docks systems throughout the world at the present time is increase in the depth and dimensions of docks and piers. The large ship has been found more economical than the smaller one, and the only limits now imposed upon the ever increasing size of vessels are those due to restricted harbour depths and accommodation. The economic limit of speed for vessels rises with the increase in draft and size, and the long deep ship is always better than the short shallow ship carrying the same total deadweight. This has a most important bearing on the economics of fast mail, passenger and freight steamship services, and naval architects reckon that the value of a harbour increases, at least, in proportion to the cube of its depth. They also predict that in the next twenty or thirty years depths may be required up to 60 feet, and eminent authorities agree that no first class harbour intended for the larger class of ships should now be constructed with a depth of less than 45 feet, that is, the depth at low water of ordinary spring tides provided under this scheme.

In the matters of depth and dimensions of quays and piers, width of waterway and facility for manœuvring large ships, Halifax harbour will, on the completion of this scheme, be unexcelled in America and probably in the whole world. The entrance channel is straight and easy to navigate, and both it and the harbour are wide and remarkably free from currents and high winds, and they now have