

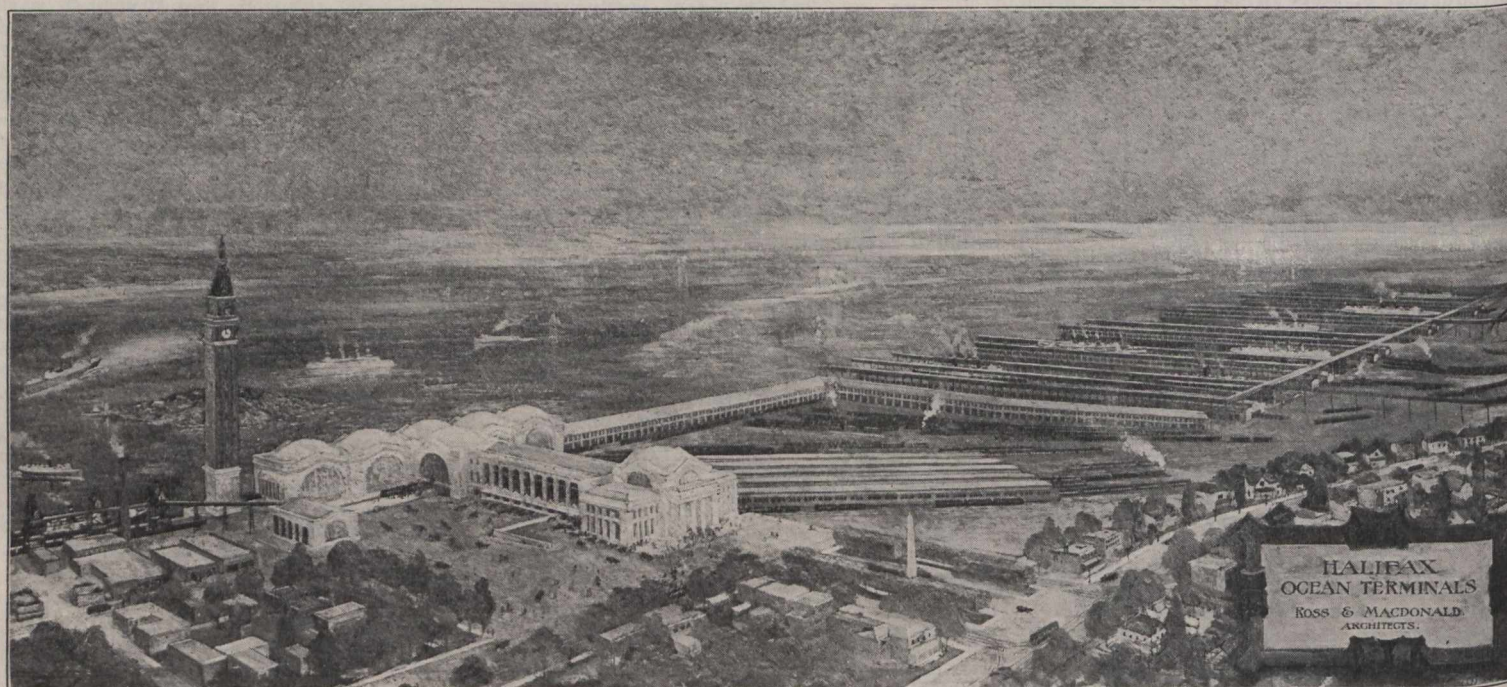
Halifax Ocean Terminals, Intercolonial Railway.

General preliminary plans in connection with the buildings for the new ocean terminals at Halifax have been submitted by the architects, Ross & Macdonald, Mont-

the shore end, and the head of the T at the steamship landing stage. The shore end of the building will provide accommodations for the local Halifax traffic and

to baggage checking room and to ticket lobby. Passengers on entering the building will find all the facilities they require for transacting their business, after which they may pass on to the train concourse or train waiting room.

The general plan provides a landing stage

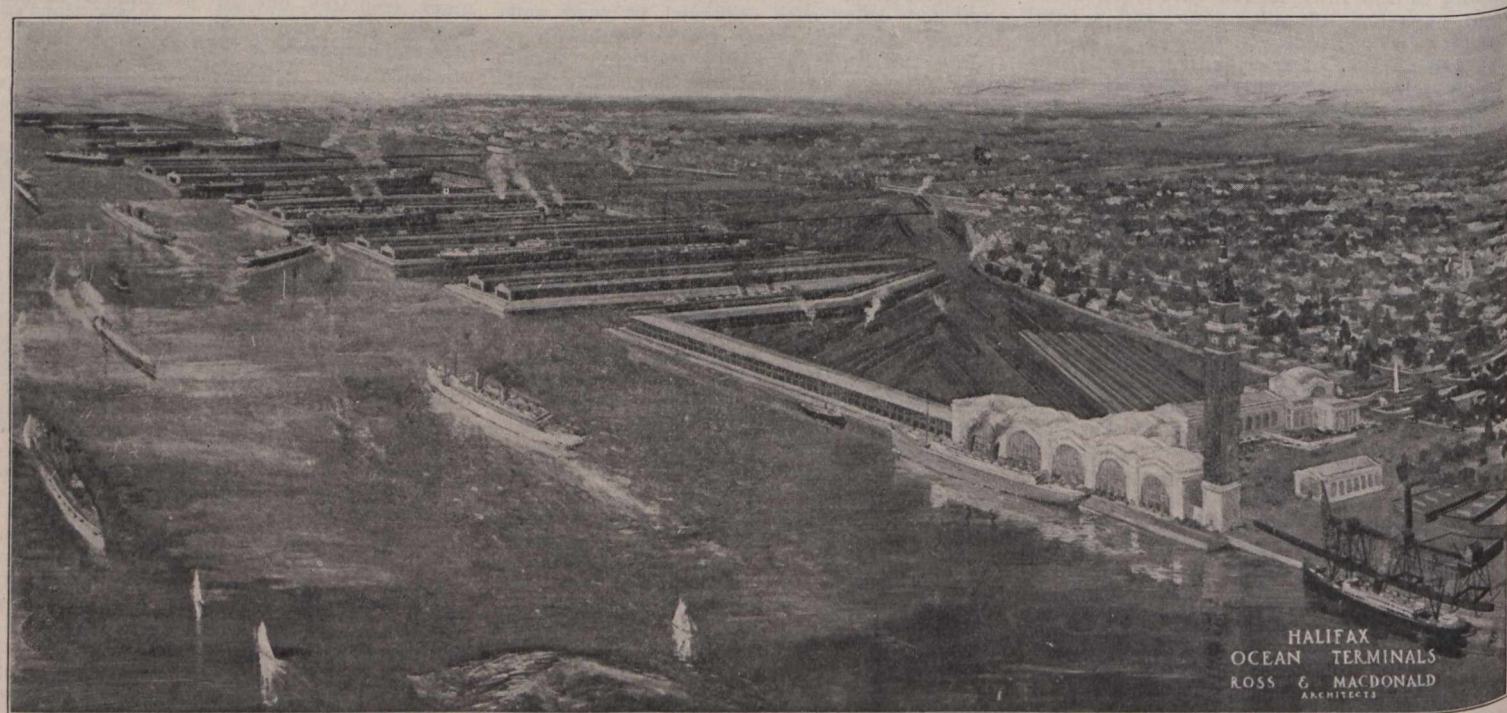


Complete Scheme for Halifax Ocean Terminals, looking towards the Harbor.

real, to the Minister of Railways through F. P. Gutelius, General Manager, Canadian Government Railways. These plans illustrate the general arrangement for the handling of passengers and freight and the facilities provided for the transferring of pass-

will contain ticket offices, baggage and parcel checking rooms, restaurant and lunch room, women's and men's retiring rooms with lavatories, and provision on the upper floors of the building for the office space required by the railway and steamship lines.

approximately 2,000 ft. long, which will be divided into two parts, the northerly third for the active handling of passengers, baggage, mail and express, and the remainder for the handling of cargo. It is upon this northerly end of the landing stage that the



Complete Scheme for Halifax Ocean Terminals, looking from the Harbor.

engers, baggage, mail and express to and from railway trains and steamships, as well as for the provisions for the handling of local Halifax city traffic.

The general scheme consists of a passenger station building in the shape of a large letter T, the foot of the T being at

This portion of the building, which will be known as the Halifax city station, will face on a plaza located between South and Tobin Sts., this plaza extending from Pleasant St. east to the front of the station building, and being about 400 ft. deep. A space for cabs will be provided on the north, with access

top portion of the T shaped building is placed.

Passengers disembarking from steamships will enter the building at the second story level. Passengers' baggage will be discharged at the same level and will be distributed in the usual way for customs ex-