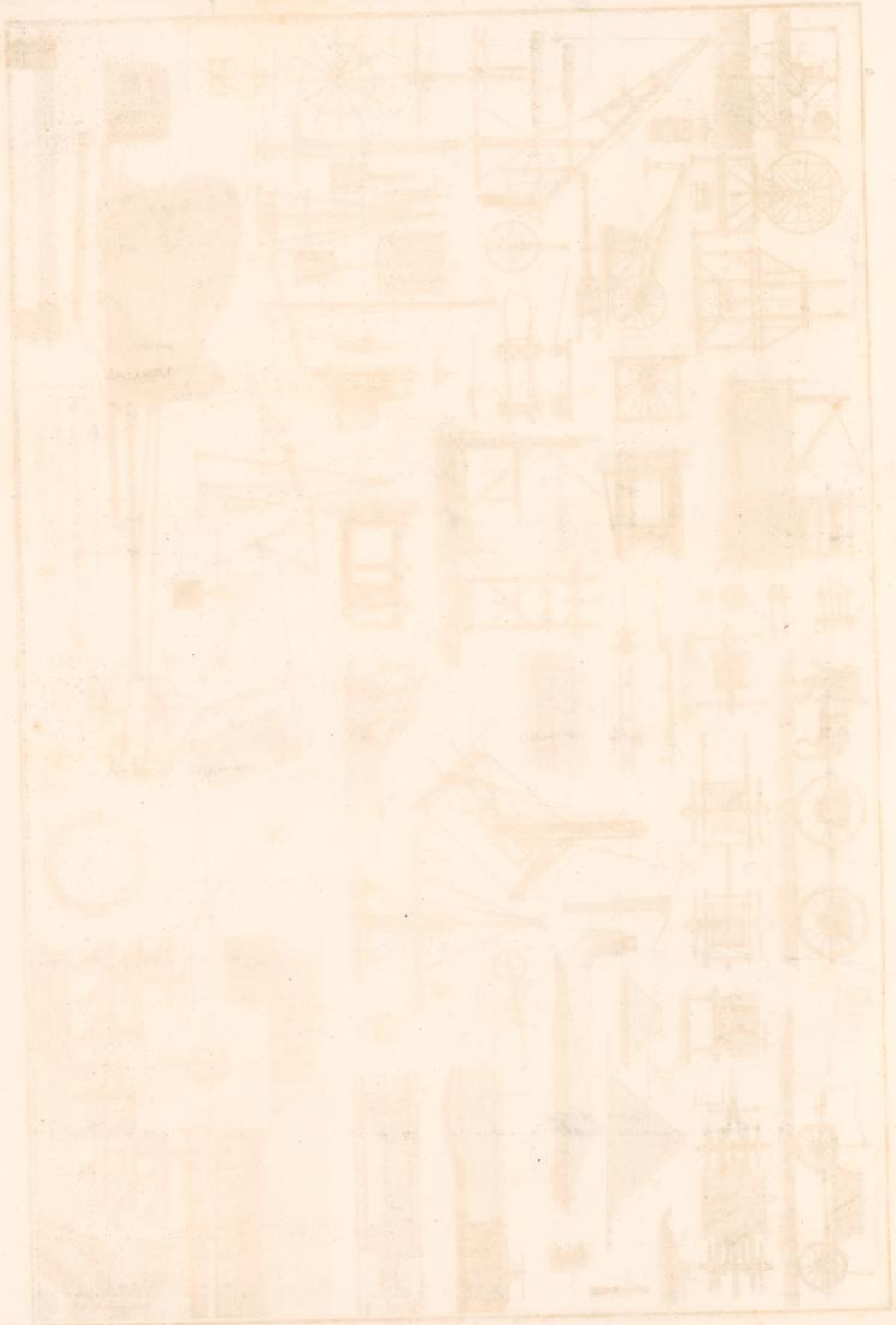
Partie de l'Observatoire du Batardeau

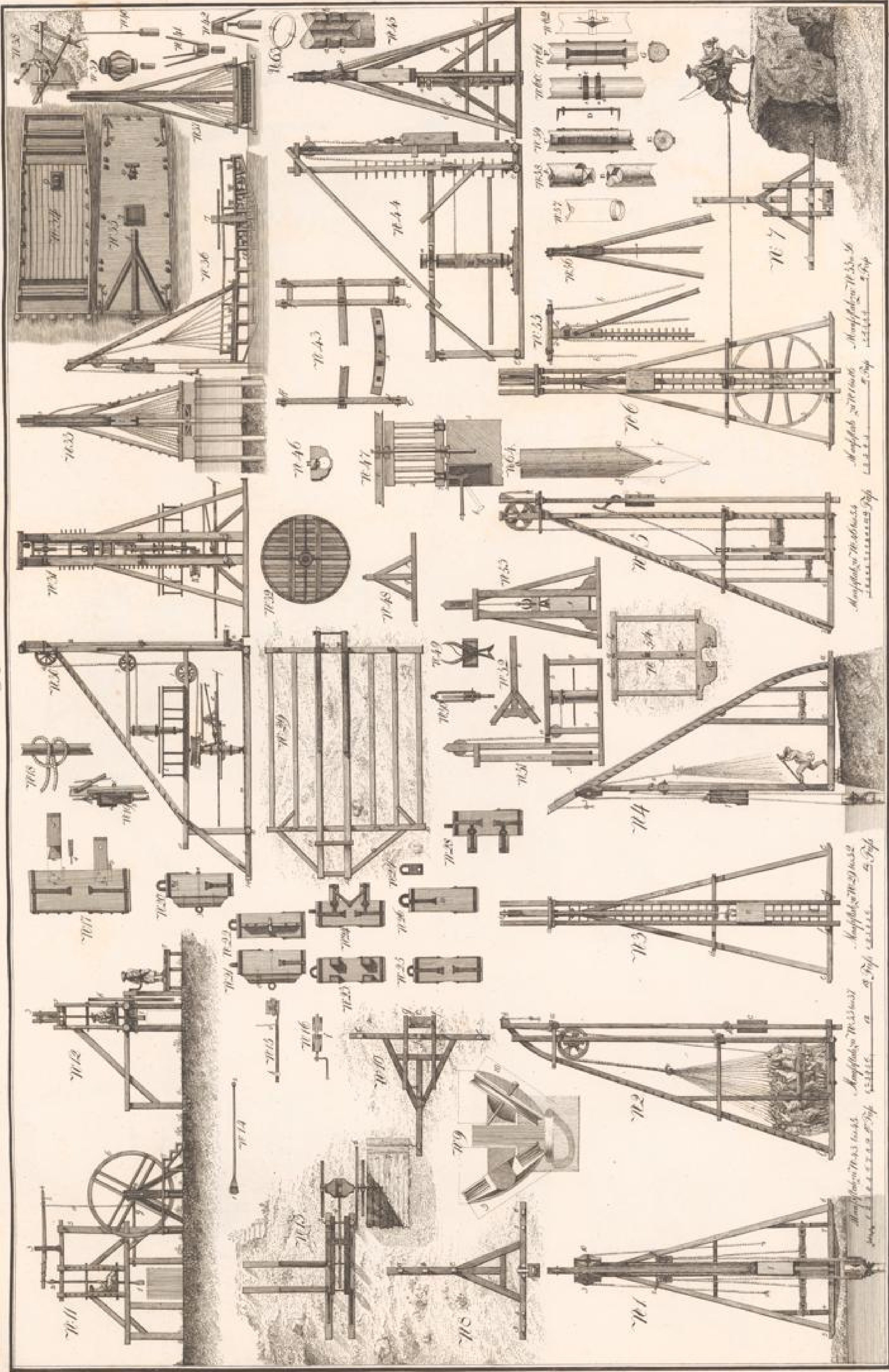




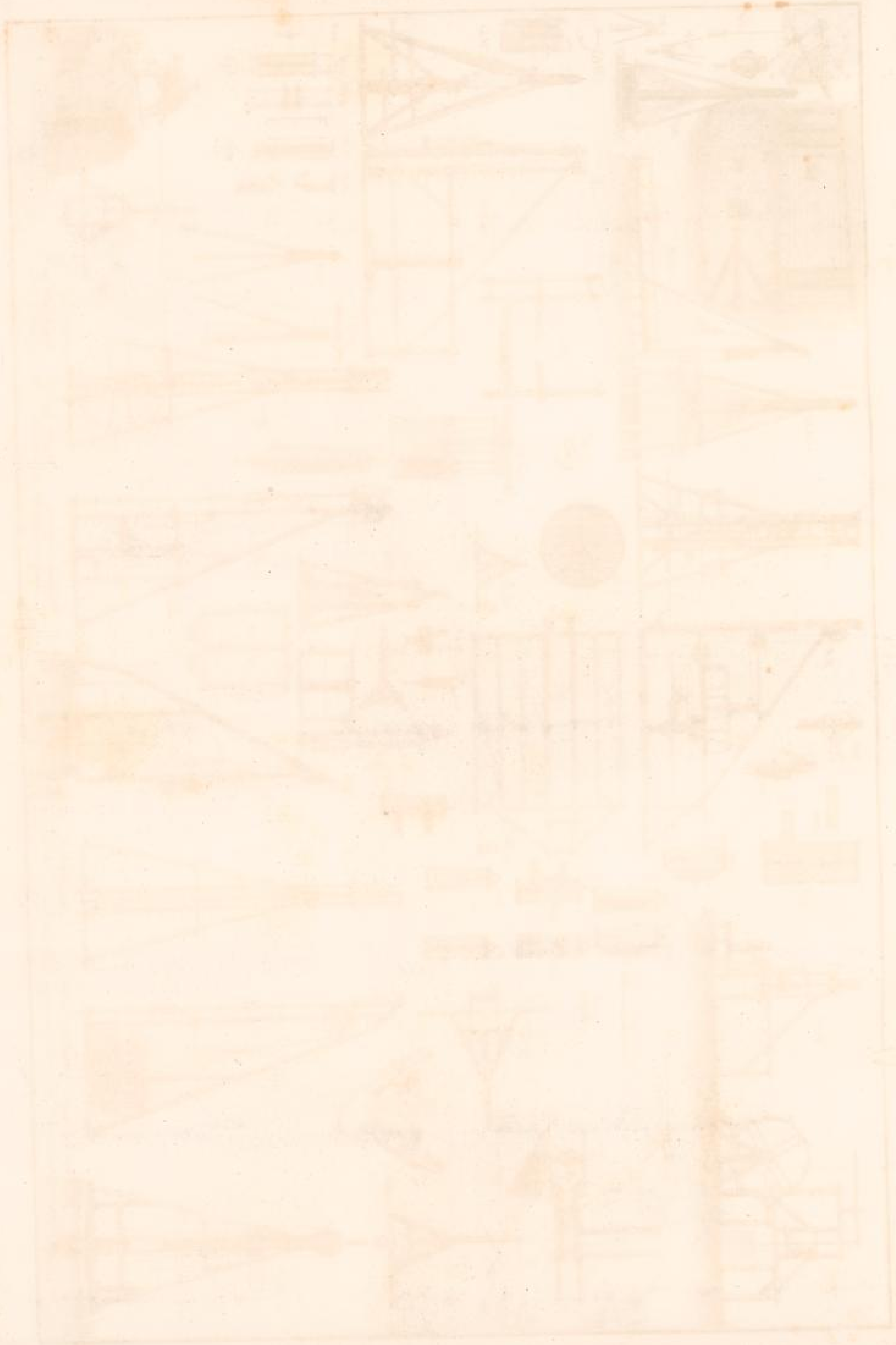


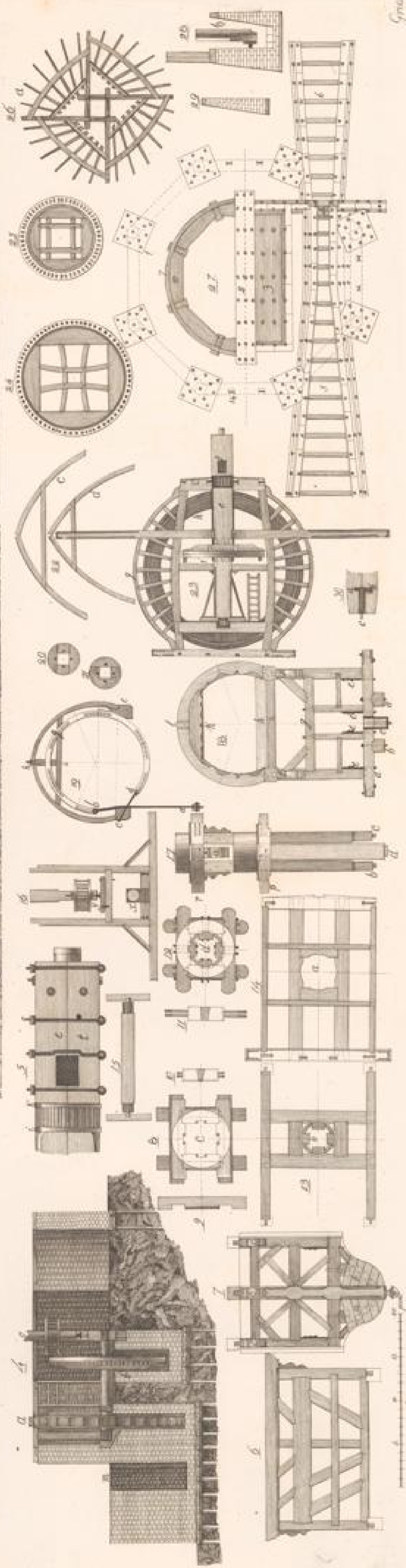
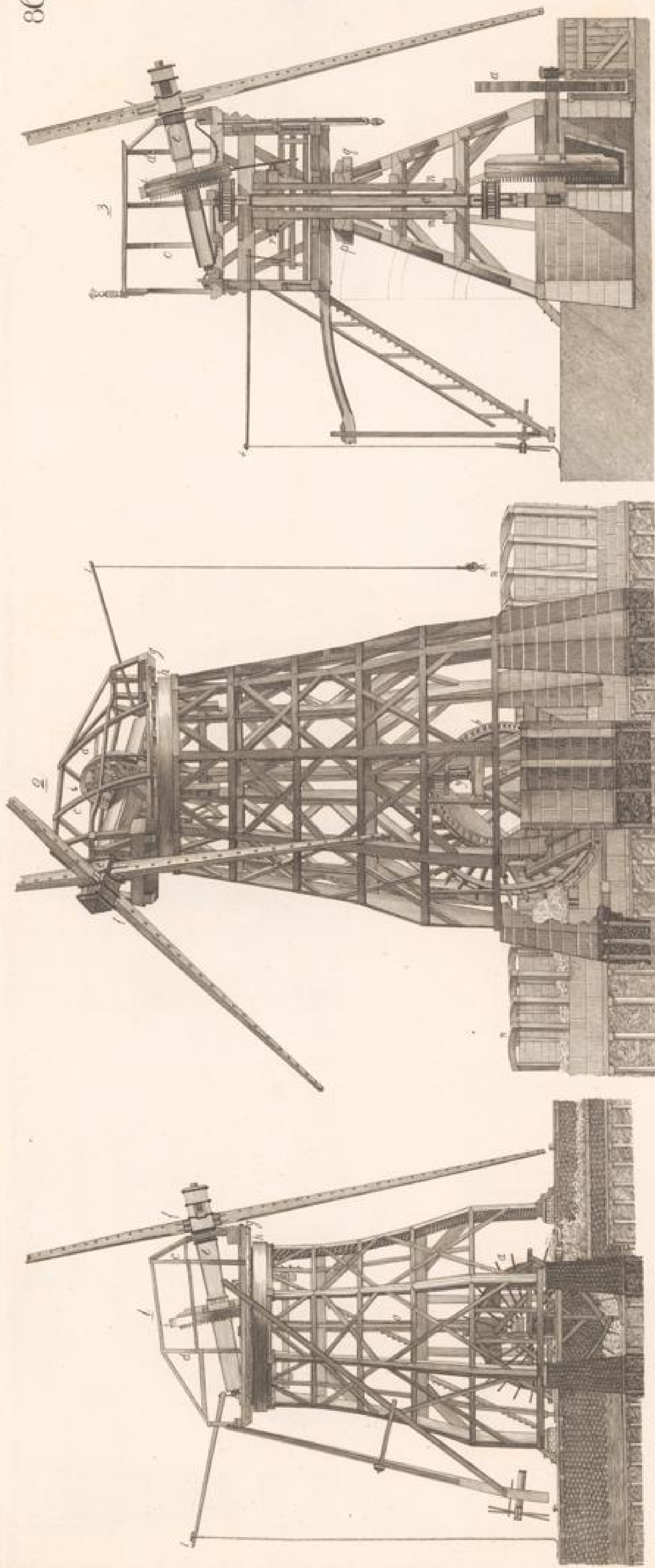




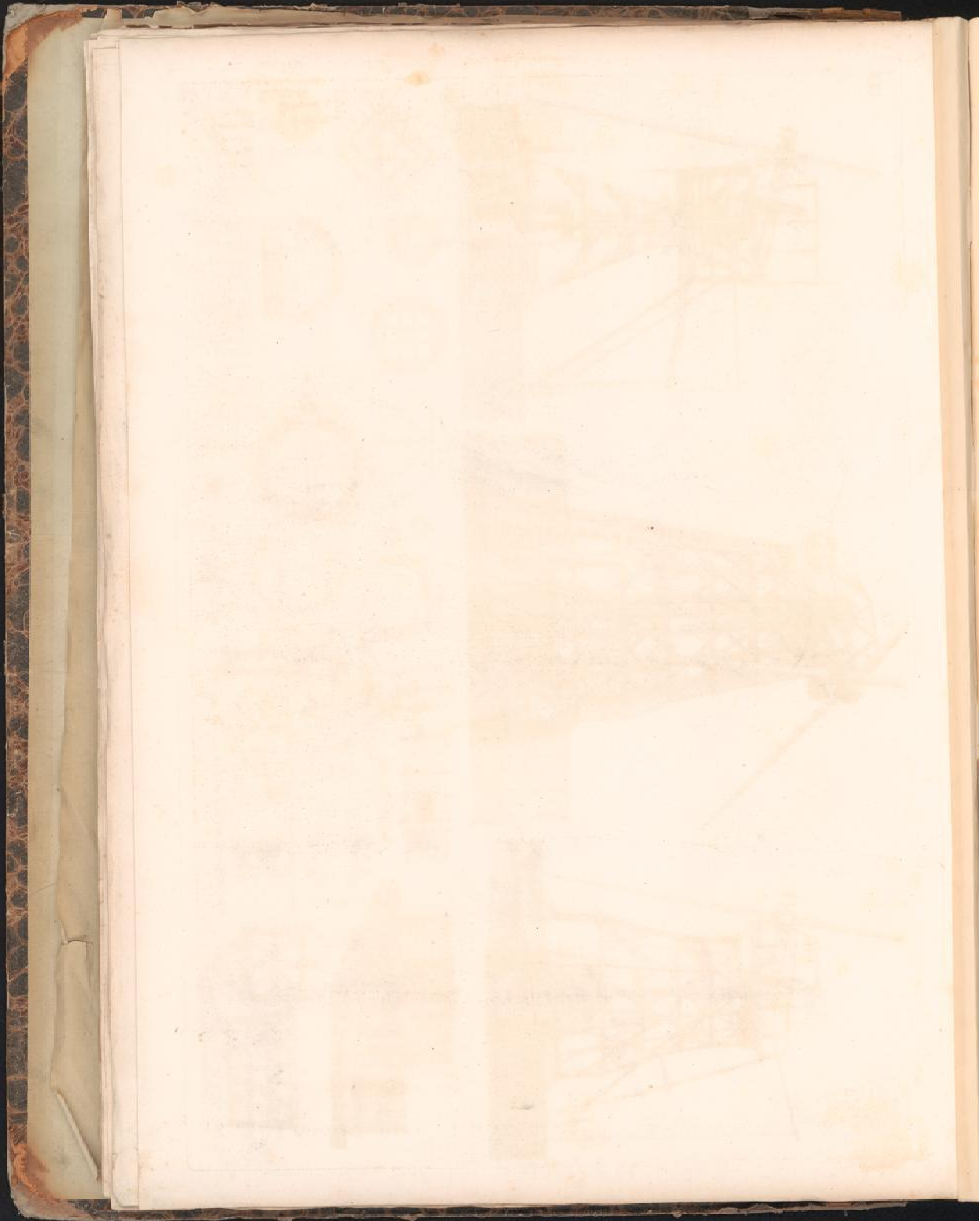


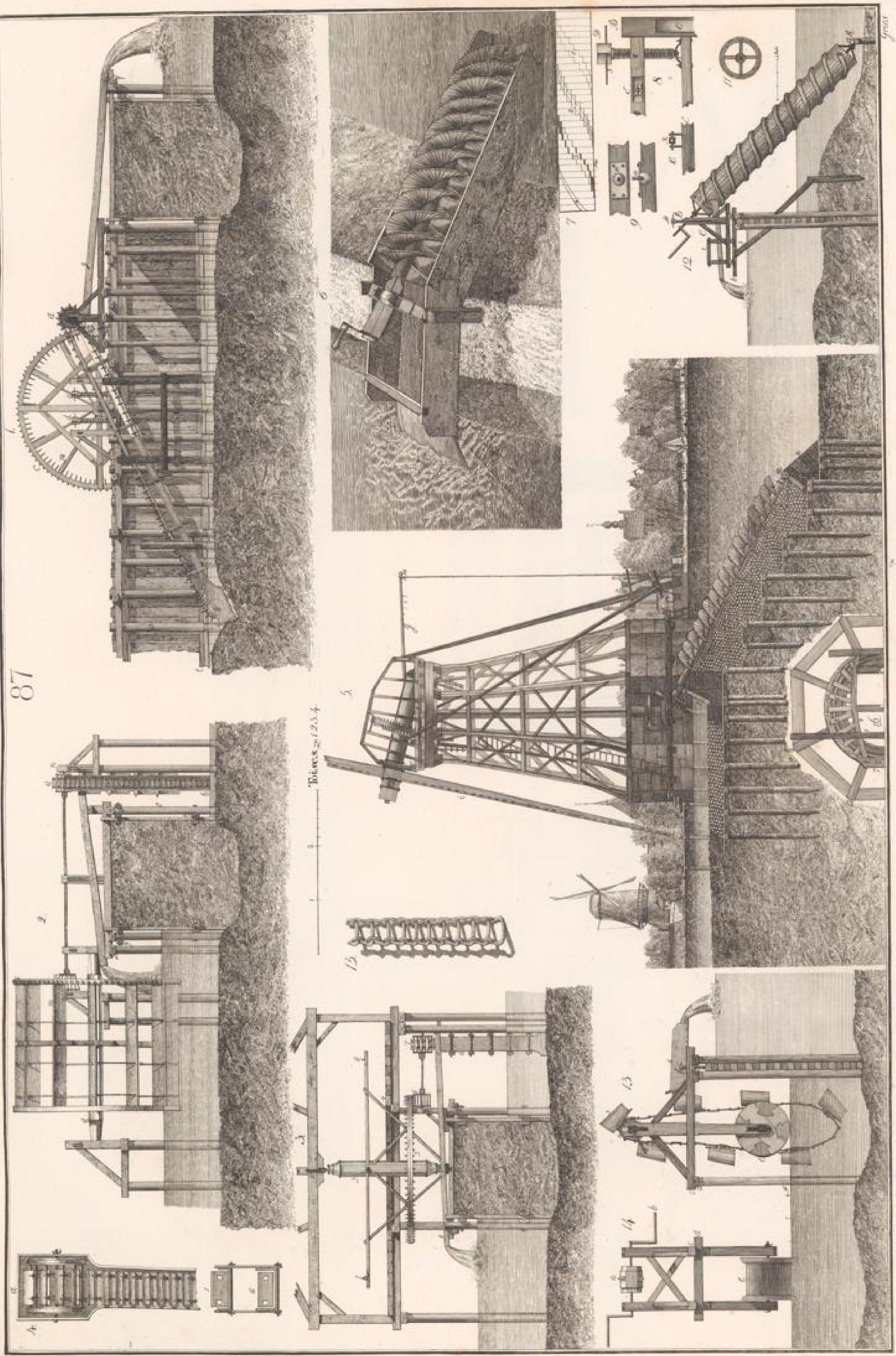
Grues





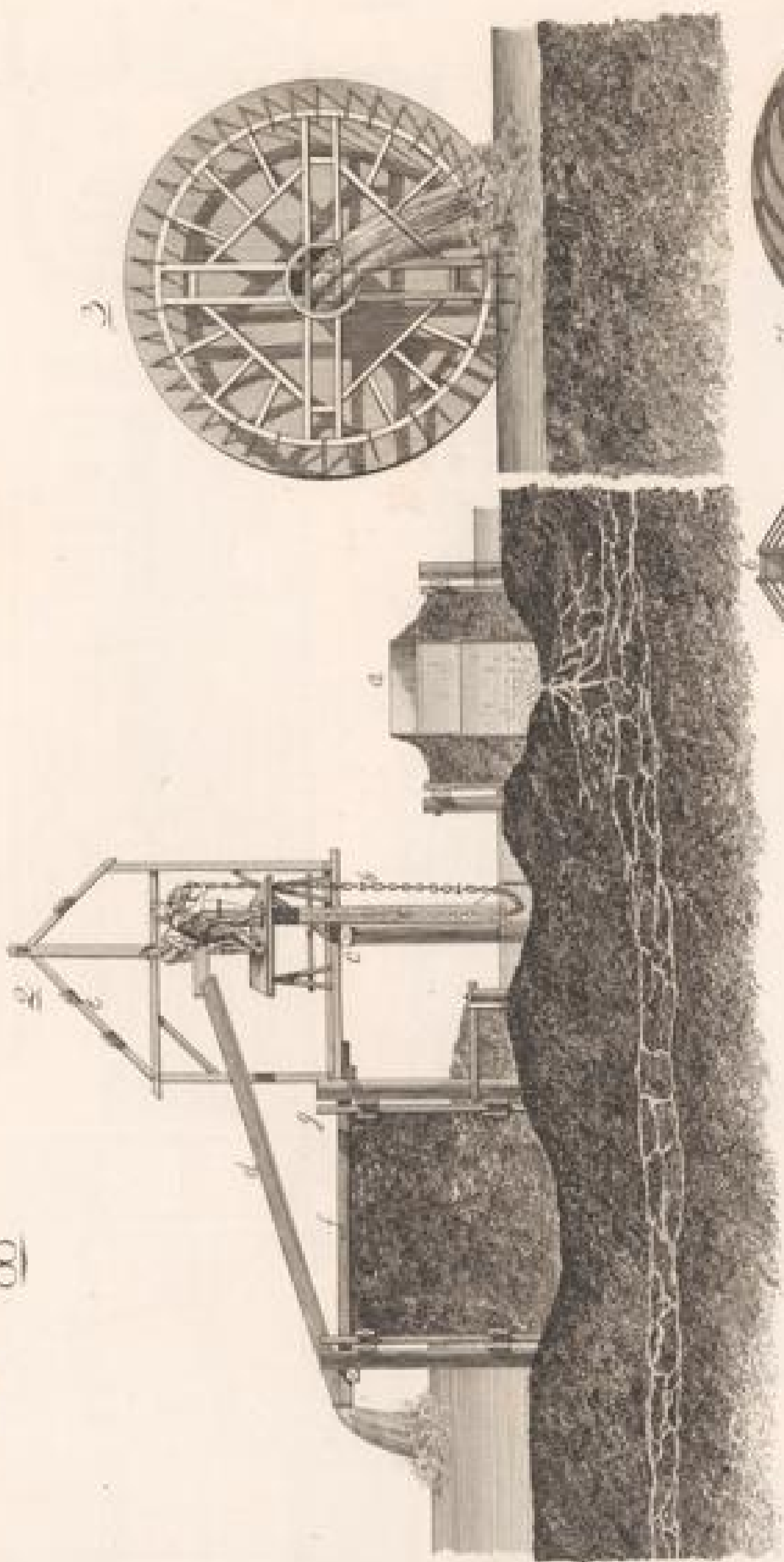
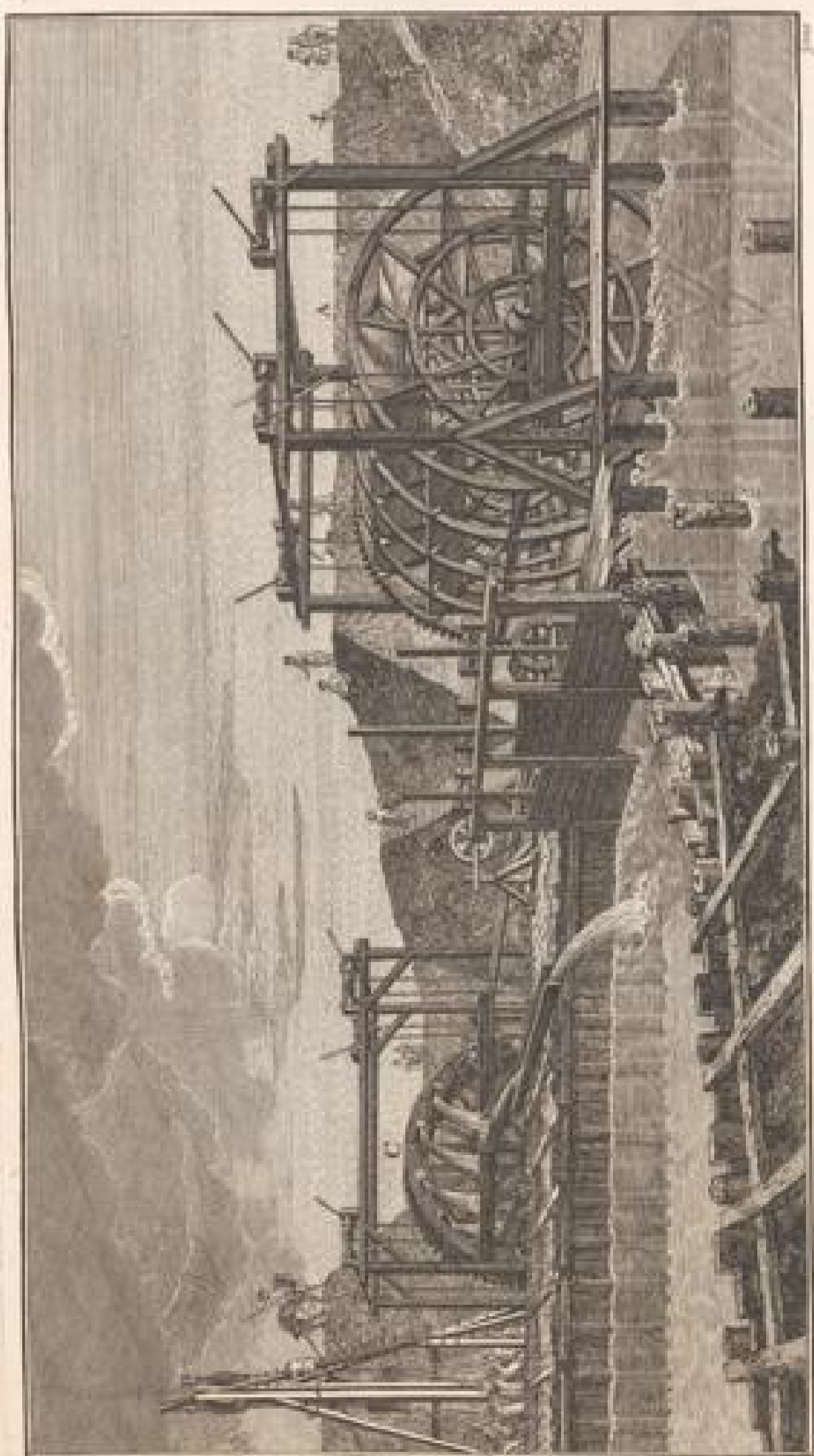
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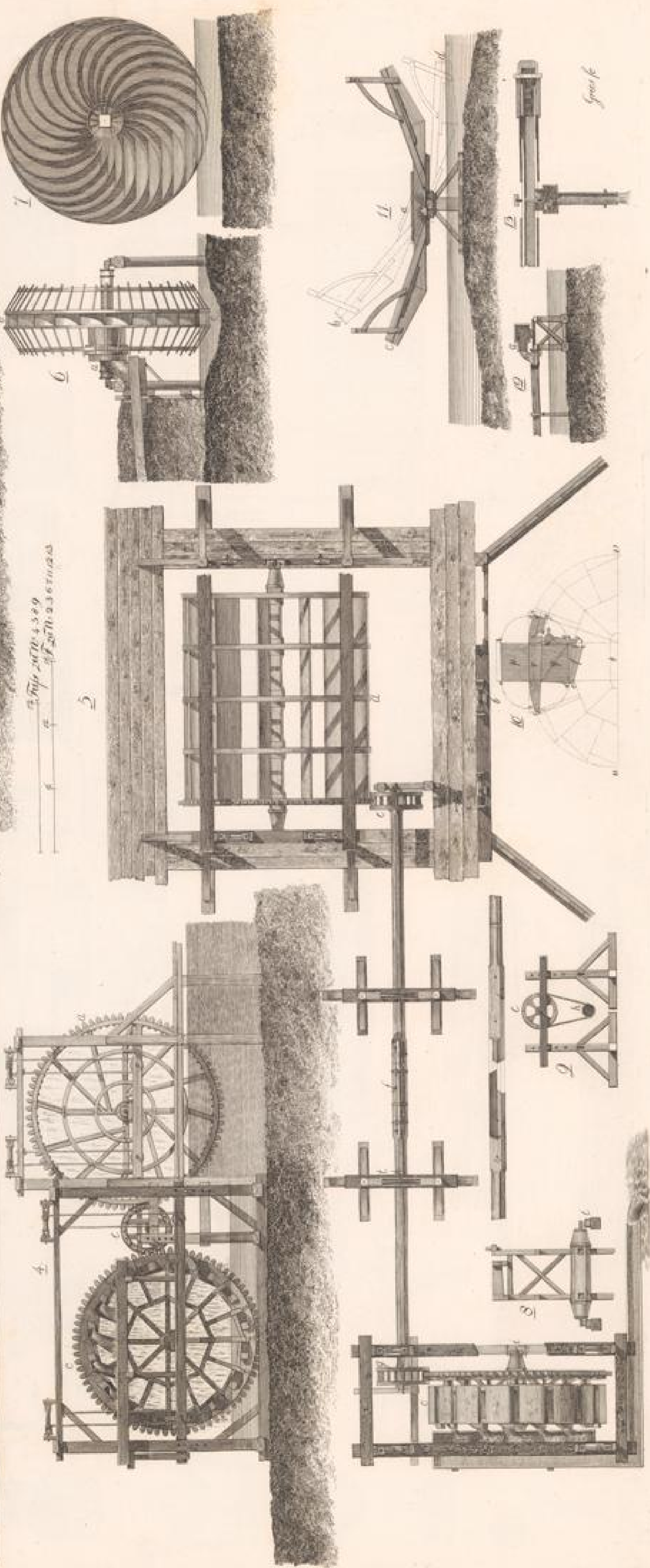






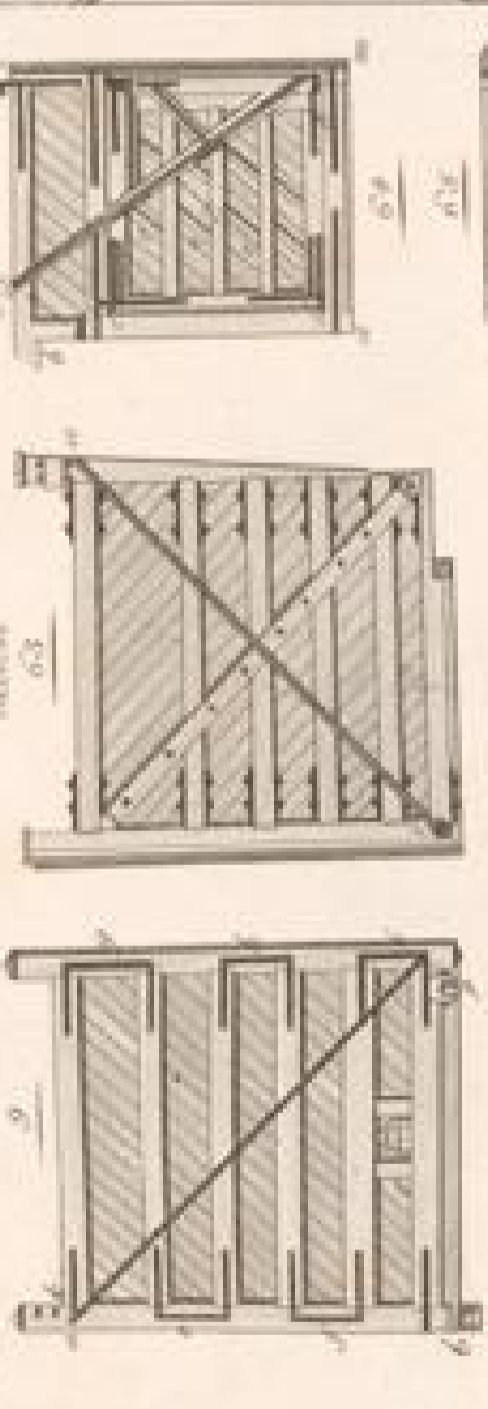


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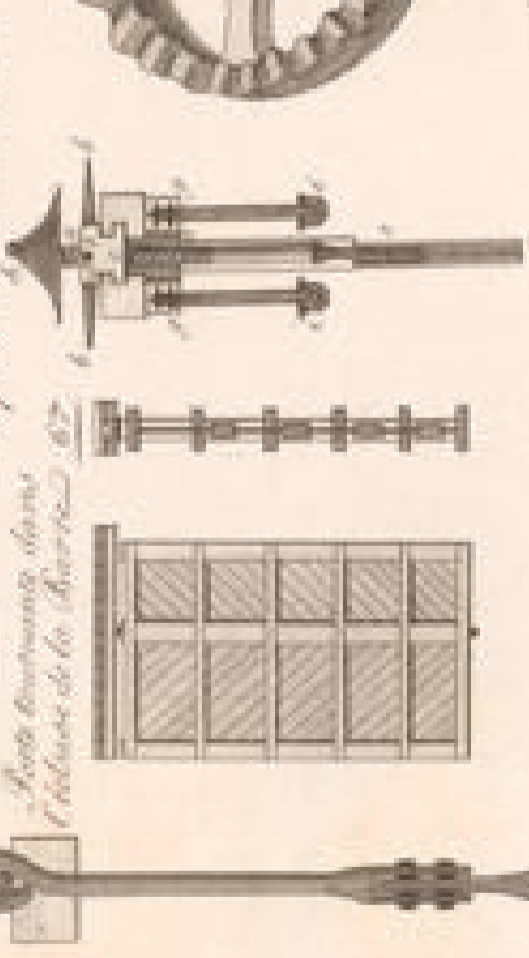




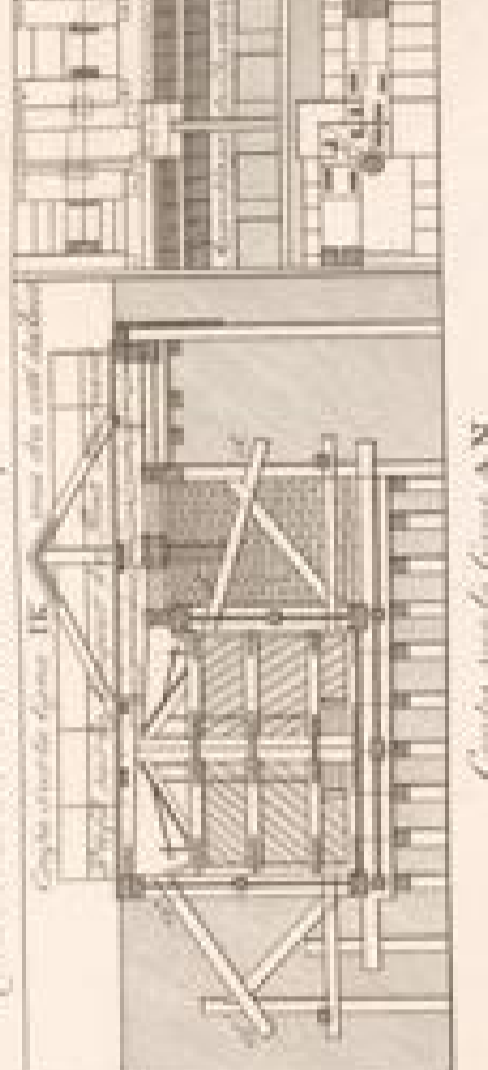
Manière de l'éclaircir de la Saumure. *Manière de l'éclaircir de la Saumure.*



Manière pour lever une Saumure. *Manière pour lever une Saumure.*



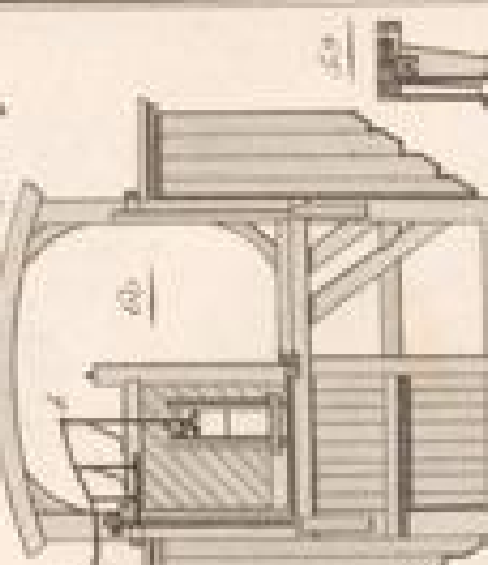
Manière de l'éclaircir de la Saumure. *Manière de l'éclaircir de la Saumure.*



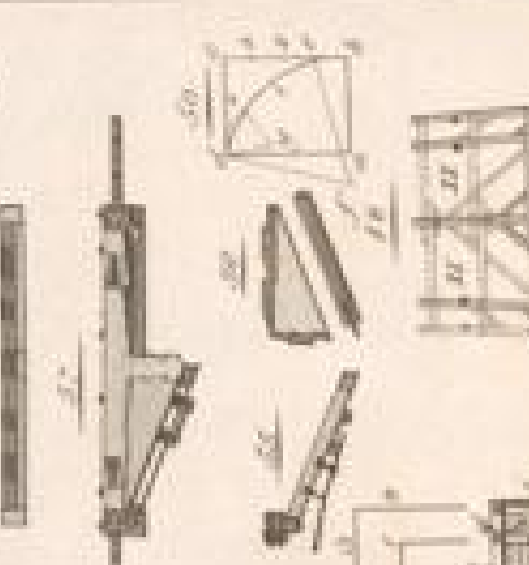
Manière pour lever une Saumure. *Manière pour lever une Saumure.*



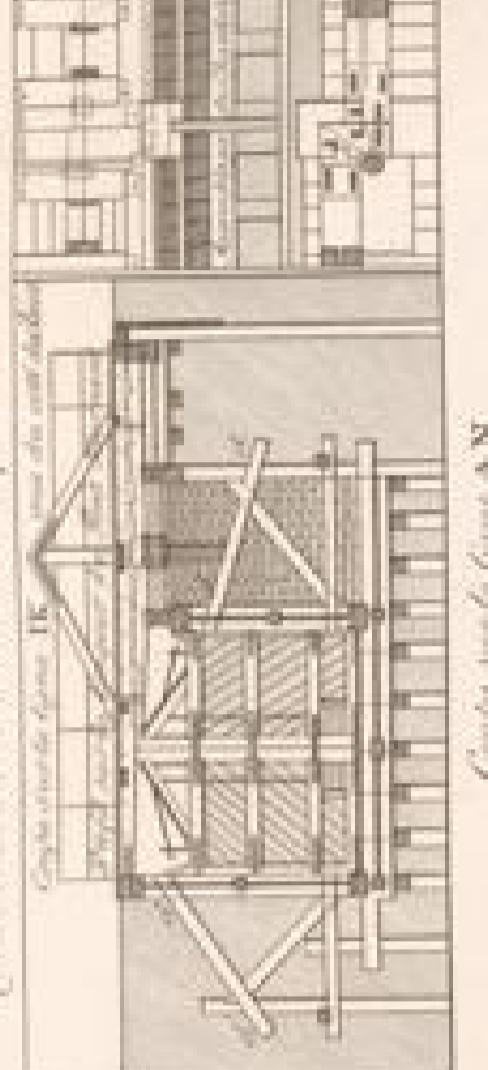
Manière de l'éclaircir de la Saumure. *Manière de l'éclaircir de la Saumure.*



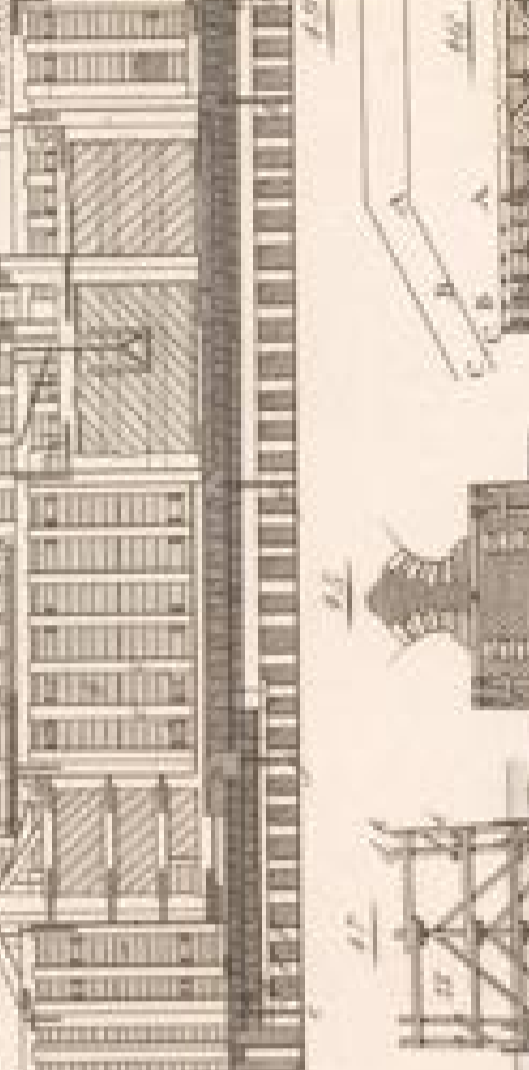
Manière pour lever une Saumure. *Manière pour lever une Saumure.*



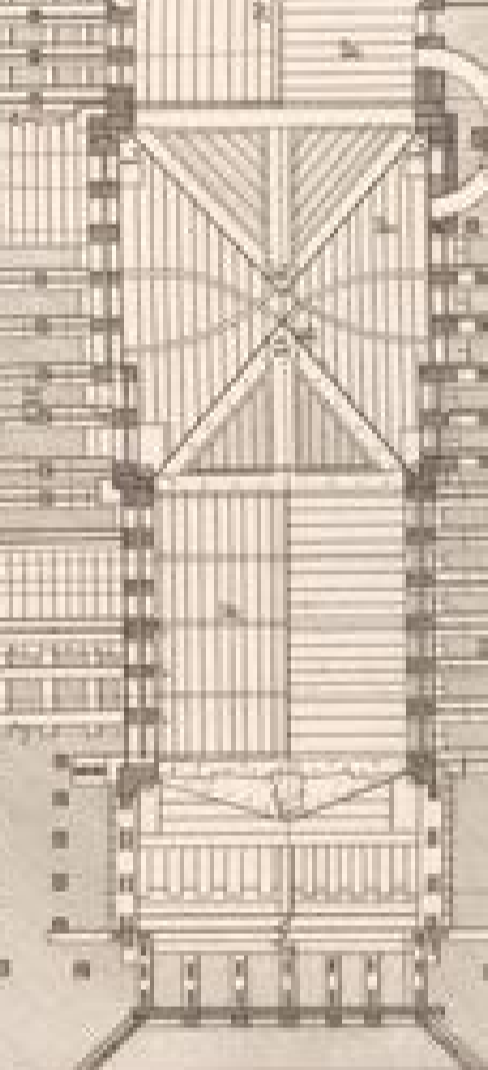
Manière de l'éclaircir de la Saumure. *Manière de l'éclaircir de la Saumure.*



Manière pour lever une Saumure. *Manière pour lever une Saumure.*



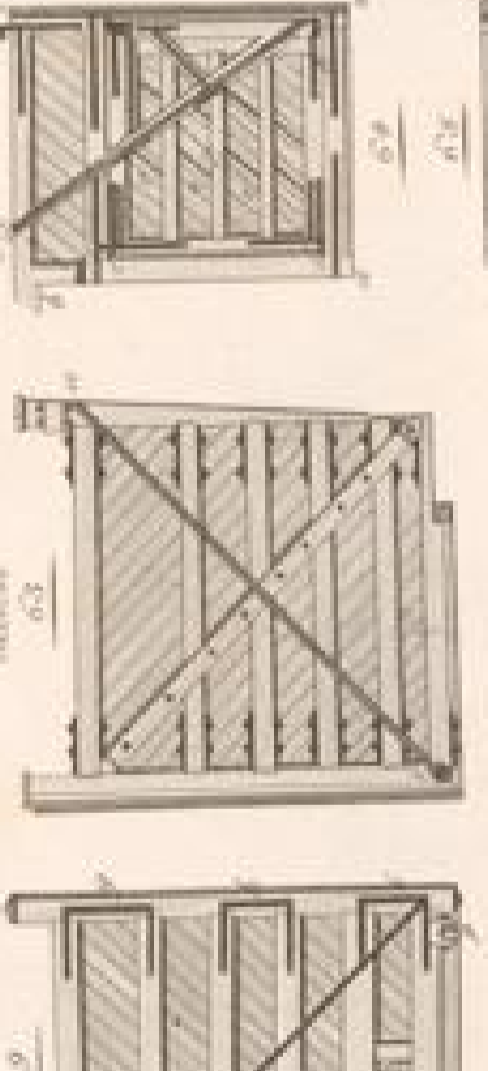
Manière de l'éclaircir de la Saumure. *Manière de l'éclaircir de la Saumure.*



Manière pour lever une Saumure. *Manière pour lever une Saumure.*



Manière de l'éclaircir de la Saumure. *Manière de l'éclaircir de la Saumure.*



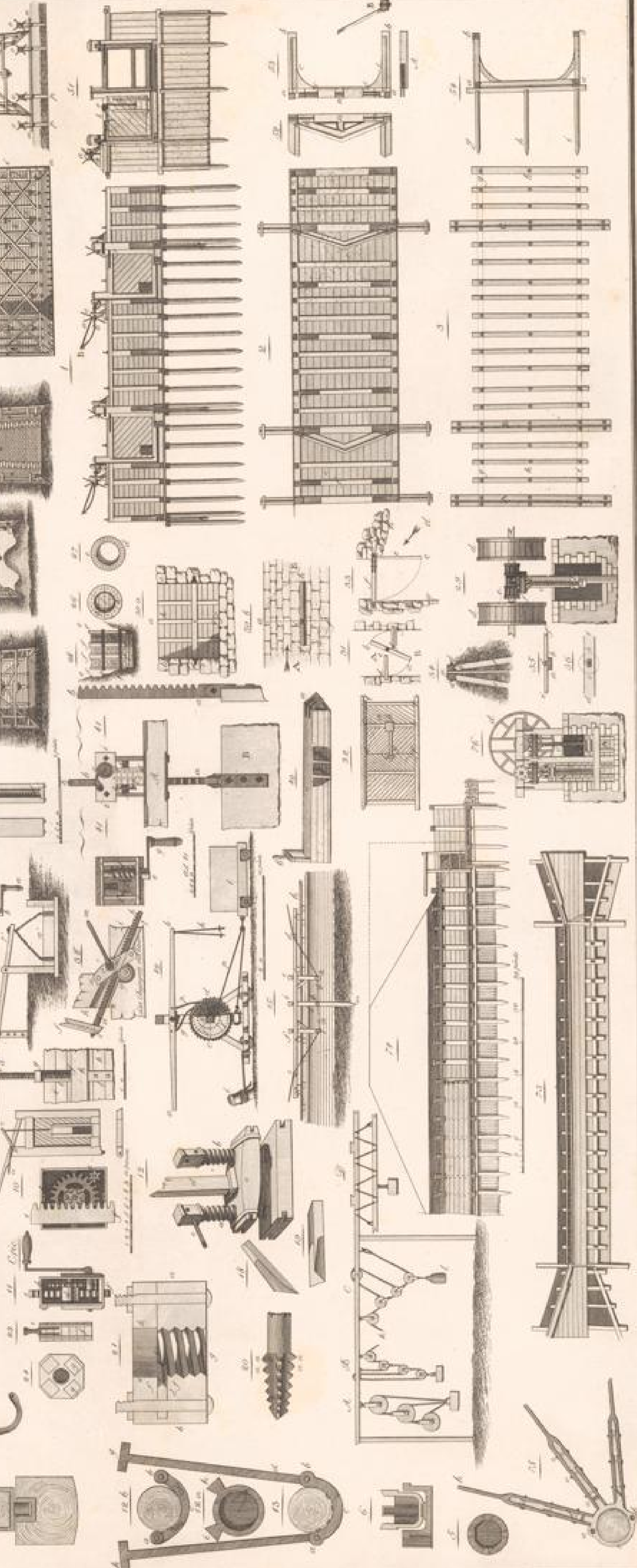
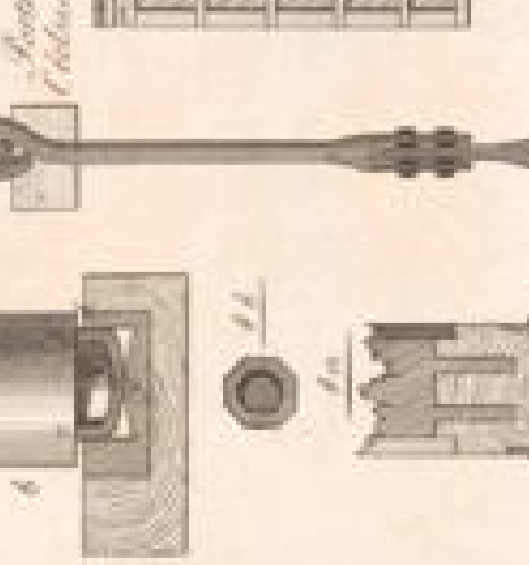
Manière pour lever une Saumure. *Manière pour lever une Saumure.*

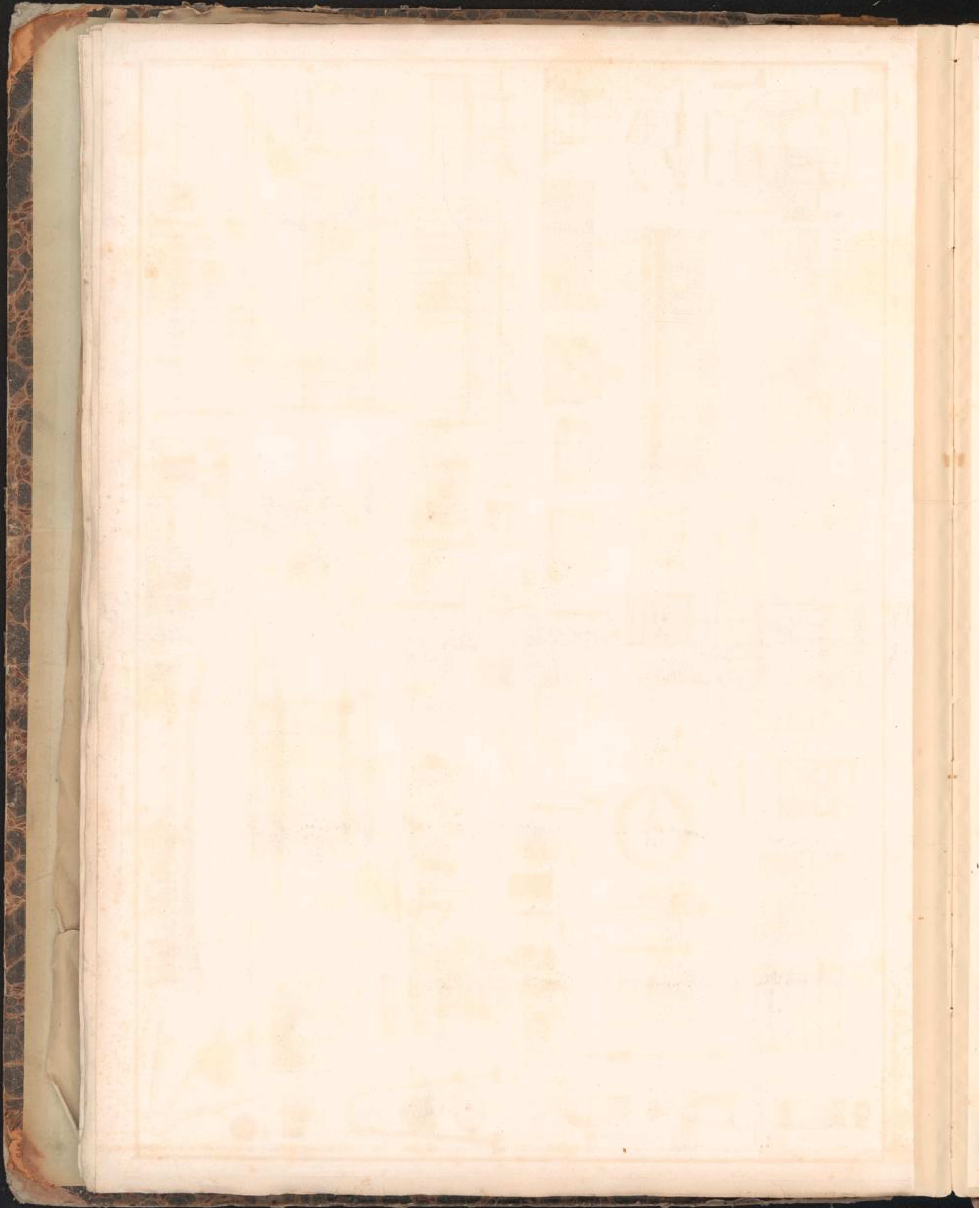


Manière de l'éclaircir de la Saumure. *Manière de l'éclaircir de la Saumure.*

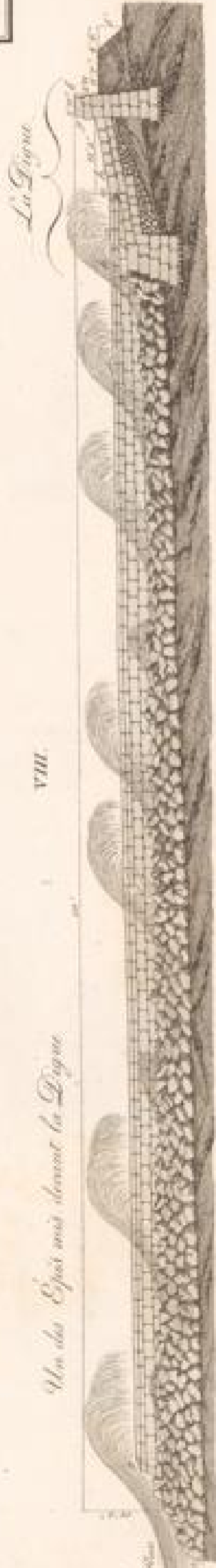
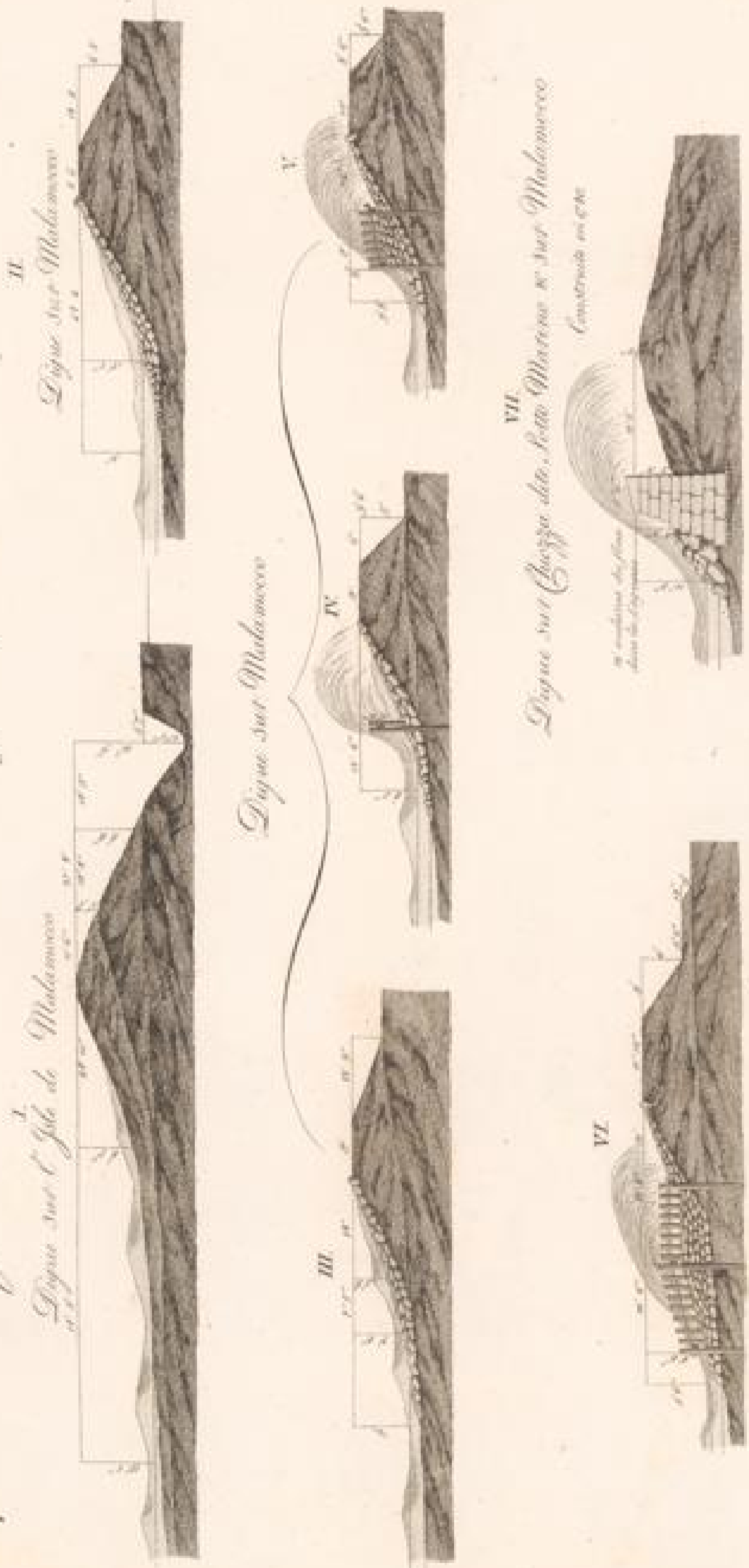


Manière pour lever une Saumure. *Manière pour lever une Saumure.*

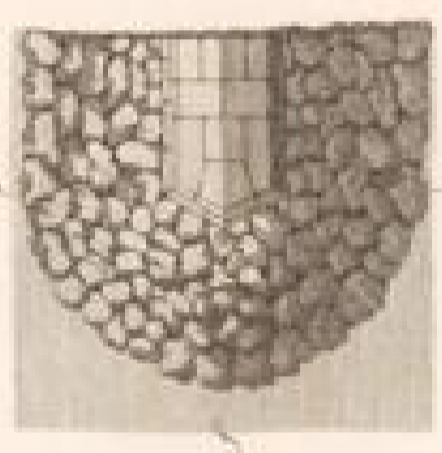




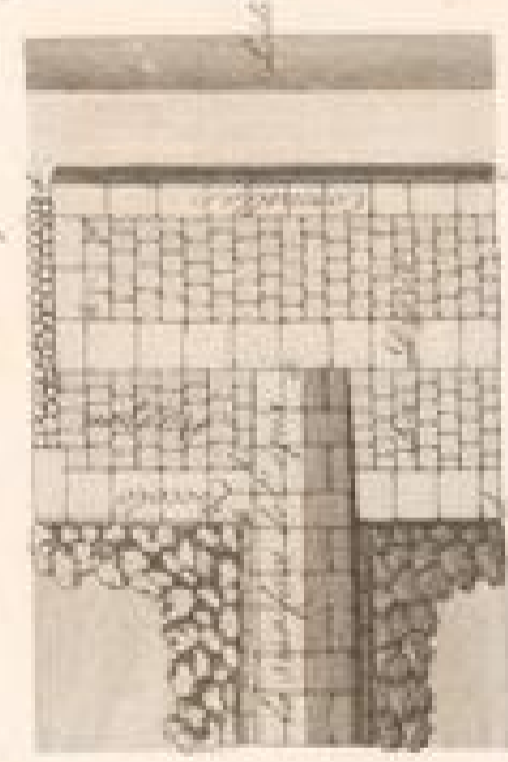
Profils des Diques de la Mer sur les Isles près de Venise nommées Lido



XIV. Plan de la tête d'un épis



X. Plan de la croise d'un épis



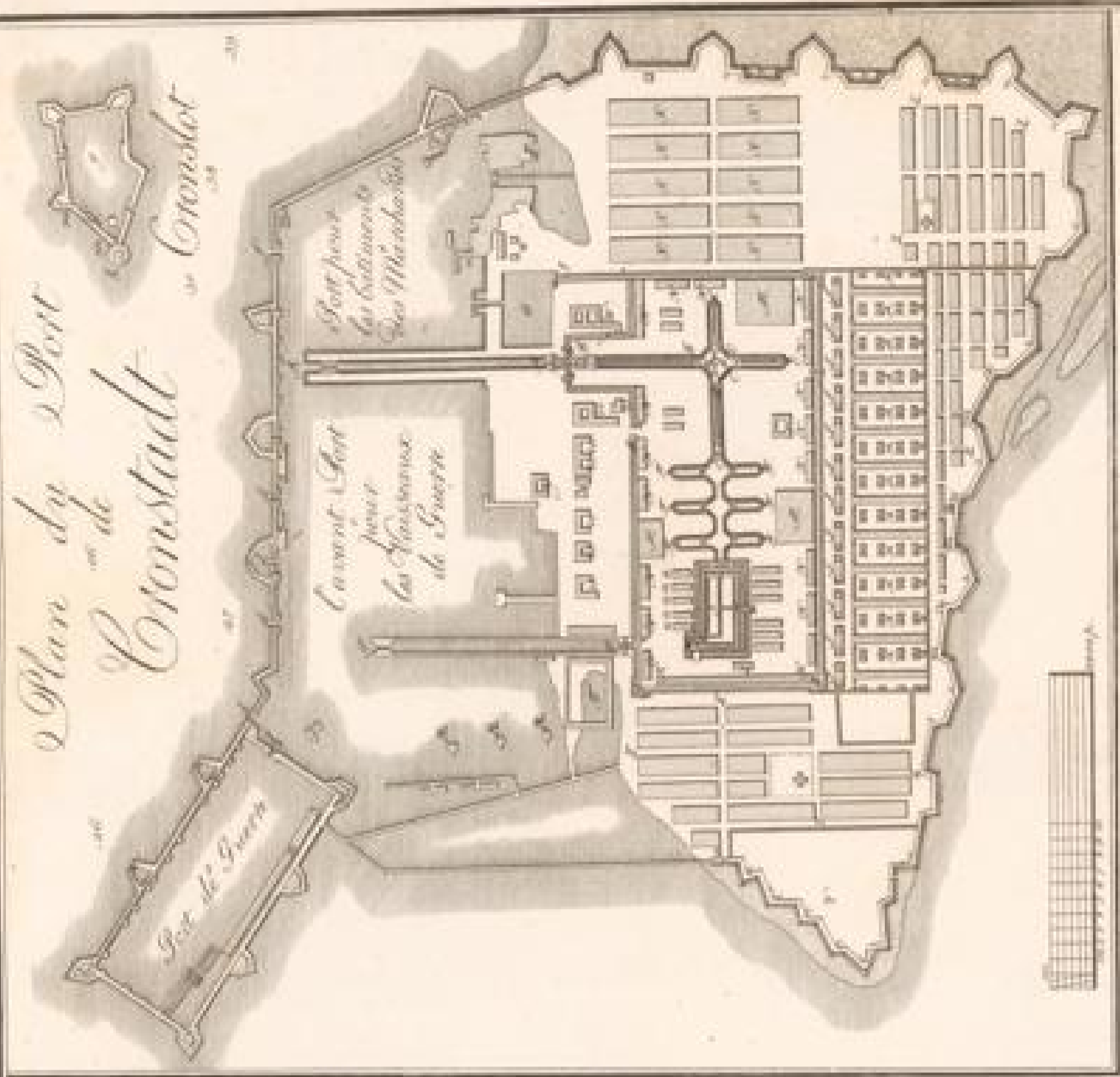
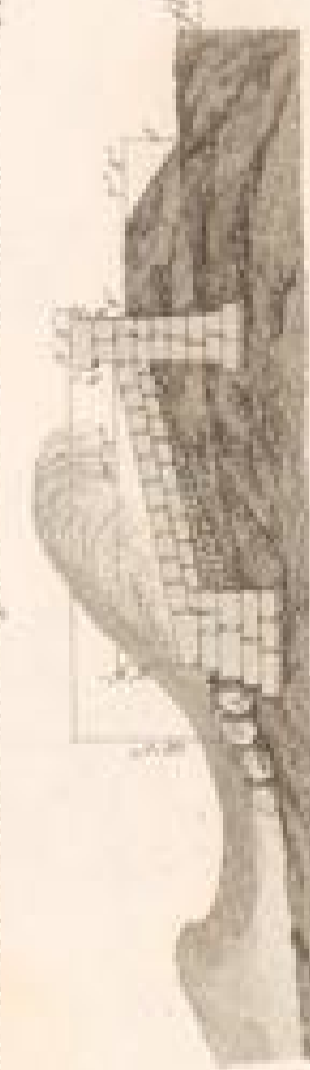
IX. Profil d'un épis sur la Laguee. m. XIV. 7



XVII. Nouvelle Construction de la Digue à Relatice en 1774



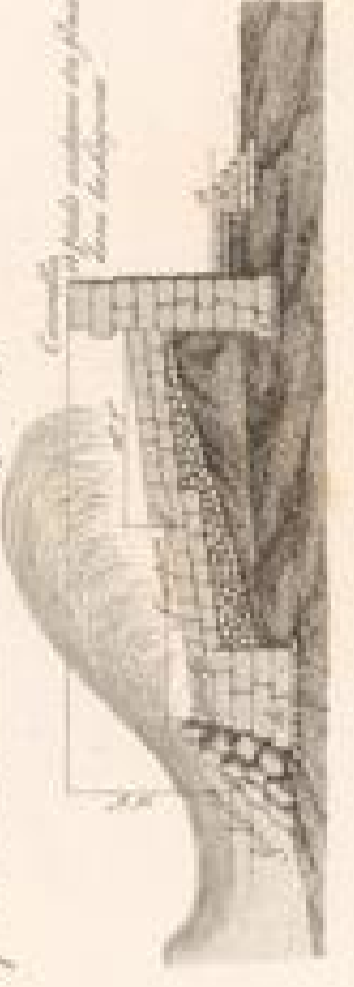
XI. Vieille Construction de la Digue à Relatice non modifiée



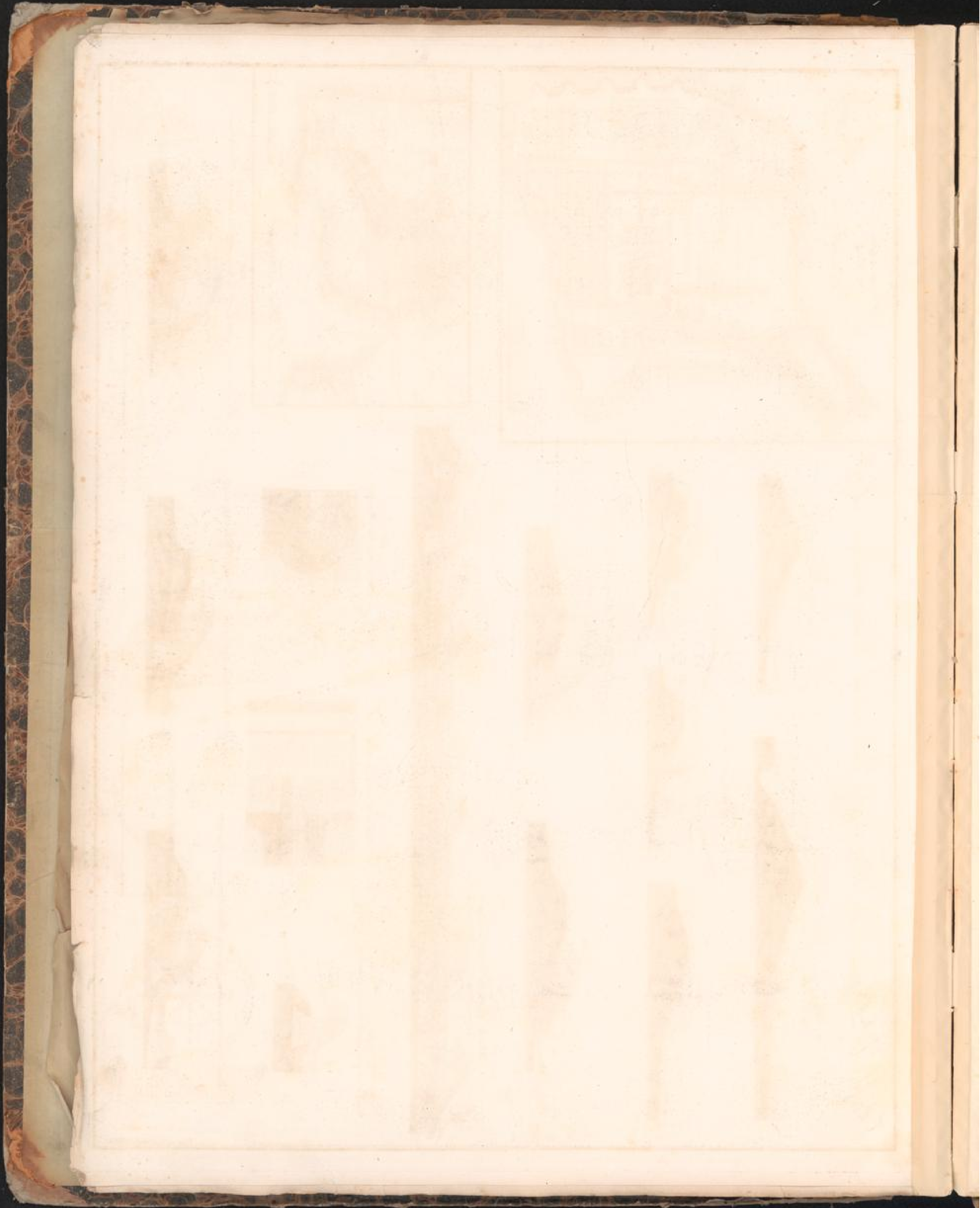
Frest



XVIII. La plus forte Construction de la Digue qui se trouve à Relatice



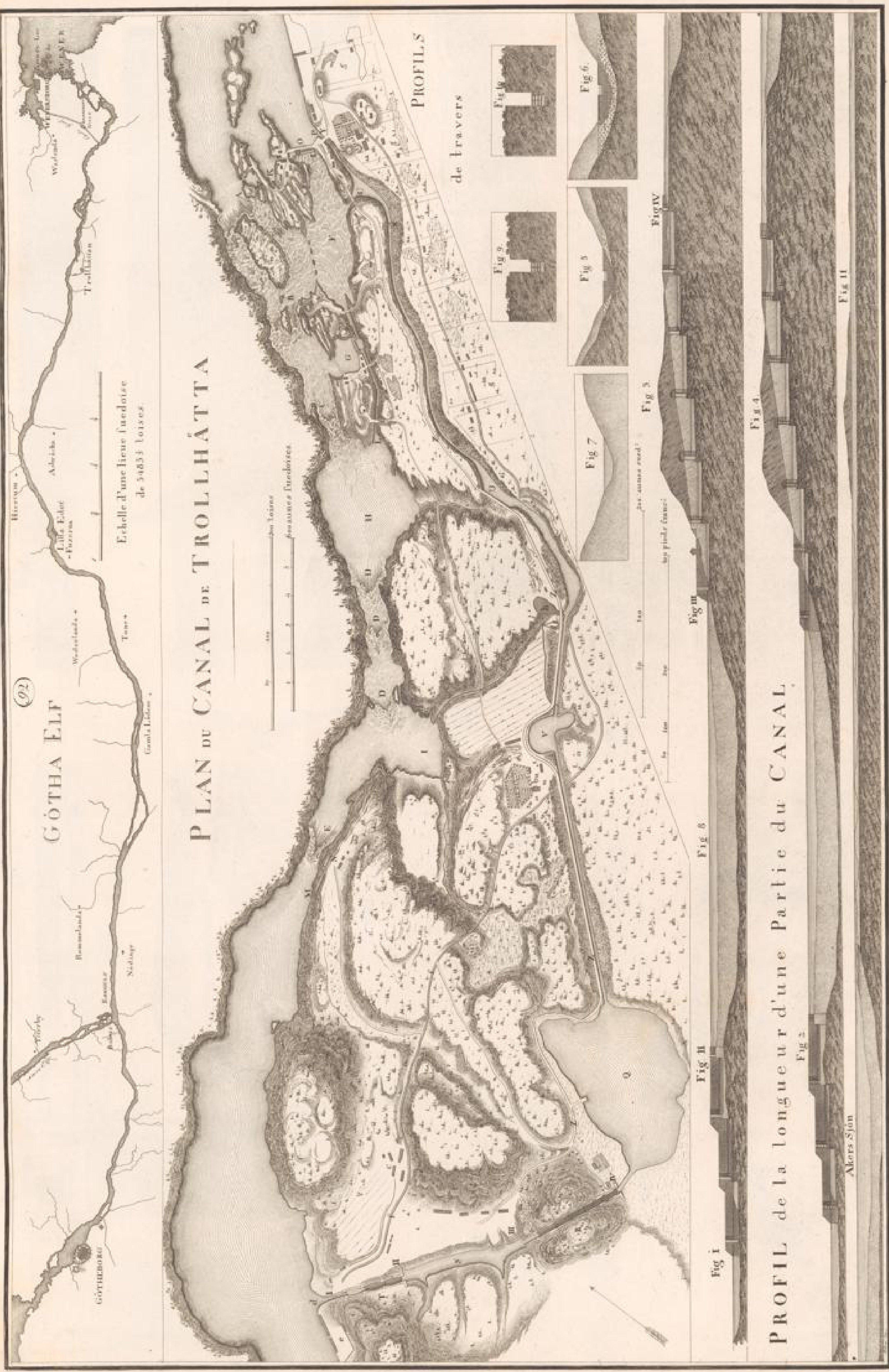
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50











(92)

GÖTHA ELF

Bromselauf  
Sjöby  
Raninge  
Sjöby  
Torsås  
Wadestads  
Alekiska  
Lilla Ekst  
Pezers  
Hirsvan  
Trollhättan

Echelle d'une lieue Suédoise  
de 50833 Toises.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

100 Toises  
1000 Toises

PLAN DU CANAL DE TROLLHÄTTA

PROFILS

de travers

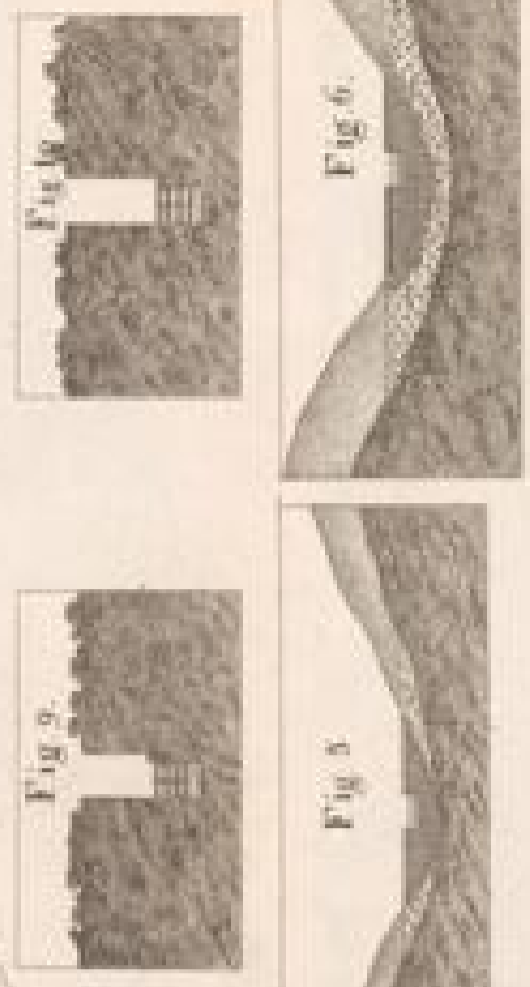


Fig. 1

Fig. 2

Fig. 4

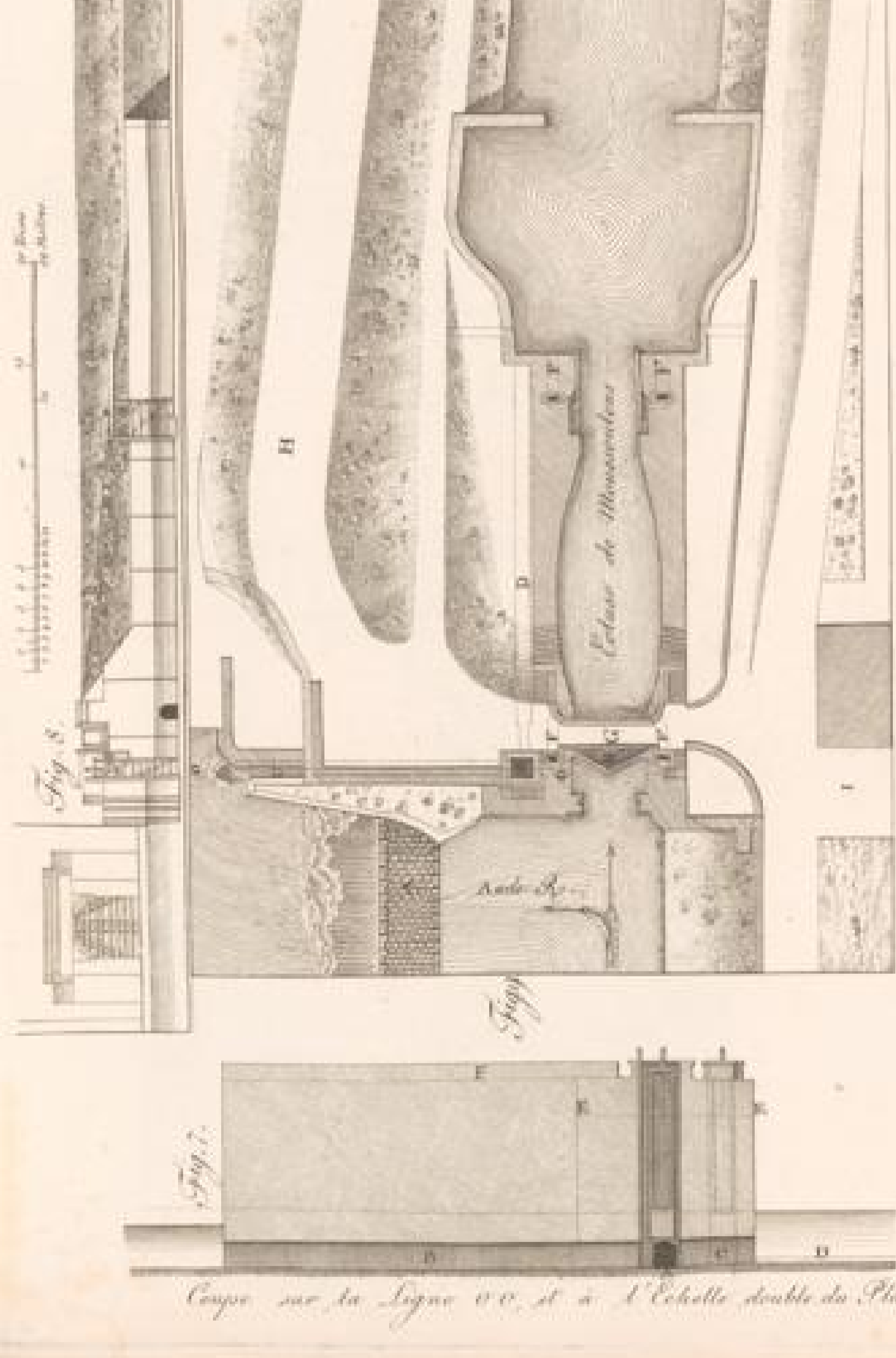
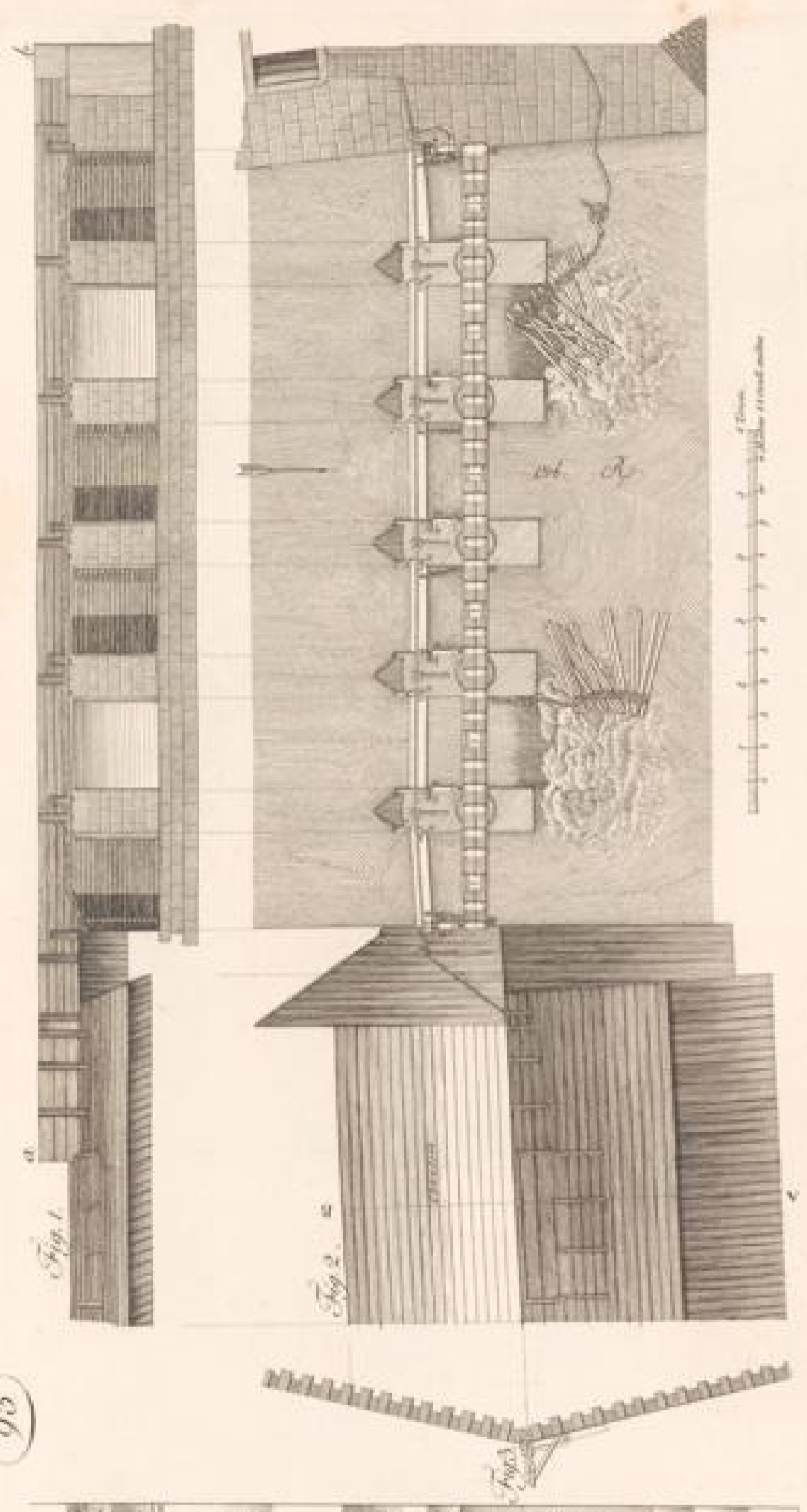
Fig. 10

PROFIL de la longueur d'une Partie du CANAL

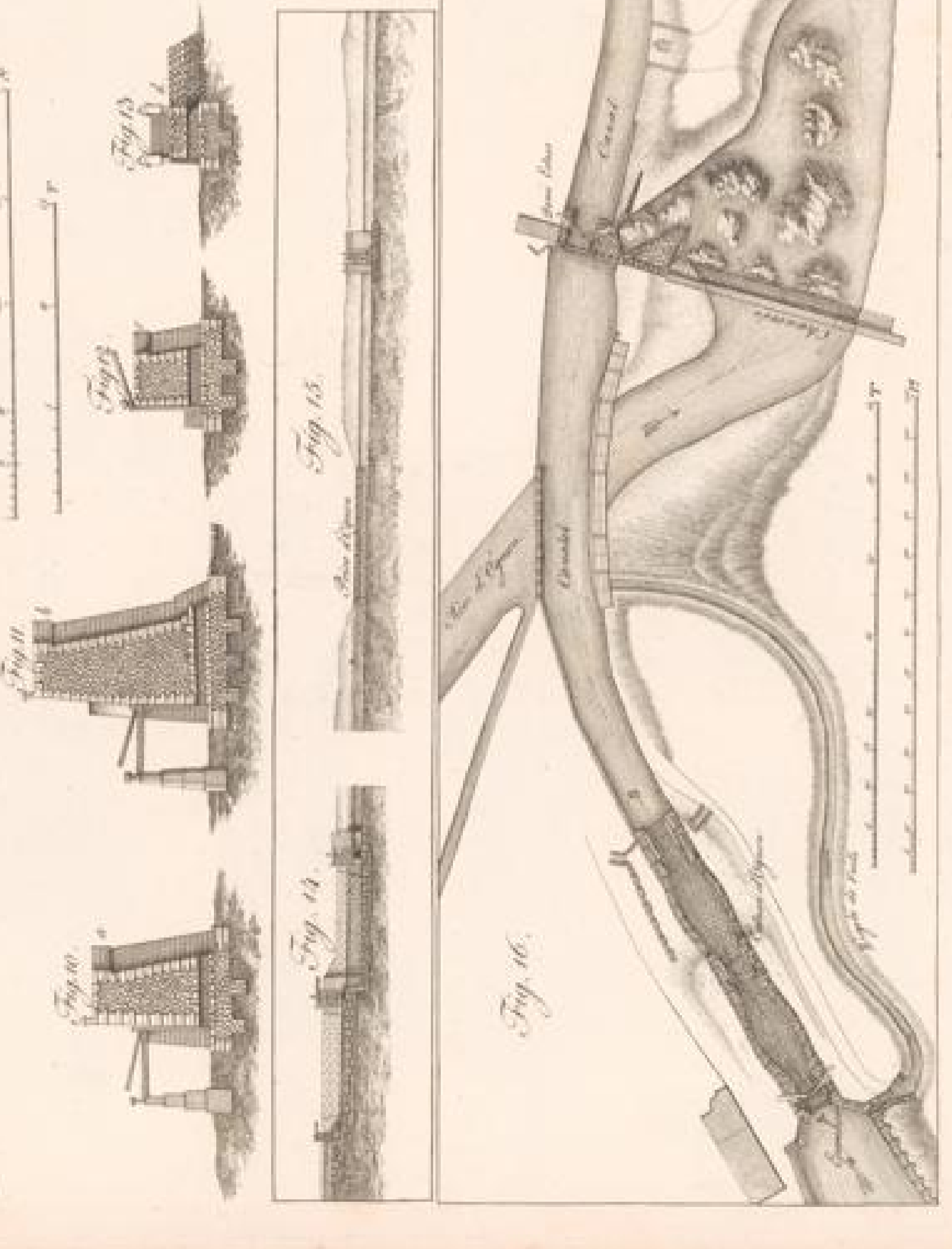
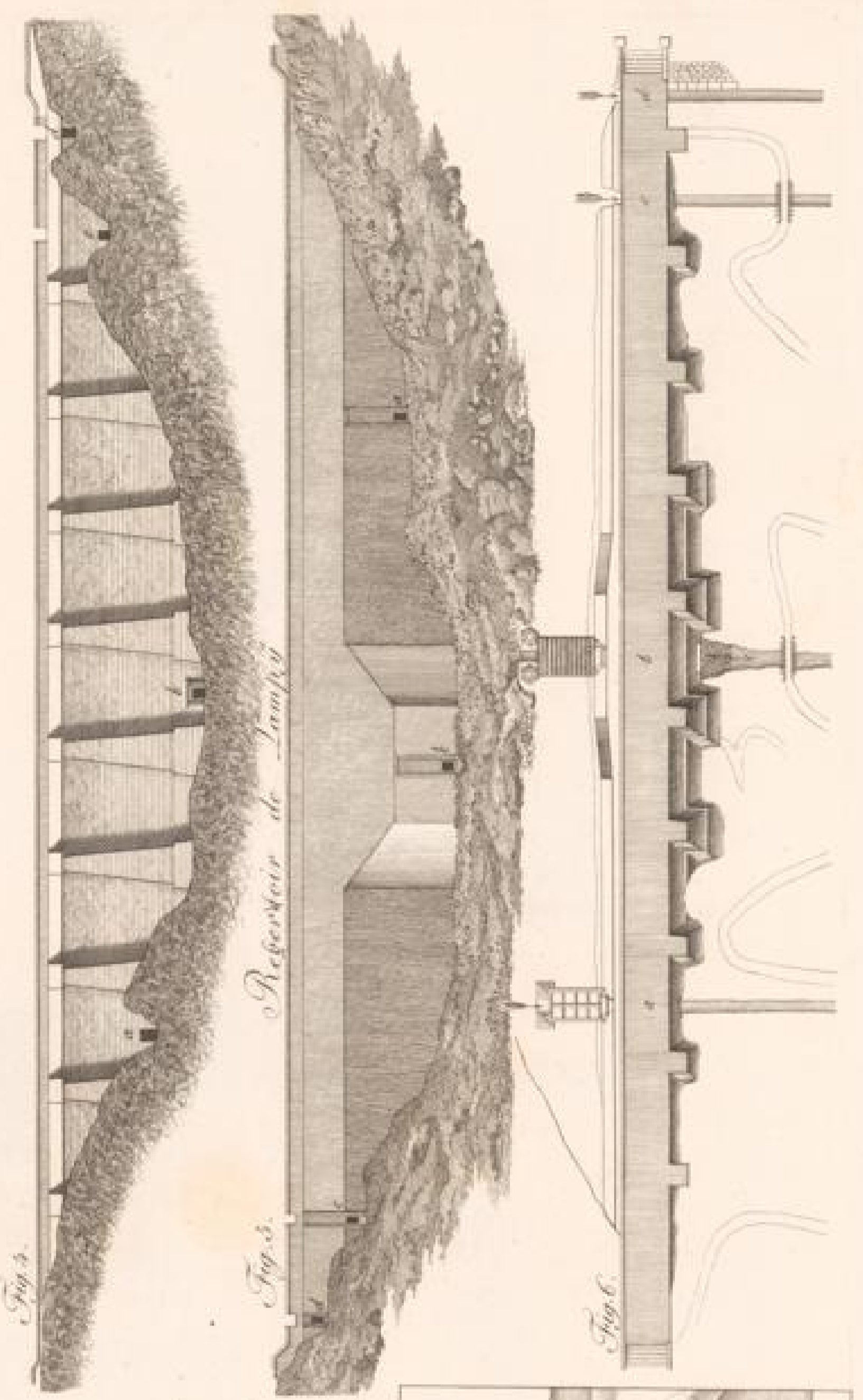
Åkers Sjö

Fig. 11

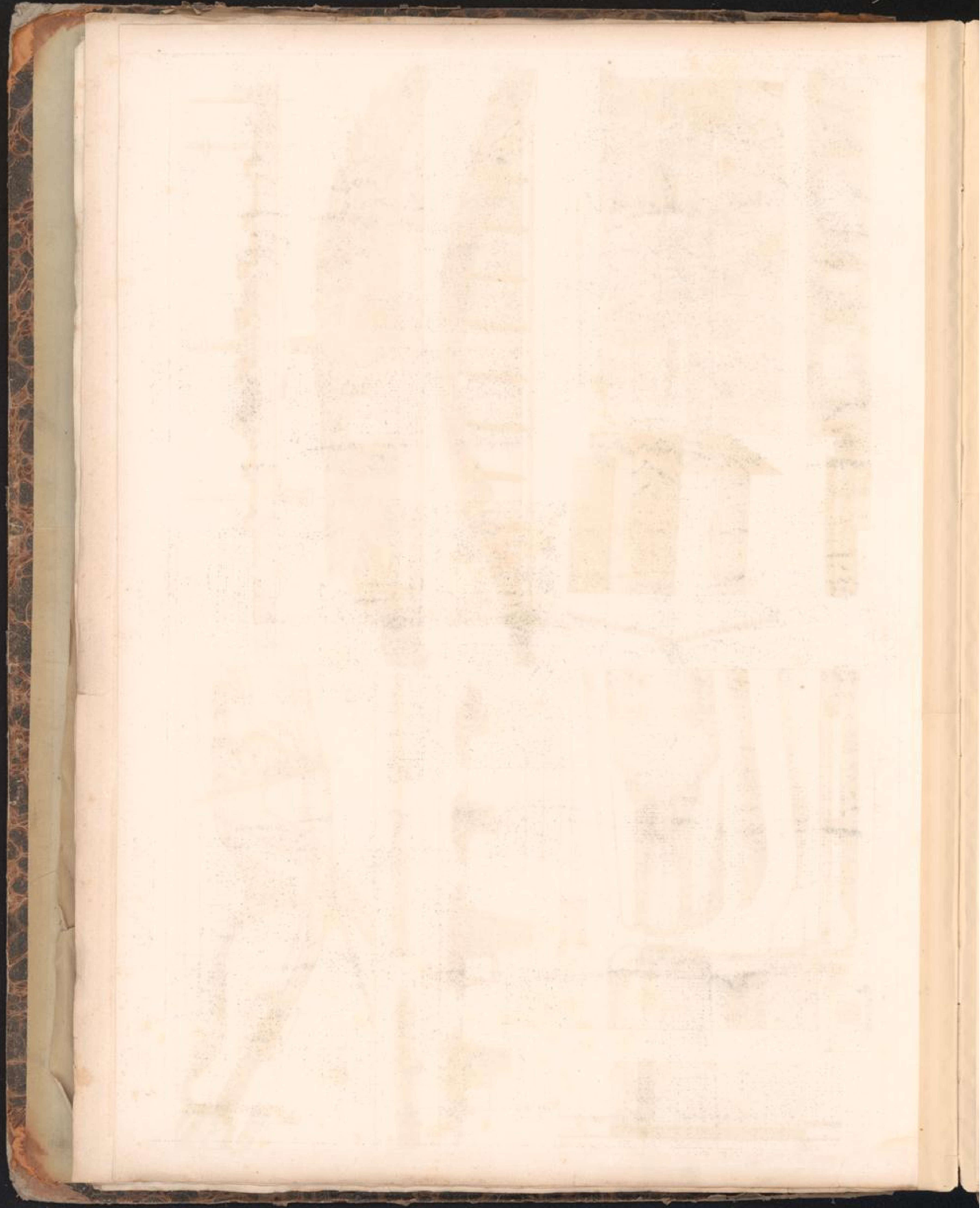




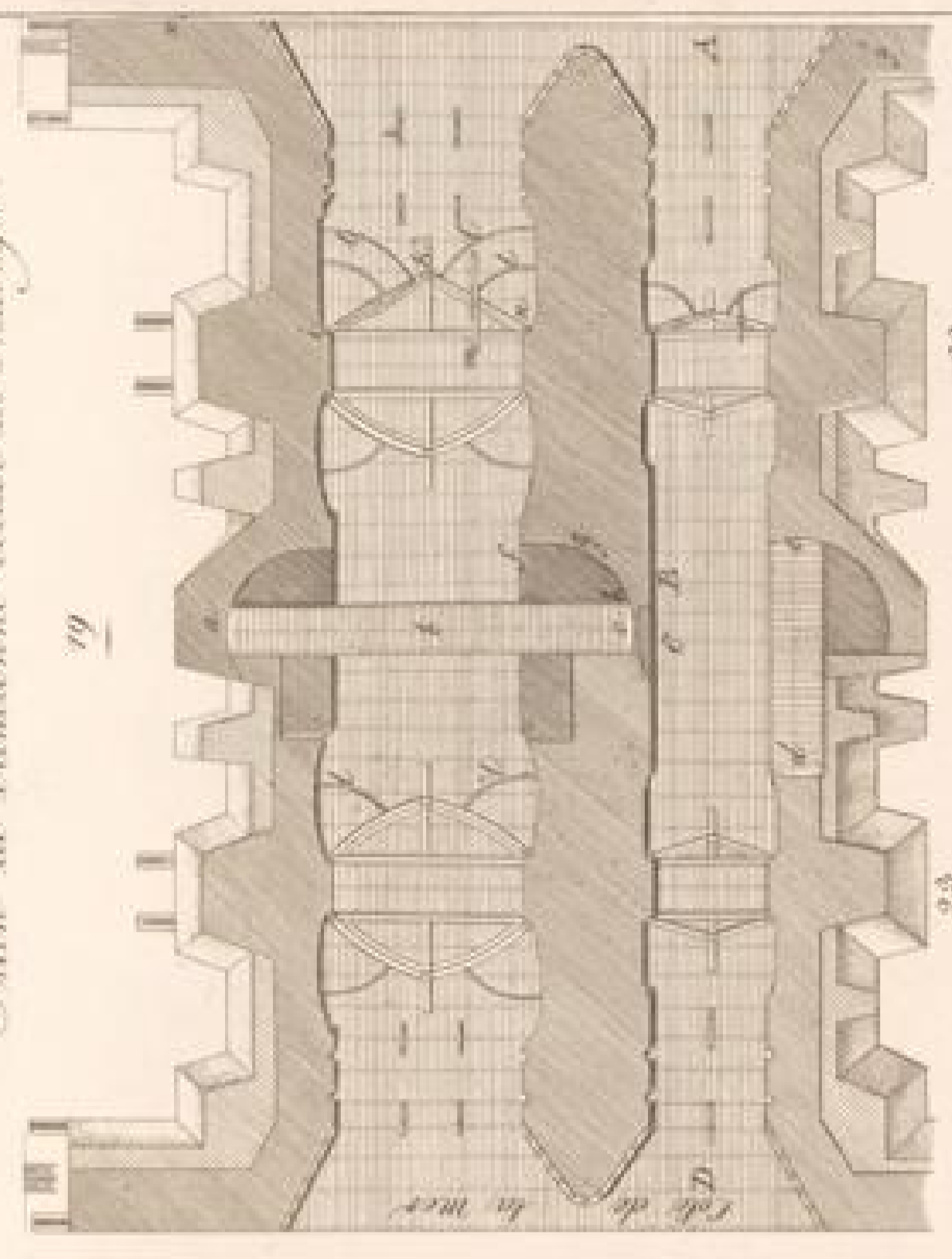
Coupe sur la ligne V V, et à l'échelle double du Plan



Reservoir de Lampsé

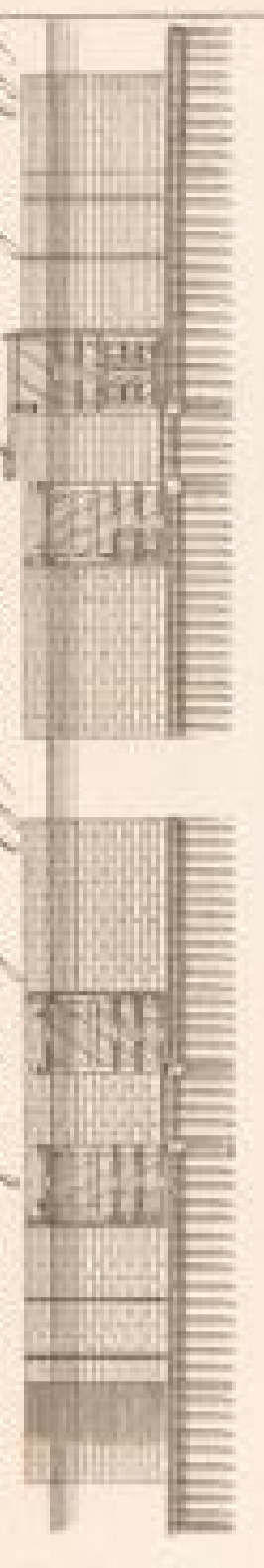


Plan de l'ancienne écluse de Mardijk.

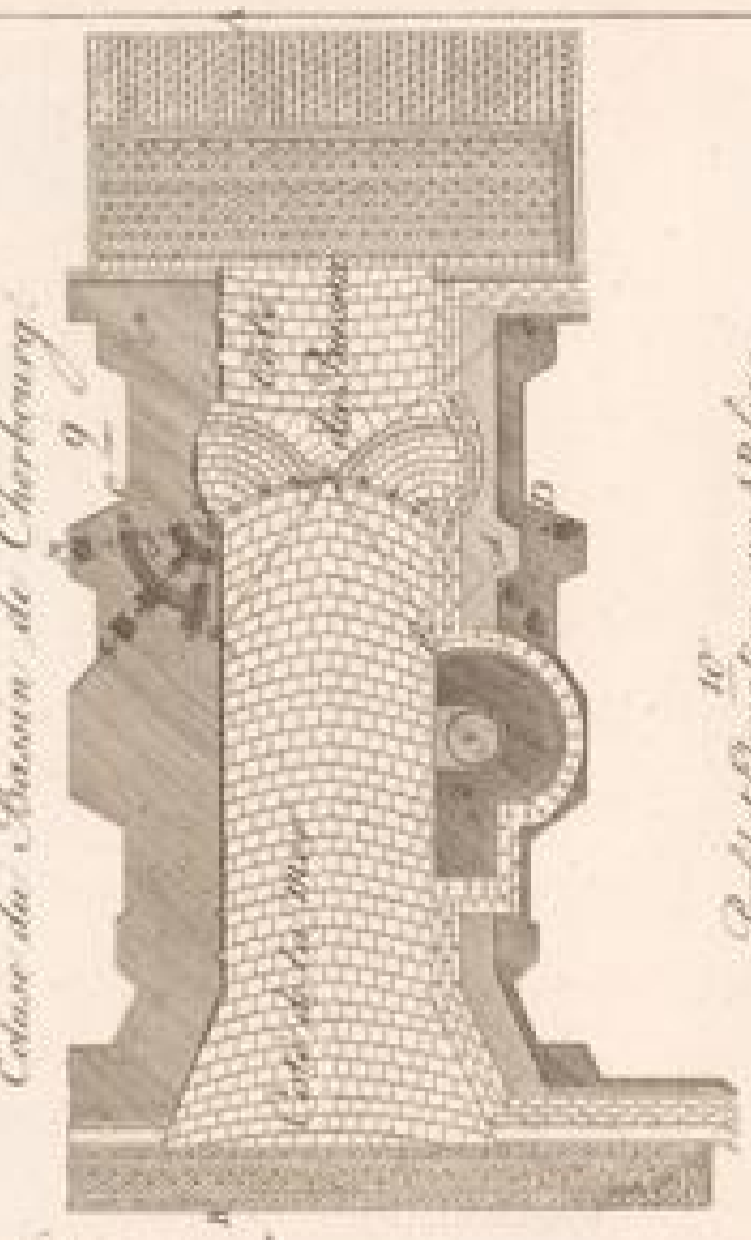


19

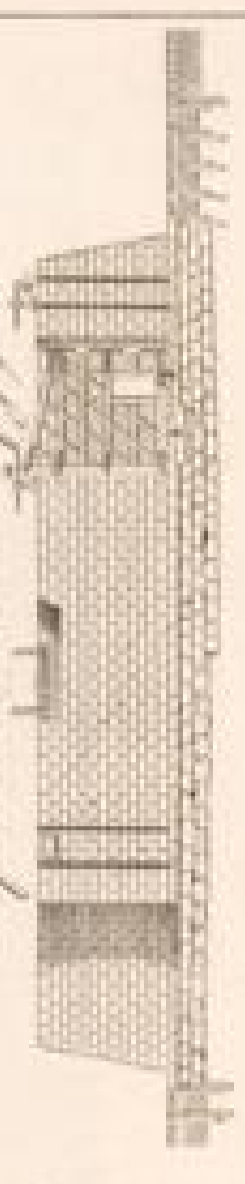
Élévation et Profil sur la ligne A-B 1799. Élévation et Profil sur la ligne A-B 1799.



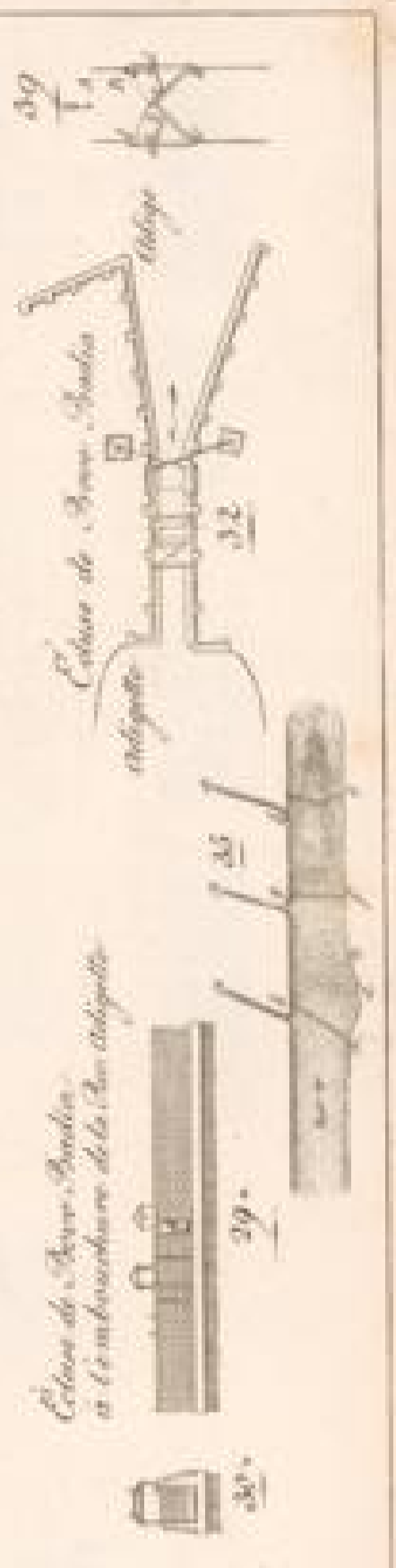
Élévation du Bassin de Cherboueg.



Profil d'écluse sur A-B 1799.



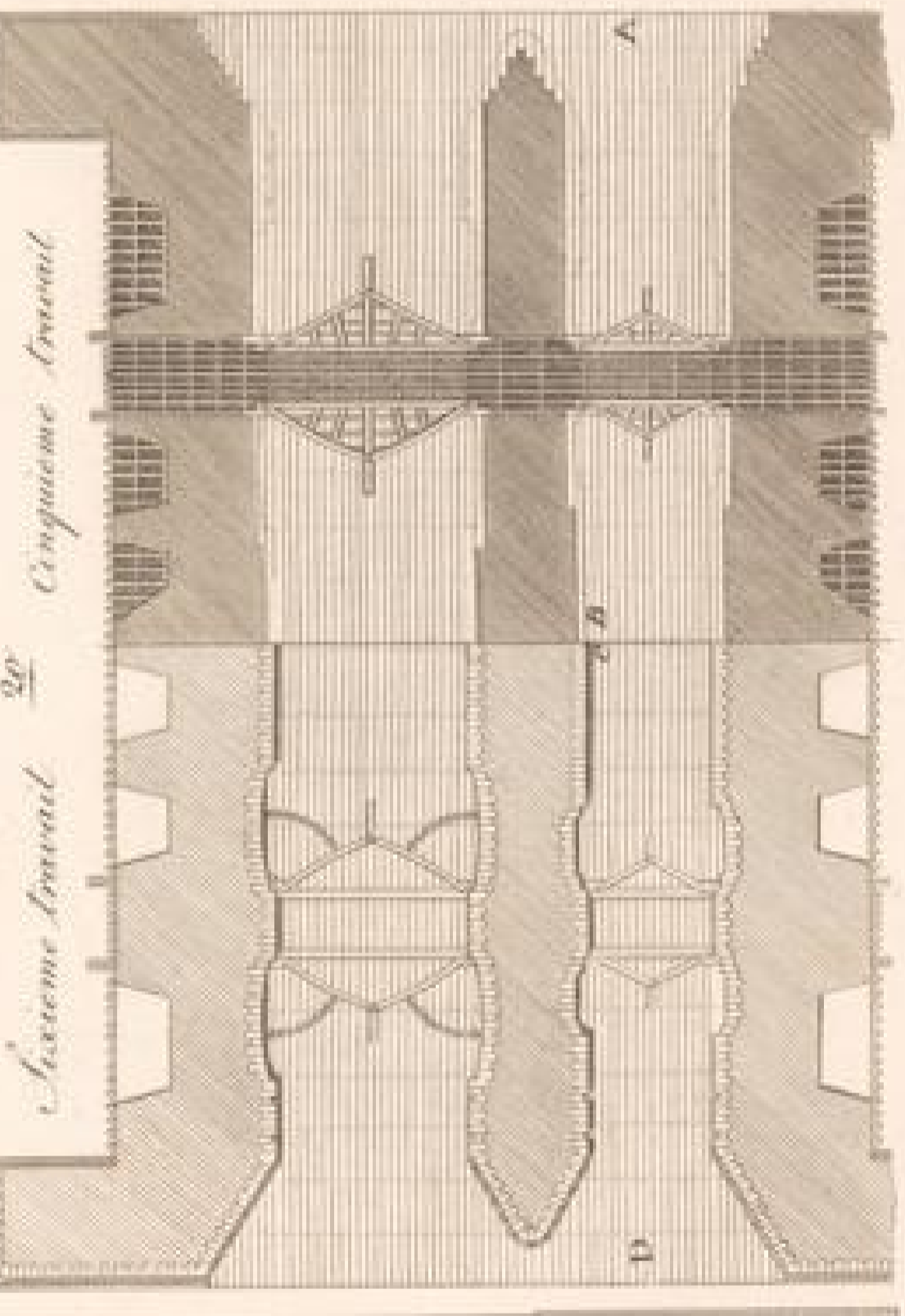
Profil sur C-D.



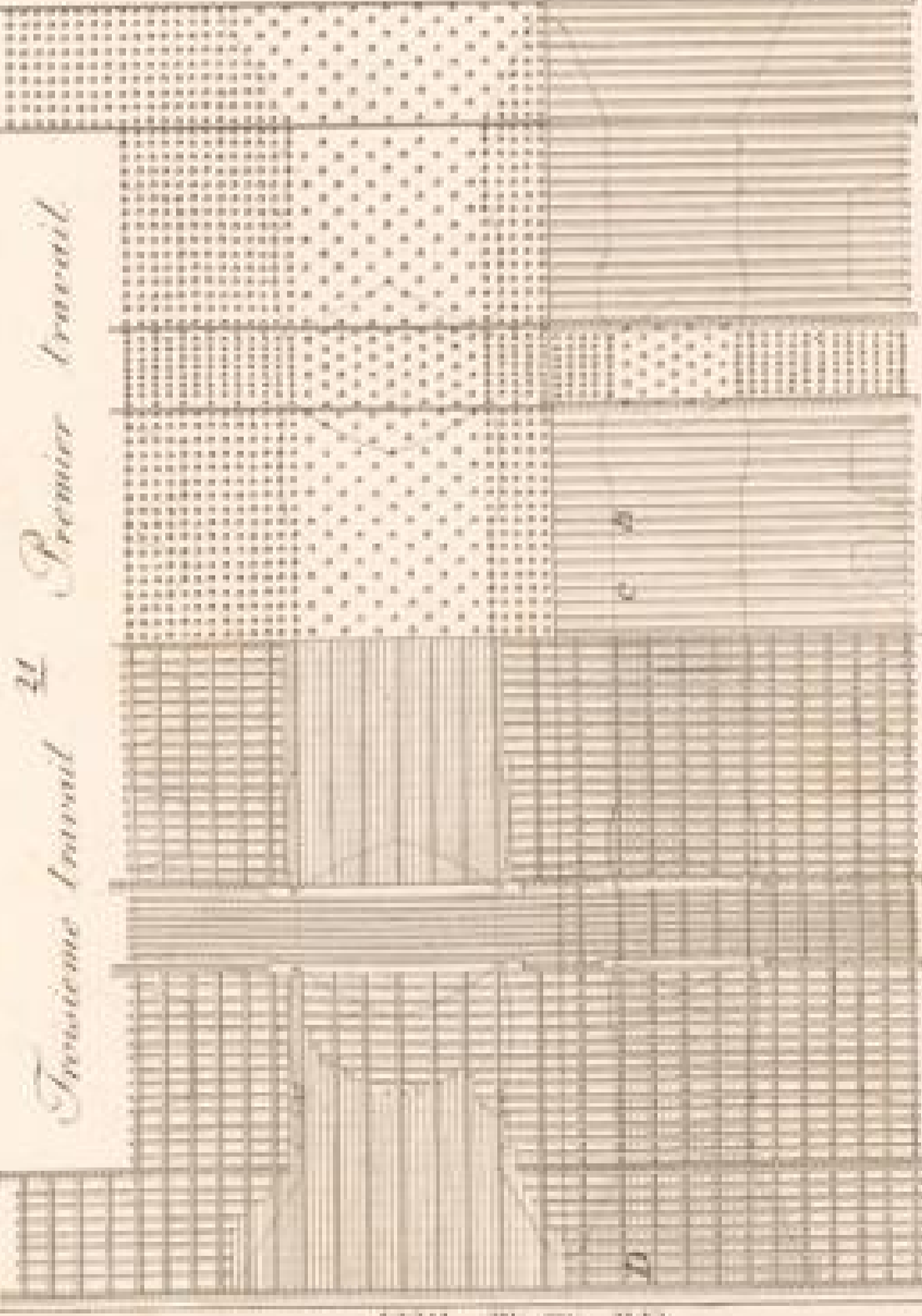
Élévation de deux basins à l'embouchure de la mer.

94

Élévation pour la figure 20. 1799.



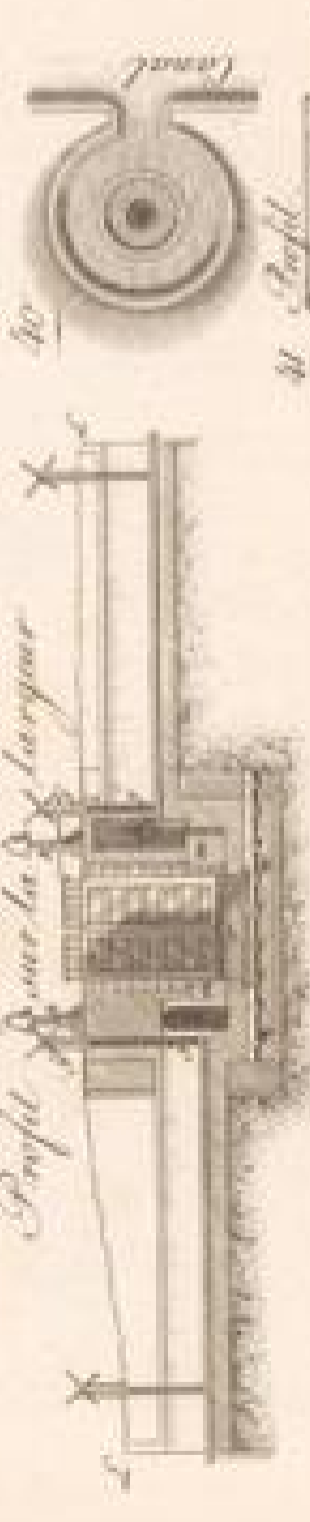
Sixième travail



Troisième travail

Quatrième travail

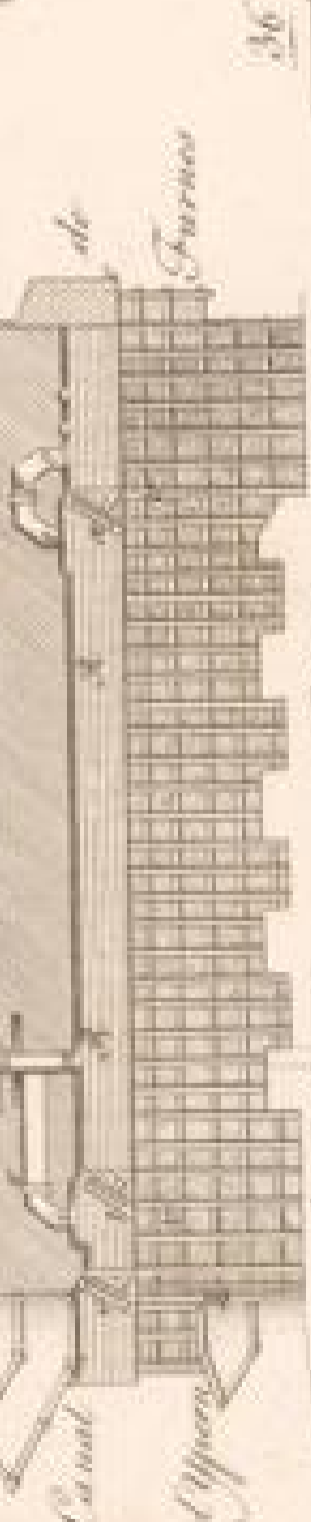
Élévation de Bussingue sur le Canal d'Ypern.



Profil sur la largeur



Profil sur la longueur



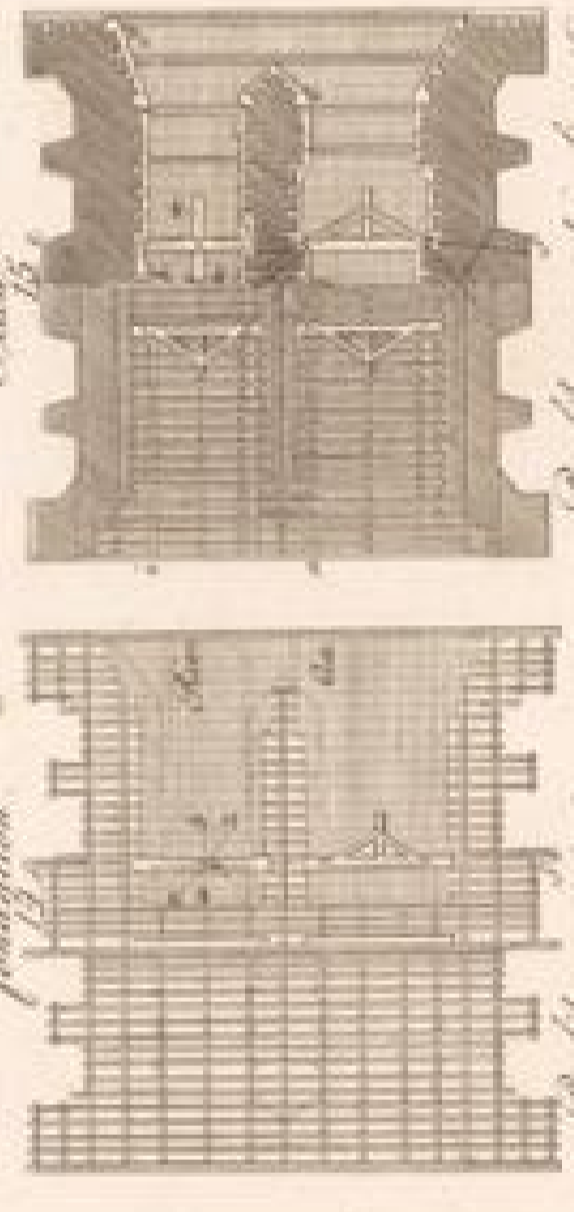
Élévation de Bergen à Dintherque.



Élévation de Cavendish



Élévation de Gravelines de 1699.



Profil sur la largeur



Profil sur la longueur



Élévation du Canal de Lierre.





Ecluse à l'entrée du Bassin de Douches de 1683

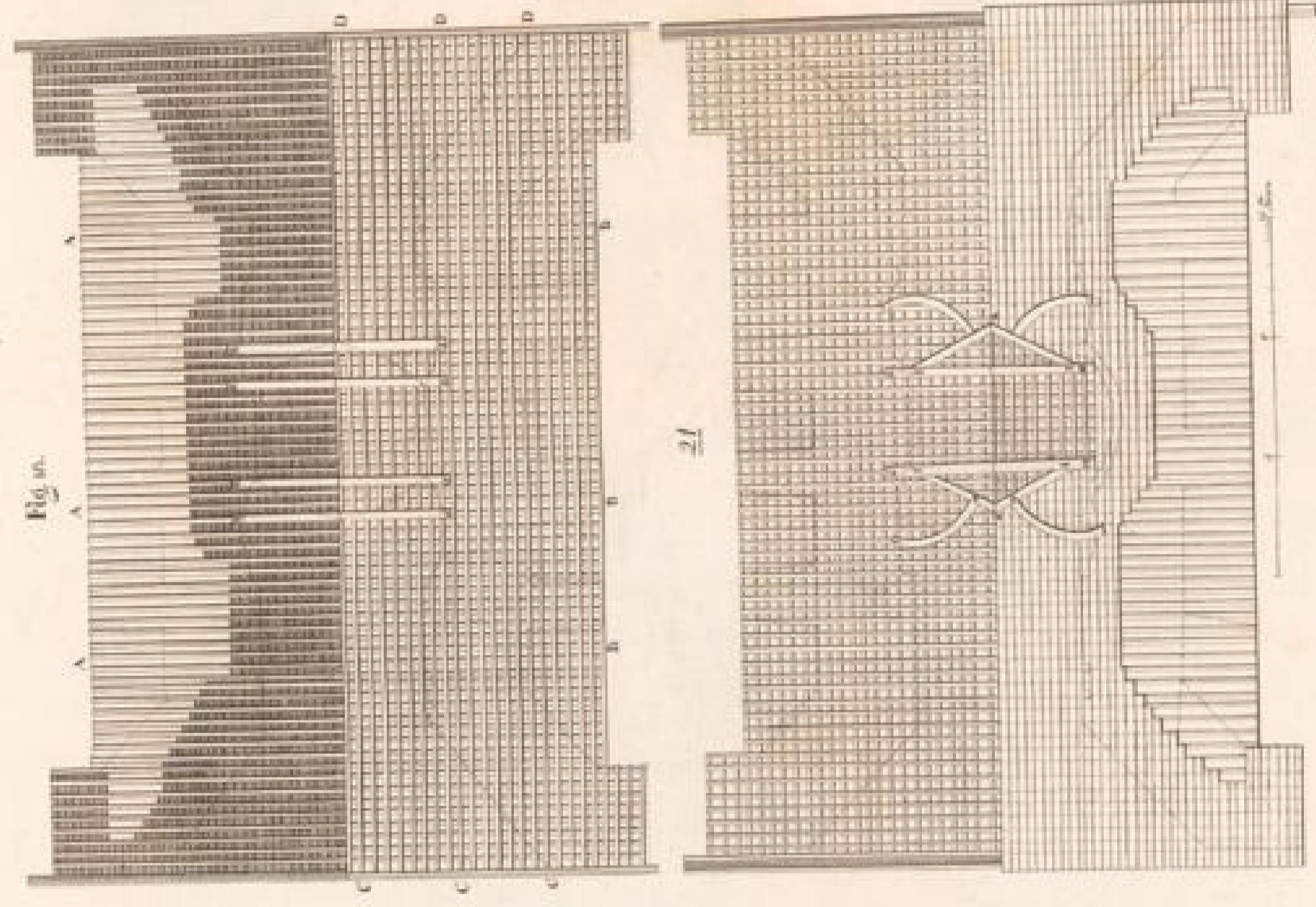
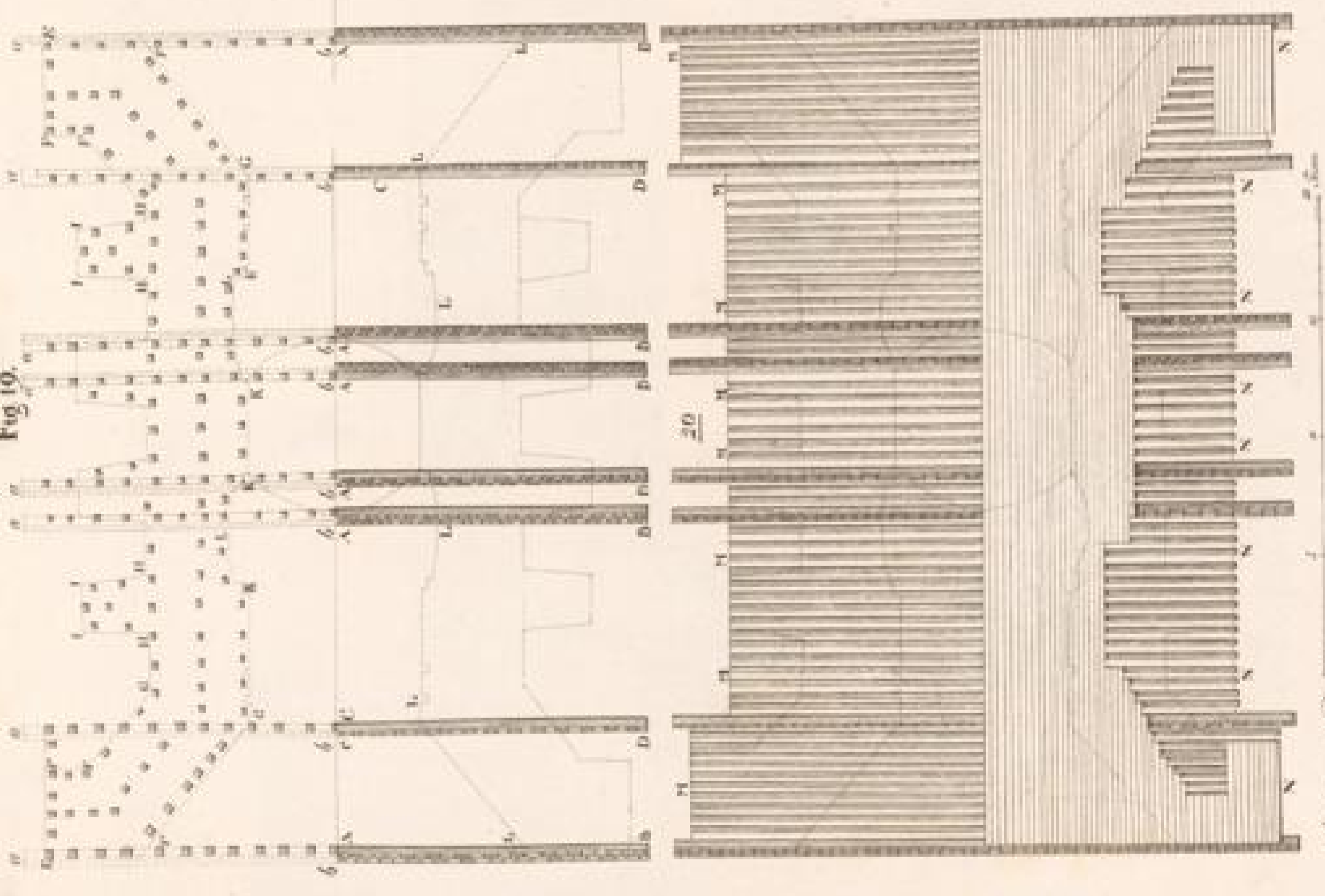


Fig. 19.



Séjour aux Engages des Profonds aux Douches de 1683

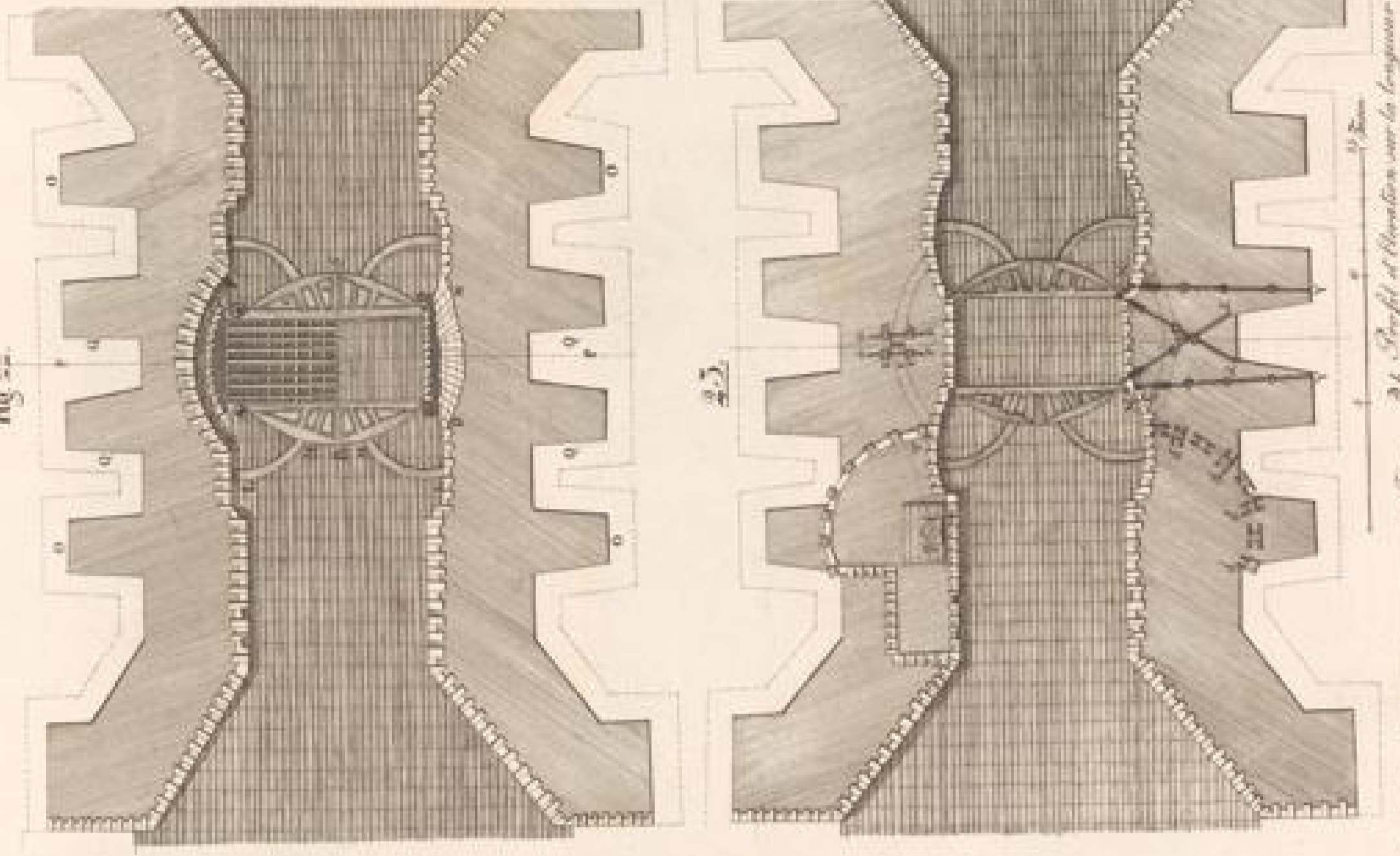
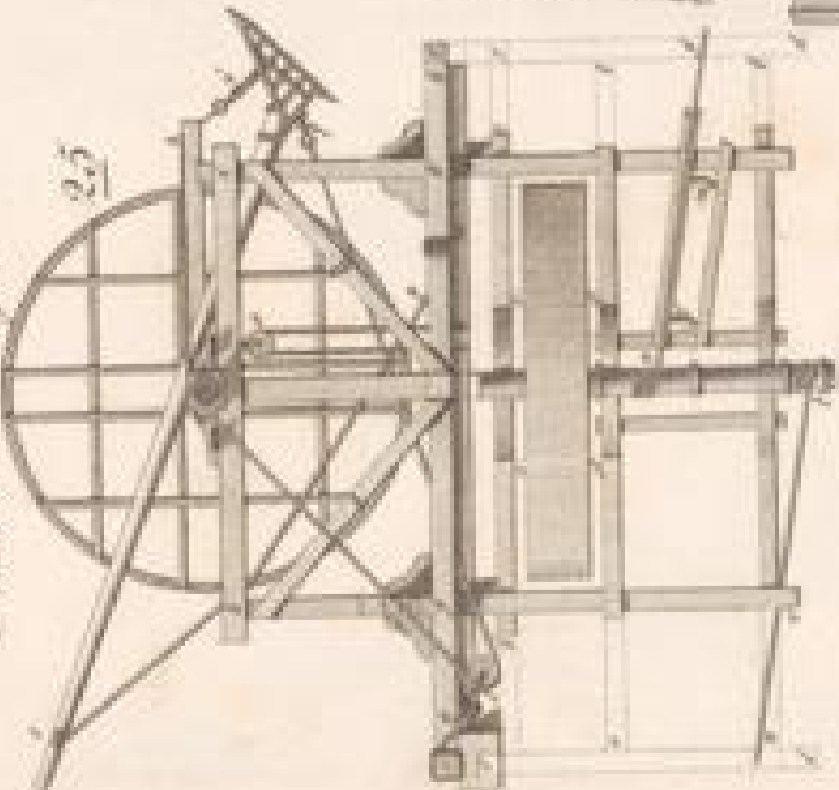


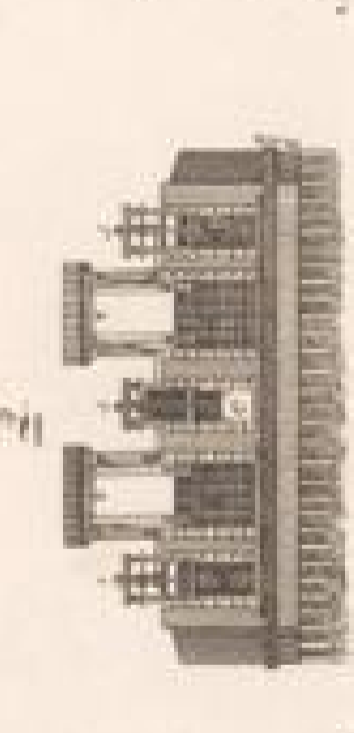
Fig. 22

23

Machine à Propager



25



26



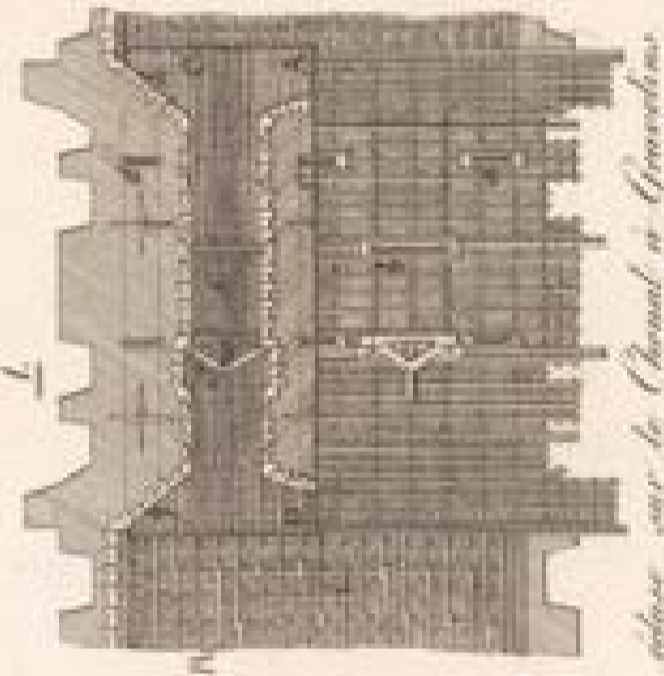
27



28



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30



31

selon pour servir les eaux des Fontaines à Grenelles



32



33



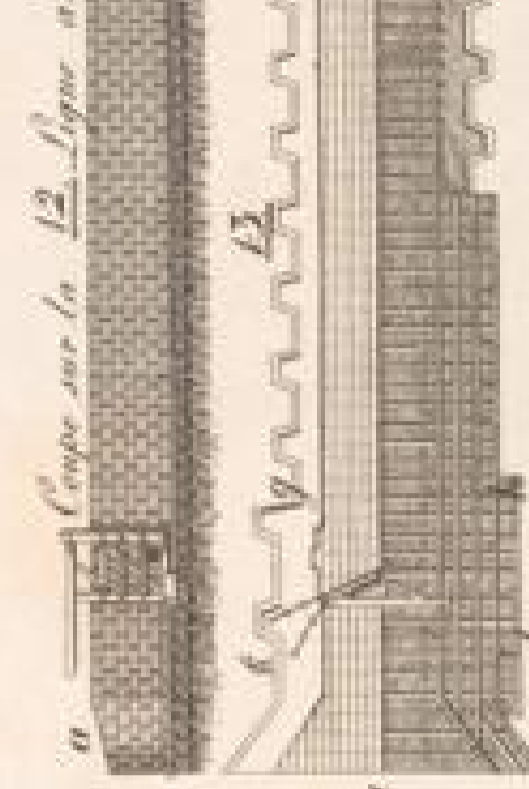
34



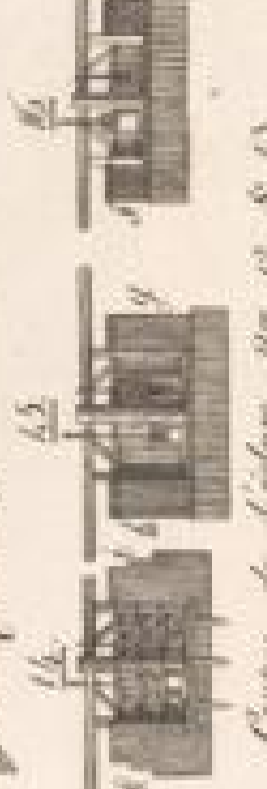
35



36



37



38



39



40

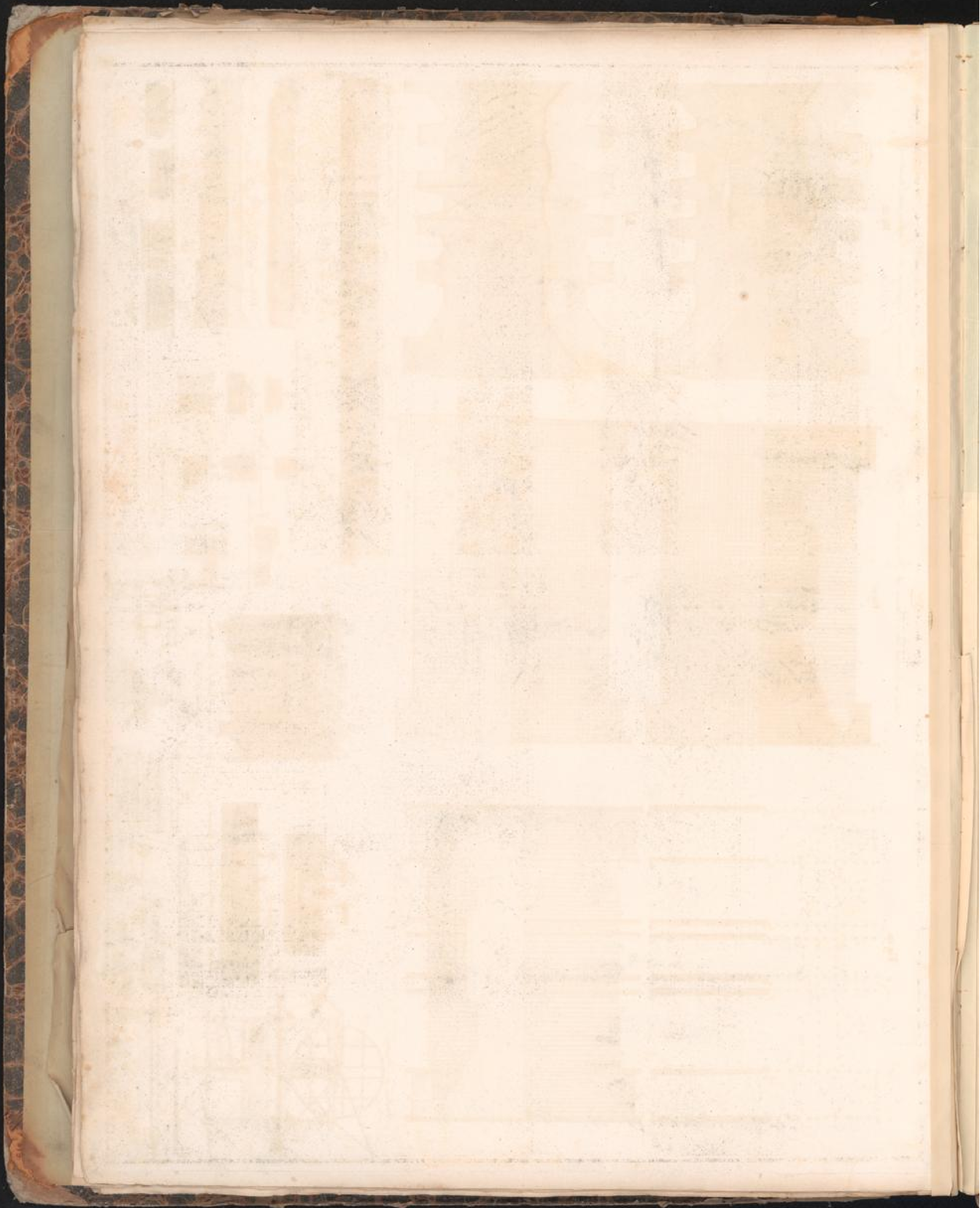


41



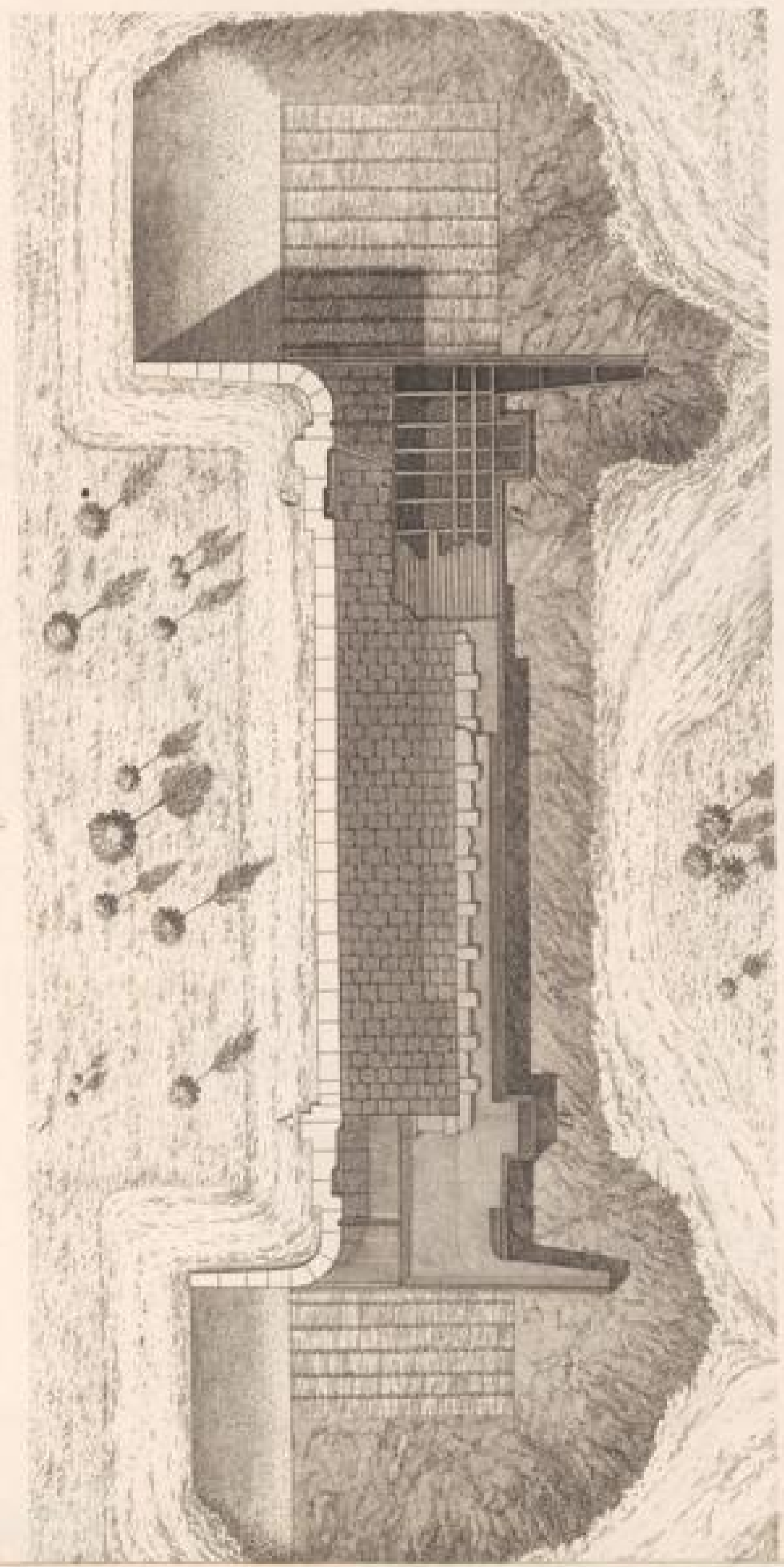
42

pour les figures 1-17 inclus

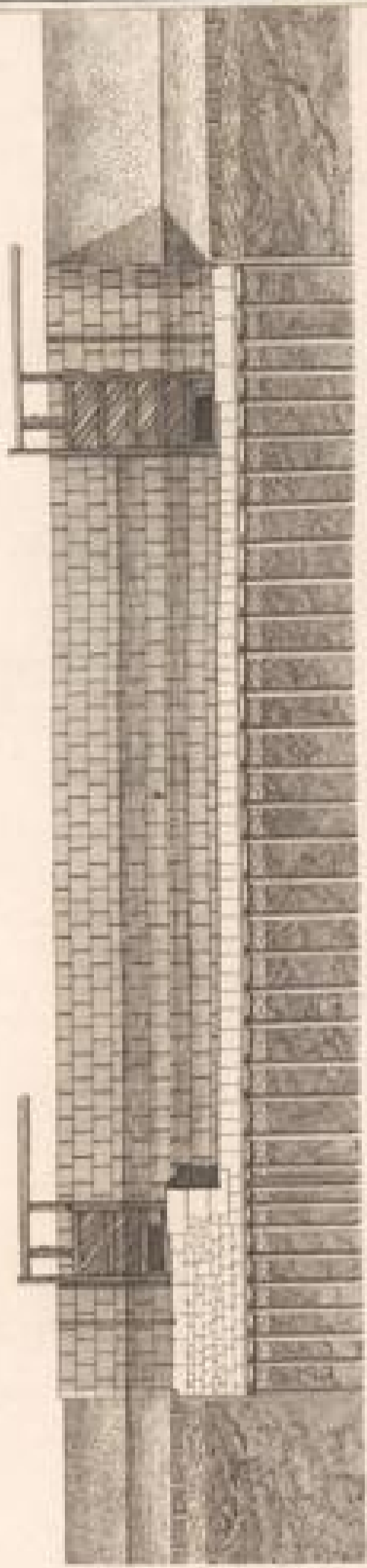




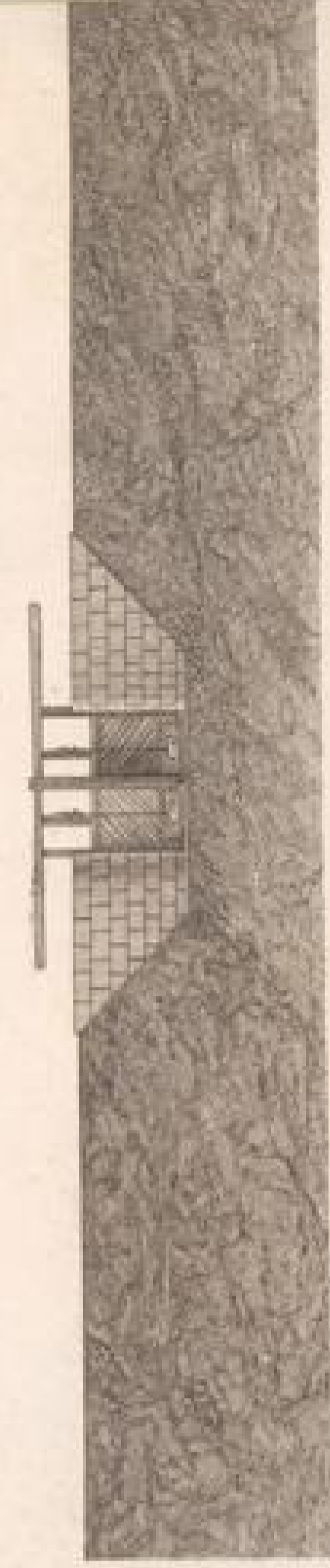
Ecluse à Sas pour rendre navigable la Morave.



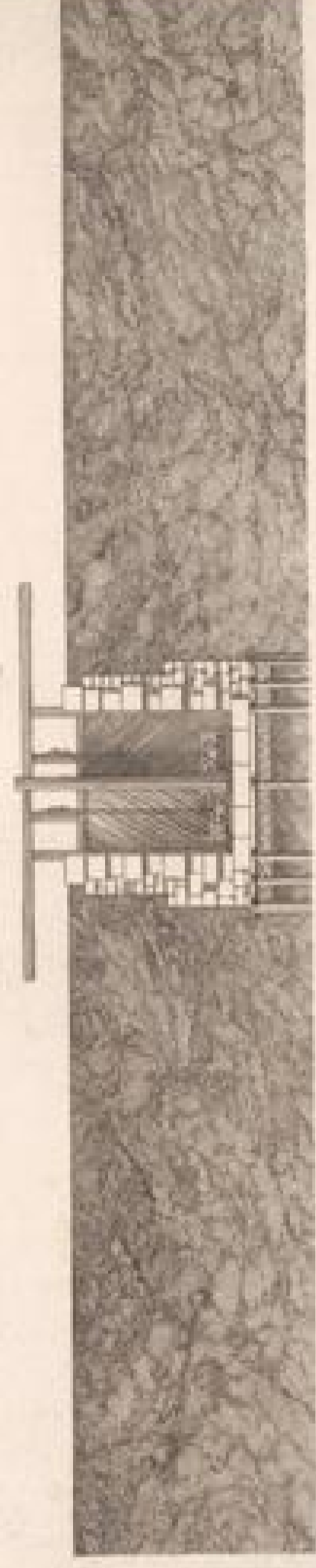
Elevation.



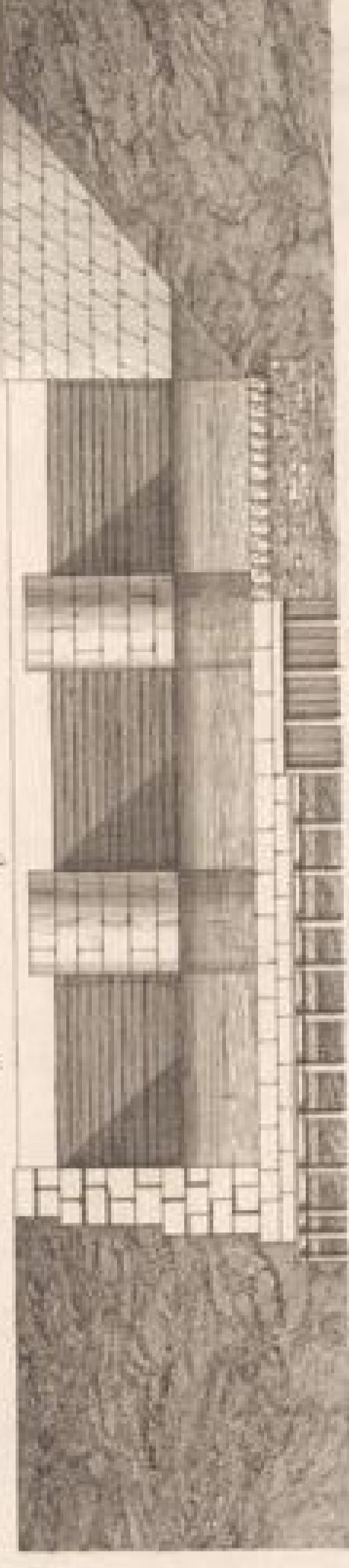
Coupe sur la ligne AB.



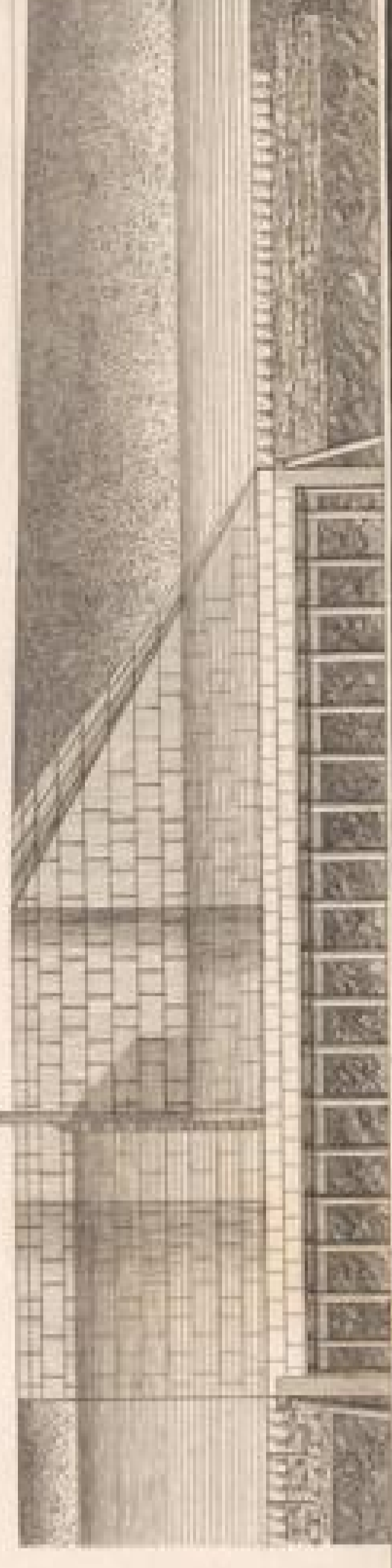
Coupe sur la ligne CD.



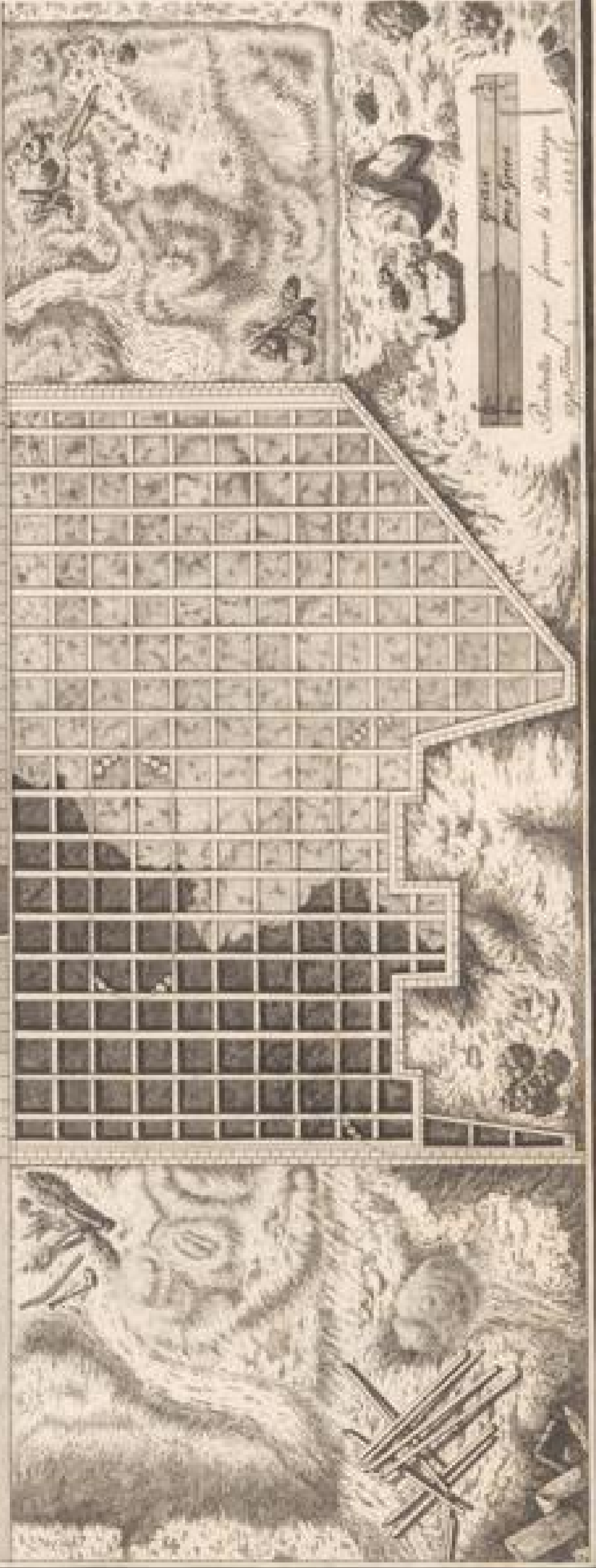
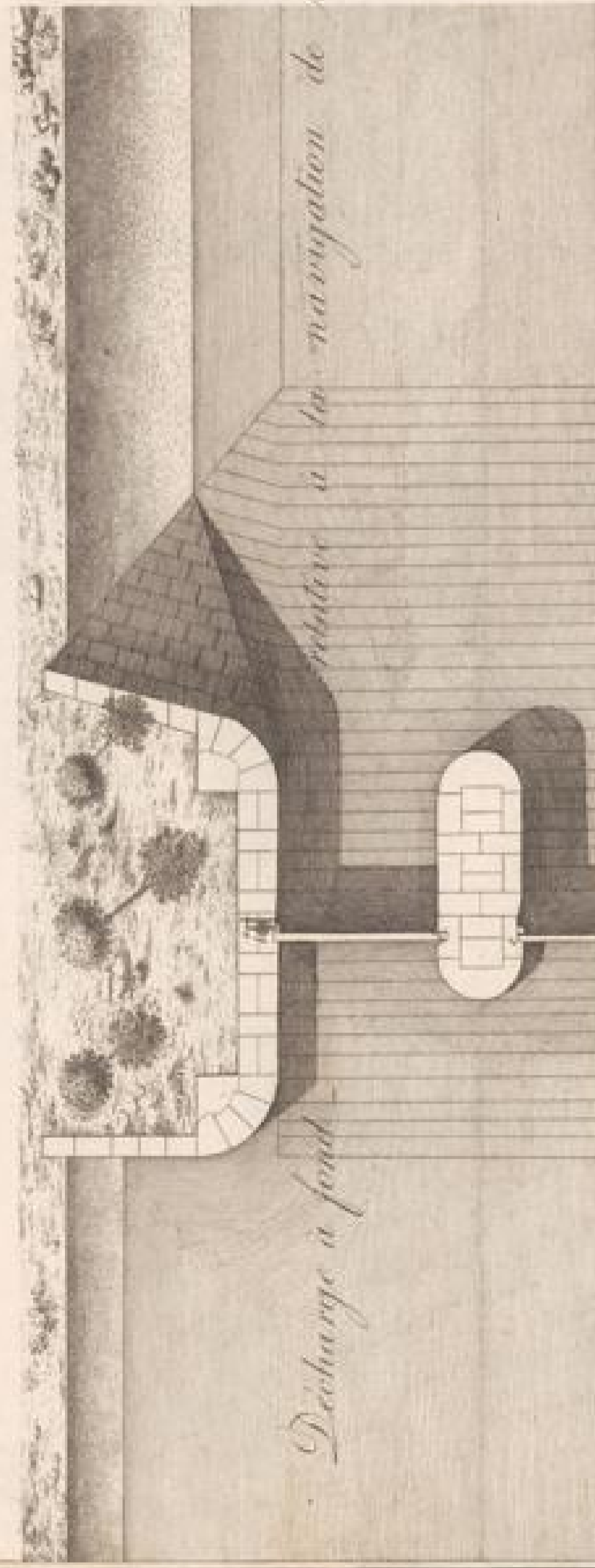
la Morave projetée par l'auteur.  
Elevation de la partie inférieure de la décharge.



Elevation d'un côté de la décharge.



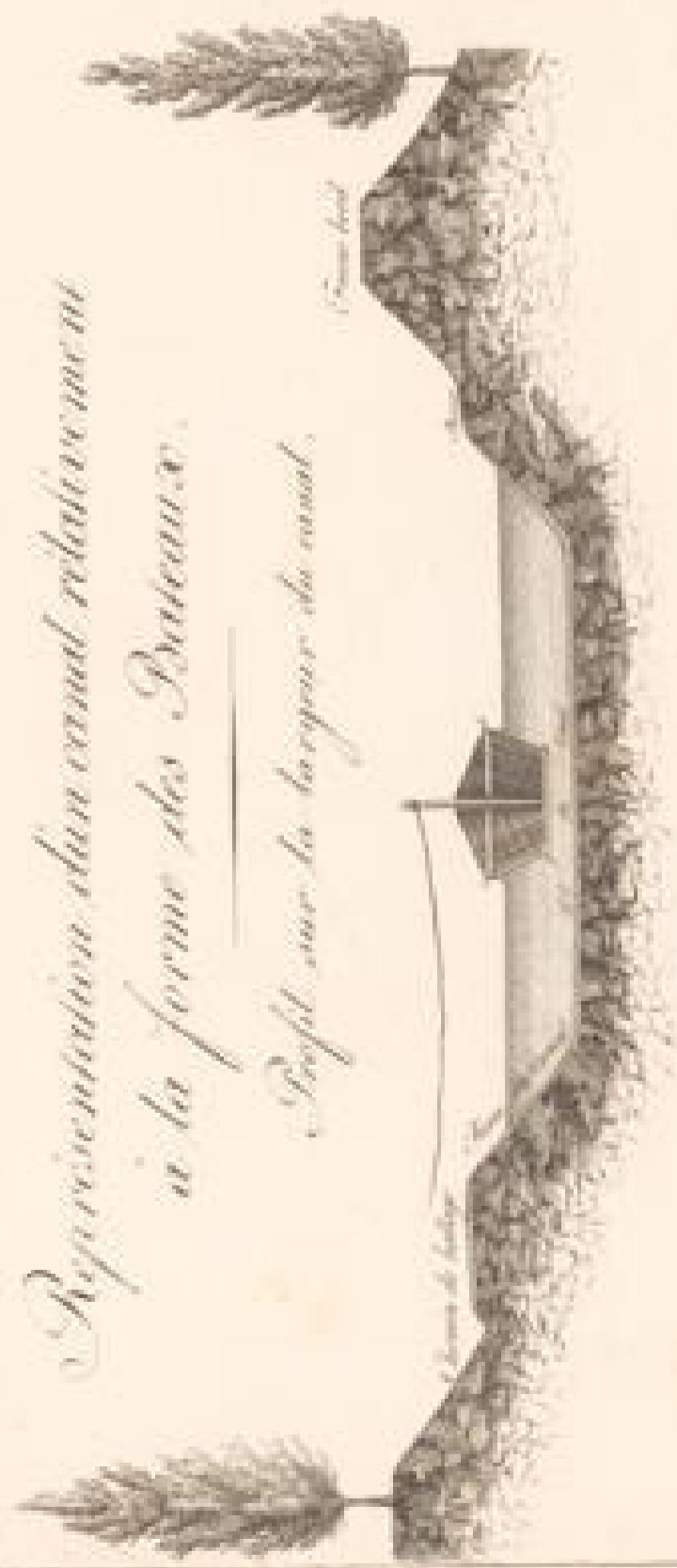
Decharge à fond relative à la navigation de



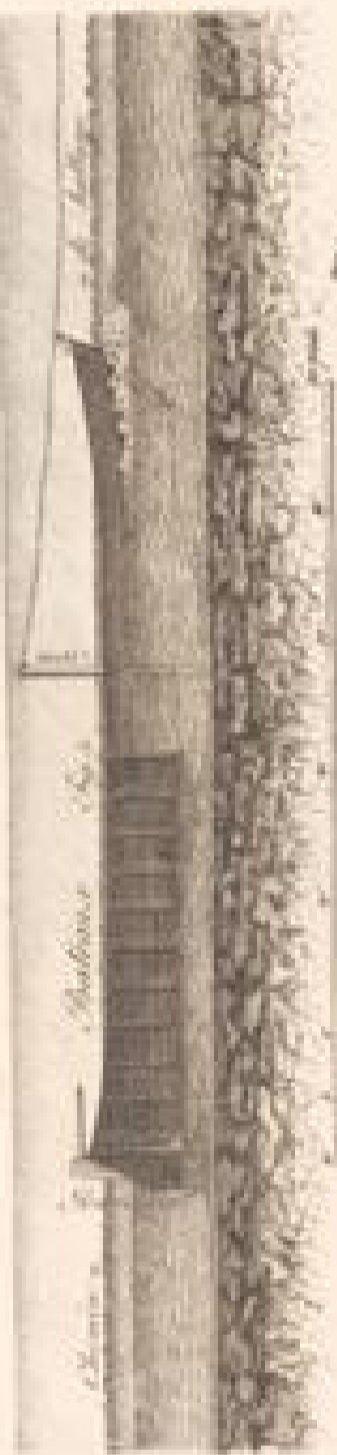


Représentation d'un canal relativement à la forme des bateaux.

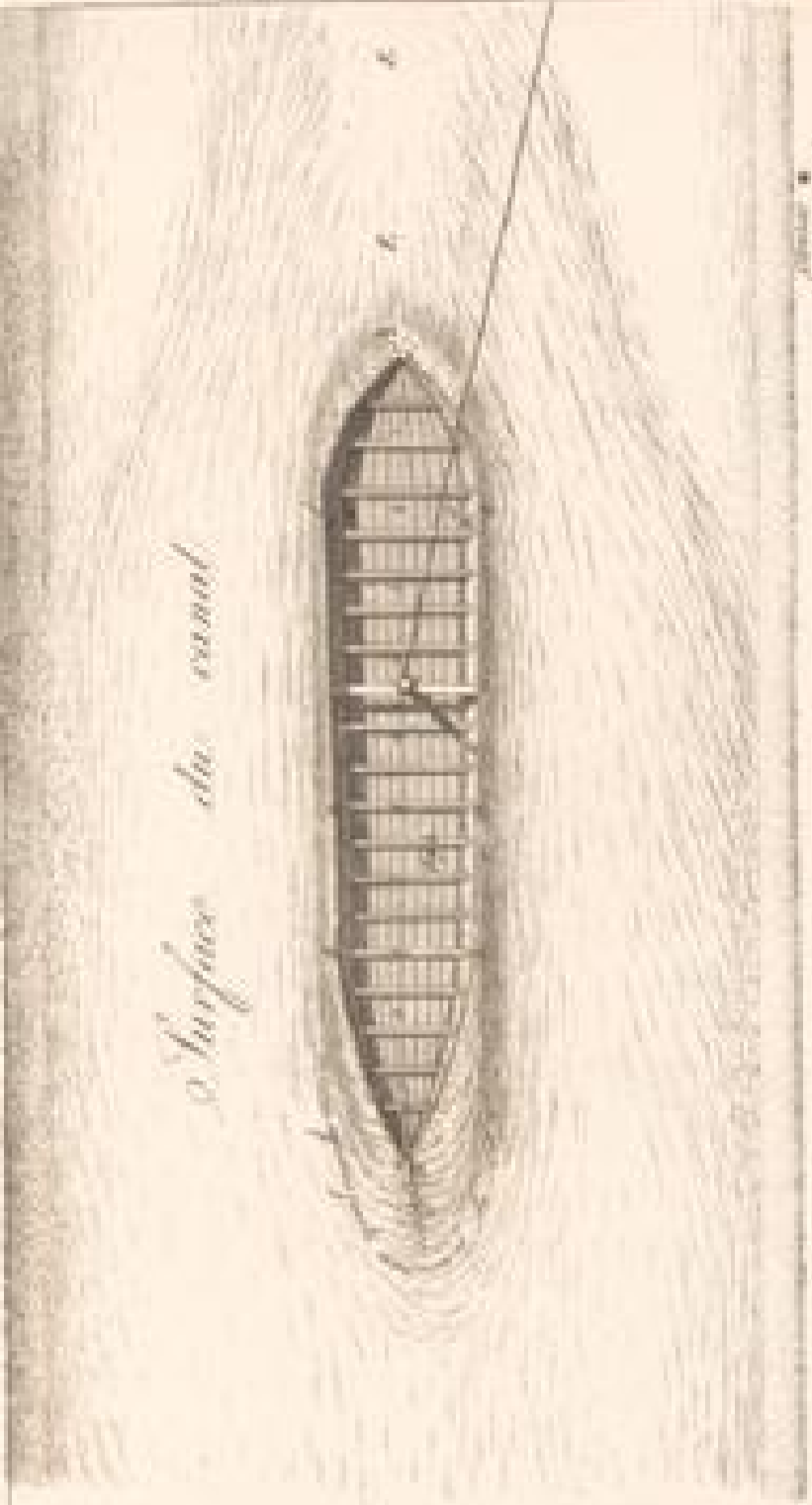
Elevation et Profil sur la longueur du canal.



Profil sur la longueur du canal.



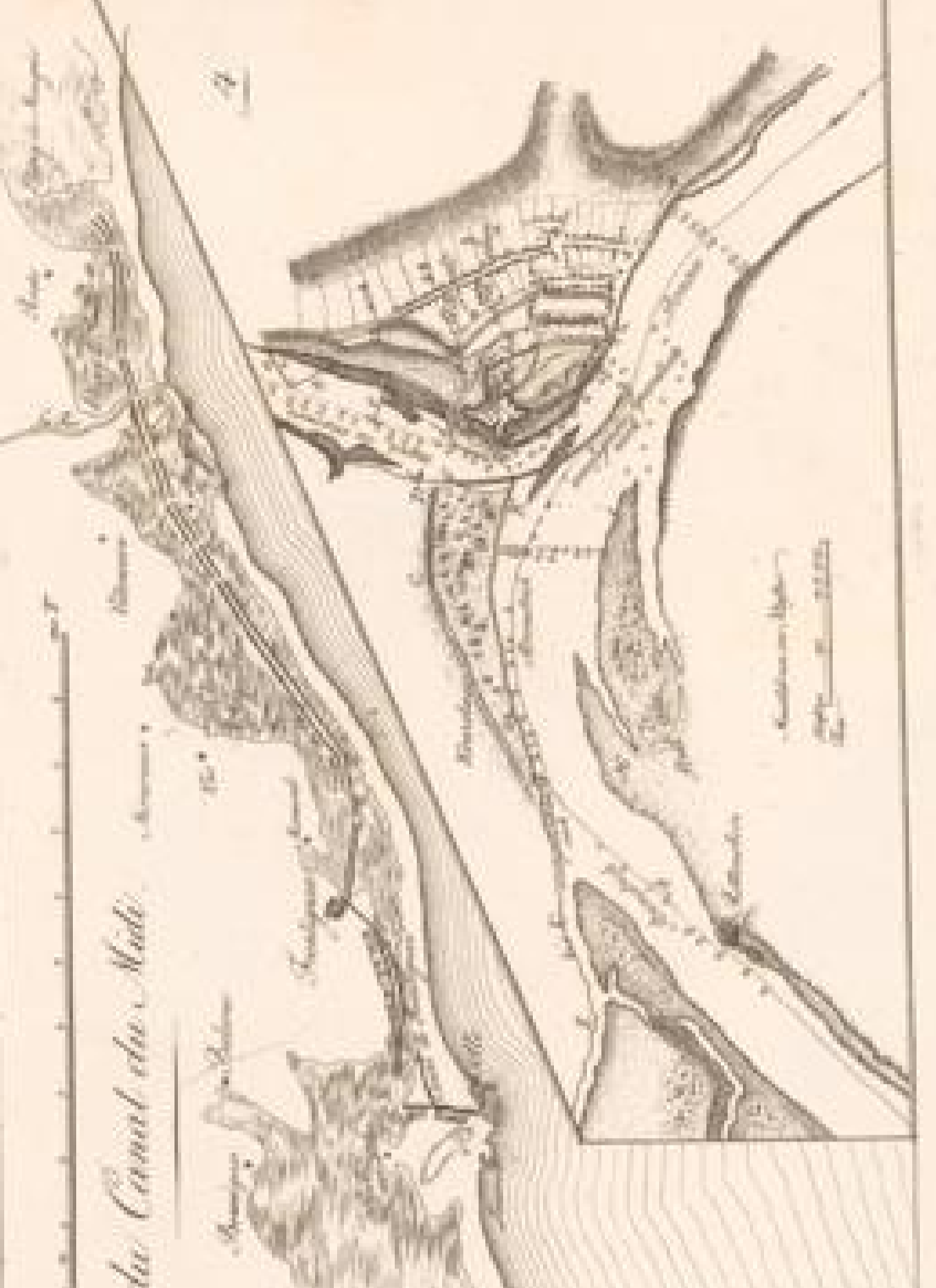
Surface du canal.



Carte du canal du Mali.

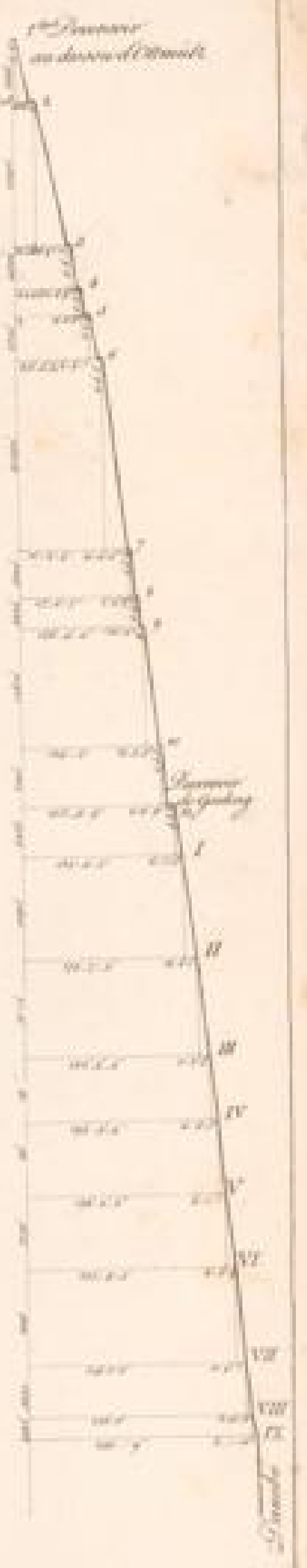


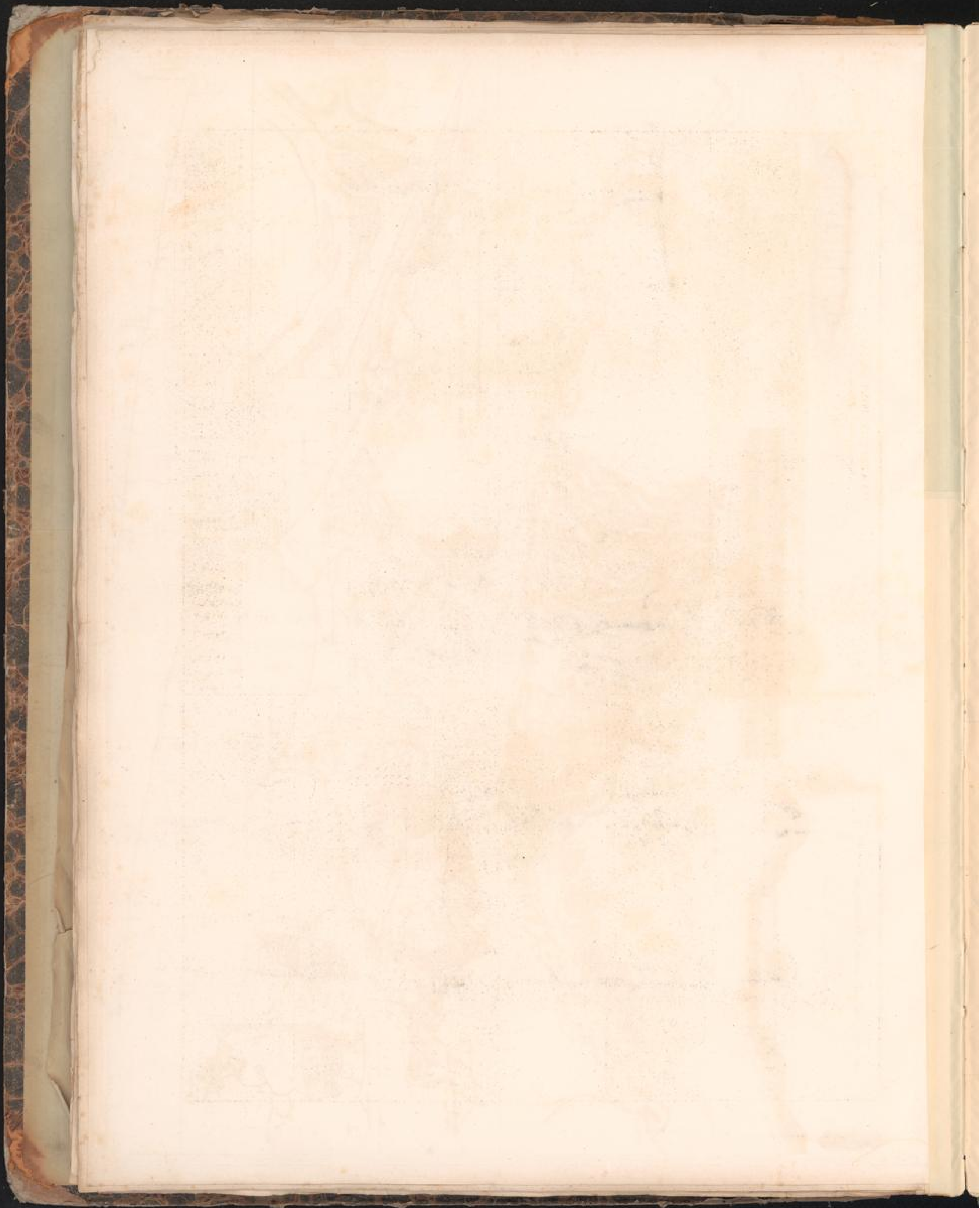
Carte du Canal du Mali.

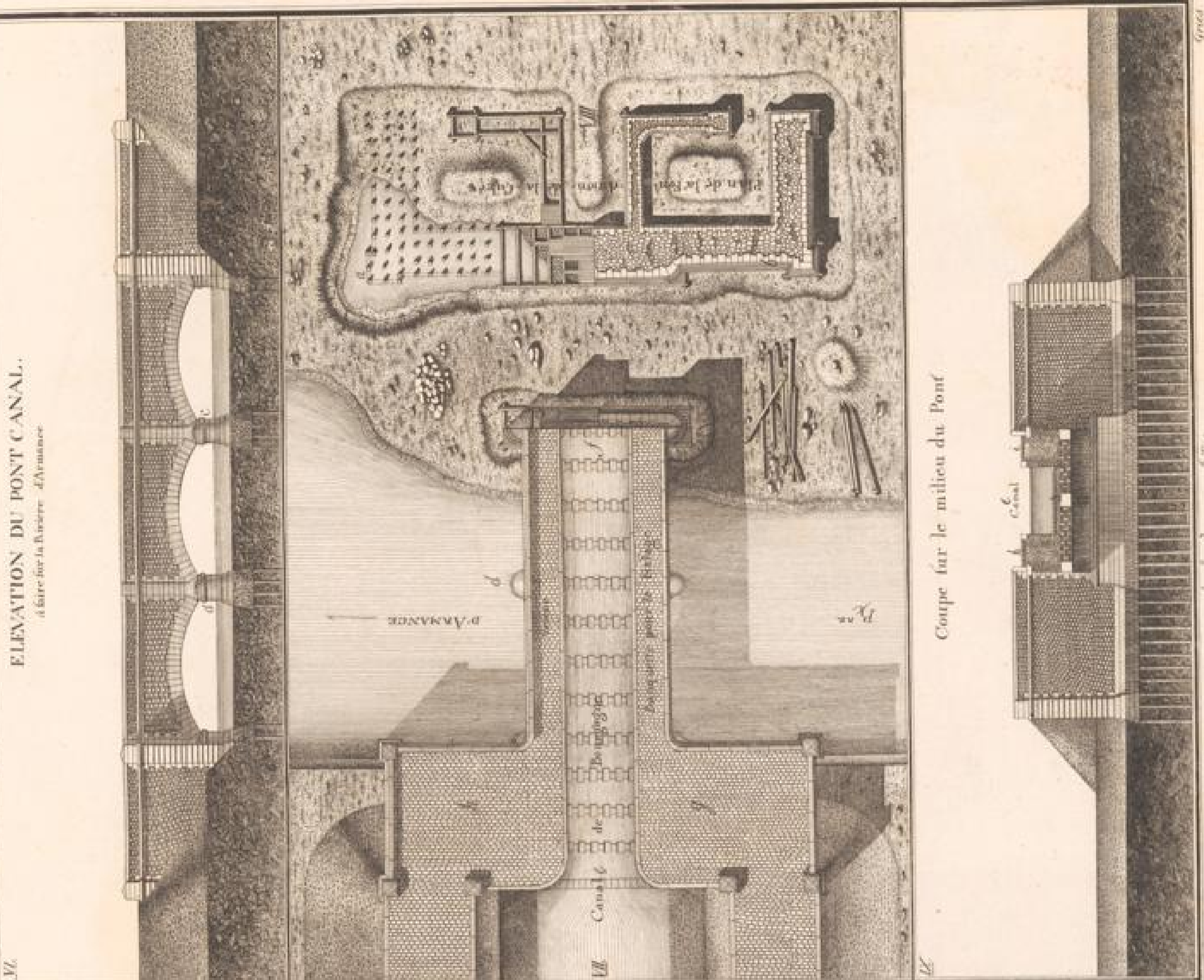
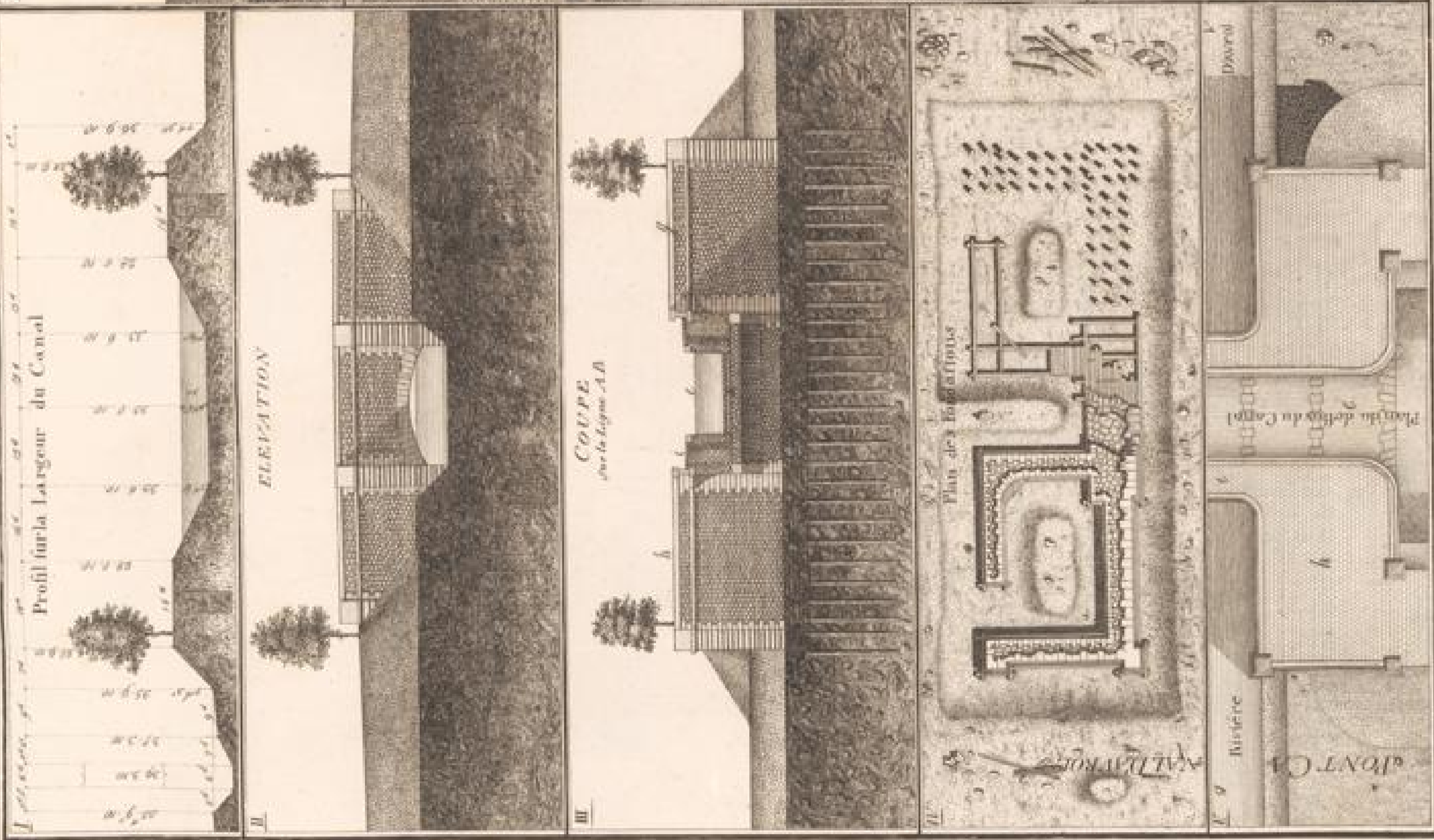


1

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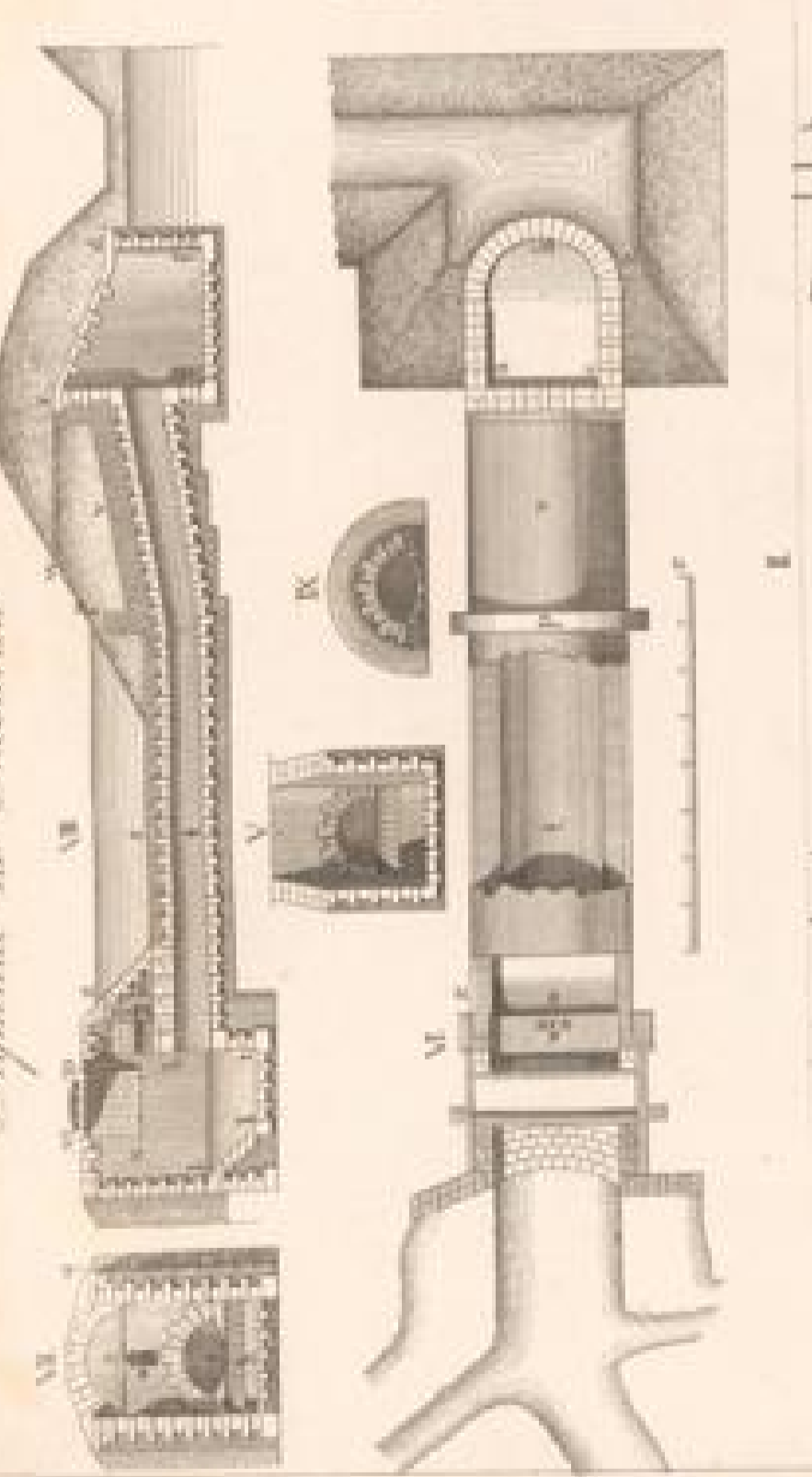








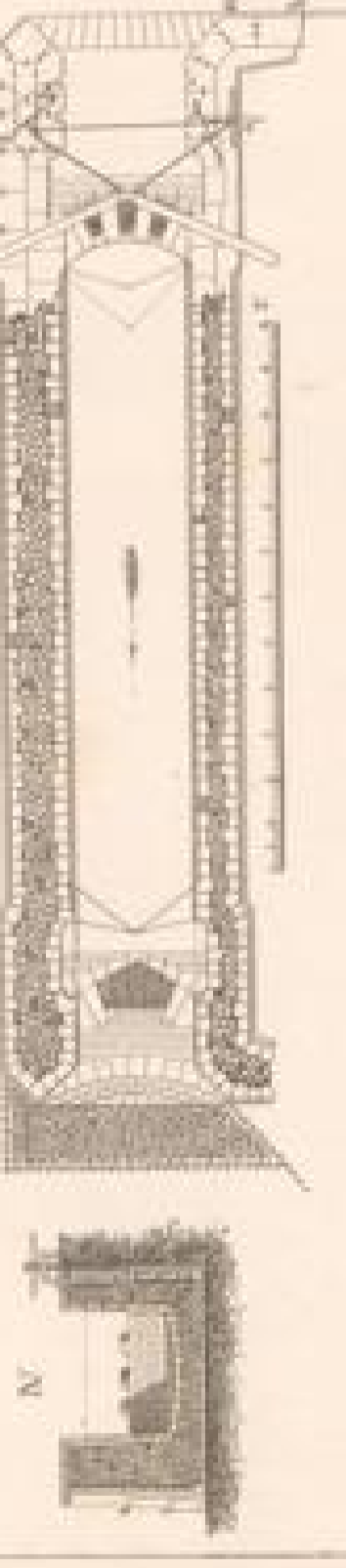
Appareil de Mouton



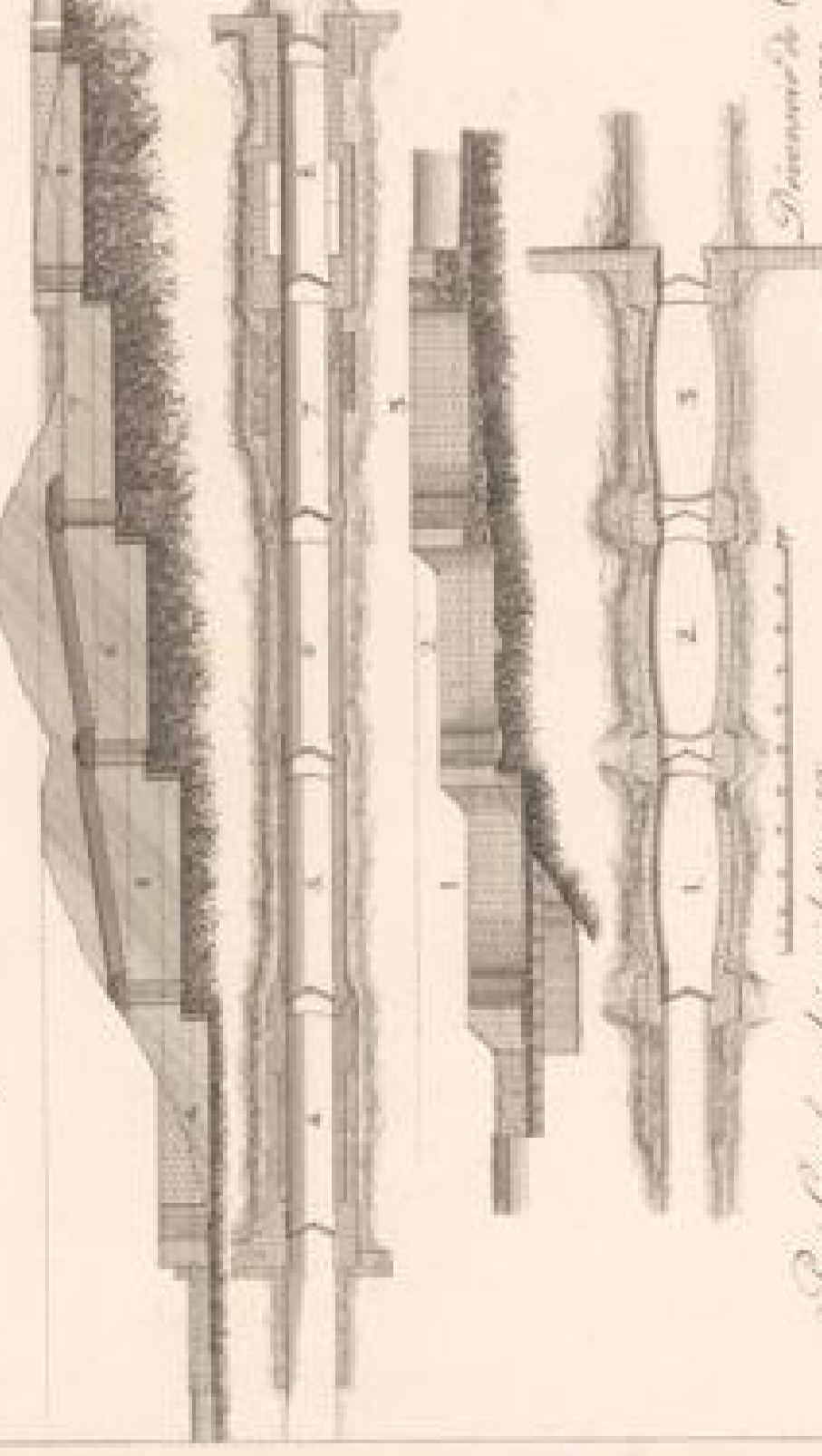
Profil du Buisseau de Long



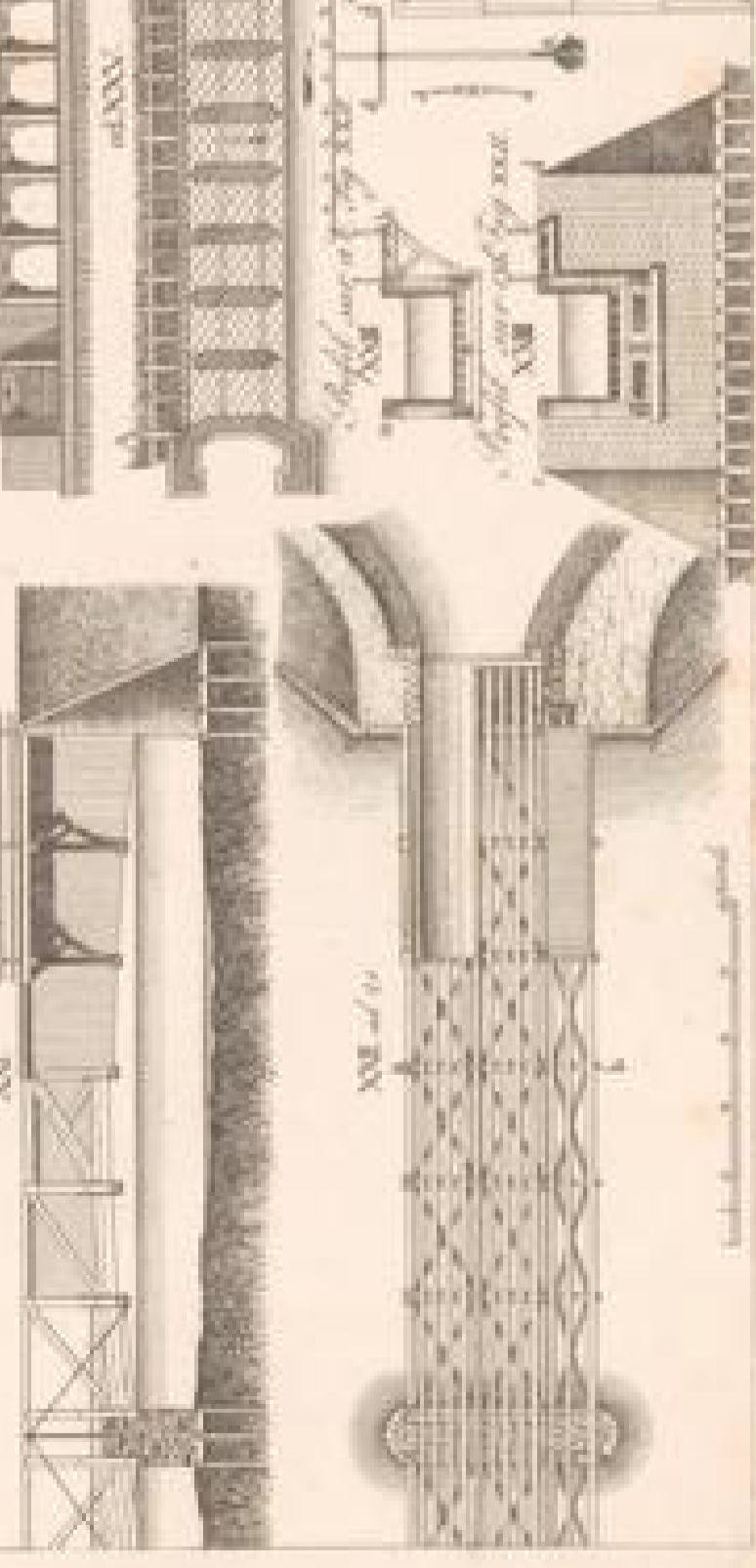
Ecluse dans la Seine à Longueville 1787



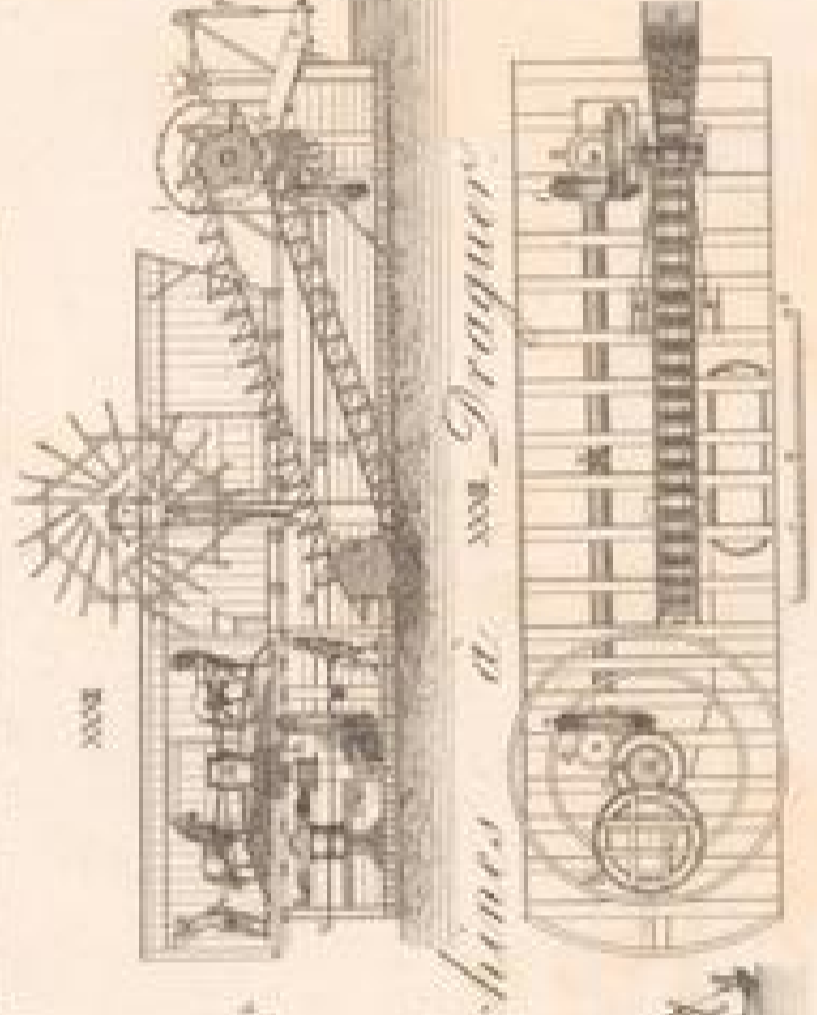
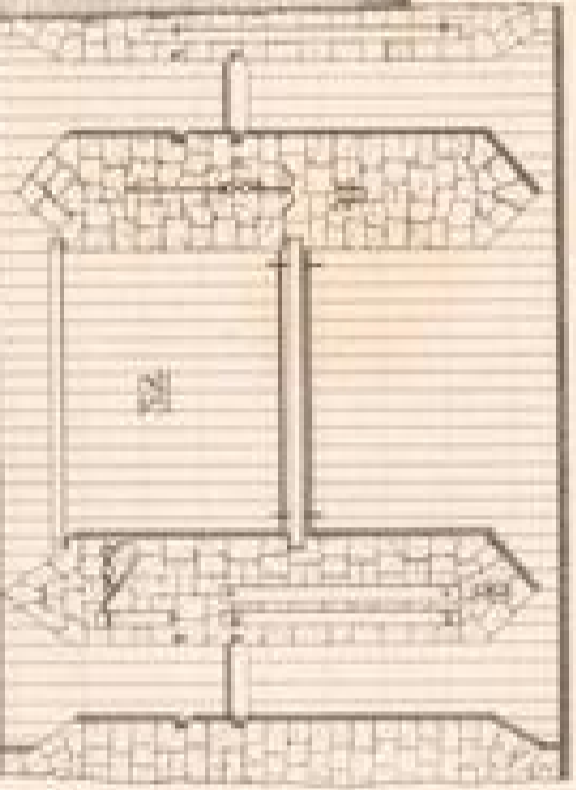
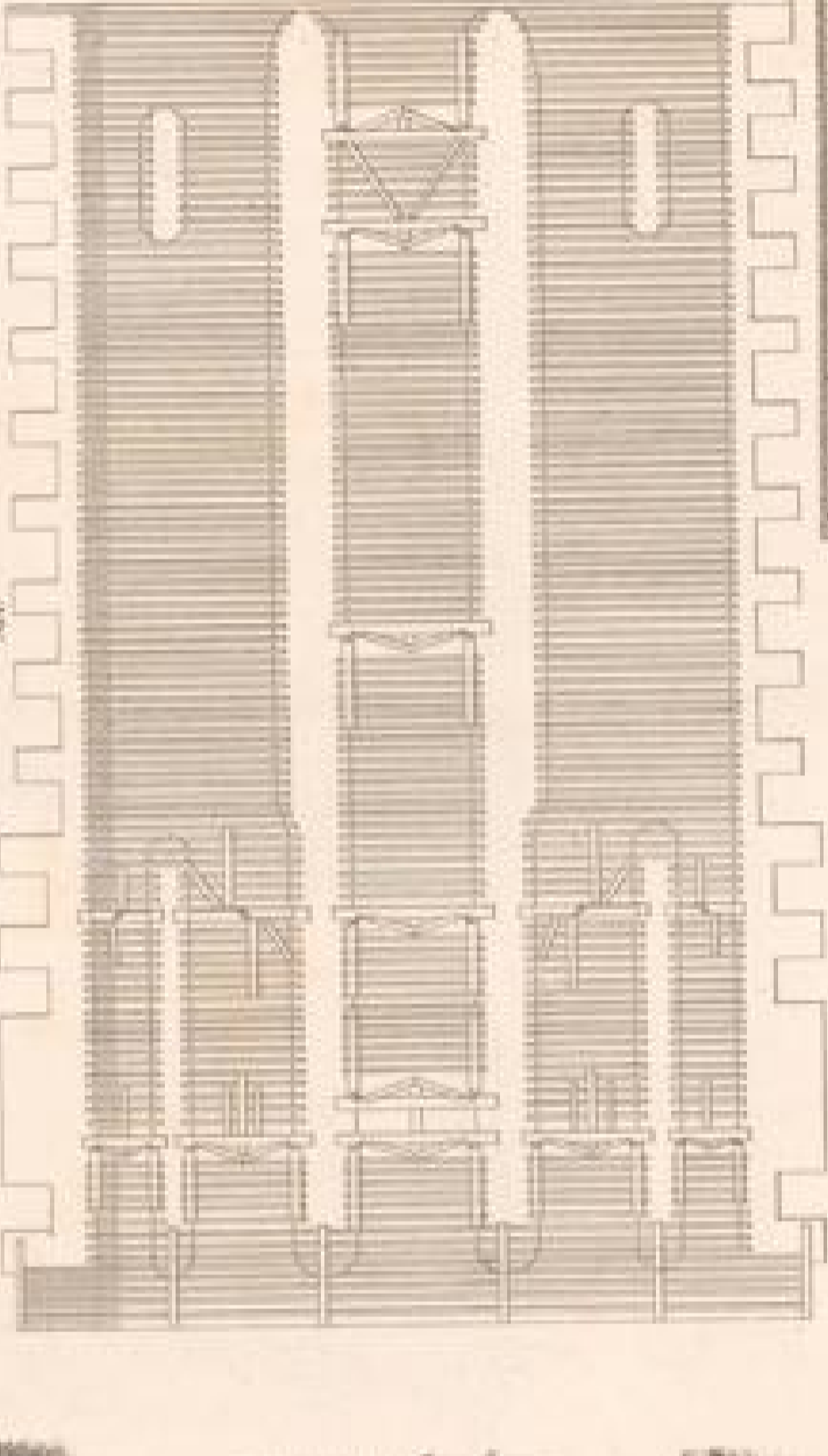
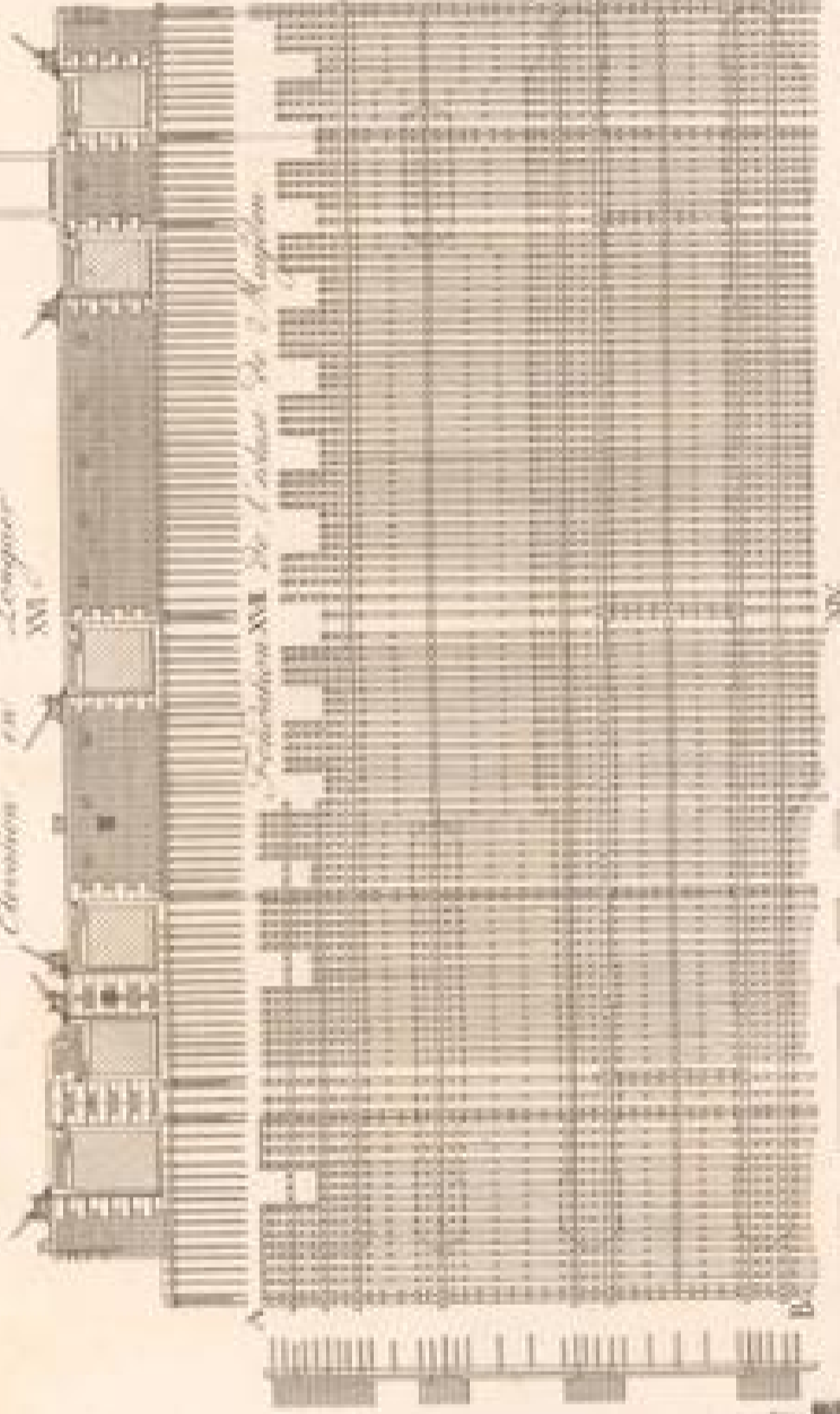
Plan et Profil de l'écluse du Canal de Trévillat en Savoie



Plan Canal en bois, voir page 87

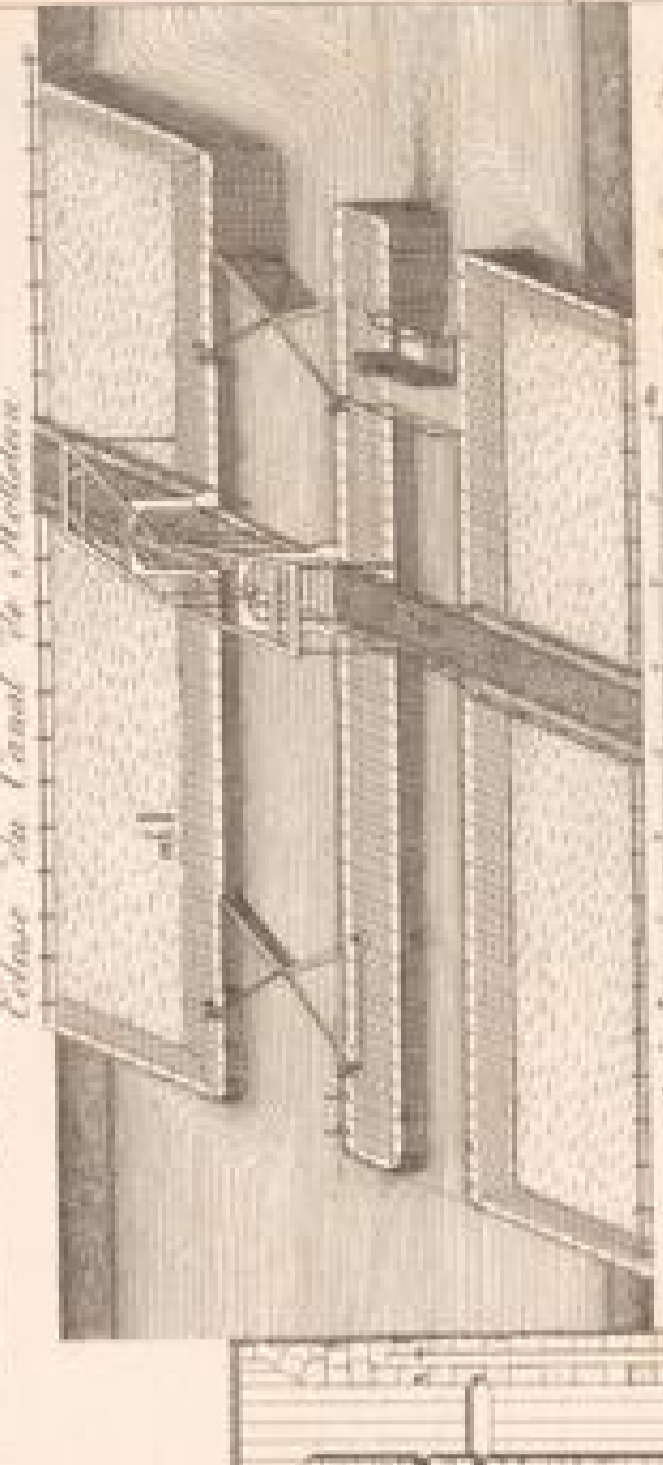
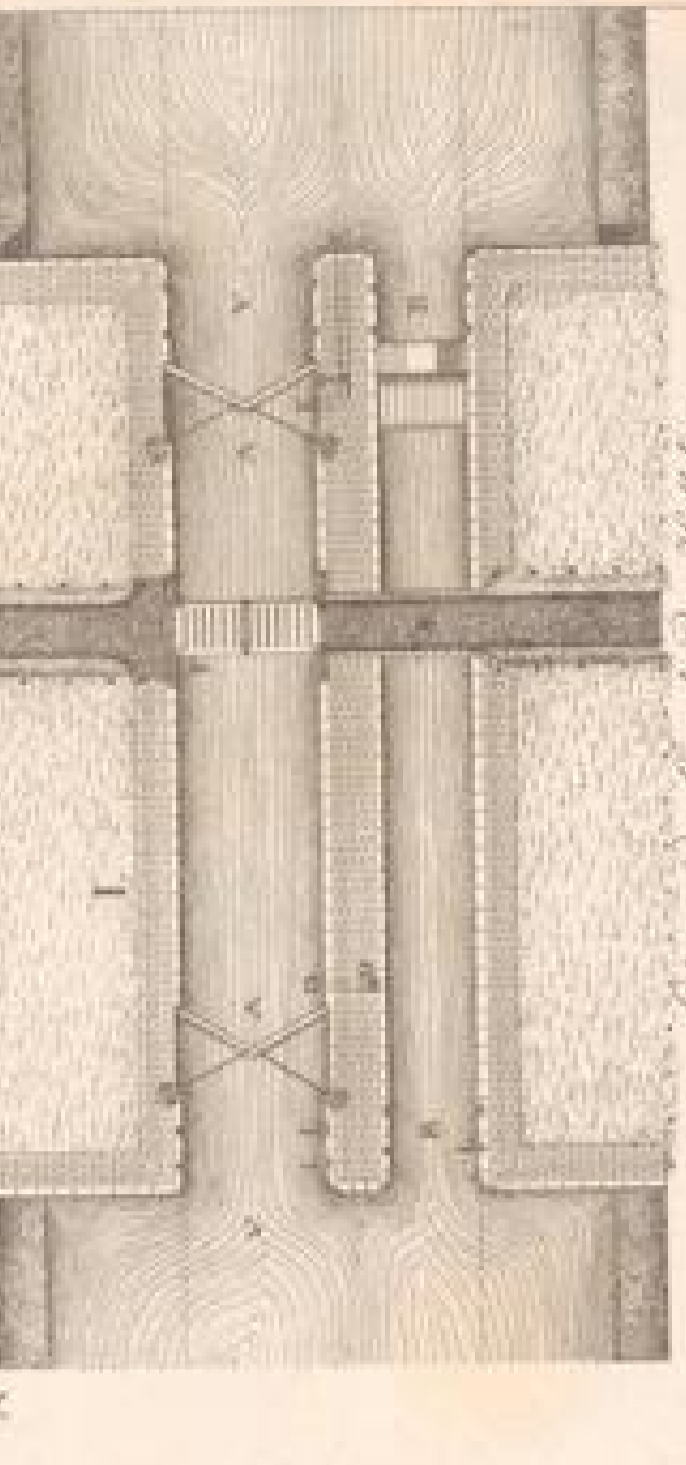
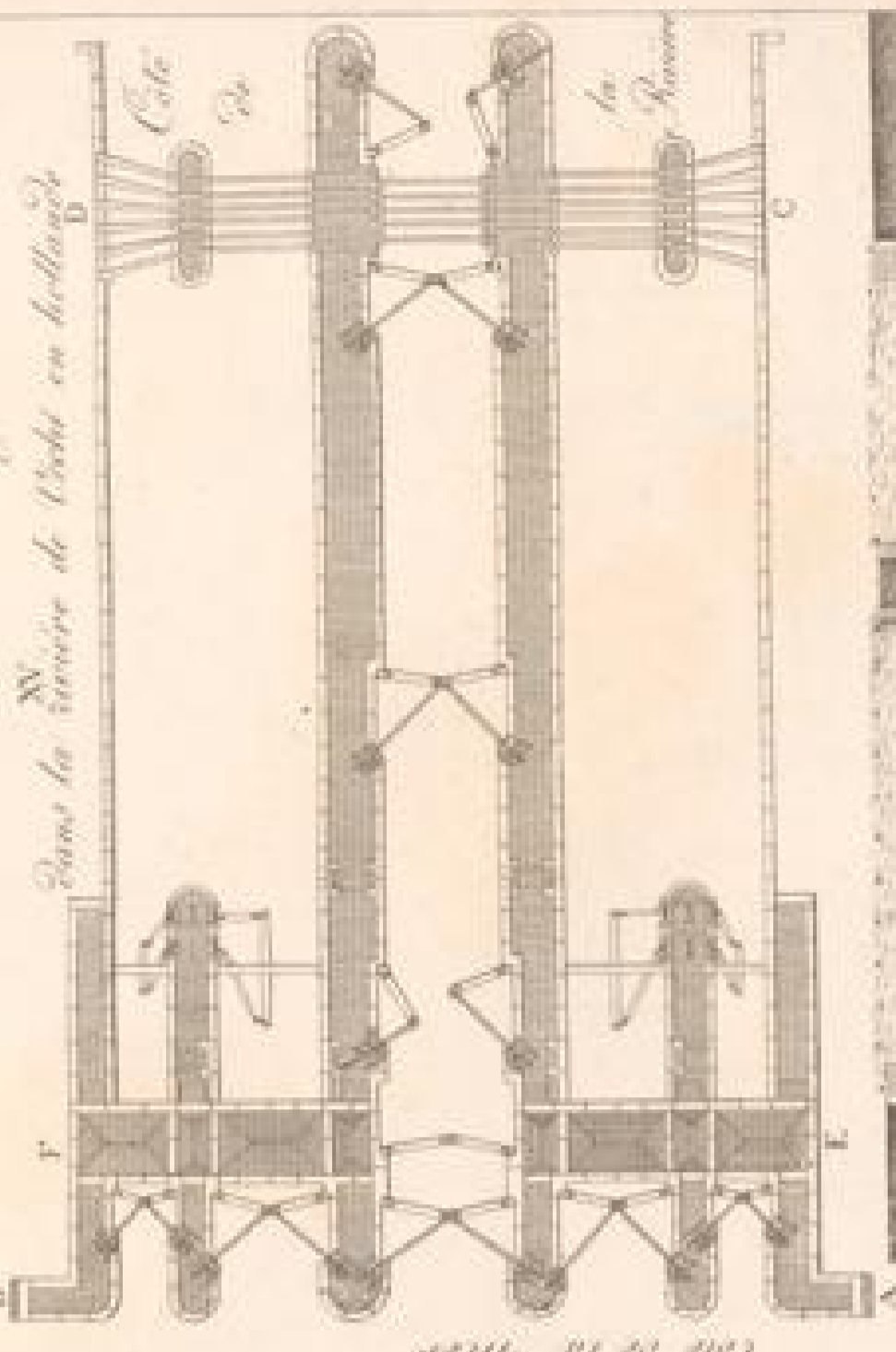


Revue en Longueville

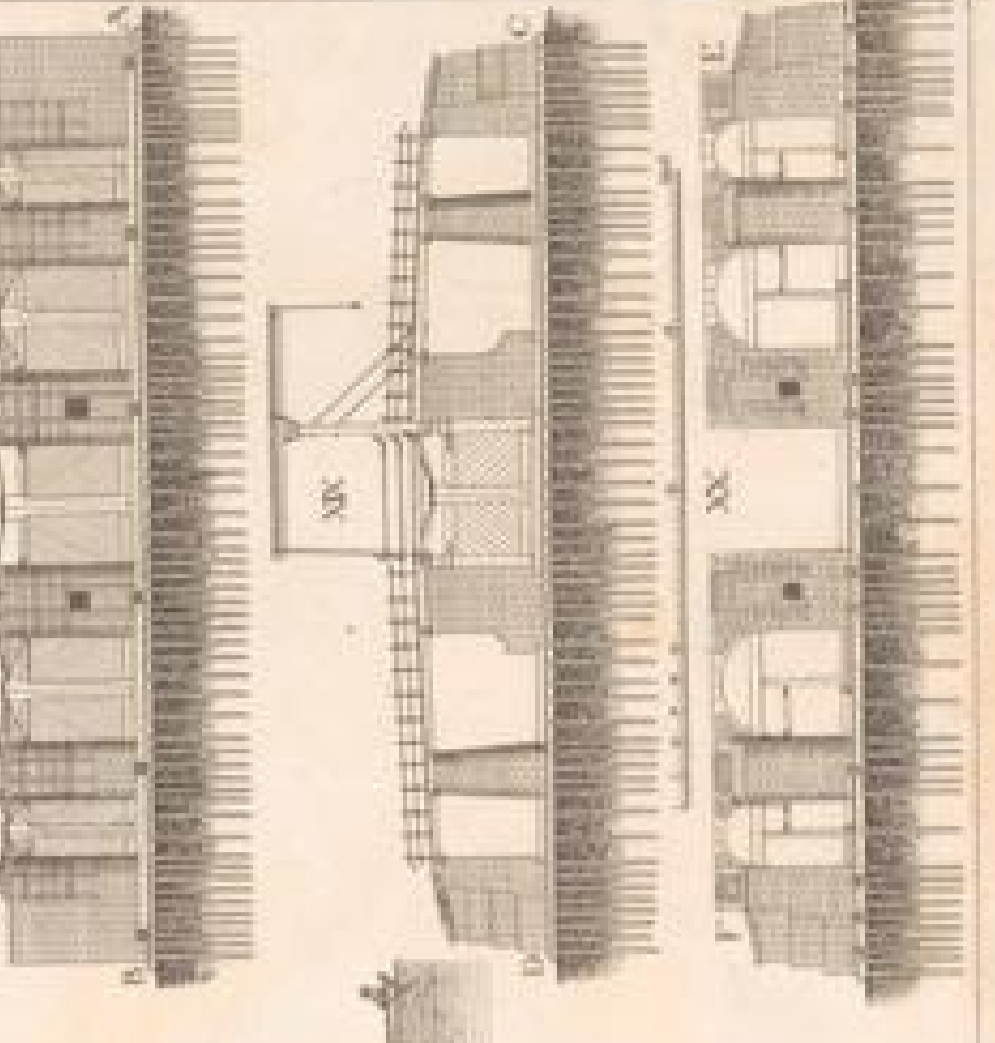


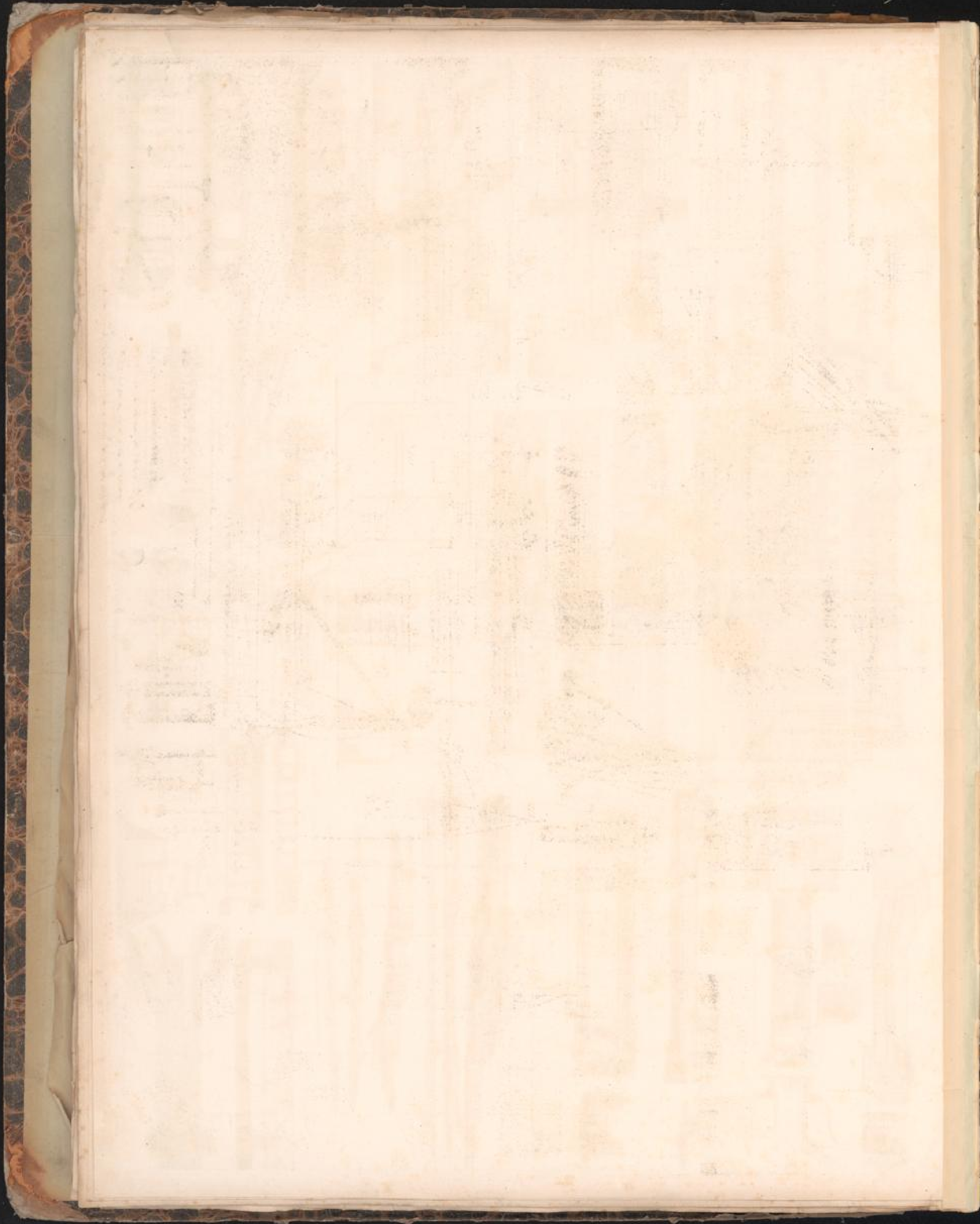
Machines à Mouton

Plan à une Section de l'écluse de Mouton

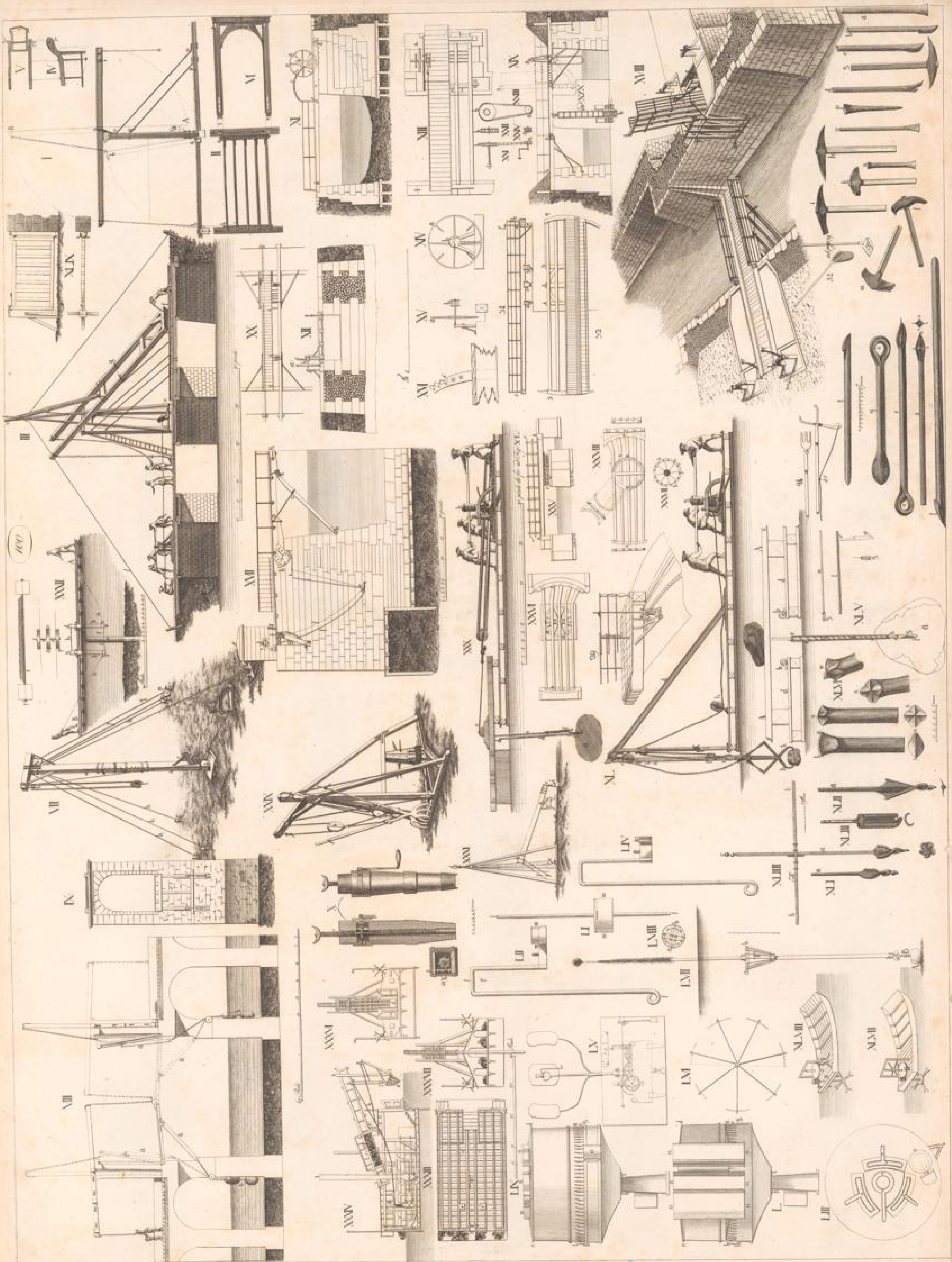


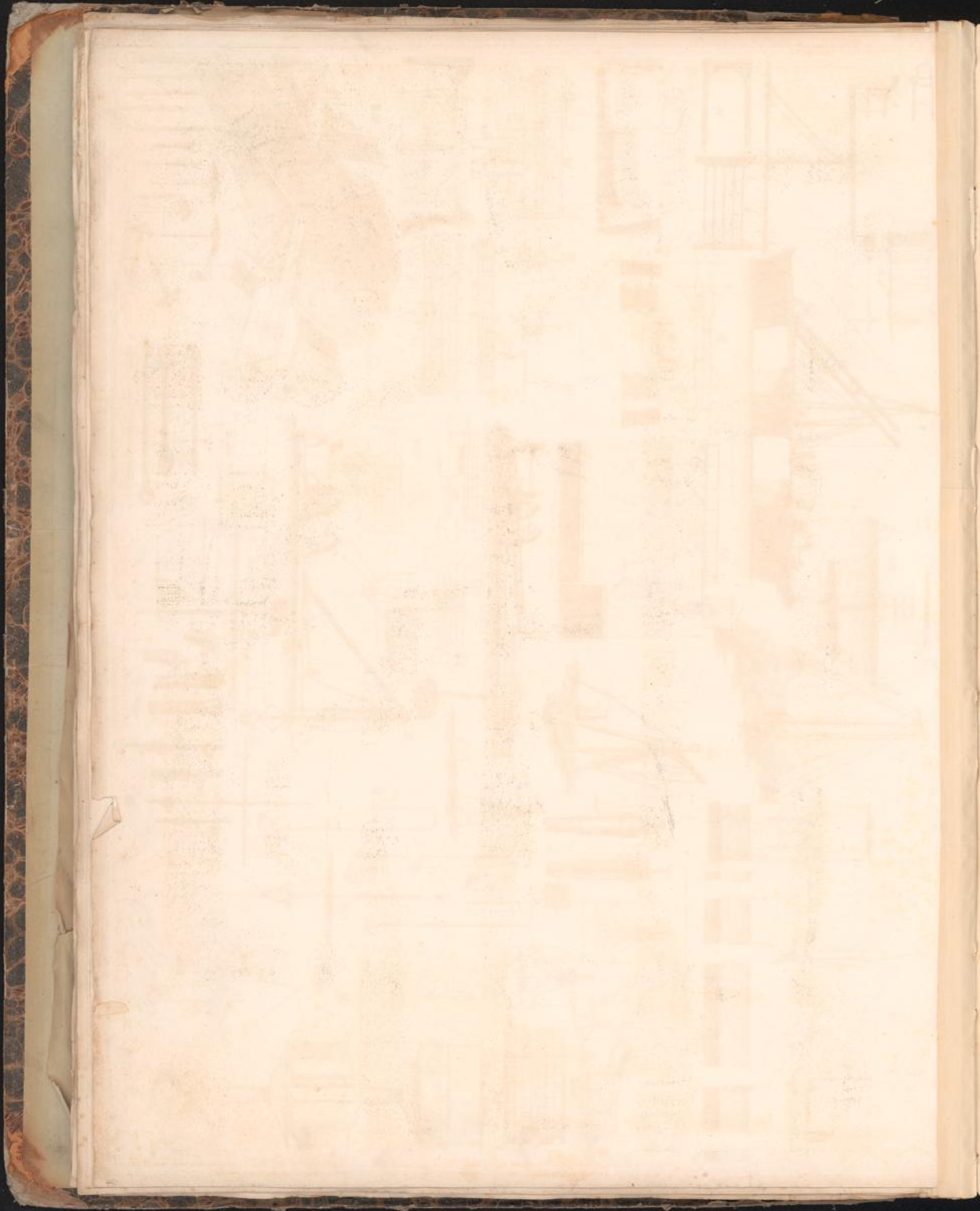
Revue de l'écluse de la Seine à Longueville

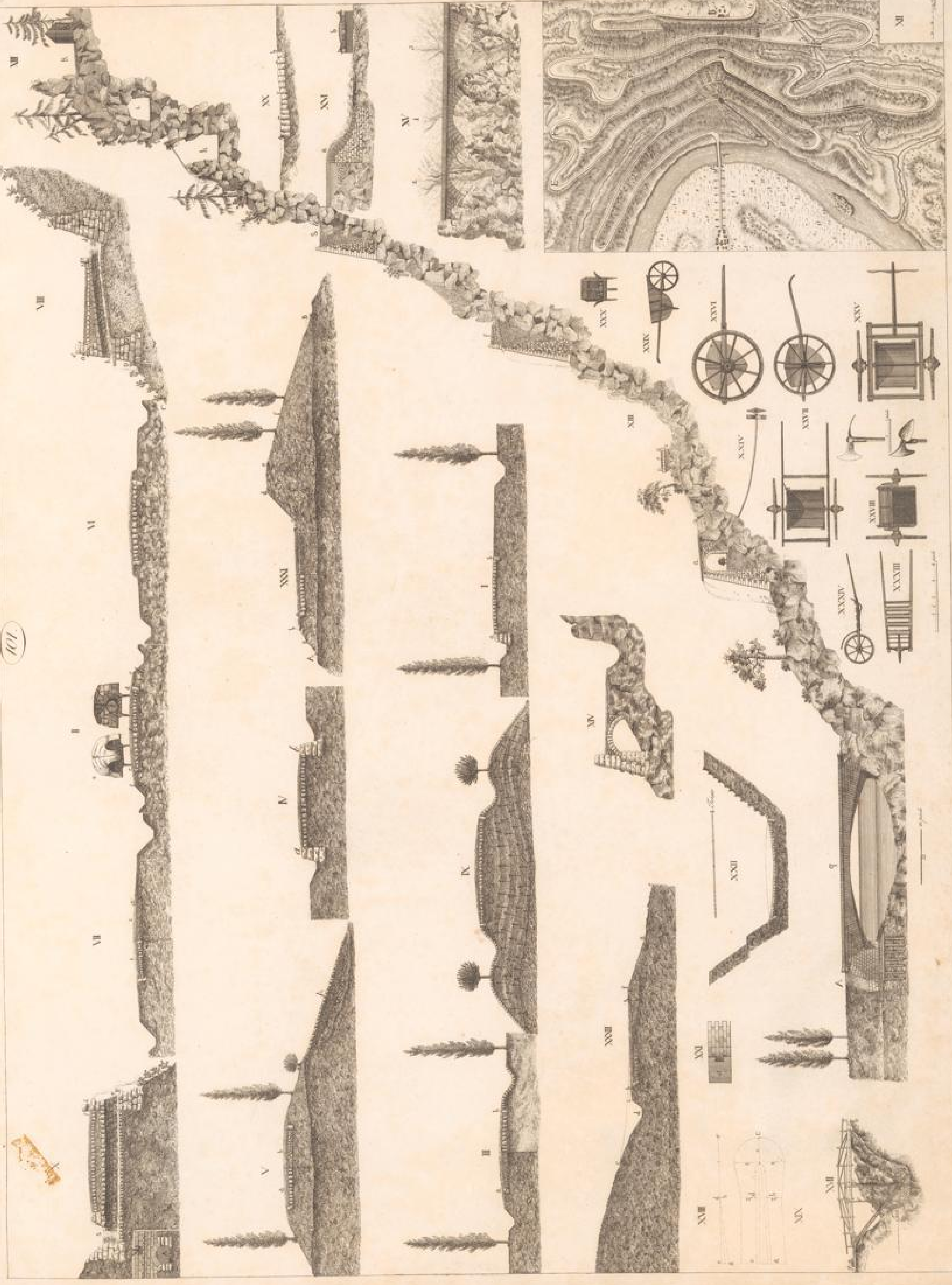












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