We shall conclude this article with some observations on the methods which may be taken for rendering small rivers and brooks fit for inland navigation, or at least for floatage. We get much instruction on this subject from what has been said concerning the swell produced in a river by weirs, bars, or any diminution of its former section. Our knowledge of the form which the surface of this swell affects, will furnish rules for spacing these obstructions in such a manner, and at such distances from each other, that the swell produced by one shall extend to the one above it.

If we know the slope, the breadth, and the depth of a river, in the droughts of summer, and have determined on the height of the flood-gates, or keeps, which are to be set up in its bed, it is evident that their stations are not matters of arbitrary choice, if we would derive the greatest possible advantage from them.

Some rivers in Flanders and Italy are made navigable in some sort by simple sluices, which, being shut, form magazines of water, which, being discharged by opening the gates, raises the inferior reach enough to permit the passage of the craft which are kept on it. After this momentary rise the keeps are shut again, the water sinks in the lower reach, and the lighters which were floated through the shallows are now obliged to draw into those parts of the reach where they can lie afloat till the next supply of water from above enables them to proceed. This is a very rude and imperfect method, and unjustifiable at this day, when we know the effect of locks, or at least of double gates. We do not mean to enter on the consideration of these contrivances, and to give the methods of their construction, in this place.* At present we confine ourselves

* See the article Waterworks in this volume, and also the Edinburgh Encyclopædia, article Navigation Inland, Vol. XV. for farther information on these points.