

order for it is given, at a cost of \$500,000. The cost of a larger dock of the same kind has not been given.

8. *Floating Coffe Dams*.—These may be compared to a miniature timber floating dock, or a box with three sides and a bottom, the fourth side being cut out roughly to the shape of a ship. This dock is generally taken to the ship, and not the ship to the dock, as in other cases. The dock or coffer dam, being submerged, is placed under the bow or stern of a vessel, her section having been previously ascertained, and the open side of the box made to correspond to the same with water-tight packing. The water is then pumped out, and the workmen can at once descend to the bottom of the vessel.

These coffer dams, although no doubt useful and serviceable in many cases, admit of access being had only to the bow or stern of a vessel; they can therefore never entirely supercede the dry dock.

There are many important details in connection with permanent docks, both of wood or stone, to which no reference is here made on account of the length that this report has already reached. There is, however, one matter which seems to me of such importance that attention may not now improperly be directed to it, in order to show that the number of ocean-going steamships which enter this port is considerably greater than those which enter some other ports where large graving docks have been found necessary. An opportunity will thus be afforded to those who care to enter upon the calculation, to estimate the probable paying qualities of the proposed dock. They should however, bear in mind that Halifax lies close upon the track of vessels trading between Great Britain and the northern ports of the United States, and consequently it is to be expected that many an "Ocean Tramp"\* and other vessels disabled in mid-ocean will make for this port for repairs if proper facilities could be offered.

Ocean going steamships are here specially referred to because it is vessels of that class to which the owners of a large graving dock must look for their greatest amount of business and profits.

In the year 1881 there entered the port of Halifax 584 steamships, ships and barques, having a registered tonnage of 564,117 tons. Of these, 494 were steamers of 514,688 registered tons.

The total number of ocean steam vessels which entered all the ports of the United States in the same year was 4,222, and their total tonnage was 8,727,688. If the returns from the port of New York be deducted, the result shows as follows :

Total number of ocean steamers entered	
inwards at all other ports in the	
United States .....	2,308
Total tonnage of ditto.....	3,888,557

\* A name given in America to iron steamships cheaply built and of inferior quality.