

# The Canadian Engineer

*A weekly paper for engineers and engineering-contractors*

## DEEP WATER TERMINALS AT HALIFAX

REINFORCED CONCRETE PIER CONSTRUCTION BY DOMINION GOVERNMENT FOR THE INTERCOLONIAL RAILWAY—DETAILS OF PILE CASTING AND DRIVING—OUTLINE OF ULTIMATE DEVELOPMENT.

By **T. W. J. LYNCH, C.E.**,  
City Engineer's Staff, Halifax, N.S.

**T**O such an unexpected extent has the volume of freight passing through the port of Halifax increased of recent years, that the Government Railways' Managing Board has been forced to map out a comprehensive plan of extension by which it is hoped

and improvements will be constructed chiefly at Deep Water. Fig. 2, showing the old as well as the contemplated development, gives an idea of the vast improvements to be made at this shipping centre. The plan of improvements includes four piers sufficiently large to



Fig. 1.—View of Pier No. 2 While Under Construction

to care for the constantly increasing traffic on the Inter-colonial Railway.

The city has two terminal points, one known locally as "Deep Water" and the other as Richmond. The Deep Water terminal is centrally located in the city proper, while the other piers are located at Richmond at the north-eastern extremity of the city. The proposed extension

accommodate steamers over 700 feet in length, considerably increasing in this respect the capacity of the terminal. One of these piers, No. 2, has been completed. New piers 3, 4 and 5, shown dotted, are as yet in prospect.

The old piers were all of a much smaller size. Old pier No. 2 was practically rebuilt 15 years ago, having a second story added 6 years ago. This was found in-