

flux runs out of the Harbour with a Force sufficient to keep the Entrance clear of Sands, Gravel, &c. *Portsmouth* Harbour plainly proves that a large Receiver will maintain a good Harbour, without the Assistance of Land Water: This appears to me another plain Proof of the Usefulness of large Receivers in Ports, Havens and navigable Rivers; and that the lessening Receivers in Ports, Havens and navigable Rivers, are injurious to Navigation.

Before I leave this useful Subject, I will endeavour to show the Reasons why much Expence has been bestowed to little Purpose, in deepening shallow Places in Rivers. I am the more induced to this by a Relation from a Person who was a principal Director in attempting to deepen a Shallow Part of a River in *Yorkshire*. He said a Body of Gentlemen of *York*, expended above £10,000 in this Attempt, and was at last obliged to make a Lock, to make that Part of the River navigable.

In attempting the deepening a shallow Part of a River, the first Thing proper to be known is, whether the Bed of the River above this shallow Place, is low enough to have a sufficient Depth of Water upon it for the Navigation, when the shallow Place is deepened; for where there is a Stream or sharpe in a River the Surface of the Water below that Stream is lower than the Surface of the Water above it; and when the Bed of the Stream is lower'd to the Level of the Bed of the River above it, the Water's Surface upward will become lower than it was before, consequently shallower. If the Water is sufficiently deep upward, a shallow Part below may be deepened to answer the Purpose, by employing as many Men as will in all Probability effectually remove the Obstruction before any Flood can bring fresh Matter there; I mean as many Men should be employed in a proper Season, as can do any Service; for no Man
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