

desired, owing to the very difficult nature of the situation, still is a noble effort of enterprise on the part of so small a community; it is built in the most solid manner of granite, and is furnished with every convenience. The top of it is formed into noble esplanades, which form a favorite walk at all times for those desirous of breathing the fresh sea air, and on Sunday are crowded with the families of the trades people and the laboring classes.

One of the arms of this pier is more than half a mile long, presenting to the water a wall surface fifty feet high of solid granite. The summit of this wall forms a parapet and shelter to a promenade some twelve feet wide. From this you descend by steps at certain places to the interior quay, which is very spacious and solidly built. The other arm of the pier is constructed in the same manner with two bends, bringing it round so as to form a square. It is divided within into an outer and inner dock, the latter for small vessels. This work cost two hundred thousand pounds, and the interest of this sum is defrayed principally by a small tax upon wines and spirits. One could not help feeling, however, how inferior all these works of art, costly and scientific as they may be, are to the noble harbour and magnificent commercial resources which nature has bestowed upon this fair town of Halifax. How willingly would the men of Liverpool exchange their magnificent docks for a harbour such as ours. Within this expensive pier there is no water at low tide. There is the mud—with boats and buoys reposing on it, or half buried in it. The smaller vessels in the inner dock might be seen with their keels buried in the bottom and propped up by supporters. Every Jersey vessel is fitted with clects along her sides to meet these supporters. When the mail steamers arrive, if it be low tide, they are compelled to anchor some hundreds of yards off, and the passengers and baggage are landed in boats. Even if the tide be half high, so that the steamer can enter and lie alongside the pier, still boats are required to reach the landing steps, creating a good deal of trouble and some expense. It is only at the highest tide that passengers can land directly from the packet to the quay. I naturally asked why the pier had not been carried out further while they were about it, but was told that the expense of taking in another acre of water would have been beyond calculation, or at least beyond the resources of the Island. My next idea was that if some part of the expense that had been lavished on the promenades, had been spared and devoted to the extension of the pier, a more useful result would have been attained, and I still think so. Certain it is, however, that did not the tides fall so low—were its waters like those of the Mediterranean, always at the same level—the pier of Jersey would be perfect.

The British Government is expending a very large amount of money upon a harbour of refuge at St. Catherine's Bay, on the opposite side of the Island from St. Heliers. England keeps a sharp look out upon the Channel Islands, and fosters them. They are not only a source of strength but of pride to her.