

a port at the walls of the city. (r) The city of Chester, in England, is situated on the river Dee, the crooked channel of which had become so choked up, by washings from the land, that ships were obliged to make a port eight miles below. But some time since, a new channel was cut for the river near the old one, and at a vast expense, and ships now again go up to the port at the city. (s)

The Severn, among the rivers of England, has, of old, been denounced as 'a most wild unruly river;' its descending floods have, at various times, swept along with such violence, and carried with them such masses of earth as entirely to fill up the former, and excavate an altogether new channel in many spaces; and such is the rage and impetuosity of the tide, whether of flood or ebb, that no vessel ventures up it farther than King Road, near its confluence with the Avon, without a pilot. (t) The chief ports on this river and its branches are Bristol and Gloucester, up to each of which the tide flows; but to overcome the dangers and difficulties of the natural access to them has called forth the most powerful efforts of human ingenuity, and the expenditure of immense sums of money. About seventy acres of the old and crooked course of the Avon was to be converted into a vast dock at Bristol, into which ships were to be lifted by locks; and into which also the boats of the Kennet and Avon canal were to be admitted. And a canal has been constructed for the passage of ships, seventy feet wide and eighteen feet deep, from Berkley to Gloucester, a distance of eighteen miles along the valley of the river. (u)

These and a number of other examples, that might be given, may be regarded as extensions of tide navigation, so as to have a port immediately at the city which is the seat of the commerce. The dangers, difficulties, and delays of the natural tide navigation, in some cases, and the expense and delay of transshipments and of land transportation, in others, however short, were so very great as to demonstrate the necessity and utility of having the port and the town, or head of the port, immediately together. The termination of marine navigation, in relation to the matter now under consideration, therefore, is not, in any case, the most interior tide on which a ship may safely float; but it is uniformly the port at which, owing to a variety of concurring circumstances, artificial

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(r) Malham's Naval Gaz. v. Exeter.—(s) Rees' Cyclo. art. Canal.—(t) Hale de Jure Maris, 16, 34.—(u) Rees' Cyclo. art. Canal.