

The Royal Edward Dock, it will be observed, is fitted to accommodate vessels of greater dimensions and deeper draught than any now afloat. The large quayage is to be equipped with commodious two-story transit-sheds, having an area of over half a million square feet, and this can be extended as required. Quick-working hydraulic cranes and grain-elevators will also be provided, together with a complete system of railway-sidings, where goods can be loaded on to vessels, or discharged from them, direct into trucks. A new section of railway will link up this and the Avonmouth Dock with the British railway system in a way that will make it possible to reduce the run to London to two hours.

Portishead Dock.

This dock is not so conveniently situated for rapid railway communication, being connected with Bristol by means of a short branch line. It is principally used for the landing of grain and timber, though facilities also exist, and are pretty extensively used, for the handling and storing of general produce. The granaries, with elevating machinery, are capable of storing 180,000 quarters; while the timber-wharf is 600 ft. long, and there are 10 acres of ground for stacking timber, besides a considerable area of covered sheds. Railway-sidings, quick-working cranes, and other facilities are provided for the economical handling of goods. The dimensions of the dock are as follows:—

Depth of water on sill, mean spring tides	...	...	...	34 ft.
" " mean neap tides	...	...	...	24 ft.
Length of dock	...	...	...	1,800 ft.
Width of dock	...	...	...	300 ft.
Length of lock	...	...	...	444 ft.
Width of lock	...	...	...	66 ft.
Area of dock	...	...	...	12 acres.
Length of wharfage	...	...	...	943 yards.

Graving-docks.

The dry and graving dock accommodation at the Port of Bristol is at present very full, and, when the Royal Edward Dock is completed, in the course of a few months, it will be ample for the requirements of the largest steam liners. I append details of the different docks:—

Name.	Length over Blocks.	Breadth of Entrance.	Depth of Water on Sill.
At Bristol,—	Ft.	Ft.	Ft.
Albion Dock	540	52·2	14·6
Stothert and Co.'s dock	300	57	12·3
Great Western Dock	319	48	11·6
Gridiron, Cumberland Basin, outside floating harbour, in the tidal river	260	...	...
Heave-up slip (not affected by tides)	97	...	...
At Avonmouth,—			
Floating pontoon dock (lifting-power, 3,800 tons) ...	365	60	19
Graving-dock (in course of erection)	850	100	32

MUNICIPAL ENTERPRISE.

The Port of Bristol occupies a unique position, from the fact that nearly the whole of these dock and harbour facilities have been provided and are managed by the City Corporation. The docks at Avonmouth and Portishead, as well as the most of those in the city, are the property of the Corporation, whose capital expenditure on harbour and dock works and appliances now amounts to nearly £6,000,000. This gigantic undertaking is under the control of the Docks Committee of the Corporation, consisting of nineteen members. After this body, which is of course constantly changing, the chief credit for the enterprise displayed of late years in developing the Port of Bristol is due to Mr. F. B. Girdlestone, secretary and general manager of the docks, with his efficient staff of engineers and other officials. The dock offices are situated in Queen Square, Bristol. The triumph of intelligent collectivism demonstrated by this great enterprise should especially appeal to the people of New Zealand, who have in their own country witnessed the beneficent operation and results of State collectivism. The Corporation and merchants of Bristol are exceedingly desirous of increasing the direct trade between their port and New Zealand, and a proof of this is to be found in the fact that Mr. W. J. Kent, formerly of Timaru, has been engaged by the Corporation, and is now in this country charged with the important mission of developing commerce between this great food-producing land, and the important food-consuming and distributing city of Bristol.

TRADE OF BRISTOL.

For many generations Bristol has taken a leading position in connection with the distribution of provisions and groceries in the western and south-western counties of England, in South Wales, and even in the Midlands. From the earliest times, its advantageous position and the enterprise of its merchants enabled the city to maintain its prestige, and in later years the far-seeing enterprise of the municipality has enabled it to keep pace with modern developments. With the lapse of years and the arrival of foreign produce in increasing quantities Bristol has more than held her own as compared with competing ports. As long ago as 1899 Bristol imported 18,134 tons of